

3240 Fritz Cove Rd
Juneau, AK 99801
July 19, 2009

U.S. Forest Service
Box 16 - 2586
Juneau, AK 99811-2506
Attn: SATP

Dear Sirs:

Congratulations on recognizing that "the road to nowhere" up the east side of Lynn Canal would cost far more than originally estimated, and is unlikely to ever be approved for Federal funding.

Alternative "A" in the original plan is clearly the best option: Improve existing ferry service by constructing 1 to 3 new Alaska-Class ferries to replace the aging high-maintenance, high-fuel-consumption ferries, to operate between Hetchikan-Prince Rupert - Juneau - Sitka - Itaines/Steagway. Port facilities for docking are already in place, new road construction or improvements would be minimal, they would operate under virtually any weather conditions, and would provide convenient year-round reliable service for both vehicles and foot-passengers without vehicles. Existing and new small day-trip ferries could provide service to small communities which do not have inter-connecting roads. Construction of additional new roads should be de-emphasized.

I have lived in Juneau since before Statehood, when air transport was the main means of transporting people, and barge/freighter service for

goods and vehicles. When I moved to Juneau (2) in 1956, my family came by Pan American Airlines, and our car came by tug-and-bergo. Since then I have traveled extensively by car and as a foot passenger on most of the ferries, and disagree with DOT's assumption that the primary purpose of the ferry system is "to move motor vehicles"; instead, it should be "to provide safe, reliable efficient transportation of people, goods and vehicles."

A final point: More emphasis should be placed on accommodating bicycles and pedestrians. New roads should incorporate inter-connecting pedestrian and bike lanes, with regularly scheduled maintenance.

Thank you for the opportunity of commenting on a revised plan for Southeast Alaska.

Sincerely,

Ted Merrill Sr.



July 31, 2009

Southeast Regional Planning
Alaska Department of Transportation
and Public Facilities
P.O. Box 112506
Juneau, AK 99811-2506

Re: SATP Update—Alternative Scoping Process

Sealaska Corporation is writing to provide comment on the Southeast Alaska Transportation Plan Update. We are monitoring the process and would like to share our preliminary road management plans with you now as Alternatives are being considered. Sealaska has hundreds of miles of road, mainly on Prince of Wales Island and in the Hoonah and Kake areas. We are currently identifying which of our roads will remain open and which will be closed. Part of our process includes working with the USDA Forest Service on their Travel Access and Management Plans for these areas and with the local communities on their current and short and long term future transportation needs. Working together, we have started discussion where Sealaska roads, in some instances, could remain open and by constructing a few miles of new road over federal land, and in at least one instance in Trocadero Bay over state land, would provide improved access to subsistence or to medical, commercial, or transportation facilities. We have not reached conclusion on any of our discussion, but wanted you to be aware of our process and how it might tie into the State's Southeast Area Transportation Plan.

Sealaska appreciates the opportunity to provide comment on this comprehensive Plan and looks forward to receiving notice of upcoming public meetings following release of a draft plan later this summer or fall.

Sincerely,

SEALASKA CORPORATION



Michele Metz
Assistant Lands Manager

cc: Ron Wolfe, Natural Resources Manager, Sealaska

Phone: 907-826-4848
Fax: 907-826-4849



P.O. Box 495, Craig, AK 99921
Email: ifa@interislandferry.com

July 30, 2009

Mr. Andy Hughes, Planner
ADOT/PF, Southeast Region
6860 Glacier Highway
Juneau, Alaska 99801

RE: Comments on Draft SATP

Dear Mr. Hughes,

I would like to offer some general comments and then another alternative for your consideration.

General Comments;

The Bradfield road should be part of the long range planning for improving mobility, community connectivity and efficiency. This road connection could be a good alternative to the Prince Rupert connection.

The Inter-Island Ferry Authority's M/V Stikine can carry 200 passengers and has a fuel consumption of only 100 gallons per hour. This would change the per passenger mile by lowering it almost \$0.03 per mile.

All of the SATP Scoping Alternative maps, with the exception of D. Eliminate Duplicative Systems, show a green line between communities that are labeled "Small Class Shuttle Ferry Route". These are actually IFA routes and should be labeled as such. We exist and are part of the overall marine transportation system in Southeast.

Small shuttle ferries can contribute to hauling goods and services on a daily basis between destinations. The IFA experiences one or two weather cancellations each year crossing Clarence Strait.

Another Alternative for consideration;

Dedicate one vessel for R/T Bellingham – Ketchikan.

Dedicate one vessel for R/T Prince Rupert – Ketchikan.

Dedicate one vessel for R/T Ketchikan – Wrangell.

Utilize IFA vessel to shuttle between Wrangell and South Mitkof (Petersburg)

Dedicate one vessel R/T Auke Bay – Petersburg

Dedicate on vessel (Aurora/Leconte) R/T Auke Bay and communities along Chatham Strait.

Share one dedicated vessel on R/T Auke Bay – Lynn Canal and Auke Bay – Sitka.

This alternative would provide more service and consistency than currently provided.

Advantages;

Potential for two round-trips per week between Bellingham and Ketchikan
Every other day sailings between Ketchikan and Prince Rupert and Ketchikan and Wrangell
Reestablishes the IFA's Northern route
Every other day round-trips between all other ports
Simple scheduling by eliminating Wrangell Narrows
Easily adaptable and reconfigured once the Petersburg – Kake road is constructed
Could be implemented as early as 2010

I wasn't able to run the numbers on this to see how much of a savings the State would see in this alternative. The IFA would need some improvements, i.e. a terminal in Ward Cove would allow us to make two runs between Hollis and Ketchikan with the same crew; we need to complete the IFA Wrangell terminal; we would need to construct a terminal building at South Mitkof with power, telephone/internet, and water and sewer; a third vessel would need to be planned for the next five years as a replacement/backup for existing vessels.

Please let me know if you have any questions concerning these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce R. Jones", with a long, sweeping horizontal stroke extending to the right.

Bruce R. Jones, CPM
General Manager

Peter Branson
Po Box 1259
Wrangell, AK
99929

Dear DOT Planners:

Thanks for the opportunity to comment on the Southeast Transportation Plan.

My opinion is simple and straightforward. Keep or improve existing ferry service, but NO NEW ROADS, or the idea that we can just hop from island to island on small ferries using, for example, a road from South Wrangell to drive to the town of Wrangell: ridiculous, expensive, and unworkable.

Southeast is an archipelago of islands with one or two small towns each. They're already connected by the marine highway system that never needs plowing for snow, and the potholes fill themselves!

Keep the mainline ferries, and put the Ferry terminal back in Seattle.

Thanks, Peter Branson

Fax to: (888) 752-6329
Southeast Planning - SATP

21 July '09

Once again I'd like to speak up for ferries. As a resident of Southeast Alaska I find good ferry service to be superior to new roads, especially the proposed road from Juneau to the Katzebin River Delta.

The ferry system saves money and energy - two very important commodities these days. In addition, the ferries are safer than roads, especially in the winter time.

Please refocus the 2004 SATP from new roads to community-to-community ferry service.

Thanks -

Laurie Dadourian
Bx 288
Haines, AK 99827

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Sunday, August 02, 2009 6:09 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes
Community Juneau
Website_informative Somewhat
Fullname Philip J. Gutleben

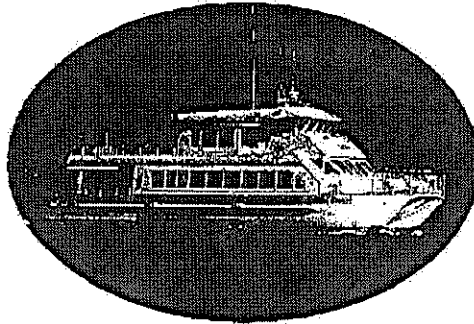
Thoughts

Please consider my comments relative to DOT's updating of the SATP – both planning assumptions and identification of a range of reasonable alternatives. I live in Juneau. I am within 4 years of retirement and intend to stay in Juneau upon retirement, but travel more extensively than now. I plan to take an extended road trip every other Fall or late Winter using the ferry from Juneau – Bellingham in most cases. I have two comments on your planning assumptions. First, you do not address the political anti-development (and in this case, anti-road development) within southeast Alaska. A high profile example is the Juneau access road. I personally approve the concept of this road (although, I believe there could be significant avalanche and closure issues), but my reading is that around 50% of local residents do not. We need to consider what SEACC, other outside funded environmental groups, the national press, and the US Government will do to stop any further development in southeast Alaska. This would probably include an extremely slow Federal permitting process and endless litigation. Just look at the roughly nine years of such activities to get the Kensington Mine restarted. It seems we are now back to square one with Federal permiters on that one even after a “win” in the Supreme Court. The National press would have a field day regarding spur roads from Juneau, Kake, and Sitka – “roads to nowhere.” Such anti-development tactics can be very successful in that they make the process so expensive that the developer (in the mine's case) or the public (in the road's case) no longer has the financial resources or will to proceed. Another comment on building roads in southeast Alaska, or Alaska in general. It seems to me that the costs of maintaining and patrolling rural roads through difficult terrain, especially in winter and during spring avalanche season, is very high. Having seen the route of the Juneau access road from the ferry, I would sure not want to drive that in the winter. So if that road is built, could we totally eliminate ferry service up the Lynn Canal? As a personal aside, I was in a terrible accident on the Seward Highway a number of years ago, in which my mother died, I broke my C2 vertebra (and luckily did not end up like Christopher Reeve), and another occupant suffered a broken back. Second, I question two of your cost assumptions. You mention that the Bellingham – Ketchikan run loses ~\$7.5 million per year. How does this compare with the losses (or, profits) on all the other runs, including all overhead? My understanding is that this run qualifies Alaska for certain Federal highway funds because it ties Alaska directly to the L48. Were these considered when you developed this figure. I have traveled this run on a number of occasions (including early March), and the cabins and car deck are always full, which I have not always found to be the case on my intra-Alaska voyages. So it is really not giving the whole picture by not providing similar statistics for all runs. Why not provide a comparison of subsidies for all runs on a \$ per passenger mile? I would really like to see these numbers for the fast ferries – I have heard they are very expensive to operate. I have a background in industrial cost

accounting and wonder if we cut revenues by a hypothetical 20%, will there be a 20% reduction in overhead and “fixed” costs. Is there a public transportation system in the entire US that does not require a subsidy? I personally think we should be encouraging public mass transit on both a cost and environmental basis – what are costs of driving ~130 vehicles from Juneau or Skagway to Bellingham vs the costs of using the ferry? You compare the costs of flying to Seattle and renting a car in WA versus the cost of ferry transit. It seems to me that a majority of ferry vehicles are associated with L48 tourists passing through SE on their way to central Alaska, people moving to/from Alaska, and Alaska retirees and others making extensive multi-week road trips to the Outside, where using rental cars is impractical. Also, the \$250 million capital limit seems rather arbitrary to me. Are we assuming that no Federal funds would be available for ferry construction? What is more palatable in DC – a \$135 million ferry, a \$300 million bridge, or a \$400 million road to? The bottom line is that I like elements of all of the alternatives. As detailed above, I am very opposed at elimination of the Bellingham service. Another reason for preserving this is that some people and animals would have a difficult, or even impossible time, transiting through Canada for legal or quarantine purposes. Also, many of our retirees aged 70 and over would prefer not driving through Canada in October/November or March due to the adverse weather. Finally, I believe such a move would discourage the independent summer tourist traffic. I would be satisfied with service to Bellingham once per week with the Columbia or eventually a like sized new vessel (with more roomettes to increase cabin revenues) used during the peak season and a smaller vessel in the off season. Service could possibly be eliminated for up to two months if the winter vessel needed to be in dry-dock, or the Columbia could extend its season. Maybe we should build one Alaska class ferry initially and retire either the Malaspina or Matanuska (it would seem if just two were build, both vessels could be retired, as the Kennecott could take over the Bellingham run in the winter when it is not needed for cross-Gulf or SW service). I don’t understand your logic of constructing three Alaska class ferries and only retiring two mainline vessels – we don’t need added capacity, just updated, more efficient vessels. Also, by going more slowly with new vessel construction, that leaves time for exploring the realities of new highway development. As highway options flesh out, ferry service and vessel construction can be modified. I am also not opposed to cutting excess capacity by reducing frequency of service. This coming June (or possible in 2011, 2012) I plan to take the 12-day Norwegian coastal voyage RT Bergen to near the North Cape. This Hurtigruten trip has elements of both a cruise and a ferry trip. A private company has operated this route for ~90 years. The ships (such as the Nordnorge) are about the size of the Columbia but with more cabins and room for only 45 cars (from the deck plans, European sized, with relatively low overhead clearance – no commercial vans or SUV’s). Their website is very informative with virtual pics, deck plans, etc. The public areas are more upscale than our mainline vessels, but not as elaborate as a cruise ship. Similarly, the cabins are small like our ferries, but more nicely appointed. This should be an interesting comparison. Thank you for considering my input.

Comments_regarding The Plan

Email philgutleben@yahoo.com



SKAGWAY MARINE ACCESS COMMISSION

P. O. Box 316
Skagway, AK 99840

July 31, 2009
Southeast Planning – SATP
PO Box 112506
Juneau, AK 99811-2506
FAX: (888)PLAN-FAX (752-6329)
Email: dot.satp@alaska.gov

RE: Comments on draft Assumptions and Alternatives Scoping for the Southeast Alaska Transportation Plan

Thank you for the opportunity to comment on Assumptions and Alternatives for the Southeast Alaska Transportation Plan (SATP). The Skagway Marine Access Commission is a non-profit organization dedicated to promoting marine access in Lynn Canal. Our organization recognizes that the Southeast Region is coastal in nature and the residents of our communities and our economies depend upon the safety and reliability that marine transportation provides. Therefore we respectfully submit the following comments:

The Skagway Marine Access Commission strongly supports the direction being taken by the Alaska Marine Highway System in the development of the Alaska Class ferries. We urge the planners working on the SATP to coordinate closely with the Marine Highway staff to insure that the SATP accurately reflects the vision and the most recent cost estimates being developed for the Alaska Class shuttle ferries. The Commission supports Alternative A: an improved ferry system without any significant new roads.

We were pleased to see many references to developing fuel efficient and environmentally-responsible vessels. However, the plan should also incorporate safety as a basic tenet. Residents are very aware of the region's rugged environment and severe weather conditions and Alaskans as a whole are more safety conscious than residents of any other state. Historically, in Lynn Canal, marine transportation has proven to be the safest mode of travel throughout all seasons of the year.

Page 3 of the draft assumptions makes reference to the possibility of adjusting ferry schedules to meet demand. The Commission would like to see this flexibility highlighted as one of the strong advantages of marine transportation. Ships can be deployed to target demand in various locations and can be quickly re-deployed when demand changes. This is an efficiency which cannot be accomplished with roads which are costly to construct and maintain and which must be maintained whether they are traveled by a few cars or many.

The SATP should recognize the importance of the Marine Highway to the independent tourist industry. It is considered one of the top ten ferry systems in the world and is a designated scenic byway. Further, the Bellingham run is the point of entry to a system which carries visitors, military personnel and residents and brings economic benefits far into the interior of the state. The Bellingham run is sold out most of the year and along with Lynn Canal is one of the two most lucrative legs of the Marine Highway. Rather than seeing this run as duplicative, we view it as enhanced access to and from Southeast Alaska. We do not support eliminating the Bellingham run and relinquishing to a foreign country control of Alaska's access to Southern states.

While this draft plan does appear to reflect some fresh viewpoints on the region's transportation infrastructure, there are numerous instances where the Department's traditional bias to road construction skews the document toward out-dated and fiscally unsustainable alternatives. The apparent bias reduces the credibility of the planning effort. Here are a few examples:

- The statement that Alaskans "need to choose between the two mobility regimes" (pages 8 & 10 of Assumptions) ignores the unique marine environment of the Southeast Region. The landscape requires that an efficient and safe transportation would consist of marine transportation with some surface links. The statement that Alaskans must choose seems to ignore the obvious; that smaller vessels can be used where practical but many routes and weather conditions will necessitate the use of larger, safer, weather-reliable ferries. Further, smaller ferries limit the ability to move freight and larger recreational vehicles.
- On page 8 of Assumptions there is the statement that "The primary purpose of the Alaska Marine Highway System is to move motor vehicles between communities along coastal Alaska and between Alaska and the continental highway system..." This neglects to take into account the high percentage of foot passengers who constitute a major constituency of the system. Again, better coordination with the Marine Highway staff could provide DOT planners with correct statistics and a more accurate snap shot of the region's transportation needs. For instance, some of the communities served do not have roads and the residents do not own vehicles. The plan should clearly state that the Marine Highway serves a strong mass transit function. The SATP should adopt the Marine Highway's mission statement "to provide safe, reliable, and efficient transportation of people, goods, and vehicles."
- Perhaps nowhere in the documents is the DOT's bias as apparent as on Page 4 of Assumptions which states: "Public pressure will continue to exist for construction of additional road connections, shortened ferry routesPressure will continue to exist in communities with few roads to extend the local road system into the forest. A notable exception is Tenakoc Springs - residents are in opposition to any road connection to their community." This statement ignores a wealth of testimony, public opinion polls, votes and community resolutions that clearly show a majority of southeast residents support improved ferry service over road construction. Example: According to the Juneau Economic Development Council's 2006 Economic Indicators Survey, improving ferry service was the top priority while constructing a road north of Juneau was the lowest priority of the eight projects surveyed. The Lynn Canal communities of Skagway and Haines have long-standing records of opposition to the Juneau Access Project. The abundance of public testimony documented in the agency's own records (and in particular the EIS for the project) mandates that the SATP include the statement that the proposed Juneau Access Road is opposed by two of the three communities that will be affected by it.
- The cost figures for Alternative E "Develop Highway System" should reflect the most recent cost estimates (nearly half a billion dollars) for the Juneau Access Project. We are somewhat perplexed by the reference to Cascade point as the terminus for road building in Lynn Canal as that has not been indicated as a preferred alternative during the extensive planning period. We hope this is not more of the smoke and mirrors tactics adopted by the Department in the past in which they attempted to piecemeal the road over 10 to 20 years in order to hide the true costs of this project from the public and the legislature. The SATP assumptions recognize that "all system improvement plans exceeding \$300 million over the next ten years are not considered realistic." We urge the planners to include a section in the plan which evaluates the benefits that could be accomplished by reallocating the unspent portion of the half a billion dollars estimated to build the Juneau Access Project to higher priority needs throughout the region.

We appreciate your efforts to take a fresh look at Southeast Alaska's transportation infrastructure. .

Thank you for your consideration.

Sincerely,

Jan Wrentmore, Chair
Skagway Marine Access Commission

Benson, Stephanie V (DOT)

From: Benson, Stephanie V (DOT)
Sent: Monday, August 03, 2009 1:01 PM
To: Benson, Stephanie V (DOT)
Subject: FW: OARS_Comment

From: sei@alaska.net [mailto:sei@alaska.net]
Sent: Fri 7/31/2009 4:17 PM
To: DOT M AMHS ITS - Programmers; Web Reservations, AMHS (DOT sponsored)
Subject: OARS_Comment

Type: COMMENT

f: ALBERT, L; CHRISTENSEN, cNbr:

Email: sei@alaska.net

Age: 69, Gender: Male, Education: Bachelors degree, Connection: Cable/DSL

Advertising: -----

Other: Today is the last day to comment on the the TRANSPORTATION ALTERNATIVES SCOPING. I live in Juneau and wish to comment on Lynn Canal. After reviewing alternatives A thru E, I was surprised and dismayed to see that using Fast Vehicle Ferries was not offered as one alternative. To me the only alternative to not building a road north is the FVF Ferries. The high volume corridor is perfect for this class of ferry. Having traveled this route often I know that the fast ferries save a days travel time and at least a night in a hotel. Maybe some day a road north will replace the ferries, but not in the near future. Not considering the use of FVF Ferries for the Lynn Canal route is like not giving the Ferry System a shot at being responsive to the needs of us in Southeast. Please extend the comment period and add this option.

Al Christensen

Juneau

Browser: Microsoft Internet Explorer

Browser Version: MSIE 7.0

Platform: Win32

Browser Details: 4.0 (compatible; MSIE 7.0; Windows NT 5.1; GTB6; .NET CLR 1.0.3705; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.30)

Screen resolution: 1024x768

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, August 07, 2009 8:37 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Petersburg

Website_informative Somewhat

Fullname Leslie and Sam Stancliff

Thoughts

Our big concern is regarding the ferry services to and from Bellingham. We would prefer to keep the Bellingham port and sacrifice the Prince Rupert one if one has to go. So many of us travel to Bellingham and do not wish to have to drive to or from the Canadian port or worry about the extra customs details. The same is true for tourists and visitors to SE Alaska - we want a direct connection to the NW United States. We should be encouraging travel within our own country first, then our neighboring country. But to meet our citizens' needs and preferences Bellingham should be a keeper. We would have commented earlier, but only learned of this last night and couldn't get to a computer before this morning (a week after your official comments period). Thanks for considering our comments.

Comments_regarding The Plan

Email twobearsnorth@hotmail.com

Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Thursday, August 13, 2009 10:53 AM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Ketchikan

Website_informative Somewhat

Fullname Melva Berdine Broad

Thoughts I recently read an item about the cost of care for Illegal Aliens coming into the USA. Some funds from states, Some funds from Fed. Government. \$338,300,000,000.00 for them. (BILLIONS) I think that a few Million Towards the upkeep and replacements of our Alaska Marine Highway System is great. Keeping our Bellingham Washington Termanal, and all points North in Alaska is in order.

Comments_regarding The Plan

Email ferry.queen@hotmail.com

1401 Edgcombe Dr
Sitka, AK 99835
August 11, 2009

SE Planning - SATP
PO Box 112506
Juneau AK 99811506

I am writing concerning improved plans for transportation for SE Alaska. I wholeheartedly believe that roads are not what we need in SE. We require improved and updated and expanded ferry service. I believe the money required for the proposed road out of Juneau would be more effectively spent on improving ferry service.

Sitka in particular requires good ferry service. The Fairweather is delightful when operational. Please consider purchasing more reliable ferries instead of wasting money on roads.

Thank you.

CARIN ADICKES
Carin Adikes

KETCHIKAN GATEWAY BOROUGH

RESOLUTION NO. 2181

A RESOLUTION OF THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH, COMMENTING ON THE ASSUMPTIONS AND ALTERNATIVES SCOPING TO BE USED TO UPDATE THE SOUTHEAST ALASKA TRANSPORTATION PLAN, AND EXPRESSING SUPPORT TO CONTINUE THE AMHS BELLINGHAM FERRY ROUTE; AND PROVIDING FOR AN EFFECTIVE DATE

RECITALS

WHEREAS, the Alaska Department of Transportation and Public Facilities (DOT&PF) is seeking public input for a revision to its 2004 Southeast Alaska Transportation Plan (SATP); and

WHEREAS, the presentation of information and lack of data comparison in the SATP Plan Assumptions hinder the ability of the Borough to interpret and comment on the information; and

WHEREAS, the primary purpose of the Alaska Marine Highway system is not to move passenger vehicles between Alaska communities as stated in the SATP, but rather to "provide safe, reliable, and efficient transportation of people, goods and vehicles among Alaska communities . . . and the Lower 48"; and

WHEREAS, the AMHS Bellingham route is heavily used, and provides a travel route to the lower 48 without crossing international borders; and

WHEREAS, a transportation system designed to serve the diverse needs of all of Southeast Alaska will likely require a combination of roads, shuttle ferries, and both large and small vessels; and

WHEREAS, the assumed budget is not adequate to fund the improvements envisioned in the 2004 SATP; and

WHEREAS, a stated premise of the 2004 SATP is "not accepting existing impediments as givens and rejecting the approach of lowered expectations".

NOW, THEREFORE, IN CONSIDERATION OF THE ABOVE FACTS, IT IS RESOLVED BY THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH as follows:

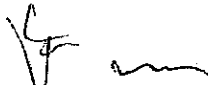
Section 1. The Ketchikan Gateway Borough supports 'Alternative A: Improved Ferry System' as described in the SATP Transportation Plan Alternatives and urges the legislature to provide the funding necessary to complete the needed improvements.

Section 2. The Ketchikan Gateway Borough urges caution on the part of the Alaska Department of Transportation and Public Facilities as it identifies and seeks to reduce perceived excess capacity in the Alaska Marine Highway System as communities would be adversely impacted by reduction in service, and few, if any, other modes of surface transportation exist.

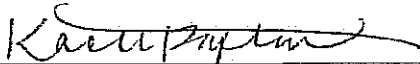
Section 3. The Ketchikan Gateway Borough strongly opposes elimination of the AMHS service to and from Bellingham, and urges the Department of Transportation and Public Facilities to include the Bellingham ferry route in the five-year update of the Southeast Alaska Transportation plan.

Section 4. This resolution is effective UPON ADOPTION.

ADOPTED this 17th day of August, 2009.

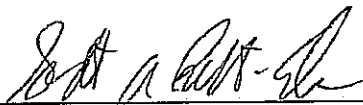


Dave Kliffer, Borough Mayor



Kacie Paxton, Borough Clerk

APPROVED AS TO FORM:



Scott A. Brandt-Erichsen, Borough Attorney

EFFECTIVE DATE:		AUGUST 17, 2009		
ROLL CALL	YES	NO	ABSENT	
Gibbons	✓			
Harrington	✓			
Painter	✓			
Phillips	✓			
Salazar	✓			
Shoemaker	✓			
Thompson			✓	
Mayor (tie votes only)				
4 AFFIRMATIVE VOTES REQUIRED FOR PASSAGE				

CITY AND BOROUGH OF WRANGELL, ALASKA

RESOLUTION NO. 08-09-1166

A RESOLUTION OF THE ASSEMBLY OF THE CITY
AND BOROUGH OF WRANGELL, ALASKA,
SUPPORTING CONTINUED MAINLINE FERRY
SERVICE AND SHUTTLE SERVICE FOR WRANGELL
IN THE ALASKA DEPARTMENT OF
TRANSPORTATION ALTERNATIVES SCOPING FOR
THE SOUTHEAST ALASKA TRANSPORTATION
PLAN

WHEREAS, marine transportation systems are vital to the economic and social well-being of the coastal communities of Alaska; and

WHEREAS, the Alaska Marine Highway System has been meeting transportation needs of coastal Alaskans for over forty years; and

WHEREAS, the Alaska Marine Highway System is a vital link directly serving 30 coastal Alaska communities and connecting all of Alaska with the Lower 48; and

WHEREAS, maintaining a safe, economical, and efficient Alaska Marine Highway System requires judicious, continuous investment by the State of Alaska in vessels, equipment, personnel, training, and marketing; and

WHEREAS, waterborne transportation systems are vital to the economic and social well-being of the coastal communities of Alaska; and

WHEREAS, the public funds employed in support of the Alaska Marine Highway System are almost exclusively expended within the State of Alaska and for the accounts of resident businesses and individuals; and

WHEREAS, the Alaska Marine Highway System serves as Southeast Alaska's surface transportation system, effectively providing ferry services to connect the remote communities of Southeast Alaska and remote promote economic development within the region; and

WHEREAS, the Alaska Department of Transportation has predicted that the State of Alaska's transportation budget will decline over the coming decade and that no project larger than \$300 million will likely proceed, and the Alaska Marine Highway System is currently in need of investments to ensure continued and improved ferry service in the future; and

WHEREAS, Southeast Alaska communities including THE CITY & BOROUGH OF WRANGELL have consistently and historically stated their preference for a transportation system that supports the Alaska Marine Highway System.

THEREFORE, be it resolved that THE CITY & BOROUGH OF WRANGELL urges the Governor and the Alaska Legislature to fully fund the operating budget of the Alaska Marine Highway System so that Alaska Marine Highway System vessels can provide reliable transportation services for Fiscal Years 2010 and 2010 on a normal schedule.

THEREFORE, be it resolved that THE CITY & BOROUGH OF WRANGELL supports authorizing and appropriating the funds necessary to construct new vessels to meet long-term needs of our community and other coastal communities served by the Alaska Marine Highway System.

THEREFORE, be it resolved that the local, state, and federal governments heed the requests of tribal governments, communities, and individuals residing in Southeast Alaska to maintain the Alaska Marine Highway System as the primary means of movement for people and goods within coastal Alaska.

THEREFORE, be it resolved that THE CITY & BOROUGH OF WRANGELL requests that Alaska's congressional delegation work to pass the United States Ferry Systems Investment Act of 2009 (S. 930, H.R. 2172).

THEREFORE, be it resolved that THE CITY & BOROUGH OF WRANGELL urges Governor Parnell, the Alaska Legislature, and the Alaska Department of Transportation to prioritize the replacement of aging mainline Alaska Marine Highway System ferry vessels in the Southeast Alaska Transportation Plan.

THEREFORE, be it resolved that THE CITY & BOROUGH OF WRANGELL opposes Alternative E in the Alaska Department of Transportation's Transportation Alternatives Scoping for the Southeast Alaska Transportation Plan, as well as opposes any similar long-range transportation plan that supports building roads at the expense of the Alaska Marine Highway System and drastically reduces mainline ferry access to THE CITY & BOROUGH OF WRANGELL.

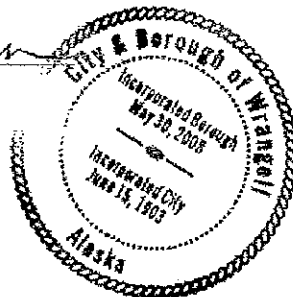
THEREFORE, be it resolved that THE CITY & BOROUGH OF WRANGELL supports a plan that includes continued mainline ferry service from Bellingham through Southeast, including stops in Wrangell, and shuttle-type ferry service between Wrangell, Petersburg, and Prince of Whales.

ADOPTED: August 25

2009

Donald J. McConachie, Sr., Mayor

ATTEST: 
Christie L. Jamieson, Borough Clerk



Benson, Stephanie V (DOT)

From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Sent: Friday, August 28, 2009 9:39 PM
To: DOT SER SATP
Subject: SATP Comments

Receive_newsletter Yes

Community Juneau

Website_informative Yes

Fullname Wallace E. Blackwell

Thoughts

I think we should keep the existing Ferry system as it use be. we are now operation like the crusie ship mentality. The ferry system use to have one small terminal and money was spent on the ships. Passenger only sit for two hour before boarding. We should increase winter tourism and have a dependable schule. Use our ship more and don't lay them up for long periods of time. Stick to a long term two ships to Bellingham and don't change it. Our new ship should be more efficent and learn from our mistakes. An efficent expert should be hired to deal with loading, unloadingship,supplies, labor use and union issues. Wally

Comments_regarding The Plan

Email blackwellwallace@alaska.com