

## Elizabeth Bolling

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**From:** Emily Willis <maidenalaskaherbals@yahoo.com>  
**Sent:** Tuesday, March 12, 2019 6:07 PM  
**To:** House Transportation  
**Subject:** Proposed budget cuts 2019 ~ AK Marine Highway System

Greetings,

After attempting to call in this afternoon and being told by the operator that there was over a 1/2 hour wait, while I was at work, it seemed better to write instead of waiting on the phone while trying to make dinner for the family.

I came up from Bellingham on the AK Marine High System nearly 20 years ago. For the first few years that is how I got to Juneau in order to fly out and see my parents. When I was pregnant with our two children, I took the ferry to see my doctors and midwives. You see, flying on a little airplane in the winds that often rip through the Lynn Canal makes one rather nervous and being pregnant and scared isn't good for the people of your state. My son is entering the time of school when travel for workshops and sports and educational opportunities happens. And they use the ferry system to get from town to town here in SE Alaska.

You would be destroying the communities that depend on the Alaska Marine Highway System. I often hear how the ferry doesn't make any money. Well, neither does a road, all that resurfacing, plowing and fixing. And a road during the winter is not a feasible option and has been turned down repeatedly.

Please keep our ferry funded. We depend on this mode of transportation.

Thank you,

Emily G. Willis  
Skagway AK

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 2:11 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Public Comment - Alaska Marine Highway System - House Transportation Committee  
**Attachments:** MV Chilkoot.JPG

**From:** slvreagle@gci.net <slvreagle@gci.net>  
**Sent:** Tuesday, March 12, 2019 2:10 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** Public Comment - Alaska Marine Highway System - House Transportation Committee

Chairman Stutes,

As many have indicated, the Alaska Marine Highway System is the "road system" that connects all Southeast communities. It is Alaska's only toll-road where users of the system help subsidize this essential infrastructure --- Reduced sailings between communities also result in the system becoming less useable. Myself, I moved to Alaska some 30 plus years ago traveling the ferry system from Prince Rupert. We have used the ferry to travel to Sitka for Alaska day for the past several years though reduced sailings mean you need to spend a week if bringing a vehicle. There is much commercial traffic and "private" commerce of people in communities buying goods in Juneau or Ketchikan and hauling them by vans or trucks for people in the smaller communities.

As shown by the attachment from the ADOTPF website, the beginnings of the ferry system began as a failed private enterprise that the state assumed because the public importance of reliable transportation system was recognized.

The importance of the Alaska marine highway system is reflected in Alaska Statutes which requires a plan for it's development and improvement --- Abandoning the system is contrary to the statute.

## **AS 19.65.011. Comprehensive Long-Range Plan.**

The Department of Transportation and Public Facilities shall prepare a comprehensive long-range plan for the development and improvement of the Alaska marine highway system and shall revise and update the plan at least every five years. The department shall submit the comprehensive long-range plan and revisions and updates of the plan to the legislature.

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 8:19 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: Vital Service

-----Original Message-----

**From:** Michael J <michaeljahrig@gmail.com>  
**Sent:** Tuesday, March 12, 2019 7:19 PM  
**To:** House Transportation <House.Transportation@akleg.gov>  
**Cc:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** Vital Service

Good Evening-

My name is Michael Jahrig. Born and raised in Kenai, Alaska and nearing completion of my ninth year as an employee of the Marine Highway. Kenai relies heavily on the road system and I can't agree more with the idea that asphalt roads should be kept up (even through the horrendous weather conditions Alaskans call home). That said, the Alaska Marine Highway provides a service as much, if not more integral to Alaskans in coastal communities as the roads provide my family. It could be conveyed that I am a partial view into this topic, but in my best attempt to put unbiased blinders on I truly believe it would be a mistake to pull this Maritime Road system away from our communities. This would force many Alaskans out of the State in search for new jobs and vastly cut away from the infrastructure built in those areas. Nearly designating areas that blossom into fisheries, tourism, and commerce of all the above.

I wholeheartedly support the Alaska Marine Highways future and can't agree more that we should continue to strategize efficiency and cost saving measures. Those that don't include short-sighted, heavy budget cuts. There are better ways to think this through. Please think deeply about the proposed budgets repercussions.

Regards,  
Michael

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 8:18 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: My Experience on the Alaska Marine Highway.

**From:** Frank Sands <fjsands@gmail.com>  
**Sent:** Tuesday, March 12, 2019 7:20 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** My Experience on the Alaska Marine Highway.

Dear Ms. Stutes,

I would like to tell you about my experience on the Alaska Marine Highway. I grew up in Bellingham, Washington and have seen the ferry come into port every week since I can remember. I know that the ferry is very important to a lot of people in Bellingham. I have worked in the maritime industry for 13 years and have worked all over the world. I have always wanted to work in Alaska. This summer I finally received an opportunity to take a ride on the MV Columbia for a week to see if I would like to work on the ferry. After a week on the ferry, I knew that this is what I wanted to do for the rest of my career. I did not grow up in Alaska, so this was first time that I was able to take the ferry from Bellingham to Skagway, I was in shock. The ride up was so beautiful, like nothing I had ever seen before. There is no way that flying to Alaska could ever compare.

Alaska is unlike any state. There are so many islands and so many remote villages that are not serviced by any roads or bridges. The Alaska Marine Highway is not a luxury it is a much needed solution for the landscape of Alaska. There is no way to service the residents any other way. I am sure that a portion of the ports that the ferry visit could be serviced another way but a majority of them have no other option. Taking planes and barging up vehicles would be much more inconvenient for every resident.

After I was officially hired, my first trip was on the MV Tustumena. That is where I saw the true importance of the Alaska Marine Highway. The Tustumena is one of the ferries that services the small native villages in South West Alaska. The villages of Port Lions and Ousinke have people that take the ferry weekly to Kodiak to get supplies. They have flatbed trucks loaded up with supplies, such as washers, dryers, food, and other necessities. These people would talk about how much they rely on the ferry. My last hitch on the ferry was on the MV Aurora. The people riding on that ferry had similar experiences to the Tustemena. They would take their vehicles to Anchorage to get serviced. They would also take the ferry to go to Anchorage for medical appointments. I quickly became aware how important this service is to all of the residents of Alaska.

I have also talked with many family and friends that have always wanted to take the ferry and they are all worried about the future of the Alaska Marine Highway. Thank you for taking the time to read this and I hope that you can do all that you can to help save the Alaska Marine Highway.

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Sincerely,

Frank Sands  
[fjsands@gmail.com](mailto:fjsands@gmail.com)  
360-319-7106

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 11:09 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: AMHS

**From:** Linda Squibb <squibblinda@gmail.com>  
**Sent:** Wednesday, March 13, 2019 11:02 AM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** AMHS

Dear House Transportation Committee,

I want to go on record to communicate with our government officials as to the absolute importance of the Alaska Marine Highway System.

I can't believe that the new administration is planning on decimating our essential marine highway system.

I came to Alaska on board the MV Columbia in 1974 with my future husband. We started a tugboat company and have plied the waters of Southeast Alaska since then. Owning and working on three tugboats over a period of 30 years our family has ridden on all of the "blue canoes". Every summer after my daughters were done with school we would pack up our car with summer necessities, drive onto one of the familiar ferries and head south to Ketchikan to join my husband on the tugboat on Prince of Wales Island. We would work all summer long and then head north to Juneau where we would all go back to school. This story is like so many families who fish and work on boats in Alaska. Our island Archipelago is connected by water, buoys are our stop signs and markers are blinking lights that we navigate with. The coast guard are the police officers. We live in a maritime environment. These boats are what connects the villages and towns of Coastal Alaska. The ferries supply, food, cars, fish, and people from point A to B. The ferries take groups of athletes to play in tournaments, folks to potlucks, to Celebration, and to funerals. These ferries are the lifeline that we depend on. Taking these away from all of us who count on them is a major mistake and will definitely affect the quality of life that all of us love and count on.

Thank you for your valuable time to read my comments and best of luck as you work to develop Alaska's budget.

Best regards,

Linda Squibb

PO Box 201733

Auke Bay, AK 99821

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 10:11 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: Public Comments on the Alaska Marine Highway System  
**Attachments:** Senate & House Transportation Committee .docx; Alaska Ferry op\_plan.pdf; Metlakatla DOT.docx; ALASKA MARINE HIGHWAY SYSTEM.docx; AMHS SCENARIOS .pdf

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**From:** DENNY <alaskanortherngirl@gmail.com>  
**Sent:** Tuesday, March 12, 2019 3:56 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Sen. Bert Stedman <Sen.Bert.Stedman@akleg.gov>; Sen. Click Bishop <Sen.Click.Bishop@akleg.gov>; Sen. Shelley Hughes <sen.shelley.hughes@akleg.gov>; Rep. Harriet Drummond <Rep.Harriet.Drummond@akleg.gov>; Senator.Doland.Olson@akleg.gov; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>; Rep. Matt Claman <Rep.Matt.Claman@akleg.gov>; Rep. Andi Story <Rep.Andi.Story@akleg.gov>; Rep. David Talerico <Rep.David.Talerico@akleg.gov>; Rep. Sara Rasmussen <Rep.Sara.Rasmussen@akleg.gov>; Senate Transportation Committee <SenateTransportation.Committee@akleg.gov>; House Transportation <House.Transportation@akleg.gov>  
**Subject:** Public Comments on the Alaska Marine Highway System

ATTN: Alaska State Legislators, Committee Members & Governor's Office.

Please find attached; my 3 page written testimony, the AMHS operation plan, the AMHS Metlakatla information, the AMHS documents on travel distances, and the AMHS Scenarios. I would hope you all might take the time to read my testimony & view the attached documents that verify my statements. Unfortunately I have found that many of the Legislators in the past never even see what we Alaskan send in. But on the other hand I have also dealt with some Legislators that could still be referred to as a "STATESMAN" and it is always a pleasure to find such a person in this day and age. Thank you for your time and the opportunity to comment. DENNY KAY WEATHERS

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 4:51 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Need for AK Ferry System

**From:** Victoria Baker <toriealaska@gmail.com>  
**Sent:** Tuesday, March 12, 2019 4:45 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Sen. Gary Stevens <Sen.Gary.Stevens@akleg.gov>; Sen. Click Bishop <Sen.Click.Bishop@akleg.gov>; Sen. Lyman Hoffman <Sen.Lyman.Hoffman@akleg.gov>; Rep. Bryce Edgmon <Rep.Bryce.Edgmon@akleg.gov>; Rep. Lance Pruitt <Rep.Lance.Pruitt@akleg.gov>  
**Cc:** Troy Tirrell <tms@gci.net>  
**Subject:** Need for AK Ferry System

Hello, leaders:

We are writing to simply add our names among the 100's of thousands Alaskans and visitors and businesses who need, support and want the Ferry System.

There are indeed epic challenges with this system, the least of which includes aging vessels, ones that just don't fit our purposes esp. in PWS, and of course chronic problems of crew, unions, wages and fuel costs. But there has been huge stride made in meeting these challenges. This is a state service that is historical, significant, embedded and vital.

In PWS, the ferry links residents to Anchorage markets, businesses, food supplies, and medical services that are totally integral to coastal economic success. We in the South-central region of the ferry system comprised a significant part of Anchorage's Bush Economy. Managing reasonable costs for student travel to all kinds of events and competitions hinges on the ferry system.

As Alaska commercial fishermen, 40-year residents and working waterfront business owners, we know how key the service is for our fish, for moving goods, boats, labor and fishermen in and out of CDV and Kodiak, and for the vital link it is for individual, resident and groups traveling to and within our state.

Don't give up on this one as a statewide budget priority.

Sincerely,

Torie Baker and Troy Tirrell  
F/V Delta Tango, F/V In 'Em  
Cordova

## Elizabeth Bolling

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**From:** Frank Wright <wrightfrank56@gmail.com>  
**Sent:** Tuesday, March 12, 2019 4:49 PM  
**To:** House Transportation  
**Subject:** Alaska marine highway

There can be no bill passed that will directly effect one specific part of our population. Especially when it will cut off part a good part of the population from the rest of the world. It will significantly hamper travel of the southeast Alaska people. Prices of goods will increase and further hurt us, as well as probably making any other travel a lot more expensive, since currently the price for flights out of hoonah is almost two hundred dollars for a round trip. There should be no bill passed that would hurt one specific part of our population. Thank you



## Elizabeth Bolling

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**From:** Holly Kveum <hollykveum@gmail.com>  
**Sent:** Tuesday, March 12, 2019 4:49 PM  
**To:** House Transportation  
**Subject:** Alaska Marine Highway System

I am writing to support the Alaska Marine Highway System. The proposed reduction would be devastating to the landlocked Southeast communities; it is the primary connection for services and resources that aren't present in many of the towns, cities, and villages that comprise Southeast. Please support the Southeast by supporting the continuation of existing ferry service.

Holly Kveum  
Juneau Resident



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# PORT OF BELLINGHAM

*Washington State*

March 12, 2019

House Transportation Committee  
Co-chairs Stutes and Wool,

Thank you for the opportunity to testify on the AMHS system and budget for FY' 2020.

Thirty years ago, the Port of Bellingham became the southern terminus for the Alaska Marine Highway System -- your highway connection from Alaska to the national road system in the lower 48.

The Port of Bellingham designed and built a new terminal building and dock specifically for AMHS use, offered below market rates for its use, and committed our community to a high level of service and attention to the system. We hope that you agree that we have made good on this promise.

Our connection with the AMHS has been important to Bellingham, the residents of Alaska that have used its services, independent travelers, military families moving to and from Alaska, businesses that receive freight, fish processing companies that send fish south to market, and Alaskan businesses that also ship manufactured products to market.

Many of the independent travelers that start in Bellingham end up in Fairbanks, Denali, Anchorage, Mat-Su and the Kenai Peninsula. Many of the military families would have a hard time transporting their families and vehicles to and from Alaska's military bases without an active connection to the lower 48.

The run from Bellingham north is always full --both passenger and cars decks- in the summer season. It also carries reasonable passenger loads and full car decks in the winter/fall/spring seasons. All in all, it remains the run that produces the greatest fare box revenue for the system.

We are an American port, using American employees, American unions, and don't require the use of passports by passengers who arrive in Bellingham. Our facilities are in good shape and were built for the long haul.

While we recognize the State of Alaska's budgetary pressures and the subsidies required to sustain this important Marine Highway connection, we urge the Legislature to continue to maintain year round service to Bellingham in its various future AMHS scenarios.

We attend Southeast Conference meetings and always strive to work with our Alaskan partners to meet whatever budgetary constraints are imposed.



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In looking back over our 30-year history with AMHS, there have been several other times when oil prices, ship replacements, and management changes have created stresses that resulted in difficult decisions. But each time, we were able to get through them with changes that still permitted a reasonable and sufficient service level between our ports. Hopefully, that will also be the case this year.

Thank you for the opportunity to testify today.

A handwritten signature in black ink, appearing to read "Rob Fix". The signature is written in a cursive style and is positioned above a horizontal line.

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Rob Fix, Executive Director  
Port of Bellingham

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 4:05 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Public Comments on the Alaska Marine Highway System  
**Attachments:** Senate & House Transportation Committee .docx; Alaska Ferry op\_plan.pdf; Metlakatla DOT.docx; ALASKA MARINE HIGHWAY SYSTEM.docx; AMHS SCENARIOS .pdf

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**From:** DENNY <alaskanortherngirl@gmail.com>  
**Sent:** Tuesday, March 12, 2019 3:56 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Sen. Bert Stedman <Sen.Bert.Stedman@akleg.gov>; Sen. Click Bishop <Sen.Click.Bishop@akleg.gov>; Sen. Shelley Hughes <sen.shelley.hughes@akleg.gov>; Rep. Harriet Drummond <Rep.Harriet.Drummond@akleg.gov>; Senator.Doland.Olson@akleg.gov; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>; Rep. Matt Claman <Rep.Matt.Claman@akleg.gov>; Rep. Andi Story <Rep.Andi.Story@akleg.gov>; Rep. David Talerico <Rep.David.Talerico@akleg.gov>; Rep. Sara Rasmussen <Rep.Sara.Rasmussen@akleg.gov>; Senate Transportation Committee <SenateTransportation.Committee@akleg.gov>; House Transportation <House.Transportation@akleg.gov>  
**Subject:** Public Comments on the Alaska Marine Highway System

ATTN: Alaska State Legislators, Committee Members & Governor's Office.

Please find attached; my 3 page written testimony, the AMHS operation plan, the AMHS Metlakatla information, the AMHS documents on travel distances, and the AMHS Scenarios. I would hope you all might take the time to read my testimony & view the attached documents that verify my statements. Unfortunately I have found that many of the Legislators in the past never even see what we Alaskan send in. But on the other hand I have also dealt with some Legislators that could still be referred to as a "STATESMAN" and it is always a pleasure to find such a person in this day and age. Thank you for your time and the opportunity to comment. DENNY KAY WEATHERS

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 3:01 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Funding for ferry service

-----Original Message-----

**From:** Lynne Jensen <gljensen@whidbey.com>  
**Sent:** Tuesday, March 12, 2019 2:54 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>  
**Cc:** Rep. Matt Claman <Rep.Matt.Claman@akleg.gov>; Rep. Harriet Drummond <Rep.Harriet.Drummond@akleg.gov>; Rep. Andi Story <Rep.Andi.Story@akleg.gov>; Rep. David Talerico <Rep.David.Talerico@akleg.gov>; Rep. Sara Rasmussen <Rep.Sara.Rasmussen@akleg.gov>  
**Subject:** Funding for ferry service

Dear House Transportation Committee members; We, George and Lynne Jensen, residents of Gustavus, AK, are writing to you with grave concern about the proposed budget cuts to the Alaska Ferry System.

We rely on the ferry in the following ways:

1. Going to and from Gustavus and Juneau for medical appointments, getting supplies and groceries, attending meetings or cultural events.
2. To access the other communities of S.E. Alaska.
3. To access the rest of Alaska and Canada by ferry service to Haines or Skagway.
4. To get down to Bellingham with access to the lower 48 and back to Alaska again.

Cutting off our ferry system starting on October 1st for all the winter months (and beyond?) will be catastrophic for all the rural communities along the coastline. The Alaska Ferry system is part of the vital highway system for Alaska. Cutting off this highway would be like closing down the Alaska Highway and all the other roads going to Anchorage, Fairbanks, Homer, etc.

Please do not support this draconian budget plan which will have disastrous affects to our community of Gustavus and all the communities relying on ferry service in order to thrive and survive.

Now that budget shortfalls have occurred, please give serious and positive consideration to the implementation of a graduated State Income Tax. When we both came to Alaska in the 1960's we paid an income and a school tax. We are most willing to do that again.

Thank you for your consideration.

Sincerely,

George and Lynne Jensen  
PO Box 87. (#4 Jensen Road)  
Gustavus, AK. 99826

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 3:01 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Alaska Ferry underfunding

**From:** Jack Slaght <jackslaght@gmail.com>  
**Sent:** Tuesday, March 12, 2019 2:58 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** Alaska Ferry underfunding

Dear Representative Stutes,

As a resident of Petersburg, Alaska and tax payer / voter and concerned citizen, I'd like to comment on the current Administration's intent to de-fund AMHS. I'm a Chief Engineer on Malaspina and am the ship's repair officer. I can tell you that after many years of deferred maintenance of the AMHS fleet, a decrease of funding of 25% will have dire consequences for keeping the Alaska ferries operational. Malaspina is the original mainliner vessel, built in 1963. She has her original Enterprise main engines that we keep running safely and reliably. Her operating systems are sound. Machinery is sound. Currently, the USCG and ABS have mandated that deteriorated steel on Malaspina's car deck and down in the after steering space undergo repair / replacement work within the next two years. Malaspina is capable of hauling very good loads of cars, trucks, heavy construction machinery and up to 500 people. For doing all of that work, she burns significantly less fuel in a week than other mainliner ferries in the fleet. However, she is scheduled to go off line and into layup on July 30. For all I know it could evolve into scrapping her under the current political atmosphere that exists in Alaska. If that happens, I believe it would be a tragic event for the citizens of coastal Alaska who depend on safe, reliable transportation.

Additionally, I was once a west coast and Alaska logger and owned a logging company with my brother-in-law. The business we did generated much more business with our parts vendors, fuel suppliers, income for the timber owners we harvested for and we made a good enough living to spend money in our community. As a lesson in real economics and not the current "Pop Economics", any big reduction in ferry service will be analogous to what happened to people and communities when the timber industry was flushed down the drain. That had devastating consequences for families and communities and some smaller communities have never recovered from that economic sucker punch. In the case of de-funding / under funding AMHS, I believe consequences for communities will be even worse. It is part of the federal highway system. The mainline stretch from Bellingham, WA to Skagway, AK is actually an extension of Interstate 5.

Sincerely,

Jack Slaght Petersburg, Alaska

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 3:01 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Please Fully Fund The Alaska Marine Highway

**From:** Jordan Nigro <jordennigro@gmail.com>  
**Sent:** Tuesday, March 12, 2019 3:00 PM  
**To:** Rep. Harriet Drummond <Rep.Harriet.Drummond@akleg.gov>; Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>; Rep. Matt Claman <Rep.Matt.Claman@akleg.gov>; Rep. Andi Story <Rep.Andi.Story@akleg.gov>; Rep. David Talerico <Rep.David.Talerico@akleg.gov>; Rep. Sara Rasmussen <Rep.Sara.Rasmussen@akleg.gov>  
**Cc:** Sen. Jesse Kiehl <Sen.Jesse.Kiehl@akleg.gov>; Rep. Sara Hannan <Rep.Sara.Hannan@akleg.gov>  
**Subject:** Please Fully Fund The Alaska Marine Highway

Dear Committee Members,

The cuts proposed to the Alaska Marine Highway system will be detrimental to our rural communities and our way of life as Alaskans. The administration's comparison of the cost of the marine highway to a paved highway in the lower 48 is insulting and irresponsible.

I grew up in rural Southeast and my family still lives there. The ferry is integral to life in rural southeast.

I urge you to fully fund the Alaska Marine Highway system and am absolutely willing to pay a progressive income tax and forgo my PFD to help make this happen. Additionally, let's stop giving the oil companies a free ride and have them pay their fair share.

Sincerely,

Jordan Nigro  
Juneau

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*Speak your truth. Even if your voice shakes.*

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 3:01 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Alaska Marine Highway Testimony

**From:** Cassidi Little <littlecassidi@gmail.com>  
**Sent:** Tuesday, March 12, 2019 2:13 PM  
**To:** Rep. Gary Knopp <Rep.Gary.Knopp@akleg.gov>; Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; representative.gary.stevens@akleg.gov  
**Subject:** Alaska Marine Highway Testimony

While we are probably one of thousands of requests to the powers at be to reconsider some of the proposed cuts to state programs that are vital to communities such as Seldovia, it will not diminish the high level of concern and hardship that Seldovia will face if the proposed cuts come to fruition.

Seldovia is a small coastal community that is off the road system. Please seriously consider that detail. Please consider how you arrived at your desk today or went to the grocery store or went home to your family. Did you drive on a State Highway? What if that highway was open three months out of the year – closed for nine months? What would you do?

Now consider what it takes for individuals, families, businesses, and visitors to reach communities that depend on the Alaska Marine Highway System to come to a community such Seldovia. What are we supposed to do when the State Highway is closed for nine months out of the year? What would you do if your State highway was closed for nine months out of the year?

Seldovia heavily relies on the Alaska Marine Highway Ferries for passenger, vehicles and cargo transport. We are already having significant issues with the loss of the M/V Tustemena into early April 2019. Our visitors, citizens and business owners are already struggling to move between Seldovia and Homer. This translates into less sales tax revenues, loss of business and commerce, loss of economic growth. Seldovia will be stunted in an already underdeveloped economy.

There is no question, we expected cuts to state funded programs such as the Alaska Marine Highway System, we however did not expect to see the radical cuts that were proposed last week. Cuts that will deeply impact our community and our livelihoods. Cuts that could spoil our already fragile economic base and cause Seldovia to shrivel economically and prevent future growth and sustainability.

Please do not cut our highway, please allocate funds directly to the Marine Highway from the US Transportation Funds.

Thank you for your time and consideration -  
Cassidi Cameron  
Seldovia, Alaska



## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 2:59 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Alaska Marine Highway Funding

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**From:** Samantha S Renner <samanthal\_15@hotmail.com>  
**Sent:** Tuesday, March 12, 2019 2:25 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** Alaska Marine Highway Funding

Dear Representative Stutes,

My name is Samantha Renner and my family and I live in Cordova. My family has lived in Cordova for over 50 years and we hope to continue to do so but the lack of funding for the Alaska Marine Highway could make it hard for myself and many other Cordovans to stay.

I am writing this letter in regard to the governors lack of funding for the Alaska Marine Highway to Cordova and other many other Alaskan communities set to begin in the Fall of 2019. The lack of funding for the Alaska Marine Highway will be detrimental to our community. The residents of rural Alaska have a right to open and fair access to the public transportation provided in our great state, they also have a right to participate in the state economy. The Alaska Marine Highway allows us to do so.

This proposed budget will not only hamper economic activity, the increased cost of traveling by air rather than water means many families will be forced to decrease or eliminate all traffic in and out of their already-isolated home communities. This separation of entire communities from the rest of the state at yet another level is unreasonable. No road system in Alaska pays for itself, it certainly is not cheap to keep the highway from Valdez open year-round but yet it is done because those residents have the right to us it. It is simply not right that our road system is going to be taken from us.

This will affect me personally because my family and I are year-round residents of Cordova. We rely heavily on the Alaska Marine Highway to go to and from Anchorage multiple times a year. Our local businesses need the Alaska Marine Highway to transport goods back and forth, our schools need it to transport students for school sports and activities, families need it to stay connected to each other, tourists need it go get to and from communities, fish processors need it to get their fish products out of town, residents need it to receive medical care that is not available locally and the list goes on.

I am asking you to please fight for us and help us to keep the Alaska Marine Highway funded. I want to be able to continue to raise my children in the same small town that I was raised. We should not be punished for not living in the city. Our Governor is supposed to be looking out for all Alaskans and not pick and choose which Alaskans get to continue their current way of life. Putting such unfair restrictions on coastal Alaskan families and businesses is not right. Please do not let the funding for the Alaska Marine Highway get cut.

Thank you for your time and consideration.

Respectfully,

Samantha Renner

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 2:59 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Written comments on AMHS public testimony - House Transportation Committee

**From:** Brianne Mecum <briannemecum@gmail.com>  
**Sent:** Tuesday, March 12, 2019 2:37 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** Written comments on AMHS public testimony - House Transportation Committee

Dear Co-Chairs Stutes, Wool, and Members of the House Transportation Committee,

Thank you for the opportunity to comment. I am writing to express my views in support of maintaining a well-funded Alaska Marine Highway System.

I am a lifelong Alaskan and having been riding the ferry since before I can remember. The aptly named Marine Highway System is literally our road system here in southeast and in many other parts of the state such as Kodiak and the Aleutian Islands. Much like roads in the Mat-Su region are subsidized, it is the state's responsibility to fund roads in the rest of the state. Budget cuts like those proposed by the Governor disproportionately and negatively impact rural Alaska. We rely on the ferry system for jobs, affordable travel, groceries, shipping, health care access, recreation, tourism, and so much more. We would never dream of closing roads to balance our budget and there's no reason we should kill the ferry system to do so either.

I support a fully funded Alaska Marine Highway System. I encourage you to do everything in your power to work towards fair, reasonable, and sustainable budget solutions that maintain essential services like the Marine Highway.

Sincerely,  
Brianne Mecum  
Juneau, AK 99801

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 2:59 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Testimony: Alaska Marine Highway funding

**From:** Doug Woodby <doug.woodby@gmail.com>  
**Sent:** Tuesday, March 12, 2019 2:42 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>  
**Subject:** Testimony: Alaska Marine Highway funding

Dear Co-chairs Stutes and Wool,

I am opposed to the drastic cuts proposed in the Governor's budget for the Marine Highway System.

The ferry system is a vital component of life in coastal Alaska. The cuts have been proposed without consideration of the severe impacts on the well-being of Alaska residents. The proposed cuts will decimate the economies of the region.

The state has a priority crisis, not a fiscal crisis. Together as Alaskans, we can solve the priority crisis by recognizing what makes the state great: our people, our children, and our communities that we create. Extra PFD payments will not make us great.

Thank you,

Doug Woodby  
Juneau, Alaska

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Tuesday, March 12, 2019 2:11 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Alaska Marine Highway System- Public Testimony

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**From:** Sherri Burt <sherriburt@yahoo.com>  
**Sent:** Tuesday, March 12, 2019 1:59 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** Alaska Marine Highway System- Public Testimony

Co-Chair Stutes and Co-Chair Wool,

I am a resident of Seldovia who has lived and worked here for 28 years and my husband even longer. Our son was born and raised here. We live here year round and have always depended on the AMHS for our chief transportation needs. I understand that the legislature has been tasked with a difficult job. I understand because I live in a place that is on the marine highway, but off the connecting road system. Please know, that we that are here year round for our families, children, jobs and quality of life, ARE NOT strangers to **fluctuating incomes and budgets**. It is the nature of many coastal communities, and at times can be very stressful. While Seldovians, like so many Alaskans, are able to pull together in difficult times, the loss or gross reduction in AMHS services would be devastating to those of us who depend on the Tustemena and Kennicott and their crews.

Without regular AMHS service we are unable to bring/drive our vehicles with needed supplies and goods, as well as the large tractor trailers and vans, which would be unable to deliver freight, machinery and materials for residents and businesses. This will impact many jobs and families in our community as any disrupted supply line would. It is our only option. Other methods of transportation (small planes and boats) can only carry a limited amount of people and freight (at a cost that is impossible for many). While I am grateful for these, they do not serve the same purpose as the marine highway.

Another big concern of mine is that for many residents, the marine highway, on the ferry, is how they travel back and forth to chemo therapy and other treatments in Anchorage, or major surgical procedures, or Dr. appointments, or palliative care. I have seen disabled adults and children, elderly or sick with limited mobility, and pregnant moms and families with newborns returning after a stay in Homer to give birth. I care about these people.

Other modes of transportation are limiting, due to the steep climb up and down ramps to boats, or the difficult climb/entry into a very small plane. It is not fair to limit access to people who need the elevator on the ferry and the easiest way to travel across the bay, when experiencing challenging health issues. The AMHS should serve us through our lives. You can get in your car and drive to the hospital. I should have that same opportunity if I am a patient or caregiver to someone I love.

We pay to take the Alaska Marine Highway and it is worth it. I will pay more if needed to sustain service. Fewer runs but more predictable schedules which we can depend on would be the best. If 2 times a week is better than 3 times at peak periods, cut out a run. If we could load on the Kodiak return to Homer- and have layover time in Homer (instead of Seldovia), we could fill the ferry more often, generating more revenue. We also need to be able to do round trips over a few days, for appointments, freight runs, etc. I hope we can find a way to have the AMHS in service during the year (except maintenance time). It does work and our coastal communities count on it.

I urge you to support the coastal communities of Alaska by supporting funding for the AMHS. Thank you for taking the time to consider my testimony.

Sincerely,

Sherri Burt

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 8:18 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: Alaska Marine Highway System

-----Original Message-----

**From:** Chloe Miller <chloe.o.miller@gmail.com>  
**Sent:** Tuesday, March 12, 2019 7:22 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** Alaska Marine Highway System

Hi Louise,

As a Alaskan resident, I strongly urge you to oppose eliminating the budget for the Alaska Marine Highway System. The Marine Highway is a large economic boost to Alaska and it extremely helpful to those who live in towns with no road access. I think the current system is inefficient and could be altered to be more profitable instead of just eliminating the system entirely. I think fares need to be lowered to increase ridership, and more things could be offered for purchase on board. I think the ferry system is a very important part of Alaska, especially with so many towns not having access by road. I strongly oppose the marine highway being eliminated and believe the state would be better off with this system run by the state and not private industry.

Thank you,  
Chloe Miller

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 8:16 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: AMHS Hearing

-----Original Message-----

**From:** Kathryn Miller <kathryn.flett.miller@gmail.com>  
**Sent:** Tuesday, March 12, 2019 7:35 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; House Transportation <House.Transportation@akleg.gov>  
**Subject:** AMHS Hearing

Good evening,

I was born in Anchorage in 1993 and have lived in Valdez since 1998. I would like to express my belief in the importance of AMHS continuing to exist in its present state and being operated by the Department of Transportation.

I grew up riding the ferry to Cordova for junior high and high school sports and constantly observing the influx of other Prince William Sound residents as well as tourists into Valdez via the ferry. These passengers' influence on Valdez's economy is extremely substantial. Without the Marine Highway, Valdez would only be accessible via the Richardson Highway, no longer enabling Valdez residents to access Anchorage when the Richardson Highway is closed at Thompson Pass. The average Valdez resident drives to Anchorage via either the Richardson or Marine Highway probably two to three times a month, at least.

Elimination of AMHS in its current form would also prevent tourists from making a loop of Anchorage - Whittier - Valdez - Fairbanks - Anchorage, which would have a devastating impact on our town's economy, especially our small businesses.

I do not think AMHS could be effectively run by private corporation, nor do I think it should be. The remainder of our State Highways do not generate income; AMHS shouldn't be expected to either. Supporting highway infrastructure is inherently a responsibility of governing a State as vast and coastal as ours. That being said, I'd like to see the situation improve. Here are my suggestions:

1. Lower fares onboard the ferries. The current fares are completely cost-prohibitive. There are many, many, residents of both SE and SW Alaska who would take the ferry if it were affordable.
2. Offer more amenities for purchase onboard the ferries. Our vessels are far behind most of the world in what they offer for purchase while passengers are captive audiences throughout a transit. Wifi should be available for purchase, as well as alcohol, gifts, memorabilia, and clothing.
3. Toll roads/bridges and a state income tax need to be considered as our oil revenue fails to support our public infrastructure.

Thank you for your time,

Kathryn Miller

422 West Nabesna Street  
P.O. Box 1115  
Valdez, AK  
99686



## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 8:15 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: Support our AK Marine Highway

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**From:** Jai Crapella <jaiping@yahoo.com>  
**Sent:** Tuesday, March 12, 2019 7:52 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>; Rep. Matt Claman <Rep.Matt.Claman@akleg.gov>; Rep. Harriet Drummond <Rep.Harriet.Drummond@akleg.gov>; Rep. Andi Story <Rep.Andi.Story@akleg.gov>; Rep. David Talerico <Rep.David.Talerico@akleg.gov>; Rep. Sara Rasmussen <Rep.Sara.Rasmussen@akleg.gov>  
**Subject:** Support our AK Marine Highway

Hello Representatives,

I hope you don't mind that I've written you all at once.

I travel on the ferry numerous times a year from Juneau to Gustavus and back. I'm a small business owner in Gustavus, Spirit Walker Expeditions. We lead guided kayak trips and have been a Gustavus business for more than 20 years.

Many of our guests enjoy taking the ferry, for some it makes the kayak trip affordable. We contribute to our community's economy.

I also use it because it makes it affordable to go back and forth from Juneau.

The Marine Highway is our highway, our life line, what makes us Southeast, what connects us for education, medical, shopping, recreation, visits with family and friends, and travel.

The ferry system needs support not cuts.

Thank you,  
Jai Crapella  
P.O. Box 240  
Gustavus, AK  
99826

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 8:15 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: Please fund and maintain our coastal lifeline - the Alaska Marine Highway System

-----Original Message-----

**From:** Steve Behnke <srbehnke@ak.net>  
**Sent:** Tuesday, March 12, 2019 8:05 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>; Rep. Matt Claman <Rep.Matt.Claman@akleg.gov>; Rep. Harriet Drummond <Rep.Harriet.Drummond@akleg.gov>; Rep. Andi Story <Rep.Andi.Story@akleg.gov>; Rep. David Talerico <Rep.David.Talerico@akleg.gov>; Rep. Sara Rasmussen <Rep.Sara.Rasmussen@akleg.gov>  
**Subject:** Please fund and maintain our coastal lifeline - the Alaska Marine Highway System

Dear Transportation Committee members,

As a resident of Southeast Alaska for three and a half decades, I'm writing to ask you to fully fund the Alaska ferry system. My family and I, like tens of thousands of other Alaskans, rely on it for transportation, which is one of the basic services state government provides. The Alaska Marine Highway System is exactly what it's name says — it's our alternative to paved highways.

The problems with the system are well-known. Years of neglect and failure to invest in the ferry system have resulted in fewer sailings, less service, and less predictability, which in turn has resulted in reduced traffic. Tourists, who used to use the system in significant numbers, find it less and less attractive and useful, and so we lose their business, which could help support the system.

Privatizing the system will never work. We need a reliable, government funded highway system, just like the rest of Alaska has — only ours runs on the waterways of Southeast.

Please fully fund the AMHS.

Thank you,

Steve Behnke

907-586-9768  
4545 Thane Rd.  
Juneau, AK 99801

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 8:15 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: funding for Alaska ferries

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**From:** Larri Spengler <lspengler@ak.net>  
**Sent:** Tuesday, March 12, 2019 8:06 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>; Rep. Matt Claman <Rep.Matt.Claman@akleg.gov>; Rep. Harriet Drummond <Rep.Harriet.Drummond@akleg.gov>; Rep. Andi Story <Rep.Andi.Story@akleg.gov>; Rep. David Talerico <Rep.David.Talerico@akleg.gov>; Rep. Sara Rasmussen <Rep.Sara.Rasmussen@akleg.gov>  
**Cc:** Rep. Sara Hannan <Rep.Sara.Hannan@akleg.gov>; Sen. Jesse Kiehl <Sen.Jesse.Kiehl@akleg.gov>  
**Subject:** funding for Alaska ferries

Greetings:

Unfortunately, I will not be able to attend or phone in to the House Transportation Committee's hearings on funding the Alaska Marine Highway System.

Thus, I am submitting my comments via e-mail.

Good government decisions are not always the same as good business decisions would be. Rather, good policy choices are called for. And fully funding the Alaska Marine Highway System is the good policy choice I urge you to make.

The residents of the 35 coastal communities served by the Alaska ferries aren't using this transportation method because it is a fun (though it is) or a beautiful (though it is) or a friendly (though it is) way to travel. They use the ferries because that is the only reasonable way they can afford to get to regional centers for medical care or supplies or vehicle repair or school events. It is the only way they can get their vehicles to a road connection to a larger road system that leads to the rest of Alaska, or to the Lower 48.

THIS is exactly what good government is about — providing essential infrastructure and access to citizens who otherwise would not have it.

THIS is what Alaska is about — valuing all our residents, whether they live on a larger road system or in a smaller, un-connected place.

Please stand up for good government and for what is quintessentially Alaskan, and fund the Alaska Marine Highway System to provide good service. This is much more important and a much better policy choice than funding permanent fund dividends at an exorbitant level.

Far better we Alaskans pay taxes to raise additional revenue than to go without such basics as transportation, education, and health care.

Thank you.

Larri Spengler

Lari Irene Spengler  
4545 Thane Road  
Juneau, Alaska 99801  
907-586-9768 (phone/fax)  
[lspengler@ak.net](mailto:lspengler@ak.net)

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 8:14 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: Alaska Ferry System.

**From:** Theresa Sands <terry\_san@msn.com>  
**Sent:** Tuesday, March 12, 2019 8:29 PM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>  
**Subject:** Alaska Ferry System.

Sent from Mail for Windows 10

Louise Stutes, It has been brought to my attention that the Governor of Alaska wants to shut down The Alaska Marine Highway. I have taken the ferry to Alaska myself and had the most wonderful vacation I have ever experienced! The scenery was spectacular! Where else can

You see whales, eagles, and glaciers all in one trip. I had planned on making the same trip again in the near future. So many Alaskans depend on the Alaska Ferry. So many visitors want to see Alaska via the Alaska Marine Highway . The ferry system is the life line that connects the people of Alaska with each other and the mainland. I beg the Governor not to take the Alaska Marine Highway away because it is a huge part of Alaska. It is Alaska!

Sincerely,  
Terry Clemenson.

910 Steller Way  
Kodiak, Alaska 99615

March 12, 2019

House Transportation Committee  
State Capitol Building  
Juneau, Alaska 99801

re: AMHS Testimony

Dear Committee Members,

I am writing in support of the Alaska Marine Highway System and the vital role it plays in Alaskan coastal communities. I think the governor's budget decision to cut ferry service is rash, unthinking, and at best uninformed.

My use of the ferry system is long and varied. My first ride on the Alaska Marine Highway in 1964 was for a family vacation to southeast Alaska. As a resident of Kodiak Island for the last 46 years, I have relied on the ferry to connect us with the mainland and beyond. We have taken the ferry for family trips, to get to medical appointments, for a safety recall on our car that could not be done on Kodiak, and to transport goods that don't lend themselves to airplanes. As a Kodiak Island Borough School District elementary teacher I took my class to Port Lions on the ferry as part of our studies.

The ferry is necessary to Kodiak Island residents. Not all travel needs can be met by air, airfreight or through consolidated freight companies. We are on an island far from the mainland. The AMHS ferry ride is a minimum of 9 hours. Families like mine, depend on the ferry for travel to the mainland and beyond. The ferry, Alaska's Marine Highway, is our highway.

I urge you to support our Marine Highway.

Sincerely,

Molly MacIntosh

907 486 3087  
mmacintosh@gci.net

## Elizabeth Bolling

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**From:** Rep. Louise Stutes  
**Sent:** Wednesday, March 13, 2019 8:14 AM  
**To:** Elizabeth Bolling  
**Subject:** FW: AMHS Comment - Patricia Phillips

**Expires:** Thursday, March 12, 2020 12:00 AM

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**From:** Patricia Phillips <pacific@hughes.net>  
**Sent:** Wednesday, March 13, 2019 12:23 AM  
**To:** Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; House Transportation <House.Transportation@akleg.gov>  
**Subject:** AMHS Comment - Patricia Phillips

Dear Chairman Stutes,

I have served on various boards and committees over the past many years, I now serve on the Pelican City council, am a tribal member of the Native Village of Afognak, a sixty year resident of Alaska, forty-seven years in Pelican - these comments are my own.

I have observed numerous presentations and reviewed interactive budget tools used to engage Alaskans in ways to reduce the State budget. And I understand the existing budget is not feasible; though I hope there is a willingness to collaborate in the legislature with a less austere budget plan that meets the needs of Alaskans. I support using a portion of the Permanent Fund to help fund the Alaska Marine Highway System (AMHS), and other essential state programs. I support an education tax and an income tax to bring additional revenue to the State of Alaska.

The Southeast Conference spearheaded the Alaska Marine Highway System Reform Project to come up with a course of action for a more sustainable AMHS. Its process involves stakeholder discussions, with financial support from the State Legislature, and holds a view that a workable plan can be structured that is less severe to communities that rely on this crucial service. I support their endeavors.

Pelican, Alaska is known as "Closest to the Fish", the salmon troll season hits high gear June through end of September, it is especially important to ship custom processed salmon, halibut and sablefish products processed by our local fish processors; they rely on the AMHS to ship frozen product to already established and eagerly awaiting markets. The State of Alaska has invested in seafood marketing and to lose well established markets due to an AMHS that is not operating would be an egregious disservice to Alaskans.

My community counts on the AMHS for essential supplies (salt and coagulant) for its water treatment plant, 12" x 4" x 16' planks for the boardwalk (more this year to match Federal highway funding), and salt for the ice machine for the fishing fleet, and other needed supplies; all of which come on the AMHS.

Many Pelican residents are low to moderate income, they know to get their grocery orders once a month or every other month shipped via AMHS, it's what it takes. Local businesses bring in supplies, at times at only a marginal profit, the severe cutting proposed for the AMHS will undermine efforts to revitalize our economy.

Thank you for this opportunity to comment.

Patricia Phillips

PO Box 109  
Pelican, Alaska 99832



Wrangell Legislative Information Office

[Wrangell.lio@akleg.gov](mailto:Wrangell.lio@akleg.gov)

Phone: 907-874-3013 Fax: 907-874-3955

Name: DOZIER Jennifer Lee MS.  
Address: PO Box 153  
Representing: Living Raindrops / Small business owner & United States Veteran  
Bill #/Subject: ALASKA MARINE HWY Ferry System  
Committee: TRANSPORTATION  
Hearing Date: 12.3.19

**Written Testimony**

- Critical infrastructure to ALASKA #
- Rural & Community way of Life includes inter-community transporting goods, people & vehicles - in & out / off & on - Island, otherwise landlocked even to Juneau, but by plane or charter expense. People and our community policies need HEALTH & HEALING NOT isolation.
- As a disabled Veteran thankful for rural life to continue as an ALASKAN AMERICAN, hopeful restoration available to other warriors and families continues.
- Legitimate, essential further need of ALASKA government authority, even FEDERAL Funds equivalent to miles of HIGHWAY, is reasonable. RESPONSIBLE government provision for quality of LIFE. JLD for  
- Living Raindrops

## Elizabeth Bolling

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**From:** LIO Wrangell  
**Sent:** Tuesday, March 12, 2019 6:38 PM  
**To:** Elizabeth Bolling  
**Subject:** FW: Alaska Marine Highway System

Good evening Elizabeth,

More public testimony from Wrangell. Thank you again,

Sarah Whittlesey-Merritt  
Wrangell Legislative Information Office  
907-874-3013  
[Wrangell.lio@akleg.gov](mailto:Wrangell.lio@akleg.gov)

Click [HERE](#) to visit the Alaska State Legislature Website  
Click [HERE](#) to watch live streaming of the Alaska State Legislature

**From:** Maria Byford <mariabyford@gmail.com>  
**Sent:** Tuesday, March 12, 2019 4:25 PM  
**To:** LIO Wrangell <Lio.Wrangell@akleg.gov>  
**Subject:** Alaska Marine Highway System

Public Comment:

Thank you for taking public comment on the Alaska Marine Highway System. I understand that it is very important to balance the budget and that there must be cuts. I support your work in investigating how to best do this.

I urge you to read the Southeast Conference Studies on the ferry before making any decision. Explore public/private partnership, explore changing routes and months of service, but please "don't throw the baby out with the bath water" until you have tried all possibilities.

The ferry brings valuable tourist dollars and visitors to our towns during the summer. It provides a way to travel among southeast towns, it is often a corridor route for military people being stationed further north. It is a means of transporting goods. It is our highway!

Please work on a solution that sustains the ferry in the most cost effective way.

Maria Byford

Hello, my name is Brooke Leslie, I am a co-owner of Alaska Waters, a tour company located here in Wrangell, Alaska. I have been a member of the community for thirty-three years. I am here today to speak to the House Transportation Committee about Governor Dunleavy's proposed cuts to the Alaska Marine Highway System.

The Alaska Marine Highway system is fundamentally a transportation system similar to the State's land highway systems. The elimination the Alaska Marine Highway System would have an adverse economic impact on not just Southeast Alaska communities but also the Anchorage area, as it was cited as one of the top visitor destinations for visitors traveling on the AMHS system.

According to an Economic Impacts of AMHS study that was done by the Elliott Bay Design Group & McDowell Group, the economic benefit of the AMHS system is a return of more than 2 to 1, of which the local communities receive this economic benefit, although the State government makes this investment. The conclusion of the study showed, and I quote "for every dollar of General Fund money not budgeted to AMHS, there will be \$2.30 less economic activity in Alaska." It was found that the ferry system plays an integral role in the Alaska Visitor Industry.

in 2014 the AMHS system carried 319,000 passengers, of which more than 100,000 were non-resident passengers. These visitors traveling to Alaska spend money in communities like Wrangell on lodging, tours, meals and retail purchases.

The cuts made to the ferry system to date, in addition to delays in ferries due to mechanicals, have had a negative impact on visitors coming to Wrangell on the AMHS. It has been my observation that the instability, schedule & management issues in the AMHS system has led to the further decline in ridership. Essentially the way the system is currently being managed, is actually decreasing ridership.

People coming to Alaska are spending thousands of dollars on their vacation and the AMHS has proven to be an unreliable form of travel. Furthermore, the AMHS schedule is not made available in a timely manner for those planning future travel and several changes are often made to the schedule after it is initially published, this is supposed to be in October of each year, but usually closer to December. In the travel industry people start planning their trips as early as June or July of the prior year. This scheduling issue is also noted in the study I referenced above.

The study also identified issues with our current system such as the schedule instability caused by annual funding uncertainty and fluctuations, the aging fleet and political influences on management of the AMHS. Interestingly enough, the study also found that a primary user of the ferry system was the State itself.

In 2014 the ferry system accounted for 1700 Alaskan jobs with residents from 44 different communities; Wrangell being one of them. Today 18 residents of Wrangell are currently employed by the Alaska Marine Highway System.

I do not see how de-funding the Alaska Marine Highway System, is the answer to our State's budget crisis. It hurts our local economies, it removes the lifeline that connects our island communities, and looking at the return on investment, defunding the AMHS does not make economic sense. I believe the current operating model for the AMHS is outdated. I strongly urge this committee consider the alternative solutions proposed by the studies that have already been conducted to make AMHS more financially sustainable. To my knowledge there has been no study done to see what the economic impact would be if the AMHS were eliminated. Conversely, the studies that have been done, show that the AMHS system is an integral part of our transportation system and the indirect impacts of eliminating this system would be substantial, especially to local communities, local businesses, the seafood industry and for some access to healthcare.

Thank you for taking my testimony.

Kindly,

Brooke Y Leslie  
Alaska Waters, Inc.

My name is Dawn Jackson and a lifelong Kake, AK ( SE Alaska) resident only to leave the State for a higher education. All of my life I have relied on the Alaska Marine Highway System (AMHS) for school (K-12 and college), for birth of my children, transportation and maintenance of personal cars, healthcare, funerals, freight transportation, & emergency situations when planes couldn't make it in or out of Kake. The beginning of 2019 began with the State cancelling ferries in and out of Kake for more than a month at a time making travel horrendously expensive if planes were even flying. ( I've attached my correspondence with AMHS in January as the Executive Director of the Organized Village of Kake, the federally recognized Tribe of Kake, AK).

AMHS services 35 communities from the Aleutians all the way down to Ketchikan and to Prince Rupert, BC Canada, and Bellingham, WA. AMHS is just as important as the roaded highways such as the Glenn highway and the Dalton highway; when have they made money for the State of AK? Why aren't travelers on those highways charged for use of them? AMHS is an Essential service in this state just as the other roads are. The 2014 McDowell Group study explicitly stated the state gets a 133% return on it's investment, 133% return! AMHS is a critical lifeline to coastal Alaska and to stop service September 30, 2019 would be detrimental to all communities. Kake has already experienced cuts in the school system, no State court system since 2017, lawlessness until 2018, and now we face a state highway to be cut from our community that we rely heavily on. How are any of the four acts above fair and equitable? If any one of the highways were cut from Anchorage, Palmer, Wasilla or Fairbanks there would be chaos.

There are tribal governments in every community, how have you engaged with them in finding solutions? I encourage the committee to explore this alternative so that we can build back up a strong ferry fleet. I implore the legislature to fully fund and increase funding for the ferry system. The State of Alaska must invest in the valuable infrastructure created 50 years ago for equal access to transportation the State is obligated to fund. I appreciate your time and look forward to booking travel on AMHS after October 1, 2019. Gunalcheesh for accepting my testimony.



A handwritten signature in blue ink, appearing to read "Dawn Jackson", is written over the bottom of the text block.

**From:** [Marquardt, Shirley R \(DOT\)](#)  
**To:** [Dawn Jackson](#)  
**Cc:** [Scanlon, John Caleb \(LEG\)](#); [Rep.Jonathan.Kreiss-Tomkins@akleg.gov](#); [Sen.Burt.Stedman@akleg.gov](#); [OVK Council](#); [Robin Ross](#); [Sharissa Jackson](#); [Virinda Wilson](#); [lincoln@searhc.org](#); [pattimhandy@yahoo.com](#)  
**Subject:** RE: Ferry service into Kake January and February 2019  
**Date:** Thursday, January 17, 2019 12:05:31 PM

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Good morning Dawn,

I fully understand your concerns regarding service for Kake at this time. Unfortunately, we are unable to bring Columbia safely to the dock in Kake so she is not an option. Malaspina is in overhaul until Feb 22 and is expected to be back in service to Kake within two days. I will check with Kerri to see if there is a way to bring LeConte in earlier in Feb. I will need until next Tuesday to check with Kerri as she is out of the office until then. We will do the best we can Dawn.

Take care,  
Shirley

*Shirley Marquardt*  
Director, Alaska Marine Highway System  
Ketchikan, Alaska  
Office (907) 228-6848  
Cell (907)717-7056

**From:** Dawn Jackson <ed@kake-nsn.gov>  
**Sent:** Wednesday, January 16, 2019 4:13 PM  
**To:** Marquardt, Shirley R (DOT) <shirley.marquardt@alaska.gov>  
**Cc:** Scanlon, John Caleb (LEG) <john.scanlon@akleg.gov>; Rep.Jonathan.Kreiss-Tomkins@akleg.gov; Sen.Burt.Stedman@akleg.gov; OVK Council <ovkcouncil6@gmail.com>; Robin Ross <ovkcouncil7@gmail.com>; Sharissa Jackson <ovkcouncil3@gmail.com>; Virinda Wilson <ovkcouncil1@gmail.com>; lincoln@searhc.org; pattimhandy@yahoo.com  
**Subject:** Ferry service into Kake January and February 2019  
**Importance:** High

Ms. Marquardt,

The community of Kake was notified late fall/early winter of no ferry service into Kake for weeks at a time starting in December through March 2019 and there was immediate concern expressed by everyone here in Kake. This has been immediately felt over the past weeks as weather has hindered any kind of flight service in and out of Kake; Kake has only one air carrier in and out so when flights are cancelled everything stops. There have been community members stuck in Sitka for a week, and more in Juneau with no back up of ferry to come back home. In addition, this has impacted travel for our students in and out of Kake for various school activities, health patients in and out of Kake, and a more dire situation: prescription drugs stuck in Juneau & Sitka from health providers. I have attached ferry schedules in and out of Kake, Sitka, and Petersburg to point out there are scheduled

runs of the Columbia ferry going by Kake twice a week. I am imploring you to immediately add the Columbia as a whistle stop so that Kake can rely on a stop until AMHS brings back on the scheduled sailings into Kake in March. In times past, we at least had ferry service weekly utilizing the LeConte along with Angoon but this time there is not even that option. If you have any questions or concerns please don't hesitate to contact me at [ed@kake-nsn.gov](mailto:ed@kake-nsn.gov), my landline (907) 785-6471 ext. 111 or my cell phone (907) 952-1659.

Gunalcheesh,

Dawn Khaagwáan Jackson  
Executive Director  
Organized Village of Kake  
P.O. Box 316  
Kake, AK 99830  
Email: [ed@kake-nsn.gov](mailto:ed@kake-nsn.gov)  
(907) 785-6471 ext. 111

***Core Purpose: Strengthen Tribal Community and Culture***  
***Core Values: Respect, Collaboration, Endurance, Safety and Security***

## Elizabeth Bolling

---

**From:** Executive Director <ExecutiveDirector@valdezalaska.org>  
**Sent:** Wednesday, March 13, 2019 2:34 PM  
**To:** House Transportation  
**Subject:** Support for Alaska Marine Highway

Dear House Transportation Committee,

I am the Executive Director of the Valdez Convention & Visitors Bureau (VCVB), and I am asking you to reconsider the proposed cuts to the Alaska Marine Highway from the State's Budget. Valdez is an isolated small town and the VCVB, including our members and the entire community depends heavily on the marine highway. We simply cannot successfully nurture or grow our tourism industry without the Alaska Marine Highway completely operational.

The state of Alaska, including Valdez relies heavily on the tourism industry, and I would point out that tourism is the second largest private sector employer in the state according to the state's Resource Development Center. The loss or reduced access to the Alaska Marine Highway would have a devastating financial impact on this industry for entire state of Alaska.

Valdez presently has a very fragile transportation system for not only visitors to our town but also our permanent residents. Our options are the Richardson Highway (oldest road in Alaska), very unreliable air service (due to weather) and the Alaska Marine Highway. In the past there have been situations, although unusual, when the Richardson Highway was closed for days due to avalanches and/or flooding. The Alaska Marine Highway was the only option for many to leave the city.

On behalf of the Valdez Convention and Visitors Bureau, its members, businesses and the community we urge you to do what is in the best interest of all Alaskans and keep the marine highway open for business.

Don Edwards  
Executive Director  
Valdez Convention & Visitors Bureau  
(907)835-2984  
309 Fairbanks Drive  
Valdez, AK 99686



## Elizabeth Bolling

---

**From:** Beth Short-Rhoads <bethshortrhoads@gmail.com>  
**Sent:** Wednesday, March 13, 2019 2:08 PM  
**To:** House Transportation  
**Subject:** Look to Southeast Conference & the Alaska Marine Highway Reform Project for answers

Dear Chairman Stutes and Members of the Committee,

As you likely know, Southeast Conference recently did a 3-year study on how to make the Alaska Marine Highway System more efficient, and has solutions to the problem of ferry funding. I urge you to contact Robert Venables at 907-586-4360 for his perspective on how we can run our ferries more efficiently. If the Alaska Railroad can work as a public corporation, I believe the AMHS can, too.

I am not connected with Southeast Conference, just a resident of Sitka who depends on ferries. They are a necessity for transporting seafood products and other goods that support our fishing families and wider economy. They are a necessity for bringing tourism dollars to our towns. They are a necessity for Alaskans wishing to travel for pleasure within Alaska--which, in turn, allows us to spend our vacation dollars locally.

Ferries support not just the economy of coastal towns, but that of our entire state:

51% of ferry riders visit Anchorage

36% of ferry riders visit Denali National Park

\$273 million is the average statewide economic impact of our ferries

Please look further for solutions to ferry funding. AMHS is an integral part of the Alaskan economy and part of our unique Alaskan culture.

Thank you for your service,

Beth Short-Rhoads  
907-738-9942

## Elizabeth Bolling

---

**From:** James Parkin <jwparkin4@icloud.com>  
**Sent:** Wednesday, March 13, 2019 2:01 PM  
**To:** House Transportation  
**Subject:** Ferry system shut down or reductions

Just imagine closing the road between Anchorage and Eagle River or Fairbanks. How would that impact Anchorage? That is the kind of impact tampering with the ferry system has on Southeast Alaska. Though direct funds from ticket sales may not break even, the ferry system indirectly impacts the economy of Southeast communities. The commerce supported by the ferries contributes taxes and other revenue to the states coffers. If the object of cutting ferry services is to save the state money, it is counterproductive. Cuts should not be made to programs that support the economy of the state. The ferry system is one such program.

Thank you for your time

Sent from my iPhone

## Elizabeth Bolling

---

**From:** Barry Bracken <bbsea@gci.net>  
**Sent:** Wednesday, March 13, 2019 1:39 PM  
**To:** House Transportation  
**Cc:** Sen. Bert Stedman; Rep. Jonathan Kreiss-Tomkins  
**Subject:** Testimony on the AMHS

My name is Barry Bracken. I am a 57-year resident of Alaska and a 52- year resident of Southeast Alaska. I started riding ferries between Valdez and Cordova for sporting events while still in high school. Since moving to Southeast Alaska I have found the AMHS to be a lifeline. We rely on the ferries for getting between communities, trips to a road head for out-of-State or interior Alaska travel, as a way to get our vehicles to Juneau for repair, etc. Southeast Alaska simply cannot exist as a region of isolated communities without a ferry system to connect us with each other and the "outside". I, along with others I heard testify, would be happy with a smaller dividend, or even no dividend and an income tax if it means retaining this vital service. I object to legislators talking about funds (crumbs) to "subsidize" our ferry system. I would much prefer to hear you discussing ways to fully fund this valuable transportation system without such a heavy reliance on the fare box. If operating efficiencies can be found, fine, but please don't allow the system to deteriorate further or to be eliminated entirely.

Thank you,  
Barry E. Bracken  
PO Box 1201  
Petersburg, AK, 99833

Sent from my iPad

## Elizabeth Bolling

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**From:** Howard S. Rue III <hrue@kodiakak.us>  
**Sent:** Wednesday, March 13, 2019 12:25 PM  
**To:** House Transportation  
**Subject:** AMHS - Bayside Fire Department

Morning-

I attended yesterday's testimony in the afternoon at Kodiak Senate Offices. I am the career fire chief of the Bayside Fire Department on the Island of Kodiak.

I heard no on mention emergency services. While at Bayside I have used the ferry system 5 times in the last year and a half.

1. Bayside sent one engine to the lower 48 for repairs going through Bellingham on the ferry.
2. Port Lions received a surplus engine from Anchorage Fire Department. I personally drove the engine to Homer – got on the ferry and delivered the engine to Port Lions and took the ferry back to Kodiak.
3. Bayside purchased two new engines from Spartan Motors in South Dakota and were shipped from Bellingham to Kodiak.
4. Bayside donated one of its used engines to Old Harbor and it was transported by ferry.
5. An engine from Port Lions was sent and returned from Bayside for mechanical repairs (not the engine from Anchorage) by ferry.

Thank you for listening for the need to keep the AHS in place.

Representative Stutes please stop by Bayside on your next trip to Kodiak.

Respectfully,

Howard

Howard S. Rue III EFO  
Chief Bayside Fire Department  
4606 Rezanof Drive  
Kodiak, AK 99615  
708-528-2896 - Cell  
907-486-4536 - Office  
[hrue@kodiakak.us](mailto:hrue@kodiakak.us)

March 13, 2019

State of Alaska  
House of Representatives  
Transportation Committee  
Via email: [house.transportation@akleg.gov](mailto:house.transportation@akleg.gov)

The Honorable Louise Stutes, Co-Chair  
The Honorable Adam Wool, Co-Chair  
The Honorable Matt Claman, Member  
The Honorable Harriet Drummond, Member  
The Honorable Andi Story  
The Honorable Dave Talerico  
The Honorable Sara Rasmussen

Honorable Members of the House Transportation Committee:

I submit the following under public testimony in support of the Alaska Marine Highway.

In exercising governmental authority over the state of Alaska, the interests of those who will be subjected to that authority must be considered. Those needs vary by location and will not be favorable on the state pocket book. In those instances, it is a call to our elected leaders to rise to the challenge and find a way to meet those needs. It is also a call to our elected Representatives, and Senators to guide the Administration when good intentions will cause harm to those who they swore to serve.

Too often the lives of those who are to be governed are adversely impacted by actions of those who will never be subjected to the outcome themselves for the simple fact that those who govern have more means than those who do not.

In the specific case of the Alaska Marine Highway, roughly 100,000 people in 35 coastal communities stand to be negatively impacted by proposed cuts to the system. These numbers are estimated and are taken from the Southeast and Southwest area of the Department of Labor and Workforce Development's Research and Analysis 2018 Population Estimates webpage: <http://live.laborstats.alaska.gov/pop/> - The outcome of this proposed cut will potentially drive up the cost for the state in other areas simply because these communities were cut off from accessible transportation.

The following will negatively impact coastal communities when the sole means of transportation is via air:

- **Reduced transportation to and from medical/dental/mental health providers**
- **Increased cost of food and necessities, including seasonal clothing needs**
- **Increased cost of home or automotive repair supplies**
- **Decrease in economic stability of small businesses**
- **Increased cost to victims of domestic violence who need to relocate, or temporarily flee**
- **Decreased interaction with family support systems**
- **Decrease in the standard of living within already struggling communities**
- **Significant cultural impact in limiting access to funeral services, 40 day parties, totem pole raising, and potlatches.**

The Alaska Marine Highway's 2015 Annual Traffic Volume Report, which is the most recent volume report available indicates a total of 288,133 passengers, and 100,547 vehicles utilized the marine highway system within the Southeast, and Southwest port communities:

[https://issuu.com/alaskamarinehighwaysystem/docs/atvr\\_15?e=32410890/67331081](https://issuu.com/alaskamarinehighwaysystem/docs/atvr_15?e=32410890/67331081)

Roughly one-quarter of Alaska's total population appears to utilize the marine highway system to maintain their quality of life. If this system is reduced, phased out, or privatized the cost of living in these communities will most likely sky rocket while the quality of living drops.

More than oil and tourism, Alaska is still a young state and will continue to thrive as long as her growth is not done at the expense of the health, safety, and livelihood of the people that are trusting our elected leaders to oversee her care.

Thank you for your time, I wish you a productive legislative session.

Respectfully submitted,



Tana M. Bell

Juneau, AK

CORDOVA LEGISLATIVE INFORMATION OFFICE

Email: LIO.Cordova@akleg.gov

Phone: 907-424-5461 / Fax: 907-424-5462

WRITTEN TESTIMONY

NAME: Laura Bowman

REPRESENTING: self

BILL # or SUBJECT: Alaska Marine Highway Cuts

COMMITTEE: \_\_\_\_\_ DATE: 3-12-2019

NOTE: This testimony is considered part of the official record and will be posted online with the hearing documents

I am a teacher in Cordova, Alaska. The cuts will affect my family personally. How will we buy a new car when we need one?

However, even more important is how the proposed cut will affect my community. Years ago, Cordova School District was voted one of the best in the nation. Sports is one of the things that makes our school great. In fact, it is what keeps some of our students in school. Our sports program could not function without the ferry; travel by air fare is too expensive. Our school could not host a regional basketball tournament without the ferry, as we did this week. Our basketball teams could not travel to state without the ferry, as we will soon do.

Please fund the ferry for our young people. Other options such as income tax or no PFD are much more reasonable options.

## Elizabeth Bolling

---

**From:** Creative Karma <creativekarma104@gmail.com>  
**Sent:** Wednesday, March 13, 2019 10:14 AM  
**To:** House Transportation  
**Subject:** Quick-ish Ferry Idea

Good morning,

Juneau resident here. The ferry system needs to keep running. It's good that the 3 major unions that service our ferry are getting involved.

A cost saving measure since money seems to be the issue would be to pay the employees less. This sounds ludicrous, but hear me out.

The ferry employees are the only State employees who get their overtime rounded to the nearest hour. You look anywhere else, and most people get theirs rounded to the nearest 15 minutes. And before an objection is made - it isn't written into their union contracts. There are minimum hour requirements, yes - but anything beyond that is rounded up to the nearest hour.

Imagine that. An employee works an hour + 1 minute past the end of their shift. Instead of getting paid 1 hour and 15 minutes of overtime, they get 2 hours total. 45 minutes of free overtime pay. Multiply that by multiple instances per employee, per number of employees. And it happens A LOT. Ask any deck employee who gets called out while in revenue service. They might hesitate to even provide an answer. Some supervisors know this, and opt to make their subordinates work the total amount so that no labor comes without cost. But if an employee doesn't necessarily need to be on overtime, why not let them go at a 15-minute mark and end the pay at that moment?

This could routinely save thousands of dollars every month. In addition to all this, their union contracts expired in 2017 and it's in negotiation right now. All other State unions took a hit in some way or shape, but their unions (IBU, MEBA, MMP) opt to not feel that same hit in any form.

Though the e-mail sounds negative, I want our ferry system running for a long variety of reasons. We obviously don't have a road out of Juneau or Ketchikan, and the effect on the outlying communities who need it WAY MORE than us would be terribly impacted.

Thank you for your time.

- Concerned citizen



# LEGISLATIVE INFORMATION OFFICE

Email: LIO.Ketchikan@akleg.gov

1900 First Ave., Suite 310  
Ketchikan, Alaska 99901

Phone: (907) 225-9675  
Fax: (907) 225-8546

## WRITTEN TESTIMONY

NAME:

Carol Egnor

REPRESENTING:

self family, friends

BILL# or SUBJECT:

Alaska Marine Highway SAVE IT!

COMMITTEE AND

HEARING DATE:

3-12-2019

I am opposed to cutting our amazing Ferry Hwy System. I was born in Ketchikan in 1952 & remember well when our beloved ferry system sailed into our hearts. So many folks have testified beautifully about the many ways the ferry system benefits every aspect of each community on the line & our entire state. Bellingham, Washington is also advocating for the AMHS.

I do NOT appreciate the governor bringing in an outsider, wrecking ball to cut Alaskan budget items that she ~~was~~ nor the governor understand. I also object to the governor's lying about not cutting the ferries and then doing it. Among other items!

If the "Shoreside" ferry officials would have used even 1/2 of the many shipboard employees recommendations through the years the poor decisions & plans of the "shoreside experts" so called, would not have caused this disaster. Outside experts have caused more harm than good in our Alaska in all areas.

Mr. Rye in Ketchikan, a Kennicott engineer, certainly stated clearly the waste of resources. I stand by his statement. Save our ferries. Carol Egnor  
Ketchikan, Alaska

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## WRITTEN TESTIMONY

NAME:

Lislie Jackson

REPRESENTING:

Self

BILL.# or SUBJECT:

AMHS Funding

COMMITTEE AND  
HEARING DATE:

3/12/19 Transportation

The Alaska Marine Highway System is a critical part of our State infrastructure and a lifeline for many Alaskan residents that are not connected by the road system. I won't belabor the point that many others have made, but let's look at the AMHS and all it has to offer as an opportunity not a threat to the State. It's not operating in a vacuum, it's existence is fundamentally connected to so many aspects of our maritime community and quality of life. With an ever-expanding cruise ship industry taking advantage of the beauty and natural assets that Alaska has to offer, let's market the ferry system for the independent traveler. We can capture the travelers that have come up on the ship and want to come back for a longer and scenically unforgettable trip. Our ferries enable travelers to get to the road system in Canada and up to connected parts of the State, let's focus on coordinated transportation as integral to State revenue rather than reducing and cutting ties to important transportation prospects.

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## WRITTEN TESTIMONY

NAME:

CEMENT PLAMONDON

REPRESENTING:

SELF

BILL# or SUBJECT:

MARINE HIGHWAY FUNDING

COMMITTEE AND  
HEARING DATE:

TRANSPORTATION COMMITTEE 3-12-19

FUNDING THE FERRIES SHOULD NOT  
BE CONSIDERED A BURDEN TO THE  
STATE. THE MARINE HIGHWAY IS NOT  
JUST TRANSPORTATION. THE COST OF  
OUR HIGHWAY SYSTEM WOULD BE  
CATASTROPHIC FOR SE ALASKA.  
THE STATE BUDGETARY PROCESS NEEDS  
TO TREAT THE AMHS AS AN  
ASSET THAT ADDS VALUE TO OUR  
ALASKA BRAND. THERE ARE WAYS  
TO PAY FOR THIS. RESOURCE  
DEVELOPMENT TAXES, VISITOR INDUSTRY  
REVENUE INCREASES, COMMUNITY COST  
SHARING, USING THE PFD, STATE-  
WIDE SALES TAX, INCOME TAX.  
WE CANNOT JUST CUT, CUT, CUT  
WE EXPECT OUR STATE TO GROW. ALL  
ALASKANS KNOW THAT IT COSTS US  
MORE FOR THE PRIVILEGE OF LIVING  
HERE. DO YOUR JOBS, MAKE THIS WORK.

FUND OUR HIGHWAY

Cement Plamondon

Good Afternoon,

My name is Deborah Rose, and a year ago I moved from Virginia to Ketchikan Alaska, so that I could pursue a career with AMHS. I am here to voice my concern on the proposed budget and not only the impacts on those employed but the communities the highway services.

In the short time that I have been here, I have learned very quickly just how important the Highway system is. First you have locals, that use the ferry to get back and forth to doctor's appointments down in Washington, or even appointments on other islands here. Some even use the ferries to do shopping that is unavailable in the smaller communities, that would otherwise be too costly to ship, versus bringing it back with them. You also have the school's systems that use the ferries to travel with sports teams to and from events, that otherwise would be too much in the cost to fly.

There are Military families that are moving from the lower 48, to not only the island locations, but further in Alaska. For them to be able to bring their vehicles with them, pets, or other items that would have to be shipped that could take months or longer to get. They are able to take a nice relaxing trip on the ferry and see sites that are only able to be seen by traveling the inner passage.


We also have people from Countries all over the world, that come to the US to backpack from state to state, and on such a journey they are able to hop on the ferry going to islands that otherwise may be missed because of doing a straight flight to a major airport. This not only makes it so they get to see more of Alaska, but this also helps those smaller communities with visitors looking to spend money in their villages and towns.

These travelers listed above are literally just the tip of the iceberg. There are so many people that use the systems for more than just what I listed, these are just a tiny bit that I have met and had the pleasure of speaking with. I myself am just one of many people that has also packed up my life from another state and moved here with many hopes and dreams.

I truly love Alaska, and would like to keep living here in my new home. However, just as with myself and many others. Sadly should the Highway disappear, Many of us will have to move. The ferries help keep us connected with the rest of the state and the world. So to lose that would be too much isolation for some of us, and lack of pay makes the area too costly to live. So not only with any downsize or loss of the highway system, you would lose those of us that rent, shop and spend money here, all year around, not just during the summer season.

I hope with this makes you see just how important AMHS is to not only us, but to everyone here, and for someone like me to be from out state to see this in such a short time, can you imagine for someone that has been using it for generations.

Thank you.

  
Deborah.Rose81@gmail.com  
(757) 268-8338

KETCHIKAN LEGISLATIVE INFORMATION OFFICE

Email: LIO.Ketchikan@akleg.gov

Phone: 907-225-9675 / Fax: 907-225-8546

WRITTEN TESTIMONY

NAME:

Eric Wallin

REPRESENTING:

all of Alaskan coastal communities

BILL # or SUBJECT:

AMHS Budget

COMMITTEE:

DATE: 3/13/19

NOTE: This testimony is considered part of the official record and will be posted online with the hearing documents

Greetings, My name is Eric Wallin, a resident of Ketchikan for 40 years and an AMHS employee for half that time. I hope you all are intimately familiar with the 2016 McDowell Group Study, in which it states the ferry system led to about \$270 million a year in economic activity in the state, more than double what the government spends on it.

A highway is the lifeblood of an economy, if you shut down a highway you kill commerce. I don't believe Alaska can afford that.

The benefits the ferries provide are countless and understated. From shopping opportunities to help keep costs of living down to <sup>vital</sup> access to healthcare. Just last week on the Malaspina we transported 400 students to and from Sitka for a basketball tournament.

It is completely irresponsible to not plan to fund the Marine Highway. Damage to ridership may already be occurring as reservations are not being taken beyond Oct. 1st, causing a cascading domino effect as trust in the systems reliability is destroyed. It appears to be purposeful malicious mismanagement, disregarding the McDowell Groups 2016 study to spend 60K to 90K to commission ANOTHER study hoping to get the answers he (Punleavy) wants.

I would like to see a commitment to, at a bare minimum, maintaining ferry service for the residents of and visitors to Alaska. Ultimately with a goal/vision of forward secured funding for and implementing a vessel replacement program for our aging fleet. Protecting our communities from becoming completely isolated and all the ancillary benefits it provides.

Page 1 of 1

Thank you for your time Sincerely Eric Wallin

# LEGISLATIVE INFORMATION OFFICE

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## WRITTEN TESTIMONY

NAME: Ed Marksheffel Voter Reg. # 000001387

REPRESENTING: Self

BILL# or SUBJECT: \_\_\_\_\_

COMMITTEE AND HEARING DATE: Dept. of Transportation, AMHS

We Need the Marine Highway, and so does British Columbia. By having Less Service to S.E. Alaska we also cut back the Thru-Traffic for the Canadian Businesses along the route thru B.C. This has already had quite an impact on Highway 16 thru B.C. Loss of Jobs in S.E. Alaska will also mean changes to all local businesses and Schools. Keep our "highway" OPEN.

# LEGISLATIVE INFORMATION OFFICE

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## WRITTEN TESTIMONY

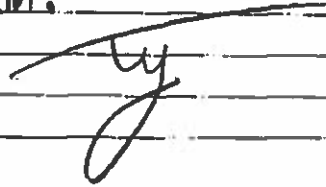
NAME: ED ZASTROW  
REPRESENTING: SELF  
BILL.# or SUBJECT: ALASKA MARINE HIGHWAY SYSTEM  
COMMITTEE AND HEARING DATE: HOUSE TRANSPORTATION HEARING

A TOTAL SHUTDOWN OF SYSTEM - RISKY  
IF A REDUCTION IN SYSTEM IS NEEDED - TRY  
A STEP DOWN METHOD -

PUBLIC TRANSPORTATION IS A  
FUNCTION OF GOVERNMENT -

IF NECESSARY - FIND A ESTABLISHED  
PERSON / COMPANY WHO RUNS A  
FERRY SYSTEM - GET THE STATE OUT  
OF THE BUSINESS - NOT QUALIFIED -  
PUT IT

A LITTLE LEGS PED - A TOWARD THE  
FERRY SYSTEM.



KETCHIKAN LEGISLATIVE INFORMATION OFFICE

Email: LIO.Ketchikan@akleg.gov

Phone: 907-225-9675 / Fax: 907-225-8546

WRITTEN TESTIMONY

NAME: Ginger (Lana) Fortin  
REPRESENTING: Self  
BILL # or SUBJECT: Marine Highway  
COMMITTEE: \_\_\_\_\_ DATE: March 12, 2019

NOTE: This testimony is considered part of the official record and will be posted online with the hearing documents

The Marine Highway is absolutely necessary for us in Southeast Alaska. Flying is much too expensive for many. Often flights are cancelled or late because of weather, making the ferries much more reliable. Some communities, ones not on the road system, don't even have an airport. The ferries are their only transportation.

The Marine Highway is part of the highway system and should be funded that way. In addition, they need to carry cargo, until the funding becomes unreliable, and shippers wouldn't depend on them. Why not work on getting the schedules more reliable, and make money again on carrying cargo?

Fares keep rising, yet services to passengers keep going down. Why not try to make the service more attractive to passengers instead of less so? And, please remember the Marine Highway is supposed to be a benefit to the people of Alaska.



## Elizabeth Bolling

---

**From:** 4christiansen@gci.net  
**Sent:** Wednesday, March 13, 2019 9:32 AM  
**To:** House Transportation  
**Subject:** Alaska Marine Highway System

Hello,

My name is Meagan Christiansen and I am a resident of Kodiak.

I believe that the Alaska Marine Highway System is an essential piece of transportation infrastructure for the communities of Kodiak Island and southwest Alaska. I am aware that you all have heard much testimony regarding this topic so I will keep my comments short. My comments regarding the Governor's proposed cuts to the system are that I believe reduced service is acceptable but no service would be a huge detriment to the communities that AMHS has been serving.

I am also in favor of a reduced or eliminated pfd to assist with budgetary needs for the AMHS, education related expenses, and public safety.

Thank you for the opportunity to comment!  
Meagan

## Elizabeth Bolling

---

**From:** Customer Relations, AMHS (DOT sponsored) <dot.amhs.customer@alaska.gov>  
**Sent:** Wednesday, March 13, 2019 8:34 AM  
**To:** House Transportation  
**Subject:** Fw: Hoonah Ferry

---

**From:** Robert Bishop <gamecreek@yahoo.com>  
**Sent:** Wednesday, March 13, 2019 6:17 AM  
**To:** Customer Relations, AMHS (DOT sponsored)  
**Subject:** Hoonah Ferry

Dear ferry and legislators,

Please add this to the concerns for keeping our ferry thru Hoonah..... I was not able to call in yesterday....

Hoonah is more and more booming because of tourism. It is growing faster than ever which is causing our business to grow. I own Game Creek Construction and am starting an Apple Farm to distribute to Southeast. Without ferries at least twice a week, it is not clear how we will effectively and reliably distribute goods. Winter often forces us to ferry because planes are unable to fly and cannot carry a months supply of groceries. AML is not a cost effective way to get groceries and some items must be hand picked.

I request that we maintain the ferry at least every Wednesday and Saturday with two days in Juneau. The most ideal schedule would be Monday, Wednesday, AND Saturday with weekly alternate direct service to Juneau and then Gustavus -(1 week direct to Juneau, 1 week Gustavus, and alternate after that whole week). If we could get three days, perhaps we can incorporate a Southern route to Sitka for medical needs..... Getting stuck in Juneau for more than two days is extremely expensive, especially with children. Night ferries are too hard for children and parents. If the ferry is more convenient and direct to Juneau, more people would be able to ride, causing better revenues.

Further, this may be the time to request road funding to Tenakee and Pelican. Hoonah is very close and could be the hub for these other small communities.

Thank you for taking our concerns....

Robert Bishop

907-723-8457  
gamecreek@yahoo.com  
PO Box 95  
Hoonah, AK  
99829

Sent from [Yahoo Mail on Android](#)

## Elizabeth Bolling

---

**From:** Customer Relations, AMHS (DOT sponsored) <dot.amhs.customer@alaska.gov>  
**Sent:** Wednesday, March 13, 2019 8:34 AM  
**To:** House Transportation  
**Subject:** Fw: Hoonah Ferry

---

**From:** Robert Bishop <gamecreek@yahoo.com>  
**Sent:** Wednesday, March 13, 2019 6:17 AM  
**To:** Customer Relations, AMHS (DOT sponsored)  
**Subject:** Hoonah Ferry

Dear ferry and legislators,

Please add this to the concerns for keeping our ferry thru Hoonah..... I was not able to call in yesterday....

Hoonah is more and more booming because of tourism. It is growing faster than ever which is causing our business to grow. I own Game Creek Construction and am starting an Apple Farm to distribute to Southeast. Without ferries at least twice a week, it is not clear how we will effectively and reliably distribute goods. Winter often forces us to ferry because planes are unable to fly and cannot carry a months supply of groceries. AML is not a cost effective way to get groceries and some items must be hand picked.

I request that we maintain the ferry at least every Wednesday and Saturday with two days in Juneau. The most ideal schedule would be Monday, Wednesday, AND Saturday with weekly alternate direct service to Juneau and then Gustavus -(1 week direct to Juneau, 1 week Gustavus, and alternate after that whole week). If we could get three days, perhaps we can incorporate a Southern route to Sitka for medical needs..... Getting stuck in Juneau for more than two days is extremely expensive, especially with children. Night ferries are too hard for children and parents. If the ferry is more convenient and direct to Juneau, more people would be able to ride, causing better revenues.

Further, this may be the time to request road funding to Tenakee and Pelican. Hoonah is very close and could be the hub for these other small communities.

Thank you for taking our concerns....

Robert Bishop

907-723-8457  
gamecreek@yahoo.com  
PO Box 95  
Hoonah, AK  
99829

Sent [from Yahoo Mail on Android](#)

## Elizabeth Bolling

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**From:** William Guman <billybarbossa1@gmail.com>  
**Sent:** Wednesday, March 13, 2019 6:56 AM  
**To:** House Transportation  
**Subject:** Ferry System

Good morning! I was told that I could voice my opinion about the ferry system to this email. I would like to say that without the ferry system, a lot of people will have a hard time coming and going from AK. Especially with a vehicle. I would much rather have the ferry system than receive PFD! I hope that our voices will be heard and we will continue to have the ferry as a mode of transportation in our great state!

Thank you for your time,  
William Guman

Sent from my iPhone

## Elizabeth Bolling

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**From:** Corinne Conlon <yocconlon@hotmail.com>  
**Sent:** Tuesday, March 12, 2019 10:07 PM  
**To:** House Transportation  
**Cc:** Sen. Jesse Kiehl; Rep. Andi Story  
**Subject:** AMHS

Good evening,

I live in Juneau. A city without a road, but with transportation options. Regular flights in and out and a reliable ferry system. I feel with small plane options as well as regular Alaska Air service, we will be affected, but not to the same degree as smaller towns and villages. As with all of aspects of the budget, the cuts seem to hit hardest on rural Alaska. Cuts to transportation in terms of eliminating funding to pay for rural airports and ending ferry service seem designed to devastate those communities. Thirty-five communities are served by the ferries and if you've arrived in Cold Bay or Angoon, you know what a big deal it is when the ferry comes in to port. What is left of the community if you remove ferry service?

I question the feasibility of turning over the ferry system to a private company. Will it continue to serve all of Alaska evenly or will it pick and choose the ferry runs that are most popular and most likely to turn a profit.

Please save our ferries and our Alaskan communities, both big and small.

Corinne Conlon  
9213 Emily Way  
Juneau, AK 99801

## Elizabeth Bolling

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**From:** Corinne Conlon <yocconlon@hotmail.com>  
**Sent:** Tuesday, March 12, 2019 10:07 PM  
**To:** House Transportation  
**Cc:** Sen. Jesse Kiehl; Rep. Andi Story  
**Subject:** AMHS

Good evening,

I live in Juneau. A city without a road, but with transportation options. Regular flights in and out and a reliable ferry system. I feel with small plane options as well as regular Alaska Air service, we will be affected, but not to the same degree as smaller towns and villages. As with all of aspects of the budget, the cuts seem to hit hardest on rural Alaska. Cuts to transportation in terms of eliminating funding to pay for rural airports and ending ferry service seem designed to devastate those communities. Thirty-five communities are served by the ferries and if you've arrived in Cold Bay or Angoon, you know what a big deal it is when the ferry comes in to port. What is left of the community if you remove ferry service?

I question the feasibility of turning over the ferry system to a private company. Will it continue to serve all of Alaska evenly or will it pick and choose the ferry runs that are most popular and most likely to turn a profit.

Please save our ferries and our Alaskan communities, both big and small.

Corinne Conlon  
9213 Emily Way  
Juneau, AK 99801

## Elizabeth Bolling

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**From:** Lena Merrell <alaskanlena@gmail.com>  
**Sent:** Tuesday, March 12, 2019 10:01 PM  
**To:** House Transportation  
**Subject:** We need to support the AK marine highway

I have lived in Alaska since I was 4 years old. My mother and I started our journey to Dillingham on the Columbia and have called Juneau home since the 90s. While I'm lucky to not be at the mercy of the ferry schedule for my doctor appointments, groceries, livelihood, or to see family, I greatly appreciate traveling to other communities and the way of life it affords many Alaskans. I work in the medical field and see patients who's lives are directly affected by changes in the ferry schedule, making it more difficult to seek care in a timely matter or to get out of their small villages at all during the winter. Alaska is a special place, and comes with certain oddities. These should be celebrated and maintained, or we won't be Alaska any more. Please find the funds to keep our Marine Highway operational for future generations to thrive and enjoy.

Lena Merrell  
Juneau, Alaska  
Sent from my iPhone

## Elizabeth Bolling

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**From:** Robert Stevenson <jnubca@gci.net>  
**Sent:** Tuesday, March 12, 2019 9:48 PM  
**To:** House Transportation  
**Subject:** Ferry transportation

Ferries are an important mode of transportation in Southeast Alaska. Hundreds of students traveled to Sitka from surrounding communities last week to participate in the Region V basketball tournament. Without the ferry, many students and teams wouldn't have been able to compete due to the prohibitive cost of air travel. But it's not just a one time event that sports teams, coaches, parents and fans use the Marine Highway for travel in Southeast. Our ferry system is necessary for year-round travel. Teams use it during football season, basketball season, several regional conferences, HS music fest, Gold Medal, Sitka Fine Arts, Celebration, summer camps, tribal assembly, family visits and reunions, funerals, potlatches, shopping (including Costco). When two officers were killed in Hoonah in 2010, the law enforcement community and other SE communities used the ferries to turn out in force to honor them and support their families and community in Hoonah. It's how we drive to the Lower 48 - connecting us to Prince Rupert, Bellingham and Skagway - driving our own vehicles to haul household goods when kids go to colleges or trade schools. It's also how those same kids return home after completing their degree or training. It is a true Marine Highway all of Southeast and Southwest Alaska depend on to keep us connected to the rest of our State. It is certainly less expensive than building bridges between all of our communities to physically connect us to each other and the road system on land.

Cindy Stevenson  
Lifelong Juneauite



## Elizabeth Bolling

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**From:** Elizabeth Borneman <eborneman21@gmail.com>  
**Sent:** Tuesday, March 12, 2019 8:30 PM  
**To:** House Transportation  
**Subject:** AMHS public testimony

Hello,

My name is Elizabeth Borneman and I am a four-year resident of Alaska. I first came to Juneau and later moved to Sitka, where I currently live.

As a resident of an island community, the ferry system provides a needed and practical service to my rural community and other isolated communities in Alaska. The ferry system helps move people, cars, and belongings around the state, to the lower 48, and elsewhere that people and things need to go.

In addition to providing a practical and very needed transportation service, the Alaska Marine Highway System links independent travelers from all around the world with unique locations in Alaska. This ability to travel between cities in rural Alaska gives people the ability and opportunity to truly experience the natural beauty and cultural traditions of the places in Alaska that make this place special. Additionally, the ferry provides an alternative, affordable travel option that diversifies the ways in which residents of rural Alaskan communities can move about the state and country when needed.

In short, the economic benefit of the Alaska Marine Highway far outweighs its financial burden on the state budget. The AMHS is an essential service for many residents of Alaska and should be maintained as such.

Thank you,

Elizabeth Borneman

## Elizabeth Bolling

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**From:** Donna Griffard <donnagriffard@gmail.com>  
**Sent:** Tuesday, March 12, 2019 8:18 PM  
**To:** House Transportation  
**Subject:** Alaska Marine Highway

Hello, I live in Skagway Alaska and have been traveling every 3 weeks to Houston Texas for the last 2 years. I have stage IV cancer of unknown primary (very rare) and did the first 2 years (of over 4 now) in Seattle Washington and Juneau Alaska. When it became apparent they had no more options for me I went to MD Anderson for treatment. I am in a clinical trial and get immunotherapy infusions every 3 weeks. This treatment has saved my life and because of this trial many more lives will be saved as it has been very successful with multiple forms of cancer.

This treatment would not be possible for me to get without using the Alaska Marine Highway for travel. Although it is quicker to fly, this is frequently impossible due to inclement weather. I often rely on the ferry to get myself to and from Skagway and Juneau for treatment and also to Juneau to catch larger planes to fly down south to Washington State or Texas.

The ferry has also been instrumental for me for years when I owned a business in Alaska and had to transport a vehicle and goods that did not fit on a plane.

School groups utilize the ferry also for educational purposes, sports and other events.

I believe without the ferry many small communities like Haines and Skagway would cease to exist.

Without the ferry it would be nearly impossible or at great inconvenience to acquire personal motor vehicles, ambulance and fire trucks, heavy equipment for development and many other things that can not go on planes.

We rely on the ferry for quality of life and in my case for life itself.

Thanks for listening, I know you will do the right thing.

Donna Griffard  
PO Box 734  
Skagway, AK. 99840

Sent from my iPad

## Elizabeth Bolling

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**From:** Pete Griffard <pg223griff@yahoo.com>  
**Sent:** Tuesday, March 12, 2019 8:11 PM  
**To:** House Transportation  
**Subject:** Alaska Marine Highway

Greetings,

Southeast Alaska needs a stronger ferry system, not a lesser one.

My wife travels for health reasons, often the planes don't fly. Without the ferry we would probably have to move down south.

Has the governor lost his mind? Or does he not know anything about his own state?

Thanks,

Pete Griffard

Skagway, AK

20 years

Sent from my iPad

## Elizabeth Bolling

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**From:** Sophie Parkin <sparkin21@gmail.com>  
**Sent:** Tuesday, March 12, 2019 8:09 PM  
**To:** House Transportation  
**Subject:** AMHS

My name is Sophie Parkin, I grew up in Angoon and try to get back "home" as often as I can. My family and in-laws still reside there. My grandmother is one of them. I am speaking not only for my people, all of southeast, but those that are handicap and an elder like my grandmother Ethel Jack. She is unable to get in and out of planes when it is not a medevac. She like many others, travel for medical, for groceries, and many other reasons via our ferry system. My parents and in-laws also depend on the ferry to have work done on vehicles and transport food from Juneau. With how much it takes to get items for the local store in Angoon makes for astronomical prices and if the ferry system be cut that will NOT be the only thing that causes Alaska to suffer. Please hear our plea that we desperately need the ferry system to survive in rural areas. Thank you for your time.

Sincerely,  
Sophie (George) Parkin

**Elizabeth Bolling**

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**From:** Timi Tullis <timitullis@yahoo.com>  
**Sent:** Tuesday, March 12, 2019 8:06 PM  
**To:** House Transportation  
**Subject:** please save our ferries

Hello,

Each year my wife and I travel the ferry system to get me from community to community. I LOVE riding the ferry and most of my summer guests LOVE riding the ferry. I moved here on the Columbia, and I have such great memories of that and many rides.

My comment is please keep our ferry system OUR HIGHWAY. If folks on the 'road' system want to see what it would feel like close the Richardson or the Seward Highways 3-4 days a week AND charge them for to drive on those roads... it is the same thing!

Thank you,

Harry Tullis  
Juneau, Alaska

## Elizabeth Bolling

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**From:** J Jensen <juneaujensens@gmail.com>  
**Sent:** Tuesday, March 12, 2019 7:59 PM  
**To:** House Transportation  
**Subject:** Save the Ferry

It is simple as this.... our "roaded" infrastructure exists without payment, just water, ships and manpower. We pay to ride. So don't close our only highway now or ever!

Thank you!

The Jensens

Current Alaskan residents who have lived in Fairbanks, Anchorage and Juneau

## Elizabeth Bolling

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**From:** Sally Joseph <sallymaejoseph411@gmail.com>  
**Sent:** Tuesday, March 12, 2019 7:48 PM  
**To:** House Transportation  
**Subject:** Ferry system

To the Govenor,

I am emailing you to let you know what a huge impact it would be on the villages if you cut the ferry system. The families that live in the village use the ferry to go to town to shop for groceries or to bring a loved one home who has passed away. It cost over \$100.00 dollars yo fly from Angoon to Juneau one way. There are no jobs in the villages year round. People use the ferry to travel for health appointment's also. I pray you change this and keep the ferry running.

Thank you,

Sally Joseph

## Elizabeth Bolling

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**From:** Kathryn Miller <kathryn.flett.miller@gmail.com>  
**Sent:** Tuesday, March 12, 2019 7:35 PM  
**To:** Rep. Louise Stutes; House Transportation  
**Subject:** AMHS Hearing

Good evening,

I was born in Anchorage in 1993 and have lived in Valdez since 1998. I would like to express my belief in the importance of AMHS continuing to exist in its present state and being operated by the Department of Transportation.

I grew up riding the ferry to Cordova for junior high and high school sports and constantly observing the influx of other Prince William Sound residents as well as tourists into Valdez via the ferry. These passengers' influence on Valdez's economy is extremely substantial. Without the Marine Highway, Valdez would only be accessible via the Richardson Highway, no longer enabling Valdez residents to access Anchorage when the Richardson Highway is closed at Thompson Pass. The average Valdez resident drives to Anchorage via either the Richardson or Marine Highway probably two to three times a month, at least.

Elimination of AMHS in its current form would also prevent tourists from making a loop of Anchorage - Whittier - Valdez - Fairbanks - Anchorage, which would have a devastating impact on our town's economy, especially our small businesses.

I do not think AMHS could be effectively run by private corporation, nor do I think it should be. The remainder of our State Highways do not generate income; AMHS shouldn't be expected to either. Supporting highway infrastructure is inherently a responsibility of governing a State as vast and coastal as ours. That being said, I'd like to see the situation improve. Here are my suggestions:

1. Lower fares onboard the ferries. The current fares are completely cost-prohibitive. There are many, many, residents of both SE and SW Alaska who would take the ferry if it were affordable.
2. Offer more amenities for purchase onboard the ferries. Our vessels are far behind most of the world in what they offer for purchase while passengers are captive audiences throughout a transit. Wifi should be available for purchase, as well as alcohol, gifts, memorabilia, and clothing.
3. Toll roads/bridges and a state income tax need to be considered as our oil revenue fails to support our public infrastructure.

Thank you for your time,

Kathryn Miller

422 West Nabesna Street  
P.O. Box 1115  
Valdez, AK  
99686



## Elizabeth Bolling

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**From:** Michael J <michaeljahrig@gmail.com>  
**Sent:** Tuesday, March 12, 2019 7:19 PM  
**To:** House Transportation  
**Cc:** Rep. Louise Stutes  
**Subject:** Vital Service

Good Evening-

My name is Michael Jahrig. Born and raised in Kenai, Alaska and nearing completion of my ninth year as an employee of the Marine Highway. Kenai relies heavily on the road system and I can't agree more with the idea that asphalt roads should be kept up (even through the horrendous weather conditions Alaskans call home). That said, the Alaska Marine Highway provides a service as much, if not more integral to Alaskans in coastal communities as the roads provide my family. It could be conveyed that I am a partial view into this topic, but in my best attempt to put unbiased blinders on I truly believe it would be a mistake to pull this Maritime Road system away from our communities. This would force many Alaskans out of the State in search for new jobs and vastly cut away from the infrastructure built in those areas. Nearly designating areas that blossom into fisheries, tourism, and commerce of all the above.

I wholeheartedly support the Alaska Marine Highways future and can't agree more that we should continue to strategize efficiency and cost saving measures. Those that don't include short-sighted, heavy budget cuts. There are better ways to think this through. Please think deeply about the proposed budgets repercussions.

Regards,  
Michael

## Elizabeth Bolling

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**From:** Stephen Courtright <s.courtright@gmail.com>  
**Sent:** Tuesday, March 12, 2019 7:16 PM  
**To:** House Transportation  
**Cc:** Sen. Bert Stedman; Rep. Jonathan Kreiss-Tomkins  
**Subject:** AMHS

First, thank you for taking written testimony on this issue.

I am writing as a Sitkan to request that no action be taken that reduces AMHS access in any community served by the ferry system.

In a proposed budget full of false dilemmas, defunding the marine highway would also be a catastrophically poor choice for coastal Alaska.

Based on DOT information, the Glenn Highway experiences annual average daily traffic in excess of 40,000 vehicles. My own driving on that road suggests that most drivers travel no less than three miles in a trip. If each of them were tolled \$2.30 per mile (roughly the amount that a Sitkan must pay to "drive" to Juneau on our highway), DOT would collect more than \$100 million per year, enough to fund the entire AMHS shortfall and have enough cash left over to reopen the bars.

Then again, ending oil credits and instituting a progressive income tax could be solutions that put Alaska on the type of financial footing where we don't need to pit one community's road against another in order to almost make ends meet.

-5

## Elizabeth Bolling

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**From:** Ramadhani Greer <rgreer7@alaska.edu>  
**Sent:** Tuesday, March 12, 2019 7:00 PM  
**To:** House Transportation  
**Subject:** Alaska's marine hwy

It is amazing that closing the marine hwy is even a topic of discussion. Please consider the impact on all the SE Alaska villages that depend on this system. I myself am an Anchorage resident and wouldn't be impacted directly, but there must be a better way to go find funding.

Sincerely,

Ramadhani Greer

## Elizabeth Bolling

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**From:** Margie Demmert <teikweidee\_21@yahoo.com>  
**Sent:** Tuesday, March 12, 2019 6:51 PM  
**To:** House Transportation  
**Subject:** Alaska ferry

Hello I'm Margie Demmert

I'm from Angoon, Ak

I work for our only local grocery store on our island. We receive our shipments via Alaska marine highway system once to twice a week! This is our only gateway in our out of my village not only would my job be at steaks for providing for my children but it would cut off our only access to sending ppl to Juneau for medical needs, groceries shopping, ppl bringing their loved ones home on their last journeys for funerals, family reunions, school funded trips for our children. Keep our pfd plz mr dunleavy this is our only way in or out of our villages! We beg you please don't take our one and only transportation away from us! Thank you very much for your time!

Sincerely

Margie Demmert

Angoon, Alaska

Sent from my iPhone

## Elizabeth Bolling

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**From:** Sam Abell <abellsam@hotmail.com>  
**Sent:** Tuesday, March 12, 2019 6:28 PM  
**To:** House Transportation  
**Subject:** Testimony re: Marine HWY

Hello, My name is Sam Abell and I'm a resident of Homer AK.

I have been an employee of AK Marine HWY for 13 years and have worked my way up from a 3rd Mate to a Relief Captain.

It was one of the proudest moments of my career today to listen to the public testimony in support of AK Marine HWY. Today I am proud to be an Alaskan. I am proud of all of my fellow Alaska citizens. I am thankful for their acknowledgment that my life's work was important to them and their communities. Their voices were loud and clear. I hope that our elected officials have heard their voices loudly and clearly. I stand strongly in support of the Marine Highway and the critical services it provides to my countless fellow citizens.

Sincerely,  
Sam Abell

## Elizabeth Bolling

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**From:** Laura Parkin <lhparkin@gmail.com>  
**Sent:** Tuesday, March 12, 2019 6:27 PM  
**To:** House Transportation  
**Subject:** Ferry Service

I have lived in Angoon for 25 years. Raised six children there. I now have grandchildren there. My 85 year old mother-in-law lives with us. We rely on the ferry for medical transportation. There are times when the planes aren't able to fly due to weather conditions. Also, because we have only the float planes it is not always possible to transport the elderly/handicapped.

Our supplies are shipped via ferry or seaplane. Seaplanes would not be able to supply us with items such as supplies to keep our homes safe, vehicles, furniture, there is an endless list. Food is already overpriced, many already struggle with having adequate food to be healthy.

Please keep Alaska Ferries Running it is the lifeline for so many.

Laura Parkin  
Sent from my iPhone

## Elizabeth Bolling

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**From:** ALBERTA MEYERS <alberta\_vivian@yahoo.com>  
**Sent:** Tuesday, March 12, 2019 5:37 PM  
**To:** House Transportation  
**Subject:** Ferry service

I want to be heard about our ferry system, do not take it away from us this is all that the villages have. Are we going back to before the ferries started operating here in southeast? I hope not, we do have some airlines but it's so costly to fly out of here (Angoon) as a matter of fact the prices went up just recently.

My name is Alberta Saleem and I live here in Angoon, AK.

Sent from my iPad

## Elizabeth Bolling

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**From:** MARILYN MORREY <mm1871@yahoo.com>  
**Sent:** Tuesday, March 12, 2019 5:17 PM  
**To:** Transportation  
**Subject:** Marine Ferry

To whom it may concern,

It is clear from this afternoon's sessions that we do need the ferry system. The question asked in the room should have been how do we make it more viable? Could there be a talk on HOW or suggestions on how we can make our system work for us? With the money we have now. (ALL highways equally funded) or can the ferry make money? etc

ie..... More & consistent service = more ridership

Bring back the bar/gift shop, I know they didn't bring in money on their own to warrant the cost of them being open but it sold the overall package. Offer extended food service on the ferry. Perhaps hire an outside vendor to do this part (ie ESS on the train)

Would a coop work? Similar to Fifth Avenue Outfitters. Or some sort of membership to get discount like Amazon or Costco?

Offer specials at PFD time to get people to pre buy their tickets on the ferry

May I suggest an income tax for out of state workers, a state lottery, or a seasonal gas tax with this tax specifically used for the purpose of building our highways - marine included

If you don't like these, others may have better. Surely there are alternatives to simply cutting the service. Before you cut the service or do another study, please welcome the suggestions from those that work or rely on the system. They may have your answers. Perhaps we can get advice from other ferry services in the world.

Good luck

Marilyn Morrey,  
Valdez

P.S. On days where our planes are not flying do to weather and the Richardson is closed due to avalanche, it would be nice to know we can count on the ferry



## Elizabeth Bolling

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**From:** Frank Wright <wrightfrank56@gmail.com>  
**Sent:** Tuesday, March 12, 2019 4:49 PM  
**To:** House Transportation  
**Subject:** Alaska marine highway

There can be no bill passed that will directly effect one specific part of our population. Especially when it will cut off part a good part of the population from the rest of the world. It will significantly hamper travel of the southeast Alaska people. Prices of goods will increase and further hurt us, as well as probably making any other travel a lot more expensive, since currently the price for flights out of hoonah is almost two hundred dollars for a round trip. There should be no bill passed that would hurt one specific part of our population. Thank you

## Elizabeth Bolling

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**From:** John Whiddon <jbwhiddon52@gmail.com>  
**Sent:** Wednesday, March 13, 2019 3:28 PM  
**To:** House Transportation  
**Subject:** Testimony on Alaska Marine Highway System

I am a Kodiak resident - a retired Coast Guard officer and pilot; a former manager of a seafood production facility for twenty years and have been a City Council member for 10 years. I was appointed by Governor Walker to serve on the Alaska Marine Highway System Steering Committee. I was also appointed to the Alaska Civilian Armed Services Team (ACAST). For the past 8 years, I have served as the Co-Chair for the joint City of Kodiak/Kodiak Island Borough Fisheries Work Group. Finally, as a Coast Guardsman, I served a 3 year tour in Sitka and two tours in Kodiak.

My Coast Guard experience in South East Alaska and Kodiak combined with my business experience in the seafood industry has provided me with a real world appreciation for the value and importance of the Alaska Marine Highway. AMHS provides a vital transportation link to remote communities where there is no cost-effective alternative. Without a reliable ferry service, many communities will struggle to survive - especially those in South East Alaska who depend wholly on the ferry system as their only form of transportation. Military families throughout Coastal Alaska depend on the AMHS as a key transportation mode for both arriving and departing service members. ACAST placed the AMHS on its priority list because it provides a critical piece of transportation infrastructure for the military - both in term of transferring families and in time of conflict. AMHS can serve as a key logistics link when Military Sealift Command vessels are not an option.

The Tustamena needs to be replaced as it has served beyond its useful service life. If there is any doubt, the amount of time and money spent in the ship yard for annual maintenance availability points to a fully depreciated asset.

The South East Conference in combination with the Elliot Bay Design Group and the McDowell Group spent over a year analyzing alternatives for improved scheduling, availability, reduced overhead and a more effective form of governance. It is foolish to commission another study when an exceptionally well researched document already exists, and has the support of the communities that are served by AMHS.

In short, the Alaska Marine Highway System is as vital to coastal communities as the Glenn Highway or Parks Highway are to Valley residents. AMHS deserves to be considered with the same degree of respect and consideration for how Alaskans live, travel and recreate as any other highway

I strongly oppose the drastic budget cuts to AMHS and strongly support the conclusions of the Alaska Marine Highway Steering committee. Additionally, since we have to recognize the budget shortfalls, I want to go on record as supporting use of the PFD to help balance the budget and would support a state income tax to reduce our reliance on oil revenues.  
Respectfully

John Whiddon  
Kodiak, Alaska

# House. TRANSPORTATION @ AKlog.gov

Keep the Ferries.....

Keep all my PFD supplementals and then

PAY for ferries with my PFD 2019.....send me \$500 PFD

*W*

*//////*

See above to Pay for my Request to SAVE FERRIES!

DO NOT Take my PFD to move Legislators OFFICES North!

••••

•••

We're doing our part to bring in income:

1. New Hotel for visitors
2. **Continue S.J. Museum so Visitors have places to visit!**

**REVENUE continued.....**

For years NOW we (in this community) have continually

Sent you legislators messages..... SET-UP

**INCOME TAX.....do not be fooled.....we want it**



For **INCREASED revenue!**

**FAIRNESS.....!**

I am on a Fixed Income and do NOT HAVE Cable TV and

Do NOT HAVE computer NOR Internet in my home.....I'm

doing my Part and want to SHARE ferries and museum

with friends and neighbors and new employees!!!!

Marcia Strand - P.O. Box 795, Sitka, AK 99835  
(907-752-0438)  
(402 Baranof)

3/13/19

## Elizabeth Bolling

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**From:** Cindy Mom <cynthialouisemom@gmail.com>  
**Sent:** Wednesday, March 13, 2019 3:03 PM  
**To:** House Transportation; Rep. Louise Stutes; Sen. Gary Stevens  
**Subject:** Testimony on behalf of the Alaska Marine Highway System

March 13, 2019

My name is Cindy Mom and I live in Seldovia. I'm speaking for myself and in support of the ferry system. I arrived in Alaska six years ago by taking the M/V Kennicott up from Prince Rupert, sleeping in a tent on deck. When I got to Seldovia, I stayed, and now I own a guiding business here. Seldovia is located on the Tustumena route between Homer and Kodiak, and is accessible only by boat or plane.

The ferry is the most affordable way for us to get to and from Seldovia. It is our lifeline. Everyone who called in yesterday clearly stated the many ways that the ferry is a vital necessity, so I'll focus on telling you about some of the impacts that the proposed budget would have on Seldovia.

We would lose 5 jobs in town for people who are ticket agents and line-handlers. We could lose an additional 3 full time jobs for Seldovia residents who work as crew members in the ferry system. In a town of only about 300 year round residents, losing 8 jobs would have a huge impact on our community. We would also lose \$18,000 in dock revenues, which we use to maintain our dock.

We already put up with a gap of several months in service in the winter when the Tusty is out of the water for maintenance. The proposed six-month gap in service is absolutely too much.

A further reduction in the service would significantly impact the economy of Seldovia. The elimination of the ferry system would go a long way toward killing our town.

I am personally willing to pay income tax and have a reduced or eliminated PFD.

Thank you for the opportunity to testify today.

Cynthia Mom  
PO Box 83, Seldovia, AK, 99663  
907-231-6981  
Owner of Seldovia Nature Tours, LLC

## Elizabeth Bolling

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**From:** Miller, Goldman <Goldman.Miller@alyeska-pipeline.com>  
**Sent:** Wednesday, March 13, 2019 3:02 PM  
**To:** House Transportation; Rep. Louise Stutes  
**Subject:** Oppose AMHS budget cut

Due to my work schedule, I was not able to attend or call in to the LIO public input sessions regarding the Governor's plan to curtail AMHS service during the winter months. I hope this email will be included in the public comments regarding this proposal.

In my opinion, cutting winter ferry service to isolated maritime communities will have a negative economic impact on all Alaskans, not just those living in places served by the AMHS.

Small businesses in maritime communities depend on the ferry system year-round. The AMHS can transport large volumes of goods, and its vessels frequently operate in conditions that regularly ground aircraft in winter months. Rural businesses will be hobbled without this vital transportation link, just as any business on the road system would suffer without dependable highway access. Consumers in Sitka, Kodiak and Cordova depend on goods shipped from Anchorage and Fairbanks through road system ports like Whittier and Haines. It's all connected. Thriving business sectors in rural Alaska enrich all Alaskans.

Isolation brings stagnation. Compare the economic vitality of off-road communities in Southeast and Southcentral with those in the Yukon/Kuskokwim region. Both have rich natural resources, but without an established marine highway system, the communities currently served by Alaska state ferries would have to depend largely on air transport for trade, as river communities in bush Alaska have long been doing. The roadless expanse of the Y-K delta has suffered economically from its physical isolation.

From an economic standpoint, curtailing year-round AMHS service to rural Alaska makes no sense. Add to that the costs of repairs and staffing inconsistencies caused by long ferry furloughs, and the Governor's "cost savings" proposition becomes an even bigger loser.

All Alaskans benefit when diverse business sectors thrive across the state. Let's fund the AMHS for year-round service.

Regards,

Goldman Miller  
P.O. Box 453  
5380 Snowflake Circle  
Valdez, AK 99686  
(907) 835-3758

## Elizabeth Bolling

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**From:** Michael Yee <nakubay@gmail.com>  
**Sent:** Tuesday, March 12, 2019 5:16 AM  
**To:** House Transportation  
**Subject:** Amended Budget

Dear House,

The proposed budget amendment is out of whack. The AMHS is an established road that connects our communities giving us safe and reliable access to schools, medical and economic services. If you are going to cut the Ferry system's budget by 75%, then you should cut all transportation (roads and airports) operations by the same amount. The effect is the same. This budget cut is prejudicial and ignorant. The governor's budget amendments are nothing but hard nosed negotiation tactics with little consideration of consequences. I've noticed that the governor's office budget was increased over 3%. There is obviously some manipulation going on here and one can speculate that it is coming from pro road/anti ferry groups closely tied to the government. That in itself is the definition of corruption. Restore the funding to the ferries and find another solution that is more equitable and viable.

Sincerely,

Michael Yee

## Elizabeth Bolling

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**From:** Amy Sweeney <a\_sitka\_sweeney@yahoo.com>  
**Sent:** Wednesday, March 13, 2019 3:56 PM  
**To:** House Transportation  
**Subject:** testimony in support of Alaska Marine Highway System

Dear Co-Chairs Stutes and Wool, and members of the Transportation Committee,

My name is Amy Sweeney, I live in Sitka, and I am representing myself.

The Alaska Marine Highway System is a vital transportation artery for Southeast Alaska. It is every bit as essential to us as the land-based highways in central Alaska are to the communities there.

It is true that the Alaska Marine Highway is not totally self-supporting, but neither are the terrestrial highways anywhere in Alaska--or for that matter, in the nation.

The Alaska Marine Highway is essential to the economic and social fabric of Southeast communities, providing connection of communities and movement of vehicles, food, equipments citizens.

Please keep in mind that there is not a broad mandate for Gov. Dunleavy's budget proposals. Only about 50% of the registered voters voted in 2018, and of that 50%, only about half voted for the Governor. Not a single one of those who voted knew what would be destroyed in order to pay the full dividends and back-dividends that Dunleavy promised.

I am willing to give up my entire PFD AND pay a state income tax to keep our ferries running, as well as pay for other essential public services---and even for maintenance on Alaska's terrestrial highways.

Thank you for the opportunity to testify.

Sincerely, Amy Sweeney