

Elizabeth Bolling

From: Rep. Louise Stutes
Sent: Monday, March 11, 2019 4:35 PM
To: Elizabeth Bolling
Subject: FW: Alaska Marine Highway System, a necessity

From: mkell70@aol.com <mkell70@aol.com>
Sent: Monday, March 11, 2019 4:11 PM
To: Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>; Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; House Finance <House.Finance@akleg.gov>
Subject: Alaska Marine Highway System, a necessity

Our Alaska Marine Highway System is a much needed service. It should not be expected to be a money maker. There isn't a bus system anywhere that makes a profit!

I live in Juneau. But, I also have family and property in the lower 48. I need the Alaska Marine Highway year around to get me and my car affordably where I need to be.

My daughter goes to the University of Alaska Anchorage and works in Juneau during the summer and winter break. She needs the Alaska Marine Highway ferries to get her and her car where she needs to be.

During the school year, all high school students need the Alaska Marine Highway ferries to travel to events and competitions.

Coastal and island communities need the ferries to transport goods affordably, weekly - its not just t-shirts and souvenirs its the basics such as diapers, toilet paper, and food. Its a pleasant way to travel but it is **not a frivolous or optional choice for most**.

If an Alaskan is traveling on the ferry it is not uncommon to carry or bring something for a neighbor. **The ferries connect communities** and make community.

A **key value** the ferry service provides the citizen and visitor in Alaska is confidence in competent consistent basic transportation.

The **costly consequences** of shutting down and reopening the ferry service would prove to be a dis-service in terms of the availability and even quality of personnel and to the integrity of the vessels, which raises safety concerns.

You can't just park a ferry. You still need to maintain and staff them. - might as well run them.

There is value in peace of mind knowing you can transport yourself, your family, your belongings and your car when you need to, where you need to.

There is **peace of mind** in the availability of the ferries. Closing down

the Alaska Marine Highway for any length of time would be a **localized government shutdown** that would lead to the loss of population statewide. People cannot live and a community cannot thrive with something as basic as transportation being held in constant peril.

There is nothing small about Alaska, so small thinking is unworthy in the service of Alaskans.

Carol Kell,
Alaska Marine Highway System User

Elizabeth Bolling

From: Rep. Louise Stutes
Sent: Monday, March 11, 2019 4:35 PM
To: Elizabeth Bolling
Subject: FW: Comments on the Alaska Marine Highway System
Attachments: 6. Membership Resolution FY19-06 AMHS Cuts.pdf

From: Doug Griffin <dgriffin@swamc.org>
Sent: Monday, March 11, 2019 4:24 PM
To: Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>
Subject: Comments on the Alaska Marine Highway System

Representative Stutes and Representative Wool (Co-Chairs, House Transportation) -- I suspect that many people will wish to testify regarding the importance of the Alaska Marine Highway System (AMHS) starting tomorrow before the House Transportation Committee. Therefore, I wish to place this email message in the record to allow more of the thousands of Alaskans that benefit directly from AMHS services time to testify. On behalf of SWAMC, I wish to make the following comments on the importance of the AMHS.

- 1) The Administration and Legislature needs to support the efforts of the AMHS Reform Committee to address some of the structural and systemic problems that reduce the use and benefit of the AMHS. Changes like modifying the governance structure to a Public Corporation like the Alaska Railroad has many potential benefits. The change will provide greater leadership stability, more long- range planning, more experienced and professional management, and more accountability.
- 2) The State of Alaska should recognize that reduced sailings, lack of reliability, delayed replacement of vessels that are operating beyond their useful life, and political influence/turnover on a public transportation asset have contributed to the reduced ridership and freight volume that plagues the AMHS. The citation of trends showing reduced support from the farebox is a self-fulfilling prophecy and the result of a lack of long term thinking and stewardship in operating the AMHS. The way the Dunleavy Administration is handling the pending shutdown with a freeze on taking reservations beyond October 1 is a demonstration of unwitting or willful sabotage of the AMHS operations.
- 3) Transportation is a key component for economic development. If an entity wanted to choke off economic development and prosperity in rural Alaska the first thing it would attack would be transportation – both in terms of cost and reliability. If our State wants to tell the world that Alaska is “open for business” it should not be actively participating in narrowing transportation options. The McDowell Group has shown how important the AMHS is to supporting businesses that are seeking to thrive in a challenging economic environment. The AMHS is a key part of infrastructure for coastal Alaska. The AMHS will always need State support due to the nature of rural Alaska, too few people scattered over an area larger than many States in the lower 48. Time needs to be provided for reform efforts to take place to stabilize or reduce the State subsidy.
- 4) The use of the M/V Tustumena well beyond its useful life is another example of lack of a long-term approach to managing the system. The Tustumena is 55+ years old and has been out of service for many months at a time due to severe steel wasting and mechanical issues. The lack of reliability is a chronic problem that makes is very difficult to do business in rural Alaska.
- 5) Having reasonably priced transportation is a quality of life issue for rural residents. Rural Alaskans want to maintain a rural lifestyle and having a Marine Highway System allows for lower cost travel of sports teams, large families, shipment of groceries, etc. There is a benefit to the State of having strong communities in rural Alaska. Efforts to reduce transportation options place the future of may rural communities in jeopardy.

Thank you for this opportunity to comment. I have attached SWAMC Membership Resolution FY19-06 that was recently approved overwhelmingly at the Annual Membership Meeting on February 28th. Thank you for this opportunity to testify in writing on behalf of SWAMC.

Doug Griffin, Executive Director

SouthWest Alaska Municipal Conference (SWAMC)

3300 Arctic Blvd, Suite 203

Anchorage, AK 99503

P: 907-562-7380

www.swamc.org



MEMBERSHIP RESOLUTION FY19-06

A RESOLUTION BY THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE MEMBERSHIP SUPPORTING THE FUNDING OF THE ALASKA MARINE HIGHWAY SYSTEM OPERATING BUDGET AT SUSTAINABLE LEVELS UNTIL REFORM RECOMMENDATIONS ARE ENACTED AND MAINTAINING FUNDING FOR REPLACEMENT OF THE M/V TUSTUMENA

WHEREAS, the Alaska Marine Highway System (AMHS) has been providing essential transportation to Alaska's coastal communities since 1963; and

WHEREAS, the AMHS has 11 vessels that serve 33 Alaskan communities stretching from Metlakatla to Unalaska, including service to Kodiak Island; and

WHEREAS, the AMHS is vital for coastal Alaskan communities, particularly those that are not located on the State's road system; and

WHEREAS, the AMHS has already sustained significant funding reductions that have reduced service throughout the system; and

WHEREAS, further reductions in the AMHS will harm tourism, commerce, economic development, and quality of life for nearly 100,000 Alaskans; and

WHEREAS, the Southeast Conference is completing an AMHS Reform Plan to recommend changes in the way the AMHS is structured and managed to provide system services without increasing State contributions; and

WHEREAS, the Governor's proposed FY20 budget proposes a 68.4% cut in the AMHS budget and a likely discontinuation of service on October 1, 2019, the hiring of a "qualified marine consultant" to recommend cuts the ferry system, and reallocation of about \$25 million in state match to leverage federal funds to build a badly needed replacement for the M/V Tustumena; and

WHEREAS, cuts that lead to discontinuation of AMHS service prior to completion of the AMHS Reform Plan and recommendations from a "qualified marine consultant" are premature and will do damage to rural communities, governments, schools, and businesses that have few transportation alternatives.

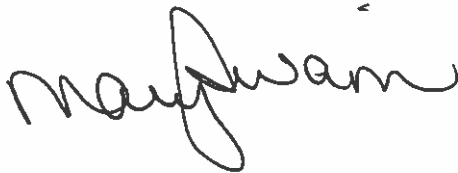
NOW BE IT RESOLVED that the Southwest Alaska Municipal Conference Membership supports sustainable funding for the AMHS for FY20 pending completion and implementation of the AMHS Reform Plan.

BE IT FURTHER RESOLVED that any newly formed governing board for the AMHS include at least one representative from the Southwest Alaska region.

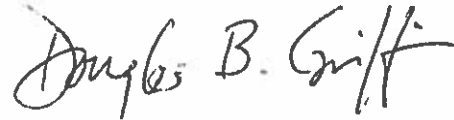
BE IT FURTHER RESOLVED that the State keep funding for replacement of the M/V Tustumena in place to replace a vessel that is operating beyond its intended life and has a recent history of extensive repairs that has kept the vessel out of service for extended periods of time.

PASSED AND ADOPTED by the Southwest Alaska Municipal Conference Membership this 28th day of February 2019.

IN WITNESS THERETO:



Mary Swain, SWAMC Board President



Doug Griffin, SWAMC Executive Director

Elizabeth Bolling

From: Rep. Louise Stutes
Sent: Monday, March 11, 2019 4:44 PM
To: Elizabeth Bolling
Subject: FW: AMHS is so important for Alaska!

From: Dalon D. Gage <dalongage@yahoo.com>
Sent: Monday, March 11, 2019 4:40 PM
To: Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>
Subject: AMHS is so important for Alaska!

Please consider funding the Alaska Marine Highway System. Many communities and businesses all over Alaska rely on having ferry access to these coastal ports as a means of travel and transport of goods.

- **AMHS is a vital road system that functions just like the Glen, Richardson and Seward Highways.**
- **It is the only connection to roads for businesses and individuals in communities like Juneau, Sitka, Ketchikan, Cordova, Kodiak, Dutch Harbor and many others to buy and transport large items and bulk quantities from within the state.**
- **Dismantling the Alaska Marine Highway System would likely force the almost 75,000 residents of these 27 communities off the hard road-system. Money that would otherwise be spent in Anchorage or other parts of Alaska will be sent to Seattle or the lower 48 instead as goods would be less expensive to obtain.**
- **All of Alaska would be losing an entire means of transportation and of visitor access.**
- **Not only coastal Alaskans use AMHS - Anchorage and Mat-Su residents account for 20,000 bookings and 15% of revenue to AMHS.**
- **52% of visitors who travel on AMHS visit Anchorage, 36% visit Denali, and 25% visit Fairbanks.**
- **Anchorage was the top destination for visitors using AMHS, each spending on average \$1700 while there.**

We understand balancing a budget is difficult work.

Thank you for your consideration!

**Dalon D. Gage
Valdez Resident**

Elizabeth Bolling

From: Rep. Louise Stutes
Sent: Monday, March 11, 2019 4:35 PM
To: Elizabeth Bolling
Subject: FW: AMHS

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

From: Dennis Egan <egan.dennis@gmail.com>
Sent: Monday, March 11, 2019 4:13 PM
To: Rep. Andi Story <Rep.Andi.Story@akleg.gov>; Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>
Subject: AMHS

Dear esteemed Reps,

I will not be attending the hearing tomorrow (I'm still learning how to walk all over again among other MS related junk and will be here until may15th) but wanted to send two of my favorites a quick note going on record about the absolute importance of the Alaska Marine Highway System.

With the way the new administration is planning on decimating our coastal transportation system, I am so darn mad that I would suggest DOT impose a toll on our many surface highways in South-central and Interior regions.

One of the first things my father did as Governor upon our becoming a State in 1959 was to form the Alaska Marine Highway System. The first ship constructed, the Malaspina, still serves Southeast Alaska some 55+ years later, way beyond her normal lifespan. I can honestly tell you now that my dad may be rolling in his grave at the lack of knowledge the current administration has as to the purpose of our beloved "blue canoes". It was created as a lifeline to the communities of coastal Alaska and guess what? It has performed far above expectations. I have at least 3 christening boxes that house the original broken champagne bottles hit across the new ferry bows for good luck and safe sailing. I'm enclosing via separate email a copy of a photo taken last year of Bert Stedman, David Wilson and myself. We were celebrating the millions of dollars we got restored to the AMHS fund that would ultimately allow construction of new port facilities and finally, construction of the new cross-gulf ferry.

I am also including a few links regarding the history of the ferry system for other committee members to read.

Thanks for your valuable time and good luck. I planned my retirement perfectly!

Best regards,

Dennis

Dennis Egan
Village @ Keizer Ridge
Unit 221
1165 McGee CT NE
Keizer, OR 97303-9493

Sent from my iPad

Elizabeth Bolling

From: Rep. Louise Stutes
Sent: Monday, March 11, 2019 4:34 PM
To: Elizabeth Bolling
Subject: FW: We Need The Alaska Marine Highway System

Importance: High

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

From: Lori Ryser <lori@goldenalaska.biz>
Sent: Monday, March 11, 2019 4:29 PM
To: Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Sen. Gary Stevens <Sen.Gary.Stevens@akleg.gov>
Subject: We Need The Alaska Marine Highway System
Importance: High

Hello Representative Stutes & Senator Stevens,

Our communities around Kodiak Island as well as the rest of Alaska coastline communities rely heavily on the AMHS. As a business owner in Kodiak for several years, we rely on transporting equipment, supplies, and many other items on AMHS. This will affect us tremendously as well as other local construction companies.

Occasionally we have to transport items from the Washington area. The cost of barging from down South is so costly that many times we can take a vehicle on AMHS to the mainland then drive to Anchorage purchase & pick up the items and return back to Kodiak via AMHS for much less. If the AMHS reduces or eliminates their service it's going to impact our communities tremendously.

PLEASE - I implore you to vote NO on Governor Dunleavy's budget proposal.

Thank you for your time!

Lori Ryser, President
Golden Alaska Excavating, LLC
PO Box 8908
Kodiak, AK 99615
907.512.0737 Office
907.539.6490 Cell

https://urldefense.proofpoint.com/v2/url?u=http-3A__www.goldenalaska.biz&d=DwICAg&c=Q8iJasR7RZ-J0Fd9RXD9ZA&r=BSRRE62i3HP05Pii3rpQUFSbmrvgVNF83Gko6nAP-Or-Xaz3O_qiCxH1TiWw&m=5hl_RrI3gQ5r3AbcBetU3MrAfcXC47VoRO6_GY4gzfU&s=fnyU1kl8Hi45kZ6uFzB8hyqhfaBRxcl85TvFn3o0v5U&e=

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March 8, 2019

AMHS IS OUR LIFELINE!

As a 33 year resident of Cordova with over 20 years on the Board of Directors of the Cordova Chamber of Commerce, over 30 years as a Commercial Fisherman and an owner/operator of 3 businesses here in Cordova for 25 years -

I KNOW that THE FERRY IS CRITICAL TO OUR COMMUNITIES COMMERCE AND WELL BEING!

All of our businesses **DEPEND** on the goods freighted in on the ferry, the visitors & tradespeople who travel in on the ferry, as well as **OUR** ability to **TRAVEL IN &OUT** ourselves to attend to business activities in Anchorage.

ANY REDUCTION to its schedule will **GREATLY** increase our cost of living, **REDUCE** our customer base and in many more ways **DEBILITATE US**.

PLEASE DO EVERYTHING YOU CAN TO MAINTAIN THIS - OUR ONLY HIGHWAY - THAT SUPPORTS US DOING BUSINESS IN OUR HOME STATE.

Respectfully,

Osa Arnold-Schultz
PO BOX 1291
CORDOVA, ALASKA 99574
(907)424-5269

dba

F/V MY PRIME TIME gillnetter - 38 yr
MOBILE GRID TRAILERS, INC - Service business - 33 yr
PET PROJECTS UNLIMITED - Retail business - 31 yr
SEAVIEW CONDO - Lodging business - 23 yr

Elizabeth Bolling

From: Cheeseman, Allison (DOT) <allison.cheeseman@alaska.gov>
Sent: Monday, March 11, 2019 9:07 AM
To: House Transportation
Subject: AMHS Fight

Hello,

My name is Allison Cheeseman and I work at the AMHS Juneau Reservation Call Center as the Commercial Services Manager and Call Center Supervisor.

I have worked for AMHS for 18 years. During this duration, I have seen a slow but steady decrease in ferry service, decrease in vessel availability, and employment cuts.

We have been able to manage and make do, however with what the Governor is proposing now is just not ethical and it will be detrimental to the economy for ports that do not have a road.

As the Commercial Services Manager, I book all the reservations for commercial companies that transport goods and groceries to the ports that are land locked. Commercial companies book reservations weekly, year round. Not just seasonal.

We have Lynden Transport that services Ketchikan, Wrangell, Petersburg, Juneau, and Sitka from both Bellingham and Prince Rupert, BC.

Alaska Marine Lines services Hoonah from Juneau.

We have the local companies in Gustavus, Pelican, and Angoon that transport groceries and goods from Juneau to their home ports. This service is weekly and year round. Not just seasonal.

We have commercial companies that service Kodiak from Homer. Safeway/CARRS utilizes the ferry to transport much needed items to Kodiak.

Also, we have construction outfits that utilize the ferry. Construction companies bid jobs and need to get their equipment in/out of the communities to complete State/Federal jobs. Plus, there are other local companies that utilize the ferry to travel to smaller communities that need electrical/power work, fuel, building supplies etc...

DOT-PF utilizes the ferry to transport equipment for road maintenance, bridge testing, and airport maintenance snow removal equipment.

Furthermore, there are moving companies that utilize the ferry to move residents in/out of their communities. As well as military employees that utilize the ferry to move in/out of Alaska.

Considering all the above, if the ferry were to shut down seasonally, the cost of goods/food would increase incredibly. Alaska residents would have to rely on the barge system to move their household goods, groceries, vehicles, etc...and the cost of the barge is much higher than the ferry. Also, their schedules are not as accommodating as the AMHS schedule.

AMHS also provides transportation for school groups that travel mainly August-May. If our ferry is shut down during the winter, school groups or any other youth group would not be able to get to their events hosted by other communities. Youth work hard to be a part of a team or group and should be able to travel and gain experience that aides in their future success.

As the AMHS Call Center supervisor, I have witnessed the decrease in hiring for call center reservation agents. We currently have 6 full time agents to cover an 8 hour shift. If one or more agents are out for personal or sick leave, that

causes longer hold times for customers. We used to have up to 16 full time agents years ago, but slowly positions have been cut. We can manage with 6, however it would be nice to maintain 8 agents so that employees can take leave or be out sick without causing a hardship on the other employees as well as providing quality customer service.

Also, as the AMHS Call Center supervisor, I have heard the public's comments on how valuable the ferry system is to them and their community. Especially the smaller communities that rely solely on the ferry for medical appointments, school events, community events, funerals that require a large number of family to attend and also, getting their vehicles to a larger community for repair.

The above reasons are only scratching the surface as to why we need our ferries to run year round and not seasonal. AMHS is vital for all the communities that currently use the ferry. I am listing the ports not connected to the road system:

Annette Bay
Ketchikan
Wrangell
Petersburg
Kake
Sitka
Juneau
Pelican
Hoonah
Tenakee
Gustavus
Angoon
Yakutat
Cordova
Kodiak
Chenega Bay
Tatitlek
Port Lions
Ouzinkie
Seldovia
And the Aleutian Islands

Thank you for allowing me an opportunity to voice my concern and the importance of the Alaska Marine Highway System. I am very proud to be working for AMHS and it shows as I have worked in this department for 18 years. These communities and community members that I work with daily are important to me and providing this service to them is vital and very necessary.

Allison Cheeseman
Commercial Service Manager, AMHS Reservations
State of Alaska, DOT&PF

907-465-8816 phone
907-465-8824 fax

FerryAlaska.com

Elizabeth Bolling

From: Mary McDowell <maryalaska@icloud.com>
Sent: Saturday, March 9, 2019 9:50 AM
To: House Transportation
Subject: Written testimony for the House Transportation Committee hearing on the Alaska Marine Highway System

Dear Chairpersons Stutes and Wool and Members of the House Transportation Committee,

Thank you for providing an opportunity for the public to comment about the importance of the Alaska Marine Highway System.

Each of you, as members of both the House Transportation Committee and the House Finance DOT Budget Subcommittee, responsible for developing an FY20 Marine Highway budget for House Finance Committee, will play an important role in ensuring that this vital part of Alaska's transportation system is sufficiently funded. The Governor's proposed budget would decimate the ferry system which, in turn, would devastate coastal communities and undermine the integrity of the statewide transportation system, so we Alaskans are counting on the legislature to come up with a better plan.

I have lived in Southeast Alaska for more than 40 years and my husband is a 3rd generation Southeasterner. We were residents of Angoon for over 30 years and now split our time between Juneau and Angoon. We know, first hand, how essential decent ferry service is to coastal communities, especially those like Angoon, located on islands and/or without any road connections to other communities. Families in these communities depend on the ferry system to obtain their groceries, building materials, and other supplies; to travel for medical care and to see family members and friends in other communities; to get their equipment to repair shops; and all the other things that people in other communities accomplish by driving on roads. *If you live in a road-connected community, please think about all the things you do by car, that your fellow-Alaskans in ferry-dependent communities require ferry service to do.* The alternative means of travel in and out of Angoon is float plane air taxi service, but the cost of one round trip ticket for one person — just to travel to Juneau, only about 80 air miles away — is nearly \$300, and freight is 80 cents per pound. In a community with extremely high unemployment and cost of living, those prices are simply prohibitive for meeting most transportation needs. Additionally, local businesses — especially the local store and the 2 sport fishing lodges — that provide goods, services, and the badly needed jobs in the community, are dependent on good ferry service to survive. The cost of operating and maintaining the local schools would undoubtedly skyrocket without good ferry service — an additional cost they would be hard-pressed to absorb as education budgets also face severe reductions.

Reliable, regular ferry service is not a luxury for Alaska communities that depend on it, it is an essential piece of the state's transportation infrastructure. Please reject the governor's ill-conceived proposed budget for the ferry system and provide adequate funding for this vital service.

Sincerely,

Mary McDowell
PO Box 20763
Juneau, AK 99802

Gregory Hayes

March 8 at 10:54 AM ·

The Alaska Marine Highway is a revenue generator for the State of Alaska since it is a convenient and affordable way for tourists to come to Alaska.

It appears that the recent proposed cuts in funding are because government officials do not get the payola like they do from the more expensive cruise lines and airplanes.

The Alaska Marine Highway is the only method many smaller communities have to get to hospitals and get needed food and supplies at a reasonable price. The ferries are the only 'highway' that many remote communities have

It is about time for our elected officials to support the Alaskans outside of Anchorage and Fairbanks.

The late Alaskan Senator Ted Stevens and Hawaiian Senator Dan Inouye had secured federal funds to help support our Marine Highway like the freeways and interstate highways are in the Lower 48. Alaska does not have the freeway and interstate highways that are funded for the rest of our country, and needs to get its fair share.

Della Cheney

March 7 at 2:58 PM ·

Aloha here is copy of my comments re ferry. Sharing here I will be in ANC on the dates of the hearing. May have time to call in but not sure. Ha'waa!

"Aloha there really is more to the AMHS than the bottom line or to be a political football to move the capital. We need to keep this on the forefront of our minds during this time and during ELECTION season.

The AMHS is really the only profit making business for the State of AK. But more than that : it connects communities to services that are not present in all communities. Such as COSTCOs, Fred Meyers, hospitals, dentists, school systems and mortuaries.

It also encourages our families to participate in school sports throughout the state. Community basketball tournaments to help each other bringing visitors to communities and businesses that are waiting for the tourist seasons to start up.

It brings dry goods to hubs where people from all rural areas visit to shop and purchase items and rent hotel rooms, rent cars, eat at restaurants, get nice hair cuts and styling color to nails, pedicures, celebrate daily lives birthdays, anniversaries, weddings and visit with friends and family throughout the world.

It connects hearts and spirits in Celebration, Conferences, Basketball tournaments, school activities, church congress meetings, supporting each communities celebrations of life or festivals.

Helps people go on trips to Canada and South for holidays, vacations, and tour other communities. And supports us in our daily lives by connecting us to shopping areas in Bellingham and Seattle.

So if we look at our daily lives of eating, personal hygiene, school, activities planning trips, medical, social gatherings, clothing, furniture and beds. All these require at some point a trip to a hub at least 4-10 times a year. Being conservative.

So let us keep this in mind when we call or write our legislators state and federal representatives. It really is important to talk or write to as many as possible. Ha'waa! Gunal'cheesh! For listening to me even if I'd known.

Remember all this at the election polls!"

Lisa Schramek

2 hrs ·

AMHS is a marine ROAD! Please think on the impact the reduction of ferry services in recent years and the SUDDEN SHUTDOWN this fall will have on SE residents and visitors. We must REMIND and EDUCATE all our lawmakers about island life! This note is for ALL people who have lived in, visited, or would like to visit SE ALASKA!

Our ferry system is the main the way isolated island communities can access other towns and the mainland road system, including Canada and interior Alaska. (Speaking of Canada... they have a ferry system in their islands too!)

Highways across the United States are an important part of modern infrastructure and don't pay for themselves.

Our ferries are like a toll road, users pay for access and the system gets as close as it can to break even. When have you ever heard of a road that MADE MONEY? The current talk about INCREASING roads in other parts of the state makes me furious, because they are stealing our access to increase road access in areas that already HAVE access! And create more opportunities for people by taking OUR opportunities. (I know of at least one business that will probably fold because they transport their produce via the ferry system)

I've heard a lot of complaining about the urgent need for an expensive road project connecting Juneau to the mainland road system at a HUGE cost to the state in terms of creation and maintenance.

In the past ten years, the ferry schedule has been chopped and changed to the point that it is not as reliable or convenient as it was in the past. We travel between Petersburg and Juneau multiple times per year. The changes are VERY obvious and seem to be a plot to make the service inconvenient for locals and travelers to reduce ridership and increase complaints. This scheme has worked!!! Sports teams often fly as the schedule no longer allows for weekend visits and don't bother trying to get straight to Sitka from Petersburg in a timely fashion. Also, who wants to book a vacation using the ferry if it may cancel due to mechanical issues and there is no backup ferry to fill the route!

I feel that the majority of Alaskan lawmakers do not understand or care about access in our islands and Juneau. We NEED some kind of car ferry system to provide access and we need lawmakers from all over the state to understand that the Alaska Marine Highway system is our ROAD!!!

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

From: Lori Ryser <lori@goldenalaska.biz>

Sent: Monday, March 11, 2019 4:29 PM

To: Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Sen. Gary Stevens <Sen.Gary.Stevens@akleg.gov>

Subject: We Need The Alaska Marine Highway System

Importance: High

Hello Representative Stutes & Senator Stevens,

Our communities around Kodiak Island as well as the rest of Alaska coastline communities rely heavily on the AMHS. As a business owner in Kodiak for several years, we rely on transporting equipment, supplies, and many other items on AMHS. This will affect us tremendously as well as other local construction companies.

Occasionally we have to transport items from the Washington area. The cost of barging from down South is so costly that many times we can take a vehicle on AMHS to the mainland then drive to Anchorage purchase & pick up the items and return back to Kodiak via AMHS for much less. If the AMHS reduces or eliminates their service it's going to impact our communities tremendously.

PLEASE - I implore you to vote NO on Governor Dunleavy's budget proposal.

Thank you for your time!

Lori Ryser, President
Golden Alaska Excavating, LLC
PO Box 8908
Kodiak, AK 99615
907.512.0737 Office
907.539.6490 Cell