

BY OSTERBACK, MALONE, ANDERSON,  
H. BEIRNE, BROWN, BUCHHOLDT, COTTEN,  
DAVIS, DUNCAN, FISCHER, GARDINER,  
GRUENING, GUY, HACKNEY, HERSHBERGER,  
HUNTINGTON, KELLEY, MILLER, NAUGHTON,  
OSTROSKY, PARR AND RHODE

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 36 am

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 Requesting a comprehensive feasibility  
6 study of the extension of state ferry  
7 service to Alaska Peninsula and Aleutian  
8 Island communities.

9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 WHEREAS residents of Alaska Peninsula and Aleutian Island communities  
11 are experiencing skyrocketing costs for delivery of freight from Seattle and  
12 for personal transportation by air between Anchorage and these communities;  
13 and

14 WHEREAS the air fare, roundtrip, for example, between Anchorage and  
15 Sand Point is \$255; furniture is barged to the Alaska Peninsula for 34 cents  
16 a pound; the charge for transporting an automobile by barge from Seattle to  
17 Cold Bay is \$1,100, and to Sand Point, \$900; the barge freight rate for a  
18 mobile home is approximately \$10,000, and for a modular home, \$17,000; all of  
19 which have become prohibitively costly to most residents of the area; and

20 WHEREAS, although the United States Navy has a contract with Sea-Land  
21 for bimonthly freighter service to Adak Island aboard the SUMMIT, frequently  
22 that 590-foot vessel is unable to dock at such ports as Sand Point due to  
23 rough weather, thus, because of that ship's undependable schedule, freight  
24 accumulates in Seattle for a three to four month period; and

25 WHEREAS extension of state ferry service to Alaska Peninsula and  
26 Aleutian Island communities would mean residents would be able to make less  
27 expensive grocery and construction material purchases that could be acquired  
28 in Anchorage rather than in Seattle, thus retaining more dollars in the  
29 Alaska economy; and

1           WHEREAS the M/V TUSTUMENA, the only United States Coast Guard certifi-  
2 cated ocean-going vessel in the state ferry system fleet, is more maneuver-  
3 able in all weather conditions than the Sea-Land chartered freighter that  
4 serves these Alaska Peninsula and Aleutian Island communities because the  
5 TUSTUMENA is but half the length of the SUMMIT; and

6           WHEREAS the M/V TUSTUMENA is the state ferry fleet's most versatile  
7 vessel: it can put into any port, regardless of tidal conditions, that has  
8 a cannery wharf, pier or other standard docking facility because the  
9 TUSTUMENA's unique 60-ton elevator lifts vehicular traffic from the ship's  
10 hold to any suitable loading platform, thus avoiding the necessity of an  
11 elaborate, expensive on-shore system of transfer spans and aprons at each  
12 port of call; and

13           WHEREAS the waters in the vicinity of the Alaska Peninsula and Aleutian  
14 communities that require state ferry service are ice free the year around and  
15 are relatively protected by comparison to those near the Barren Islands in  
16 Shelikoff Straits traversed weekly by the M/V TUSTUMENA between Kodiak, Homer  
17 and Seward; and

18           WHEREAS there is a marine fueling station in the Aleutian chain port of  
19 Dutch Harbor, one of the largest supplies of marine fuels on the West Coast,  
20 if not in the entire Pacific Basin, thus permitting the refueling of a ferry  
21 at that final stop on an Alaska Peninsula-Aleutian Island route;

22           BE IT RESOLVED by the Alaska State Legislature that the Governor is  
23 respectfully requested to direct the Division of Marine Transportation,  
24 Department of Public Works, to undertake a comprehensive feasibility study of  
25 the extension of the state ferry system into Alaska Peninsula and Aleutian  
26 Island communities, including but not limited to a consideration of the  
27 following:

28           (1) the need for, and level of service required, in the affected  
29 communities, including but not limited to Chignik, Sand Point, Squaw Harbor,

1 King Cove, Cold Bay, False Pass, Ivanoff Bay, Akutan, Dutch Harbor and  
2 Unalaska (Captain's Bay);

3 (2) interconnections with other modes of transportation, and  
4 comparisons of the cost of using other means of transportation for moving  
5 freight, passengers, and vehicles versus extension of the ferry system for  
6 this purpose;

7 (3) capital improvement costs including the cost of designing,  
8 acquiring, constructing and equipping an appropriate ocean-going certified  
9 vessel of the TUSTUMENA type and docking and terminal facilities where  
10 required;

11 (4) operating costs;

12 (5) frequency of service and scheduling, proposed tariffs and  
13 charges for service; and be it

14 FURTHER RESOLVED that the department is requested, as a part of the  
15 feasibility study, to hold hearings in, and to consult with, the affected  
16 communities as to level of service desired; and be it

17 FURTHER RESOLVED that the department is requested to present its find-  
18 ings and recommendations to the Governor and to the Legislature not later  
19 than 10 days after the Ninth Legislature, Second Session convenes.

20  
21  
22  
23  
24  
25  
26  
27  
28  
29

#