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RESOLUTION

REVILLA - GRAVINA HARD LINK ACCESS

WHEREAS: Ketchikan currently is feeling the impact of a growing community accelerated by the influx of increasing industry by U. S. Borax, the ferry maintenance facility, the Swan Lake Hydro Project and an increasing tourism trade, and;

WHEREAS: Ketchikan's existing and proposed road system is obsolete for the size of the community and is considerably behind highway development and expansion in the rest of the State, and;

WHEREAS: The Department of Transportation has indicated its intent to re-draft a long range transportation study for Southeastern, incorporating an expanded road system for future linkage between major communities and relegating ferry use for shuttle service between areas of lesser trade, and;

WHEREAS: The ferry transportation in operation to the airport is barely sufficient to meet current passenger, vehicle and freight demands and will be overburdened in the near future, making water access to a major commercial and industrial development outmoded, and;

WHEREAS: The air freight business at Ketchikan International Airport has increased beyond projection in the past two years and will continue on the incline even more rapidly with the type of new industries being introduced into the community, and;

WHEREAS: Local land investors and developers have been thwarted from providing Ketchikan with future housing projects and residential areas because land has not been available for release and no direction has been given to possible and alternative usages, and;

WHEREAS: Ketchikan has an increasingly urgent need for available land for both residential and industrial development as could be provided for with the opening of Pennock and Gravina Islands, and;

WHEREAS: The State has revenues available for long term capital improvement projects and the Federal Government will share in a major portion of the financing with the State of Alaska for one hard access to the Ketchikan International Airport, and;

WHEREAS: Ketchikan has strong and experienced legislative representation in Juneau of which we can only be assured throughout the 1982 session;

BE IT THEREFORE RESOLVED: The Greater Ketchikan Chamber of Commerce does re-endorse its prior position letter of July 22, 1980 and urges action by our local officials in Juneau to procure the funding in the 12th Legislature for the engineering studies and the State's share of the project construction costs for the most feasible Revilla-Gravina Hard Link section of the Ketchikan Transportation Corridor.

SIGNED AND SEALED this 23rd day of June, 1981 by;

Les Hook
President
Greater Ketchikan Chamber of Commerce

*includy feasibility
of a tunnel*



STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER - PLANNING AND RESEARCH

POUCH Z
JUNEAU, ALASKA 99811

(907) 465-3900

July 16, 1981

The Honorable Robert H. Ziegler, Sr.
Alaska State Senator
307 Bawden
Ketchikan, Alaska 99901

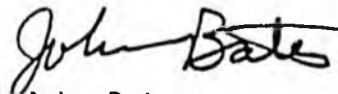
Dear Senator Ziegler:

At your request we have reviewed the Gravina Island Crossing Study prepared by this department in 1974.

We estimate that the cost of updating the study and conducting field engineering to evaluate either bridge or tunnel construction, including geological testing, would cost approximately \$1.0 million dollars. The previous study of the crossing did not involve any significant testing of the geologic structure and therefore would not provide a basis for estimating the actual total construction costs. Completion of the necessary field investigations will allow the development of a realistic total cost of the structure.

If you have any additional questions please contact me or Warren Sparks, Director, Southeast Region Planning and Programming at 465-2470.

Sincerely,



John Bates
Deputy Commissioner



KETCHIKAN GATEWAY BOROUGH

344 FRONT STREET
KETCHIKAN, ALASKA 99901

JANUARY 18, 1982

SENATE TRANSPORTATION COMMITTEE
STATE OF ALASKA
JUNEAU, ALASKA

SENATORS:

FOR SOME TIME KETCHIKAN HAS BEEN CONCERNED WITH THE DEVELOPMENT AND GROWTH OPTIONS INSIDE OUR BOROUGH. WE ARE ANTICIPATING SIGNIFICANT AMOUNTS OF GROWTH AND DEVELOPMENT OVER THE NEXT TEN YEARS AND THE DEVELOPMENT OPTIONS ARE LIMITED.

THE PLANNING COMMISSION IS CONSIDERING OPTIONS FOR EXPANSION INCLUDING SEVERAL DIFFERENT AREAS ON REVILLA ISLAND AND ON GRAVINA ISLAND. A WATERFRONT DEVELOPMENT STUDY COMPLETED WITH COASTAL MANAGEMENT FUNDS LAST YEAR CONCLUDED THAT THE MOST DESIRABLE INDUSTRIAL AND COMMERCIAL LAND IS AVAILABLE ON GRAVINA ISLAND. WE FEEL THAT SOME RESIDENTIAL AREAS WILL BE DEVELOPED THERE AS WELL.

ONE OF THE MAJOR CONSTRAINTS IN DEVELOPING THIS OPTION IS ACCESS. AT THE PRESENT TIME, I AM SURE MANY OF YOU ARE AWARE, WE ACCESS THE ISLAND BY FERRY. THIS IS ONE OF THE FEW PLACES WITHIN THE STATE WHERE THE FERRIES ARE OPERATED BY THE LOCAL MUNICIPALITY AND NOT BY THE STATE. IT SHOULD BE

SENATE TRANSPORTATION COMMITTEE
JANUARY 18, 1982

POINTED OUT THAT KETCHIKAN SERVES THE ENTIRE SOUTHEAST REGION, THEREFORE, THIS FERRY IS USED BY PEOPLE OUTSIDE THE MUNICIPAL BOUNDARIES, YET IS COMPLETELY FINANCED BY THE LOCAL COMMUNITY. IN 1980 WE CARRIED 290,000 AND IN 1981 WE CARRIED 297,000 PASSENGERS.

AT THE PRESENT TIME WE ARE OPERATING A SMALL FERRY THAT HAS LIMITED CAPABILITIES. WE ONLY OPERATE ABOUT 16 HOURS A DAY. WHEN THERE IS EXPANSION TO GRAVINA, IT WILL BE NECESSARY TO START A 24-HOUR OPERATION. ALSO, WE HAVE REQUESTS FROM OPERATORS AT THE AIRPORT TO HAVE THE ABILITY TO KEEP CREWS IN THEIR WORK AREAS OVERNIGHT. WHEN ALASKA AIRLINES HAS A SCHEDULING PROBLEM, THE FERRY CREWS HAVE TO WORK OVERTIME AS THEY WAIT TO MEET THE LAST FLIGHT BEFORE CLOSING DOWN THE AIRPORT. KETCHIKAN INTERNATIONAL AIRPORT SERVES AS A BACKUP POINT FOR OTHER AIRPORTS. OUR FERRY CREW STAYS ON DUTY UNTIL AFTER A PLANE TOUCHES DOWN IN JUNEAU WHEN JUNEAU'S WEATHER IS MARGINAL.

WHEN THE PROPOSED MOLYBDENUM MINE IS OPERATIONAL, THERE ARE INDICATIONS THAT THE POPULATION OF THE KETCHIKAN BOROUGH WILL DOUBLE. WE FEEL THAT WITH THIS IN MIND, DEVELOPMENT AND EXPANSION TO GRAVINA ISLAND IS NECESSARY FOR THE COMMUNITY. SOME TYPE OF HARD ACCESS IS NECESSARY TO FACILITATE THIS GROWTH AND TO ALLOW THE COMMUNITY TO MARKET THE PRESENT POTENTIAL OF THE AIRPORT.

THANK YOU.

OPINION

Save money for the boro

When the issue of a tunnel or a bridge to the airport is raised, some opponents to either plan point to the cost as a reason to stick with the ferries.

Cost is a factor but not in the way the opponents realize. The bridge or tunnel will be cheaper for Ketchikan Gateway Borough residents and here is why:

The state will build the tunnel or bridge as part of the state highway program.

The state receives most of its highway construction funds from fuel taxes and highway user fees imposed by the federal and state government. Ketchikan residents, like other motorists, are paying those fees now. Plus, we are paying for the ferries to the airport.

The fees and taxes paid to the federal government go into the highway trust fund. The accumulated monies are allocated to states each year on a formula based on the size of the state, the amount of federal land in the state, and the number of miles of road. Currently, Alaska receives about \$106 million a year from that trust fund. The trust fund is unaffected by Reagan budget cuts.

The state matches those funds. In the past, that match has been as small as five percent. But it grows larger as federal land is conveyed to the state and Native corporations. The state raises its funds from motor fuel taxes, bond issues or from the general fund, whatever the governor and the legislature agree upon.

When the bridge or tunnel is constructed it will be maintained by the state as a part of the state highway system, not by the borough. Sen. Frank Murkowski (R-Alaska) was successful recently in getting a bill through the Senate that puts Alaska in a second federal highway program, the interstate plan. That program was set up before Alaska became a state. The territory

was denied participation. If the legislation now clears the House to include Alaska, it will mean \$80 million additional in highway maintenance funds for the state over the next few years.

In the meantime, borough residents are paying the federal and state highway taxes, and helping retire bond issues that support highway projects without Ketchikan getting one of its own desired highway projects.

In the meantime, borough residents are paying for a ferry system whose repair bill this year may approach \$1 million. One of the two ferries has been overhauled at a cost so far of \$284,000, although the final price tag isn't known. The second ferry will also undergo extensive repairs as soon as the first one is back in the water.

We admit that such high ferry maintenance expense may come every 10 years. But the life of a ferry is about 25 years, after which we start buying new ships.

Traffic to Gravina Island is growing. Last summer, for the first time, two ferries ran during peak times to handle the passenger load, which now exceeds 280,000 people a year.

As business grows at the airport, as land develops on Gravina Island, there will be demand for more service, which means a third and fourth ferry and more ferry landings. Those ferries and their maintenance are paid by borough taxpayers.

We see a bridge or tunnel — and we prefer the tunnel — as a saving for borough residents.

We encourage the borough assembly to get on with the planning to determine whether a bridge or tunnel is the most feasible. We encourage our state legislators to get the project on the state highway program before borough residents have to buy more ferries.

Political Being safe

By DAVID BRODER

Washington Post Writers Group
WASHINGTON — The folks at the Republican Senatorial Campaign Committee are frustrated. Their polls show Sen. Lloyd Bentsen (D-Texas) would be vulnerable to a strong Republican challenger this year. But they can't convince the Texas business and money establishment that Bentsen has done anything that deserves defeat. They went so far as to spread the word in Dallas financial circles that Bentsen had voted for food stamps, a public-service job, legal and abortion services for the poor and other bleeding-heart liberal stuff like that. They produced a flurry of inquiring phone calls that annoyed Bentsen's staff to the point that a Bentsen aide called the Republicans to point out that the GOP Senate campaign committee chairman, Bob Packwood of Oregon, had voted for most of the same things. But the GOP failed in its mission of stirring the Texas establishment into a holy crusade to beat Bentsen.

It's no wonder the Republicans have a problem. When Congressional Quarterly published its "presidential support" scorecard last week, showing how often each member of Congress had backed Ronald Reagan's position on the 1981 roll-calls, it was hard to tell who was the champion Reaganite in Texas.

Sen. John G. Tower, the staunch GOP conservative, backed Reagan on 78 percent of the roll-calls. And Lloyd Bentsen, the man the Republican would love to beat, backed Reagan 79 percent of the time.

True, those percentages can be misleading, because all votes — vital or routine — count equally. But on the 11 roll-calls CQ rated as "key" tests of Reagan's program, Bentsen voted seven times with Reagan and his colleague Tower.

Bentsen may be a particularly dramatic case of political adaptation. He supported Reagan's positions in 1981 almost exactly as consistently as he had supported Jimmy Carter's positions in 1980. But he is certainly not

unique. Of the 20 Democratic senators up for re-election this year, 15 voted with Reagan on half or more of the roll-calls.

Three of the 15 — John Stennis, Mississippi, Edward Zorinkay, Nebraska and John Melcher of Montana — gave Reagan a higher ratio support than they had given Carter in 1980.

The only Democratic senators running this year who opposed Reagan more often than they backed him on the CQ scorecard are the heart of the liberal lineup: Kennedy, Massachusetts, Riegle of Michigan, Metzenbaum of Ohio and Sarbanes, Maryland, most conspicuously, and, in lesser ratios, Williams of New Jersey, Moynihan of New York and Mitchell of Maine.

What this suggests to me is that most of the Democratic senators up this year have put themselves in a position where they can run a "Chuck Robb card



Le 'We did

EDITOR, Daily News:

We citizens of this great land have been pushed around long enough. We have a chance to have a very helpful and very profitable business in our vicinity. We need the Borax mine.

To me the Borax mine means I will have steady work until retirement, my sons can work until retirement, and very possibly my grandchildren can work until retirement.

My contact with Alaskans has shown me that very few here are against the Borax mine. It seems the only opposition comes from a group of kaboos

with Sierra Club.

SEACC, SEACF has less than about 100 member. What I hear, I feel does not represent the people Alaska, or our nation's interests.

Most people will agree we need control and balance with nature. can't go around ruining our forests & rivers.

But then also we need to work & live. Remember we're in hard times. People here is pretty skinny. Christ around these parts. We need economic expansion the mine bring. Especially in the face of

Letter

Board Members

Pat Brees
Paul Crowl
Mike Cruise
Ken Duckett
Sue Hashagen
Rose Isaac
Ron Parsley



Mike Cruise, Chairman
P.O. Box 3081
Ketchikan, Alaska 99901

MAR 5 1982

Pennock — Gravina Island Association

February 26, 1982

Honorable Jalmar M. Kerttula
Alaska State Senate
Pouch V
Juneau, Alaska 99811

Dear Senator Kerttula,

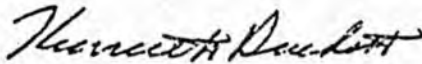
The Pennock-Gravina Association represents 51 voters registered in the Pennock-Gravina Precinct, Ketchikan Gateway Borough, Alaska. Our association ~~is opposed to Senate Bill No. 636,~~ introduced in the Senate by Senator Ziegler. This bill is for a special appropriation of \$1,000,000 for design of a bridge from Revilla Island to Gravina Island. Our association is opposed to this expenditure for the following reasons:

- 1) The only time the project was subject to a vote of the people of the Ketchikan Gateway Borough it came out last on a list of five projects. None of the four projects considered to be a higher priority than the bridge by the voters have been constructed.
- 2) The development direction dictated by a bridge to Gravina Island is in direct conflict with the current Ketchikan Comprehensive Plan. Public testimony given on January 19, 1982 before the Ketchikan Planning and Zoning Commission on development options for the Ketchikan area was in overwhelming opposition to changing current development direction. The Planning and Zoning Commission adopted the "Revilla Cluster" alternative at the conclusion of that hearing.
- 3) Recent Borough Planning Department estimates indicate there are between 6 and 7 thousand acres of private and borough selected land on Revilla Island. The Planning Department's high estimate of the amount of land needed for development from now until 1990, if U.S. Borax locates in Ketchikan, is 1,033 acres. This implies we have 40 to 60 years worth of land available for development on Revilla Island even if growth continues at its current rapid rate. This makes no allowance for Cape Fox land which the Corporation may choose to develop in the future.
- 4) Most communities are directing their residential development away from their airport due to the noise problems from modern jet airplanes. This bridge would focus this type of development in the immediate area of the airport on Gravina Island. We believe this is a very poor direction for our future development to take.

5) There are many badly needed projects on the Revilla Island (Ketchikan) side of Tongass Narrows that need funding and to fund the bridge project would detract from these projects. Some of these projects are: a downtown Ketchikan parking facility; traffic relief on Tongass Avenue; improvement of many existing rural roads such as in the Forest Park and Point Higgins areas, among others; construction of outlying area sewerage systems; accessing of developable land with the bypass road; Ketchikan Community Center and many others.

The opposition of our Association to this bridge is well known in Ketchikan. In our discussions with fellow residents, we hear evidence that opposition to the bridge is strong and widespread throughout the community. We have repeatedly asked in oral testimony before the Borough Assembly for the issue to be brought to the people for ballot determination. This has not been done. If popular vote shows the people of Ketchikan to be in favor of this project as a high priority, we will withdraw our opposition. Until then, we respectfully request that you vote against this appropriation.

Sincerely,



Kenneth Duckett
Board Member
Pennock-Gravina Island Association

KD:ad

cc: Alaska State Legislators
Alaska State Senators
Ketchikan Daily News
Anchorage Daily Times
Anchorage Daily News