



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

City Manager's Report

TO: Honorable Mayor Wythe and Homer City Council
FROM: Katie Koester, City Manager
DATE: March 14, 2016
SUBJECT: City Manager's Report

Time to think about replacing COH radio system: \$\$\$

The City of Homer radio system is aging and will have to be replaced by 2022 to be in full compliance with FCC regulations. Chief Robl has an excellent memo attached that details why the system needs replacement, what replacement entails and cost estimates. The bottom line is it is going to cost a lot of money to replace the system: repeaters, dispatch consoles and hand held radios system wide. Chief Robl's estimate is between \$1.3 - \$1.6 million. The City will need to begin replacement as early as 2018, which means at a minimum the next budget will need to include funding for phase 1 of this multi-year project. Current Police Reserves are just over \$100,000.

Letter of support for Carrie Creek

The State Office of Historical Preservation has requested the Mayor's input on the naming of a small, previously unnamed creek in the Homer area "Carrie Creek." The name is to commemorate the daughter of one of the property owners whose land the creek flows through. Unless there is an objection, I will submit a letter of support on behalf of the Mayor and Council before the March 30 deadline. See the attached letter and nomination packet for more information.

Homer Foundation December 31, 2015 Quarterly Report

The Homer Foundation has submitted the attached report for the quarter ending December 31, 2015. According to Executive Director Steward, Homer Foundation investments have suffered a long downward spiral. However, the trend slowed in December and January, and in the month of February investments are starting to rebound and the Fund is showing strong gains.

Invasive Bird Trapping at Ben Walters Park

Fish and Game has been given permission to live trap starlings at Ben Walters Park. The startling is an invasive species that takes over other bird nests and threatens to endanger natural bird habitat. The lower 48 has many problems with this bird, however it has just arrived on the peninsula and the department would like to make sure the species does not take hold. A 6'x8'x6' trap will be placed next to the trees of the park behind the restroom. It

will be placed to minimize disruption of park use and maximize the potential for catching starlings.

The trap is constructed from wood and chicken wire. It is well signed and checked at least once daily. The plan is to bait it with bird seed/dog food and water and keep at least one live starling in it at all times. A live bird helps to attract other individuals. If for some reason Fish and Game is not able to check the trap, it would be closed but left in place. Fish and Game will have the trap in place until the end of May. If all the starlings are not caught, they would like to put the trap out again in November.

Moving Beluga Slough

You may have noticed heavy equipment on Bishop's Beach on Wednesday the 9th near the outlet of Beluga Slough. Property owners who live near the outlet have received a permit from the Corps to move Beluga Slough. The Slough has been relocated back to the west to eliminate erosion of lots in the Ocean Drive Loop neighborhood many times over the years.

US Fish and Wildlife has given the landowners the authority to access the site. The cost of relocating the outlet has been paid for by the property owners.

The permitting agencies require that the City monitor work on the beach as part of their proposed permit conditions. Public Works has met with Fish and Wildlife on site and monitored the project.

What is Next for Beach Policy

The Port and Harbor has large anchors that they received from the Coast Guard that Public Works will place above high tide along the east side of Bishop's Beach to restrict access. The barrier will have a means for emergency response vehicles to get through. The anchors are a great solution for a physical barrier: they have a maritime look, are very sturdy and difficult to move and save money that would otherwise be spent purchasing boulders. Public Works will work on the challenge of moving such heavy items and hopes to have the anchors staged in the next few weeks (see attached picture).

The second part of implementing the beach policy changes Council passed will be signage. Fish and Wildlife has agreed to take the lead on signage and has budgeted \$5,000 for signage at Bishop's Beach. The next step is to get together with Fish and Wildlife and discuss budget and design for not only Bishop's Beach but also Mariner Park, understanding the importance that the signage be uniform and friendly. The Council will likely have to pass a budget ordinance to fund signage at Mariner Park; however, I will have a better handle on what that looks like once we meet with Fish and Wildlife.

Chill, It's a Drill

On Wednesday, March 30 between 10:15 AM and 10:45 AM tsunami sirens may sound, and TV and radio audiences may see or hear a message that a tsunami warning has been issued impacting Alaska. This is a test to make sure that the tsunami warning system works from one end to the other. So tell your friends and family:

- It's not a real emergency
 - Do not evacuate your home
 - Do not call 911
- In short, on March 30, Chill, it's a Drill!

Enc:

Memo from Chief Robl Re: City of Homer's Radio System

Letter and application packet from DNR Re: Carrie Creek

Homer Foundation December 31, 2015 Quarterly Report

Photo of Coast Guard Buoy Anchors

MOA Between ADOT&PF and City of Homer for Maintenance of Lake Street Bike Path

Economic Benefits of Alaska Ferry System



CITY OF HOMER

POLICE DEPARTMENT

4060 HEATH STREET HOMER, AK 99603-7609

EMERGENCY 911
TELEPHONE (907) 235-3150
TELECOPIER (907) 235-3151

MEMORANDUM

DATE: February 10, 2016
TO: City Manager Koester
FROM: Mark Robl, Chief of Police
SUBJECT: City of Homer's Radio System

The city's radio system is ageing. Critical components of the public safety system will no longer be supported by the manufacturer after 2018. The entire system will have to be upgraded to comply with new FCC regulations that will phase in starting in 2020 with full compliance required by 2022. It is time to start financial planning for the replacement of the system.

Public Safety System

The city's public safety radio system serves HVFD and HPD. It is a multi-faceted system designed with the features necessary for public safety including redundancy, interoperability and resilient features. The system has central dispatch, two separate repeater sites for both fire and police, and several subscriber units including handheld and mobile units. This is a very simplistic description of a very complex system. Public safety communications have grown tremendously in technical requirements and capabilities over the last thirty years. The entire system is completely digital and communications are digitally encrypted to comply with HIPAA standards and right to privacy laws. The system pushes data on all transmissions enabling enhanced security features for many different functions. These radios can't be compared to any other radios used for communications. Radios utilized for public safety purposes are essentially computers that have voice communications between users as one of the available functions. Our system is connected to ALMR, (Alaska Land Mobile Radio system). ALMR provides interoperability between responders from state, local and federal agencies allowing us to easily communicate with almost any Alaska based emergency response unit during a multi-agency response. Our police officers operate on ALMR on a daily basis. Both the police and fire departments also have two local repeater controlled channels available. These are used regularly and provide essential back-up should ALMR go down. These are referred to as our "conventional channels" or "legacy system". Additionally, our radios have dozens of other channels allowing conventional communications with almost any agency either fire or police units could need to communicate with. Homer dispatch has a unique piece of equipment called a "Moto-Bridge". The Moto-Bridge provides the ability to electronically connect disparate radios to ensure quality communications are maintained if we have to operate with an agency that we do not share a common channel with.

The City's public safety communications system was built up with grant funded purchases from Homeland Security starting in 2003. Between 2003 and 2005 we received \$892,116 in grant funds utilized completely for our radio system. An additional \$139,000 was obtained in 2007. City funds have been used throughout the years for repairs and maintenance. Approximately \$30,000 in city funds has been needed for equipment replacements since 2010. Our annual radio maintenance contract is \$12,948.

System Replacement

The entire public safety radio system must be replaced soon. There are three primary reasons for this.

First, consider the equipment to be a system of complex interconnected computers. Computers age, become outdated and are subject to on-going security threats posed by hackers, malware and virus manipulation. Our radio system is no exception. All of our equipment is Motorola brand equipment. The dispatch consoles and repeaters will no longer be supported with anti-virus protection or software updates starting in 2018. This is a major concern for ALMR, slightly less of a concern for Homer. ALMR will be replacing all of its gold elite dispatch consoles and quantar repeaters in 2018. Our repeaters and dispatch consoles are identical equipment. If we do not replace the repeaters and consoles when ALMR does, we will slowly begin to lose features because of the changes in software. I cannot currently estimate how long our repeaters and consoles will continue to function after 2018. After consulting with ALMR and state radio technicians my best guess is we'll have 3 to 5 years.

Second, Motorola will cease parts support for our dispatch consoles, repeaters and all of our subscriber units starting in 2018. This is basically the entire system. A critical parts failure in dispatch could possibly shut the system down. Each repeater can be viewed as providing 25% of our main channel support. Therefore, one failed repeater essentially diminishes our systems capability by approximately 25%. For these reasons, my first replacement priorities are the consoles and repeaters. The subscriber units are very durable and we do have a few spares. The DOD uses the same subscriber units and will be updating theirs in 2018. Their old units will almost certainly be available to us for spare parts purposes. We have some more time to work with before we have to replace the subscriber units.

Third, the FCC is in the process of implementing another round of narrow band requirements. Our radio channels operate with a specifically licensed bandwidth. To provide more room in the RF spectrum, the FCC narrowed the allowable bandwidth per channel in 2012. Most of the radios used by the Harbor and Public Works had to be replaced then. Our public safety system radios were already compliant with the mandated change. The FCC will be further restricting bandwidths starting in 2020. I have been told full compliance will be required by 2022. **THIS MEANS EVERY RADIO OWNED BY THE CITY WILL NEED TO BE REPLACED BY 2022.**

If Homer were to decide to contract with the borough for dispatch services, we will still need to maintain our radio system largely in its current state. There would be a couple pieces of equipment that could be eliminated but over 90% of our current system would have to stay in place. Soldotna would simply be connected to our system via a bridged link enabling their dispatchers to operate our equipment remotely. I would strongly argue to keep the system fully functional to provide a back-up when the link fails.

I have applied for Homeland Security grants this year to begin our public safety radio system replacement. I have requested funding to replace our dispatch consoles and repeaters along with a few other projects. Grant funding opportunities are more limited than they were in 2003 and the Homeland Security grant programs have seen a drastic reduction in funding. I think considerable city funds will be needed to replace our radio system. I estimate total system replacement will cost 1.1 to 1.3 million dollars.

Port & Harbor and Public Works

Radios used by harbor and public works personnel are of a simpler design and much cheaper to purchase. They do not have to transmit data or meet encryption requirements. They will have to meet the new FCC bandwidth requirements in 2022 so all of these radios will have to be replaced. Both harbor personnel and public works personnel need to be able to communicate with dispatch, fire and police. This is a basic level of interoperability but it still raises the costs of the radios somewhat over less capable units. Their radios should also be intrinsically safe to allow safe operations in hazardous environmental conditions, such as the presence of gases or other fuels.

The Port and Harbor currently has one base radio, 7 mobile radios and 7 portable radios. They have been considering adding a repeater to their system to provide better system coverage. I think we can expect the replacement of this system to range between forty to seventy thousand dollars based on the radios selected and if a repeater is added or not.

Public Works currently has one base unit, one repeater, 11 portable radios and 22 mobiles. The need for portable radios is likely to increase to as high as 18 to meet new safety requirements with confined space policy changes. I estimate replacement costs to be in the range of one hundred to one hundred and twenty thousand dollars.

Public works maintains a Trimble UHF data radio system used for infrastructure locates. I have not been able to determine how this system will be impacted by the new narrow banding requirements. If it has to be replaced the cost will be in the fifty to eighty thousand dollar range.

Current Grant Applications

Last week we submitted a multi-project grant application to Homeland Security. We requested funding for four different projects, three are radio related.

Project #1 will fund moving two of our repeaters and associated equipment to the new tower proposed to be built on the spit this summer by Spit W Spots. It will also pay for new antennas and coax runs on the tower. One of the repeaters is for a primary police channel; the other is for a primary fire channel. The police repeater was located at the old harbor building and has been out of service since the building was vacated. The fire repeater is in service at the ATT tower on the spit near the harbor maintenance building. The fire repeater is not clearly currently authorized by the lease agreement with ATT to be where it is. ATT has allowed us to leave the repeater in place for now. We anticipate a vast improvement in the performance of these two channels from the new tower site. This grant request is for \$47,363.

Project #2 will fund the purchase and installation of an emergency generator for the new Port and Harbor building. This project is estimated to cost \$110,000.

Project #3 will fund the purchase and installation of five new repeaters for the city's public safety radio system. Four of the new repeaters will be replacements for the repeaters in our current system and starts to address the upgrade of our system. The fifth repeater will provide us with a new 700 MHz frequency. This channel will offer us much better portable radio coverage while inside of buildings, especially larger ones like the high school and buildings with concrete or brick walls. The cost estimate for this project is \$127,650.

Project #4 replaces our two dispatch consoles and some of the associated equipment. This project also addresses a critical need in the required system upgrade. \$296,000 was requested for this project.



THE STATE
of ALASKA
GOVERNOR BILL WALKER

Department of Natural Resources

DIVISION OF PARKS
Office of History & Archaeology

550 West 7th Ave., Suite 1310
Anchorage, Alaska 99501-3565
Main: 907.269.8721
E-mail: oha@alaska.net

February 17, 2016

Re: 3050-3 Carrie Creek

Mary E. Wythe, Mayor
City of Homer
491 E Pioneer Ave
Homer AK 99603

Attn: Jo Johnson, City Clerk, jjohnson@ci.homer.ak.us

Dear Mayor Wythe:

The Alaska Historical Commission has received a geographic name proposal to make official the name Carrie Creek for an unnamed creek six miles northeast of the City of Homer. The name is to commemorate the daughter of one of the property owners whose land the creek flows through. The proposed name has the support of the only other property owner along the short creek. Enclosed is a copy of the proposal for your review, several maps showing the creek's location, and the guidelines for geographic names the Alaska Historical Commission members have established.

The commission would appreciate your comments on the proposed name. To object or to endorse the proposed name, you must respond in writing. I would appreciate receiving your comments by March 30, 2016. You can respond with a letter, a resolution, or by writing your comments in the space provided below.

If you have any questions about the geographic names program, please contact me at email jo.antonson@alaska.gov or by phone at 907.269.8714.

Sincerely,

Joan M. Antonson
Deputy State Historic Preservation Officer

enclosures

<p>I _____ object / _____ endorse the proposed name because: _____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Signed: _____ Date: _____</p>
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Domestic Geographic Name Report

1 Use this form to recommend a feature name or to suggest a name change.

2. For features on Federal lands, coordinate requests with the agency (U.S. Forest Service, National Park Service, Bureau of Land Management, etc.) For the administrative area in which the land is located.

3. On the reverse side of this form give information on the local usage and authority for recommended name.

4. For more information about the Geographic Names Information System or the National Gazetteer Program, contact the U.S. Board on Geographic Names at 703-648-4544..

5. Return this form to:

Executive Secretary for Domestic Geographic Names
U.S. Geological Survey
523 National Center
Reston, VA 22092

Action Requested:

Proposed New Name:	<input checked="" type="checkbox"/>
Application Change:	<input type="checkbox"/>
Name Change:	<input type="checkbox"/>
Other:	<input type="checkbox"/>

Recommended Name:	Carrie Creek
State:	Alaska
County or Equivalent:	Kenai Peninsula
Administrative Area:	Kenai Peninsula Borough

Specific Area Covered:

Latitude:	59	°	41	'	27	"	N	Longitude:	151	°	27	'	15	"	W
Latitude:		°		'		"		Longitude:		°		'		"	
Center:					Heading End			Heading							
Section(s)	2	Township(s)	6S	Range(s)	13W	Meridian	Seward	Elevation	1417.5 ft						

Type of Feature (stream, mountain, populated place, etc.):	Creek
Is the feature identified (including other names) in the Geographic Names Information System (GNIS)?	
Yes	No <input checked="" type="checkbox"/>
Unknown	If Yes, how is it listed?
Description of Feature (physical shape, length, width, direction of flow, etc.):	

The creek is approximately 6 miles northeast of the City of Homer. It heads at a small unnamed pond .06 miles north of Skyline Drive, and flows approximately .3 miles north to empty into Twitter Creek.

Maps and other sources using recommended name (include scale and date).	Other name (variants)	Maps and other sources using other name or application (include scale and date).

Name information such as origin, meaning of the recommended name, historical significance, biographic data (if commemorative), nature of usage or application, and any other pertinent information:

The proposed name, Carrie Creek, is commemorative for Carrie Anne Lyon (Kessock), July 29, 1973–September 24, 2010. Her parents own the property at the head of the creek. They proposed the name to remember Carrie’s happy childhood playing in the proximity of the creek. The only other property owner along the creek supports the proposed name.

Is the recommended name in local usage?	Yes	<input checked="" type="checkbox"/>	No		If Yes, approximately how many years?	5
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Is there local opposition to, or conflict with the recommended name (as located)?

None known.

For proposed new name, please provide evidence that feature is unnamed:

The creek is unnamed on USGS topographic maps and a search using the coordinates did not find a name for the creek in the GNIS.

Additional information:

Proposal sent for review with a letter indicating response must be in writing to object or endorse the proposed name.

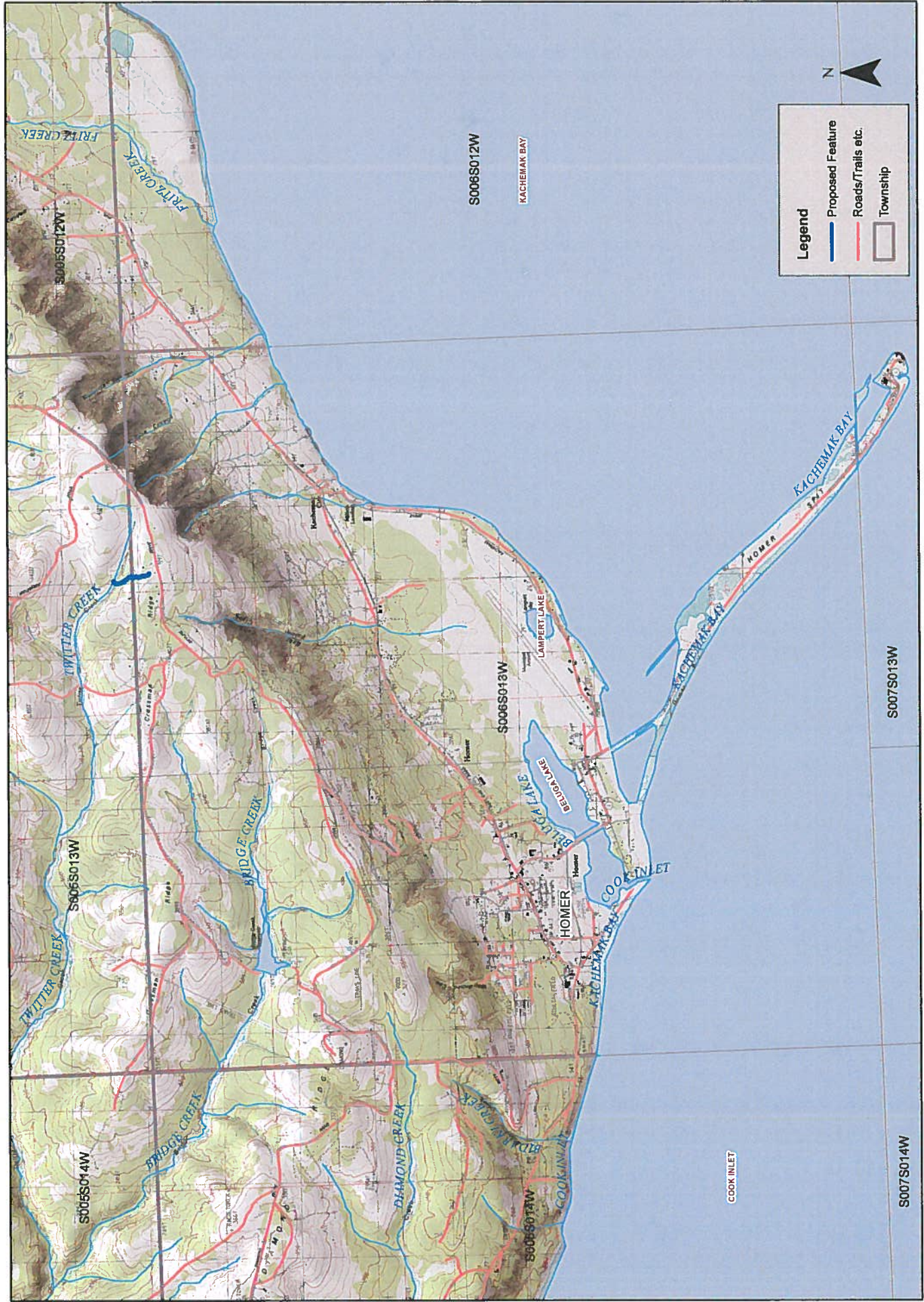
- Kenai Peninsula Borough -
- City of Homer
- Kenaitze Indian Tribe
- Homer Tribune*
- Homer News*

Mildred Martin, the only other property owner along the creek, supports proposed name, 1.28.2016.

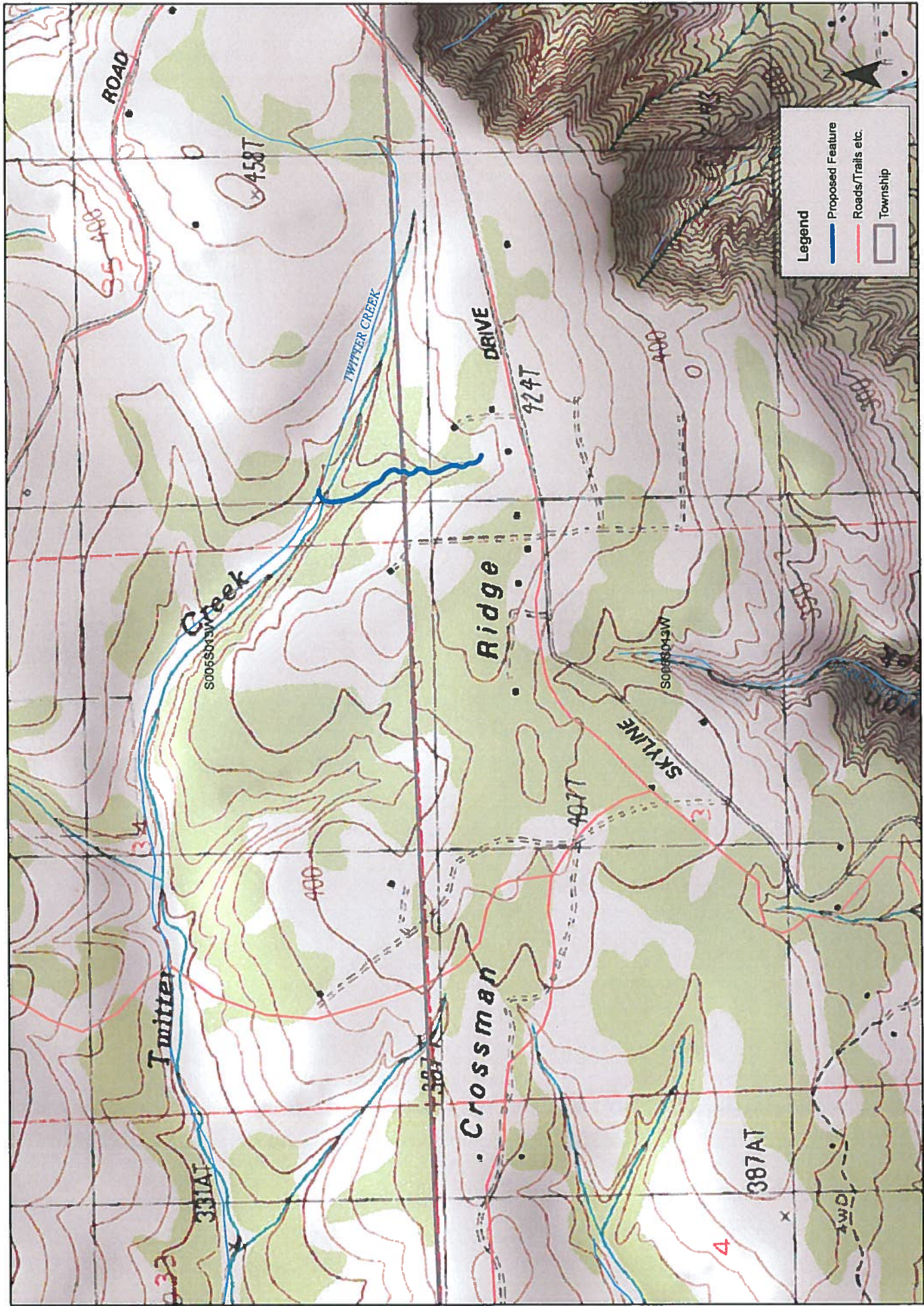
The Alaska Historical Commission will review this proposed name at its fall 2016 meeting.

Copy submitted by: Name (first, M.I., last)		Title	Phone (day)	Date
Gary & Terri Lyon			907.235.8767	1.28.16
Company or Agency		Address (city, State, and Zip)		
		61770 Skyline Dr. Homer, AK 99603 sealion@xyz.net		
Copy Prepared by (if other than above)		Title	Phone (day)	Date
Joan M. Antonson		Deputy SHPO	907. 269.8721	2.9.2016
Company or Agency		Address (city, State, and Zip)		
Alaska Department of Natural Resources/Office of History and Archaeology		550 West 7 th Ave., Suite 1310, Anchorage, AK 99501-3565		
Authority for Recommended Name:	Mailing Address and Telephone	Occupation	Years in Area	

Carrie Creek, Kenai Peninsula, Alaska



Carrie Creek, Kenai Peninsula, Alaska



HOMER FOUNDATION
Quarterly Report to Fund Holders
Oct - Dec 2015

Fund Holder City of Homer
Fund **City of Homer Fund**

Fund Type: Field of Interest
Fund Code: 1305

PORTFOLIO SHARE (Corpus)

Beginning Balance	187,064.90
Contributions	-
Withdrawals	-
Portfolio Market Change	(4,698.60)
Ending Balance	182,366.30

AVAILABLE FOR DISTRIBUTION (Earnings)

Beginning Balance	6,168.06
Earnings Allocation	685.78
Grants Awarded:	
none from this fund	-
	-
	-
Grants Total	-
Transfers to Restricted Fund	-
Ending Balance	6,853.84



BOB'S TROPHY CHARTERS

SPORTSMAN'S SUPPLY

SALES ACKLE SHOWERS BAY LAUNDRY ICE

MEMORANDUM OF AGREEMENT

between
CITY OF HOMER
and
STATE OF ALASKA
Department of Transportation and Public Facilities

PROJECT: Homer Lake Street Rehabilitation
PROGRAM NUMBER: Z524610000
LOCATION: Homer, Alaska
LAKE STREET CDS ROUTE NO. 110150
LAKE STREET MILE POINTS: Begin 0.00, End 0.4953

THIS AGREEMENT is made by and between the State of Alaska, acting by and through the Department of Transportation and Public Facilities, hereinafter called the DEPARTMENT, and the City of Homer, hereinafter called the CITY.

WHEREAS: Alaska Statute 19.05.040 provides the DEPARTMENT may enter into agreements with Municipalities relating to highways; and

WHEREAS, the DEPARTMENT will plan, design and construct improvements to Lake Street (hereinafter the PROJECT); and

WHEREAS, it has been determined that the addition of bicycle lanes to Lake Street will serve the public interest and be in accordance with the City of Homer's Non-Motorized Transportation and Trail Plan; and

WHEREAS, Lake Street is a DEPARTMENT owned and maintained roadway; the DEPARTMENT will maintain and operate Lake Street with the exception of bicycle facilities; and

WHEREAS, the CITY will maintain bicycle facilities on Lake Street;

NOW, THEREFORE, the DEPARTMENT and the CITY do hereby agree to the following:

1. PLANNING, DESIGN AND CONSTRUCTION

The DEPARTMENT shall plan, design and construct the PROJECT within the approved scope and funding.

2. SCOPE OF WORK

The DEPARTMENT shall rehabilitate pavement, widen for bike lanes, improve drainage, increase the Sterling Highway intersection radii and rehabilitate pedestrian facilities along the corridor.

3. MAINTENANCE AND OPERATIONS

The DEPARTMENT agrees to maintain and operate Lake Street in accordance with the Alaska Highway Maintenance and Operations Manual and 23 CFR 1.27 and 633.208, with the exception of items maintained and operated by the CITY.

For so long as the Lake Street bicycle facilities, as originally constructed or as thereafter altered or repaired, remain available for public use, the CITY shall perform its activities under this agreement at its sole cost and expense and without reimbursement from the DEPARTMENT. The CITY's maintenance activities include but are not limited to:

- (a) planning, scheduling, administration, and logistics of maintenance activities;
- (b) traffic control and safety;
- (c) maintaining bicycle lane signs and delineators in an as-built condition and replacement, including posts and foundations, when damaged, unreadable, or worn out;
- (d) bicycle lane pavement markings and repainting as required to maintain performance of their intended function;

The CITY's maintenance activities do not include repair or replacement of pavement.

4. INDEMNIFICATION

To the maximum extent allowed by law, the CITY shall indemnify, defend, and hold the DEPARTMENT, its officers, employees, and agents harmless from all liability, claims, causes of action, and costs (including attorney's fees) arising out of the CITY's performance, or failure to perform, the maintenance and operations obligations assigned to the CITY under this AGREEMENT, including, but not limited to, liability, claims, and causes of action alleging or arising out of a negligent act or omission by one of the Indemnified Parties.

5. TERMS OF THE AGREEMENT

The CITY agrees to maintain and operate bicycle facilities, commencing upon the substantial completion of the construction of the project. The DEPARTMENT shall inform the CITY of that date.

6. RESERVATION OF RIGHTS

The DEPARTMENT reserves the right to alter or remove the bicycle lanes at any time and is under no obligation to reconstruct them.

7. AMENDMENT OF AGREEMENT

This AGREEMENT may only be modified or amended by written agreement on the prescribed Supplemental Agreement forms signed by both parties.


8. THE WHOLE AGREEMENT

This AGREEMENT constitutes the entire agreement between the parties. There are no other understandings or agreements between the parties, either oral or memorialized in writing regarding the matters addressed in this AGREEMENT. The parties may not amend this AGREEMENT unless agreed to in writing with both parties signing through their authorized representatives.

9. AUTHORIZED REPRESENTATIVES

By signature below, the DEPARTMENT and the CITY certify that the individuals listed in this AGREEMENT are authorized representatives.

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
APPROVED:**

Signature:  Date: 2/24/16
Name: Joel St. Aubin, P.E.
Title: Director of Design & Construction, Central Region

**CITY OF HOMER
OFFICE OF THE MAYOR
APPROVED:**

Signature:  Date: 3-7-16
Name: Katie Koester
Title: City Manager



FOR IMMEDIATE RELEASE

No. 16-08

Contact: Katie Marquette, Press Secretary – (907) 465-5801
Aileen Cole, Deputy Press Secretary – (907) 465-3985

Study Finds Widespread Economic Benefits of Alaska Ferry System

February 4, 2016 JUNEAU – Governor Bill Walker and the Alaska Department of Transportation and Public Facilities today released a report on the economic impacts of the Alaska Marine Highway System. The report, prepared by the Juneau-based McDowell Group, found that the state-run ferry system generates a return of more than \$2 to the state for every \$1 invested.

“The ferry system provides a critical link for many communities,” Governor Bill Walker said. “But I was surprised to learn just how widespread the economic impacts are, accounting for 1,700 Alaska jobs and more than \$100 million in wages and benefits.”

The report found Anchorage residents were the number two source of bookings, after Juneau. Other key findings include:

- Two-thirds of AMHS users are Alaska residents.
- The state’s general fund investment of \$117 million in 2014 resulted in a total return on investment of \$273 million.
- Over half of all summer ferry passengers visit Anchorage.
- AMHS nonresident summer passengers spend an average of \$1300 per person while in Alaska
- Nonresident summer passengers who enter or exit Alaska via AMHS spend an average of \$1700 – compared to \$941 average of among all Alaska summer visitors.
- AMHS carried 319,000 passengers, 108,000 vehicles, and almost 4,000 container vans in 2014.

“This study demonstrates why our marine highway system is a vital part of Alaska’s transportation system,” Lieutenant Governor Byron Mallott said. “I look forward to working with Alaskans to strengthen this system in the coming years.”

The report also studied three ferry-dependent communities in depth, finding that the marine highway system is integral to their economies. For example, Copper River Seafoods in Cordova relies on ferry service to transport millions of pounds of fresh seafood from Cordova to Whittier, where it is trucked to Anchorage. The company supports 250 seasonal and 100 full-time jobs in Anchorage.

“A dependable transportation system helps fuel the economy,” said DOT Commissioner Marc Luiken. “It’s critical that we maintain a viable marine highway system as we look to reduce state spending.”

Link to AMHS Report: http://www.dot.state.ak.us/amhs/doc/reports/econ_15.pdf

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