



**CITY of  
KUPREANOF**

PO BOX 50  
PETERSBURG, ALASKA 99833  
PHONE : 907-340-2400

November 2, 2020  
Petersburg Borough  
RE: Kake Access Road

The City of Kupreanof supports Resolution 2020-21 which is being considered by the Petersburg Borough Assembly today.

The City of Kupreanof has opposed the construction of the Kake Access Road for many years. Please see the attached City of Kupreanof Resolution 13-4 and the letter from the City to Bert Stedman and Jonathon Kreiss-Tomkins dated February 17, 2020.

Sincerely,

*Butch Anderson*

Butch Anderson  
Mayor  
City of Kupreanof



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KUPREANOF**

PO BOX 50  
PETERSBURG, ALASKA 99833  
PHONE : 907-340-2400

February 17, 2020  
Senator Bert Stedman  
Representative Jonathon Kreiss-Tomkins

RE: Kake Access Road

Dear Senator Stedman and Representative Kreiss-Tomkins,

Income for the State of Alaska has been substantially reduced since the height of the oil boom. In fact, it has been reduced so much that the State has had great difficulty balancing the annual budget. It has only been able to achieve a balanced budget by digging deeply into budget reserves and taking a substantial portion of the Permanent Fund earnings that should have been paid to the people as their annual dividend. The heyday of large grants to municipalities for capital projects is long over. Fiscally responsible budgeting and spending is mandatory for the legislature. Many good and beneficial projects that were easily funded in the past can no longer be afforded.

The City of Kupreanof believes that one of these projects is the Kake Access Road. The \$40,000,000 budgeted for the project is only the tip of the iceberg for the total cost of the project. This is even truer when you consider the current status of the Marine Highway and the reduction of ferry service to Kake and other small communities.

The City of Kupreanof has opposed the construction of this project for many years. Resolutions 09-1, 12-6, and 13-4 have all expressed our concerns for and objections to the project. In 2020 our concerns are much greater. Our objections are based on impacts to the City of Kupreanof and fiscally responsible planning.

1. A complete capital plan and associated costs are not available:

- The proposed road is a road from Kake to or near the City of Kupreanof. Two ferry landings and a car ferry would be needed to make it a road to Petersburg.
- A capital budget is not available that includes all costs including design, construction, contingencies and inflation.

2. An operating and maintenance plan and budget is not available.
  - A plan is not available that considers how the required ferry would be operated and maintained. If there was an emergency during the night and someone drives from Kake to the Kupreanof ferry landing, would the ferry be available to transport the vehicle to the Petersburg Hospital?
  - A plan is not available for how the road would be maintained as an all-weather road. Where would machinery and materials be staged to respond to snow, ice, blow-downs, etc.? How would the road be maintained so potential users of the road had a level of confidence that the road was open and safe?
  - A plan is not available that considers emergencies along the road. Since there are no communication services along a substantial portion of the road, how would an accident be reported and help requested? This is particularly important during the winter months.
  - An operating and maintenance budget and plan is not available that includes all costs including new personnel and new equipment. Existing personnel in Kake and Petersburg would not have the time or resources to do the work. How would a heavy winter storm be dealt with?
3. A plan is not available that deals with the environmental challenges of building a road on steep mountain sides and over many streams.

The Legislature and other officials need to work together to solve the current financial crises challenges that the State faces. Compromise and proactive cooperation are mandatory. A part of the solution is re-appropriating the \$40 million currently appropriated for the Kake Access Road.

Sincerely,

Butch Anderson  
Mayor



cc: Governor Mike Dunleavy  
Petersburg Borough Assembly

## RESOLUTION OF THE CITY OF KUPREANOF, ALASKA

### RESOLUTION NO. 13-4

A RESOLUTION OF THE CITY OF KUPREANOF, ALASKA, opposing the construction of any road through the City of Kupreanof.

Whereas, the City of Kupreanof was founded in 1975 specifically to maintain the character of the community as a roadless, sparsely settled area;

Whereas, the City of Kupreanof has had and continuously enforced since 1977 a municipal ordinance prohibiting the use of motorized land vehicles within city limits and limiting improved surfaces for public easements to six feet wide;

Whereas, the City of Kupreanof Policy Plan, adopted in 1984, endorses a goal of preserving the roadless nature of the City of Kupreanof and a policy of opposing all road construction within its boundaries;

Whereas, the State of Alaska's Department of Transportation has preliminarily identified a northern corridor route on Kupreanof Island, including road construction through the City of Kupreanof, as a preferred alternative for improving Kake's access to lower cost electricity, and access to services in other communities;

Whereas, the Department of Transportation in 2012 estimated a cost of constructing a single lane, unpaved roadway and upgrading existing logging roads of \$40 million;

Whereas, the access project will also require two ferry shuttle terminals at a cost of \$4 to \$14.5 million each and construction or refurbishment of a small shuttle ferry at a minimum cost of \$5 million;

Whereas, the Department of Transportation's long term plan is to construct a paved two lane road and use two shuttle ferries, requiring future unknown costs;

Whereas, Kake is currently connected to Juneau and Sitka through mainline ferry service and regularly scheduled air taxi service and winter road travel in southeast Alaska is less dependable than ferry service;

Whereas, changes to ferry operations, including route and scheduling revisions, can increase Kake's access to Sitka, Juneau and Petersburg without incurring the substantial capital expenditures needed to construct roads and a shuttle system;

Whereas, in addition to the costs, roads and traffic can lead to unwanted development pressures and are incompatible with the lifestyles of Kupreanof residents;

Whereas, road construction and use may compromise Kupreanof Island watersheds by obstructing fish passage and impairing water quality in the numerous salmon streams that are valued for subsistence, commercial and recreational fisheries;

Whereas, local deer populations historically utilized by Kupreanof and Petersburg residents are recovering from long-term declines;

Whereas, road construction may directly lead to declines in wildlife numbers by fragmenting habitat and change existing access patterns, increasing competition between rural and non-rural residents for subsistence wildlife resources;

Whereas, increased road access on Kupreanof Island is not necessary for recreation industry enhancement as commercial recreation businesses and independent visitors rely on marine or air transportation or access road-based recreation in Petersburg;

Whereas, improved southbound ferry service is the most reliable and affordable means of improving Kake's access to Petersburg seafood processors;

Whereas, the City of Kupreanof strongly supports reducing Kake's electricity costs but requests that government agencies pursue cost effective projects that do not require road construction, including small-scale hydropower development near Kake and other practicable energy conservation measures and alternative energy options;

Whereas, improved northbound ferry service can better enable Kake residents to directly access regional transportation hubs, commercial services and more comprehensive medical services in Southeast Alaska Regional Health Consortium facilities in Sitka and Juneau at lower passenger cost;

Whereas, for all of the above reasons, the proposed road has not had local community support and regionally, 90% of the individuals who commented on the 2004 Southeast Alaska Transportation Plan requested improved ferry service transportation alternatives and a survey conducted by the Organized Village of Kake indicated that 95 % of Kake residents preferred improved ferry service;


BE IT THEREFORE RESOLVED THAT the City of Kupreanof reaffirms its longstanding opposition to the construction of any roads within its boundaries, and specifically requests that State of Alaska and federal agencies eliminate from consideration any plans for a road linking the City of Petersburg with the City of Kake that would pass through the City of Kupreanof's boundaries;

BE IT FURTHER RESOLVED THAT the City of Kupreanof supports improving Kake's access to services available in other communities and specifically requests that the State of Alaska and federal agencies focus their efforts to improve Kake's access to northbound and southbound ferry service.

PASSED AND APPROVED by a duly constituted quorum of the Kupreanof City

Council on this 4<sup>th</sup> day of May, 2013.

SIGNED:  (Mayor)

ATTEST:   
(City Clerk)