



**SWAMC RESOLUTION 09-01**

**A RESOLUTION REQUESTING THE FULL FUNDING OF THE M/V KENNICOTT IN THE SUMMER MONTHS TO FACILITATE INCREASED ALASKA MARINE HIGHWAY FERRY SERVICE IN SOUTHWEST ALASKA, TO INCLUDE TWO TRIPS PER MONTH ALONG THE ALEUTIAN ISLAND CHAIN TO UNALASKA FROM APRIL TO SEPTEMBER, AND INCLUDE THIS INTO THE PERMANENT SCHEDULE OF THE SYSTEM.**

**WHEREAS**, the Alaska Marine Highway System (AMHS) provides a critical transportation link to the coastal communities of southwest Alaska; and

**WHEREAS**, many of these communities require adequate service to support the economic and social needs of their residents and businesses; and

**WHEREAS**, the mission of the AMHS states that it is to *“provide safe, reliable, and efficient transportation of people, goods, and vehicles among Alaska communities, Canada, and the “Lower 48,” while providing opportunities to develop and maintain a reasonable standard of living and high quality of life, including social, education, and health needs.”*; and

**WHEREAS**, the current level of service would indicate that the AMHS is failing in its mission to meet the needs of these southwest communities; and

**WHEREAS**, the current southwest schedule of the M/V *Tustumena* is limited to seven trips per year, one trip per month to the communities along the Aleutian Island Chain during the months of April through October; and

**WHEREAS**, this level of service would not be tolerated by communities in Southeast Alaska and Prince William Sound, where dockings by the ferry’s servicing these communities often number in the hundreds per year; and

**WHEREAS**, inter-community commerce, school activity, and visitation is negatively impacted on a schedule of less than two trips per month; and

**WHEREAS**, increased construction projects in the affected Southwest Alaska communities over the next three fiscal years will add to the demand of ferry ridership; and

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**WHEREAS**, the economic vitality of these communities and the development of future economic opportunities depends on a transportation system that is not only reliable but adequate to meet the needs of the communities it serves; and

**WHEREAS**, a dramatic improvement in service and opportunities can be achieved by funding the *M/V Kennicott* to operate full-time from April to September to free up the *M/V Tustumena* to make the much needed second run along the Aleutian Island Chain.

**NOW, THEREFORE BE IT RESOLVED** that the Southwest Alaska Municipal Conference urges the State of Alaska to fully fund the operations of the *M/V Kennicott*, in the months from April through September, to facilitate two trips per month to the communities along the Aleutian Island Chain to Unalaska during this time by the *M/V Tustumena*.

**AND BE IT FURTHER RESOLVED** that these additional trips be incorporated into the permanent schedule of the Alaska Marine Highway System for southwest Alaska.

**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference Membership this Thirtieth day of January, 2009.

Signed:

Attest:



Tom Abell  
President



Michael Catsi  
Executive Director



## SWAMC RESOLUTION 09-02

### A RESOLUTION OF THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE URGING THE GOVERNOR AND THE ALASKA LEGISLATURE TO CAPITALIZE STABLE LONG-TERM TRANSPORTATION FUNDING FOR ALASKA

**WHEREAS**, Alaska's transportation system has fallen far behind the needs of Alaska for cost effective transportation which allows economic growth and the safe cost effective movement of people, goods, and services; and

**WHEREAS**, the Alaska Highway System, the Alaska Marine Highway System, Alaska Airports, Alaska ports and harbors, and Alaska's local roads all need several years of significant funding for infrastructure improvement, upgrade and expansion; and

**WHEREAS**, the general appropriation process has resulted in significant underfunding of transportation infrastructure; and

**WHEREAS**, the Federal Highway Trust Fund is experiencing significant shortfalls, further contributing to a decrease in transportation funding for Alaska; and

**WHEREAS**, the economic future of Alaska is highly dependent upon a quality, cost effective transportation system; and

**WHEREAS**, the development of Alaska transportation infrastructure is dependent upon a steady and reliable stream of revenue; and

**WHEREAS**, the development of an energy policy that works for Alaska requires a quality transportation system in order to be successful; and

**WHEREAS**, estimates of annual funding needs for transportation infrastructure improvements, upgrades, and expansions exceed \$300 million per year; and

**WHEREAS**, the State of Alaska is in a position to proactively develop a long-term transportation financing program.

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**NOW, THEREFORE BE IT RESOLVED** that the Southwest Alaska Municipal Conference urges the Governor and the Alaska Legislature to establish a Transportation Trust Fund for Alaska or other suitable and sustainable funding mechanisms that generate at least \$300 million annually to accomplish the following purposes:

- Generate investment earnings to develop transportation infrastructure in Alaska.
- Improve, upgrade and expand State of Alaska roads and highways.
- Improve, upgrade and expand the Alaska Marine Highway System.
- Improve, upgrade and expand the airports in Alaska.
- Improve and expand Alaska's ports and harbors.
- Provide regular funding to Alaska's communities to improve, upgrade and expand local roads built to local road standards.

**AND, BE IT FURTHER RESOLVED** that not less than 15-percent of the total funding will be allocated to each of the five programs each year (roads and highways; Alaska Marine Highway System; airports; ports and harbors; public transit and local roads).

**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference Membership this Thirtieth day of January, 2009.

Signed:

Attest:



Tom Abell  
President



Michael Catsi  
Executive Director



### SWAMC RESOLUTION 09-03

**A RESOLUTION OF THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE URGING THE GOVERNOR AND LEGISLATURE TO FINANCIALLY SUPPORT THE PROPOSED PORTS AND HARBORS LONG RANGE TRANSPORTATION PLAN BEING DEVELOPED BY THE ALASKA DOT&PF, DENALI COMMISSION, AND US ARMY CORPS OF ENGINEERS.**

**WHEREAS**, due to its vast geographic expanse and young age as a state, Alaska continues to require significant resources for transportation improvements; and

**WHEREAS**, improved surface transportation can have many positive effects on communities across Alaska, including lowering the costs of goods and services; improving inter-community connections; providing access to resources, jobs, and economic development; and enhancing public safety; and

**WHEREAS**, with over 30,000 miles of shoreline Alaska's marine facilities are integral to the local, statewide, and international transportation of goods and services; and

**WHEREAS**, Alaskan coastal communities are largely dependent on their port and harbor activity for their local economies; and

**WHEREAS**, Alaska's ports provide the necessary infrastructure to receive the diesel, gasoline, heating oil, food, building supplies, cars and trucks, heavy equipment for resource development and construction, and consumer products that are vital for life and a healthy economy in the state of Alaska; and

**WHEREAS**, a significant portion of our exports are shipped to domestic and international markets via marine transportation, and the predominance of visitors to our state arrive and depart via marine transportation; and

**WHEREAS**, it is clear that the state relies heavily on its ports and harbors, which are the economic engines driving our national and global competitiveness in terms of natural resource development including the natural gas pipeline, the movement of passengers and freight, as well as increasing opportunities for economic development activity; and

**WHEREAS**, the US Army Corps of Engineers is making a considerable effort to realign its evaluations of Alaskan waterfront developments to consider the nation's net economic benefits of Alaskan port and harbor projects; and

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**WHEREAS**, passage of H.R. 3 - Safe, Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) into law provided the Denali Commission with \$10 million annually for Fiscal Years 2005-2009 for docks, waterfront development projects, and related transportation infrastructure; and

**WHEREAS**, numerous studies have shown that Alaska faces significant increases in infrastructure costs related to climate change, especially marine infrastructure in coastal communities, which the state should be preparing mitigation and implementation strategies to address these impacts; and

**WHEREAS**, there is a desire for the State of Alaska, Denali Commission, and the US Army Corps of Engineers to cooperate on the development of a long range plan for Alaska's ports and harbors; and

**WHEREAS**, such a long-range plan requires the financial commitment from each of the partners involved.

**NOW THEREFORE BE IT RESOLVED** that the Southwest Alaska Municipal Conference urges the Governor and the Legislature to support the funding of the State's portion of the Ports and Harbors Long Range Transportation Plan being developed by the Alaska DOT&PF, Denali Commission, and US Army Corps of Engineers.

**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference Membership this Thirtieth day of January, 2009.

Signed:

Attest:



Tom Abell  
President



Michael Catsi  
Executive Director



## SWAMC RESOLUTION 09-04

### **A RESOLUTION OF THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE IN SUPPORT OF INCREASING STATE PARTICIPATION IN THE PROMOTIONAL PROGRAMS OF THE ALASKA SEAFOOD MARKETING INSTITUTE**

**WHEREAS**, the Alaska Seafood Marketing Institute (ASMI) is a partnership between the State of Alaska and Alaska's seafood industry, with a mission of raising the value of the seafood harvest; and

**WHEREAS**, the State of Alaska, its citizens and communities benefit from a strong, sustained promotional effort for the Alaska Seafood brand that boosts the value of the products to the producers as well as boosting revenues to state and local governments;

**WHEREAS**, one of the top priorities of the citizens of Southwest Alaskan communities is economic development, including economic development of the renewable Alaska seafood resources; and

**WHEREAS**, statewide, Alaska's seafood industry contributes \$84,000,000 in direct tax revenue to state and local governments; and

**WHEREAS**, the Alaska seafood industry employs 54,000 people in harvesting or processing, and provides more than 11,000 jobs for 9 months each year, including significant employment in Southwest Alaska; and

**WHEREAS**, the seafood harvests of the Southwest Alaska are the greatest regional contribution to the statewide seafood economy, the estimated economic output of which is valued at \$5.8 billion dollars; and

**WHEREAS**, Southwest Alaska region boasts vibrant commercial fisheries for key commercial species including salmon, Alaska pollock, sole, halibut, cod, and crab; and

**WHEREAS**, ASMI plays a key role in raising the economic value of the harvest, including raising the ex-vessel and first wholesale value of key commercial species in Alaska and boosting the value of seafood exports; and

**-MORE-**

**WHEREAS**, competition from foreign farmed seafood significantly devalued wild Alaska salmon in the past and threatens to devalue other wild Alaska whitefish and shellfish species in the future unless brand value for wild and sustainable Alaska Seafood can be retained and increased; and

**WHEREAS**, Alaska seafood industry contributions to ASMI form the core of ASMI's budget, with industry assessment contributing an average of \$7,000,000 to \$8,000,000 per year to the ASMI budget, funds that are used to leverage federal dollars for promoting Alaska Seafood in the U.S., Japan, China and the European Union; and

**THEREFORE, BE IT RESOLVED** that the Southwest Alaska Municipal Conference supports increased financial participation of the State of Alaska in the public-private partnership of the Alaska Seafood Marketing Institute to support economic development.

**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference Membership this Thirtieth day of January, 2009.

Signed:

Attest:



Tom Abell  
President



Michael Catsi  
Executive Director



**SWAMC RESOLUTION 09-05**

**A RESOLUTION REQUESTING THAT THE ALASKA BOARD OF FISH RESCHEDULE THEIR DECEMBER 1-8, 2009 MEETING TO BE HELD IN THE BRISTOL BAY REGION.**

**WHEREAS**, the Bristol Bay salmon fishery is one of the state's most valuable fisheries, and

**WHEREAS**, the Bristol Bay fisheries employ more people as harvesters and processors than any other fishery in the state, and

**WHEREAS**, there are twenty three communities who directly and indirectly rely on the Bristol Bay fisheries for their livelihood, and

**WHEREAS**, there are many issues facing the Bristol Bay fishery including processing capacity, oil & gas development, mineral exploration, the high cost of energy, and other regional issues, and

**WHEREAS**, many of the region's residents and business owners are facing very trying economic times and the added burden of expensive travel costs will hinder many from participating in the Board of Fish December 2009 meeting in Anchorage, and

**WHEREAS**, this will disenfranchise the region's residents and business owners while giving unfair advantage to outside interests who can afford to attend the Anchorage meeting, and

**WHEREAS**, there is no logistical reason not to hold the December 2009 Board of Fish meeting in the Bristol Bay region, and

**WHEREAS**, the Board of Fish more often than not meets in a community of the region of whose issues they are addressing.

**NOW THEREFORE BE IT RESOLVED** that the Southwest Alaska Municipal Conference requests that the Alaska Board of Fish reschedule their December 1-8, 2009 meeting to be held in the Bristol Bay region.

**AND BE IT FURTHER RESOLVED** that the Southwest Alaska Municipal Conference urges the Governor and the Alaska Legislature to use their statutory powers to move the Board of Fish in this direction for the benefit of Alaska's fisheries and their stakeholders.

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**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference Membership this Thirtieth day of January, 2009.

Signed:

Attest:



Tom Abell  
President



Michael Catsi  
Executive Director



## SWAMC RESOLUTION 09-06

### A RESOLUTION OF SOUTHWEST ALASKA MUNICIPAL CONFERENCE ADDRESSING IMPACTS OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS/RIR/RIFA) ON BERING SEA CHINOOK SALMON BYCATCH MANAGEMENT

**WHEREAS**, The North Pacific Fishery Management Council (NPFMC) has received the Draft Environmental Impact Statement (EIS/RIR/RIFA) on Bering Sea Chinook Salmon Bycatch Management from the National Marine Fisheries Service (NMFS), and this document is intended to serve as the central decision making document for the North Pacific Fishery Management Council; and

**WHEREAS**, The proposed action is to amend the federal management plan (FMP) and other federal regulations to establish new measures to minimize Chinook salmon bycatch in the Bering Sea Pollock fishery to the extent practicable while achieving optimum yield in the Pollock fishery; and

**WHEREAS**, The NPFMC is reviewing options to reduce Chinook bycatch such as imposing sector hard caps or other restrictive limits on the amount of Chinook salmon that can be taken as bycatch in the Bering Sea Pollock fishery with the end result being a possible shut down of the entire Bering Sea Pollock fishery during A/B fishing seasons; and

**WHEREAS**, More research regarding the origin of Chinook salmon taken as bycatch in the Bering Sea Pollock fishery as well rivers of origin, should be addressed, and improved research on the overall abundance figures of the Salmon resource in the Bering Sea needs to be better understood before restrictive hard caps or other measures are put in place ; and

**WHEREAS**, The Draft EIS thoroughly analyzes the benefits of the proposed Chinook bycatch hard caps that are designed to provide additional fish for salmon fishermen in Western Alaska; and

**WHEREAS**, The Draft EIS is altogether lacking in *any meaningful* analysis of the direct and indirect economic consequences that could cost hundreds of millions of dollars in lost revenues for Pollock-dependent communities in Southwest Alaska and the State of Alaska; and

**-MORE-**

**WHEREAS**, Support sector businesses in Pollock-dependent communities in the SWAMC region could also be devastated by a restrictive hard cap on Chinook bycatch that could potentially close the Pollock fishery; and

**WHEREAS**, SWAMC supports the responsible development and implementation of reasonable limits on Chinook bycatch, and further supports the Pollock Industry's efforts to utilize salmon excluder devices in their fishing nets, rolling hot spot closures, inter-cooperative agreements that help reduce bycatch, and penalizing fishermen who have high bycatch levels, in that all of these measures have shown great promise in reducing Chinook bycatch; and

**NOW THEREFORE BE IT RESOLVED**, the membership of the Southwest Alaska Municipal Council strongly urges the NMFS to expand their analysis of the preferred alternative in the DRAFT EIS to include a full cost benefit analysis of the impacts to **all** areas of western Alaska, including **all** fisheries-dependent communities and CDQ groups, before the North Pacific Fishery Management Council takes final action on the proposed Chinook bycatch amendment.

**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference Membership this Thirtieth day of January, 2009.

Signed:

Attest:



Tom Abell  
President



Michael Catsi  
Executive Director



## SWAMC RESOLUTION 09-07

### **A RESOLUTION OF THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE IN SUPPORT OF RENEWABLE ENERGY FUNDING AS OUTLINED IN ALASKA HB 152 AND THE CONTINUED FUNDING OF RENEWABLE ENERGY BY THE STATE LEGISLATURE IN THE ENSUING YEARS.**

**WHEREAS**, the Southwest Alaska Municipal Conference (SWAMC) has recognized the high cost of fossil fuels as a major detriment to the economic health of communities within rural Alaska and specifically within the Southwest Alaska region; and

**WHEREAS**, SWAMC adopted an energy policy (08-10) in April 2008 for energy efficiency, conservation and support for renewable energy development; and

**WHEREAS**, SWAMC fully supports the state and federal initiative of investing in renewable energy as a means to lower long term energy costs, reduce dependence and use of fossil fuels and for the conservation of our natural resources; and

**WHEREAS**, the Alaska Energy Authority (AEA) has been tasked with the responsibility of a state wide energy policy and the implementation of the renewable energy bill passed and funded by the legislature (HB-152); and

**WHEREAS**, the current price of oil has proven to be volatile nationally ranging from over \$140/ barrel to less than \$40/ barrel in 2008 but the lower price swings generally are not seen in Southwest Alaska region communities; and

**WHEREAS**, the renewable energy funding has been approved for the current year for \$100 million; and

**WHEREAS**, the evaluation of State projects and subsequent legislative recommendation of those should be based on oil prices of \$65/ barrel, and

**WHEREAS**, many renewable energy projects in Southwest region are “shovel ready” and when developed will have an immediate impact on local economic development.

**NOW THEREFORE BE IT RESOLVED** by the Southwest Alaska Municipal Conference that we encourage the legislature to immediately act on the projects presently submitted to AEA for funding and development in 2009.

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**BE IT FURTHER RESOLVED** by the Southwest Alaska Municipal Conference that we encourage the legislature fully fund future renewable energy projects in the amount of \$200 million to enable our energy independence, to stabilize long-term energy cost and to reduce our carbon foot print.

**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference this first 30<sup>th</sup> day of January, 2009.

Signed:

Attest:



Tom Abell  
Tom Abell  
President



Michael Catsi  
Michael Catsi  
Executive Director



**SWAMC RESOLUTION 09-08**

**A RESOLUTION OF THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE IN SUPPORT OF PHASE II FUNDING FOR THE DEVELOPMENT OF HIGH VOLTAGE DIRECT CURRENT (HVDC) TRANSMISSIONS IN ORDER TO ELECTRICALLY INTERTIE ALASKA'S COMMUNITIES.**

**WHEREAS**, the Southwest Alaska Municipal Conference (SWAMC) recognizes the immediacy and importance of addressing the issue of rising energy costs within Alaska and specifically within the Southwest region; and

**WHEREAS**, SWAMC fully supports the initiative of investing in renewable energy as a means to lower energy costs and for the maximization of natural resources; and

**WHEREAS**, SWAMC recognizes that small communities with low electric loads are severely limited in their ability to harness renewable energy locally; and

**WHEREAS**, SWAMC recognizes that connecting communities electrically would reduce operating costs and would make the development of renewable energy projects more feasible; and

**WHEREAS**, efforts are being made to develop a High Voltage Direct Current (HVDC) transmission concept sized for rural Alaska communities that promises to reduce the cost of interconnecting communities by up to 50% relative to conventional Alternating Current technology; and

**WHEREAS**, the Denali Commission has provided funding for Phase I of the HVDC project but \$2 million is being sought for Phase II of the project.

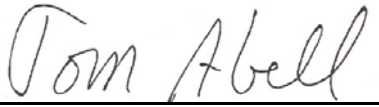
**NOW THEREFORE BE IT RESOLVED** by the Southwest Alaska Municipal Conference that the State of Alaska and the Denali Commission are urged to provide Phase II funding for continued development of the HVDC project so that rural Alaskan communities can be electrically intertied to reduce generation operation costs as well as permit the development of renewable energy to provide sustainable, long-term energy solutions.

**- MORE -**

**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference Membership this Thirtieth day of January, 2009.

Signed:

Attest:



Tom Abell  
Tom Abell  
President



Michael Catsi  
Michael Catsi  
Executive Director



## SWAMC RESOLUTION 09-09

**A RESOLUTION OF THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE URGING THE GOVERNOR AND THE ALASKA STATE LEGISLATURE TO COLLABORATE WITH ARDORS AND OTHER REGIONAL DEVELOPMENT ENTITIES TO DEVELOP ALASKA'S LEGACY PLAN, WHICH IS COORDINATED WITH, AND SUPPORTED BY, THE STATE'S STRATEGIC TRANSPORTATION, ENERGY, AND EDUCATION PLANS AND POLICIES.**

**WHEREAS**, Alaska's economic success in the 21<sup>st</sup> Century will depend on resiliency and economic diversity, as well as the ability to compete at the regional, national and global levels; and

**WHEREAS**, it will become increasingly difficult, financially, to address Alaska's pressing economic, social and climate change challenges unless the state has a strong and diverse economy beyond its reliance on oil and gas; and

**WHEREAS**, Alaska's public policy must ensure that economic growth in Alaska is promoted without compromising the attributes that provide for Alaska's high quality of life; and

**WHEREAS**, a comprehensive state economic development plan and policy is essential to coordinating and unifying existing local and regional development plans thereby maximizing public/private resources; and

**WHEREAS**, the purpose of said plan should be to formulate sound economic policies, promote the growth of economic wealth and to ensure a high quality of life for all of Alaska's residents, while allowing for the preservation of the population's unique character and cultural diversity; and

**WHEREAS**, transportation, energy, and education provide the critical infrastructure and foundation upon which a successful economy is built; and

**WHEREAS**, SWAMC has resolved that the Alaska State Legislature create a state-funded transportation program that includes road, marine and air transportation; and

**WHEREAS**, the Governor and the Alaska Energy Authority have finalized a statewide rural energy plan; and

**WHEREAS**, the state needs to expand the delivery of public education and shift the education paradigm from K-12 to P-14; and

**-MORE-**

**WHEREAS**, the Governor has issued Administrative Order No. 248, establishing the Alaska Diversified Economic Planning Team (ADEPT) whose plan will be called Alaska's LEGACY Plan; and

**WHEREAS**, ARDORs and other regional entities currently provide for the coordination of regional economic development services, efforts and plans, and have experience working at the local levels of governance and development.

**NOW, THEREFORE BE IT RESOLVED** that the Southwest Alaska Municipal Conference urges the Governor, ADEPT members, and the Legislature to collaborate with ARDORs and other regional development entities to develop Alaska's LEGACY Plan, which is coordinated with, and supported by, the State's strategic statewide transportation, energy, and education plans and policies.

**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference Membership this Thirtieth day of January, 2009.

Signed:

Attest:



Tom Abell  
President



Michael Catsi  
Executive Director



## SWAMC RESOLUTION 09-10

### **A RESOLUTION REQUESTING THAT THE ALASKA BOARD OF FISH SCHEDULE THEIR MEETINGS TO BE HELD IN THE IMPACTED SOUTHWEST ALASKA REGION WHOSE ISSUES THEY ARE ADDRESSING.**

**WHEREAS**, Southwest Alaska's fisheries employ more people as harvesters and processors than any other industry in the region, and

**WHEREAS**, there are more than 50 coastal communities who directly and indirectly rely on Southwest Alaska's fisheries for their livelihood, and

**WHEREAS**, there are many issues facing Southwest Alaska's fisheries including sustainable management policies, processing capacity, oil & gas development, mineral exploration, the high cost of energy, climate change, economic stress, and other regional issues, and

**WHEREAS**, many of the region's affected residents and business owners are facing very trying economic times and the added burden of expensive travel costs will hinder many from participating in future Board of Fish meetings regularly held in Anchorage, and

**WHEREAS**, meetings held in Anchorage may disenfranchise Southwest Alaska's region's residents and business owners, while giving unfair advantage to outside interests who can afford to attend the Anchorage meeting, and

**WHEREAS**, the Board of Fish more often than not meets in a community of the region of whose issues they are addressing.

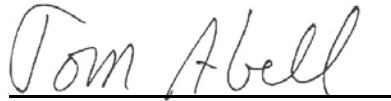
**NOW THEREFORE BE IT RESOLVED** that the Southwest Alaska Municipal Conference requests that the Alaska Board of Fish schedule their meetings to be held in the impacted Southwest Alaska region whose issues they are addressing.

**AND BE IT FURTHER RESOLVED** that the Southwest Alaska Municipal Conference urges the Governor and the Alaska Legislature to use their statutory powers to move the Board of Fish in this direction for the benefit of Southwest Alaska's fisheries and their stakeholders.

**-MORE-**

**PASSED AND ADOPTED** by a duly constituted quorum of the Southwest Alaska Municipal Conference Membership this Thirtieth day of January, 2009.

Signed:



Tom Abell  
President

Attest:



Michael Catsi  
Executive Director