



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot.satp@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

I support alternative 5 because Angoon is located right in the middle of SE Alaska so it would be an ideal location for a transportation facility.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

SE Alaska needs to replace three mainline ferries with Alaska class ferries. The economy of SE Alaska is vital for all of Alaska moving people and supplies that rely on transportation through SE.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

I ferry to and from Juneau primarily during winter we use the ferry extensively. The driver goes free is a real plus. I am looking forward to the reconnection with Sitka.

Other comments:

Alaska needs to build ferries now while we have the money or we will surely suffer consequences when we do lack the money and face infrastructure deterioration.

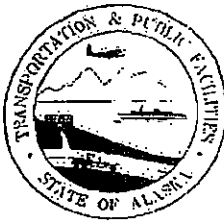
Name: Maxine L. Thompson _____

Date: 11.4.11 _____

Home Community: Angoon _____

E-mail or Mailing address (to receive status update on developing SATP Plan): _____

Twodmax26@aol.com _____



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Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

① We are a small village in the middle of southeast. Location is really important.

② I Support Alternative 5
The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

The Future is very important in our part, our village does not have much transportation as it is.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

Small plane is very expensive, because to fly on Ferry, because to fly on gas on weather.
Other comments (feel free to add additional paper):
it is good to have the ferry to be able to get the things we need food etc.

Name: Joyce M. Frank

Date: Nov 4 2011

Home Community: Angoon AK

E-mail or Mailing address (to receive status update on developing SATP Plan): _____



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Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

I PREFER ALTERNATIVE 5 - ELIMINATE MINIMIZE BOATS & REPLACE WITH DAY BOATS ON SHORTER ROUTES. WITH MORE FREQUENCY OF SERVICE.

THE SYSTEM WE HAVE NOW IS NOT SUSTAINABLE. WE HAVE TO CHANGE OR SOME DAY IT WILL ALL COLLAPSE UNDER THE WEIGHT OF ITS OWN INEFFICIENCY.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

BUILD ROADS WHERE POSSIBLE TO REDUCE LENGTH OF FERRY ROUTES

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

FLY - CHEAPEST, FREQUENT, REASONABLE SERVICE. TIME IS MONEY. FERRIES ARE EXPENSIVE TO USE IN TIME & MONEY.

Other comments (feel free to add additional paper):

Name: NEIL MACKINNON

Date: 11/4/11

Home Community: JUNEAU

E-mail or Mailing address (to receive status update on developing SATP Plan):

nmackinnon@alaska.net

SCOPING REPORT



SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than December 15, 2011 (week 50).

E-mail: scoping@alaska.gov

Phone: 907-465-2016

Address: ADOT & PF, Southeast Region

PO Box 112506

Juneau, AK 99811-2506

You are free to use this form or submit your comments online.

Alaska Department of Transportation and Public Facilities (ADOT & PF) welcomes all comments, questions on the SATP Scoping Report.

Comments on which preliminary alternative (or parts of the alternative) you prefer, and why:

Repair and use our standard ferry's eg TAKU, LaConte etc.
Put the road system through
Use Hoonah as a modern up to date hub.

Lengthen our airport runway to accommodate
lack of functional ferry service for our city.
Probably #2 would be closest as an alternative.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

Take a look at your schedule to see where the majority of your riders, freight services and travel ^(REALLY) originates. Give us one decent turn around please. Extend airport • punch in roads • revamp ferry schedule to accommodate your largest ^{Hoonah} city where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option price, frequency of service, comfort, etc.) **FORCED** to fly, I way usually **(NOT** By choice) to Juneau for medical, shopping, repairs to car etc. We pay taxes for our state concrete highway plus other people in the state pay for the road tax only. The Marine Highway.

Name: M. Kingsland

Date: Nov 4, 2011

From Community: Hoonah, ALASKA

E-mail or mailing address (to receive your comments on development projects):
m.f.kingsland@hotmail.com

From: Sara Chapell <schapell@aptalaska.net>
Date: November 3, 2011 11:33:41 AM AKDT
To: dot.satp@alaska.gov
Subject: SATP comments

I am writing to express my support for the existing ferry system, and to oppose changes that would limit my family's ability to utilize the marine highway affordably.

I support bringing new Alaska-class ferries online but strongly oppose building a new ferry terminal at Berner's Bay unless a FREE shuttle from Berner's Bay to the valley is guaranteed in the plan. A ferry that terminated at Berner's Bay would make riding the ferry without a car extremely expensive because our family would need to hire taxis to get into town that would cost 2-3 times what the current taxis charge from Auke Bay. This really would not serve the people who live in Alaska year-round. The same goes for a road and ferry terminal at the Katzehin- this would be a terrible option for Haines residents.

We use the ferry system year-round from Haines and would like to maintain ferry service in the winter at least four times per week. In addition, it is helpful to have at least part of the weekly schedule accommodate upper Lynn canal residents who need to do business in Juneau (ie: doctor appointments) by providing a morning ferry that leaves Haines and Skagway in the am and returns to Haines and Skagway in the pm. The way the winter ferries run, we have to spend two nights in Juneau to do one day's worth of appointments. This amounts to a financial burden for many families.

Please maintain existing service, work to replace the aging vessels with more efficient ships and do not spend time or money pushing for a road to the Katzehin.

Thank you,

Sara Chapell

Sara Callaghan Chapell
PO Box 574
Haines, AK 99827
(907) 766-3204 h
(907) 314-3074 c

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Subject: Comments for the record 2011 Southeast Transportation Plan

From: karin mccullough <sloughalaska@yahoo.com>

Date: Sat, Nov 05, 2011 12:00 am

To: dot.satp@alaska.gov

Comments for the 2011 Southeast Alaska Transportation Plan

Submitted by Karin McCullough, PO 707, Petersburg 99833 email: sloughalaska@yahoo.com phone 907.518.1555

I have lived in Petersburg since 1971. In that time I have traveled extensively by ferry (without a vehicle) by air, and by boat (commercial fishing and private).

Comments:

Of Primary Importance: maintain our existing ferries and replace ferries as needed. Give careful consideration to how to schedule and how to have timely periodic reviews and changes of schedule to meet the needs of residents (including school sports teams) as well as tourists. Continue the Bellingham ferry as there are passport and entry to Canada issues for many Alaskan residents - many residents of Alaska choose to ferry rather than fly to avoid all of the TSA pressure of air travel - many ferry without a vehicle. Our state is a state of hunters (both residents and tourists) hunting arms are often easier to transport via ferry than to mail. Another important consideration for Alaskan residents is the need for a Bellingham ferry if the air space is cleared and there is a disruption of air service (as happened during 9/11)

We should not consider the ferries as self supported by fares - rather the ferry is our federal/state highway system for Southeast Alaska and should receive these federal and state transportation dollars. In a time of declining revenues (and perhaps population) it would not be a responsible decision to stretch our SE transportation dollars further by building and maintaining more roads.

I oppose Alternative 5 - I do not feel it is cost effective or safe (night time road conditions, weather etc.)

There seems to be a premise that all ferry travelers use vehicles, I do not believe this to be true.

The financial analysis for roading/ferry needs to be redone. For maintenance figures a range that analyzes both light winters and severe winters is necessary for roads (plowing, avalanche situations etc.) Adding to the analysis should be the cost of disrupted travel due to road conditions and the additional costs of emergency services.

Alternative 5 is focused on vehicles as it is a system of roads linked with ferries, many people travel without vehicles. This alternative does not meet the needs of the residents of our remote isolated towns.

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Subject: Comments on DOT SATP
From: Kevin Hood <kevin.e.hood@gmail.com>
Date: Fri, Nov 04, 2011 10:12 pm
To: dot.satp@alaska.gov
Cc: marie.heidemann@alaska.gov
Attach: KHoodCommentsonSATP11.4.2011.doc

Dear Marie or other Alaska Department of Transportation and Public Facilities Employee:

Please accept my comments below (and attached) regarding the Southeast Alaska Transportation Plan.

Thank you.

Sincerely,

Kevin hood

3819 N. Douglas Hwy
Juneau, AK 99801
November 4, 2011

Marie Heidemann
Project Manager
DOT&PF Southeast Region
6860 Glacier Highway
Juneau, AK 99801-7999

Dear Ms. Marie Heidemann:

Please accept my following comments pertaining to the Southeast Alaska Transportation Plan:

I. Require that Independent Auditors Verify Cost Estimates of Southeast Alaska Transportation Plan Alternatives

Cost estimates for Southeast Alaska Transportation Plan alternatives must be verified by auditors independent of the Alaska Department of Transportation. The AK DOT has eroded public confidence in its ability to objectively assess costs of transportation projects. For instance, regarding the Juneau Road – Ferry Project when the DOT estimated its cost at \$374 million:

- The DOT estimated a 23-mile pioneer gravel road with temporary bridges would cost \$30 million. The lowest bid came in at \$51.5 million. This discrepancy raises questions about the DOT's accuracy regarding the \$374 million estimate for 50 miles of paved highway with numerous bridges, elevated structures, retaining walls, tunnels, avalanche snowsheds, other improvements, the new ferry terminal and two new shuttle ferries.
- When the DOT testified before the Senate Transportation Committee during winter of 2008, it compared the cost of the proposed Juneau Road – Ferry Project with the cost of the entire Alaska Marine Highway System. The DOT was unprepared to compare the proposed Project cost to the cost of the existing Lynn Canal ferry service. The failure to

compare apples to apples gives the appearance of corrupting statistics in favor of the Juneau Road – Ferry Project.

- The DOT's geotechnical consultants, Golder Associates, Inc., surveyed a 22 mile zone of the proposed Juneau Road – Ferry Project and compiled a detailed report documenting rock slides, debris flows, rockfalls, mega-boulders, mega-talus, soil raveling and transitional sliding. The report also made specific recommendations for mitigating these hazards. Instead of continuing to ground-truth the remaining zones, determining the necessary construction techniques and composing a more accurate Project cost estimate, the DOT terminated their contract with Golder Associates, Inc.

Perhaps the Juneau Road – Ferry Project would have only cost \$374 million. The problem is that the DOT has compromised its credibility such that Alaskans cannot rely on their numbers. We need other credible professionals to provide their own estimates.

Washington State DOT requires audits from independent experts to validate cost estimates for any mega-transportation projects costing over \$100 million. This is described as “work to build public confidence and improve project management by using a new method to validate and communicate the probable cost and schedule of its projects.” (from “The Development of CEVP [Cost Estimate Validation Process] – Washington State’s Cost-Risk Estimating Process”) It is a healthy function of an accountable, transparent and fiscally responsible government agency. Conducting such an exercise here could only benefit Alaskans. We would learn that the \$374 million estimate is valid and that the Alaska DOT is credible. Or we would learn otherwise. Either way, Alaskans would have a clearer picture.

Cost estimates for SATP alternatives should include adjustments for projected price inflation and availability/scarcity of materials. Additionally, cost estimates should anticipate delays brought on by citizens exercising their constitutional rights to challenge government decisions.

Securing independent auditor cost estimates would show Alaskans that their Department of Transportation values transparency and accountability.

II. Southeast Alaska Transportation Plan Alternatives Must Contain a Balanced Assessment of Benefits and Impacts of the Alternatives Upon Roadless Area Values

The Alaska Department of Transportation does a sound job of touting the purported benefits of more roads. The Southeast Alaska Transportation Plan alternatives should also detail impacts to roadless area values should roads be built where none currently exist. It is the fact that Southeast Alaska is largely unroaded that underlies the character of the place. For many, this is a positive aspect and a fundamental reason as to why we call this place home. The Alaska Department of Transportation regards the roadlessness as backward and a condition that must be remedied by development. The Alaska Department of Transportation needs to recognize the positive values of roadless areas and how they would be affected by SATP alternatives.

This would not be hard to do. The US Forest Service has inventoried all roadless areas in Southeast Alaska and described the values of each area in its 2003 Supplemental Environmental Impact Statement that appends the Tongass Forest Plan. The affected values would include subsistence, recreation, cultural and traditional uses, scenic, wildlife, biodiversity and others. For many of us, it is

precisely the lack of roads that preserves these values.

Impacts addressed should include:

- Loss of non-motorized recreation opportunities
- Loss of natural soundscape and viewshed
- Displaced and poached wildlife
- Run-off pollution impacts to fish habitat and fish runs
- Increased OHV impacts
- Increased litter

Additionally, the SATP alternatives should avoid impacting roadless areas of high value, such as those places designated Land Use Designation II by Congress and those scored as high-value roadless areas under the USFS 2003 SEIS.

III. The Southeast Alaska Transportation Plan Alternatives Must Contain a Projected Carbon Footprint

Climate change is the most urgent issue pressing upon humanity. Each SATP Alternative should project its carbon footprint. The projections should include:

1. Emissions from construction
2. Emissions from maintenance
3. Emissions from use (whether ferries or vehicle traffic)
4. Loss of carbon sequestration capacity due to destruction of forest and other vegetation as a result of developing transportation infrastructure

The projections should compare the SATP Alternatives across 25, 50 and 100 years to provide the fullest perspective.

IV. Include Innovative Developments for Ferries

While it is acceptable to project the current ferry system forward as a baseline, there should also be analysis of potential innovations, both in functioning and in funding. For example, new ferries might run on biodiesel, veggie or fish oil, be hybrids, harness solar power and the wind. Even if these do not replace fossil fuel consumption by 100% they can bring down operating costs.

Similarly, allowing corporate sponsorship and advertising on the ferries might also generate revenue that would offset some of the operating costs. Also, finding a means of combining local ferry traffic (vehicles and people) with out-of-state visitors on cruise ships seems to be a win-win possibility that serves transit needs of locals and fills otherwise empty berths on cruise ships.

Conclusion

The more AK DOT presents a balanced perspective in which roadless values are recognized along with benefits of roads, the more credibility the department will have and the more the SATP will empower Alaskans to make informed choices about their future.

I oppose Alternative 5 out right as a dinosaur perspective that seeks to proliferate roads at a time

when we need to preserve what roadless areas remain, to diminish our carbon emissions and to concentrate our infrastructure to keep it affordable to maintain. I oppose Alternative 4's option for building a ferry terminal out at Cascade Point for the same reasons, but laud its consideration of building new classes of ferries.

In short I favor a transportation future that best upholds the character of Southeast Alaska by making the preservation of roadless areas and minimizing carbon emissions two of the highest priorities.

Thank you for considering my comments.

Sincerely,

Kevin Hood
kevin.e.hood@gmail.com

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Subject: Southeast Alaska Transportation Plan
From: Mary Becker <jmbecker@gci.net>
Date: Fri, Nov 04, 2011 10:10 pm
To: dot.satp@alaska.gov

November 4, 2011

This letter is in support of Alternative #5 of the Southeast Alaska Transportation Plan. I have lived in Juneau since 1966 and for many years have felt there was a need for a road to and from Juneau.

As the Capital City we have many more visitors and many Alaska residents who might come if there were a road. Road travel to Juneau from Skagway would offer a real cost saving over air or ferry. We have school teams that travel both to and from Juneau. Because of the high cost of air travel from Anchorage and Fairbanks, the sports teams don't come as often as they might if there were road access to Juneau. There are many other activities that require travel to and from the capital city such as drama, debate, music festival, math and science competitions to name a few. The opportunity for parents to be at the event with their student would greatly increase if there were the option of road travel to and from Juneau.

You will hear many good reasons to build the Juneau Access Road. The benefit to our school children is one, but there are so many others: benefit to the Legislature, fishing industry, arts and humanities, government agencies, cultural events, etc.

Alternative #5 will serve Juneau and the rest of the State with a road system and also keep good ferry service in Southeast.

Thank you for providing an opportunity to comment on the Southeast Alaska Transportation Plan.

Sincerely yours,

Mary Becker

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Subject: Southeast Alaska Transportation Plan Public Comments

From: Pauline Lee <paulesarahlee@gmail.com>

Date: Fri, Nov 04, 2011 9:59 pm

To: dot.satp@alaska.gov

My comment regarding the six alternatives offered to the public for scrutiny and evaluation are limited to an observation that I believe that the best choice is the simplest alteration to the present plan with the least disruption to the already successful ferry service possible.

I believe that continuing the present schedule that the public has accepted and count on, as feasible, replacing ferries as necessary, and feasible, and definitely continuing the mainline ferry to Bellingham is the surest and least expensive plan in the long run.

Most definitely we should avoid the shuttle-ferry and road system due to the several, and it would seem obvious, inherent difficulties of installing and operating such a complex and expensive complicated transportation system. The strong negative reaction by the public to this concept when offered approximately ten years ago remains valid. This alternative should be permanently taken off the table.

Thank you for this opportunity to comment.

Polly Lee

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My name is Jim Becker. I live in Juneau, Alaska and lived here before we had ferry service. In fact, I worked on the ferries from 1964 to 1966. It was absolutely remarkable how ferry service tied Southeast communities together. Since those early days the system has been expanded to serve many smaller communities throughout Southeast and people have become accustomed to regular ferry service.

As we look to the future, we need to continue to accommodate the people of Southeast Alaska. However, the cost of maintaining the current program and building new vessels to sustain the program seems cost prohibited. Because of the large subsidy and the stagnant population growth the system has to change.

Alternative #5 builds roads and allows for shorter ferry routes and opens up the opportunities for the private sector to provide ferry service for parts of the system. This seems like the best solution for keeping a solid transportation system in Southeast Alaska.

I am a commercial fisherman. I make my money by providing seafood for distant markets. The highest price is paid for fresh seafood. Fresh seafood is time sensitive and must be shipped as fast as possible. Freight sent by air, although extremely expensive, fills some of the need but not all of it. Shorter ferry routes to road connections are crucial to providing fresh seafood to those distant markets.

Juneau Access is a prime example of how a road could benefit the fishing industry. I have talked to many fishing industry people in Northern Southeast, and even though many of their communities can't have road connections, they see the advantage of ferry service to Juneau with a connection to the road system. The Juneau Access Road would provide that connection.

I support alternative #5 but would also support the addition of alternative #4 if mainline service were affordable. If the Juneau Access Road were built my family and I would use it many times a year to visit Haines, Skagway and Whitehorse.

Thank you for the opportunity to comment on the update of the Southeast Alaska Transportation Plan.

Sincerely yours,

Jim Becker

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Subject:

From: eric lee <oceanday2002@yahoo.com>

Date: Fri, Nov 04, 2011 9:20 pm

To: dot.satp@alaska.gov

Southeast Alaska Transportation Plan Public Comments submitted by Eric Lee

When the road - shuttle ferry plan was first introduced for public input, the public rejected the plan. What support there was came almost entirely from those who stood to gain monetarily from the inconvenience of the general public who used the ferry system. Hotels, cab companies, and merchants all saw a chance to cash in on the inconvenienced travelers forced to lay over and wait for the next segment of their journey.

The general public said no. Overall, approximately 90% of those participating in the public process did not favor the plan. Here in Petersburg, in spite of the support from those standing to benefit financially from the plan and who had strong connections to city government, a petition in support of mainline service was circulated and gained an unprecedented 727 signatures from our small town of approximately 3200 residents.

As the public recognized, the problems with the plan were many, and have not changed with this current version of the road - shuttle ferry link alternative.

In addition to the extreme inconvenience and expense to the traveler, the road - ferry alternative would effectively discontinue the essential service now provided by our mainline ferries of shipping our fresh seafood vans down to Prince Rupert and Bellingham. The great additional expense, effort and unreliability of transferring seafood vans onto and off the shuttle ferries, transporting them across the road links and loading them onto the next shuttle ferry, renders this alternative utterly impractical.

Losing the essential service now provided by mainline ferries would be a detriment to S.E. Alaska's most valuable industry, the seafood industry. In addition the marine highway system would lose the revenue generated by the seafood vans shipped by its biggest customer, Alaska Marine Lines.

The current system of seafood vans being loaded on the mainline ferries is ideal for the industry and the region, and should not be changed. For example, a southbound mainline ferry stops at Petersburg and loads seafood vans, continues to Wrangell and loads more seafood vans, continues to Ketchikan where it picks up more vans, then heads for Prince Rupert, arriving about 17 hours later. From Prince Rupert the vans are simply offloaded and driven to markets, mostly in Washington state. This highly efficient and reliable system of shipping provides an essential service to our seafood industry and should not be replaced by a ferry - road link system which would prove to be far too expensive, time consuming, and unreliable to be usable for shipping seafood vans.

Therefore, I urge state planners to adopt a plan which relies on our present mainline system for the bulk of S.E. Alaska's transportation needs. The shrinking budget for our marine highway system should be dealt with by tailoring service to demand, and should be curtailed where demand does not justify the expense. In places of low demand the state should facilitate other alternatives that will mitigate the diminished ferry service.

The job of providing adequate ferry service to S.E. Alaska's communities under the constraints of an ever-shrinking budget is difficult at best. The temptation to opt out of the present system to a new paradigm entirely is understandable. But this system of mainline ferries we have now is the right system for this region. It has a long and proven history of providing great service to the citizens of Alaska. We just need to figure out how to lower costs and increase ridership so it will work on a lower budget.

Thank you for this opportunity to comment.

Eric Lee

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Subject: Comments on Southeast Alaska Transportation Plan
From: Kim Hastings <kim@stikine.org>
Date: Fri, Nov 04, 2011 8:16 pm
To: dot.satp@alaska.gov

I am strongly opposed to most of the new road construction proposed in the SATP and thus I feel that Alternative 5 is least desirable. Ferry travel between SE Alaska communities meets my needs better than flying (expensive, often unreliable, ill-suited for people with large families or pets) or driving (requires that you own a reliable car, and that you enjoy driving in dark, stormy, and hazardous conditions much of the year).

I support whatever alternative will provide continuous ferry service between Prince Rupert and Juneau, at a minimum, and will do so at the most reasonable cost over the long term.

Regarding the scoping document, the following should be added to the list of "basic tenets":

(1) In Southeast Alaska, transport of personal freight, trailered boats, and pets are equally important to residents (and many visitors) as is the transport of passengers. Ferries are far better suited to this task than aircraft (freight and pets can remain in the passenger's vehicle) and far less expensive as well.

(2) Many Southeast Alaska residents (and some visitors) do not own or travel by car. A transportation system that requires personal vehicles to get between terminals is not appropriate for Southeast Alaska.

In addition, the scoping report seems to be missing some important analyses for the given alternatives:

(1) The character and rhythms of life on an island with intermittent connectivity to the outside world are qualitatively different than in communities where traffic flow in and out is uninterrupted. The SATP must recognize the potential impacts to communities' quality of life that different alternatives could bring.

(2) Cost estimates for alternatives that rely on existing or, especially, on new roads, must address the costs of maintaining and patrolling these roads on a daily basis year round, not merely the cost of construction. Local communities cannot be expected to stretch their own budgets and staff to cover these substantial expenses. The cost estimate for Alternative 5 is particularly suspect in this regard.

(3) SATP should evaluate the relative difficulty and expense of maintaining ferry connectivity between communities during storms and throughout the winter versus providing relatively uninterrupted road connectivity under the same conditions.

Kim Hastings
Kupreanof, AK

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Subject: comments on SATP

From: Richard Folta <rjfolta@yahoo.com>

Date: Fri, Nov 04, 2011 7:58 pm

To: dot.satp@alaska.gov

Gentlemen:

I support Southeast to Southeast town ferry service as we have today. (Alternate 1) My family travel frequently from Haines to Juneau on the ferry, especially during the winter when flying is not always reliable. (We notice the numerous large Lynn Canal avalanche chutes filled with huge winter slides on our way to and from Haines.)

The Alaska mainline ferries are now almost 50 years old at the end of their design life.

They should be replaced with more cost efficient ships.

The proposed Juneau road is cost prohibitive, duplicative and unsafe.

A Berner's Bay ferry terminal would be acceptable only if road transportation was guaranteed from the terminal to Juneau, year around.

Very truly yours,

Richard and Julianne Folta
Haines, Alaska, Box 898
rjfolta@yahoo.com

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SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN YOU PREFER AND WHY.

I PREFER ALTERNATE 5

I RECOMMEND THE FOLLOWING:(Adv

1. Road Juneau/Skagway/Haines
2. Road--Highway Route 7--Juneau (Admiralty Island) to Petersburg via Greens Creek/Angoon/Kake to be built.
 - 3 Shuttle ferry to Tennakee Springs/Hoonah/Gustavus/Elfin Cove/Pelican should originate off Route 7 around Greens Creek—not Juneau
 - 4 A main access road should be built in the Stikine River area (Wrg—Psg) to the Cassiar Highway (British Columbia route 37)

My PRIORITIES, AND) WHY?

A road between Juneau and Skagway, because it will benefit the greatest number of people. Whitehorse, Yukon believes they will grow to 100,000 people in the next 10 years. It will impact Haines, Skagway and Juneau if this happens. If this happens it will turn Skagway upside-down, but it will recover. It is a boom and bust community. I believe the South Klondike Highway, especially if it is extended to Juneau will be one of the most traveled highways in the State. Canadians love the ocean and they love skiing and weekend vacations.

2. A road from Sitka to Chatham Straits (Wam Springs Bay) , This road should have been built 40 years ago. It is the single thing that could have made a ferry schedule simpler and given Sitka and the rest of SE Ak much better service.

3. Build Highway 7--- Juneau to Petersburg via Greens Creek, Angoon, Kake—The road to Kake is near building and will be followed with electrical lines. I believe they will be intertie lines.

There are already electric lines into Greens Creek from Juneau. Juneau needs the intertie desperately and with power started from both directions, I don't think it will be stopped. I really believe highways and electrical interties will go together.

4. A main access road should be built in the Stikine River area (Wrg—Psg) to the Cassiar Highway, British Columbia Highway 37

Alternative Plan 5 is the only alternative that plans for future growth or fulfills your statement of Purpose and Need.

All the other alternatives plan for a failed economy and population. They only differ on how fast that will happen.

WHERE DO YOU TRAVEL MOST FREQUENTLY, HOW (FERRY, FLY OR DRIVE, AND WHY)

I travel often between Skagway and Juneau. I take the ferry because it is the cheapest. The senior fare went up 50 percent and that does not make me happy.

OTHER COMMENTS

I have not mentioned the Bellingham or cross Gulf ferries. I like the Bellingham ferry, but seldom use it however it is nice to have it in the winter or when you get old. It is also nice for people who do not like to fly. Many tourists are all worn out on driving, especially after driving up here to see the country and opt to take the ferry south. It is a convenience in most cases and there are several options other than the Alaska ferry—send your vehicle north or south by barge and fly or the Canadian Route via Vaacouver Island.

The Cross Gulf ferry—I have no plans to ever take it! There are a significant number of Alaskans who cannot travel thru Canada and so must leave their vehicle behind and fly. I drive or fly.

If you establish a terminal at Berners Bay, I will probably always take a car and less trips. At times I have been called a “frequent floater” by the crew between Skagway and Juneau. I have family at 17 mile Glacier Highway, but Berners Bay is a lot further out. I dislike Katzahin even more, that is. changing ferries, but if it is temporary (less than 6 years), I can live with that.

After Sitka gets a drivable highway to Juneau via highway and shuttle ferries the State should get rid of fast ferries in SE area. They take a lot of fuel and I believe not as efficient. Leave the amenities and luxury to private enterprise. Building a solid base, preferably year around economy beats the hell out of constantly catering to the tourists and carpetbagger jewelry and tour merchants.

Concentrating on a good, in area highway system and point to point ferry service at water crossings will be less labor intensive and move traffic more freely. Most large terminal buildings will be unnecessary. Southeast Alaska needs efficient and affordable transportation, not only people and goods, but also transportation of energy (a grid). Roads drastically cut down the cost of installing transmission lines. Transmission lines can bring fiber optics, good communication and adequate affordable power for our homes and industry. Alternate 5 plan will create a vibrant economy. All the other alternatives are setting up a time line for our economy to die

Mavis Irene Henriksen
November 4, 2011
P. O. Box 152
Skagway, AK 99840

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mavisirene@hotmail.com

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Subject: Southeast Alaska Transportation Plan
From: Greg Streveler/Judy Brakel <grigori@gustavus.ak.us>
Date: Fri, Nov 04, 2011 5:55 pm
To: Department of Transportation <dot.satp@alaska.gov>

Alaska Dept. of Transportation
Box 112506
Juneau, AK 99811-2506

Re: Southeast Alaska Transportation Plan

Dear DOT Planners:

I am responding to your invitation to comment on the Southeast Alaska Transportation Plan, 2011 Update. Of the seven proposals, I prefer Alternative 2, Fleet Capacity Management. It is one of the least expensive alternatives, and it is important to cope with the expenses of the ferry and road system. However, rather than having the percentage utilization of the car deck serve for thresholds of when to lower the frequency of ferry service, I think passenger usage thresholds should be used. Many people prefer to travel without cars or don't have cars (think of the residents of Pelican, a boardwalk town).

I am very strongly opposed to Alternative 5, the Highway Route. It is expensive, even though during the cost accounting period the extremely expensive roads from Berners Bay to Katzehin and from Sitka to Baranof Warm Springs would not be built. However, \$26 million would be spent on them for planning.

In terms of a transportation system that suits travelers, many of us usually travel without bringing cars or trucks and in parts of this system we'd be left at ferry terminals distant from towns and without means of traveling the roads to reach our destinations. One proposed road would go from Pelican to Hoonah, but almost no one in Pelican owns a car because you can't drive in that community. Why was the Inter-Island ferry service between Petersburg and Wrangell discontinued? Was it because a route terminating at the south end of Mitkof Is. was useless to those not wishing to take a car on the ferry?

In terms of future costs beyond the 20-year planning period, a road from Glacier Highway to Skagway will be hugely expensive to build (just to get as far as Kensington you now project \$340 million plus \$21.5 million for a terminal). The road will be in danger from avalanches for a long season annually. Highway maintenance, safety, and rescue costs will be high. Costs to the regions beauty and wildlife will also be high. The first segment, a road around Berners Bay to Kensington, will have especially substantial negative effects on wildlife.

Another future cost, building a road across Baranof Island - Wow! Tunneling a couple of miles through the high pass would create a tunnel requiring special systems and a staff to maintain it. If I have the route right, on the western side the tunnel will begin in an area where car-size blocks of granite sometimes fall out of the mountain and are piled in a long pass at the bottom. You would exit the tunnel on the eastern side of Baranof Is. where the annual snowfall is often huge (get photos from people who did winter maintenance in Warm Springs Bay in recent snowy years). You'll then be in the upper Baranof River area, where the valley is surrounded with

mountains that slope fairly steeply from the ridges and then suddenly drop off super-steeply. The avalanches will be many, swift, and unforgiving. The road will be extremely dangerous for drivers and pretty much sacrificial of maintenance crews lives. And expensive to maintain.

Then a road must be built through rough mountain country along Baranof Lake and down into Warm Springs Bay. Between the lake and the bay any blasting required will have a good chance of altering the prized hot springs for which the Bay is noted.

Then a ferry terminal in Warm Springs Bay, including a parking lot - where would that be located in that steep-sided bay? The head of the bay is filled up with cabins, a dock with a float, and a very big waterfall. That bay is well used just as it is. A ferry terminal and road would be a huge intervention and antithetical to the values that bring so many people to the bay. The transportation planners need to send someone to spend two weeks in Warm Springs Bay in the summer because the amount of use by small to medium-sized watercraft probably must be seen to be believed. This DOT employee could also survey the users about their willingness to have a ferry terminal sited there, and a road.

Warm Springs Bay and the surrounding area, including Baranof Lake, is an area that is greatly loved by a large number of people. It should be prized instead of targeted for a destructive form of progress. The song They paved paradise and put up a parking lot couldnt fit better except that it would be a terrifically difficult and expensive place to pave.

I hope that DOT and the minority of Sitkans wanting a road through Baranof Island will finally give that notion up and erase it from present and future plans.

Thank you for the opportunity to comment.

Judy Brakel
Box 94
Gustavus, AK 99826 judybrakel@gmail.com

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Subject: Scoping coments

From: Ron Loesch <captainron389@yahoo.com>

Date: Fri, Nov 04, 2011 5:43 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Cc: Anne Loesch <AML MOM@yahoo.com>

Comments on the Scoping Report

SE Alaska Transportation Plan

Nov. 4, 2011

Why should it continue that residents living in the Rail Belt of the state drive state maintained roads, for free, while Southeast Residents pay for transportation between our cities? This seems rather unfair. Perhaps tolls should be charged on major highways up north and a portion of those tolls subsidize our transportation system in Southeast Alaska.

Also, I don't understand why the IFA, the North end Ferry Authority and Alaska Marine Highway System should operate as separate, even competing entities. Given the declining population of S.E. Alaska, separate ferry operations cannot continue to compete for funds and traffic. It's simply NOT sustainable.

Why did the State of Alaska build a ferry dock at Mile 26 Mitkof Highway that has not been used by the AMHS? What a waste of very limited resources that has been.

As for the Scoping Report, it is imperative that two mainline ferries operate in S.E. Alaska year-round, serving all ports from Skagway to Ketchikan with connecting service to Bellingham perhaps every other week during the winter and perhaps twice a week in the summer.

The ships have to be able to operate in heavy seas to provide a reliable service to customers in Southeast Alaska during the winter.

In the long-term, I believe it is imperative that the Juneau road be built to provide transportation between Juneau, Haines and Skagway. That road access is CRITICAL to keeping the legislature in Juneau. Eventually highway routes should be built on the mainland extending south to Prince Rupert and then connecting shuttle ferries could take vehicles to the mainland from each of the S.E. ports now served by the Marine Highway.

In the meantime, the Juneau road will reduce the demand on the AMHS and better transportation could be provided to communities located south of Juneau.

I see none of the alternatives as a good option for Southeast Alaska. Please propose an alternative that meets the above suggestions.

Personally, I use the Petersburg-Juneau ferries the most. We purchased 5 tickets during the past year and took a vehicle on each trip. I prefer the 8-12 hour trips to

Juneau from Petersburg but detest the detour to Sitka to get back to Petersburg during the winter.

Thank you for the opportunity to comment on this plan.

Sincerely,

Ron Loesch
P.O. Box 930 — 1023 Sandy Beach Road
Petersburg, Alaska 99833

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THE LAW OFFICE OF
GEOFFREY Y. PARKER

Phone: (907) 222-6859
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634 K Street
Anchorage, Alaska 99501

ADOT&PF Southeast Region
6860 Glacier Highway
Juneau, AK 99801-7999

via email to dot.satp@alaska.gov

Re: Comments on Scoping Report for revision of Southeast Alaska Transportation Plan

Dear Sir or Madam,

I am submitting these comments on behalf of a client who is opposed to the Juneau Access Road Project, and who supports Alternative No. 4 in the scoping document.

- 1. This scoping document would be much better if ADOT first revised its project evaluation criteria to (1) add criteria that address fiscal constraint, and (2) apply the revised criteria to projects for new roads on the National Highway System and the Alaska Highway System, such as the Juneau Access Project.**

On November 4, 2009, Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) wrote to Commissioner von Scheben of the Alaska Department of Transportation and Public Facilities (ADOT&PF) as follows:

. . . the Federal Highway Administration and the Federal Transit Administration are concerned that the State will be over programmed in the long term and that sufficient funds are not available from current recognizable sources to complete a number of large projects contemplated by the State's program [i.e., the STIP]. The State should take such action as is necessary to identify total costs and schedules for all projects under development, and assure that strategies for funding are in place to assure timely advancement of major projects beyond the time frame of [the FFY 2010 – FFY 2013 STIP].

* * *

We consider fiscal constraint important. Funding for projects past FFY 2013 is a concern and should be addressed on a continual basis as one analyzes what projects can realistically be expected to be funded with future Federal-aid funding. This concern becomes heightened as the projects advance to the financial plan approval stage. As previously mentioned, we expect proactive measures will be implemented to ensure that projects after FFY 2013 can be funded.

ADOT has yet to implement such “proactive measures.” The current scoping document is evidence of that when it includes Alternative 5 which depends on a vast number of road and shuttle-ferry projects.

The systemic problem, I think, is with how ADOT evaluates, or does not evaluate, large, costly projects. The current STIP acknowledges that ADOT’s Project Evaluation Board (PEB) does not score proposed projects on the National Highway System (NHS) or the Alaska Highway System (AHS), or within the State’s two metropolitan planning organizations (MPOs), where are AMATS for Anchorage, and FMATS for Fairbanks. (The PEB uses its scoring criteria only for other types of projects.)

ADOT needs to develop criteria for scoring new projects (rather than maintenance projects) that are on the NHS and AHS, and should also work with the MPOs to develop and apply such criteria for new projects in the two MPOs.

For two reasons, doing so is particularly important for Alaska. First, ADOT will see declining federal funds from the Highway Trust Fund, and that implies that criteria are important for evaluating whether projects on the NHS and AHS are fiscally constrained. Second, ADOT frequently proposes large new projects that would construct new facilities, often at extremely high cost, whereas other states with more developed transportation systems do less of that and instead focus more on maintenance. This also implies that criteria are important for evaluating whether projects on the NHS and AHS are fiscally constrained.

Examples of such large new projects are: (1) the Juneau Access Project, (2) the Knik Arm Bridge, and (3) the Gravina Access Project. These projects are likely to cost billions, and yet ADOT lacks any uniform set of criteria for evaluating them in relation to other projects.¹

Absent a systematic set of evaluation criteria to assess whether new NHS and AHS projects can be funded, and whether all projects are fiscally responsible, ADOT will continue to make arbitrary, legally questionable decisions. Such decisions are simply driven by the politics of the moment, as demonstrated by Juneau Access Project, the Knik Arm Bridge, and the Gravina Access Project. The planning and fiscal provisions of federal highway law, recently cited by the letter from FHWA and FTA, bring this to fore.

2. The purpose and need statement should be revised to reflect the need for fiscal constraint and responsibility, and limited federal funds from FHWA.

The 1999 plan had a better purpose and need statement. It included fiscal responsibility. The current purpose and need statement in this scoping report de-emphasizes fiscal responsibility by replacing it with the idea that projects need only be “financially sustainable.” This ignores whether or not the federal funds are available in the first place to build a project.

¹ Governor Parnell’s recent proposals for a road to Nome and a road to Umiat could end up as similar examples of costly new projects.

Federal law requires FHWA to determine whether the State program is fiscally constrained so as to be within the resources available. I recommend revising the purpose and need statement to be more along the lines of the 1999 statement.

3. Alternative No. 4 is the only sensible alternative.

Alternative No. 4 depends on versatile “Alaska Class” ferries that can be shifted about to meet changes in seasonal demand. This is efficient and can be implemented within a reasonable time span, unlike massive, costly, new road projects.

Among all the alternatives, this one best sustains the economy of the area meets needs of the people in Southeast Alaska and the requirements of fiscal constraint.

Sincerely,

Geoffrey Y. Parker

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Subject: Input for Southeast Alaska Transportation Plan
From: Mountain Market <mountain_market@yahoo.com>
Date: Fri, Nov 04, 2011 5:26 pm
To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Hello-

We would like to lodge our input on SATP. We do not support any additional roads along Lynn Canal for one. We do support an approach that would seem to incorporate a combination of the Six Preliminary Alternatives. In other words, managing the fleet in a way that would match current and projected traffic and, investigate replacing the mainline ferries with "Alaska Class" ferries. Alternative 3 should probably warrant further research with keeping in mind what impacts discontinuing service to/from Bellingham, Yakutat and across the Gulf have on the affected communities.

We would also like the Department of Transportation to make a stronger effort of publicizing the fact that public meetings are being held and the schedules of such. This would making good use of local media outlets in the affected communities (print, radio, etc.) as well as having local DOT personnel put up notices in locations frequented by the public, i.e., the local post office, bulletin boards in local stores, local government offices.

Thank you for taking our concerns into consideration.

Mary Jean Sebens
President

Mike Borcik
Operations Manager

Mountain Corporation
dba Mountain Market and Cafe,
Mountain Spirits, and Ripinsky Roasters
907-766-3456

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Subject: SATP Comments

From: burl sheldon <burls58@yahoo.com>

Date: Fri, Nov 04, 2011 5:19 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Burl Sheldon
P.O. Box 952
Haines, AK 99827

Submitted by email – Friday, November 4th

RE: Southeast Alaska Transportation Plan Comments

Dear DOT Staff,

I support the Alaska Marine Highway system and ask that the department focus on ferry replacement. We live in a water world! The current fleet is aging and it is time NOW to plan for consistent annual effort to replace the ferries that have served our region so well. I am an advocate for DISPLACEMENT HULL, Alaska Class vessels. Obviously the experiment with fast ferries has not proven consistent or successful.

FIRST -- Lets replace our displacement hull fleet with new reliable displacement hull vessels.

As a Resident of the Upper Lynn Canal the concept of building a road along the eastern shore of Lynn Canal has always seemed like a huge, expensive boondoggle to me. It still is. The concept of a ferry terminal at the Katzehin River is mind boggling. I view Auk Bay as the natural port for Juneau's ferry traffic. Lets leave it there.

In reviewing the SATP Alternatives, I am firmly supportive of Alternative 1 in large part – to maintain the existing system.

In your information about the alternatives I was surprised to find no cost benefit information about the elimination of Bellingham, Yakutat and connections to the Whittier terminal. I have always assumed that the Bellingham run was profitable at least part of the year. What is the justification for eliminating this iconic link to the Lower 48?

I will appreciate any information you can provide about the rational for removing the Bellingham service.

Sincerely,
Burl Sheldon
Haines, AK

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Subject: transportation plan
From: victoria mcdonald <victoriamcdonald@hotmail.com>
Date: Fri, Nov 04, 2011 5:18 pm
To: dot.satp@alaska.gov

Dear DOT

I have been a resident of Southeast Alaska since 1974 and I love the ferry system. I do NOT want increased reliance on roads and I want to see the Bellingham run continued.

Roads are incredibly expensive in this part of Alaska; it's one thing to build a road and another to maintain it over time. Roads are not efficient means of transporting people or material in Southeast.

I use the ferry whenever possible; in the winter I leave for a few months to visit my 90 year old mother in Idaho and my two sons in Montana. Roads through British Columbia are treacherous during the winter months and I prefer the ferry down to Bellingham - a relaxing voyage and I have my car when I disembark.

If roads are built, people would have to book their car just to get to Petersburg or Juneau.

The plan to increase roads does not accept the reality of Southeast with our numerous islands and scattered communities. What I prefer is not even listed: Replace our aging ferries, maintain or increase the routes and work on our local road systems instead of making new roads.

Thank you

Victoria McDonald
6526 Rodgers Pass
Ketchikan, AK 99901

907 254 0914

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Subject: SATP comments
From: russ@cloudburstproductions.net
Date: Fri, Nov 04, 2011 5:05 pm
To: dot.satp@alaska.gov

TO: The Alaska Department of Transportation

RE: The 2011 updated Southeast Alaska Transportation Plan (SATP)

To Who it may concern,

Of the alternatives presented in the plan, I support Alternative 1, which maintains the existing system.

Please also consider the following comments regarding alternative aspects of the other alternatives:

It is important to keep the Bellingham and cross-gulf service because they are safer than driving during the winter months. The Bellingham route provides a good deal of traffic during the spring, summer and fall seasons.

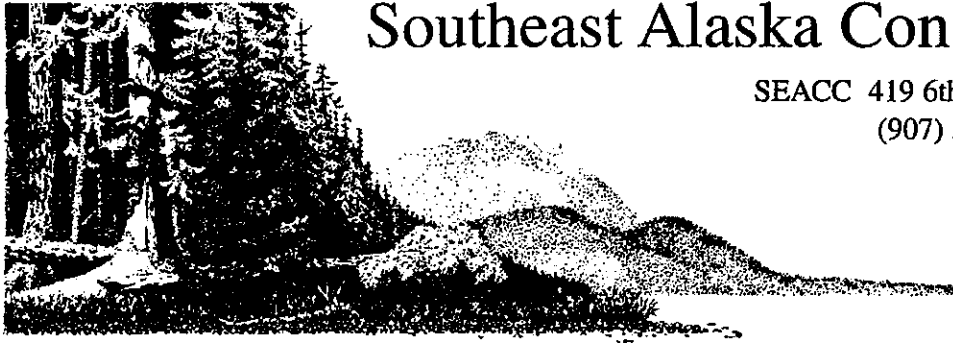
The Alaska Class ferries area a good idea because we need to replace aging vessels with efficient ones.

I oppose moving the Juneau terminal to Berners Bay because it would make riding the ferry from Haines as a walk-on passenger cost prohibitive.

I strongly oppose the Juneau/Katzehin and other proposed roads because of safety concerns, frequent predicted closures due to avalanches and rock and landslides, and exorbitant costs.

Thank you for your consideration,
Russ Lyman
Haines, AK
russ@cloudburstproductions.net
907-766-2724

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Southeast Alaska Conservation Council

SEACC 419 6th Street, Suite 200, Juneau, AK 99801
(907) 586-6942 phone • (907) 463-3312 fax
www.seacc.org • info@seacc.org

November 4, 2011

Re: Comments on Southeast Alaska Transportation Plan's 2011 Update Scoping Report

Andy Hughes
Southeast Regional Planning Chief
Alaska Department of Transportation and Public Facilities
PO Box 112506
Juneau, Alaska 99801-2595

Dear Mr. Hughes,

Thank you for considering the following comments from the Southeast Alaska Conservation Council (SEACC) in regard to the Southeast Alaska Transportation Plan (SATP) 2011 Update Scoping Report.

SEACC, a non-profit Alaska organization, is a coalition of 15 volunteer member groups based in 11 Southeast Alaska communities dedicated to safeguarding the integrity of Southeast Alaska's unsurpassed natural environment while supporting the sustainable use of our region's resources.

General Comments:

The SATP 2011 Update Scoping Report highlights the transportation challenges faced in Southeast Alaska and explores six alternative plans to address convenience, capacity, and maintenance and operation issues the region faces over the next twenty years. SEACC continues to support a transportation system based on ferries, and we oppose the concept of restructuring Southeast Alaska's transportation from a safe and viable marine highway system to a fiscally unrealistic and potentially hazardous hybrid system dependent on a significant expansion of the existing road network.

We support exploring alternatives that direct transportation dollars toward sustaining and improving the region's ferry infrastructure to better address user demand, system capacity, and annual maintenance and operation costs. Moreover, we support Alaska's Long Range Transportation Plan policy in *Let's Get Moving 2030* to "develop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect Alaskans' quality of life values." SEACC stands with the approximately 90% of public commentary received in 2004 in opposition to the transition

of a system based on ferries to one based on roads,¹ and we urge the Alaska Department of Transportation and Public Facilities (ADOT & PF) to adopt an SATP that reflects the quality of life values emphasized by local communities.² Furthermore, we are alarmed with transportation plan alternatives that call for discontinuation of the most frequently used and highest revenue-generating Alaska Marine Highway System (AMHS) routes, i.e. Lynn Canal and Bellingham.

Alternatives Comments:

SEACC supports some elements of both Alternatives 2 and 4. As recognized in Alternative 2, we understand the need for efficiency and aren't opposed to strategically reducing some service in order to keep the AMHS financially sustainable. We believe that this must be done thoughtfully and carefully because the ferry system is a lifeline for many Southeast Alaskan communities.

Considering money has already been secured for at least one Alaska Class Ferry (ACF), we encourage a transportation plan that incorporates ACF vessels into the system. It was reported in the Juneau Empire on September 20, 2011 that Alaska Ship and Drydock (ASD) was awarded the contract to design the first new Alaska Class Ferry, "which will give ASD a leg up on construction as well. ASD said that's likely to mean 129 full-time, year-round shipyard jobs, along with another 79 with suppliers and contractors in the local community."³ By promoting a transportation system that utilizes more efficient Alaska Class Ferries designed specifically for our weather and seas, ADOT & PF can demonstrate to the region that it not only supports job creation independent of road construction, but that it also is willing to respond to public comments and enhance the values of our communities.

Although we support the general concept of Alternative 4, we oppose the construction of a new ferry terminal at Cascade Point in Berners Bay. In addition to increasing the cost and reducing the efficiency for travelers by moving the ferry terminal some 30 miles further away from downtown Juneau, the increased pressure and disturbance of essential fish and marine mammal habitat concerns us.

We must also maintain our connection with the lower-48, which means replacing one of the existing mainline ferries. We oppose discontinuing the Bellingham run, as proposed in Alternatives 3 and 5. Maintaining the Prince Rupert run as an alternative to Bellingham is unrealistic for hunters and military personnel traveling with firearms, as well as for other Americans who are restricted from driving through Canada. Additionally, maintaining only the Prince Rupert run would discontinue safe winter passage to Washington State for those traveling with vehicles and force travelers to negotiate hazardous winter driving conditions in British Columbia.

¹ Source: 2004 SATP, page 112

² Source: *Alaska's Long Range Transportation Plan*,
<http://dot.alaska.gov/stwdplng/areaplans/lrtpp/documents/SWLRTPPdraftexecsummary.pdf>

³ Source: *Juneau Empire*, "State selects Ketchikan shipyards for role in building new state ferry,"
<http://juneauempire.com/local/2011-09-20/state-selects-ketchikan-shipyard-role-building-new-state-ferry#.TrCjRPQr1aY>

We oppose discontinuing the Cross Gulf run; deck space on the Juneau - Yakutat route in 2010 ranged from 79.8 percent capacity to 82.7 percent capacity, depending upon the direction,⁴ with similar deck space volume for the Yakutat - Whittier route.⁵ Deck space for the Juneau to Whittier route was at 91.1 percent capacity in 2010.⁶ Discontinuing the Cross Gulf route would not only eliminate runs operating under high capacity, but more importantly, discontinuation of service would leave the community of Yakutat high and dry. Reliable ferry service is an essential link for the City and Borough of Yakutat, particularly the commercial fishermen who depend on AMHS to get their fish to market affordably. Alaska DOT & PF stated in their SATP 2011 Update the objective “to meet basic needs” of Southeast Alaskan communities. Continuation of the Cross Gulf route, namely service to Yakutat, is essential for the State to continue to serve the needs of all its rural communities.

SEACC opposes Alternative 5, i.e. expand the basic highway system and use small shuttle ferry boats to bridge gaps in the highway system. Approximately 45% of all AMHS users are foot passengers.⁷ The SATP 2011 Update fails to even acknowledge challenges to-be-faced by foot passengers under Alternative 5, the additional costs travelers will face to have reliable vehicles to reach their destinations, and the resulting decreased mobility and regional connectivity for many. It would be cost-prohibitive for many foot passengers to rely on personal vehicle or commercial transport between their communities and respective ferry terminals, i.e. Juneau to Katzechin or Kake to the southern end of Mitkof. We recommend that when exploring an alternative based on road construction and shuttle ferries, ADOT & PF address walk-on passengers and the challenges they will face directly. If ferry terminals are constructed at Katzechin, Warm Springs Bay, and the southern Mitkof Island, ADOT & PF should provide affordable public transportation to and from the new ferry terminals and incorporate those costs into the cost estimates for the project. Leaving this element out of the discussion will result in an inaccurate and incomplete analysis of user convenience, efficiency, and costs.

The approach outlined in Alternative 5 would replace a safe and reliable method of transportation in Lynn Canal with one that is unreliable, unsafe, and unnecessary. Alaska DOT & PF estimated that the East Lynn Canal Road would be closed due to avalanche and other weather-related issues 34 days per year,⁸ resulting in continued maintenance and operation costs of a Lynn Canal ferry service during road closures. Maintaining two systems in Lynn Canal, road and ferry, would lead to higher M&O costs than the present system, thus defeating the goal of a financially sustainable transportation system. Unfortunately, this was left out of the discussion in Alternative 5. The combination of increased maintenance and operation costs associated with maintaining two systems in Lynn Canal along with decreased levels of reliability and safety contradicts the purpose and objectives for the SATP 2011 Update, and the *Let's Get Moving 2030* policies on

⁴ Source: 2010 Alaska Marine Highway Annual Traffic Volume Report, page 84

⁵ *Ibid.*, page 85

⁶ *Ibid.*, page 85

⁷ Source: 2000 McDowell Marketing and Pricing Study, page 65

⁸ Source: 2006 Juneau Access Improvement Project Record of Decision, page 3

System Development, System Preservation, System Management and Operations, Safety, and Environment and Quality of Life.

Comments on the Purpose and Need for the SATP Update :

The purpose and need statement focuses on “providing the most financially sustainable transportation system that resources permit.” We feel that purpose and need statement is inadequate; an essential part of the planning process should focus on providing a “safe and reliable” transportation system in addition to financial sustainability.

As mentioned in the purpose and need section, federal transportation dollars are expected to decline substantially in coming years. We agree with Alaska DOT & PF’s assessment and understand the need for more strategic and efficient ferry scheduling. However, the East Lynn Canal Road and shuttle ferry terminal project is prohibitively expensive. As of 2010, the project only had secured 12% of its funding, resulting in a near \$440 million project deficit.⁹ With declines in federal funding, it is unrealistic to assume the state can secure a minimum of \$440 million to complete a 51 mile highway that connects people to another remote ferry terminal. Independent analysis provided evidence that ADOT & PF cost estimates of an East Lynn Canal Road were low and incomplete.¹⁰ When considered in the context of a larger-scale plan that includes proposed roads on Baranof Island and Kupreanof Island and their corresponding shuttle ferries and terminals, it raises concern that the continued rising cost estimates of a single project—the East Lynn Canal Road mega project—could exhaust the budget for the entire Southeast transportation system and jeopardize future federal funds from reaching the region.¹¹ In a letter delivered to ADOT & PF in 2009, the US Department of Transportation expressed concern that “sufficient funds are not available from current recognizable sources to complete a number of large projects contemplated by the State’s program,” and expressed the importance of “fiscal constraint.”¹² It is no secret that Southeast Alaska has a long queue of expensive transportation projects and proposals. In a time of predicted declines in federal funding, hedging the maintenance and improvements of our region’s existing infrastructure against one unnecessary mega project indicates that ADOT & PF planners are not exercising fiscal restraint.

Moreover, as documented for discussion at the 2010 Alaska Regional Ports Conference, there is a lengthy list for ports and harbor needs for Southeast Alaska.¹³ Rather than continued spending on unnecessary mega projects, we recommend focusing scarce transportation dollars on local needs that will directly benefit the residents of our Southeast Alaskan communities.

⁹ Source: *Easy to Start, Impossible to Finish*, page 3

¹⁰ Source: *2005 Herra Environmental Consultants, Inc. Memorandum, Review of Highway Construction and O&M Costs for Alternatives 2 and 2C of the Juneau Access Improvements: Supplemental Draft Environmental Impact Statement*, Page 1-11, <http://seacc.org/files/herrera-report-final-exhibit-4.pdf>

¹¹ Source: *Easy to Start, Impossible to Finish*, page 4

¹² Source: *Letter from the Federal Highway Administration and the Federal Transit Administration to Alaska DOT & PF Commissioner Leo von Scheben*, November 4, 2009, <http://aktransportation.org/files/feds%20on%20fiscal%20constraint%2011.2009.pdf>

¹³ Source: *2010 Statewide Ports and Harbors Needs List*, page 5 - 13

Comments on the SATP Update's Basic Tenets:

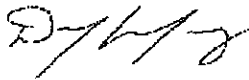
SEACC appreciates ADOT & PF's efforts to explore several alternatives for the future of transportation in our region. However, we disagree with the unproven assumption that new roads in Southeast Alaska will increase the use and capacity of our transportation system at a lower cost. Many residents and tourists in Southeast Alaska travel independently of automobiles. Creating longer distances for foot passengers between terminals and destination communities will limit mobility rather than increase it. Although travel by aircraft may provide a more efficient transportation alternative for some, many Southeast foot passengers travel with large quantities of goods and luggage, making it difficult and expensive to fly.

The AMHS has a safe and reliable record operating in Southeast Alaska, including Lynn Canal. The SATP needs to reflect the realities that travel by ferry between communities in the Southeast Alaska archipelago is safer and more reliable than traveling on roads with high frequencies of predicted avalanche and other weather-related closures.

Roads also generate a much more significant impact on the environment in terms of forest footprint, fish and wildlife habitat disturbance, increased hunting and trapping pressure on a variety of species, and scenic viewsheds. The department needs to internalize these costs into its alternative comparison to provide the public and decision makers with a reasonable basis for making these important policy choices.

Thank you for your consideration of our comments.

Sincerely,



Daven Hafey

Southeast Alaska Conservation Council

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Subject: Re: Reminder: SATP Scoping Report Comments Due Nov 4
From: Walter Porter <1wcporter@gmail.com>
Date: Fri, Nov 04, 2011 5:01 pm
To: satp@sheinbergassociates.com
Cc: [kathy <kathd@frontiernet.net>](mailto:kathd@frontiernet.net)

Hello,

I would like to suggest as a business person in Yakutat, part of what DOT should consider is the economic situation in Southeast Alaska and South Central Alaska and how the ferry schedule could help us all, if the schedules are adjusted. For instance I think the most important single schedule change both areas would be to make the Kenicott a shuttle service between Juneau and Whittier. I have been on the ferry several times in the last few years and notice each time the increase of RVs, trailer vehicles and larger converted buses on the ferry. This means that using the ferry system to go back and forth to South Central Alaska from the lower 48 states is much cheaper than paying the high fuel prices it takes to come up and back down the Alcan Hwy through Canada.

If this type of schedule change would take place, it would provide increased economic opportunity for both areas. If the Kenicott was a shuttle service between Juneau and Whittier, the other ferries would fill up with vehicles coming and going through southeast creating economic opportunities for south east and south central Alaska.

Walter Porter

On Tue, Nov 1, 2011 at 10:38 AM, <satp@sheinbergassociates.com> wrote:

Greetings,

This is a reminder that comments on the ADOT&PF Southeast Alaska Transportation Plan's Scoping Report are due November 4, 2011.

Comments can be sent to:

E-mail: dot.satp@alaska.gov

Fax: [907-465-2016](tel:907-465-2016)

Mail: ADOT&PF Southeast Region

PO Box 112506

Juneau, AK 99811-2506

Thank you

--
Walter C Porter
PO Box 257
Yakutat, AK 99689
www.tlinkimo.com
[907-784-3025](tel:907-784-3025)

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Subject: SATP comments

From: Laurie Mastrella <l_mastrella@yahoo.com>

Date: Fri, Nov 04, 2011 4:45 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Hello Transportation Planners,

I just got off the LeConte in Haines, where I live, after the 4/1/2 hour trip, in a snowstorm, from Juneau. I went to Juneau two days ago on the LeConte for my 12-year-old son's visit to the orthodontist, who comes monthly from Seattle. We used the ferry time to do homework for the school days missed and to study for this afternoon's big test. I'm sure glad I didn't have to drive in that snowstorm; it took me half an hour just to get from downtown to Auke Bay in it. I'm sure glad I didn't have to drive to Katzehin. If I had to do that, I'd go to the orthodontist in Whitehorse, Yukon instead.

My family uses the ferries all the time. We know every corner of every ferry in the Marine Highway system. We use the ferries for medical trips; we use them for transportation to basketball games, track meets, and drama/debate tournaments; we use them to go skiing in Juneau; we use them for shopping we can't do in Haines; we use them to get to the Juneau or Sitka airports for family trips south; and we use them to travel toward our our summer commercial fishing grounds near Sitka. We find the ferries safe, reliable, affordable, and enjoyable. Ferry staff are always competent and friendly. We, and most families we know, think of the ferries as "ours".

I've been a Southeast Alaska resident, and commercial fished, for 21 years. I've lived in Sitka, Port Alexander, and Haines, and worked out of Pelican, Petersburg, and Tenakee Springs. I tend to think of Southeast as a regional community, rather than a collection of isolated individual communities. Southeast towns face similar challenges and often problems are solved in similar ways. Problems are often solved regionally, not just locally, utilizing cooperation among communities. The ferry system completely reinforces the reality of regional community. It ties us all together in many ways. Often ferry trips involve meetings and conversations with business associates, friends, and new contacts in other Southeast towns. The networking that takes place is invaluable (although hard to quantify) and would be lost if we were to replace the ferry system with a road-based transportation system.

I support the long term viability of the ferry system: Alternative 1 possibly with components of Alternative 2 (service reductions if necessary to keep the overall system alive, but looking at utilization of ALL ferry services/revenues, not just car deck use) and Alternative 4 (Yes to Alaska Class ferries, but NO to a terminal at Berners Bay).

I find Alternative 5 unacceptable for reasons of cost, safety, practicality (worst of both worlds for the ferry user; have to drive a lot but still have to deal with ferry logistics & ticket cost), and impacts to the environment and our tourist industry (people don't visit from all over the world to see roads everywhere. Our wilderness surroundings are why we have tourism). I'm baffled by Alt. 3 and would need more info to understand it. Alt. 6 makes no sense to me either.



Thank you for considering my comments and thank you for the public input process.
Laurie Mastrella
Haines

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November 4, 2011

P.O. Box 674
Petersburg, Alaska
99833

DOT/PF -- Southeast Region Planning
P.O. Box 112506
Juneau, Alaska 99811-2506

Transmitted by e-mail to

Re: Southeast Transportation Plan 2011 Scoping Report

Dear DOT/PF Planners:

I have reviewed your "Scoping Report and wish to offer the following comments. Your report covers a period of 20 years and therefore does not clearly reflect the a vision that looks to the future. In my opinion, the development of a road system that would reduce the costs associated with the operation and maintenance of the ferries would be in the best long term transportation plan for the State of Alaska residents.

About 15 years ago I made a similar statement to the transportation planning team visiting Petersburg. At that time, I provided to the team, a map of Norway that showed the road, ferries and rail system that served that nation. This is what needs to be implemented in S.E. Alaska. I support Alternative 5 -Highway Route 7 concept. To me this makes the most sense and in the long run will cost less to operate and maintain.

I would like to comment on the proposed Kake-Petersburg Road as presented in the plan. The route that is proposed and the projected cost estimate for design and construction of a two lane road at \$135.5 million makes no sense to me. To begin with, the proposed road route between the two communities is in the wrong location. The road should turn south from Portage Bay and enter Duncan Canal on the east side and connect to the Forest Service Tonka Mountain existing road system. Yes, this would go through the Petersburg Creek Wilderness area and that would take action by Congress to change to permit a road through the area. This is worth doing, for several reasons. It is mostly likely that wherever the road is built, the Southeast Electrical Intertie system will follow. The location of the proposed road is along the-southeast facing side of Kupreanof Island and will be subject to the prevailing winds. I would propose that the east side of Kupreanof Island be added to the Petersburg Creek Wilderness in exchange for the necessary road/electrical intertie corridor. What is needed is the State and local communities to support this exchange and to present it to our Congressional Representatives for Congressional action and approval. It is a win - win proposition.

In addition, I do not believe it is necessary to design and construct a 24' width road as stated in the plan. Traffic and safety issues can easily be met with a 16' road width and intervisible turnouts. The cost savings will be significant and over time and use, the road will widen moderately. When traffic increases to the point it justifies adding the

additional width, that is when it should be done. In my opinion, Forest Highway 10 leading from Yakutat to Dangerous River is an example of wasted money on a 24' road.

My background comes as a retired logging engineer who has designed and provided construction over site to over one thousand miles of road construction in S.E. Alaska. I might add, that it includes the roads associated with the Greens Creek Mining Company that was completed in 1987 and remains in use today by equipment that exceed the load limits permitted on State roads

If you would like to contact me, please feel free to call 772 4757. The above comments have been made to State employee, Jim Hueman several years ago when he was assigned the task of locating a road route from Kake to Petersburg.

Sincerely,

Don Koenigs
Don Koenigs

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Subject: FW: Delivery Status Notification (Failure)
From: "Heidemann, Marie E (DOT)" <marie.heidemann@alaska.gov>
Date: Fri, Nov 04, 2011 4:20 pm
To: satp@sheinbergassociates.com
Attach: ATT00001.txt

From: Bonnie Skaflestad [mailto:bskaf@hotmail.com]
Sent: Friday, November 04, 2011 3:20 PM
To: Heidemann, Marie E (DOT)
Subject: FW: Delivery Status Notification (Failure)

Dear Ms. Heidemann,

I would like to address the problems with the current Alaska Marine Highway services provided for the community of Hoonah and also proposed services.

First, I would like to quote the Alaska Marine Highway mission statement:

"The mission of the Alaska Marine Highway System 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."

Living on an island, we depend on the Alaska Marine Highway to provide all that is included in their mission statement.

Our most recent ferry schedule is not accommodating in several of these areas. For example, if you need to see a doctor in Juneau, you would need to spend from three to four nights in a hotel. Therefore, making it more reasonable to fly to Juneau and return the same day. If we had a ferry that was more accommodating, you would see a substantial increase in ridership.

Also, many times, the ferry schedule makes it impossible for school groups to travel on the ferry, which would be a lower cost than flying.

I believe that some of the data you have is misleading and puts Hoonah in the worst perspective. For example, if we purchase a ticket in Juneau to travel from Juneau to Hoonah and the ferry goes to Angoon first, we are given two tickets, one from Juneau to Angoon and one from Angoon to Hoonah.

The needs of the people should never come in second to a political rodeo where the politicians needs supersede the needs of the people.

I certainly hope to see a change, improving the ferry service, making it more

accommodating for the people of Hoonah.

Sincerely,

Bonnie Skaflestad
Resident of Hoonah for 49 years

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Subject: Comments on SE-AK Transportation Plan

From: Rustlew <rustlew@aol.com>

Date: Fri, Nov 04, 2011 4:02 pm

To: dot.satp@alaska.gov

Dear DOT,

Please stick with Alternative 1, maintaining the existing Ferry services. We do NOT need more roads in the upper Lynn Canal.

The proposed road to Katzehin is ludicrous as it still requires maintenance of expensive ferries even after spending billions on a road which will be dangerous and closed due to avalanche danger much of the year. It would also transform one of the wildest and the most scenic portions of the inside passage into an ugly highway.

Newer more efficient ferries would be great, but ferry service needs to be designed for both walk-on passengers and drive on passengers. We in the upper Lynn Canal depend HEAVILY on the ferry system to get to the Juneau Airport, do shopping/medical appointments in Juneau, etc. If we had to take a car every time we went to Juneau, it would become cost prohibitive.

We do not use it as often, but the Bellingham service is also a great asset, where-as requiring travelers from the lower 48 to travel via Prince Rupert would be very inconvenient for vehicle drivers, and nearly impossible for travelers without cars (backpackers/bicyclists).

I've made the trip to Prince Rupert twice on New Years Day (because I could not get a last minute reservation through Bellingham) and it was a dangerous/difficult drive in the winter.

I welcome improvements and maintenance to the existing routings, but do NOT want more roads!

Thanks for your consideration of my comments.

Russ White
P.O. Box 981
Haines, AK 99827

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Juneau International Airport

1873 Shell Simmons Drive, Suite 200 • Juneau, Alaska 99801 • (907) 789-7821 • FAX: (907) 789-1227

November 4, 2011

Mr. Mark Luiken, Commissioner
State of Alaska
Department of Transportation and Public Facilities
PO Box 112506
Juneau, Alaska 99811-2506

RE: Southeast Alaska Transportation Plan, 2011 Scoping Report

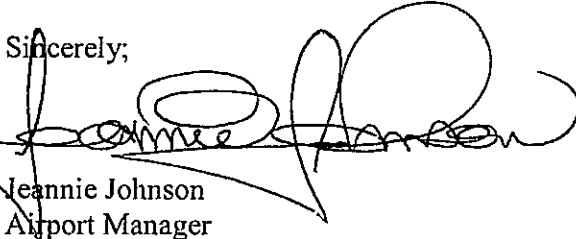
Dear Commissioner Luiken;

In reviewing the Southeast Alaska Transportation Plan I noticed Juneau International Airport wasn't included. I'm certain this must be an oversight on the part of the planning team.

You and I have discussed your willingness and mine to work on a coordinated effort to support all Alaska Airports. In that vein I would like to offer my sincere thanks for JNU being included in the DOT study showing the economic contributions of Alaskan Airports. It's a very valuable tool for all Airports and certainly shows what an important economic generator airports are to Alaska and even further beyond our borders.

I look forward to an opportunity in the near future meet to review the Southeast Alaska Transportation Plan and other matters with you.

Sincerely;



Jeannie Johnson
Airport Manager

cc: Steve Hatter, Alaska DOT Deputy Commissioner of Aviation
Al Clough, Alaska DOT Director Southeast Region
Bruce Botelho, Mayor City and Borough of Juneau
Rod Swope, City Manager City and Borough of Juneau
Jerry Godkin, Chair Juneau International Airport Board of Directors

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Subject: Southeast Transportation plan
From: Jane Pascoe <janeap@hotmail.com>
Date: Fri, Nov 04, 2011 3:59 pm
To: dot.satp@alaska.gov

My name is Jane Pascoe and I live in the community of Haines.
Because of work I ride the ferry often.
I have read through the alternatives laid out by DOT and here is what I would like to see.

I support alternative 1 which maintains the exiting system.

It is imperative that we maintain our ferry links with Washington and Prince William Sound. Forcing people to drive down south especially in winter is irresponsible and the community of Yakutat is already challenged by access. I understand the need to build newer and more efficient ferries, however these need to be able to withstand the weather in Northern Lynn Canal. The fairweather is often cancelled due to weather and that is during the summer! Personally I would like to see more boats like the Malaspina that are reliable in all seasons.

I do not favor a road and a ferry terminal at Katzehin. It would end up destroying pristine habitat and likely close due to avalanche danger more often than not in the winter. And this is coming from someone who commutes to Juneau and back all summer long and would benefit from easy access.

The existing system woks for the most part. We lose ferries on Saturdays and Thursdays up here starting in October. I would like to see a Saturday service at the very least. Personally I would like to see the Malaspina run year round to Northern Lynn Canal with daily service. A new Alaska class service ferry would also work.

I think ridership would increase if the winter discounts were in place year round and there was some discount for one-way trips. The cost of taking a vehicle one-way to Bellingham is prohibitive. We rely heavily on the ferry in Haines and it is important to have a reliable and affordable alternative.

thankyou
Jane Pascoe
Po Box 102
Haines
AK 99827
907 209 2748

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Subject: SAT Plan comments
From: cindyb12@aol.com
Date: Fri, Nov 04, 2011 3:47 pm
To: dot.satp@alaska.gov

To: Alaska Department of Transportation
Re: Comments on Southeast Alaska Transportation Plan
From: Cindy Buxton, Resident Haines Alaska
November 4, 2011

I am a regular user of the ferry between Haines and Juneau for business and personal uses. It would be very difficult for me and my family to continue to live in Haines if the ferry system were changed as proposed in alternatives 2-6. We rely on the ferry as a dependable and affordable way to get to Juneau and out of state for consulting jobs and for personal use. Plane service is available sometimes but is cost prohibitive for a family and is not reliable (and often unsafe) for many months of the year. Changes to the ferry system as proposed in alternatives 2-6 would be detrimental to our small business that supplies all of our income.

I am strongly opposed to discontinuing the service from Bellingham. Twice in recent years we drove into Prince Rupert from the south to catch the ferry north during winter months. The drive to Prince Rupert was very difficult and dangerous both times due to severe winter weather and unwise for anyone traveling alone or with young families or in a less than reliable car or with health conditions. Many people depend on this route and would not consider the Price Rupert route a viable option. The stated purpose of the ferry system is to provide basic needs for residents. The Prince Rupert route, as the only option, does not meet that requirement as well as the Bellingham route.

I strongly oppose building a ferry terminal in Berner's Bay and converting the Haines/Juneau route to a Haines Berner's Bay route. We rarely take our car to Juneau. Ending the ferry in Berner's Bay would require more people to take their cars on the ferry or to pay for a bus or shuttle into Juneau, with a likely increase in cost of travel and inconvenience to Juneau.

I strongly oppose reducing the schedule during the winter season. This is the time when residents need the ferry the most, since the weather makes flying unsafe and unreliable. There may be less people, but they need the ferry more for business, medical, and personal trips.

I believe the ferry can reduce costs by focusing on improving the ferry schedule to increase ridership. Currently the ferry is leaving Juneau each day at 7am and returning late in the evening, forcing any Haines resident who needs to catch a plane south or travel to Juneau for business or visits to doctors to either stay in a hotel 2 nights or choose to fly instead, even if you only need to be in Juneau for a few hours. Varying the schedule, so that midweek ferries leave Haines in the morning and return in the evening and reversing the schedule on Fridays and Saturdays (and perhaps one day mid-week) for Juneau people to travel north would, in my estimation, increase ridership on this route. Currently, the need to stay in a hotel for 2 nights on a trip to Juneau from Haines significantly reduces the number of trips that Haines residents make. Our family rarely make non-essential trips to Juneau except when the ferry schedule allows return the same day or requiring only 1 night in a hotel. We often postpone non-urgent medical care in Juneau for months until the ferry schedule is more advantageous. A more varied schedule between Haines and Juneau, even if less frequent would increase ridership and increase revenue.

I am very opposed to the plan for building new terminals with stretches of road in between, making ferry travel without a car impractical and frustrating. Through-going ferries are much more desirable.

Cindy Buxton

Haines resident

PO 981

Haines, Ak 99827

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Haines Chamber of Commerce

"Your Business is Our Business"



P.O. Box 1449
219 Main Street #1
Haines, AK 99827
907-766-2202
907-766-2271 (fax)
chamber@haineschamber.org
www.haineschamber.org

Dear Senator Kookesh,

It has come to our attention that, once again the possibility of a road from Juneau, north to Skagway, is being considered by the current state administration. In the past, the Haines Chamber has come out strongly against this idea, and supported the idea of increased ferry service in the upper Lynn Canal.

The proposed Juneau road currently contains a provision for passenger and vehicle ferry access between the Katzehin valley, and Haines. The Haines Chamber of Commerce finds this strategy very unacceptable. The potential for weather to interrupt this proposed ferry service is far too high to even begin to think of it as a means of reliable access.

If there is to be an environmental impact statement completed for a proposed road from Juneau to Skagway; Haines must be included. The Haines Chamber of Commerce would prefer to see a "Spur or Extension Road", from Skagway to Haines connecting the Klondike, and Haines Highways. The impact of being left out of this initiative will be devastating to the economic well being of the Haines community.

Please let us know what we can do to further impress our point of view upon those parties involved in this decision and process.

Sincerely,

Julie Cozzi, Executive Director
Haines Chamber of Commerce

December 12, 1997

Mr. William Ballard
Environmental Coordinator – S.E. Region
Department of Transportation & Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

Re: Juneau Access Project – Public Comments

Dear Mr. Ballard:

The following comments are why the Haines Chamber of Commerce opposes the East Lynn Canal Road (ELC) and favors improved ferry service for the Juneau Access Project.

1. Adverse Environmental Impacts
 - a. To avoid eagle nests, sea lion habitat, wetlands and fish spawning streams the road will have to be constructed with dangerous curves and steep grades.
 - b. Studies must be funded for the above environmental impacts. The DEIS does not state where the funding will be obtained.
2. Commercial Fishing
 - a. We believe there will be a negative impact on the commercial fishing industry due to potential road construction across fish habitat. There will also an increase of sport fishing as a result of road access.
3. Public Safety and Costs
 - a. 58 avalanche chutes will cause life-threatening situations, road closures of several days and millions of dollars in avalanche mitigation and clearing costs.
 - b. Severe winter weather conditions causing road closures and cancellation of the shuttle ferry will prevent access to medical facilities during emergencies.
 - c. The cost of avalanche mitigation, monitoring systems, helicopter bombings, snow sheds, mounds and clearing of debris have not been accurately represented in the DEIS.
 - d. This road will be rated at 369.5 on the Avalanche Hazard Index (AHI) making this road the highest avalanche hazard road in the United States. The resulting large number of injuries and fatalities will therefore cause a significant amount of potential litigation.
4. Deferred Maintenance and Costs
 - a. Currently Alaska is suffering from sub-standard highways and public facilities. DOT's budget is cut annually and due to the cost to construct and maintain the ELC road other projects within the state will suffer.
 - b. The Northern Lynn Canal route constitutes 26% of the ferry system income according to the DEIS. The DEIS did not state how this loss of income will affect the ferry system or where the funds to supplement this loss will come from.
5. Responsible State Fiscal Management
 - a. With the legislature striving for a balanced budget, construction of the ELC road will mean less funding for each department. Therefore, we can expect less service, particularly with other projects being already under funded and with a potential new road that will require very high maintenance funding.

Mr. William Ballard
December 12, 1997
Page 2

- b. The DEIS did not state where funding for construction cost overruns will be obtained. We consider this poor fiscal management.
6. Socioeconomic Effects
- a. There will be a one way \$25 toll, plus the cost for fuel and vehicle wear and tear. Traveling by ferry, as a walk-on, will only cost \$20. The road will also necessitate the use of a car for access to Juneau or Skagway.
 - b. We anticipate higher criminal activity in Haines, Skagway and Juneau as a result of the road.
 - c. With potential improved access to "warehouse" shopping the small "Mom & Pop" companies in Haines will suffer economically.
 - d. This road will cause a negative visual and economic impact along the longest, most scenic fjord in North America.
 - e. The potential use of the ELC road has been artificially inflated. Actual numbers for 1996 on a toll free road into Skagway was 38,317 plus 23,700 vehicles into Haines vs. the estimated DEIS number of 225,000 vehicles. This number is a gross misrepresentation.
 - f. If this road is built and regularly scheduled ferry service is discontinued, there has been no provision made for a back-up ferry in the event the shuttle ferry breaks down. This will, therefore, result in no available transportation when the ferry is out of service.
7. The following have passed resolutions in opposition to the building of a road with the preferred access being improved ferry service: City of Haines, City of Skagway, Haines Borough, Haines Chamber of Commerce.

We do not want this road built due to the above facts and thoughts!

Only with a marine option will reliable, year-round, access and increased summer access be possible.

Sincerely,

Janice M. Hill
President

Marilyn R. Huitger
Manager

Enclosure



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot.sato@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.

- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or Bellingham questions on the SATP Scoping Report.

(PS Comment): I really think more independent travelers w/o cars, but desiring cabin space, could be attracted if cabins were more readily available from I have been personally promoting AMHS with both L48 & European friends & relatives.

Comments on which preliminary alternative (or parts of the alternative) you prefer, and why:

Alternative #2 with modifications (Alaska Class ferry instead of New Taker & maintaining Bellingham service year-round & limited cross-Gulf service). Every time I board one of the larger main-line ferries, I note the large amount of overhead space wasted on the car decks. I notice that the AK Class ferry addresses this, and similarly any new Matanuska or new Columbia could utilize this ~~partial~~ mezzanine space for cabins (to increase revenue & attract independent travelers w/o cars but needing the future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports). What are your priorities, and why?

Ferries & Airports should be favored. Am not in favor of extensive SE road system because of limited use & large maintenance costs. Let's face it that most people fly to Anchorage and Seattle. If one needs a car in L48 for extended period ferry access is preferred - many don't want to drive ALCAN between November & March ~~also~~ would people without cars get to remote ferry terminals. Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

Ferry: One RT per year with car JUN ↔ BEL between Nov. & March.
 One RT per year to Haines or Skagway, and Sitka without car
 One Aleutian chain trip (Gulf / Cordova) & Petersburg/Wrangell (w/car) are planned + future

Air: 2 or 3 X per year to ANC
 2 or 3 X per year to SEA (actually beyond - principally international travel)

Name: Phil Gutleben (newly retired & remaining a Juneau resident,
 Date: 11/4/11
 Home Community: Juneau
 E-mail or Mailing address (to receive status update on developing SATP Plan): philgutleben@yahoo.com

I like the nometta idea on the Kennecott (incorporate in any new M/L ferry Consult Norway's Hurtigruten & Denmark's Smyril line (Denmark → Faeroe Is. Iceland) for their basic 2-3 berth cabin layouts w/ or w/o toilets.



City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

Coast Guard City, USA

November 4, 2011

DOT&PF - Southeast Region Planning
P.O. Box 112506
Juneau, Alaska 99811-2506

Subject: Southeast Alaska Transportation Plan 2011 Scoping Report - Comments

Dear Sir or Madam:

The City and Borough of Sitka (CBS) appreciates the opportunity to comment on the Southeast Alaska Transportation Plan 2011 Scoping Report (SATP). We understand the need for a financially sustainable regional transportation system. The anticipated decline in federal funding available to help offset the State's burden of constructing and maintaining transportation infrastructure is also understood. However, we feel that the current SATP does not present realistic alternatives. This report does not present a comprehensive transportation plan, but seems overly focused on the marine highway component. Rather than endorsing or commenting on the preliminary alternatives as presented within the SATP (all of which have their inherent flaws) we offer the following broader based comments. We have also attached to this letter a brief snapshot of more specific comments and observations we have made on the SATP in order to make you fully aware of the discrepancies within this document.

The Sitka economy requires surface transportation links both within the region and to the lower 48 states without the necessity to travel through a foreign country. The independent traveler portion of Sitka's visitor industry is significant. With declining cruise ship traffic locally, and new destinations (Hoonah) anticipated to further divert cruise traffic away from Sitka, the relative importance will only increase. Sitka's economic well-being depends on maintaining a cost-effective and efficient ferry service from Bellingham and improved fast ferry service to Juneau.

Sitka serves as an urban hub community for many smaller rural towns and villages in Southeast Alaska. Surface transportation links within the region to Sitka are important to these smaller communities. The SEARHC Mt. Edgecumbe Hospital facility is the largest non-government employer in Sitka and provides critical health care services for these communities. When weather restricts air travel, as is often the case in Southeast Alaska, the marine highway is the only link many have to vital health care services.

The proposed Baranof Warm Springs Road could connect Sitka with all mainline ferries, both north and south, thereby improving connectivity and reducing system-wide travel times. This proposed project should be further studied to include a detailed siting analysis, economic analysis, transportation analysis, and an updated project cost estimate to determine if this is a feasible solution to improving the efficiency of the overall marine highway service to Sitka. This link could also provide access to the proposed Takatz Lake Hydroelectric project thereby greatly reducing development costs.

Providing for today...preparing for tomorrow

Several options presented within the SATP do not include two projects which are already under development – Juneau Access and the first Alaska Class Ferry. It is our understanding that \$120 million has been appropriated for the construction of the first Alaska Class Ferry and that the design should be completed within the next 12 months. While construction of this vessel has not yet begun, it appears to be far more a certainty than the Juneau Access Road which now requires the completion of a supplemental EIS to consider improved ferry service in Lynn Canal as an alternative. While the SATP does highlight these omissions and provides rationale behind that decision, we feel that all proposed alternatives should include at least one Alaska Class Ferry. The plan should also include a demand forecast and analysis of possible redeployment of the existing fleet to better serve the communities of Southeast Alaska.

The City and Borough of Sitka suggests that DOT&PF consider modifying the SATP process to include the formation of a Regional Transportation Planning Organization (RTPO) to assist with the development of the SATP. The RTPO would provide a more equitable process to develop a broad community-supported sustainable transportation system for Southeast Alaska.

Thank you for your consideration of these comments.

Sincerely,



Jim Dinley, Municipal Administrator

Attachment: SATP 2011 Scoping Update Comments

cc: Senator Bert Stedman
Representative Peggy Wilson
Marc Luiken, Commissioner, DOT&PF
Pat Kemp, Deputy Commissioner, Highways and Public Facilities
Michael Neussl, Deputy Commissioner, Marine Operations
Al Clough, Director, Southeast Region
Jeff Ottesen, Director, Division of Program Development
Andy Hughes, Planning Chief, Southeast Region
Verne Skagerberg, Aviation Planner, Southeast Region
Jim Potdevin, Marine Systems Planner, Southeast Region
Stephanie Benson, Highway Planner, Southeast Region
Marie Heidemann, Non-Motorized Planner, Southeast Region
Christa Hagan, AMHS Planner, Alaska Marine Highway System
Dick Leary, Business Manager, Alaska Marine Highway System
Anthony Karvelas, Operations Manager, Alaska Marine Highway System
Mayor Westover and Assembly Members
Michael Harmon, Public Works Director, CBS
Marlene Campbell, Governmental Relations Director, CBS

Comments on SE Alaska Transportation Plan 2011 Scoping Update

- The bold print on page 1 of the SATP says that “the Department’s mission is **”to provide for the movement of people and goods and the delivery of State services.”** It seems that the authors of this document value the movement of vehicles above the movement of people. Little attention in this document is paid to walk-on ferry passengers even though human passengers on most routes outnumber vehicles by 3:1 or so. This imbalance is particularly acute on routes involving the smallest communities (where many residents don’t even own vehicles).
- The first full paragraph on page 10 indicates that one of the reasons for the creation of this SATP is to “ensure that... the regional economy is not constrained by a lack of capacity or other transportation problems.” One of Sitka’s primary economic cornerstones and largest non-government employer is SEARHC. Many of SEARHC’s patients that live in small communities throughout the region need to travel to Sitka’s Mt. Edgcumbe hospital from their home community for treatment. In parallel to demographic trends seen nation-wide, SEARHC’s patient base is aging, and older people tend to require more medical care. So while, the 4th paragraph of page 10 of the SATP may be correct in stating that the overall population of the region is not growing, the aging of this population may (contrary to other statements in this paragraph) cause additional demands on portions of the transportation network.
- The “city pair” concept used to present frequency of existing ferry service is not based on real destinations. Furthermore, the frequency of service presented is disingenuous. Table 1 on page 16 (and the apparently identical Table 2 on page 26) indicate that there are 7 ferries per week from Juneau and Sitka in the summer and 4 in the winter and 6 year round from Sitka to Juneau. This is not supported by the current AMHS schedule. This discrepancy makes it very difficult to use the tables to make comparisons between Alternative 1 and the other Alternatives since it is unclear if the service forecasted under the other Alternatives are similarly misrepresented.
- A limited investigation of other routes indicates that this is not the only inconsistency between the level of service shown on Tables 1 & 2 and the frequency of service actually provided for on the AMHS schedule. Specifically the 2012 Petersburg summer schedule shows a total of 10 boats per week. How can this be reconciled with the 7 ferries each direction per week that Table 1 indicates would be running between Petersburg & Juneau alone?
- The third paragraph on page 18 gives the amount of traffic on Halibut Point Road in Sitka as “>6,000 ADT”. While mathematically correct, this is a significant understatement. The 2008 DOT SE Region report gives an ADT of 12,947 for this route.

- The “Basic Tenets” portion of the report on page 22 includes the statement that “Because all communities in the Southeast region can be reached by floatplane, all communities have access to the most basic level of air service.” This statement glosses over the overwhelming power of Alaskan weather. Floatplane service while wondrously flexible, as noted earlier in the section, is notoriously unreliable, particularly in the winter and fall seasons.
- Hence, another tenet should be added, that ferry service is less likely to be disrupted by adverse weather than air service.
- The last “basic tenet” on page 22 “for any given community, greater frequency of service will be preferable to less frequency as long as the total route service capacity is adequate” is an oversimplification. What matters more than the number of boats per week, is the average amount of time that a passenger has to wait until the next boat. While more frequent service allows for this waiting time to diminish, it does not ensure shorter waits. For instance, a schedule of three boats per week, but on consecutive days (or even more wastefully, more than three boats on two consecutive days) provides a level of service that is inferior to a schedule of two boats per week that are three days apart. In the first case the average number of days until the next boat is $(0+0+0+1+2+3+4)/7=1.43$ while in the latter case, the average is $(0+1+2+3+0+1+2)/7=1.29$.
- The operating philosophy of Alternate 2 as described on page 30 (and Alternative 3 on page 34) of reducing the “overall ferry system capacity to no greater than the average weekly demand in the peak month” is far too drastic a measure to be considered adequate service. First off, what matters to any particular passenger isn’t *overall* capacity, but capacity on the specific route that they want to travel at that time. Each route needs to be evaluated on its own. Having unused capacity on the Petersburg-Juneau route doesn’t address under-capacity on the Juneau-Yakutat route and should not be given as a reason for eliminating the latter. Furthermore, even if each route is considered individually, if the demand of the average week of the peak month is all the more capacity that is provided, then the service will be inadequate during half of the weeks in that month (and possibly some portion of other months with just slightly lower-than-peak demand).
- A further reason to consider discarding the alternative of reducing service to the “average weekly demand in the peak month” is that a reduction in service will cause a reduction in demand, driving a downward spiral as the schedule becomes less and less convenient to passengers. Conversely, an increase in level of service can trigger additional demand. The concept of matching service levels to demand may be a more complex issue than this simplistic approach suggests.

- Table 5 for Alternate 2 on page 32 (as well as Table 7 for Alternative 3 on page 36) does not seem to recognize that reducing ferry service will increase the amount of alternate traffic (primarily air traffic), which should trigger an increase in airport maintenance costs. However, no additions over Table 1 are depicted.
- Alternative 3 claims to be based on maximizing the use of existing roads, yet the description portion of this plan on page 34 mentions that ferry service to Yakutat would be eliminated. Which road are the residents of and visitors to Yakutat expected to be using?
- Similarly, Table 6 on page 35 shows that the Kake-Sitka and Petersburg-Kake routes would be eliminated in the winter time. Again, this would seem to be unrelated to any existing road network.
- Table 8 of Alternative 4 indicates that when only a single Alaska Class ferry is in operation, the summertime Kake-Sitka would be eliminated even though a comparison of Tables 3 & 11 indicate that during this time period, all vessels of the entire current fleet would continue to be in operation. Why would having an additional boat mean a reduction in service?
- Similarly, Table 11 indicates a significant drop in service between Sitka and Juneau (both summer and winter, but particularly the latter) and elimination of the wintertime Juneau-Petersburg route. Again, this is in comparison to Alternative 1 which deploys fewer boats.
- Under Alternative 4, the new Berner's Bay terminal north of Juneau would presumably result in more vehicle traffic on the state-maintained road between Berner's Bay and the existing ferry terminal in Auke Bay, yet no additional road maintenance has been budgeted for on Table 11.
- Similarly, the Angoon airport is shown on Table 11 as being constructed in 2016, but no additional airport maintenance funds over those shown on Table 1 are provided for.
- Alternative 5 calls for the construction of the Juneau Access road. However, in addition to the road, Table 12 indicates that the AMHS will make 7 roundtrips per week in the winter and 14 in the summer on a route that parallels this road. What would be the point of increasing the level of ferry service on this route after construction of the road?
- Alternative 5 includes the construction of not only the Juneau Access Road, but also the Petersburg-Kake Road. These are major additions to the existing road network, yet Table 13 of Alternative 5 includes only a 14% increase in maintenance funding to service these new assets.

- Table 15 is an attempt to compare the cost of traveling between the major Southeast communities and Seattle. While several alternative means of transport are analyzed (including flying to the destination and renting a car), an obvious omission from this table is the choice of being an AMHS walk-on passenger and renting a vehicle at the destination. Even with ground transportation from the ferry terminal to the car rental lot included, this may be considerably cheaper than the options provided.
- Table 16 is a similar table showing costs of traveling from Southeast Alaska to Anchorage. Unlike the previous table, this table omits the rows showing the costs of traveling as a family or other group thereby making the AMHS option look considerably more expensive.
- In addition to comparisons of travel between Southeast and either Seattle (Table 15) or Anchorage (Table 16) similar comparisons (including family-sized and larger groups- i.e. school teams) for travel between Southeast communities should be included. In particular, comparisons of Juneau to Haines/Skagway, Sitka and Hoonah would be more useful.

V. Joe & Susan Poor
PO Box 594
Haines, Alaska 99827
(907) 766-3416 – sjpoor@gmail.com

Southeast Alaska Transportation Plan
ADOT&PF Southeast Region
PO Box 112506
Juneau, Alaska 99811-2506
Dot.satp@alaska.gov

DOT SE Alaska Transportation Plan Response 11/4/2011

You have asked for public response to 6 different transportation plans to meet the travel needs of Alaskans and also reduce the cost of our aged and subsidized ferry system.

We support the proposed road system as a way to reduce the overall operating cost of our marine highway system even though we believe inconvenience caused to the traveler will reduce the overall traffic use of this transportation concept.

We are also concerned about this proposals impact to Southeast Alaska's tourism industry as during both the fall and spring of each year many employees or prospective employees use our ferry system as their transportation vehicle of choice to travel to Alaska to fill these essential jobs.

Also our RV industry travels during this "summer season" and then dies off quickly in the fall.

However, the primary reason for our Alaska Marine Highway existence was to provide a transportation link between Alaska and "lower 48", not focused on any other outside interest group.

For this plan to work out the "bugs" we believe is also essential for the State of Alaska to provide a bus service connecting ports where interconnecting roads are used, for two years, in order to determine the feasibility of this bus transportation system and not create a situation which strands travelers at one or more of these sites. After two years the bus system should be made available, with the traveler statistics information collected, to the private sector.

The marine highway system needs to maintain an interconnect to Washington State to insure that Alaska is not isolated from a physical link to the "lower 48" and does not force our residents to travel through a foreign country . The entry rules for Canada currently prevent any Alaska resident with any felony conviction to travel through Canada and we all know that

Alaskan's are prone to alcohol and other relatively minor but felony offenses and may have occurred many years ago. Eliminating this route will impact Alaskan residents and their families and even though we do not support their lifestyle choices, we recognize they are entitled to live and work wherever they choose and if denied access to Alaska may lose their residential property and we may lose valuable workers that have made mistakes in their past.

We also suspect this proposed change in our transportation system will not impact the availability of space aboard our mainline ferries as we believe the number of passengers traveling without vehicles will significantly reduce the passenger load and therefore the revenue to our ferry system. The deck space, unless reconfigured to increase the capacity, will still leave us with an unacceptable mode of transportation which does not serve the original intent of this mode of travel.

My wife and I have experienced several situations where we wished to travel to or from our Southeast Alaska residences to Washington state or other SE ports but were unable to secure passage due to the ferry being fully booked and prevented us from using this option. In some cases we were able to drive the Alcan Highway for our return and/or departure, in others we were forced to leave our vehicle and fly via Alaska Airlines. At least one of these situations was a medical issue where my wife was unable to fly per doctor's orders and found the ferry booked for the next 30 days.

We wonder if this proposed change will not impact SE Alaska disproportionately as we have observe a significant amount of ferry traffic used by our military men and women to reach their new military assignments. The forced road links of this option may encourage them to travel the Alcan Highway and bypass our SE Alaska communities and the associated benefits enjoyed by our local small businesses.

Road access to Juneau data needs to be updated and re-introduced to the communities of Haines and Skagway to solicit local support for the concept. For too long the folks who are opposed to this concept have been spreading miss-information and generating fear scenarios to our residents to dissuade any support. Unfortunately no one with accurate and up-to-date information to support the road concept has been available and the "rumors" have become fact in many residents' minds. This needs to be addressed and remedied in order for this project to proceed with a positive outcome.

Sincerely,

Joe & Sue Poor
Haines, Alaska 99827

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Subject: SATP

From: Eli White <elibbw@gmail.com>

Date: Fri, Nov 04, 2011 3:04 pm

To: dot.satp@alaska.gov

Hello,

I just wanted to send a informal comment for different SATP options.

Living in Haines, Alaska, the ferry system is an essential component of out day to day lives. I therefore strongly support continued development and maintenance of the ferry system at its current levels. This includes development of new ferries, as well as maintenance of old ones. I do not support a new terminal at Berner's Bay in Juneau, however, since this would make walk-on travel from Haines to Juneau almost impossible, or at least prohibitively expensive.

I also strongly OPPOSE the Juneau/Katzehin road. Not only would this be a huge financial mistake, but closures due to avalanches or would make winter travel almost impossible. Replacing the well used ferry system with a useless, multi-billion dollar road would be a grave mistake.

In the end, I support alternative 1, which I understand would maintain our current level of service.

Thank you,
Eli White
Haines, AK

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From: Marlys Johnson [mailto:marlys_johnson@yahoo.com]
Sent: Friday, November 04, 2011 2:51 PM
To: Heidemann, Marie E (DOT)
Subject: JNU Access Rd.

Dear Marie,

I'm a member of the Haines Chamber of Commerce; reitred teacher/principal/ college instructor; etc... etc... I've been following the JNU Access situation for years and have always been very supportive of the Marine Highway ferry system as the better alternative to a road. However, my thoughts have increasingly changed over the past two years and I'm presently believing that the road is going to happen - someday - whether we want it or not ! At this point, I believe it's right - especially for Haines due to the many medical needs and our lack of a hospital or sufficient doctors. Having a road would make it less of an ordeal whether it's for school teams, young families, or seniors.

After many hours of reading some of your studies over the years, I feel the west side of the Lynn Canal fits the need the best; perhaps cross over at the Megellan Flats or Pyramid Island (don't believe there's an active eagle's nest there anymore)... and then build a bridge at some stable point nearer JNU and build it only half the way across the Lynn Canal - resting one side of the bridge into a set of islands and then have a shuttle ferry to the JNU side. The dangers of the Lynn Canal are incredible with winds, ice, avalanches, mud slides, storms, etc... However, it needs to happen.. I don't think we'll ever afford another George Washington Bridge... to be called the Lynn Canal Bridge - at least full way. We might be the first to be totally innovative and develop a "tunnel bridge" over the waters for foul weather and to prevent ice and snow from mounting up ... perhaps a glass upper dome that could be open and closed pending on weather... or just keep it yr. round!! I've never heard of such an idea - but I've been thinking about its possibility. So - for any creative minds that don't think this is too absurd - I submit my thoughts.

I'm presently in Seattle - on a family trip and wanted to respond. I could not access the site that was sent to me thru our Chamber letter. I wrote using the site address and my computer wouldn't send it ... so I started over again..

Thanks for asking for our support. I don't know what all the alternatives are ... but at least you have mien ! I believe an east side approach is more hazzardous than a west side.

Thanks,

Marlys J. Johnson
HC 60 Box 2645
Haines, AK. 99827-9702
Ph: 907-767-5787
Cell: 907-314-0261

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Subject: Comments on Transportation Plan

From: administrator@thornebay-ak.gov

Date: Fri, Nov 04, 2011 2:32 pm

To: dot.satp@alaska.gov

1. I question the idea of sending everyone to and from SE through Canada. The drive takes as long if not longer than the ferry plus the passport and inspections hassle. Not just once but at both boarders. Many people from Prince of Wales go south for shopping or medical reasons and having to drive through Canada will force them to Fly. And as for tourist the ferry ride is part of the adventure. If it becomes more convenient to ship supplies and vehicles then fly loosing ferry traffic for barge and airlines may offset the savings achieved.
2. The idea of sending everyone through POW on their way North is a great idea for the island but also forces everyone traveling to come by vehicle. And for those traveling thru a real inconvenience.
3. If you stretch out the ferry line from Wrangle to Coffman Cove and from Ketchikan to Hollis they would almost meet in Clarence Strait. Would seem logical that one terminal at Thorne Bay would eliminate one terminal and alot of back tracking with ferries. One less terminal to maintain, one less ferry and less staff.
4. Would recommend that the next review and study to include the economic impacts to the communities along the routes. Maintaining and improving on the ability to navigate between communities in SE Alaska is of utmost importance but the economic impact to communities needs to be weighed heavily. Public workshops and discussion is fine but the State needs to have representatives for the impacted communities participate directly in the planning, layout and economic impacts. Not just comments from the workshops.

Thank you for the opportunity to share my thoughts

Thank You

Wayne Benner, City Administrator

City of Thorne Bay

PO Box 19110

Thorne Bay, AK 99919

Office: 907-828-3380

Cell: 907-254-2554

administrator@thornebay-ak.gov

wbenner1247@gmail.com

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SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot.satp@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

Alt. 4 best exemplifies the Direction AMHS is currently heading. It also fits best with other marine transp. systems throughout the state. I do not support road segments that do not address the large % of passengers who walk on AMHS. The ferry termin in Berners Bay in Alt. 4 must address transportation options to that site.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

Airports are in pretty good shape. Maintaining existing roads should be a priority. Building new ferries is one of the most important investments the State can make to insure safe, reliable transportation for SE Alaska.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

Fly and ferry. Fly in decent conditions, ferry when weather is bad. Mainly between Juneau and Skagway.

Other comments (feel free to add additional paper):

The Lynn Canal road would not provide a reliable mode of transportation during winter months.

Name: Paul (M) Korsmo

Date: 11/3/2011

Home Community: _____

E-mail or Mailing address (to receive status update on developing SATP Plan): _____

mkorsmo@ep@alaska.net



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot_satp@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

Alternative #2

Hoonah Profile: state Business Licenses, #101 active
 Secured Funding 6-30-11 to 9-30-11, \$22,782,119
 Commercial Fishing Licenses #82
 Population, Largest Tlingit Village in AK

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

Sell Fast Ferries! Use American made AK class.
 Improve airports for larger payloads.
 Establish Alaska ~~air~~ sea ports only.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

Shopping, appointments and pleasure.
 + Juneau from Hoonah for

Other comments (feel free to add additional paper):

The schedule now being offered requires me the following: no overnight except a (3) three night sleep over (motel car renta food) and suffer an 8 on 12 trip to get home

Name: Charles Kingland Agent, Fixed Income

Date: Nov 3 2011

Home Comm. City: Hoonah

E-mail or Mailing address (to receive status update on developing SATP Plan)

Comments on Scoping Report

We went to the meeting in Hoonah on Oct 6th and were very surprised at what we heard.

Due to scheduleing we some times have to go to Tenakee and then unto Juneau. This makes for a long ride.

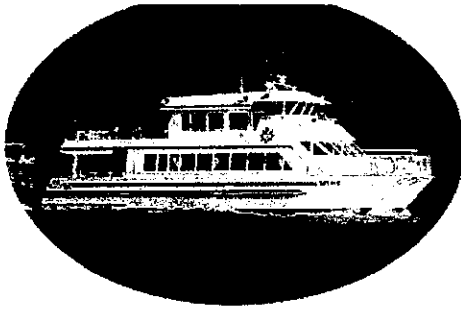
Tenakee does not have facilities to handle automobiles and has very few people traveling. It would seem to us that a road system from Tenakee to Hoonah would allow travel and save the system money and time.

The way the present schedules are set up we have to spend 3 nites in a hotel to go from Hoonah to Juneau and back to Hoonah. This is very expensive to try and make appointments and do our shopping.

Traveling from Skagway to Hoonah we see a lot of traffic going from Skagway to Haines. Much of this traffic departs at Haines leaving very light traffic going on to Juneau. The same thing when traveling from Juneau to Skagway.

We would like to see a Ferry from Hoonah to Juneau that would leave in the morning and return late that same evening or returning the next day. This would save hotel and resturant expenses and car rental expenses as well. If this could be done twice a month would help alot.

Gerard and Carolin Peterson Hoonah



SKAGWAY MARINE ACCESS COMMISSION

P. O. Box 1076
Skagway, AK 99840

October 31, 2011

Andy Hughes
Southeast Regional Planning Chief
Alaska Dept. of Transportation and Public Facilities
PO Box 112506
Juneau Alaska 99811-2595

Dear Mr. Hughes,

The Skagway Marine Access Commission (SMAC), a non-profit corporation of small businesses and community leaders dedicated to the promotion of marine transportation in Lynn Canal, submits for your consideration the following comments regarding the 2011 Update Scoping Report to the Southeast Alaska Transportation Plan (SATP).

It is the position of the Skagway Marine Access Commission that the Southeast Alaska region is coastal in nature and our economies have evolved around and depend upon reliable and predictable patterns of marine transportation.

The mission statement of the 1999 Southeast Alaska Transportation Plan more closely reflects the needs of our communities and their economies: **"To provide a transportation system for the movement of people, goods and vehicles between communities in Southeast Alaska and to/from Southeast Alaska that is convenient, efficient, reliable, safe and affordable."** However, the subsequent 2004 rewrite of the SATP shifted emphasis from improving marine transportation to the construction of roads including the expensive Juneau road mega-project.

The communities of Skagway and Haines have consistently opposed the construction of this project on the grounds that it will not meet the criteria of safe, reliable and cost-effective transportation between communities required for the advancement of our economies. We urge you to remove the bias for road-building from the SATP and give a fair and balanced evaluation of the importance of marine transportation to our region.

The flawed methodology used in the EIS for the Juneau Road project (engineering the purpose and need and the data to support a predetermined political end project) was clearly evident to the judges who ultimately rejected the EIS and remanded the document back to the Department. The fact that the SATP, scheduled to be completed in 2009, is only now being developed is evidence that the Department has failed to meet its planning mandate because it is still fixated on what appears to be an unachievable goal.

On its own, a poorly planned project always creates its own burden for state government and affected communities but when a bad project of the size and scope of the Juneau Road is incorporated into the regional planning process it becomes an obstruction which effectively constipates planning for the entire region.

We appreciate your attempts at making this latest version of the SATP an austerity based plan relative to the 2004 plan. But really, if it were truly an austerity based plan the Juneau Road would have no place in the discussion for the following reasons: the engineering on the full length of the route has never been completed thereby making the price tag and the timeframe unknown quantities. Additionally earmarks and other funding for megaprojects are no longer available to the State.

Given the funding constraints of today's economy and the sheer number of road and shuttle ferry projects required to make Alternative 5 viable, it is unrealistic to forecast completion of this alternative before the year 2050. (After all, the state has been attempting to write a viable EIS for Juneau Access since 1997.) At the SATP scoping meeting in Skagway, Highway Route 7 was described euphemistically as "a bit of a complicated itinerary." Once the public fully understands the built-in inconvenience of traveling on Route 7, the department can expect an unfavorable hue and cry.

Alternatives 2 and 3 effectively propose reductions in service. While attempting to reduce DOT expenses, they make no mention of adverse economic impacts throughout the state. This fails to meet the purpose and need described in the 2011 scoping document which states that the proposed alternatives should "support the local and regional economy". It is important to remember that you can destroy your demand by not supporting economic activity.

We support Alternative 4 Alaska Class Ferries for the following reasons:

Efficient: This alternative enables capacity to be tailored to meet traffic demand. These versatile ferries can be deployed on a number of different routes throughout the year recognizing the seasonal variations of demand. This design optimizes modern techniques of fuel management, navigation and hull design which provide lower cost of operation.

Realistic Timeline: Unlike Highway Route 7, this alternative can be built now, is fairly direct in its execution and less litigious in its nature.

Economic Sustainability: Construction of the Alaska Class Ferries in Ketchikan would provide economic stimulus and a long term economic infrastructure potential. Also, ferry tariffs provide a revenue stream for the system that paved roads do not. Building the smaller, more efficient Alaska Class Ferries addresses the concerns about the existing aging Marine Highway fleet.

Safe and reliable: Because the Alaska Class ferries have been designed specifically to meet the marine conditions in Southeast Alaska, they are the safest and most reliable method of providing for the movement of people, goods and services throughout the region.

Thank you for the opportunity to comment on the scoping document.

Sincerely,



Janice C. Wrentmore, Chair
Skagway Marine Access Commission

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Subject: Alaska State ferry system
From: mtrotter <mtrotter@flyfishalaska.com>
Date: Fri, Nov 04, 2011 12:57 pm
To: dot.satp@alaska.gov

November 4, 2011

DOT&PS - Southeast Regional Planning
PO Box 112506
Juneau, Alaska 99811-2506
Attention: Andy Hughes, Stephanie Benson, Marie Heidemann, Jim Potdevin, Verne Skagerberg, Christa Hagan

Hello DOT&PF Members,

Thank you for the opportunity to comment on the ADOT&PF Southeast Alaska Transportation Plan's Scoping Report.

We are strongly opposed to Alternative #5 which would develop Highway Route 7 and includes a road from Sitka to Warm Springs Bay to a ferry Terminal there. Our life time of work and business as a wilderness lodge operation would be extremely compromised and could not coexist with such a industrial endeavor in our bay.

We also humbly implore you to not drop any of the ferry service from southeast Alaska to Bellingham. We have been riding this ferry route for 32 years now; seasonally twice a year moving supplies and vehicles for our southern promotion season. This ferry route is such a vital umbilical cord to our business and life here in SE Alaska, please do not disrupt or drop this route.

Thank you for your time and consideration on these life changing issues.

Respectfully & Sincerely,
Mike

Mike & Sally Trotter
BARANOF WILDERNESS LODGE
P.O. Box 2187
Sitka, Alaska 99835
800-613-6551
907 738-9039 cell
mtrotter@flyfishalaska.com

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Subject: satp scoping comments
From: Eric Holle <banjorebop@yahoo.com>
Date: Fri, Nov 04, 2011 12:42 pm
To: dot.satp@alaska.gov
Cc: banjorebop@yahoo.com

1. The plan should serve all public user groups, including walk-on passengers, a major component of ferry riders. The existing situation serves this best. Most alternatives that require road construction will negatively impact walk ons unless ADOT provides bus transportation to and from outlying ferry terminals.
2. The economic benefits of walk on passengers to Southeast communities is substantial. Examples include Juneau Folk Festival, Jazz and Classics, Sitka music festivals, Haines Brewfest, Kluane Bike Race, SE State Fair, etc
3. The plan should not consider cost savings as the ultimate factor in choosing between alternatives. Rather it should be considered as one factor among many.
4. Public safety is paramount. Roads increase the likelihood of automobile related injuries on what will undoubtedly be icy, rock and rubble strewn roads. In many areas, especially Lynn Canal, avalanches pose a significant risk of injury and/or stranding of road travelers.
5. Impacts to wildlife of various alternatives have not been considered adequately. Tidal areas are crucial to the life cycles of many SE Alaska species, including deer, brown and black bears, mountain goats, otters, mink and the Alexander Archipelago wolf, currently the subject of an Endangered Species Act listing petition before the US Fish&Wildlife Service. Roads cut off access to and from beaches for wildlife, and increase hunting and trapping pressure. They also will impact marine mammals such as Stellar sea lions and seals which haul out along shorelines.
6. Although subjective, aesthetics are important to both SE residents and visitors. The pristine wilderness qualities for which SE Alaska is noted would be marred by roads and their attendant scars, trash, gas stations, etc. Impacts of ugly roads to the visitor industry would be substantial.
7. All ferries must be large enough to handle almost all weather conditions. The MV Fairweather, for example has been shown to be inadequate for severe weather conditions in Lynn Canal and other parts of southeast. Shuttle ferries that cannot easily operate in all conditions will cause delays, bottlenecks, and motorist strandings.
8. Fuel efficiency is more important than speed. Due to increased economic and environmental costs associated with petroleum based fuels, inefficient high speed ferries should be eliminated. This will also decrease collisions and other impacts to marine mammals and sea birds.
9. The Bellingham run is a crucial connection for SE Alaska to the lower 48, both for passengers and for transport of materials. It is essential to maintain this run.
10. Ferry Fleet Capacity Management improves efficiency to some degree, but by reducing the level of service or eliminating it altogether for small communities like Pelican, Tenakee, and Yakutat, crucial social and economic links between communities would be eliminated.
11. Alaska Class Ferries, a leaner approach to ferry service, make sense if they are seaworthy and fuel efficient. However, they should not be linked to bad ideas like a Berners Bay Terminal.
12. There is no need for more than one trip per day between Juneau and Haines/Skagway, and this idea should not be used to justify a Berners Bay Terminal.
13. The idea of a road along either side of Lynn Canal should be put to rest permanently. The money already wasted on this for three decades could have gone a long way toward improving existing ferry service. Such a road would be dangerous, inconvenient due to length and reliance on shuttle ferries, an eyesore, astronomically expensive, a serious negative impact to wildlife, and a target for more lawsuits

Thank you,
Eric Holle
Box 1324
Haines, AK 99827

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Subject: Comment on Trnsportation plan
From: William E Solberg <whalestail1@msn.com>
Date: Fri, Nov 04, 2011 12:38 pm
To: dot.satp@alaska.gov

I support Option 5- Juneau Access road. This is so important for the development and growth of our community here in Juneau.

Bill Solberg

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Subject: Alaska Ferry System
From: Terry Jacobson <tjarcturus@yahoo.com>
Date: Fri, Nov 04, 2011 12:37 pm
To: dot.satp@alaska.gov

TO Whom It May Concern at DOT,

I have been an Alaska resident since 1968 and have used the Alaska Ferry often every year since then. I am quite happy with the way it is. We have several nice new terminals at our major ports. The older class ferrys are the most reliable. We should invest in another Taku type ferry and another LeConte type ferry. Sell the Fairweather style.

I do not want to see construction of more terminals outside the communities of Alaska. Keep remote Alaska areas natural for wildlife and scenery. A real good Alaskan feeling is felt on the slower ferrys when there is more time to relax and talk to old friends and meet new visitors. With the fast boats there is not time to converse or relax before you're back in Port.

Sincerely,

Terry Jacobson
P.O. Box 1158
Haines, AK 99827

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Subject: SATP Comments
From: Rob Goldberg <artstudioalaska@yahoo.com>
Date: Fri, Nov 04, 2011 12:33 pm
To: dot.satp@alaska.gov

We support Alternative 1, which maintains the existing ferry system. We live in Haines, and we primarily use the ferry to go to Juneau to get to the airport or to medical appointments. We rarely take a vehicle on the ferry. The ferry is our link to the rest of the world. We have found it to be a reliable, safe and comfortable way to travel.

We do not support any alternative that includes a road from Juneau north toward Haines. I (Rob) have climbed extensively on the east side of Lynn Canal. The terrain is so severe that you cannot go anywhere without climbing equipment. The people who are pushing for this road should all go there and try to walk the proposed route of the road. Then they would learn the reality of the situation, that building a road up the east side of Lynn Canal is a ridiculous idea. They should also read the report by Golder Engineering that details the 100 plus major geologic hazards along the route.

We also do not support a ferry terminal at Berners Bay. What will walk on passengers do once they get to Berners Bay? There is already no public transportation from the Auke Bay ferry terminal to the airport. The focus of the ferry system should be more on moving passengers from town to town, and less on cars. The price of gas is only going to become more expensive, and people will be driving less. The ferry system should be viewed as a way to move people and goods, and not just as a link between road sections.

The Bellingham run has been profitable in the past, and should not be eliminated. A Lynn Canal day boat in a size between the LeConte and the Taku, with no, or few, staterooms would work well. As the state can afford them, the aging ferries should be replaced with more efficient models.

Thank you for accepting our comments.

Sincerely,
Rob Goldberg and Donna Catotti
Catotti and Goldberg Art Studio
PO Box 1154 Haines, AK 99827 USA
907-766-2707
artstudioalaska.com

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Subject: comment on SATP

From: tim mcdonough <annandtim1@yahoo.com>

Date: Fri, Nov 04, 2011 12:11 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

To whom it concerns:

We would like to go on record as supporting community-to-community ferry service that provides public transportation for passengers traveling with and without vehicles. In order to continue to achieve this it is important to replace aging vessels with newer efficient ones which we also support doing.

The ferry system has been and continues to be a very reliable, safe and economical part of our lives in Haines. Building roads from Haines to Juneau changes our quality of life and wastes tax payers money on unsafe and cost prohibitive construction.

We do not support the the building of the Juneau/Katzehin and other proposed roads. Those projects are unrealistic, unnecessary, and cost-prohibitive.

In reading the final scoping report we support alternative one, which maintains the existing system. We support the building of at least one Alaska class ferry in alternative 4 but strongly oppose the building of a terminal at Berners Bay as it would make walk on passenger fares cost prohibitive. We oppose alternative 5, the most expensive, as roads will be subject to frequent closures due to avalanche, rock and landslide activity.

Thank you for considering our comments.

Sincerely,

Tim McDonough

Ann Myren

Haines Alaska

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Subject: 2011 scoping report
From: allen stewart <coastal@pelicancity.org>
Date: Fri, Nov 04, 2011 12:00 pm
To: dot.satp@alaska.gov

From: allen stewart
Po box 606
Pelican ak

I wish to comment on the ferries. I would like to see the alternative 5 be used. Pelican needs more ferries to try and help our economy.

Thank you
Allen stewart

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SATP RESPONSE

It is a very grim picture that the planning team uses as the starting point for the planning process. If I am correct they are assuming a 10,000 person drop in Southeast population, substantially reduced state revenue due to a drop in oil production, and a sharp reduction in federal money due to the lack of earmarks along with the general state of the federal deficit. The question I ask if this comes to pass is why do all the proposed scenarios not match the projected funds anticipated?

An examination of the past SATP and revisions as well as this proposed document all have the common trend of being “Letters to Santa Claus”, proposing many expensive and admirable vessels and roads, but none or very few have been built. Instead we have our current system that is barely meeting the needs of the region and is already deemed unsustainable by the planning team. What we need is a proposal that substantially reduces the amount of State General Funds dollars necessary to operate the system while improving transportation infrastructure.

The common theme that has been evident in past planning exercises is that there are two systems, each with different types of demands and needs. One system is the need of the locals to go from one community to the next. These are trips that are taken often and are not normally planned that far out. If we were down south we

○ would be hopping in the car and driving to the next biggest town to take advantage of shopping or medical opportunities that do not exist in our town. The other system serves the tourist who transits from outside of the state to our region, and locals who need to transit out. These are the types of trips that are normally planned in advance of the trip. Our current system with Mainliners serves this need adequately. Many of us are very happy with our current system of Blue Canoe Mainliners. Unfortunately they will cost over \$250 million apiece to replace and cost way more to operate than we will have in General Fund dollars in the future.

○ Once again, in the absence of any realistic planning document, AMHS has proposed to build new day boats, the Alaska Class Ferry. While this is a step in the right direction, the vessel class is too big requiring too large of crewing sizes that will be too expensive to operate. While the vessels will match traffic during peak summer traffic, they will travel with more crew than passengers many months of the year. What we need to look at is two systems. One that is scalable with smaller vessels (more vessels operating during peak summer months, then tying up surplus capacity during the winter while maintaining daily service) for the day boat routes. Then we need a new mainliner to transport the visitors and locals in and out of the region.

○ This type of system is buildable today with the existing road infrastructure. With an integrated bus system you would be

○ able to travel to more than the next community without a vehicle if you wished. If Santa Claus does answer our letter, and we have money to build additional roads you can speed up transit times.

If this plan is intended to give us a blueprint of our way forward, I suggest the planners produce an alternative that is staged, prioritized and realistic with the projected funds anticipated. I am waiting for the day when we have a transportation system and not a political system. Maybe if we do that our population will not drop by 10,000 over the next 20 years.

Dave Kensinger

PO Box 1289

○ Petersburg AK 99833

907-772-3203

chelanproduce@gmail.com

○

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Subject: SATP comments
From: Kip Kermoian <alaskakip@yahoo.com>
Date: Fri, Nov 04, 2011 11:08 am
To: dot.satp@alaska.gov

Dear DOT representative,

We strongly oppose any changes to the SATP that will in any way adversely affect community-to-community ferry service.

Specifically we oppose Alternative 4 due to safety concerns, unnecessary new construction of ferry terminals, unpredictability of closures, accident potential, the increased cost and inconvenience to walk on passengers, and the logistical complications to passengers associated with this plan.

We strongly support Alternative 1 and support improving the existing fleet over time to improved, more efficient Alaska class ferries.

Thank you for this opportunity to comment.

Sincerely, Kip and Patty Kermoian

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Subject: Southeast Alaska Transportation Plan (SATP)
From: City Manager <citymanager@cityofkake.org>
Date: Fri, Nov 04, 2011 10:52 am
To: dot.satp@alaska.gov
""Hughes, Andrew N (DOT)"" <andy.hughes@alaska.gov>, joannpjackson@yahoo.com, 'City Clerk' <cityclerk@cityofkake.org>, Edna Jackson <tlingit50@yahoo.com>, 'Emily Davis' <emilyann80@yahoo.com>, Henrich Kadake <henrykadake@yahoo.com>, Lloyd Davis <lloyd03@yahoo.com>, Paulette Jackson <babyjacks25@yahoo.com>, Teresa Gaudette <tagaudette@yahoo.com>

To whom it may concern,

With regards to the plan identified in the subject line above, the City Council for the City of Kake endorses, supports, and recommends Alternate No. 5. This plan is preferred as it would provide the greatest economic benefit to this community. Some examples of economic benefit include:

1. Ground transportation that would reduce freight cost for
 - a. Groceries, goods, & materials coming in
 - b. Fuel coming in
 - c. Services coming in
 - d. Harvested fish landing in Kake going out
 - e. Services going out
2. Increased commerce between Kake and Petersburg, again via ground transportation
 - a. Tourism in addition to the items identified above
 - b. Increased hunting, hiking, camping, and other recreation activities currently unavailable due to limited or no access
 - c. A road between Kake & Petersburg would create numerous maintenance-related jobs in both communities.
 - d. Kake could benefit from its strategic location within the Southeast Alaska area
3. Improved access to medical services
 - a. Ground transportation is more economical than air travel
 - b. Air travel is heavily restricted by local weather
 - c. Air travel provides limited travel opportunity due to scheduling
 - d. Ferry travel is very infrequent for medical purposes

We realize the ultimate benefit to the City of Kake goes well beyond the items identified above, but these should serve as an indicator of what some of those benefits would be.

John Janik, MMPA
City Manager
PO Box 500
City of Kake, AK 99830
Phone: (907) 785-3804
FAX: (907) 785-4815

Dear Alaska Dept of Transportation,

I would like to voice my support for Alternative #2 of your Scoping Report. I like the ability of this alternative to decrease ferry routes that do not utilize the service to 50% of capacity, while still updating and replacing the current vessels.

I think that service to Bellingham and across the Gulf of Alaska is important to those communities and should be continued.

I do want to take issue with the last of your "basic tenants". Some communities are split in their desire for ferry service. This last tenant presupposes that once a community has ferry service, that it will always want it, and will always want more if 50% capacity is maintained. This is not necessarily true. Ferry service has dramatic consequences for a town. Some are good some not always good. Communities need the right to limit ferry service by a majority of town votes. This decision should be with the towns. The decision for continuing ferry service, or increases in service should be a recurring ballot item every few years.

Thank you for the opportunity to voice my opinion, and for all of your efforts in providing for our transportation needs.

Marylou Blakeslee

Gustavus, Alaska 2011

mloublakeslee@hotmail.com



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot.satp@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

"The "preliminary alternative" I prefer is #3 "Maximize use of existing roads." I have lived in Hoonah for 37 years and only used the ferry service to Washington state once. Prince Rupert would
(continued - see attached)

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

Prioritization of capital investment in Southeast Alaska transportation should be #1 ferries, #2 airports and #3 roads. Water transport is the baseline system
(continued - see attached)

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)? Since the ferry schedule is arbitrary, travel on those ferries is difficult and
(continued - see attached)

Other comments (feel free to add additional paper):

On October 6, 2011, representatives of the
(continued - see attached)

Name: John Shelton

Date: 11/3/11

Home Community: Hoonah

E-mail or Mailing address (to receive status update on developing SATP Plan):
P.O. Box 101 Hoonah 99829

Preliminary Alternative - continued from page 1

would make a logical southern terminus. No one that I know of has taken the ferry to Whittier, although a few from Hoonah have probably done so. Must drive from Haines or Skagway. Don't build any more roads, just improve ferry schedules for Southeast Alaska residents so that they can travel to regional communities.

Capital investment priorities - four page 1

system of travel around Southeast Alaska. Our regional marine highway has been in existence for thousands of years. The routes, risks and tides are well known. Lack of roads has not stopped mining, logging, tourism, fishing, hunting or travel between communities. Air travel is a luxury which has become a necessity, especially as ferry schedules do not meet our community's needs. Ferry schedules are arbitrary. No one asks for community input when schedules are made.

Frequency of Travel - continued

time consuming. Though I would prefer to travel by ferry, most often I am forced to use more expensive air transportation. This is a particular burden for businesses, city government, schools and low income families. Most travel from Hoonah is to and from Juneau for business, legal, health, personal, or the use of Juneau as a transportation hub. To a lesser degree, if only the ferry schedule was accomodating, we travel to Sitka, where many of our relatives live and regional native health services are located. Our school sports teams would prefer to use the ferry system to visit neighboring communities rather than expensive air travel.

Other Comments - Continued

Alaska Dept. of Transportation visited Hoonah. They had a chart to show how ferry ridership had dropped. This is due to the ferry schedule. If you make it inconvenient for us to travel by ferry, we are forced to use the airlines.

At the same meeting there were gaping holes in the statistics. There was no documentation of commercial traffic either by volume or by value of products shipped. There was no breakdown of ferry system use by community. How many Hoonah residents purchased ferry tickets? How does personal and commercial travel to and from Hoonah compare with Angoon, Pelican or Tenakee? My theory is that you will find that Hoonah traffic is greater than all outlying communities in this region combined. Ferry schedules should have Hoonah as a higher priority than other, smaller communities in our region. Hoonah needs better ferry service. The inconvenient schedule is strangling the growth and development of our community. Ferry scheduling should be prioritized by volume and value of ferry traffic by community.

Heidemann, Marie E (DOT)

From: Chris and Elisa Brooks <misterb@aptalaska.net>
Content: Friday, November 04, 2011 9:58 AM
To: DOT SER SATP
Subject: SATP input

To whom it may concern,

I would like to comment on the southeast transportation plan. As it stands the overwhelming push from the state has been to reduce the capacity of the marine highway and use roads to move people around southeast. So far this has not worked and I do not believe that any of the six proposed alternatives will work either. Please come up with better alternatives. I would suggest a plan but I am sure it will be discounted since I have not the degrees necessary to assemble random facts that suit a predetermined agenda. None am I able to produce power point presentations with lots of pictures and little documentation to support the findings on particular issues. So I will save my time and offer the following.

So far the no action alternative has been used for the last five years to drive transportation planning in the region. If you want a transportation system to be effective you must maintain a bit of excess capacity in the marine highway. I would suggest that you replace the aging ferries and work to improve ridership to increase income. It would also be good if AKDOT would maintain the roads that they already have instead of attempting to build new ones. Once AKDOT is able to maintain what they already have then maybe new roads could be built. Thanks for your time.

Subject: Southeast Transportation Plan Comments
From: Joy Prescott <joyprescott@yahoo.com>
Date: Fri, Nov 04, 2011 9:55 am
To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

I am writing for my large extended family here in Wrangell. We support maintaining the existing system without raising prices very much. We don't feel that the ferry system needs to support itself. In fact, we would be willing to even pay a small per person tax to keep it running like it is.

Because we are a large extended family, we take the ferry for various reasons. One reason is to travel to Ketchikan for medical because it has the nearest large medical facility. Sometimes, this is to have a baby, sometimes for surgery. It is VERY inconvenient to fly to Ketchikan because it is so hard to get from the airport to town. We are often traveling with small children or infants and elderly. There are no carts to help us with our luggage. There are no wheelchairs that can be used to get down to the airport ferry and it is a bit of a walk in the weather. You try lugging a stroller with baby, a toddler, and luggage by yourself. Then, you have to hire a taxi to get to the hotel or try and walk. But, the ferry stops right across from the hotel where we stay. We can take handcarts and wheelchairs on the ferry, our luggage is brought up the ramp for us, and it's only a little way to walk. We also go to Ketchikan to shop at stores, such as Walmart. When we take the ferry, we can buy as much as we want and put it in boxes on the luggage cart. We are not as limited by weight and size and amount as if we fly.

Another reason that we take the ferry is to get down South for vacations, etc. with our car. Because we have handicapped members, some of whom cannot sit very long, we do not drive from Prince Rupert – we take the ferry to Bellingham. Some of our family members also travel to other Southeast Alaska communities via ferry for school events or to visit relatives. We take the ferry because we like to. We like to ride on the ferry much more than to fly. It's nice. It's roomy. You get to see scenery. You don't have to worry about getting stuck somewhere because of weather. You aren't squished into a little teeny seat on a plane. And, because some of us can't sit very long, we can stand up or lay down on the ferry as much as we want. We are not forced to sit for long amounts of time in a little teeny seat on an airplane.

We think that you could improve ferry service, increase ridership, and build new ferries without cutting anything. First, join the 21st century. Offer rewards and incentives. How about a mileage plan? How about frequent traveler advantages? How about Alaskans only discounts? How about incentives like free staterooms? Not just driver goes free because we often don't take a car because we can't afford it. Also, we feel that you should actually INCREASE ferry service in the summer. It is VERY hard for us to get staterooms or cars onto the ferry between May 1 and Sept 15 when we sometimes want to take our vacations (the kids are out of school). And, because we often travel with elderly, handicapped or small children, we usually want a stateroom, especially if it is overnight because we can't sleep on the floor or in chairs. Sometimes, we've been on the ferry in the summer and there isn't even enough floor space to sleep.

So, here's what we think about the other alternatives:

2 – We don't like this because it reduces the overall service while penalizing those that live in

smaller communities. You'd be going right by us anyway, why not stop?

#3 – We could care less about discontinuing service across the Gulf of Alaska. We have never taken that ferry and don't plan to anytime soon. We also don't know anyone who's ever done that. We care a lot about service to Bellingham. The logistics of trying to pick up a car from the barge after flying to Seattle give me a headache just thinking about it.

#4 – We don't like this one because it eliminates staterooms, they are already really hard to come by, and we often need one when we travel. Maybe you could add a few of these in the summer to increase the missing capacity that the ferry system has now. But, they should be in addition to the existing service.

#5 – This is just plain dumb. I would probably never take the ferry again and would really miss it. There's no way any of us would drive across POW to get to Ketchikan. Some of us have cars that are not that reliable and some of us can't sit that long. Where would we stay along these highway routes? We'd have large hotel costs, gas costs, we'd have to take a ferry, drive, and take another ferry just to get to Sitka or Juneau.

#6 – We don't like this one because it would probably drop the Bellingham route and reduces other services. Also, some of us can't get a rental car when we get somewhere, because we can't afford it or because we don't have credit cards.

You also manage airports, but there is nothing in this plan about increasing fees at airports. You also manage highways, but there is nothing in this plan about charging a fee per car to help maintain the highways. This is our marine highway – a public highway – why do we have to increase fees to travel on it? Why are you penalizing the young, the poor, the elderly, and the handicapped and not the rich who can fly everywhere? Why would you want to force us to travel in a mode that is unpleasant to say the least when we can travel on our wonderful, scenic ferries?

The Prescott family, the Prescott-Bruns family, the Nore family, and the Cummings family

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Subject: Satp comments
From: Richard <knarpr@gci.net>
Date: Fri, Nov 04, 2011 8:48 am
To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

In the short term, given that an Alaska class ferry is already funded, a combination of alternatives 4 & 5 is recommended by moving ahead on the Lynn Canal Highway now and starting the process to build a road from Sitka across the island to Baranof Warm Springs. Further, the dismal operating economics of AMHS, (in excess of \$100 million annual subsidy), dictate that the ultimate SE transportation system reflect some version of alternative 5. Richard Knapp, Juneau, AK.

Sent from my iPad

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Subject: Comment on 2011 Update Scoping Report
From: Sandi Marchbanks <sandi.marchbanks@gmail.com>
Date: Fri, Nov 04, 2011 8:44 am
To: dot.satp@alaska.gov

Thank you for the opportunity to comment on the Scoping Report.

I've recently returned from a round-trip journey of the U.S. incorporating the use of the Alaska Ferry system for part of that trip. I was, once again, completely satisfied with the quality of the service while aboard the ferry. I also spoke with a number of riders who impressed upon me the fact of their satisfaction with the trip and their gratitude that the State of Alaska would provide this service to both residents, travelers and tourists, and individuals and families who were coming to make Alaska their home. *They were also very vocal about the relief that there were no TSA officials conducting body searches!*

Just as you have narrated in this Report, S.E. Alaska is an archipelago, one of the few in the United States. As such, the idea of traveling through S.E. Alaska this way is quite appealing to many people. I worked in the tourism industry for 15 years and know that with a better clarification of the ferry system, ridership could increase. If a cost comparison was set up on the website showing the benefit of traveling throughout S.E. via ferry vs. air (airfare, overnight accommodation, etc.) and a more simplified chart of the ferries and communities they serve, travelers would chose the ferry. If one of the problems is fewer riders going south, discounting the price, by even 10%, would appeal to many.

I believe DOT has to contend with the delegation from the North who have little or no idea how valuable the ferry system is to the people of S.E. Alaska and as such, continues to invest money in scoping reports that basically say the same thing. When the State chose to cut tourism dollars during the Knowles administration (except for the cruise ship industry), the tourism industry fell into decline in S.E. and continues to have a difficult time rebuilding. Possibly a marketing group made up of successful tourist businesses in S.E. could come together and "lobby" the naysayers from up-North in an effort to quash the continued negativity that they spew.

I support Alternative 2 in the Scoping Report as the least offensive of Alternatives 2-6, even though Alternative 1 would be the most forward-thinking. I realize Alternative 1 does not show great "proof of life" in this era of governmental ineffectiveness. I would also support *some* melding between Alternative 2 and Alternative 4. It is of great interest that, once again, Gustavus is left out, for the most part, from the Report. To that end, would a new ferry terminal in Berner's Bay be funded totally by the State as opposed to the funding for the Gustavus dock?

I believe it would be the biggest mistake to discontinue ferry service to Bellingham, as proposed in Alternative 3. Prince Rupert is not the United States, and an Alaska ferry using Canada as the southern gateway is reprehensible, in my estimation. That is a truly stupid idea and very un-Alaskan. The statement that "travelers who do not want to drive or travel through Canada could ship their car by barge to Seattle and fly to Seattle at a potential savings in cost and travel time" was written by someone who has never had their personal vehicle shipped by barge. The damage alone that can be incurred shipping a vehicle on a barge far outweighs the cost of a ferry ticket. I know this personally. The lack of foresight by that statement alone is utterly incredible. Alternative 5 should not even be included in this Scoping Report.

I would hope that whoever was involved in the decision to build the Fairweather, for whatever reason, would not be involved in the repower. Things happen slowly in Alaska. We don't need a droning, uncomfortable, inefficient vessel like the Fairweather whisking folks to and from Skagway and Sitka. Somewhere, people have to understand "journey" vs. "trip". There is a vast difference between the two.

Respectfully,
Sandi Marchbanks
Gustavus, Alaska

From: dimitralavrakas@hotmail.com
To: dot.satp@alaska.gov
Subject: SE Transportation Plan Comment
Date: Fri, 4 Nov 2011 08:42:41 -0800

Dimitra Lavrakas
PO Box 204
Skagway AK 99840
907.973.7373

November 4, 2011

It is disheartening to me to see AK DOT&PF still pursuing a road alternative in Alternative 5. It was also disturbing at the Skagway meeting to ask how many walk-on passengers the system carried last year, and neither Marie Heideman, Non-Motorized Planner, nor Andy Hughes, Plannign Chief, said they couldn't answer. If I am not mistaken, passengers ARE non-motorized and shouldn't you know how many utilize ferries?

For Alternative 5, when I asked Heideman how walk-ons would get from Auke Bay to the new terminal at Cascade Point, again she had no answer, but that she was sure some commercial operator would step up.

Neither did Hughes, but he did tell a little tale about how people on Craig who don't have rides magically are picked up for rides. Is he suggesting that part of the transportation plan is hitch-hiking?

This is just unacceptable and shoddy planning.

There were slides that described that "some" saw a decline in Southeast population. It was not referenced to any source. I would point you to an article by Russell Stigall in the Juneau Empire today: 2011 economic numbers rosy for Juneau and Southeast. "And there are more of us too. Juneau added about 300 residents from 2009 to 2010,

though it is short on people in the 30- to 39-year-old age category. However, other Southeast communities have faced steep declines in population numbers.

Kake, Klukwan and Pelican all lost more than 20 percent of their populations between 2000 and 2010."

The presentation in Skagway was typical of the others that DOT have had here. Skewed data, by-the-seat-of-the-pants planning for instance where the road would come down into town. Last time it was an overpass in front of the historic White Pass & Yukon Route Railway that would have taken out an entire block of housing in a town 23 streets long and three feet wide with limited housing.

Please stop spending our money on this useless quest, because there will be no money for the road alternative. It will go to Anchorage for redoing the Seward Highway, which has seen numerous fatal accidents over the last year.

Give us Alaska Class Ferries! Stop trying to force an alternative down the throats of communities that have for years said they do not want it.

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Subject: Transportation plan
From: Nick Mooney <mooneyn79@yahoo.com>
Date: Fri, Nov 04, 2011 8:35 am
To: dot.satp@alaska.gov

To whom it may concern,

My name is Nick Mooney, I am a lifelong Southeast Alaska resident who uses the ferry system on a regular basis. I travel between Haines and Juneau at least twice a month for work, and also make frequent trips to Petersburg. This is a far more affordable means of travel for myself and my family, especially considering the frequency of our travels. My worry of a road system and a shuttle ferry is first and foremost, the conditions of the roadways in icy or winter conditions. I do realize the ferries also shut down on occasion due to poor weather but I fear the roadways would be much more hazardous and be more prone to closures and accidents. I also am worried there would be a much more reduced schedule than even the winter schedule we are running now, I work two weeks on and have one week to spend with my family, it would be unimaginable for me to think I may only be able to see them for one or two days before having to head back.

So please, think of the travel needs for those of us who work in one Southeast community, but live in another, we travel very often, and the ferry is typically the most reliable and the most affordable, so if more roads are in your scope, fine, please make sure they are fully maintained throughout all seasons to ensure the most reliability and safety, (I know you will), and if smaller shuttle ferries are on the agenda, please ensure they run OFTEN, and can handle the over sized vehicles we Southeasters often have.

Thank you,

Nick Mooney
Haines, AK.

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From: Patty Brown [mailto:pattyb@aptalaska.net]
Sent: Thursday, November 03, 2011 8:17 PM
To: DOT SER SATP
Subject: Public Comment

I am writing as a 24-year Alaska resident, most of my years spent in southeast. I also have a degree in natural resources management, much of my education initiated in the years during which environmental impact statements were first being required on all major projects with the potential to alter the environment or restrict or negatively change its use by the public. My intellectual foundations in weighing cost-benefit of various alternatives run deep.

Of the Alternatives presented Alternative 1 is the reasonable, balanced approach. Better yet, would be an increased commitment to ferry transportation by making maintenance and improvement of vessels and enhancement of schedule a state priority.

Alternative 2 fails to recognize how many people rely on ferry travel who do not bring vehicles. In particular, the economics of a single adult like myself, dictate that it is not reasonable to take a truck every time I need to visit Juneau. The economic interchange between Haines and Juneau is strong and will only continue if there is a ferry connecting the two cities. This is based on geography and distance. The most recently described road options are foolishly expensive and unsafe. Further, having to take a ferry to connect to a road, especially one that crosses main current and would only occur several times a day, completely preempts any convenience that could possibly be derived. Our students rely on ferry travel for participation in interscholastic sports. This has countless benefits.

Alternative 3 requires more data for its consideration. The longer distance ferries most likely generate revenue for the system and make it possible for people to visit Alaska who could not drive the whole distance.

A ferry terminal at Berner's Bay would puncture a wilderness quite unnecessarily. It can only be motivated by people wanting the state to subsidize development of a nature incompatible with the area's highest and best use. People who travel without vehicles would be stranded or subject to a sizable additional cost to get to their primary destination, the city of Juneau.

Please continue to fund ferry travel. No road in Alaska pays its way.

Why should a ferry system have to run in the black? It is a public service, basic to our safety, well-being, and commerce.

Patricia Lee Brown
P.O. Box 984
Haines, AK 99827

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Subject: Ferry System

From: Sally McGuire <chilkootmcguire@yahoo.com>

Date: Fri, Nov 04, 2011 3:32 am

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

I understand that you are accepting comments on the ferry system and possible roads. I live in Haines and strongly support the existing ferry system (I believe that this means that I support your "Alternative 1"). My whole family uses the ferry a lot and have for the past 30 years or so, both as walk-ons and with vehicles; it is extremely important to us both in summer and winter. A great deal of the time in the winter it is impossible to fly; the ferry is the only option. A road, especially a road that went only part-way to Haines and required the use of a shuttle ferry, would not be a successful option since so much of the time in the winter our roads are closed due to snow and avalanches. It is unusual for the ferry system to not be able to operate, especially if the main-line ferries are used.

I do not buy the idea that the ferry system has to support itself. The ferry is our essential road system for the people of Alaska and for visitors to Alaska, and no paved road system in a place so dominated by water and cliffs can possibly substitute. Also as oil becomes less available and more expensive, public transport is the way of the future.

Also, I do not support building a new ferry terminal at Berner's Bay. The old one is fine and a great many of us are walk-ons and closer to Juneau rather than further is very important. Thank you, Sally McGuire

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November 3, 2011

Laurinda Marcello
PO Box 211212
Auke Bay, AK 99821
laurinda.marcello@gmail.com

Marie Heidemann
Project Manager
DOT&PF Southeast Region
6860 Glacier Highway
Juneau, AK 99801-7999

Dear Ms. Heidemann

I was raised in Sitka and currently attend graduate school in Juneau. I've made many ferry trips throughout the Southeast Alaska region in the past and currently travel between Sitka and Juneau by ferry several times each year. That's why I'm writing to express my opinion on the Southeast Alaska Transportation Plan.

I'll be the first to admit that Sitka's unique location on the outer coast makes boat travel to the city financially inconvenient. Sitka is out-of-the-way for north-south sailings and getting a large vessel through Sergius Narrows can be challenging. However, I must voice my opposition to preliminary alternative #5 which proposes adding a road between Sitka and Warm Springs Bay in order to shorten ferry runs to Baranof Island.

Unlike Juneau, Sitka is fundamentally a pedestrian town and boat travel to the town is vital. Sitkans are not heavily reliant on cars and the road system isn't as equipped for the heavy traffic. Walk-on passengers would have trouble getting to and from the proposed terminal, particularly if there was no reliable bus service to Warm Springs Bay. Even for drivers, building the road would shift a financial and time burden on to individuals. For me the proposed road raises many questions. Are there land-ownership or environmental hurdles that could prevent project completion? Could the proposed road be safely driven in winter? How long would that take in snow? Would it be economically feasible to maintain? Would the state pay for the road's maintenance, or would Sitka be solely responsible? How far (or for how long) would a Sitkan have to drive to drop off a friend at the terminal? Would the road force people to fly or cancel trips instead of ferrying? Would this move force Sitka to create an independent ferry authority at great expense to the city? Providing ferry service to the other side of the island isn't the same as serving Sitka.

Instead of building a road across Baranof Island I favor a transportation plan that maintains much of the existing ferry service, but perhaps shifts some service from mainliners to fast ferries. Occasional north-south service (including Bellingham) is essential to accommodate long-distance travelers, those moving into or out of the state, and village residents. Fast ferry service connecting smaller cities and cities to larger ones like Juneau and Ketchikan could take much of the burden off the mainliners and allow the large ferries to provide better north-south and village service.

Thanks for considering my comments,

Laurinda Marcello

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Subject: comments

From: Ginger Johnson <gingersnap@gci.net>

Date: Thu, Nov 03, 2011 9:36 pm

To: dot.satp@alaska.gov

I am writing to lend my support to the selection of Alternative 5. Improving Southeast's transportation infrastructure by replacing the mainline ferry system with a transportation system based on roads and connecting ferries is the best solution. Alternative 5 does that in a practical way. With the continuing reduction in federal funding, the ferry system will be unable to sustain the existing level of funding. Spending such a huge portion of available money to operate a system that accommodates a very small percentage of Alaska's population puts the ferry system at great risk. Especially when a major route of the system - the Bellingham run - parallels a road. The system needs to put the funds used for that run towards providing more transportation to the small communities of Southeast.

Bottom line, a more efficient way of travel is essential to population growth and economic sustainability for the Region. Please select Alternative 5 - it is in the best interest of all Alaskans.

Ginger Johnson
POB 20868
Juneau, AK 99802
321-3319

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Subject: amhs

From: Liz Marantz <emarantz@hotmail.com>

Date: Thu, Nov 03, 2011 9:28 pm

To: dot.satp@alaska.gov

My husband and I are 30 year residents of Haines and we count on the ferry for many reasons in particular being able to rely on it. Roads would not provide this sort of safety. Please consider alternative 1 as the most sensible way to go. Thank you for your time. Sincerely, Liz Marantz and Mike Falvey

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Subject: Ferry System comments

From: sean bryant <sbryantak@yahoo.com>

Date: Thu, Nov 03, 2011 8:53 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

I would like to express my support for our existing ferry system as opposed to any road alternative. If our ferries are to be replaced with new vessels- I think perhaps a little more thought should go into the type and engineering than our current fast ferries. A little slower, more structurally sound, and better designed for local hazards makes a vessel more reliable and cost effective when encountering the weather and other situations around southeast Alaska. Our current ferries which have lasted for decades and can handle the weather extremes, add a measure of safety and security to the communities of southeast which fast ferries and roads cannot replace.

By adding roads to the existing system we add more maintenance issues and logistics, many drivers and multiple new unseen variables. If accidents occur on the road system how will they be handled as far as ambulance and towing operations etc if the timing is off for a departing ferry or the weather is extreme? By keeping the current system, variables are reduced by keeping drivers confined in a consistent setting which seems to work relatively well.

Just a few thoughts; thanks for your consideration,

SEAN BRYANT

&nb

sp;

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Heidemann, Marie E (DOT)

From: marge <margew@aptalaska.net>
Sent: Thursday, November 03, 2011 7:48 PM
To: DOT SER SATP
Subject: Southeast Alaska Transportation Plan

I'm putting in my 2 cents worth on the SATP. I still believe the ferry system is a vital part of Southeast Alaska. I did most of the correspondence for Steve Homer in Washington, D.C. In 1946, when he first dreamed of a ferry to run between Juneau-Haines-Skagway. It finally happened in 1948, when he ran the old "Chilkoot" on that route. Now, 64 years later you have the rest of the story.

I like most of Alternate 1 and some of Alternate 2. It has been good having the Malaspina as our day boat and staying overnight in Skagway. It makes it possible to go to Juneau early and have two or three hours to do shopping or get to appointments and then catch it back in the afternoon. That would work out if it is possible to make two RT's a day. Otherwise you would have to stay overnight.

Alternate 2 has the possibility of a new Terminal at Berner's Bay. Unless there is public transportation or possibly a shuttle bus, or if you do not take a vehicle...how will you get to town? It would be pretty inconvenient, especially for tourists. They may not know anyone who might give them a ride.

I believe that the Prince Rupert and Bellingham runs should stay as they are. I have driven the Highway both ways and taken the Ferry to and/or from Prince Rupert and to Bellingham with a vehicle, mostly in the winter. The ferry is a much faster and better way to go. Saves a lot of wear and tear on your vehicle, especially in bad weather.

As for replacing the mainline ferries, I think there should be two mainliners and maybe a couple comparable to the Taku. And, by all means, keep staterooms on the Prince Rupert and Bellingham runs. As for the Fairweather, it has not been the most practical ferry for Lynn Canal. Our weather is not conducive to it's running at all times.

Finally, as for the Access Road...I won't be around to see it happen. It is a very poor idea on the East side of Lynn Canal. The West side has been surveyed at least three times since I've been in Haines and seems to me the logical common-sense place to put a road. It would open up a lot of land for people who might want to start a business or build a home.

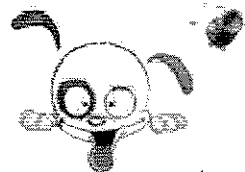
I think I put in more than 2 cents worth, for whatever it's worth. Think about the senior citizens who use the ferries and who do not drive.

Sincerely,
Marge Ward

b

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**City of Gustavus, Alaska
Resolution 2011-21**

**Resolution Expressing Support of the City of Gustavus Council for the Principles
of Alternative 2 of the Southeast Alaska Transportation Plan, 2011 Update**

WHEREAS, the State of Alaska Department of Transportation and Public Facilities (ADOT&PF) has developed a 2011 Update to the Southeast Alaska Transportation Plan, and

WHEREAS, the ADOT&PF held a hearing in Gustavus on September 28, 2011 on the plan soliciting input from our community, and

WHEREAS, the Gustavus City Council appreciates the serious financial challenges facing ADOT&PF in maintaining long-haul service by the Alaska Marine Highway System, and

WHEREAS, the service provided by the Alaska Marine Highway System is much appreciated by residents of Gustavus and of the rest of Southeast Alaska, and

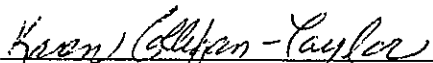
WHEREAS, Alternative 2 of the plan seeks to manage our ferry fleet capacity in a way that more closely matches current and future traffic demand, and

WHEREAS, Alternative 2 appears best to preserve flexibility for long-haul service frequency both seasonally and in the future as demand changes, and


WHEREAS, Alternative 2 would provide for continued use of the Alaska Marine Highway System for transporting vehicles safely between Southeast Alaska and the lower 48 states during winter when driving conditions on the highway route are most difficult,

NOW THEREFORE BE IT RESOLVED, the Gustavus City Council supports the principles of Alternative 2 of the Southeast Alaska Transportation Plan and expresses its appreciation to ADOT&PF for considering the input from the citizens of Gustavus.

PASSED AND APPROVED by the Gustavus City Council this 20th day of October, 2011.



Karen Colligan-Taylor, Mayor




Lou Cacioppo, Vice Mayor



Roger Buttram, Council Member



Noel Farevaag, Council Member




Melanie Lesh, Council Member



James Mackovjak, Council Member

Tim Sunday, Council Member



Attest: Kapryce Manchester, CMC
City Clerk

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Subject: AMHS Comments
From: Art Johnson <arthurlj@att.net>
Date: Thu, Nov 03, 2011 5:50 pm
To: dot.satp@alaska.gov

To Whom It May Concern,

I'm a retired AMHS Master (25 years) and feel that it is foolish to build new Taku size ferries without staterooms and the idea of a zone system has been considered over the years and after much discussion it was recognized that a zone system doesn't provide the desired redundancy. If one zone breaks down due to mechanical problems or whatever, then the whole system breaks down. The new roads and docks need to be maintained after the considerable expense of building them and certainly provide little convenience for the traveling public. The link to Bellingham is vital to the traveling public and should be paying for itself, if properly operated. The idea of day boats to save on crew costs doesn't make sense, if we are to have a proper ferry system. If you want to save money, get rid of the high speed ferries, privatize as much as possible and reduce the bureaucracy. I have advocated for years that the three original ferries should be replaced with Matanuska size ferries that are identical in every respect, so that they can be readily utilized as needed.

Please get off the idea of diminishing the ferry system and recognize that Alaska should have a world class ferry system, taking full advantage of the most most beautiful waterways in the world.

Sincerely,

Art Johnson

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Subject: AMHS planning
From: Butch Young <butch.young.ak@gmail.com>
Date: Thu, Nov 03, 2011 5:13 pm
To: dot.satp@alaska.gov

I was disappointed to learn that a scoping meeting was held in Petersburg and few were aware of it. DOT has the addresses and phone numbers of everyone in Southeast who depend on the ferries. It would have been good to notify us that a meeting was imminent.

Transportation has long been a problem in Southeast. From the steamship days until now, marine traffic has been the only reliable means of bringing basic construction, household goods, and vehicles to Southeast. Roads are impractical in most of the area because of the topography, weather, and impact on the salmon streams. Salmon have always been and continue to be the economic mainstay of the region's small communities such as Petersburg, Kake, Wrangell, and the Prince of Wales communities.

So it was with interest that I looked up the proposals on your website. I was not happy with the PDF format that was difficult to search and somewhat disjointed. The use of jargon/acronyms was confusing. I still am guessing at SOLA, SER, and Modal. I assume that M&O means Maintenance and Operations?

The chart on "M&O" costs listed sailings, marine operations, and airports without explaining how these are related. How do airports compare to ferries? Was this the annual costs of airports? Does it include amortization of original costs and outlay? Does it include federal funds? Is this for the southeast communities or the whole state? What is the difference between "marine operations" and "sailings". I can't find a chart on revenue generated and how it was obtained. Was the economic impact of the ferry system on communities calculated? How would you compare the cost of a highway to a community?

Alternatives that "maximize the road system" and drop mainline service to Petersburg and Wrangell reminds one of the Interstate highway system bypassing communities on Route 66 and their subsequent decline and extinction. Are there ways to offset some of the costs and provide more services? Is anyone looking at maximizing the use of the ferries by expanding their utility? Would it be possible to use the ferries for small freight shipments between SE towns and villages by implementing a "parcel service" idea. Air shipment costs and AML/Northland costs for small items between SE cities is prohibitive. Is it a possible source of revenue? How about refrigerated units where canneries and/or fishermen could send frozen or fresh products south to market?

Is anyone considering the possibility of using private contractors to operate the ferries, or licensing private concerns to use their own ferries? There are marine lines that make a good living from shipping freight to SE. Perhaps one of them could combine ferry service with their shipping. As a former ADF&G employee, I am aware that the federal and state employment rules and required state benefits for employees are huge financial costs to the state. I assume that labor costs for the Marine Highway System are a big part of the financial problem. Wouldn't it be useful if we could see a chart showing labor costs and how they have changed over the years, and what the average salary for employees is? Perhaps a breakdown of operating costs that showed materials, salaries, shipyard costs, fuel costs, etc. would be useful to the legislature. If personnel costs are a big part of the financial burden, perhaps contracting might be an answer.

When new ferries are built, perhaps providing and charging more for "first class" cabins and services would be a source of additional revenue. In the 1970's, Alaska ferries served some of the best meals available in restaurant-style settings, complete with waiters. It was expensive, but it was worth it. The alternatives do not seem to recognize the existence of a private concern that is buying a ferry to shuttle between POW, PSG, and WRG. Is AHMS going to rely on them being in business or is it planning on putting them out of business if the Highway 7 options are selected?

We in coastal Alaska are at a disadvantage by having minority status in the state. We depend on the ferries for tourism dollars, for moving our households and construction equipment, for transportation to the larger cities and the Lower 48. Try rerouting highways in the interior to miss small communities and see what kind of response you get. The current system was developed by demand from the communities and demand from outside the communities. Please maintain the current system as much as possible. Do not select options that drop communities from service.

E.L. "Butch" Young
P.O. Box 2100
Petersburg, AK 99833

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Subject: Road to no where
From: Ms Lucy Taxi & Currier Service <mslucytaxi@gmail.com>
Date: Thu, Nov 03, 2011 4:05 pm
To: dot.satp@alaska.gov

I am a Haines Business Person . I think that making the Ferry better is more financially stable.
A road would be very expensive not only to build, but to maintain.

Stanly I Mazeikas
Ms Lucy Taxi Service 907-303-8000
The Butler Did It Carpet Cleaning 907-303-0046

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Subject: satp comments

From: Burl Sheldon <nancyandburl@gmail.com>

Date: Thu, Nov 03, 2011 3:59 pm

To: dot.satp@alaska.gov

I've traveled the AMH since 1973. I enjoy ferry travel because it 's a comfortable, relaxing, beautiful, and fun mode of travel. Nearly every time I board the ferry, I do so as a walk-on passenger. As far as I know, the only data there is on walk-on travel comes from a 2000 McDowell Group study which documented 45% of passengers were walk-ons. I strongly oppose any proposed changes that would essentially terminate walk-on ferry service by making it impossible - or cost prohibitive - to reach a Southeast Alaska destination without a vehicle, . Specifically I oppose building the proposed roads and oppose a new ferry terminal at Berners Bay.

I also oppose eliminating Bellingham service and believe AMHS could turn a profit with twice weekly Bellingham runs in the summer months. I would not oppose cutting Bellingham service to once or twice monthly in the winter months, if ridership was low.

It seems strange that DOT has yet to analyze the entire AMHS fare structure, including stateroom charges. I've never understood why it costs \$31 to travel from Haines to Skagway, a one hour trip, and \$37 for the 4.5 hour trip from Haines to Juneau. Other such oddities appear, such as a 6-hour \$37 fare from Wrangell to Ketchikan. No wonder the AMHS loses money. Equitable fare structures should be analyzed and proposed as a way of lowering costs. I also believe current scheduling does not reflect the most efficient use of the fleet.

In summation, I am a strong supporter of community to community ferry service and replacing aging ferries with more efficient ones. The proposed Juneau road is not a reasonable alternative and it should be removed from future plans because it is cost prohibitive and would be unsafe and unreliable .

Thank you for the opportunity to comment.

Nancy Berland
Haines Alaska

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Subject: Public Comment SATP
From: Sherrie <riversidealaska@yahoo.com>
Date: Thu, Nov 03, 2011 2:29 pm
To: dot.satp@alaska.gov

Dear Alaska DOT,

We are writing to support Alternative number 1 – MAINTAIN THE EXISTING SYSTEM.

We support maintaining service between Alaskan communities for passengers with or without vehicles.

We support replacing aging vessels with efficient ones.

We live in Haines. The community we most need to access by ferry is Juneau. We oppose building a new ferry terminal at Berners Bay. That would make it even more inconvenient and cost prohibitive if one doesn't travel with a vehicle and needs to do business in Juneau.

We oppose proposed roads (Alternative number 5) as we have for over 30 years. These proposals have always been unrealistic and unnecessary and now with the federal spending crisis these proposals have become totally ridiculous and shameful to suggest.

Thank you.

Peter and Sherrie Goll
P.O. Box 261
Haines, AK 99827

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Subject: Organized Village of Kake's Comments on for 2011-2012 the SE Regional Transportation Plan
From: Mike Jackson <majackson@kakefirstnation.org>
Date: Thu, Nov 03, 2011 2:09 pm
To: dot.satp@alaska.gov
Cc: GEWilliams@KakeFirstNation.org, "Dawn S. Jackson" <DSJackson@KakeFirstNation.org>, rdmills@kakefirstnation.org

The Organized Village of Kake (OVK) Council would like to submit this comment as their official response to the State of Alaska DOT/PF Public Input on the Southeast Alaska Transportation Plan. OVK would like to select the following Alternative:

#5: Continue to Build Highway Route 7

Alternative #5 identifies the cost, benefits, and impacts of replacing the existing mainline ferry system with a system based on road segments connected by shuttle ferries.

OVK like this alternative because it would provide a boost to the Kake Communities plans for a sustainable economic development into the City of Kake. We agree with your analysis of the impact of Alternative #5 to Kake & all of SE Alaska. OVK likes this alternative because the road between Kake & Petersburg would need to be maintained & the City of Kake & OVK can work together to provide the maintenance of Route 7, that is on Kupreanof Island.

Route 7 is already being improved by the US Forest Service, FHWA-Western Federal Lands, AK DOT/PF & OVK, all the participants have replaced the following bridges: Jenny Creek & Slo Duc Creek Bridges to two lane bridges and the Kake to Seal Point Paved Highway, about 7 miles, will begin March of 2012.

This alternative would contribute in a positive way to the Community of Kake's CEDS Plan, by making sustainable economic development possible here in Kake.

Thank You for your consideration,

Mike A. Jackson

Organized Village of Kake
Transportation Director
Realty/Trust Officer
Natural Resource Director
Customary & Traditional Officer
Kake Circle Peacemaking
PO Box 316
Kake, Alaska 99830
Ph: (907) 785-6471 ext: 124
Fax: (907) 785-4902
Cell #: (907) 723-4324

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Subject: Public comment alaska marine highway
From: mellingbar@gmail.com
Date: Thu, Nov 03, 2011 1:44 pm
To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Hello,
My name is Jennifer Talley and I love the alaska marine highway!
I am a resident of Haines currently and have lives in alaska for about 20 years. I work as a nurse at Bartlett regional hospital in Juneau.
I use the ferry frequently, in fact calling it my third home.
I support spending money on one alaska class ferry, upgrades to the existing ferries to make them more efficient, and keeping the Bellingham run. I would like to see consistent ferry service year round for upper Lynn canal.
I oppose the option of putting a road in and using smaller shuttle ferries. This option seems like an egregious waste of money. Why ruin a system already in place with one that would be plagued with safety issues?
The ferries are a way of life for those that reside in southeast Alaska. It helps create a fabric a community, offers viable employment opportunities, and helps others travel to and from work.
At a time when the economy is not doing that great, projects need to be streamlined to obtain stated goals. The Alaska Marine Highway needs to provide transportation to the communities of southeast Alaska.
Thank you for your time in considering my opinions.

Jen Talley
Po box 1086
Haines AK
99827

Sent from the heart of my iPhone

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DOT&PF -SE Reagion Planning

Nov. 3. 201

Dear Sir: I have reviewed the SE Alaska Transportation Plan and offer the following comments.

The Highway route 7, Aternate 5 is the right approach to the long range plans for transportation in SE Alaska. Emphasis needs to be put on the Lynn Canal Highway. Should monies not be available to replace aging ships, this route will free up existing boats for assignment elsewhere in the system.

I don't believe that the configuration you show for the long range plan of small runs through out SE Alaska is a fit as many of the travelers are thru passengers. I believe that a main line or Alaska Class ferry run thru SE Alaska will be still necessary. However, the short hops as shown in alternative 5 could be privatized.

Thank you for the opportunity to comment.



Sandy Williams

Box 240765

Douglas Alaska 99824

Karen A. Stepanenko
P.O. Box 93
Pelican, Alaska 99832
(907) 735-2282
www.inletcafe@hughes.net
November 2, 2011

DOT&PF-Southeast Region Planning
P.O. Box 112506
Juneau, AK 99811-2506

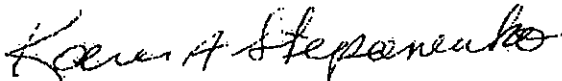
To Whom It May Concern,

Pelican has had several hard years with our economy. We have been working hard to improve it. It would help a whole lot if we had frequent ferry sailings.

I vote for the Alternate 5 plan. The only thing I don't like about it is taking the ferry away from Yakutat. They are isolated like lots of us are in S.E.

Thanks for the work you do.

Respectfully Submitted,



Karen A. Stepanenko

Heidemann, Marie E (DOT)

From: David Stickler <sticklerconstructionco@yahoo.com>
Sent: Thursday, November 03, 2011 10:46 AM
To: Heidemann, Marie E (DOT)
Subject: Juneau Access road

Dear Sir,

I support alternate rout #5 for the Juneau access plan.

I think its the most long term economical and practical option plan.\

Thank You : Dave Stickler

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Subject: Comments on Southeast Plan
From: Nicshelt9 <nicshelt9@aol.com>
Date: Thu, Nov 03, 2011 10:22 am
To: dot.satp@alaska.gov

Alaska DOT & PF Southeast Region

To Whom It May Concern:

Thank you for the opportunity to comment on the Southeast Alaska Transportation Plan, 2011 Scoping Report. I appreciate your representatives holding a hearing in Hoonah for the purpose of reviewing the proposed alternatives.

I urge the adoption of Alternative 3, Maximize Existing Roads, with some modifications. As a 37-year resident of Hoonah, I do not need the service to Whittier or Bellingham. The only time I have traveled by ferry between Juneau and Washington State was when I moved here in 1974.

Hoonah (and other rural Southeast Alaska residents) desperately need a reliable, regular ferry service which meets our needs. Presently, we have none of these with the current Alaska Marine Highway. As a result, we can't use it much, nor can other people in our community.
Ridership has decreased because it doesn't meet our needs.

Why do we need a ferry service in Hoonah?

- To see my doctor, dentist, and podiatrist in Juneau. We have an excellent medical clinic in Hoonah, but it lacks the doctors, lab services, and dental services we need. I have medical issues which require appointments every month in Juneau. I usually must fly.
- To do shopping. Local Hoonah merchants provide basic groceries, but that is all. Periodic shopping trips to Hoonah are necessary for hardware, clothing, sundries, and cosmetics.
- To catch Alaska Airlines flights out of Juneau.
- To utilize recreational opportunities. Eaglecrest, "Celebration" and other Alaska Native events, the Thanksgiving Public Market, are just a few of the recreational activities for which rural residents travel to Juneau.
- School travel for students participating in student government, basketball, volleyball, wrestling, and music competitions, among other activities. Our school currently has to fly students for student activities, even at a much greater cost, because the ferry schedule does not accommodate student travel without missing extensive amounts of school time at home.
- To haul freight for residents and local businesses. Our two small grocery stores, 3 year-round restaurant/deli establishment, and plus 2 additional summer restaurants all depend upon the ferry to bring merchandise. In addition, residents must use the ferry when purchasing furniture, boat motors, building supplies, or other items that cannot be flown.

Lynn Canal Conservation
Box 964, Haines Alaska 99827

DOT&PF – Southeast Region Planning

P.O. Box 112506

Juneau AK 99811-2506

Sent via email on November 4, 2011 to dot.satp@alaska.gov

General Comments

We support community-to-community ferry service, which provides public transportation for all users of the Alaska Marine Highway (AMHS), including walk-ons, who account for 45% of passengers.¹

We agree with the 2004 SATP statement that “roads make the most sense in transportation corridors with high volume needs.”² Ferry service is the sensible option for sparsely populated Southeast Alaska. For example, a Juneau road (proposed in Alternative 5) is projected to have an average daily traffic of 380 in its first year, increasing to 670 after 30 years.³ This is the antithesis of high volume. The 2004 SATP states “the primary factor governing progress will be the availability of federal earmarks for major projects.”⁴ In 2011 we know that earmarks are history and DOT should therefore finally admit that expensive road projects with low traffic volume are a pipe dream. During an earlier SATP comment period, 90% of the 1000 comments generated supported AMHS improvements rather than building new roads with shorter shuttle ferry links.⁵ According to a presentation by Andy Hughes at the Alaska Transportation Forum in 2009, the public response on the 2008 SATP update (over 300 comments) is characterized as “predominantly polarized – either very pro-ferry or very pro-road [but] mostly the former.” Alternative 5 should be dropped from consideration for failing to be a “reasonable” solution to the challenges posed.⁶

There continues to be a lack of analysis of how an equitable fare structure might increase revenues. Currently there seems to be no logical correlation between vehicle and passenger fares

¹ 2000 McDowell Marketing and Pricing Study, page 65.

² 2004 SATP, page 56.

³ Juneau Access FEIS, page 4-162.

⁴ 2004 SATP, page 106.

⁵ 2004 SATP, page 112.

⁶ 2011 Scoping Report Update, page 6.

and running times between ports. It seems logical that fares be identical for port calls with equivalent running times. But a six hour trip between Prince Rupert and Ketchikan costs \$54 per person and \$116 for a 15 – 19 foot vehicle, and costs only \$37 per person and \$91 for the same sized vehicle for a six hour sailing between Ketchikan and Wrangell. Passenger and vehicle fares are ridiculously disparate throughout the system ranging from a low of \$4.09 per hour sailing time to a high of \$31/hour for passengers, and a low of \$7.72/hr to a high of \$49/hr for similarly sized vehicles. Such wild discrepancies are also found in the Southcentral system. It would seem as if some routes have fares that are unfairly subsidized by other routes. Perhaps an equitable fare system based on the true costs of running would help reduce subsidies. This approach was suggested in the 1999 SATP: “The state may want to do a comprehensive analysis of the marketing and fare structure for the AMHS and make changes to improve overall revenue for the system based upon price versus quantity principles.”⁷

Missing Analysis and Information in 2011 Scoping Report

Basic Tenets, pages 21 - 22

- The third tenet should include ferry service because both air and ferry service is essential for all communities to meet health, safety, and quality of life criteria.
- The sixth tenet seems to be inaccurate. It’s difficult to believe that a fully loaded Le Conte (or Taku) would consume more fuel per mile than 34 (or 69) individual vehicles driving the same distance, given that ferries often carry motor homes, SUV’s, shipping containers and other vehicles with low fuel efficiency. Even so, ferries also transport walk on passengers and therefore the comparison is apples to oranges.
- While the seventh tenet may be true in general, we believe it would not be true in the extreme terrain of a Juneau/Katzehin road. In fact the Record of Decision for the Juneau Access SEIS states the net cost to the State of a Juneau road would be \$122 million over 35 years, double the \$61 million to keep the existing ferry system running.⁸

Other Considerations

Area-wide 20-year anticipated road capital costs are determined to be \$482.4 million and 20-year anticipated airport capital costs are determined to be \$210 million, for a total of \$692.4 million. With an “annual capital budget target for major new capital improvements” of \$25 million yearly,⁹ or \$500 million for the 20 year scope of the SATP, DOT is already over budget by \$192.4 million, leaving no money for AMHS capital improvements. Apparently the AMHS is not on an even playing field with roads and airports in that DOT is only considering cutting costs and services to it.

⁷ 1999 SATP, page 68.

⁸ April 2006 Record of Decision, page 4.

⁹ 2011 Update Scoping Report, page 27.

There is no discussion about the differing efficiencies of existing vessels and whether it makes sense to replace them with similar vessels. For example, is spending \$12.5 M to repower the Fairweather throwing good money after bad? Does the Fairweather make or lose money in the summer? What about summer cross-gulf service? Are any AMHS routes profitable in the summer? Instead of eliminating Bellingham service, would it make more sense to provide summer service and cut service to once monthly in the winter? What routes are the biggest financial drains on the system in the summer, in the winter? These questions seem more germane for determining fleet management (Alternative 2) than car deck capacity.

In terms of running costs, which mainline vessels are most cost effective? Determining which ships to replace/repower should be based on efficiencies and utility of the vessel. For example, it's cheaper to construct a new Taku than a new Malaspina or Matanuska – by \$50 M. Would a design that carries 370 passengers and 69 vehicles work better in conjunction with an Alaska Class ferry than one or two vessels, each with capacity for 499 passengers and 88 vehicles?

There is no discussion about optimum passenger capacity, only vehicle capacity. What percentage of revenue comes from passenger fares and services such as meals and staterooms versus vehicle revenues? It seems as if DOT has put the cart before the horse by creating alternatives before answering these basic questions. For example, Alternative 3 would discontinue Yakutat and Bellingham service. But if summer Bellingham service can help subsidize the system, why would DOT propose eliminating it? With no more cross-gulf sailings, why would money be spent repowering the Kennicott if its fuel efficiency is substantially less than other vessels? Before spending \$12.5 million it would be appropriate to determine whether the Fairweather is a system asset or liability.

Alternatives Comments

Alternative 1)

We prefer existing AMHS routing that provides continuous community-to-community service. Regional hubs that require overnight stays substantially increase user fees for passengers. The existing system should be tweaked to lower costs and efficiency to meet the needs of the traveling public including the 45% who travel without vehicles.

Alternative 2)

It's sensible to develop an AMHS fleet that is flexible and has appropriately sized ferries. If this alternative goes forward, it should be modified so that revenues generated (which include passenger as well as vehicle fares) are used to determine service cutbacks, rather than vehicle deck utilization. The 45% of AMHS passengers who travel without vehicles¹⁰ generate substantial revenue for the system, which should be considered when determining level of service. Any minimum standard used to determine service levels should incorporate total usage, not just car deck space usage.

¹⁰ 2000 McDowell Group Marketing and Pricing Study, page 65.

That said, Alternative 2 analysis provides some useful information regarding low summer usage for Prince Rupert and Juneau/Petersburg sailings. This type of information can be used to make the system more sustainable. Unfortunately, the analysis does not include cross-gulf utilization.

Alternative 3)

The large numbers of cruise ships that frequent Southeast in the summer indicate a summer Bellingham run should be profitable and therefore economically sustainable. We also notice that Prince Rupert usage would be halved in Alternative 2, both in summer and winter. Therefore it seems likely Prince Rupert is a far less attractive destination than Bellingham. Why would DOT propose an alternative that replaces a popular run with one that is apparently underutilized? We would be more likely to support eliminating cross-gulf service if it's draining sufficient resources from the system. Unfortunately, that information is not provided.

Alternative 4)

We support building an Alaska Class ferry, and testing it's utility before building more. We do not support building a new ferry terminal at Cascade Point. Building and staffing a second Juneau-based terminal is both inefficient and unnecessary. It would also make Lynn Canal ferry service untenable for Haines and Skagway walk-on passengers, unless AMHS guarantees reasonably priced shuttle service from Cascade Point to Juneau to accommodate walk-on traffic, as proposed in the 1999 SATP.¹¹ DOT had a change of heart in 2004, stating that this service might be supplied by the private sector, and that costs likely would increase for walk-on passengers as a result.¹² This assessment was corroborated in the Juneau Access FEIS, where AMHS passengers without vehicles would be required "to fly, rent a vehicle, or travel on a private carrier if one or more develops."¹³ We believe impacts to walk-on traffic (45% of passengers) from this alternative would be identical to terminating service, making a Cascade Point terminal totally unacceptable.

Alternative 5)

This alternative should be scrapped as both grandiose and unrealistic. Declining federal funding and no more earmarks makes this option not "reasonably achievable."¹⁴ We object to an alternative that dismantles a functioning public transportation system and replaces it by a system of roads with short ferry crossings that does not accommodate walk-on passengers, an alternative that was overwhelmingly opposed (by 90%) during past SATP public comments.

Alternative 6)

¹¹ 1999 SATP, page 36.

¹² 2004 SATP page 110.

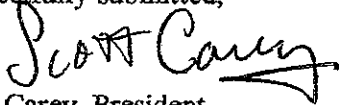
¹³ Record of Decision, page A-31.

¹⁴ SATP 2011 Update, p. 20

This seems to have been the preferred DOT "strategy" for many years, and has created a huge backlog of deferred maintenance. DOT takes its mission seriously regarding roads and airports. It has not fulfilled its mission regarding the AMHS. Continuing the no action "strategy" is not an acceptable alternative.

Thank you in advance for incorporating our comments into newly developed alternatives and analysis in the draft SATP.

Respectfully submitted,

A handwritten signature in cursive script that reads "Scott Carey". The signature is written in black ink and includes a stylized flourish at the end.

Scott Carey, President

Subject: FW: Southeast Alaska Transportaion Plan comment
From: "Heidemann, Marie E (DOT)" <marie.heidemann@alaska.gov>
Date: Thu, Nov 03, 2011 9:11 am
To: satp@sheinbergassociates.com
Cc: "Benson, Stephanie V (DOT)" <stephanie.benson@alaska.gov>, "Hagan, Christa M (DOT)" <christa.hagan@alaska.gov>

From: Jim and Lani Brennan [mailto:brennans@gci.net]
Sent: Wednesday, November 02, 2011 10:03 PM
To: Heidemann, Marie E (DOT)
Subject: Southeast Alaska Transportaion Plan comment

This is our comment on the above-referenced Plan.

We are strongly opposed to Alternative 5, which would develop Highway Route 7, the so-called Baranof Highway. I am a lifelong Alaskan who grew up in Southeast Alaska, and my wife and I have a cabin in Baranof Warm Springs. I have hiked over Baranof Island from Baranof to Sitka, and am very familiar with the extremely rugged terrain where this proposed tunnel and road would be built. Both DOTPF's estimated construction cost of \$250 Million and estimated annual operating/maintenance cost of \$950,000 are grossly understated for this project. Even at DOTPF's estimates, a project of this initial capital cost and ongoing annual costs cannot remotely be justified by access to/from a city of 8500 people with a projected declining population.

Southeast Alaska has always relied upon its waterways as the primary transportation mode. A road through an island does not eliminate the water transportation link; it only complicates it, with the need for parking areas, security and new ferry/cruise ship docks in a tightly confined Warm Springs Bay featuring vertical shorelines, which Bay and it's immediate uplands do not contain room for these facilities. Overwhelming comment from Sitka itself supports improved ferry service to that community, rather than this road. One wonders what vested interest causes DOTPF to run this boondoggle project up the flagpole every 5 years. Why don't agency personnel, working on government salaries, do their jobs professionally, and quit wasting their time, the public's time, and the State finances periodically reviewing an alternative that is absurd on its face and lacks public support? This state has real transportation needs, including maintenance of existing roads, reliable ferry service and safe airstrips. Please attend to these matters, and kill this preposterous new highway alternative once and for all.

A road from the Baranof Warm Springs side would first have to go through a tightly hemmed in area that would destroy the recreational value of the Baranof Lake Trail. It would then have to skirt the steep-walled and very deep, 3 mile long Baranof Lake, requiring an expensive engineering feat while destroying the wilderness/recreational value of the Lake. The real fun would begin in proceeding inland from the head of the Lake through 6 miles of a glacial riverbed lying at the bottom of steep cliffs on each side, which will annually pour in tightly packed avalanche snow on a regular basis. This would severely limit the months such a road could be left open, and expose the State to liability for avalanches in late spring or early fall, which can kill people. Good luck with a maintenance budget that annually has to clear snow avalanches of these depths. Major snow clearing equipment will have to be staged on each side of the island, as the equipment will be too large to traverse any tunnel. This means winter staging, and housing, of an equipment maintenance/operation crew on the east side. The annual wear and tear of avalanches on roads will also require ongoing road reconstruction.

Then, a two mile tunnel, through granite Baranof Island. Seriously, at today's dollars, in a relatively remote area? 10 years ago, just off the paved State Highway system south of Anchorage, it cost over \$80 Million just to slightly improve an *existing* tunnel so that it could be used for cars as well as trains. The cost of a new Baranof tunnel would go off the charts faster than a construction company can say 'change order'.

If this total road construction project can be brought in for under \$1 Billion, the designers and builders will deserve congratulations.

Waterborne access to Sitka, via ferry, cruise ship or other watercraft, is adequate to the reasonable transportation needs of residents and other travelers. If Sergius Narrows is such a concern for ferry traffic (though the fast ferries have no problem with it at all tide stages), why not employ large scale detonation to open it up, i.e., a modern day Ripple Rock obstruction removal project? As nutty as this sounds, it is not nearly as deranged as a cross-Baranof highway. And, I suspect, much cheaper, without the annual operation/maintenance costs. The Ripple Rock detonation project was a monumental and lasting navigational success. I hope agency planners are capable of thinking outside the box, especially here in Alaska.

The Alexander Archipelago is not Iowa; it is not even Wyoming. Southeast Alaska is salt water country, and DOTPF should work with transiting its existing highways, which are Chatham Strait, Peril Strait, Lynn Canal and the other sea lanes traditionally used by Southeasterners and visitors to our unique corner of the planet.

Jim and Lani Brennan
1006 G St.
Anchorage, Alaska

(907)274-7808

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Subject: SATP Comments
From: Kristin Hathhorn <hathbat@yahoo.com>
Date: Thu, Nov 03, 2011 8:59 am
To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

To:
Alaska Department of Transportation

From:
Mark Battaion
PO Box 1415
Haines, AK 99827

To Whom It May Concern:

Over the years I have commented on the proposed transportation plans for Southeast Alaska. I continue to prefer the current ferry system to the proposed Juneau Access Road alternative or any of the other alternatives. There are several reason for this.

1 – **Safety:** I would rather get on the ferry in Haines and arrive at my destination safely than drive a road in winter conditions. There is no better peace of mind. The ferry makes for a better quality of life and a safer one as well.

2 – **Environmental:** Lynn Canal is a unique place. The amount of wildlife and habitat that would be impacted if a road were to be built is an ecosystem lost. I have hiked part of the proposed road and there is no possible way of constructing it without major impacts on the surrounding landscape/environment.

3 – **Costs:** DOT has stated that their budget is shrinking so why the willingness to build the road? I do realize that some of the funds would be federal funds but the up keep and cost overruns would make this a prohibitive project.

4 – **Walk-ons:** As you are aware, many people from Haines and the surrounding area use the ferry on their way to catching a flight out of Juneau. As the system is now, one can arrive at Auke Bay and for a \$15 taxi ride, get to the airport. Under different alternatives – a terminal at Berners Bay for example – a walk-on passenger would find the cost of a taxi prohibitive. This is something I don't believe makes any sense at all: to move the terminal further from were the majority of the traveling public wants to go.

As stated above, I strongly oppose any changes to the current system. I do believe that new, fuel efficient ferries will be needed in the future and I hope that is the direction DOT chooses.

Sincerely,

Mark Battaion

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Subject: Petition for correction of dysfunctional Ferry scheduling
From: Ed Phillips <icystraitlodge@gmail.com>
Date: Wed, Nov 02, 2011 10:54 pm
To: "Neussl, Michael A (DOT)" <michael.neussl@alaska.gov>
sean.parnell@alaska.gov, "Sen. Albert Kookesh" <Senator_Albert_Kookesh@legis.state.ak.us>, Representative_Peggy_Wilson@legis.state.ak.us, "Rep. Bill Thomas" <Representative_Bill_Thomas@legis.state.ak.us>, "Sen. Bert Stedman" <Senator_Bert_Stedman@legis.state.ak.us>, Senator_Dennis_Egan@legis.state.ak.us, "Rep. Cathy Munoz" <Representative_Cathy_Munoz@legis.state.ak.us>, dot.satp@alaska.gov, nino@cityofhoonah.org
Cc:
Attach: AMHS 2011 Ferry service poster.pdf
AMHS 2011 petition final.pdf

11/2/2011

Alaska Marine Highway System
PO Box #112500
Juneau, AK 99811-2500
Also via: michael.neussl@alaska.gov

Attn: Captain Michael Neussl, Deputy Commissioner for Marine Operations

Subject: Petition for functional ferry service

Dear Michael,

This document serves to transmit to you a petition that at emailing has received over 550 signatures. We will add that they were readily collected over the last 10 days in Hoonah by concerned Hoonah residents. This letter also serves as our response to the current 5 year Southeast Alaska Transportation Plan (SATP). The petition is self-explanatory and highly indicative of the magnitude of dissatisfaction with the current Ferry service provided to Hoonah. We believe that the current scheduling is politically based and that to the greatest extent possible should more appropriately be based on economics.

Please appreciate the fact that we are not trying to get around established policies and procedures for determining the Ferry schedule. Back in May of this year a group of concerned local businesses initiated a poster to draw attention to the AMHS comment period and teleconference on May 18 and asked that residents help the Ferry service by submitting comments in order to help AMHS best serve our needs. It was an effort which we hoped would avoid this level of a response. It is our understanding that several people from Hoonah responded. Could our schedule be a possible backlash? Even if no one responded shouldn't logical scheduling, that attempts to maximize the number of satisfied riders be the intent and product of the scheduler?

The petition and poster are clear about what we would consider as more appropriate Ferry service for Hoonah. You may be told that Hoonah is scheduled for "back-to-back" ferry service in December. What may not be mentioned is that after nearly an 8 hour voyage, via Gustavus, a Hoonah traveler arrives in Juneau around 8 PM and the "back-to-back" return ferry leaves Juneau 12 hours later. Obviously, this would be of very little benefit and should demonstrate why ridership is down.

Another problem that has some of us concerned is that for "economics based scheduling" to properly function the accounting & statistics cannot be intentionally distorted. For example, when a traveler has no choice but to schedule a Juneau/Tenakee/Angoon/Hoonah return they receive two tickets. One of the tickets shows all the revenue on "Juneau to Angoon" and the other places zero revenue on the "Angoon to Hoonah" ticket. This is a single voyage between "Juneau and Hoonah" and where that Ferry stops in-between should be irrelevant. An audit is recommended to eliminate such distortions as the relevance of Angoon is overstated at the expense of Hoonah & for no justifiable reason.

Our Ferry schedule has become so dysfunctional that many petitioners lamented that they have not been able to consider the Ferry a viable option for 2 years. Your new Ferry terminal is often full and vehicles are routinely on standby especially on the direct to Juneau voyages so the merit of what we are conveying should be evident. Many businesses have found it necessary to use air freight because their frozen comes thawed. Many travelers put their vehicles on riderless and bear the expense of flying to avoid the extra 9 hours on the voyage. The consequences of our dysfunctional schedule is painful.

Concentrating on enticing travelers with good schedules will increase revenues and help reduce the AMHS burden on the State. It is simply unreasonable to expect to optimize ridership when the schedules are so time consuming compared to the alternatives. Every petitioner immediately agreed that our Ferry service has never been less functional. Stacking so many communities on a voyage may look good on paper but it certainly does not work for people.

Some of us believe that much of the difficulty the AMHS is having in recent years is attributable to the overly expensive and dysfunctional fast ferries. No one in management seems to want to admit it but it is undeniable that they cost too much to operate and have an inappropriately limited usefulness in our cold climate and extreme seas. There is even incredibly significant electrical consumption while they are uselessly docked due to their many shortcomings. The negatives for these vessels have long since surfaced and they wastefully consume your budget and are diminishing the AMHS ability to fulfill its mission. They would be great boats in the lower 48 and selling those fast ferries should be one of the options in the SATP as all things considered they turned out to be a bad match for Alaska and it is time to face the music. It is understandable that we were blindsided by the increasing cost of fuel & the numerous shortcomings of the Ferrys what is far less understandable is why we are not dealing with them.

In the seasonal absence of the fast ferries it appears that you have no choice but to optimize what few vessels you have in your inventory. Instead of trying to simply go to "Dayboats" you should consider fully utilizing your smaller boats by running a relief crew on them as "Nightboats". Your riders have always found a way to adapt to your schedules so pick us up or drop us off at 3:00AM. The point being that money should be focused on providing appropriate staffing and fuel to your functional boats as it is only when you have zero or extremely convoluted service that all of the communities that rely on you will have problems with AMHS. What few boats you have are superbly operated by your staff.

It is also disheartening to hear that the Taku and two other mainline boats have nearly outlived their service life. Most of us consider the Taku, which we all have ridden, as one of our safest and most comfortable vessels in your inventory. They certainly do not build them like they used to, so please continue to maintain these old vessels as the Alaska Class Ferry could easily be as

disappointing as the Fast ferry and though we are sure the Alaska Class Ferry will be wonderful they will take a long time to afford... Bear in mind also that there are many 60 year old planes that are much safer, and certainly more economical for the owners, than the new ones when properly maintained. The fear being that if you expect these mainline boats to be surplusd in 2015 then maintenance will undoubtedly suffer and accellorate deterioration.

Aside from the above we promised we would more specifically respond to the SATP and also want it to be officially on the record. We believe that the ultimate solution is going to include a combination of elements included in the alternatives presented and it is nowhere near as simple as choosing one of the 6 alternatives. Obviously, AMHS will never be able to "do nothing" as presented in Alternative 1 as it should always be trying to improve the functionality and effectiveness of its services and that takes effort. For a variety of reasons it is very useful to keep the access to Bellingham and it would not be fair to eliminate ferry access to Yakutat or Whittier either so elements in options 3 & 5 appear unduly restrictive. We believe that Option 2 has the most merit of all 6 because it presents the closest approach to running the Ferry system like a business. Obviously in this day and age it is imperative that government become more business oriented by striving for improved management & optimization of available resources and should be at the core of AMHS direction & efforts.

The airline industry found it necessary to limit their service to regional "hubs" because it is logical & most efficient so option 5 has merit in that respect. Accordingly, we believe it would be logical to start this consolidation of routes on Chichagof Island. There would be significant time and energy savings available initially to the AMHS, and ultimately the State in many other respects, if Pelican & Tenakee could be provided access to, and motivated to use, Hoonah infrastructure as the Chichagof Hub. This would be looked at as a model of the States effort to improve integration of costly transportation infrastructure. It is our understanding that Pelican is quite receptive to the prospect because it is already limited to monthly Ferry service. Maybe that is what it would take to get Tenakee to desire the access road in order to make more efficient use of our Ferry terminal and airport. The majority of roads already exist between Hoonah and Tenakee so it would be a logical starting point for route consolidation as access is nearly complete. Why this has not been pursued by the State remains a mystery to many of us.

Please, understand that the Ferry service is of vital importance to our community and having previously had it, we all know what good Ferry service is and clearly miss it. It is well recognized that much of our freight primarily comes via your vessels and due to weather our airport is closed between 20 & 30 days a year so the AMHS is a lifeline to our communities. There is no larger rural community in the area and properly scheduled, and reported, we could prove to be one of your best revenue generating small communities. Our cost of living in Hoonah is extremely high and access to Juneau with our cars, on appropriately scheduled voyages would provide much needed economic relief to our residents and possibly help reduce our out-migration.

As you consider what has us so riled up it should become evident that considering the size of our community, historical ridership, vehicles and amount of freight our schedule is highly illogical. We desperately request, deserve and would appreciate your prompt attention to resolving this problem and making sure that policies and procedures ensure that optimal ridership and economics guides the way on both your planning & scheduling.

We apologize for the large audience but wanted to ensure that this effort did not fall on deaf ears.

Thanks.

Sincerely,

Petitioners

CC:

Governor Sean Parnell

Senator Albert Kookesh, Chair, Senate Transportation Committee

Representative Peggy Wilson, Chair, House Transportation Committee

Representative Bill Thomas

Senator Bert Stedman

Senator Dennis Egan

Representative Kathy Munoz

Hoonah Mayor Nino Villareal

Enc: Petition

Comment Period Poster

The petition and poster are clear about what we would consider as more appropriate Ferry service for Hoonah. You may be told that Hoonah is scheduled for "back-to-back" ferry service in December. What may not be mentioned is that after nearly an 8 hour voyage, via Gustavus, a Hoonah traveler arrives in Juneau around 8 PM and the "back-to-back" return ferry leaves Juneau 12 hours later. Obviously, this would be of very little benefit... There should be no questions why ridership is down.

Another problem that has some of us concerned is that for "economics based scheduling" to properly function the accounting & statistics cannot be intentionally distorted. For example, when a traveler has no choice but to schedule a Juneau/Tenakee/Angoos/Hoonah return they receive two tickets. One of the tickets shows all the revenue on "Juneau to Angoon" and the other places zero revenue on the "Angoon to Hoonah" ticket. This is a single voyage between "Juneau and Hoonah" and where that Ferry stops in-between should be irrelevant. An audit is recommended to eliminate such distortions as the relevance of Angoon appears overstated at the expense of Hoonah & for no justifiable reason.

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air freight because their frozen comes thawed. Many travelers put their vehicles on riderless and bear the expense of flying to avoid the extra 9 hours on the voyage.

Concentrating on enticing travelers with good schedules will increase revenues and help reduce the AMHS burden on the State. It is simply unreasonable to expect to optimize ridership when the schedules are so time consuming compared to the alternatives. Every petitioner immediately agreed that our Ferry service has never been less functional. Stacking so many communities on a voyage may look good on paper but it certainly does not work for people.

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We promised we would respond to the SATP and also want to be officially on the record. We believe that the ultimate solution is going to include a combination of elements included in the alternatives presented and it is nowhere near as simple as choosing one of the 6 alternatives. Obviously, AMHS will never be able to "do nothing" as presented in Alternative 1 as it should always be trying to improve the functionality and effectiveness of its services and to do that you cannot sit still. For a variety of reasons it is very useful to keep the access to Bellingham and it would not be fair to eliminate ferry access to Yakutat or Whittier either so elements in options 3 & 5 appear unduly limited. We believe that Option 2 has the most merit because it presents the closest approach to running the Ferry system like a business. Obviously in this day and age it is imperative that government be more business oriented by striving for improved management & optimization of available resources. The airline industry found it necessary to limit their service to regional "hubs" because it is logical & most efficient so option 5 has merit in that respect. Accordingly, we believe it would be logical to start this consolidation of routes on Chichagof Island.

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Please, understand that the Ferry service is of vital importance to our community and having previously had it, we all know what good Ferry service is and certainly miss it. It is well recognized that much of our freight comes via your vessels and due to weather our airport is closed between 20 & 30 days a year. There is no larger rural community in this area and properly scheduled, and reported, we could prove to be one of your best revenue generating small communities. Our cost of living in Hoonah is extremely high and access to Juneau with our cars, on appropriately scheduled voyages would provide much needed economic relief to our residents and possibly help reduce our out-migration.

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Sincerely,

Petitioners

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Representative Peggy Wilson, Chair, House Transportation Committee

Representative Bill Thomas

Senator Bert Stedman

Senator Dennis Egan

Representative Kathy Munoz

Hoonah Mayor Nino Villareal

Enc: Petition

Comment Period Poster

Subject: Response - SATP

From: christine lundstedt <baranof9general@yahoo.com>

Date: Wed, Nov 02, 2011 10:37 pm

"dot.satp@alaska.gov" <dot.satp@alaska.gov>, "andy.huges@alaska.gov"

<andy.huges@alaska.gov>, "stephanie.benson@alaska.gov" <stephanie.benson@alaska.gov>,

To: "marie.heidemann@alaska.gov" <marie.heidemann@alaska.gov>, "jim.potdevin@alaska.gov"

<jim.potdevin@alaska.gov>, "verne.skagerberg@alaska.gov" <verne.skagerberg@alaska.gov>,

"christa.hagan@alaska.gov" <christa.hagan@alaska.gov>

November 2, 2011

DOT&PS - Southeast Regional Planning

PO Box 112506

Juneau, Alaska 99811-2506

Attention: Andy Hughes, Stephanie Benson, Marie Heidemann, Jim Potdevin, Verne Skagerberg, Christa Hagan

Christine Lundstedt

Baranof Property Owners Association - Board of Directors

Baranof Warm Springs, Alaska

baranof9general@gmail.com, baranof9general@yahoo.com

907-738-3111

Hello DOT&PF Members, et al.,

The residents and members of the Baranof Property Owners Association overwhelmingly oppose the development of a ferry terminal in the Baranof Warm Springs as well as the cross-island road intended to go with a ferry terminal. Baranof occupies a very small notch in the majestic and uncompromising East Chatham mountain range. The head of Warm Springs Bay where our homes are is less than one thousand feet across. The community and environs are zoned for Recreation and this very confined area is already very heavily used and enjoyed by residents and is a premiere destination for many thousands of private recreational and commercial tour boat operators, kayakers, and fly-in fishermen to Baranof Lake. We work hard to maintain a pristine and serene environment that is also the basis for three local discretely operated businesses in balance with what is already very heavy recreational use of this small beautiful bay. The community is close knit, some Baranof families are fourth generation, and along with the thousands of regular visitors who return year after year, all cherish the fact that Baranof is quiet, pristine and in excellent balance with the wilderness around us that defines the character of Baranof and is the reason we are here. No one is here yearning to be on a power or transportation grid. The construction of a ferry terminal, the stupendous destruction of a billion-plus dollar tunnel and road blasted to reach Baranof Warm Springs could not be more unwelcome and more hurtful to us than a dusting of anthrax.

The scope of a ferry terminal, dock, road, parking, warehousing of heavy snow removal equipment, fuel and freight storage, etc. is completely incompatible with on the ground

realities in Warm Springs Bay. Even if all our homes were condemned and razed to the ground there is simply not enough usable surface area for what this project entails. . While we do not imagine this ferry terminal is a benevolence focused on our community, neither do we want to be sacrificed as an industrial /commercial/transportation outpost for Sitka, which of course is what this is all about. Amazingly a whole bureaucratic ball of wax depends on the road to Baranof - first a utility corridor for the Takatz Hydroelectric Project, and now the Southeast Alaska Transportation Plan comes peeking out from under its skirts.

It is a little like an ocean liner having to change course, but the jaw dropping impossibility of The Road To Baranof is just now coming home to planners. The history of it is the Road to Baranof corridor was designated "on paper " in the 1960's though never analyzed on the ground or studied in any practical way. While the floodgates of tax dollars have been open for several years on the totally unexamined Baranof road notion, excellent surveyors have recently examined the topography of Baranof and the corridor and have brought the bad news back to the planners. Add to this, the pilots, cross island hikers, geologists, and folks who simply knew the area had been buzzing in the ears of planners about an intelligent alternative route directly from Takatz Lake to Blue Lake with its hydroelectric equipment in place, enhanced capacity underway and ready to go to work. It is to the planners' credit that they have in just the last weeks applied to the Federal Energy Regulatory Commission for a fresh window of opportunity to study this alternative route to the Road to Baranof. And they have every reason to do so. The Takatz to Blue Lake route is less than a third the distance, much less than a third of the cost, virtually non destructive and non invasive. It preserves all the potential power generating capacity for Sitka of the Takatz Hydroelectric Project but with a rare simplicity, safety and thrift. It is a beautiful dream of a solution ending the paralyzing costs, appalling natural destruction, and highly questionable usability of the old nightmare scenario of the Road to Baranof.

It should also be the end of any ferry terminal in Baranof Warm Springs.

Sincerely,
Christine Lundstedt
Baranof Property Owners Association - Board of Directors
Full time year around Baranof resident

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Subject: SE AK Transportation Plan
From: bgorman@ptialaska.net
Date: Wed, Nov 02, 2011 5:15 pm
To: dot.satp@alaska.gov

Hi,

I attended the Sitka ADOTF public meeting on the southeast Alaska Transportation Plan. This current process is more to aid in framing future options than selecting one of the existing options.

An interesting point raised during the presentation is the importance that DOTF places on air travel. It is cheaper for people to fly from one place to another and rent a vehicle at the destination than for a ferry to transport the vehicle and passenger from those two points. That seems obvious but had never heard it stated that clearly.

There are Alaskans who will not (preference) or can not (healthy issues, matters of identification or conflicts with TSA) fly. Reflect on Rep. Sharon Cisnera's problem with TSA screening in SeaTac earlier this year. Simply stated the State of Alaska has an obligation to provide a variety of travel options to and within the state, including water transportation (ferries). Maybe the State's obligation is to ensure private carriers exist to provide some of the varied transportation rather than be the transportation provider. Again the ADOTF staff did a good job of describing the current situation that DOTF is in where it has to provide the carrier service (ferries) as well as the marine infrastructure to facilitate the carrier.

Unfortunately the population in southeast is declining and that trend is projected to continue. Population is increasing along the rail-belt and there are increasing high capital infrastructure projects proposed for that region. Many southeast Alaska infrastructure costs (ferries) are nontraditional and expensive. This places southeast with low population in competition with the majority of the rest of Alaska. Southeast Alaska transportation infrastructure funds will be limited in the future. Expected life of southeast Alaska transportation infrastructure, initial capital costs and ongoing maintenance costs all need to be considered in developing the regional transportation plan. Then, of course as politics change whatever plan is developed now may be trumped by a newer, perhaps competing plan. While the context of this plan mentioned above makes one wonder, why bother being involved in this process; the reality of government favors those ideas with citizen support over those with limited or no citizen support.

Option one and six can be dismissed as impractical. Alaska needs a transportation link between this state and the lower 48 that is not dependent on traveling through a foreign country or on air travel. The third option for travel to / from Alaska should primarily be for passengers and it can be a private carrier. Vehicles certainly can be shipped from anywhere in Alaska to the lower 48, probably easier than a non flying Alaskans who will not / can not travel through Canada. If the ferry service between Bellingham and southeast and the across the Gulf is terminated, the State must work to assure year round private marine passenger transportation between those areas, even if it is limited.

If private carrier passenger service replaces the Bellingham and cross Gulf ferry, alternatives 3 and 5 stand out as forward thinking. Maximizing dollars spent on road construction will reduce continued dependence on increasingly costly ferry service. The existing ferries in time will be replaced. Separately I've participated in the Alaska Ferry class public input process and am surprised to see this regional transportation plan following behind the AK ferry class process. The Alaska Class Ferry process seemed a better thought out process than the high speed ferry class. Alternative 5 is close to the plan when the high speed ferries were

developed. The frequency of travel for Sitka improves significantly under alternative 5. Both Alternatives 3 and 5 increase service to Sitka and make use of connector roads. Economics alone may dictate Alternative 3 over 5. Overall alternative three is more feasible than five and both are the best alternatives.

The cost of Alternatives two and four and the dependence on large ferries into the future makes those alternatives more status quo. If those alternatives included reduced vehicle capacity in favor of improved passenger service linked with reliable, timely public transportation, then two and four become attractive. Ferries are a great way to travel. All public transportation has hidden costs that are shared by all. Ferries potentially have very high operating costs versus revenue during part of the year. Ferries will remain an essential component of the regional transportation plan into the foreseeable future. For long term sustainable development of southeast, reduced dependence on large ferries as a primary transportation is needed. Alternatives that maximize development of primary rock / gravel / paved roads connected by shuttle ferries will encourage a more sustainable region. Likely other reviewers will decry road development in southeast and pen the importance of the regions wild lands and the romance of long ferry rides. Those are good points but if the region does not pull out of the economic downward spiral, it will be come a lovely vacation spot with largely seasonal inhabitants. An efficient, cost effective transportation system is an important part of a vibrant economy and region. Like it or not worldwide, roads connect communities and economies. Without roads and more economical / frequent ferries, southeast may become a depressed region.

Bob Gorman

Nov. 2, 2011

Sitka

bgorman@ptialaska.net

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Subject: SATP Improvement Comment
From: Barbara <bj@takshanuktrail.com>
Date: Wed, Nov 02, 2011 4:28 pm
To: dot.satp@alaska.gov

Good Day,

I was raised in Haines and have recently moved back after living in Juneau for approximately 14 years. I have 30 years of experience traveling on the Alaska Marine Highway System throughout the entire Southeast region (I was involved in every extracurricular activity possible to keep busy during the school years). Since moving from Haines to Juneau I have traveled between the two communities on average 10 times per year, round trip. I am terrified of flying and have much appreciated having the ferry as a mode of transportation to visit my family. My travels to Juneau will increase to at least 12-15 times per year because of family and modern accommodations and services offered in Juneau.

While I realize the ferry is a convenient form of transportation and that change is difficult, I fully understand business, budgets, and the need to effectively and efficiently serve a customer base.

I am in support of Alternative 5, Alaska Route 7. I would, however, like to see studies on building a road on the west side of the Lynn Canal. This could be a compromise to the east side and rectify the arguments of avalanches and protected tribal and federal lands.

Either way, please accept this comment as in support of road access between Haines and Juneau. Not only will a road alleviate the never ending costs associated with running and maintaining a fleet of ships but it will also improve the economies of all the communities in the upper Lynn Canal and afford the potential for residential and business development.

Sincerely,

Barbara J. Mulford

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Subject: Comments on SE AK Transportation Plan

From: Susan Sloss <jssloss@gci.net>

Date: Wed, Nov 02, 2011 12:11 pm

To: dot.satp@alaska.gov

To Whom It May Concern:

An improvement of the ferry system to address scheduling, capacity, and maintenance and operation costs can be accomplished to save costs. We understand our region is facing upcoming transportation challenges, and DOT needs to design a transportation plan that provides more efficient, continued reliable service that connects our communities with one another and with Washington and Prince William Sound. The retirement of three aging vessels will require the construction of new, more fuel-efficient vessels that could potentially be built right here in Southeast AK, creating year round jobs in the region and improving upon the reliable infrastructure we already have in place.

Combined elements from Alternatives 2 and 4 would help us achieve our goal of a more efficient, safe, reliable, ferry-based transportation system that ensures a minimal impact on the forests and salmon streams of Southeast. We support elements of Alternative 2, as we acknowledge the ferry system can be better managed to address scheduling, capacity, and maintenance and operation issues. However, Alternative 2 does not incorporate the potential for new Alaska Class Ferries. Considering the money for one new Alaska Class Ferry has already been secured, whatever transportation plan DOT concludes will have to incorporate at least one new vessel.

We also support elements of Alternative 4, which proposes the aforementioned construction of new Alaska Class vessels. If managed to address scheduling and capacity needs, these new vessels could be incorporated into a ferry-based system that continues to provide safe and reliable transportation.

However, we do not fully endorse Alternative 4, as it proposes an unnecessary new ferry terminal to be constructed at Cascade Point in Berners Bay.

Sincerely, Jeff & Susan Sloss
740 5th St., Juneau, AK 99801

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Subject: Ferry Alternatives

From: dawn@markdawnyoung.com

Date: Wed, Nov 02, 2011 11:39 am

To: marie.heidemann@alaska.gov

Cc: dot.satp@alaska.gov

Hello,

We are strongly opposed to portions of Alternative 5 specifically in regards to a proposed road between Sitka and Baranof Warm Springs. A road between Sitka and Baranof Warm Springs Bay does not appear to be feasible due to high avalanche zones, high costs to develop and maintain. Heavy snow and avalanche would cause the road to be closed at times causing further isolation and damage. It also would ruin the best natural warm springs in North America, pollute the pristine Baranof Lake, desecrate natural salmon and trout runs and ruin a wonderful recreational hub in Baranof Warm Springs Bay. An alternative to that would be a road from Sitka to Rodman Bay.

We also are opposed to elimination of a ferry from Southeast to Bellingham. Residents and visitors alike depend on the ferry between these cities. Elimination would cause further economic hardships. We support the road between Juneau and Skagway so that the existing ferry's between these cities could be used elsewhere in the system, preferably to Sitka.

Thank you,

Mark & Dawn Young

dawn@markdawnyoung.com

907-738-3517

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Heidemann, Marie E (DOT)

From: Olivia G Pitesa <ogpitesa@uas.alaska.edu>
Sent: Wednesday, November 02, 2011 11:18 AM
To: Heidemann, Marie E (DOT)
Subject: Comments

Although our existing ferry system has its flaws, I appreciate and support the Alaska Marine Highway System. I strongly oppose alternative 3 and 5. Removing the ferry routes to Bellingham, Yakutat and Wittier will only increase our dependence on Alaska Airlines, which has a monopoly over the commercial airline industry in Alaska. We are forced to pay high prices to travel out of our state and although the ferry is also expensive, it gives us options. I understand that those lines may not always be booked at capacity. I think there needs to be a more thorough cost-benefit analysis and perhaps the schedule may need to be adjusted in order to meet demands.

I am in strong opposition to alternative 5. We have an existing ferry system which at times isn't the most convenient, but suits the needs of Southeast Alaskans. I have taken road trips up north using the marine hwy to transport my vehicle. In this world, there is more asphalt than wilderness. Why do we need more of it in Alaska when we already have a ferry system? Roads require maintenance such as large vessels. This alternative would only increase the cost of maintaining said infrastructure. Also, will emergency services be provided near these road segments? Will there be an evaluation of environmental impact? Will there be an evaluation of the social and cultural implications of building these highways in Southeast Alaska? I would like to see the existing ferries be refurbished as they support our region. It is easy to say that roads will be convenient, but when taking a large scoped perspective on the issue, I believe roads will only lead to more complications. Development doesn't make us a better community. Why don't we use our resources to maintain the system we already have and figured out, communally, what can be done to better that system.

I am a student at the University of Alaska Southeast and I plan on making my home here in Southeast. This is a very important issue for me as it will affect my future.

-Olivia Pitesa

Patricia Phillips
PO Box 109
Pelican, Alaska 99832
November 2, 2011

Re: ADOT&PF – Southeast Region Planning

This comment supports Alternative 5 – Highway Route 7.

Population projections: (pg. 7, SATP Scoping Report Presentation) It is difficult to determine population trends other than to say population appears to be stable. The 2011 Juneau & Southeast Alaska Economic Indicators compiled by Juneau Economic Development Council based on the US Census 2010. 2010: 71,664 up from 2009: 71,141; a 0.7% increase.

Appreciate the long-range planning designed to get ahead of any crisis and the recognition of higher fuel costs, rising labor costs, and the necessary funding required to contribute to the capital investment costs.

The DOT&PF SATP regional plan has not recognized or addressed in the text the need to improve connectivity to the North American continental road system, rail system, and improved access to global barge networks, and a need for roads to hydroelectric resources; specifically development of the Bradfield Road and utility transmission corridor. This comment supports renewable energy development opportunities; both large and small-scale to lessen dependence on high cost fossil fuels by building roads to hydroelectric resources. A utility corridor road from Pelican to Hoonah is a good example of roads to hydroelectric resources; this will also significantly improve economic development opportunities for Pelican and Hoonah.

This comment supports maintaining the Ketchikan to Prince Rupert link to improve access to Prince Rupert's container shipment port and linkage to its continental rail system.

The SATP improves interconnectivity of communities within the region. It promotes linking communities to hub communities for centralized shipment and access to essential services. This provides convenience and sustainable alternatives for shipping goods and services. Juneau is the northern hub for the commuter/shuttle schedule small plane and seaplane services to small remote coastal communities. The ferry system links Juneau to remote communities that experience seasonal influx of passenger use

This comment supports connecting Juneau to Haines – Skagway highway system and phased new roads construction identified in Alternative 5. The plan reduces emissions and it would be appropriate to acknowledge and review a transit bus system that includes electric buses where appropriate to take advantage of low-cost hydroelectricity and the installation of recharging stations for electric vehicles. Include SMART Growth principles by integrating transportation and energy development in the plan. This includes a need to coordinate transportation and land-use planning complementary to one another.

This comment supports continued ferry service from SE Alaska to Yakutat.

This comment supports eliminating service to Bellingham, WA.

Thank you for this opportunity to comment. *Patricia Phillips*

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Subject: Comments on the ADOT&PF Southeast Alaska Transportation Plan's Scoping Report

From: Margot Knuth <mknuth@gci.net>

Date: Tue, Nov 01, 2011 6:26 pm

To: dot.satp@alaska.gov

Please make ferries and ferry service a priority. We must consider the economic needs and well-being of all of our SE communities and the ferry system is the way to do that.

Many thanks,

Margot Knuth
4015 Ridge Way
Juneau, Alaska 99801

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Subject: scoping plan comments

From: SThomp5743@aol.com

Date: Tue, Nov 01, 2011 4:41 pm

To: dot.satp@alaska.gov, 948kootz@gmail.com, sen.albert.kookesh@legis.state.ak.us

Hello,

My name is Shayne Thompson I represent Angoon Trading Co.

I would like to suggest that building a road from Hawk inlet to Angoon and then building another road to the east side of Admiralty would be a big time money saving idea for the DOT. At that point you would only need a small vehicle commuter ferry between Auke Bay and Youngs Bay, another from Admiralty to Kake, and one more for traveling between Hawk Inlet and Hoonah, Pelican, and Gustavus.

I had suggested this at the meeting and I am aware that Admiralty is a national monument. However there is already road access from Youngs bay to Hawk inlet. From there it is not a long jump to the Sitka owned land which also has roads running through it. This leaves another undeveloped stretch of road to Angoon.

The cost of road construction is high however as I have seen in your projections that the lowered cost of maintenance and the savings over day to day operation of a ferry far out weigh the road construction costs in the long term.

I was not going to mention this, however I felt that the approval this week of timber sale and road building in the Tongass on Prince of Wales Island might set some precedent for making this happen.

Smaller commuter ferries cost far less to operate than any of the larger ships AMHS currently has in the water.

Thanks,

Shayne Thompson

907-209-4226

Gordon and Chris Greenwald
PO Box 231
Hoonah, AK 99829
November 1, 2011

ADOT&PF Southeast Region
PO Box 112506
Juneau, AK 99829

Thank you for allowing us the opportunity to have input on the SE Alaska Transportation Plan, 2011 Update Scoping Report. It is our sincere hope that this input is integral to the resulting transportation services provided to the residents of SE Alaska.

Our comments below follow the "Comment Form" distributed at the public hearing held in Hoonah, however, it is somewhat skewed by the fact that the printed plan circulated at the meeting does not accurately depict the current scheduled service as it relates to Hoonah. For instance, **Table 2. Alternative 1 – Frequencies for Existing Ferry Service**, shows that there are 5 trips weekly between Juneau and Hoonah (summer), and 3 trips weekly between Juneau and Hoonah (winter). That is not accurate. In order to get that number, riders would have to first go to Sitka, Angoon, Tenakee or Gustavus and it is therefore misleading. There are some trips between Juneau and Hoonah, but it is misleading to count the "detour routes" mentioned above as frequencies between Juneau and Hoonah.

Comments on which *preliminary alternative* (or parts of the alternative) you prefer, and why:

Actually, none of them, because living in Hoonah, 99% of the travel needs are to and from Juneau. Juneau is the center of commerce for SE Alaska and government for all of Alaska.

None of the roads or highways in the State of Alaska "pay for themselves" and it is ludicrous to think that the AK Marine Highway should be expected to "pay for itself".

The alternative plans have been designed by people who do not use or depend on the ferry for a means of transportation and/or passage of freight. That's why this input holds more validity. Hoonah people understand the needs of the Alaska Marine Highway, just as those who travel the roads or highways in other parts of Alaska understand those needs.

Freight is transferred between Juneau and Hoonah and it is therefor, inefficient and more expensive to route ferries that detour to Angoon, Gustavus, Tenakee or Sitka before arriving in Hoonah when the desired route is between Juneau and Hoonah.

Look at the ridership data between Juneau and Hoonah and you will find it ranks the highest of all SE ferry routes. Compare that data to other SE ports of call, and then compare it to the "detour routes of Juneau (Tenakee/Angoon/Gustavus) and then on to Hoonah, and you will find there are fewer passengers/vehicles/freight vans offloading in Hoonah. The detour routes don't make any sense in a practical way or an economic way.

The future will likely not allow all desired capital investments in SE AK's ferries, roads or airports. What are your priorities, and why?

Make Hoonah a **Northern Southeast Hub** by building roads to Tenakee and Pelican. That would eliminate ferry runs to *Tenakee* and *Pelican* because they could drive to Hoonah. Route ferries from *Gustavus to Hoonah* and *Angoon to Hoonah* and then ferry between Hoonah and Juneau. The **Hoonah Hub** would service six of the Northern Southeast communities: Hoonah, Tenakee, Pelican, Gustavus and Angoon, with travel to the center of SE commerce and state government in Juneau.

Where do you travel most frequently, how, and why?

We travel exclusively between Hoonah and Juneau because Juneau is the center of SE commerce and state government. Additionally, we have medical services in Juneau and use the Juneau International Airport to connect to other areas.

We make approximately 12 trips per year. Historically, we would have made about 9 of those trips on the ferry with the remaining 3 by air. In the last few years, with the ferry schedule being inconsistent and less frequent for direct ferries between Juneau and Hoonah, the numbers have reversed to about 3 by ferry and 9 by plane. It's prohibitively expensive if we have to spend 4 or 5 nights in a hotel in Juneau due to the ferry scheduling, just to make a medical appointment.

Other comments:

No plan (as presented) will work if the resulting schedule is inconvenient. Examples include very short turnarounds with time in Juneau during non-business hours, or very long turnarounds requiring long stays in hotels.

Ridership numbers will continue to decline if the schedules run the "detour routes" with stops in Gustavus, Angoon, or Tenakee on the Juneau-Hoonah routes.

In closing, much of what we discussed in this letter includes "scheduling" issues and we understand that you are addressing the overall plan, but the plan and the schedule must work together. We sincerely believe that the alternatives outlined in "The Plan" don't illustrate an understanding of the true needs of SE Alaska residents. It's difficult to discuss the plan unless you understand the problems residents experience with the schedule.

Respectfully submitted,

Gordon Greenwald
Christine Greenwald

Gordon and Chris Greenwald,
Hoonah Residents



Phone: 907-755-4848
Fax: 907-755-4849

P.O. Box 470, Klawock, AK 99925
Email: ifa@interislandferry.com

November 1, 2011

ADOT&PF, Southeast Region
6860 Glacier Highway
Juneau, Alaska 99901-7999

Dear Sirs,

The Inter-Island Ferry Authority has reviewed the 2011 Southeast Alaska Transportation Plan Scoping Update and is supportive of Alternative 5 – Highway Route 7.

We recognize the many opportunities to Prince of Wales Island residents with this alternative. These include new business opportunities, more frequent service and lots of potential to improve the economic viability of the all of central and southern southeast Alaska. The IFA also is cognizant of the tremendous cost savings this alternative will have on the operations of the Alaska Marine Highway System. We have operated as a day boat system for almost ten years and our operating costs are only a fraction of what mainline ferry systems require.

The IFA also understands that there is a potential for the final selected alternative to be a hybrid of all the alternatives listed. We are prepared to support any final decision that fully utilizes the IFA and our current and historical routes.

Sincerely,

A handwritten signature in black ink, which appears to be "Bruce R. Jones".

Bruce R. Jones, CPM
General Manager

Heidemann, Marie E (DOT)

From: Art Bloom <artmbloom@gmail.com>
Sent: Tuesday, November 01, 2011 10:57 AM
To: DOT SER SATP
Subject: ADOT&PF Southeast Alaska Transportation Plan's Scoping Report

Hard to believe that anyone is still considering building roads as part of a transportation system in Southeast. This option should be eliminated from planning efforts, present and future. Maintaining the fleet and using capacity management are my preferred alternatives. Perhaps some of the small communities will have to give up some frequency of service.



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot.satp@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

A combination of alternatives 2, 3, + 4. I think we should keep a main line up thru Alaska and use day boats to connect the many communities in S.E. Alaska to the main line route. This system needs to be sure to provide transportation system for the people that live in S.E. Alaska.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

I realize the Bellingham run is costing more than was originally negotiated. This is a bad deal from Bellingham. Hopefully something can be worked out in the future. Because the alternative (Prince Rupert) will make it difficult to go thru Canada for some people coming to Alaska!

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

Ferry from Peice of Wales Island then fly out of Ketchikan

Other comments (feel free to add additional paper):

Name: Harvey E. Mc Donald

Date: 10-30-2011

Home Community: Thorne Bay, Alaska

E-mail or Mailing address (to receive status update on developing SATP Plan):

Box 19737 Thorne Bay, Alaska 99919



**Marine Transportation
Advisory Board**

Alaska Department of Transportation and Public Facilities
P.O. Box 112500 • Juneau, AK 99811-2500

October 27, 2011

Robert Venables
Chair
Northern Southeast
Haines

Mark Eliason
Vice Chair
Travel & Tourism
Anchorage

Ron Bressette
Union
Juneau

Gerry Hope
Central Southeast
Sitka

Joshua Howes
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Anchorage

Tim Joyce
Prince William Sound & Kenai
Peninsula
Cordova

Dan Kelly
Southern Southeast
Ketchikan

Mike Korsmo
Retired Marine Captain, not
affiliated with AMHS
Skagway

Shirley Marquardt
Southwest AK, Aleutian Chain
Unalaska

Cathie Roemmich
At-Large
Juneau

Maxine Thompson
Hoonah, Kake, Pelican and
Tenakee
Angoon

Mr. Andy Hughes
Transportation Planner
Alaska Department of Transportation
PO Box 112506
Juneau, AK 99811-250

Re: SATP Recommendations

Mr. Hughes:

Thank you for the extensive time you and your staff spent in the recent work session and special meeting with the Marine Transportation Advisory Board (MTAB) regarding the Southeast Alaska Transportation Plan (SATP). This long-range plan sets the critical path for the ferry system, and the investments made by the State of Alaska in support of its implementation will ultimately provide the region with a transportation system that will meet the basic needs of southeast communities while supporting local, regional and state economies.

The MTAB met on October 14, 2011 to consider the various options offered in the SATP Scoping Report and passed the following motion:

The Marine Transportation Advisory board will develop a letter of support for the SATP that articulates the MTAB position including the retention of both the Bellingham and Cross-Gulf ferry routes, the construction of an additional Alaska Class ferry and one mainliner replacement ferry, consideration of a Berner's Bay ferry terminal that includes an inherent Public Transportation component to support walk-on ferry passengers, and funding for the design phase for the Sitka-Baranof Warm Springs road. Road links should be built where appropriate and possible in order to shorten ferry runs and create an efficient transportation system.

Alaska policy-makers created a transportation system in the AMHS that provides a vital service to both local residents and citizens throughout the country and is used extensively by members of the U.S. military. The MTAB believes that a SATP that includes these objectives will best provide the framework that will afford the safe movement of people and goods throughout the region and state. It is critical that the SATP outline these objectives in such a way that they can be systematically achieved.

Thank you for the opportunity to provide input for the development of the Southeast Alaska Transportation Plan. Feel free to contact me at any time for more information or to answer any questions that may arise.

On behalf of the Marine Transportation Advisory Board,

Robert Venables, Chair

cc: Governor Parnell
Alaska State Legislature
Southeast Conference

FROM: DAVE WERNER, BOX 635, HAINES

COMMENTS ON THE S.E. ALASKA TRANSPORTATION PLAN

I ENVISION A DRIVE-THRU FLAT DECK SHUTTLE FERRY WITH A ROOF AND 4 FOOT HIGH SIDES. ABOUT 2 TO 3 TIMES LONGER THAN THE KETCHIKAN AIRPORT SHUTTLE FERRY. 3 MORNING RUNS TO KATZEHIN LANDING AT 6-8-10 A.M. AN 11AM TO 1PM RUN TO SHAGWAY THEN 3, P.M. RUNS TO KATZEHIN AT 2-4-6 P.M.

1. FORGET SHOPPING AT WHITEHORSE, JNO IS HALF THE TIME AND HALF THE COST AWAY.
2. WE COULD FISH THE JNO SALMON DERBY ON A DAILY BASIS.
3. DAILY DEER HUNTS FROM HAINES WOULD BE POSSIBLE.
4. LOAD UP A FULL PICK-UP TRUCK FROM JNO AT HALF OR A QUARTER THE COST AS COMMERCIAL.
5. TRAFFIC FLOW WOULD BE EXPEDITED. BY THE TIME IT TAKES TO DOCK, UNLOAD THEN RELOAD A FULL FERRY YOU COULD BE HALF WAY TO JNO.
6. CONVENIENCE WOULD BE GREATLY ENHANCED. LEAVE HAINES AT 6 A.M., SHOP JNO FOR 6 HOURS AND BE HOME FOR DINNER.
7. NO MORE LOST TRAVEL DAYS DUE TO HIGH SEAS.
8. A HIWAY LINK TO JNO WOULD FOREVER MUTE MOVING THE CAPITAL SAVING TENS OF MILLIONS.
9. TENS OF MILLIONS ~~COULD~~ IN ACQUISITION, FUEL, MAINTENANCE AND LABOR COST WOULD BE SAVED EACH YEAR!

THE GREATER SITKA
chamber
OF COMMERCE

GREATER SITKA CHAMBER OF COMMERCE
BOARD OF DIRECTORS
RESOLUTION 2011-03
IN SUPPORT OF ROAD TO EAST SIDE OF BARANOF ISLAND

WHEREAS, the Greater Sitka Chamber of Commerce ("Chamber") has responsibility to proactively encourage the long term interests of Sitka area businesses;

WHEREAS, the Chamber believes that long term economic growth in the Sitka area requires that there be an all-weather road to from Sitka to the east side of Baranof Island;

WHEREAS, an all-weather road to from Sitka to the east side of Baranof Island will eliminate approximately 100 miles for ferry traffic between the east and west side of Baranof Island and produce cost savings to the Alaska Marine Highway that will presumably translate into lower fares for travel to and from Sitka;

WHEREAS, an all-weather road to from Sitka to the east side of Baranof Island will greatly reduce the hazards that maritime traffic faces in Peril strait;

NOW THEREFORE BE IT RESOLVED that the Chamber does hereby endorse efforts to obtain an all-weather road to from Sitka to the east side of Baranof Island;

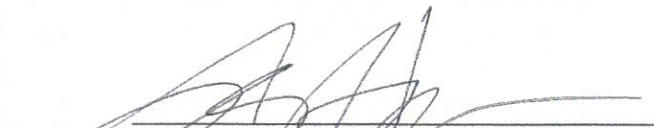
BE IT FURTHER RESOLVED that the Chamber does hereby request all Sitka area organizations and land owners to also endorse efforts to obtain an all-weather road to from Sitka to the east side of Baranof Island;

BE IT FURTHER RESOLVED that this resolution shall be effective immediately;


BE IT FURTHER RESOLVED that the officers and agents of the Chamber be and hereby are authorized to take all action necessary to effect the foregoing resolution.

CERTIFICATION

I hereby certify that the foregoing resolution was adopted by the Sitka Chamber of Commerce in accordance with its organic documents at a Meeting of the Sitka Chamber of Commerce held on August 25, 2011 and said resolution appears in the record of said Meeting as set forth above. Dated this 26th day of August, 2011.



Gerry Hope, President



Jennifer Robinson, Executive Director



Promoting sensible transportation systems in Alaska

FOR IMMEDIATE RELEASE:
March 26, 2008

FOR MORE INFORMATION:
Lois Epstein, ATPP, 907.748.0448 (cell)
Cathy Spence, Ft. Richardson, 907.384.1515

New Statewide Poll Shows Overwhelming Support for the State Ferry System

Anchorage, AK – Alaskans across the state showed overwhelming support for the ferry system in a recent statewide poll question. Eighty-five percent of those polled said the state should continue funding the Alaska Marine Highway System, which currently serves 30 communities in Southeast, Southcentral, and Southwest Alaska. Support for the ferry system ranged from 67% in Fairbanks to 82% in Anchorage to 95% in Southeast Alaska, with only Fairbanks under 81%. The statewide poll, which covered several unconnected topics, questioned 401 Alaskan households with at least one voter. The poll has a margin of error +/- 4.9%.

The ferry poll results were announced at Southeast Conference’s Mid-Session Summit in Juneau today.

"The Alaska Marine Highway system is an integral part of our Alaskan transportation network. With more coastline than all other states put together, our ferry system is a critical travel mode," said Representative Beth Kerttula of Juneau.

"These poll results show widespread and deep support throughout the state and across the political spectrum for funding the ferry system," said Lois Epstein, Director of the Alaska Transportation Priorities Project, a non-profit, public interest organization promoting sensible transportation systems in Alaska.

"Alaska’s ferry system is important to the state’s military personnel," stated Cathy Spence, Relocation Specialist for Fort Richardson near Anchorage. "Ferries allow military personnel to relocate with their vehicles and personal items at any time of year and provide military members with a "once in a lifetime" view of Alaska's coastal communities and surrounding scenery."

To put ferry costs into context, poll respondents were given the latest Alaska Department of Transportation figures on annual ferry and road costs before the poll question. The poll, conducted by Hays Research Group (www.haysresearch.com), was taken on March 10-12; results from the ferry question are available at <http://www.aktransportation.org/press-releases/march-26th-2008>. The Alaska Transportation Priorities Project funded the ferry poll question, while others funded the rest of the poll.

The attached 3-page report entitled "Questions and Answers on the Hays Research Group March 10-12, 2008 Statewide Opinion Counts Survey’s Alaska Ferry Poll Question" includes more detailed information about the poll and its ferry question. The wording of the ferry poll question and the response summary follow:

***Poll Question:** The state’s ferry system requires approximately \$70 million per year from the state to balance revenues and operating costs, plus needed upgrades will cost approximately \$60 million each year through 2030. The state plans to spend around \$1.05 billion each year through 2030 on roads, or eight times as much annually as it will spend on ferries. Do you think the state should continue providing ferry service to 30 communities in Southeast, Southwest, and Southcentral Alaska?*

<i>Yes, continue</i>	<i>340/401</i>	<i>85%</i>
<i>No, stop</i>	<i>40/401</i>	<i>10%</i>
<i>Don’t Know / Refused</i>	<i>21/401</i>	<i>5%</i>

The Alaska Transportation Priorities Project (ATPP) promotes sensible transportation systems in Alaska with the goal of safe, economic, well-maintained, and environmentally-appropriate transportation throughout the state.

From: Morehouse, Carolyn H (DOT)
Sent: Monday, October 31, 2011 1:51 PM
To: Heidemann, Marie E (DOT)
Cc: Hughes, Andrew N (DOT)
Subject: Data for your SE AK Transportation Plan

Just so you get some data.

On a yearly basis I travel to the following communities.

Juneau to XXXX/return	Reason	Times per year	How
Ketchikan	Work	5	Airlines
Craig	Work	1	Airlines
Sitka	Personal/Work	3	Airlines
Gustavus	Personal	1	AMHS
Haines	Personal	1	AMHS
Skagway	Personal	4	AMHS

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Subject: FW: SATP comments

From: "Heidemann, Marie E (DOT)" <marie.heidemann@alaska.gov>

Date: Mon, Oct 31, 2011 11:35 am

To: satp@sheinbergassociates.com

From: Furbish-Klensch [mailto:snowshoes@aptalaska.net]

Sent: Friday, October 28, 2011 11:02 AM

To: DOT SER SATP

Subject: SATP comments

28 October 2011

To: AKDOT&PF

From: C. E. Furbish, Skagway, AK

RE: SATP 2011/2012 Update comments

Which preliminary alternative, or parts of the alternative, do you prefer and why.

Alternative 4 - Alaska Class ferries - comes the closest to providing the safe, reliable, cost-effective and community supported transportation requested by the people of southeast Alaska. I do not support a terminal in Berner's Bay to service the Upper Lynn Canal communities unless the AMHS includes a shuttle bus to the Auke Bay terminal where passengers can access existing land transportation, such as taxis and hotel shuttles.

What are your capital investment priorities for SE AK ferries, roads or airports, and why.

I think the highest priority for capital investment to improve transportation in SE Alaska is upgrading our aging ferry vessels and maintaining/improving existing roads. I am not familiar with the status of the community airports, but any maintenance/improvement needs should be addressed. The lowest priority is to build new roads where communities do not support those roads.

Where do you travel most frequently, how and why.

I and the others in my household travel most frequently between Skagway and Juneau, because

Juneau is the hub for shopping, medical attention and travel outside. My household, and my guests who visit from the outside, almost always travel on the ferry because it is safe and reliable, whereas the air services in winter must often cancel flights because of the weather.

Other comments.

Purpose and need statement: Infrastructure and operational costs to AKDOT&PF should not be the only criterion considered when evaluating alternatives. Safety is a primary concern of the people using a transportation system, and it should clearly be a major factor in planning. Reliability is also important, especially for businesses in SE Alaska that depend upon tourist travel, and for people who need to schedule medical appointments or catch jets out of Juneau. Some transportation alternatives can have a huge economic impact to some small towns. Finally, community support should be an important factor, too.

These 4 factors - safety, reliability, economic impact, and community support - should be added to the "financially sustainable" factor in the purpose and need statement. All five factors should be used in the decision-making matrix when comparing different alternatives.

Include foot passengers in addition to vehicles: Throughout the draft SATP, only vehicles (people with vehicles) are considered as the "unit" for calculations and planning. But walk-on passengers are a large part of the AMHS patronage. All alternatives that propose to move ferry terminals should include a state-operated shuttle service that connects foot passengers to existing local transportation systems.

It is inadequate, and frankly ridiculous, to propose that local municipalities or businesses will extend their services to extremely remote locations that experience infrequent pulses of different numbers of people. Auke Bay is already too far for the city of Juneau to be included in their public transportation system, so they will not extend their service more distant terminals. Auke Bay is not too far for taxis and hotel shuttles to provide their service, but it will be impractical for those businesses to respond to much more remote terminals. Can you seriously imagine a taxi driving to Katzehein from Juneau on the chance there will be a fare waiting at the terminal? Or a hotel tying up their shuttle for 2 hours for a single patron?

Therefore, situations such as building a Berner's Bay terminal in Alternative 4, or a Katzehein terminal in Alternative 5, should include the cost of an AMHS shuttle from the proposed terminal to the Auke Bay terminal. The shuttle could be booked through the AMHS at the same time ferry passage is booked. The personnel needed to run the shuttle service should be compared to the personnel needed to crew ferries to the existing terminals or community centers.

Cost estimates should be reviewed and verified by a qualified, independent third party: In the same way that AKDOT&PF is planning to contract for a user benefit analysis of SATP alternatives, a

similar contract should be included to analyze and verify costs estimates among the alternatives. This is part of the planning process in other states when evaluating infrastructure planning, and should be a part of the Alaska process, too. In the past, AKDOT&PF cost estimates have sometimes been skewed toward a political or administrative preference. The people of southeast Alaska deserve to have accurate estimates of the costs so that they can make a reasonable evaluation of alternatives.

The human and environmental setting of Southeast Alaska must be realistically included: A transportation model that relies upon a network of feeder roads and short shuttle ferries works for a place with a high population base and clement weather patterns, such as Puget Sound. Alternative 5 proposes a similiar system, but it will not work in the sparely populated and harsh weather conditions found in Southeast Alaska.

In Puget Sound, the feeder roads have residences, businesses, and local community public services coverage throughout the system. In SE AK, there would be long stretches of road with no services. In Puget Sound, there is local traffic and frequent ferry-associated traffic along the feeder roads. In SE AK, there would not be other traffic on the roads that lead only to remote ferry terminals. Both of these factors mean that any vehicles the SE AK roads that have mechanical problems or encounter road blockages could be stranded for long time periods.

Southeast Alaska is not Puget Sound. SE AK weather patterns make extremely hazardous road conditions a frequent guarantee during the winter. SE AK population will not increase and spread out enough to create connectivity between terminals and community centers. In fact, most towns in SE AK have experienced recent population declines. The ferry system, based on connecting community centers by boat, concentrates travelers and delivers them to their destination in a way that provides safe, reliable, reasonably cost-effective and community-supported transportation for our region.

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Subject: FW: ferry service

From: "Heidemann, Marie E (DOT)" <marie.heidemann@alaska.gov>

Date: Mon, Oct 31, 2011 11:35 am

To: satp@sheinbergassociates.com

From: Mini Reink [mailto:y_h38@hughes.net]

Sent: Saturday, October 29, 2011 11:58 AM

To: Heidemann, Marie E (DOT)

Subject: ferry service

Is it true you are thinking of not going to Bellingham?

We travel from Pelican to Juneau to Bellingham round trip every year. This would have a large impact on us and our neighbors since a lot of us depend on this route.

Yvonne and Tom Reink
P.O. Box 106
Pelican, AK 99832

y_h38@hughes.net

10/28/11

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Subject: southeast alaska transportation plan
From: Deborah Hurley <akedibles@yahoo.com>
Date: Mon, Oct 31, 2011 10:00 pm
To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Dear DOT

alternative 5 with a road to Kake is the worst alternative of the Six.

Petersburg does not want to be isolated from the ferry service. The ferry terminal at the end of Mitkof was a failure. There was no public transportation from town to the ferry that was economical or reliable. Winter travel is dangerous and unreliable on long unpopulated road systems. The road to Kake would be hard to keep open from Nov 1st to the end of april. School travel is dependent on not having their own cars. A car ferry from mitkof to kupreanof is a whole additional ferry system. The City of Kupreanof does not want to be roaded. Please drop Alternative 5 from consideration.

Thank You
Craig Olson
Deb Hurley
Lot 13
Kupreanof, AK
:o)

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From: Paulette Simpson [mailto:paulettem@gci.net]
Sent: Monday, October 31, 2011 8:32 AM
To: Heidemann, Marie E (DOT)
Subject: SATP comments

I am writing in response to the Department of Transportation and Public Facilities, Southeast Region planning process for the Southeast Alaska Transportation Plan update. Thank you for the opportunity to provide comments.

I am a Juneau resident whose family of five has traveled on Alaska Marine Highway System (AMHS) ferries for the past 36 years, primarily in the summer going back and forth to Haines. I attended the September 26, 2011 meeting in Juneau at which DOT presented the alternatives being considered for the SATP update and I have carefully reviewed the 2011 Scoping Report. I am a strong promoter of **Alternative 5** which supports replacing the existing mainline ferry system with a system based on road segments connected by shuttle ferries.

- Southeast Alaska has just 10% of the state's population and both our population and economy are shrinking. The costs of operating the AMHS are growing exponentially. It is folly to presume that the majority of Alaskans will continue to finance the unsustainable fuel and labor costs associated with operating our current transportation model. Because roads are much less expensive to maintain than ferries, the most realistic alternative to pursue is the one with the longest possible road links and the shortest possible ferry runs.
- In conjunction with Alternative 5, I also support initial construction of one Alaska Class Ferry (Alternative 4). I do not support construction of more than one vessel until it is determined that this is the suitable ship (in terms of both seaworthiness and capacity) for the region. Why repeat the fiasco of the failed FVF experiment? It is prudent to start with one new ship - not two or three – and not commit to more until the concept is tested and proven correct.
- It goes with the territory that in choosing to live Southeast Alaska, we choose to devote a large portion of our personal resources to transportation. It is primarily my responsibility, not the rest of the state's, to pick up the tab for my travel. Thus to help finance maintenance of additional road links in Southeast, I support making these new roads toll roads.
- I also believe that the state needs to prepare the traveling public for the day when the expensive Bellingham run is eliminated. That run, however popular, is in direct competition with the private sector and represents the most egregious example of an out-of-control state subsidy.
- The environmental and social benefits of roads, the potential roads create for regional economic development, and my belief that it is truly in the long-term best interest of

Alaska, our Southeast region and my family to have roads connecting communities wherever possible convince me that **Alternative 5** should be pursued.

Please consider my comments in your decision-making process and keep me informed of additional opportunities to provide my input into these important decisions for Alaska.

Sincerely,

Paulette Simpson
402 Alaska Belle Ct.
Douglas, AK 99824

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Subject: Southeast Alaska Transportation Plan
From: Martin Niemi <cmniemi@gmail.com>
Date: Sun, Oct 30, 2011 12:53 pm
To: dot.satp@alaska.gov

The Juneau ferry terminal should NOT be moved again. It was moved once from downtown Juneau to Auke Bay to accommodate the tourist industry so that cruise ships could have the space that our ferry used to dock. We were told that this also saved some time on the ferry trip to Haines & Skagway. Moving the ferry terminal to Berners Bay is going too far! We would no longer have a local ferry terminal. Also the plan that describes MULTIPLE shuttle ferries AND MULTIPLE drives in southeast is absurd. The people living in and traveling to Southeast Alaska are deserving of a safe ferry system which is our highway system. DOT took Hyder off our ferry system. They are served by a road that is sometimes open during the winter. Southeast Alaska could be in a similar situation if either of these plans go through. Anchorage and Mat-Su would like to have it all: a road, a bridge and a ferry. We just want to have our safe, wonderful Alaska Marine Highway System.

Christine Niemi
Douglas, Alaska

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SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot.satp@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

I like alternative 2 because it makes more efficient use of what we already have without eliminating service to Bellingham by ferry. I like elements of alternatives 3 and 4. We should be replacing an aging mainline ferry with an Alaska Class type vessel anyway. However, I don't believe building a ferry terminal at Berners Bay is the only way of "making it work." I like traveling by ferry because it's relaxing. It's like a cruise, but not as expensive.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

We should maintain existing roads and airports. We should build Alaska Class ferries to replace two non-SOLAS ferries nearest retirement as well as managing AMHS system vehicle capacity as described in Alt. 2.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)? I travel to Bellingham and back to Skagway by ferry every winter for the holiday season (early Nov. til mid Jan). From the Bellingham area I take AMTRAC or drive to destination. Otherwise my travel is in the Skagway area.

Other comments (feel free to add additional paper):

I am opposed to building new ferry terminals remote from any community such as those proposed for Berners Bay and/or Kasidaya. I also do not want a road between Juneau and Skagway.

Name: MIKE KOWSLER

Date: OCT. 29, 2011

Home Community: SKAGWAY, AK

E-mail or Mailing address (to receive status update on developing SATP Plan):

PO Box 171, SKAGWAY, AK 99840-0171

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Subject: ferry from Juneau to Bellingham
From: Mini Reink <y_h38@hughes.net>
Date: Sat, Oct 29, 2011 12:54 pm
To: dot.satp@alaska.gov

I understand you are planning to discontinue the ferry from Juneau to Bellingham ?

We travel round trip from Pelican to Juneau and from Juneau to Bellingham each year....Is this true. If so please give us an up date. Does this mean we need to move from Alaska? We do our best to never travel by air. We love the ferry trips and this would be a very sad day to think we cannot go back and forth by ferry every year....

Mini Reink
y_h38@hughes.net

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ADOT&PF Southeast Region
SATP Comments-Attn: Marie Heidemann
Box 112506
Juneau, AK 99811-2506


October 28, 2011

To whom it may concern:

I would like to express my support for Alternative 5 of the SE AK Transportation Plan.

AGS is a fresh and frozen seafood processor located in Auke Bay. We started our business 15 years ago employing our family of four and have grown to employ over 100 people during the summer months. We have enjoyed a steady increase in business over the years and continue to expand and grow the company within the limits we have for getting our fish to market. We currently ship fresh fish via Alaska Airlines and by truck to Seattle on the Alaska Marine Highway via Skagway. As is well known, the airlift out of Juneau is limited (and expensive) and we are constantly maxing out the space available to us. In fact, our markets have exceeded the airlines ability to transport our product to the lower 48 and because of this, we have been forced to restrict the sales of fresh product. We have been able to use the Alaska Marine Highway for a small portion of product but because of the duration of travel time, space availability, the pricing and lack of daily sailings, it is a shipping method we are able to utilize to a lesser extent. We feel that having a road will provide a consistent, quick and more affordable shipping option than is currently available and would open up an enormous amount of growth potential for our business and the fishing industry as a whole.

Sincerely,


Mike J Erickson
Owner

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Subject: SATP comments

From: keng russo <kengrusso@yahoo.com>

Date: Thu, Oct 27, 2011 10:46 am

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Comments on the Scoping Report for the Southeast Alaska Transportation Plan 2011/2012 Update

#1 Which preliminary alternative do you prefer?

I prefer alternative 4, the Alaska Class ferry alternative. SE AK is a maritime network of communities and the ferry system has proven itself as a safe and reliable transportation link between the communities, without the environmental degradation associated with road building.

#2 What are your capital improvement priorities?

My priorities for capital investments are to support the best system that provides the communities of SE AK with a safe, reliable, convenient, proven transportation system: which is the ferry system because it serves the whole community – foot passengers as well as vehicular traffic. The ferry system should include terminals located to give point-to-point connections between communities. Ferry terminals should not be positioned so that passengers are stranded in remote locations without public transportation to community centers.

#3 What is your most frequent travel, how and why?

I primarily travel to Juneau by ferry, because the ferries are the most cost effective, dependable and safe alternative.

#4 Other comments.

AKDOTPF should stop wasting money and time on the Juneau Access Road scheme and concentrate on improving the ferry service in the upper Lynn Canal. How much money has been spent on the Juneau Access Road project, only to produce a flawed EIS that ignored the community transportation priorities of Skagway, Haines and Juneau? How much more money has the state spent on legal defense of the flawed EIS, and how much money will be spent on a supplemental EIS that still won't meet the priorities of these communities?

Ken Russo

27 October 2011

POB 125

Skagway, AK 99840



REPRESENTATIVE CATHY MUÑOZ

October 26, 2011

Department of Transportation
Mr. Andy Hughes
Southeast Region Planning Chief
PO Box 112506
Juneau, AK 99811-2506

Dear Mr. Hughes,

Thank you for the opportunity to provide comments to the Southeast Alaska Transportation Plan scoping process.

The general direction as outlined in alternatives four and five presents the most cost-effective strategies for improved transportation capacity. However, I would suggest periodic opportunities for Gulf of Alaska ferry travel, and AMHS connection to the community of Yakutat.

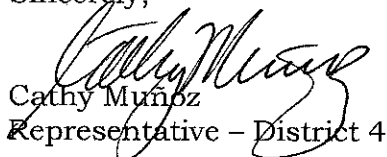
I appreciate the support of the Parnell Administration to continue forward with the Juneau Access project by completing the environmental impact statement requirements mandated by the courts. The phasing of road construction in the Lynn Canal area should be accomplished with the objective of first linking Glacier Highway to the Kensington project. In the short term, on a seasonal basis, consideration should be given to a ferry terminal location in the Comet Beach area. This would significantly reduce the ferry times between Juneau and the northern Lynn Canal communities during the busy summer months and would avoid entrance into Berners Bay.

I also support moving forward with plans for the second and third Alaska class ferries. In addition, if a decision is made to no longer utilize Bellingham or Prince Rupert, I would urge study of Hyder, Alaska as a possible southern terminus. As an Alaska community with access to inexpensive power and a road link to the Lower 48, Hyder has many favorable attributes.

A connection to the Alaska-Canada highway system via the Bradfield Canal near Wrangell should also be pursued.

I look forward to the development of your scoping documents, and again, I appreciate the opportunity to comment.

Sincerely,


Cathy Muñoz
Representative - District 4

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Subject: Juneau Road by Mid-Region Access Overview

From: Kenneth J Gill <lynnvista@mac.com>

Date: Tue, Oct 25, 2011 7:32 pm

To: dot.satp@alaska.gov

Juneau Road by Mid-Region Access Overview

I would like to see DOT look further at the Cassier Highway connection for SE Alaska.

I believe if enough people here in SE were aware of such access it would get the green light.

In my opinion the growth and stimulus created for Wrangell and Petersburg would be for the benefit of all Southeast Alaska.

Most people in Juneau when traveling head South, this is a natural path for us!

Sincerely
Kenneth J Gill

Check my images on Flickr & YouTube updating every week.

Still photography by Gillfoto
<http://www.flickr.com/photos/gillfoto/>

Video by Gillfoto
<http://www.youtube.com/user/gillfoto>

Kenneth Gill
k501955gill@gci.net

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Subject: Transportation plan

From: kathleen nelson <kfay1932@yahoo.com>

Date: Tue, Oct 25, 2011 5:27 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Thank you for the public meeting in Sitka. We are building, operating and maintaining Alaska state ferries at a non sustaining cost to accommodate tourists from around the world by advertising. It is costing Alaskans not only by not making a profit but also by not having the ferries available to all Alaska residents first. Let private carriers who are in business of making a profit accommodate the tourists. If the original focus of the ferry system was to connect roadless communities to the main road system and to each other why do the communities of Skagway and Whittier have service. They are reachable by the road system. It takes six days to go from Sitka to Juneau and return to Sitka except for a few months in the summer. The ferries are the least expensive for the southeast schools for their sports and other activities to travel. Thank You. Richard and Fay Nelson

Sitka

Alaska

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Subject: Yakutat ferry

From: Gloria Benson <gbenson@ytttribe.org>

Date: Tue, Oct 25, 2011 5:06 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Hello,

I send you this email to let you know that as isolated as Yakutat is we need our ferry service. In losing ferry service this impacts our isolation and cost of living greatly.

So many of us use the ferry system to help us offset the high cost of living in Yakutat.

As we see so many changes in Alaska we ask that you not pick a plan that will affect us any worse. As a small community we do not have the choices available that larger community with more resources have in SE Alaska.

Thank you,

Gloria A. Benson

Project Coordinator

Yakutat Healthy Community Coalition YTT

BBBS staff

Yakutat, Alaska 99689

907-784-3368

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SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

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E-mail: dot.satp@alaska.gov

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Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

I DON'T FIND ANY OF THE ALTERNATIVES SUITABLE.
WE ALREADY ARE DEALING WITH INADEQUATE SERVICE
BETWEEN HOONAH & JUNEAU.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

THE FERRY SYSTEM. WE NEED
RELIABLE SERVICE YEAR ROUND, REGARDLESS OF WEATHER CONDITIONS.
THE FERRY ALLOWS US TO TAKE A VACATION AND ENJOY OURSELVES
OF SHOPPING OPPORTUNITIES IN JUNEAU.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

JUNEAU, FERRY, COST*

Other comments (feel free to add additional paper):

Name: TOM BOTT

Date: 10/25/11

Home Community: HOONAH, AK

E-mail or Mailing address (to receive status update on developing SATP Plan):

~~XXXX~~ tbotts52@yahoo.com

Southeast Alaska Transportation Plan

Thomas B. Botts
P.O. Box 424
Hoonah, Ak, 99829
tbotts52@yahoo.com

I regret being unable to attend the meeting for this plan when it was discussed in Hoonah. Like many people in the community, I've become increasingly dissatisfied with the level of service being provided by the marine highway system recently. While I understand funding is a very real consideration, we need to look at the reason that the ferry system exists to begin with. Is it not to provide a service to the communities in Southeast? Communities like Hoonah need service that we can depend on. While airlines are much quicker, they are also much more expensive. Frequently, in the winter, weather conditions are such that flying is impossible. For many of us, a trip to Juneau happens only a few times a year and we need to make the best use possible of the time. Being able to bring a vehicle saves the expense of a car rental and has the added bonus of filling said vehicle with more reasonably priced supplies. Something that isn't practical on a flight.

I've read the transportation plan and perhaps I fail to understand it, but it would appear that none of the alternatives are very good. I believe most of the residents of Hoonah would agree that we need at least one ferry a week that leaves Hoonah on Monday morning and arrives in Juneau before 2:00 PM on Monday afternoon, then leaves Juneau the next day in the late afternoon or evening. It would give people time to shop and visit the doctors or dentists. At the present time, my doctor doesn't work on Friday and my dentist doesn't work on Monday. The winter ferry schedule requires that I spend three nights in Juneau before I can return. It's very expensive for lodging. I believe ferry ridership would increase if the schedule was more user friendly. I would be open to higher fares in exchange for a schedule that actually met my needs.

I noticed that you mentioned replacing the mainline ferries, but unless I overlooked something, I saw no mention of replacing the Le Conte or Taku. I was scheduled to travel to Juneau earlier this month and had made a doctors appointment around the ferry schedule. The terminal manager called and informed me that the Leconte was broken down-again. I had to cancel my doctor's appointment, cancel my hotel reservations, cancel a meeting with my financial advisor and make arrangements with the pharmacy to extend my prescriptions, which wouldn't have been necessary if I had been able to make my doctors appointment. Those of you who live in Juneau can't begin to understand the hardship that it causes when the ferries can't be relied on because of breakdowns or scheduling.

I understand that everyone wants what is good for them and it may not be possible, but I do know that in the past several years, the schedule for Hoonah has been less than ideal. I hope that you consider my suggestion concerning scheduling and possibly getting a more reliable vessel to service the various outlying areas.

Sincerely,
Tom Botts



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot.satp@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

Build more roads & use shuttle ferries where needed - It would be a great cost saving to the state in the long run and to the people who travel. A trip in a small (Subaru) vehicle with 4 persons to Skagway and returning to Juneau via Haines in August cost \$437.00.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

Construct the Lynn Canal Highway - It would be much cheaper to go to the Yukon (and quicker) since I am 80 years old I probably ^{would} not be able to see this happen!!

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

The most frequently travel to Whitehorse, YT via Skagway to visit (my) daughter. It is the only option as Air North no longer flies here.

Other comments (feel free to add additional paper):

Name: Jean Riederer
Date: Oct 27, 2011
Home Community: Juneau, AK
E-mail or Mailing address (to receive status update on developing SATP Plan): jean.joe.riederer@gmail.com



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Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

Alternative 2 - Ferry Capacity Management. Reasons: It is vital to the coastal communities of Alaska to maintain the trunk road of long-run mainliners, including connections to Bellingham and cross-Gulf service when affordable. Least preferred alternative is number 5 - Highway Route 7 because (a) of the very high cost of building and maintaining roads and remote ferry terminals, and (b) the diminishing return from shuttle ferries due to their inconvenience to regional travelers.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

My priority would be to maintain basic mainline facilities for air, sea, and road travel, and let the communities and the private sector shoulder a greater share of the cost of branch service. This may entail reducing airport, ferry and road funding for villages and small towns, while encouraging services like the Interisland Ferry Authority.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

Since 1963 I have been a regular traveler on the ferries across Alaska, and travel more by ferry than by air or road. This

Other comments (feel free to add additional paper):

is because of the convenience of overnight ferry service along the coast of Alaska in comparison to air travel and barge service. I am very willing to pay higher fares, higher taxes, or surcharges

Name: Michael P. Whelan

Date: October 25, 2011

Home Community: Wrangell

E-mail or Mailing address (to receive status update on developing SATP Plan): _____

P.O. Box 1979, Wrangell, AK 99929

E-mail: mpwhelanus@yahoo.com

10/25/11

SOUTHEAST ALASKA TRANSPORTATION PLAN
2011 UPDATE SCOPING REPORT

MY RESPONSE TO THE D.O.T. 10/6/11
MEETING IN HAINES

I DON'T AGREE WITH YOUR
PROPOSAL TO ELIMINATE THE FERRY TO
BELLINGHAM WASHINGTON AND USE THE
PRINCE RUPERT FERRY AND CANADA
ROAD CONNECTIONS TO THE LOWER
48 STATES. IT MAY BE ONLY
INCONVENIENT IN THE SUMMER BUT IT
COULD BE VERY BAD WITH WINTER
SNOW CONDITIONS.

OTHER SUBJECT, THE EXISTING
JUNEAU ROAD, ON THE EAST SIDE OF THE
LYNN CANAL, TERMINATES AT THE
SOUTH SIDE OF BERNERS BAY. I FAVOR
YOUR PLAN TO LIMIT A FERRY CREW TO
TWELVE HOURS ON DUTY BY BUILDING
A FERRY TERMINAL AT THE END OF
THIS ROAD. MY PLAN, USING A SHORT
HOURLY SHUTTLE FERRY, WOULD CONNECT
TO A FERRY TERMINAL, TO BE BUILT, ON
THE WEST SIDE OF THE LYNN CANAL
AT WILLIAM HENRY BAY. THIS WEST
SIDE TERMINAL AND WEST SIDE ROAD
WOULD CONNECT WITH AND TERMINATE
AT ZIMOVIA POINT ON THE HAINES
HIGHWAY. THIS, LARGELY OUT OF VIEW,
WEST SIDE HIGHWAY EXTENSION HAS BEEN
ESTIMATED AT $\frac{1}{3}$ THE COST OF EXTENDING
THE EAST SIDE ROAD.

10/25/11

THE D.O.T. FUTURE PLAN WOULD EXTEND THE EAST SIDE ROAD AROUND BERNERS BAY TOWARD KATZEHN, BUILDING ON SLIDES, SHEAR CLIFFS, BLASTING TUNNELS IN GRANITE ROCK WITH THE GOAL OF REACHING KATZEHN. THIS WOULD ALLOW D.O.T. TO ATTEMPT TO BUILD A BRIDGE TO BATTERY POINT IN HAINES.

THE CONNECTING STATE ROAD WOULD PASS THE HAINES CRUISE SHIP DOCK, POST OFFICE, ELEMENTRY AND HIGH SCHOOL.

A WEST SIDE ROAD USING AN HOURLY SHUTTLE FERRY WOULD ELIMINATE THE TRAFFIC PROBLEM AND THE NEED FOR A HOPELESSLY EXPENSIVE UNJUSTIFIABLE BRIDGE.

Jack Wenner

907-766-3566

JACK WENNER

P.O. BOX 1614

HAINES AK 99827

October 24, 2011

From:

Lorrie Dudzik

P.O. Box 1101

Haines, Alaska 99827

907-766-2071

To:

ADOT&PF Southeast Region

6860 Glacier Highway

Juneau, AK 99801-7999

To Whom It May Concern:

Please accept this letter as my public comment on the Alaska Marine Highway for the Southeast Alaska Transportation Plan.

I wholeheartedly support only one idea and that is:

Maintain the Existing System

This includes maintaining the link to Bellingham as well as all existing ferry terminals. It includes maintaining the largest ferries which have staterooms and cafeterias. If the largest ferries need replacing they should be replaced with identical type ships that include staterooms and cafeterias.

This system has been successful and should be maintained.

Sincerely,

A handwritten signature in cursive script that reads "Lorrie Dudzik". The signature is written in black ink and is positioned below the typed name.

Lorrie Dudzik

October 24, 2011

From:
Michael Marks
P.O. Box 1101
Haines, Alaska 99827
907-766-2071

To:
ADOT&PF Southeast Region
6860 Glacier Highway
Juneau, AK 99801-7999

To Whom It May Concern:

Please accept this letter as my public comment on the Alaska Marine Highway for the Southeast Alaska Transportation Plan.

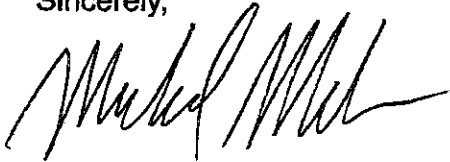
I wholeheartedly support only one idea and that is:

Maintain the Existing System

This includes maintaining the largest ferries which have staterooms and cafeterias. The link to Bellingham as well as all existing ferry terminals. If the largest ferries need replacing they should be replaced with identical type ships that include staterooms and cafeterias.

This system has been successful and should be maintained.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Marks", written in a cursive style.

Michael Marks



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

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Juneau, AK 99811-2506

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Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

I would like to see Alternative 5 developed, if it cannot be started & finished all at once then the work could be phased in as money becomes available.

ANgoon is right in the middle of the proposed system.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

ANgoon is scheduled to have an airport built within 5 years the money has been appropriated and many of the environmental hurdles have been cleared, with that in mind I would like any future money to go towards the ferry to & from ANgoon as presented in Alternative 5

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

I fly to Juneau, I also ride the ferry when it goes from ANgoon to Juneau with no stops or from Juneau to ANgoon with no stops

Other comments (feel free to add additional paper):

A barge landing in ANgoon is critical for safe unloading of equipment & materials

Name: Joseph L. Thompson

Date: 10/24/2011

Home Community: ANgoon

E-mail or Mailing address (to receive status update on developing SATP Plan): _____



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

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"Alternative 5" love the idea of Angoon as a transfer site and that is a great way to show off Southeast... :)

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

Angoon as a "transfer site" - love that idea.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

ferry to Juneau for shopping - But Sitka would be a fun
Other comments (feel free to add additional paper): option.

Name: Albert Kookesh ~~ITP~~

Date: 10-24-11

Home Community: Angoon

E-mail or Mailing address (to receive status update on developing SATP Plan): _____

albertkookesh@hotmail.com

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Subject: Public comment on SE AK Transportation plan
From: Rick Shattuck <rick@sginc.com>
Date: Mon, Oct 24, 2011 5:20 pm
To: dot.satp@alaska.gov

I am writing to voice my support for preliminary alternative #5 for the Southeast Alaska Transportation Plan. I support this alternative because I am a strong supporter of road links in lieu of ferry service, where practical. Our mainline ferries are aging and will require costly replacements very soon. I think it is unwise to invest hundreds of millions of dollars to replace the mainline ferries if we can invest those funds inside Alaska building roads and reducing the reliance on the ferry system. The mainline ferries provide limited capacity with infrequent schedules, yet are very costly to operate. Ferries will always be needed in SE Alaska, but with the high cost-per-user to both the user and the state budget, we must be more strategic about using ferries only where no feasible option for a road link are available. If we increase traffic volume and reduce user costs for accessing the main population centers in Southeast, and then use ferries to improve access to those communities from the neighboring communities, everyone wins.

In terms of priorities, completion of the Juneau Access road is #1. This will greatly enhance access to the population and government center of the region. Since many communities are accessed through Juneau, improving access to Juneau improves access to the whole region.

My travel in and out of the region, as well as within the region, is heavily impacted by the cost and availability of travel options. Due to the cost and time involved, ferries are never an option for 90% of my travel. I usually end up flying, which also comes at a high price without the inherent inconvenience of the ferry system. I recently took my first ride on a ferry in over 10 years, and was struck by how empty it was. There was more crew than passengers for at least part of the trip, and we left Prince Rupert with maybe six vehicles on the car deck. I couldn't get over what a waste of money it seemed like to be running an empty ferry, after having to wake up in the middle of the night to check in by the required time. Simply put, the mainline ferries do a poor job of providing the surface transportation that many residents in this region need.

Sincerely,

Rick Shattuck
301 Seward Street
Juneau, AK 99801
Ph: 907-586-2414/Fx: 907-586-3770

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10/24/11

SE Alaska Transportation Plan comments

Brenda Wright 17430 Andreanoff Way Juneau, AK 99801

I am a 29 year resident of Juneau and have used the ferries extensively for both work and personal travel. I much prefer any ferry alternative over construction of more roads with numerous 'shuttle' ferry options.

My main concern is regular schedules to small towns and villages in South East. It is also very important to figure in the total number of passengers and vehicles. It has been many years since I felt I could afford to take a vehicle to Bellingham and have never taken a vehicle in a ferry across the gulf. I think we need to maintain access to our nearest mainland roads, i.e., Skagway, Haines, and Prince Rupert.

The aging fleet does need to have replacements. I support having the most cost effective solution for keeping regular ferry schedules with no transport across the gulf or to Bellingham.

The information I saw about passengers and vehicle travel appears to be basically flat. If population is also predicted to remain flat, then decrease in the total number of ferries is reasonable. It seems unlikely that any large scale manufacturer or industry will locate in southeast Alaska any time in the near future.

I support the alternatives of Fleet capacity uses and alternative to build Alaska class ferries.

Alternative 2. Fleet capacity management

Why not fit the ferry fleet to predicted or possible uses?

Alternative 4. Alaska class ferries

I highly support newer ferries with better environmental controls and better fuel efficiency.

What is the main purpose of building the Alaska class ferries when the predicted use would favor the smaller ferries like the Le Conte or Aurora? Would two small ferries equal 1 or 2 of the Alaska state ferries for new construction?

Are the proposed 3 new Alaska state ferries to replace the entire fleet? Will Southeast then have 2 ferries and southwest 1?

I do not support construction of any new roads for multiple shuttle ferry/road travel in SE Alaska transportation changes.

Thanks for the opportunity to comment.

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Subject: Ferry/road connection to the Cassiar Hwy from Wrangel

From: Robert Zukas <alaskabob2000@yahoo.com>

Date: Sun, Oct 23, 2011 6:32 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

As a Juneau resident with children I strongly support any method that will allow less expensive access to Southeast Alaska. I have no preference in the studied options but urge that one choice be completed to allow additional cost effective access. However I also believe that ferry service must continue from Skagway to Bellingham to allow those people and belongings the Canadians don't allow across thier borders to reach the lower 48.

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Subject:

From: daniel rear <danrear@yahoo.com>

Date: Sun, Oct 23, 2011 5:29 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

hello

the road from petersburg or wrangell is a great idea, the closer to central s.e. and Juneau the better. we need a road to somewhere :)

thank you

dan rear sitka

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Subject: Comments on satp
From: Ron Jackson <ronphotos@hotmail.com>
Date: Sat, Oct 22, 2011 10:07 am
To: dot.satp@alaska.gov

I just briefly looked over the scoping document for this plan and have a few thoughts:

Alt. 3 or a version of it, makes some sense to me. The Bellingham run has got to be expensive and going to Prince Rupert is a good alternative option. Also, by scaling back the need for a huge ferry, it seems like we could get more efficient. The northern extreme runs could be eliminated also. Just go to Yakutat. Lets not try and be a cruise ship alternative by providing capacity during the summer—I think during times like these we need to look at Alaskan needs first. You probably have statistics somewhere on who rides and when.

Putting more driving costs on users by having them drive from Rupert to Seattle or Haines to Anchorage should help reduce AMHS operating and capital costs and that is the goal, right.

In Alt. 5, moving the ferry terminal even farther out the highway from Juneau makes no sense practically. It is expensive enough to get to Juneau from the current ferry terminal. I think that when you are doing transportation planning, you should think of the entire link from town to town rather than dumping people 40 miles from a destination. Not everyone who rides a ferry brings a car, and taxi's in Juneau are outrageous.

Don't think that every town in SEAK needs to have a ferry going to it also. Relying on aircraft has a lot of advantages schedule wise and time wise. Consider reducing or eliminating routes with low ridership that have an aircraft option.

I may think of other items later, but these are some of them right now.

Ron Jackson.
Haines.

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Subject: SATP

From: niemo@gci.net

Date: Fri, Oct 21, 2011 4:47 pm

To: dot.satp@alaska.gov

Good Afternoon,

I would very much like to express my support for Alternative 5 in the SATP process. Being born and raised in Juneau I have witnessed the triumph's and failures of our transportation system for over 61 years. In particular, the ferry system. Until this state comes to the realization that short ferry runs, combined with roads that collect passengers at strategic points along the route, the system is doomed for failure. The increasingly high costs of labor and the age of our current fleet are going to come to critical mass very soon. In a new era of limited funding from Washington we need to invest in system that meets the needs of the public while being fiscally responsible. By instituting alternative 5 and turning most of our ferries into day boats crew costs can be reduced substantially, fleet maintenance costs will be reduced, and schedules will be more user friendly. If this process is started now, future road links between communities can be established gradually over time instead of trying to secure funds for major links. Smaller day boats are far more fuel efficient, take less crew, and are faster. The current fuel guzzling fast ferries are the biggest mistake undertaken since the Wickersham. Lets get the transportation plan moving in the right direction. Thank you for considering my comments.

John Niemi
PO Box 240026
Douglas, AK. 99824
(907) 364-3768

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SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

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Comments on which preliminary alternative (or parts of the alternative) you prefer, and why:

I feel it would be cheaper and more convenient for all concerned to complete the connection of the existing logging roads to Dinakie and Pelican and upgrade them so people could be transported those towns and Hoonah to connect with the ferry here. Then have the frequency of the ferry to Hoonah/Juneau like table 4 (five times a week). That would delete the ferry going to Pelican and Dinakie. In the past, like spring of 2011, we had to go to Juneau on Sunday and couldn't come back to Hoonah until Friday, costing us \$1200 for hotel and meals in order to get a doctor's appointment. You should consider making Hoonah a hub for small communities with a ferry.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)? Between Hoonah and Juneau by ferry more than by air, because one needs transportation by car in Juneau and it's nice to shop as well as take care of doctor's appointments or bank business or attorney business.

Other comments (feel free to add additional paper):

Due to poor scheduling of the ferry, many people flew to Juneau and flew out again, but with a better schedule they would have gone by ferry and made the ferry a better paying proposition.

Name: Adam Greenwald

Date: 10/19/11

Home Community: Hoonah, AK 99829

E-mail or Mailing address (to receive status update on developing SATP Plan): _____

Adam Greenwald, Box 172, Hoonah, AK 99829



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Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

1. Juneau Access Road
2. Warm Spring Road

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

Roads will provide faster service for outline rural communities,
less wear on ship
less fuel cost
make it easier for Southeast Alaska Regional Health Clinics to use the
ferry system for transportation of patients to and from Juneau and Sitka
for their health care

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

Other comments (feel free to add additional paper):

Name: Patrick G Owen

Date: 10/27/11

Home Community: Juneau AK

E-mail or Mailing address (to receive status update on developing SATP Plan):

415 Willow By Apt 418 JUN AK 99801

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Subject: Roads

From: Jack southeast furniture <jacksoutheastfurniture@yahoo.com>

Date: Fri, Oct 21, 2011 2:13 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

I am all for 5, LETS BUILD THE ROAD!! Will save \$\$ over 50 Years
Jack Lewis

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Subject: Support for Alternative 5
From: spickler@acsalaska.net
Date: Fri, Oct 21, 2011 10:05 am
To: dot.satp@alaska.gov

I support Alternative 5. This alternative best addresses the needs of SE Alaska for the next 50 years (and then some), by building roads where possible and to convert our Marine Highway service over time to day boats.

Our aging fleet of vessel's will only further drain limited funding for transportation and it is time to be bold and go forward with long term solutions, beginning with a road all the way to Skagway. The rest of the state will benefit from improved ferry service to areas that have no options for road construction to satisfy travel needs and our state budget will be better off when you compare the long term costs of ferry fuel, labor, and construction costs of upgrading the old mainline ferries and the fuel guzzling, inefficient fast ferries that cannot operate safely year round in our waters.

Thank you for your time.

Sincerely,
Sandy Spickler
10754 Horizon Dr.
Juneau, AK. 99801

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Subject: SATP

From: Scott Spickler <sspickler@gmail.com>

Date: Fri, Oct 21, 2011 9:04 am

To: dot.satp@alaska.gov

Hi,

I would like to voice support for Alternative 5. This best addresses the needs of SE Alaska for the next 50 plus years by building roads where possible and to convert our Marine Highway service over time to day boats.

Our aging fleet of vessel's will only further drain limited funding for transportation and it is time to be bold and go forward with long term solutions, beginning with a road all the way to Skagway. The rest of the state will benefit from improved ferry service to areas that have no options for road construction to satisfy travel needs and our state budget will be better off when you compare the long term costs of ferry fuel, labor, and construction costs of upgrading the old mainline ferries and the fuel guzzling, inefficient fast ferries that cannot operate safely year round in our waters.

Thank you,

Scott Spickler
10754 Horizon Dr.
Juneau, AK. 99801

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Subject: Comments on SATP
From: Ron Flint <ron@nuggetoutfitter.com>
Date: Thu, Oct 20, 2011 12:35 pm
To: dot.satp@alaska.gov

October 20, 2011

Ron Flint

12070 Cross St.

Juneau, AK

Re: Southeast Alaska Transportation Plan

First, let me say that boats and boating are one of my favorite things. I absolutely love getting out on the water partly because we live in one of the best places for boating in the world. I also understand some practical issues related to boating. Lately, fuel consumption, which is always a big item, has become an even bigger one. When I visited Europe several years ago I noticed there was not an abundance of power boats around like we enjoy here in the states. I'm sure a big part of that was related to the higher price they pay for fuel. As the price for fuel climbs here in the states, it makes me wonder if boating will change and we will have to change the way we go boating.

Hopefully no one has trouble connecting my above comments about boating to the Transportation Plan. Times have changed. My gas guzzling truck that gets 13-14 MPG gets mileage that is at least 300 to 400% (three to four times) better than a boat with similar horsepower. And so it goes with Ferry's vs. roads, there is absolutely no comparison. And that is just one of issues, there are several other areas where roads have similar advantages. Northern European countries have similar geography and they have roads, more roads than us, and they probably have some ferries too, for short runs. I think that is the direction we need to go also.

Thanks for taking my comments, Ron Flint

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SOUTHEAST ALASKA TRANSPORTATION PLAN

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P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

ALTERNATIVE # 5 IS MY PREFERENCE WITH ONE CHANGE - KEEP SOME OF THE LOWER 48 ROUTE INTACT WITH A RETURN TO SEATTLE, WA.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why? SITKA ROAD* AND PETERSBURG - KAKE RD. REASONS ARE SO AS TO ELIMINATE THE CHOKE POINTS AND A SCHEDULE DESIGNED AROUND A TIDE BOOK.

* WARM SPRINGS BOY

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)? FERRY HOLLS (KETCHIKAN)

Other comments (feel free to add additional paper):

Name: GERALD L HILDEN

Date: 10/15/11

Home Community: KLAWOCK

E-mail or Mailing address (to receive status update on developing SATP Plan): P.O. 394
KLAWOCK, AK. 99985

E-MAIL HILDENS@NUGAVES DOT NET

Additional Comments on the Scoping Report, Southeast Alaska Transportation Plan, 2011/2012 Update, from John B. Warder, Jr.

- The statement of "Purpose and Need" needs to include the words "safe and reliable" on an equal footing with "financially sustainable" transportation system. This would effectively eliminate Alternative 5 from any further consideration as that option could never be considered either safe or reliable.
- I believe Washington State DOT has a requirement that all capital projects over a certain amount have the cost estimates done by an independent third party, not in-house. I would like to see our state adopt this policy so we don't have to suspect the DOT of "cooking the books" to justify their own preferred alternative.
- Keep the cross-sound and Bellingham routes. Perhaps reduce frequencies if needed to fill ships.
- Any cost/benefit analysis needs to consider the cost for foot passengers to get to these proposed remote new terminals. The previous EIS for the Juneau Access made much of the cost savings of a road for people traveling with vehicles but not a word about how foot passengers would get to remote terminals. Existing public transit in Juneau doesn't even go to the existing ferry terminal at Auke Bay. How much will a cab ride cost going to proposed terminals at Cascade Point or Katzehin?
- Much was made at the meeting in Skagway about keeping the ferry routes under 12 hours at great inconvenience to passengers (see above comment) and huge costs for new roads and new terminals. I would guess that the costs of a few more crew on board would not be nearly as expensive as the proposed new roads and terminals would be, even in the long run.
- The existing road north from Skagway is closed many times each winter because of slides in the 4-5 avalanche chutes on that road. To mitigate the avalanche danger from the almost 60 avalanche chutes along proposed Route 7, DOT will have to close the highway at the first snowfall and not reopen it until the spring melt. Either that or deal with vehicles constantly getting caught while en-route between multiple slides. If the slide itself doesn't carry them into the Lynn Canal. How long will they have to wait for either north or south DOT crews to clear the road, if it's even possible? We already have the best highway for the region, it's called the Alaska Marine Highway. Make it better and forget the new roads.

Thanks for this opportunity to comment.

Sincerely,

John B. Warder, Jr., PO BX 316, Skagway, Alaska, 99840



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot.satp@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

I much prefer Alternative 4, except I prefer keeping the terminal at Auke Bay instead of moving it to Berners Bay. There is no public transport to the present terminal and I suspect there wouldn't be any to Cascade Point either. The cost of foot passengers getting to and from remote terminals needs to be considered in all of these alternatives.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

I strongly support improved ferry service over any new roads or bridges "to nowhere" and am strongly opposed to Alternative 5, as is the majority of voters in the cities most affected. This alternative calls for a remote terminal, a difficult trip for any foot passengers, with a very expensive road traversing almost 60 avalanche chutes. This road would be closed much of the winter to mitigate the danger and cost of maintenance. The ferry is the safest and most reliable connection between the cities of the Lynn Canal.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)?

I mostly take ferries from Skagway to Haines or Juneau, usually as a walk-on passenger.

Other comments (feel free to add additional paper):

Please see attached comments

Name: John B. Warder, Jr

Date: 10/12/11

Home Community: Skagway

E-mail or Mailing address (to receive status update on developing SATP Plan): _____

warderj@hotmail.com

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Subject: SE AK Transportation Plan

From: Sharon Resnick <sharonresnick@yahoo.com>

Date: Tue, Oct 18, 2011 12:20 pm

To: dot.satp@alaska.gov

I believe that the ferry system should concentrate on "service rather than comfort."

Southeast residents and visitors simply need to be able to get from one place to another. As long as it is made clear to travelers about what is and is not available before they get on board, all should be fine. Based on that I think future ferries could be devoid of staterooms, bars and even cafes. But these yet-to-be-built ferries should be able to withstand the varied weather and sea conditions that we experience in SE, unlike the so-called fast ferries.

If it is decided that it would be best to move the terminal from Auke Bay to Berner's Bay, there is no need to build yet another fancy terminal. That way the cost of building terminals and maintaining them would be eliminated. Years ago we simply arrived in downtown Juneau at what I remember as being almost a tiny shack. It worked fine.

It would make sense that if runs have to be eliminated, that those that duplicate roads should be the ones to get the ax. But, I am absolutely opposed to roads being built that would end up costing more than ferry transportation and I believe studies have shown that to be the case for a proposed road between Haines and Juneau.

Sincerely,
Sharon Resnick
Box 771
8 Mile Mud Bay Road
Haines, AK 99827
907-766-2207
SharonResnick@yahoo.com

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From: Mal & Elaine Menzies [<mailto:mmenzies@gci.net>]
Sent: Monday, October 17, 2011 3:57 PM
To: Hughes, Andrew N (DOT)
Subject: SE Transportation Plan

Andy,

I'm sorry that I did not hear your (and Jeff Ottesen) presentation to the CBJ assembly on Monday, the 10th of October. Outside travel commitments kept me stateside. I'm taking your presentation from the Wednesday, October 12th Juneau Empire.

In that article you gave 6 alternates. Of the six, my preference as a citizen (and not as an assembly member) is alternate five. That alternate focuses on road development (to take further demand from ferry service). Within that option and considering the present EIS studies underway for Juneau Access, I would hope consideration is given to;

- Extending Glacier Hwy. To the Kensington Mine.
- Sharing Kensington's port facility as a ferry terminal.
- Compute the costs of Juneau Access extending up Lynn Canal's east side as the most reason plan favored, but also;
- Compute the cost of constructing a ferry terminal on Lynn Canal's west side (St. James or Wm. Henry Bay) and constructing Juneau Access up Lynn Canals west side to Haines with Lituya class ferry service between Haines and Skagway.
- Construct Juneau Access along the most economical and least environmental damaging route option.

Please consider this email as my comments and recommendations to the plan(s) presented to CBJ's Assembly. If question's please call or write.

Malcolm A. Menzies

19005 Glacier Hwy.

Juneau, AK 99801

Stephanie K. Scott
Box 431 Haines, Alaska 99827
sscott@aptalaska.net
October 17, 2011

DOT&PF – Southeast Region Planning
Box 112506
Juneau, AK 99811-2506
dot.satp@alaska.gov

Thank you for sending a well-informed team to Haines October 6 to explain the alternatives developed in the 2011 Update Scoping Report for the Southeast Alaska Transportation Plan. The power point presentation helped us focus, but the real benefit was in the generous time given to questions from the audience. Thank you.

I am a die-hard supporter of ferries in the Upper Lynn Canal. Though both Haines and Skagway are on road systems, the roads are actually more frequently unsafe in inclement weather than the ferries are delayed by the same level of inclemency. If the goal is indeed, Juneau Access, then the ferry is hands-down, the most reliable mode of access year round. Therefore, I support Alternative 4 – building and deploying Alaska Class Ferries. Increasing the frequency of ferries between Skagway, Haines, and Juneau will satisfy the proposed increase in vehicle traffic between Western and Interior Alaska and the capital.¹

The one concern I have with Alternative 4 is the plan to build a ferry terminal in Berner's Bay to "to enable the Alaska Class ferries to make two round trips a day in Lynn Canal...(p.38)" Please provide more supportive detail to help me understand the finances behind a Berner's Bay terminal. The cost of this alternative to Alaskans needs to include the cost of construction of the terminal, the cost of highway improvements to the planned terminal, and the cost of transiting from the terminal to downtown Juneau either by private car or public carrier. These should be considered in the impacts section for Alternative 4. I would also like to see Alternative 4 configured using the Auke Bay terminal.

There are a few statements in the Southeast Alaska Transportation Plan 2011 Updated Scoping Report that I ask you to reconsider:

- On page 10 you write: "...economic data have not indicated that transportation constraints are hampering development." I would like to be able to examine the economic data you used to arrive at this conclusion. Please provide citations. Given this statement of no impact of transportation constraints on development, I think it is odd to argue that Alternative 5 – the development of Highway 7 – will in fact benefit communities by increasing "...demand for tourist and recreational services" (page 45). It certainly

¹ Pat Thane, Juneau Empire, January 16, 2004, cites traffic studies that indicate an average daily traffic load for a highway up the east side of Lynn Canal at 620 per day or 225,000 per year. Think of this as ferry revenue!

sounds like you have concluded that transportation constraints are hampering development in Ketchikan, Prince of Wales, Wrangell, Petersburg, Kake, Juneau, Sitka, and Angoon! Please consider removing the “no constraint” conclusion from your text or at least avoid contradicting it when describing the benefits of Alternative 5.

- I appreciate the principle of management through control of excess capacity; however, I believe that you need to apply this same principle to other transportation infrastructure. It seems to me that ferries are inherently more scalable than highways. One doesn't cease to maintain a highway just because few cars cross it; however, ferries can be docked or re-deployed in response to traffic demands. And you can do this far more cost effectively than you can re-route or remove a road! We know what a full capacity ferry looks like, and we know what an under utilized ferry looks like. Please tell us what a full-capacity road looks like and what an under utilized road looks like. Having driven from Haines to Anchorage or Haines to Whitehorse, I have a pretty good idea of what an under utilized road looks like but I'd like to have some numbers to attach to my perceptions. I'd especially like to see your numbers regarding hypothetical capacity values for Highway 7. What would constitute “excess capacity” for Highway 7 or would you not even discuss such a concept when thinking about highways? Please explain.
- Under “Basic Tenets” on pages 21-22, you state a preference for aircraft over personal vehicles or ferries for long distances. You talk about the scalability of aircraft. You talk about access to air service as essential in order to meet health and safety criteria. You say that all communities in SE Alaska can be reached by air. Please consider in this section that Alaskan bush pilots may be facing a crisis because they use leaded gas.
 - *Pilots in Alaska use more than one-third of the roughly 180 million gallons of leaded avgas that are burned nationwide each year, a share that is more than 150 times as large as Alaska's tiny slice of the U.S. population.*²At some point in the future, avgas may be regulated out of use and pilots will have to replace equipment that can cost millions. I do not think it is prudent to rely so heavily on air carriers at this time.

² **Pilots Fly the Last Frontier for Leaded Gas** By GABRIEL NELSON of [Greenwire](http://www.nytimes.com/gwire/2011/10/07/07greenwire-pilots-fly-the-last-frontier-for-leaded-gas-83036.html?emc=eta1)
Published: October 7, 2011
<http://www.nytimes.com/gwire/2011/10/07/07greenwire-pilots-fly-the-last-frontier-for-leaded-gas-83036.html?emc=eta1>

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Subject: in favor of the road alternative.
From: "David Brena" <dbrena@aptalaska.net>
Date: Sun, Oct 16, 2011 10:47 am
To: <satp@sheinbergassociates.com>

Hello –

My name is David Brena. I am a local business owner and have been a resident of Skagway since 1952. I worked as a railroad engineer for 17 years when the WP&YR ran in the winter and I am familiar with avalanche conditions. The road alternative is safe as evidenced by the road between Skagway and Whitehorse as well as the 100 years that the WP&YR ran in the winter with a good safety record.

Although we have a very vocal minority that is against the road alternative, I am in favor of the road and I believe it is the most cost effective and efficient way to travel between Skagway and Juneau.

The DOT should not be bullied into thinking that because of a few vocal residents that Skagway is opposed to the road.

I do think that if the road gets to the area of Sturgell's Wood Camp that it should go up that ravine toward the south end of Lower Lake and then continue on that bench to just north of the WP&YR shops. This modification would be easier to build and would open level land for the Municipality of Skagway that could be used for housing, RV parks, etc. It would also be out of sight from the town. Most of the emotional response to ruining recreational opportunities does not consider the expansive area that would be opened up by the road alternative.

Thanks, David Brena

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Subject: SE Alaska Transportation Plan comments

From: John Tronrud <johntronrud@gmail.com>

Date: Sat, Oct 15, 2011 10:09 pm

To: dot.satp@alaska.gov

I like that alternative #2 uses and rewards utilization of capacity.

Alternative #3 maximizes use of roads and is most cost sustainable.

I like the Alaska class vessel concept of #4. Maybe some mainline ferries could be replaced with these or ferries with minimal cabins for the elderly/needy.

I have always liked the idea of short ferry runs with maximum road miles, but terminals away from communities does not allow for travel without a vehicle.

Future capital investments should try to meet demand and be cost efficient. Frequency of service may need to slide to become cost effective.

I drive as time, cost and destination allow. I fly or ferry to Juneau, as needed, for airline and other services. Juneau is expensive.

My other comments are...I believe the mainline to Bellingham is very popular and full. Elimination of this service would be its not cost effective? Probably the same with the cross-gulf run? Although I don't know how well utilized it is. It does seem logical that people driving north/or south could easily use existing roads at a cost similar to what a ferry ticket is.

Thank you.

--

John R Tronrud

PO Box 41 Skagway, AK 99840

(907)983-9000 Home (907)973-2993Cell

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Subject: alternative 5

From: Corey Baxter <cbaxter@iuoe302.org>

Date: Fri, Oct 14, 2011 3:19 pm

To: dot.satp@alaska.gov

I am in favor of alternative 5. It will provide maximum social, economic and environmental benefits and be more sustainable over the long term for the communities in southeast.

This alternative will also bring more revenue to Alaska do to gas tax and it will be cheaper to maintain compared to the ferry system that is getting older and more expensive to operate.

My priorities would be in favor of more roads. Cheaper to build, and maintain.

Corey Baxter
Juneau

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Subject: Alternative 5

From: Rider <rider.xip@gmail.com>

Date: Fri, Oct 14, 2011 8:44 am

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

I would like to add my support in favor of alternative 5. This is by far the most reasonable approach we can make.

Thank you,

Brad Rider

Juneau Ak

Sent from my iPhone

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Subject: Comments/Transportation Plan/AMH
From: Kathleen Menke <ci@akmk.com>
Date: Thu, Oct 13, 2011 8:15 pm
To: dot.satp@alaska.gov

ADOT&PF Southeast Region
PO Box 112506
Juneau AK 99811-2506

My comments regarding the DOT/AMH Transportation Plan for Southeast Alaska:

I have been riding AMH ferries for over 30 years. First from Outside to Alaska, later and currently as a 16 year resident of Haines.

Ridership has been decreasing and the experience has declined over the past 30 years.

If riding the ferry is not affordable for residents and for visitors, with or without their vehicles, people are going to use the system less than they would otherwise. This results in many ferries running empty when alternative rate schedules could fill them up.

Also, it's important that scheduling be reliable and predictable and regular. Over the years, we have lost ridership and not been well-served with scheduling that has not been reliable, predictable, and regular.

So management that emphasizes affordability and regular, reliable, predictable service are two factors that are essential. We haven't had that in the past several years.

I'm not sure who decided that ferries have to pay their own way. If other types of transportation, such as road construction and maintenance can be subsidized, why not ferries? In Southeast Alaska, ferries are our transportation, our highway. Ferry travel is the most safe travel and is a special way of life we need to preserve.

It is important to keep the mainline ferries running. It is important to keep once-, better twice--weekly sailings from Bellingham. It's fine for Juneau to be a hub, but there should also be ways for folks from Haines to get to Gustavus, for example on one ship, without having to leave the ferry and re-board in Juneau.

Expanding the road system is low priority. No one in Haines or Skagway wants to put their kids on a school bus and send them down the avalanche chute to Juneau and beyond to place a basketball game in central or southern Southeast Alaska. Much better to put kids on one ferry and keep them there until they reach their destination. Same for elders, and others, who do not drive.

The system needs extra ferries as soon as possible. The Alaska Class ferries may be fine for this. The system needs to have flexibility and reliability when there are breakdowns and/or older ferries are retired. The fast ferries, and frequently even a ferry as small as the LeConte, cannot handle much of the high-wind and icy weather we have regularly and predictably in the upper Lynn Canal. Shuttle ferries would be even less reliable.

Small businesses, such as mine (I publish photo books) would use the ferries more to visit other communities to market our wares if there were some type of affordable resident pass available. This could be in the off-season and/or by stand-by.

I have met visitors who have told me this is going to be their last trip to Alaska because they cannot afford to bring their vehicles up here any more, either on the roads or on the ferries.

I do not visit my family Outside as much as I would otherwise because I have a dog I will not take on an airplane, but I cannot afford to ride the ferry.

We, in Haines, rarely have the chance to visit Skagway for an event and visa-versa. Getting to Sitka or elsewhere in Southeast is expensive and difficult to schedule.

I urge DOT to place a high priority on making the AMH a world-class regular, reliable, predictable, and affordable ferry system.

Regards, Kathleen Menke, Haines

Kathleen M.K. Menke
Crystal Images Photography and Publishing
Haines, Alaska
<http://www.akmk.com>

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Subject: SE AK Transportation plan

From: Michael Hekkers <mikehekkers@yahoo.com>

Date: Thu, Oct 13, 2011 11:03 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

I support option #4, building 3 Alaska Class ferries and 1 mainliner and retiring the existing 3 old mainliners. Keep some trips to Bellingham especially in summer and keep the cross gulf trips.

Mike Hekkers
423 Third St.
Juneau

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From: Eileen [<mailto:eileenjo@gmail.com>]
Sent: Wednesday, October 12, 2011 1:05 PM
To: Hughes, Andrew N (DOT)
Subject: Southeast Ferry schedules

Mr. Hughes,

I just read the article about ADOT in the Juneau Empire. I live in Hoonah and when I want or need to travel to Juneau for any kind of business I am usually forced to fly because of the ferry schedule. Right now the winter schedule would cause me to have to spend 3 nights in Juneau before returning to Hoonah. I have no family in Juneau and no friends that it would be convenient to stay with so I would need to stay in a motel for 3 nights. I would so much prefer to travel to Juneau by ferry but economically it is not feasible. In my opinion, adjusting schedules to better accommodate the needs of the people might result in far more use of the system.

Thank you for your time.

--

Eileen



SCOPING REPORT

SOUTHEAST ALASKA TRANSPORTATION PLAN

2011/2012 UPDATE

COMMENT FORM

Comments are due no later than Friday, November 4, 2011. Submit by:

E-mail: dot.satp@alaska.gov

Fax: 907-465-2016

Mail: ADOT&PF Southeast Region

P.O. Box 112506

Juneau, AK 99811-2506

- Feel free to use this form or submit a letter or email.
- Alaska Department of Transportation and Public Facilities (ADOT&PF) welcomes all comments or questions on the SATP Scoping Report.

Comments on which *preliminary* alternative (or parts of the alternative) you prefer, and why:

Alternative 5 is the best choice for future sustainability of Southeast Alaska's transportation plan. All aspects of the plan make very good sense. Construction + operating costs for a highway out of Juneau will in the long run save the tax payers millions of \$ compared to a ferry system.

The future will likely not allow all desired capital investments in Southeast Alaska's ferries, roads or airports. What are your priorities, and why?

We very much need a road that will link Juneau to the rest of Alaska. This would help our business tremendously.

Where do you travel most frequently, how (ferry, fly or drive), and why (for example, it's the only option, price, frequency of service, comfort, etc)? Fly most of the time. Can't drive out of Juneau. The ferry + schedules make getting out of Juneau very time consuming.

Other comments (feel free to add additional paper):

I have lived in Juneau for over 40 years. It is way past time to build a road out of here.

Name: Eric Clark

Date: 10-12-11

Home Community: Juneau - For over 40 years

E-mail or Mailing address (to receive status update on developing SATP Plan):

eclark@ncmachinery.com

300 Hermit Street #6
Juneau, Alaska 99801
October 11, 2011

Alaska Department of Transportation
And Public Facilities
Southeast Regional Planning
P.O. Box 112506
Juneau, Alaska 99811-2506

Gentlemen:

I was here in Juneau when the ferry system was being proposed. There was talk of big boats and little boats and the State decided on big boats. It wasn't until a few years ago while in Norway I realized how little boats would work. You need roads.

May I suggest that the proposed road up the east side of Lynn Canal go around Berners Bay and stop just this side of the first big avalanche area. Then a small ferry could be used on the run to Haines and Skagway. In the summer a big ferry may be necessary one or more times a week if the traffic is heavy enough. This idea was proposed by Red Swanson years ago and is still valid. The ferry terminal would not be in Berners Bay and any spill -- and there will be spills -- would be dispersed faster in Lynn Canal. As far as getting walk-on passengers to the terminal, that's a transportation problem you should be able to solve.

Respectfully,

A handwritten signature in cursive script that reads "Albert Shaw". The signature is written in black ink and is positioned below the typed name.

Albert Shaw

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Subject: Comments on ferry proposals
From: Nancy Vidal <nvidal@gsi.net>
Date: Mon, Oct 10, 2011 8:24 pm
To: dot.satp@alaska.gov

Dear DOT&PF:

My husband and I are 40-year residents of Alaska, avid users of the ferry system who've become discouraged over the past few years. We want:

- continued ferry service to SE communities and Bellingham, with predictable schedules (and no long drives over hazardous roads in winter)
- seaworthy vessels that can stand up to stormy weather to replace the aging ones
- morning day-boat service north from Juneau to Haines and Skagway, and
- elimination of the punitive reservation-change and cancellation fees that inhibit locals from using the ferry, considering how hard it can be to get vehicle reservations

With all due respect, what seems to be missing from the proposed revisions is the human factor. We need to be investing in our infrastructure and serving the needs of Alaskans, not just cutting costs. Our state has money. Safe, reliable transportation for SE Alaska is something we should be financing, whether or not the population is projected to increase.

"Take a plane and barge your car" and "Drive long distances over icy roads so we can do a short ferry hop" don't begin to address what many residents need. This isn't Washington State, where roads connected by ferry are usually ice-free and near civilization. Here we have a designated Scenic Byway in our Inside Passage, and many folks who rely on the ferries. But the proposed revisions are all about saving money instead of serving the people of an entire region. Shouldn't we be serving the needs of all SE Alaskans, not just those who prefer or can afford plane travel, or able-bodied folks who don't mind driving long distances in treacherous winter conditions?

Our Alaska weather is atrocious at times, and yet the ferries provide safe, warm, dry, year-round service to small communities throughout the Panhandle. And they're a lifeline to the Lower 48, where many folks have to travel in the winter for medical or family reasons.

The reasons why ferries are vital to the region are numerous. Not everyone has a jet-setter lifestyle and frequent-flier miles. In wintertime, people may not be able to afford a hotel in Anchorage or Sitka if their plane is diverted because of bad weather. Many folks in villages don't have cars. What if they need to come to Juneau or Sitka or Ketchikan for medical care or other reasons, but don't have the money to fly? What if they don't want to fly? Should folks have to rely on planes when conditions aren't safe? What if they have medical conditions that make flying unwise? If the ferries no longer are near the communities, what about Alaskans who are reluctant or unable to drive long distances on icy roads in winter, having to face whiteouts, fog, or avalanches? And what about the cost to DOT&PF of maintaining extra roads versus ferries?

Unfortunately, ferry travel has gotten more difficult in recent years because of changing

schedules and discouraging reservation policies. Many Alaskans WANT to use the ferries, but it has gotten more and more challenging. The schedules are unpredictable from year to year, even changing which towns are best served. And the policies often seem counterproductive. For example, why the punitive cancellation and change fees instituted in the past few years? Whatever their intent, they discourage ferry usage by locals. It's often difficult to get a reservation on the day you really want to go. And then you're punished if you are able to successfully change your reservation. Or what if someone gets sick or there is a change of plans because of your job? These policies don't reflect the reality of using the ferry system.

Juneau has the biggest potential ridership of any city in SE Alaska. For years, we were told the Lynn Canal route was the most profitable in the ferry system. So why all the schedule changes that discourage Juneau residents? My husband and I built a cabin outside Haines in the 1990s, when there was day-boat service from Juneau that arrived in the morning and got back at a reasonable hour when we returned several days later. The *Fairweather* also made numerous runs, cutting the time in half. For years we made numerous trips to Haines beginning in April and concluding in September, sometimes even weekly, often taking our family including grandkids. We used and supported the ferry system to the tune of thousands of dollars.

No longer. The fast ferry mostly runs to Petersburg and Sitka in summer now. And to our chagrin, the main-line schedules changed one summer so we could only arrive in Haines in the evening, sometimes after dark, which made getting to our remote cabin difficult. Although the next year the ferry schedule was somewhat better, monetary punishments were added. We get no refund if a ferry run is cancelled, but now we are charged if we must change our plans. Keep in mind that we must get car reservations weeks in advance, and if someone gets sick or there is a job-related change, we can't change our reservations without paying fees. One year we paid hundreds of dollars to cancel reservations that we'd had to make a month in advance, because some family members were ill and we had to cancel. So now we think twice before making reservations. And without reservations, it's difficult to go. So we rarely take the ferry in the summertime anymore.

We aren't the only potential Juneau riders who feel thwarted. When the ferry used to go north to Haines and Skagway daily in the morning, many Juneau residents would make a loop to Whitehorse and back via those two towns. But the schedule changed so we had to spend the night in Skagway, at considerable expense, or else in Haines, because we'd arrive at night. Or else the ferry arrived so late in the day that the trip was less enjoyable during all but the longest days of the year. And accommodations in Skagway are sometimes impossible to get. So people stopped going. The new cancellation and change fees also discouraged a lot of folks. The ferry system loses a lot of money from such changes.

In addition, many Juneau folks and their visitors used to ride the ferry north and back just for a pleasant day trip. That's not feasible if the ferry leaves Juneau mid-day or later.

We want the ferry system to succeed. Please fund new seaworthy ferries to replace the aging ones. Remove the punitive reservation fees. Return good morning service north in Lynn Canal that encourages ridership by Juneau's 30,000 residents. Retain weekly service to Bellingham. In short, please remember the numerous SE Alaska residents who count on

the ferries for safe, dependable transportation in our challenging climate and unique geography.

Thanks for your consideration,

Nancy Vidal

124 Gold Street

Juneau, AK 99801

P.S. Why not further fill the Bellingham ferries with deals in the shoulder seasons? And then charge extra for amenities. How about Internet service, which we greatly enjoyed on one ferry trip? Streamed movies? DVDs? Bingo games in the bar? An exercise room? Wine or sake tasting with cheese and crackers in the bar? Off-hours pizza delivery to your room? I'm sure you've got lots of ideas :)

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Subject: Transportation Report

From: Leasa Davis <lcdjnu@gmail.com>

Date: Mon, Oct 10, 2011 7:20 pm

To: "dot.satp@alaska.gov" <dot.satp@alaska.gov>

Stop talking about road and get to work building. Why wait? Build the road now! Brad Davis

Sent from my iPhone

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Subject: Alternatives

From: dld233@comcast.net

Date: Sat, Oct 08, 2011 6:41 pm

To: dot.satp@alaska.gov

To whom it May Concern:

I am a landowner on Warm Springs, Baronof Island, Alaska and I am opposed to Alternative 5.

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Subject: Yakutat stop

From: Bertrand Adams <kaadashan@alaska.net>

Date: Mon, Oct 10, 2011 12:45 pm

To: dot.satp@alaska.gov

Please keep Yakutat on the ferry schedule. It is needed to keep cost of shipping cars, for instance, reasonable.

Thanks,

Bert Adams, Sr.

(907) 784-3357

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Subject: Yakutat Ferry
From: Cathy Wassillie <cwassille@ytttribe.org>
Date: Thu, Oct 06, 2011 5:31 pm
To: "Dot.satp@alaska.gov" <dot.satp@alaska.gov>
Attach: image001.gif

To whom it may concern:
With the prices of fuel so high, our local freight charges make it so hard to ship in supplies.
Please consider keeping the Ferry to Yakutat an option.
Local residents would use the services more, if it wasn't always full from WA to Whittier or the other way around.
Please Please keep us in the system.
Thank you for your time.

Cathy Wassillie
PO Box 317
Yakutat, AK 99689
907-784-3238 ext 223

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Subject: Yakutat Ferry Service

From: Debbie Caron <debc@yakutatschools.org>

Date: Thu, Oct 06, 2011 10:51 am

To: dot.satp@alaska.gov

I was not able to attend the public meeting held in Yakutat several days ago. Yakutat went many years without ferry service and it was very unfair to our community. We do not have access to the Alaska Highway system without ferry service. The only other way to get in or out of Yakutat is Alaska Airlines. The only way to move a vehicle is through Alaska Marine Lines or the Alaska Ferry system. There is a huge difference in cost. Our community needs the Alaska ferry system to thrive and the loss of it would be devastating. Please reconsider your plan to cut ferry service to Yakutat. Thank you.

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Subject: Yakutat Ferry Schedule

From: Eva Sensmeier <esensmeier@y-chc.org>

Date: Wed, Oct 05, 2011 5:37 pm

To: dot.satp@alaska.gov

I personally appreciate the schedule of the Alaska Marine Highway that arrives into Yakutat. It has eased our transportation for our vehicles and short turn around time into Juneau and Anchorage. Please don't make any changes by eliminating this route. The price is even cheaper than flying. It makes it a lot easier for our needs as permanent year round residents to get our vehicle overhauled and then come back to Yakutat in short of one week. Eva O. Sensmeier P.O. Box 8 Yakutat, Alaska 99689

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Subject: Yakutat Ferry

From: Amanda Porter <khaa.saayi.tlaa@gmail.com>

Date: Wed, Oct 05, 2011 5:36 pm

To: dot.satp@alaska.gov

Hello, I am a resident from Yakutat. I moved from Juneau in 2008 via the ferry system. Before that I traveled every summer from Juneau to Yakutat RT and took my vehicle. The Kennicott system has been a blessing for those of us who have gone away for school. Unfortunately, it has been nearly impossible to secure a spot for my vehicle -- especially as the Wait List procedures have changed. It's been difficult to secure a spot on the ferry during the summer months because tourists are traveling between the lower 48 and Anchorage (WTR) with their RVs. I do not believe the solution here is to CUT our ferry access completely -- I believe we need MORE ferries during the month. Especially if the Kennicott is traveling by Yakutat, anyway, it doesn't seem too out-of-the-way to stop by at least twice a month.

I hope this notion of cutting Yakutat ferry access isn't seriously being considered.

Gunalchéesh.

-M

--

Gunachéesh,
Kaa Saayi Tlaa
Amanda Porter

Hél itukawaxéel' eek, ituwóo naxsagóo.

Don't worry, be happy.

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Subject: SATP Comments
From: DOT.Web.Site@jnuwww1.dot.state.ak.us
Date: Mon, Oct 03, 2011 10:06 pm
To: dot.satp@alaska.gov

Receive_newsletter No

Community Ketchikan

Website_informative Yes

Fullname Dale Miller

Thoughts

Reducing costs, maintaining a regular consistent schedule and increasing the convenience to passengers are goals that may not be difficult to achieve. Two ways to reduce vessel costs it to reduce the speed and fuel consumption or reduce crew. Sleeker, more easily driven hulls for new vessels should be considered too. A shuttle ferry between Ketchikan and Prince Rupert could run slow at night so passengers could get a good 8 uninterrupted hours of sleep and arrive fresh to continue their journey. By running at night, meals would not have to be served. Shuttle ferrys between Ketchikan and Wrangell could also run at night as well as Juneau and Petersburg or Juneau and Haines runs. The same shuttle ferry could make two runs to Prince Rupert and then two runs to Wrangell from Ketchikan. The Juneau shuttle ferry could alternate between Petersburg and Haines/Skagway. A road from Kake to Petersburg should be closely looked at as well as using the ferry terminal south of Petersburg to avoid scheduling ferrys around the tides in Wrangell Narrows. Thanks for listening.

Comments_regarding The Plan

Email clover@kpunet.net

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Subject: Ferry Service

From: David Phillips <dephilli@gmail.com>

Date: Fri, Sep 30, 2011 12:10 pm

To: dot.satp@alaska.gov

Dear STIP Board,

I'm a Juneau resident with several ties to rural Southeast communities. I've had a chance to review the Southeast Alaska STIP plan and would like to voice support for increased services to rural communities. The cost of living in rural Southeast communities is incredible and the ferries are a great way to help ease this issue. With increased service (at least 2X per week) from small communities to hub cities (Juneau, Sitka, Ketchikan) residents will have a chance to travel affordably from their homes, shop in a hub city, and return home. This will both greatly reduce the cost of living in rural communities and will be a boon for hub city merchants. Any changes to AMHS should include increased services to rural communities, and lowered overall travel time.

Second, I believe the ferry system needs to invest in a better website. The current website is hard to use, requires high bandwidth, and is not smart phone compatible. For travelers, residents of rural communities, and those with limited internet capabilities, the website is not a great option. AMHS needs to develop both a low bandwidth website option (one without large picture files) and a website that is mobile phone friendly.

Thank you for your consideration,

David Phillips
2182 Lawson Creek Road
Douglas, AK 99824

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Subject: Fw: ferry

From: Daniel Martin <alder02@ymail.com>

Date: Tue, Sep 27, 2011 2:12 pm

To: dot.satp@alaska.gov

-- On Tue, 9/27/11, Daniel Martin <alder02@ymail.com> wrote:

From: Daniel Martin <alder02@ymail.com>

Subject: ferry

To: dotsatp@alaska.gov

Date: Tuesday, September 27, 2011, 9:11 PM

Why no community meeting in Pelican or Tenakee. We sure do depend on the service. There have been several homes built in Tenakee using the Leconte to haul materials out here for us, also other freight, groceries, etc. I would cut out Prince Rupert before Bellingham, some people who travel this way do not have a passport and probably will never get one. Cut out the cross gulf sailing of the Kennicott also. It has almost no ridership on that run. Keep western run out the chain, and get us poor rural folks in SE Alaska better service. The silly little Allen marine tubs you put into service to pick up the slack when the Leconte is laid up is crazy and dangerous. Leaving Auke Bay at 445 am in the dark in that tub is a sure ticket to disaster.

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Subject: Southeast Alaska Transportation Plan
From: Mike Jackson <majackson@kakefirstnation.org>
Date: Tue, Sep 27, 2011 2:53 pm
To: dot.satp@alaska.gov

DOT/PF,

Personally, I favor Alternative 5 & 4, I favor the building of the road between Kake & Petersburg and the building of Alaska class ferries to be used to shuttle between Juneau and Kake. I would suggest that Kake be the Central Hub for the Northern ferries, meaning that the ferries would come out of Juneau and Sitka to off load vehicles & people to take the Kake to Petersburg highway to the South Mitkof shuttle ferry to Coffman Cove, POW so the vehicles & people would drive to Hollis to take the shuttle to Ketchikan and go South from there.

The Organized Village of Kake will either be at the Kake Meeting on Oct. 11th or write up a response like I did.

Mike A. Jackson

Organized Village of Kake
Transportation Director
Realty/Trust Officer
Natural Resource Director
Customary & Traditional Officer
Kake Circle Peacemaking
PO Box 316
Kake, Alaska 99830
Ph: (907) 785-6471 ext: 124
Fax: (907) 785-4902
Cell #: (907) 723-4324

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DOT&PF - Southeast Region
P.O. Box 112506
Juneau, Alaska 99811-2506

September 24, 2011

Re: Marine Highway Scheduling
&
Scoping Report

Dear Scoping Report Committee:

Please carefully consider the time of arrival and departure from Skagway in your 2012 scheduling. The last two summers one needed to overnight in Skagway both coming & going to Juneau. A number of Juneauites have cabins in Atlin, B.C. & this greatly increased the cost of travel. If there were a more favorable arrival & departure from Skagway the ferry system would be used more often.

Sincerely,

Shirley Carlson

Shirley Carlson
2551 Vista Dr. #301C
Juneau, AK 99801

Subject: Southeast Ak Transportation Plan.

From: Frank Rogers <frank@cityofsitka.com>

Date: Mon, Sep 26, 2011 10:47 am

To: dot.satp@alaska.gov

I have lived in Sitka since 1959. I have seen the changes through the years with our ferry transportation systems to and from Sitka. I have seen some good changes and some bad changes. When we received the first three ferry's, Matanuska, Taku, & the Malispina come to Sitka this was one of the best times we had with good reliable service to our town. In the later years the Laconte ferry came into service to Sitka and travel time was slowed down for the milk runs but was the only way to get to Juneau. We lost this ferry and later received the first fast ferry. Even though this ferry has some limitations with weather and some engine problems it has been one of the best boats for a quick day service to and from Juneau for me and my family. We love the schedule that covers the weekend travel to allow us to go over on a Friday and come back on a Sunday, or to leave on Saturday and come back on a Monday. This allows us to be able and go and get the things we cannot get here in town and not have to take too much leave time off from work. A lot of people I have talked to here all feel the same way. This fast ferry is very nice and I have noted that the people who work on this boat seem to be a lot more happier and nicer to the customers than those who work longer Hrs on the bigger ferries. I hope that any changes in the ferry system to Sitka does not change the fast ferry in and out especially during the weekend time frame.

My In-laws wanted me to comment for them along with my comment and they just wanted to point out that they are elderly natives in there early to late eighties and they like to travel back and forth to Juneau to shop and to visit relatives. They are finding that with their health conditions the larger slower ferries are hard on them and seems to wear them out. They really like and enjoy the fast ferry trips back and forth to Juneau.

The thing we are saying is that we like the speed of getting to and from Juneau fast. We like the traveling time around the weekends. We like a ferry that we can put our vehicles on. One big ferry in and out of Sitka once a week going south seems to be adequate for us.

Thank you: Frank Rogers Jr.

PO Box 943 Sitka Ak.

Phone:

Home: 907-747-6515

Work: 907-747-5733

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Subject: SE Transportation Plan
From: Retired41@aol.com
Date: Sat, Sep 24, 2011 9:06 am
To: dot.satp@alaska.gov

We need a road out of Juneau. The cost for people to get out of Juneau is prohibitive as we have only two choices, fly or ferry. The ferry schedule is not conducive to a lot of people's schedule nor the time that it takes to get from point A to B.

During the summer if you want to go to Haines or Skagway to travel beyond, you are forced to spend the night. Whereas when people are coming from either of those two communities, Juneau is quite often their destination. In the winter time, the ferries do not run that often plus you have the weather factor with high winds when they are unable to tie up at the different ports.

Any other highway, you do not have to make prior arrangements to travel on.

Larry and Carole Smith
P. O. Box 32305
Juneau, Ak 99803

907-789-9147 or 907-723-2504

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Subject: FW: Safe the Alaska Ferry System to Bellingham
From: "Heidemann, Marie E (DOT)" <marie.heidemann@alaska.gov>
Date: Wed, Sep 21, 2011 12:09 pm
To: satp@sheinbergassociates.com

From: mtrotter [mailto:mtrotter@flyfishalaska.com]
Sent: Wednesday, September 21, 2011 9:56 AM
To: Heidemann, Marie E (DOT)
Subject: Safe the Alaska Ferry System to Bellingham

Dear Marie,

Thank you for the opportunity to comment on the proposed alternatives for the transportation system in SE Alaska.

We are opposed to Alternative 5, which would develop Highway Route 7, and includes a road from Sitka to Warm Springs Bay and the building of a Ferry dock. We are also strongly opposed to dropping the Southeast service to Bellingham. The ferry system to Bellingham is our umbilical cord to the states for moving supplies and so vital to our lively hoods and our existence as a remote operation in SE Alaska.

Thank you for your time.

Sincerely

Mike

Mike & Sally Trotter
BARANOF WILDERNESS LODGE
PO Box 2187
Sitka, Alaska 99835
800-613-6551
907 738-9039 cell
mtrotter@flyfishalaska.com

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Subject: Public input SE roads
From: David Voth <nursejokes@hotmail.com>
Date: Tue, Sep 13, 2011 9:23 pm
To: dot.satp@alaska.gov

I live in Haines but have to work in Juneau.
Please build the road from Juneau to Haines, Option 5.
In the winter, I have to lock up my house and I don't see it for months because of the stupid ferry schedule.
It only runs twice a week, in the middle of the week at that !
No way to keep a job in Juneau with that dumb schedule, so I have to camp out in Juneau waiting for the summer ferry schedule to come around.

Or if a road seems too damn hard for the Government (not like the bridge to Key West for God's sake), could you at least have a worker-friendly ferry schedule to Haines, like really early Monday to Juneau and after work on Friday to Haines? Think of the commuter fares you could clean up on. Please.

Thanks,
David

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Subject: Comments on SATP

From: Greg Streveler/Judy Brakel <grigori@gustavus.ak.us>

Date: Wed, Sep 07, 2011 11:46 am

To: dot.satp@alaska.gov

Dear DOT Planners:

Concerning the Southeast Alaska Transportation Plan, I strongly oppose Alternative 5, development of Highway Route 7.

Most important, I oppose building a road from Sitka to Warm Springs Bay on the Chatham Strait shore. The route would involve an extremely expensive tunnel that would require staffing and have complicated controls. The road on either end of the tunnel would have very high avalanche dangers. Most of all, this plan would be destructive to Warm Springs Bay and surroundings, an area of great beauty, high biological values, and heavy visitor use by people who arrive mainly by boat. I am one of the large group of people who love Warm Springs Bay. You will see a large and determined batch of people round up to oppose this part of the plan. Like many of them, it's an "Over my dead body" issue for me.

I also oppose extension of the Juneau road northward, and dropping of the Bellingham, Yakutat and Gulf of Alaska ferry routes.

Thank you,
Judy Brakel Box 94, Gustavus, AK 99826 e-mail judybrakel@gmail.com

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Subject: support Alternative 5-HWY Route7

From: tha48ne@gci.net

Date: Fri, Sep 02, 2011 10:43 am

To: dot.satp@alaska.gov

We support Alternative 5 - HWY Route 7.
We are lifelong residents of Southeast Alaska. We have been using the AMHS and driving the Alaska HWY for nearly 50 years, year round. We access the Alaska Hwy at HNS or SGY. Please build the East Lynn HWY, Katzehin ferry terminal and the Alaska Class Ferry now. Alternative 5 - HWY Route7 will be easier on the pocket book,better for the environment and much more efficient than the current AMHS. Thanks and best regards.

John and Audrey Obrien

PO Box 33337

Juneau,Alaska

99803

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Comments Received After the Nov. 4, 2011 Deadline

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Subject: Ferry Options for SE Alaska
From: Becky Regula <beckyregula@gmail.com>
Date: Sun, Nov 13, 2011 9:08 pm
To: dot.satp@alaska.gov

We think Alternative 1 or 2 would be the best option for SE Alaska.
Sincerely,
Randy and Becky Regula

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November 18, 2011

Ms. Marie Heidemann
Project Manager
DOT&PF Southeast Region
6860 Glacier Highway
Juneau, AK 99801-7999

Dear Ms. Heidemann:

City of Craig representatives have reviewed the Southeast Alaska Transportation Plan scoping document and offer the following comments.

IFA

Whatever alternative the State of Alaska settles on in the final planning document, the state should ensure, as it does in the scoping document, that the IFA is recognized as the primary ferry operator between Prince of Wales Island and other southern Southeast Alaska ports. The IFA, now in its tenth year of operation, has established itself as a reliable and efficient passenger and vehicle public transportation system. Because the IFA run relieves the State of Alaska of the need to provide much more expensive AMHS service to Hollis, the planning document should include a policy statement calling for annual financial support of IFA. Providing modest annual cash support to the IFA still results in the IFA service costing the state less than if AMHS provided this necessary passenger and vehicle service to Prince of Wales Island.

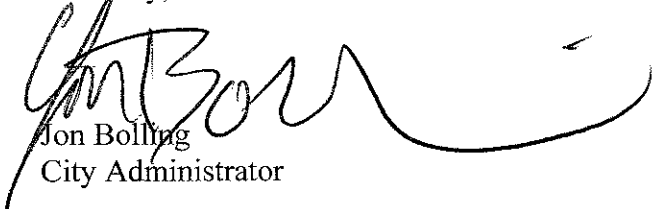
Alternative V

Alternative V of the scoping document calls for routing a great deal of Southeast Alaska passenger and vehicle traffic through the POW road system between Hollis and Coffman Cove. The City of Craig supports this alternative so long as the IFA board believes that its carrying capacity is maximized while maintaining adequate capacity for resident traffic on the Hollis/Ketchikan route.

POW Road Extension

There is substantial interest among the island's communities in extending the island's road system to the southeast to a point at or near the Niblack and Bokan Mountain mine prospects. A road extension would tie the POW Island communities to what may become the largest private sector employers, and the major economic drivers, on the island. The subsequent planning document should provide state-recognition and support a road extension to the potential mine sites.

Sincerely,



Jon Bolling
City Administrator

PRINCE OF WALES COMMUNITY ADVISORY COUNCIL

Chairman: Jon Bolling, Craig
Vice Chairman: Leslie Isaacs, City of Klawock
Secretary/
Treasurer: Audrey Escoffon, Kasaan

PO Box 725
Craig, AK 99921
(907) 826-3275
FAX: (907) 826-3278

November 23, 2011

Ms. Marie Heidemann
Project Manager
DOT&PF Southeast Region
6860 Glacier Highway
Juneau, AK 99801-7999

Dear Ms. Heidemann:

The Prince of Wales Community Advisory Council reviewed the Southeast Alaska Transportation Plan scoping document and offers the following comments.

IFA

Whatever alternative the State of Alaska settles on in the final planning document, the state should ensure, as it does in the scoping document, that the IFA is recognized as the primary ferry operator between Prince of Wales Island and other southern Southeast Alaska ports. The IFA, now in its tenth year of operation, has established itself as a reliable and efficient passenger and vehicle public transportation system. Because the IFA run relieves the State of Alaska of the need to provide much more expensive AMHS service to Hollis, the planning document should include a policy statement calling for annual financial support of IFA. Providing modest annual cash support to the IFA still results in the IFA service costing the state less than if AMHS provided this necessary passenger and vehicle service to Prince of Wales Island.

Alternative V

Alternative V of the scoping document calls for routing a great deal of Southeast Alaska passenger and vehicle traffic through the POW road system between Hollis and Coffman Cove. POWCAC supports this alternative so long as the IFA board believes that its carrying capacity is maximized while maintaining adequate capacity for resident traffic on the Hollis/Ketchikan route.

POW Road Extension

There is substantial interest among the island's communities in extending the island's road system to the southeast to a point at or near the Niblack and Bokan Mountain mine prospects. A road extension would tie the POW Island communities to what may become the largest private sector employers, and the major economic drivers, on the island. The subsequent planning document should provide state-recognition and support a road extension to the potential mine sites.

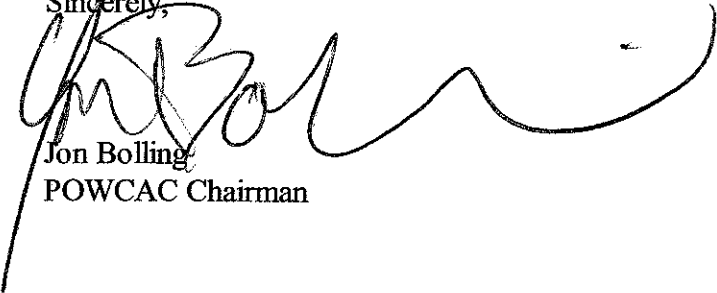
PARTICIPATING COMMUNITIES:

Coffman Cove, Craig, Hollis, Hydaburg, Kasaan, Klawock, Naukati, Thorne Bay, Whale Pass

Bellingham AMHS Run

POWCAC wishes to emphasize the importance of maintaining the Bellingham run. Not all Southeast Alaska residents can enter Canada to make the drive to AMHS's Prince Rupert terminal, and for others, flying between the Lower 48 and Southeast Alaska is not possible or practical. If it became financially necessary to cut back on any long distance sailing, the run across the Gulf of Alaska should be the one cut as ties between Southeast and Anchorage have never been as strong as with Seattle.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon Bolling', written over a horizontal line.

Jon Bolling
POWCAC Chairman

PARTICIPATING COMMUNITIES:

Coffman Cove, Craig, Hollis, Hydaburg, Kasaan, Klawock, Naukati, Thorne Bay, Whale Pass