

Southeast Alaska Transportation Plan 2014 DRAFT



"Keep Alaska Moving through service and infrastructure."

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How to Reach Us

Southeast Region Planning

Contact information

P.O. Box 112506

6860 Glacier Highway

Juneau, AK 99811-2506

PHONE: (907) 465-1775

EMAIL: dot.satp@alaska.gov

INTERNET:

<http://dot.alaska.gov/sereg/projects/satp/index.shtml>

Northern Region Planning

Phone: (907) 451-5150

Fax: (907) 451-2333

Judy.chapman@alaska.gov

Central Region Planning

Phone: (907) 269-0520

Fax: (907) 269-0521

david.post@alaska.gov

Southeast Region Planning

Phone: (907) 465-1776

Fax: (907) 465-2016

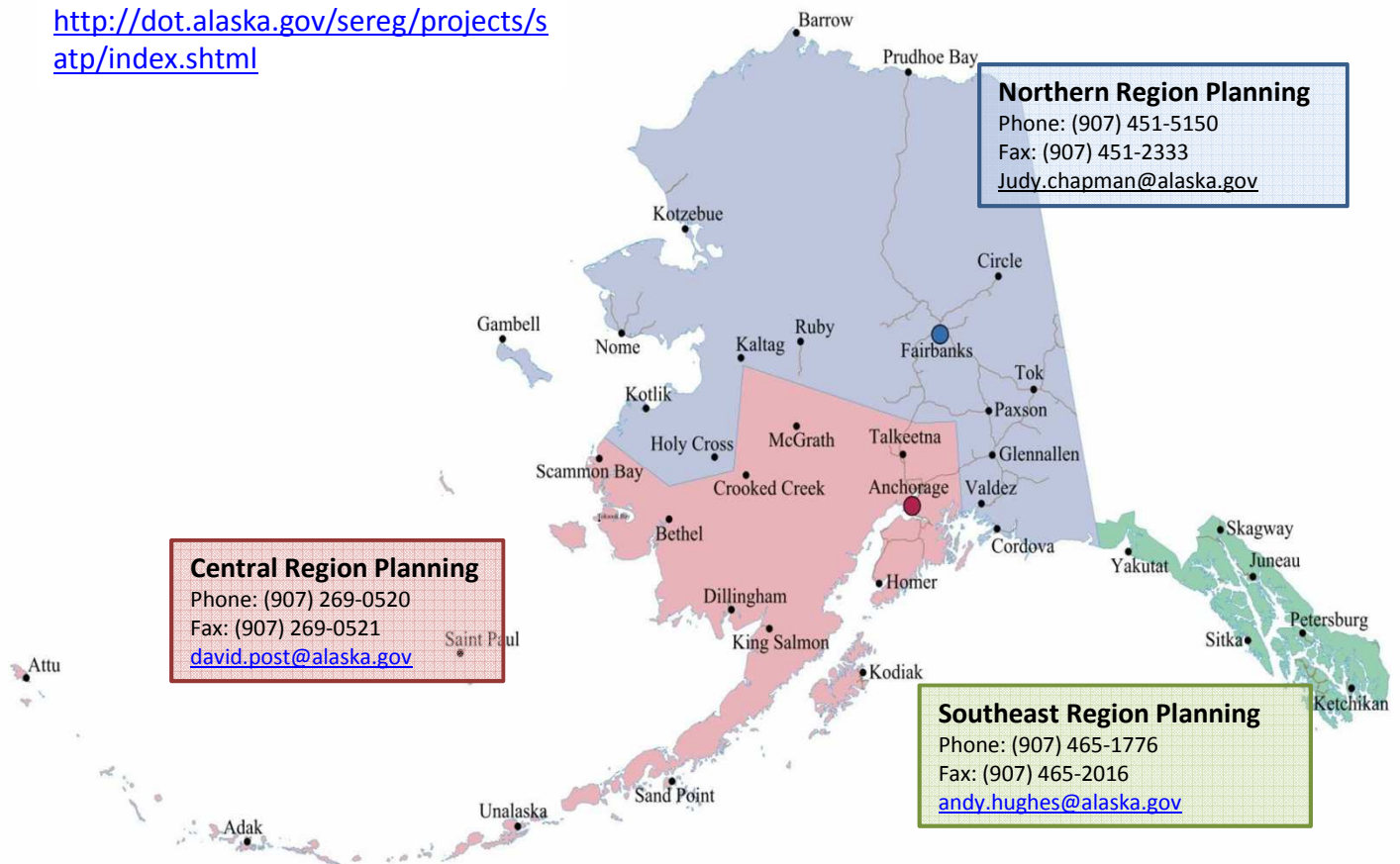
andy.hughes@alaska.gov

Alaska Marine Highway Planning

Phone: (907) 228-6801

Fax: (907) 225-1514

christa.hagan@alaska.gov



Alaska Department of Transportation and Public Facilities

Pat Kemp, Commissioner, Department of Transportation and Public Facilities

Reuben Yost, Deputy Commissioner, Department of Transportation and Public Facilities

Al Clough, Director, Southeast Region

Jeff Ottesen, Director, Program Development Division

Planning Team

Andy Hughes, Planning Chief, Southeast Region

Verne Skagerberg, Aviation Planner, Southeast Region

Jim Potdevin, Marine Systems Planner, Southeast Region

Marie Heidemann, Highway Planner, Southeast Region

Prepared by Southeast Region Planning Division

Department of Transportation and Public Facilities

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THE STATE
of ALASKA
GOVERNOR SEAN PARNELL

Department of Transportation and
Public Facilities

Southeast Region
Planning

PO Box 112506
Juneau, Alaska 99811-2506
Phone: 907-465-4477
Fax: 907-465-2016

June 24, 2015

Dear Alaskan:

The Department of Transportation and Public Facilities, Southeast Region is updating the Southeast Alaska Transportation Plan (SATP). This document is the latest draft of the plan. It is based on the work that has taken place over the past few years including public meetings and review which resulted in many comments and valuable input.

This draft of the plan describes the preferred alternative that includes features of the variety of concepts we considered in the scoping process and presented our public meetings. It explains the actions that should be taken to ensure we have a multi-modal transportation system that meets the needs of the region's people and economy.

We are providing this draft to you for your review, and we look forward to receiving your comments so we can ensure that we have considered your concerns as we prepare the final version of the plan. We are hoping to publish the final document early this fall; having your input by August 30th will make that possible. If you have questions, or if there is anything in this draft that you would like us to clarify, please contact us.

You can call us at (907) 465-1775

Or

You can send e-mail to dot.satp@alaska.gov

Thank you for your interest in helping us with the SATP. We look forward to hearing from you.

Sincerely,

A handwritten signature in blue ink that reads "Andy Hughes".

Andy Hughes
Regional Planning Chief

Southeast Alaska Transportation Plan

June 2014 Draft

This plan is one of a series of regional, multi-modal transportation plans that are components of the Alaska Statewide Transportation Plan. State regulations require review and update of the Statewide Transportation Plan and its components every five years. This plan identifies area needs and recommends transportation improvements for Southeast Alaska. For additional information or questions, contact:

Andy Hughes
Regional Planning Chief
Southeast Region, ADOT&PF
6860 Glacier Highway
Juneau, Alaska 99801-7999
PO Box 112506
Juneau, Alaska 99811-2506
(907)-465-1776
(888) 752-6368 (toll-free, in Alaska)
Andy.hughes@alaska.gov

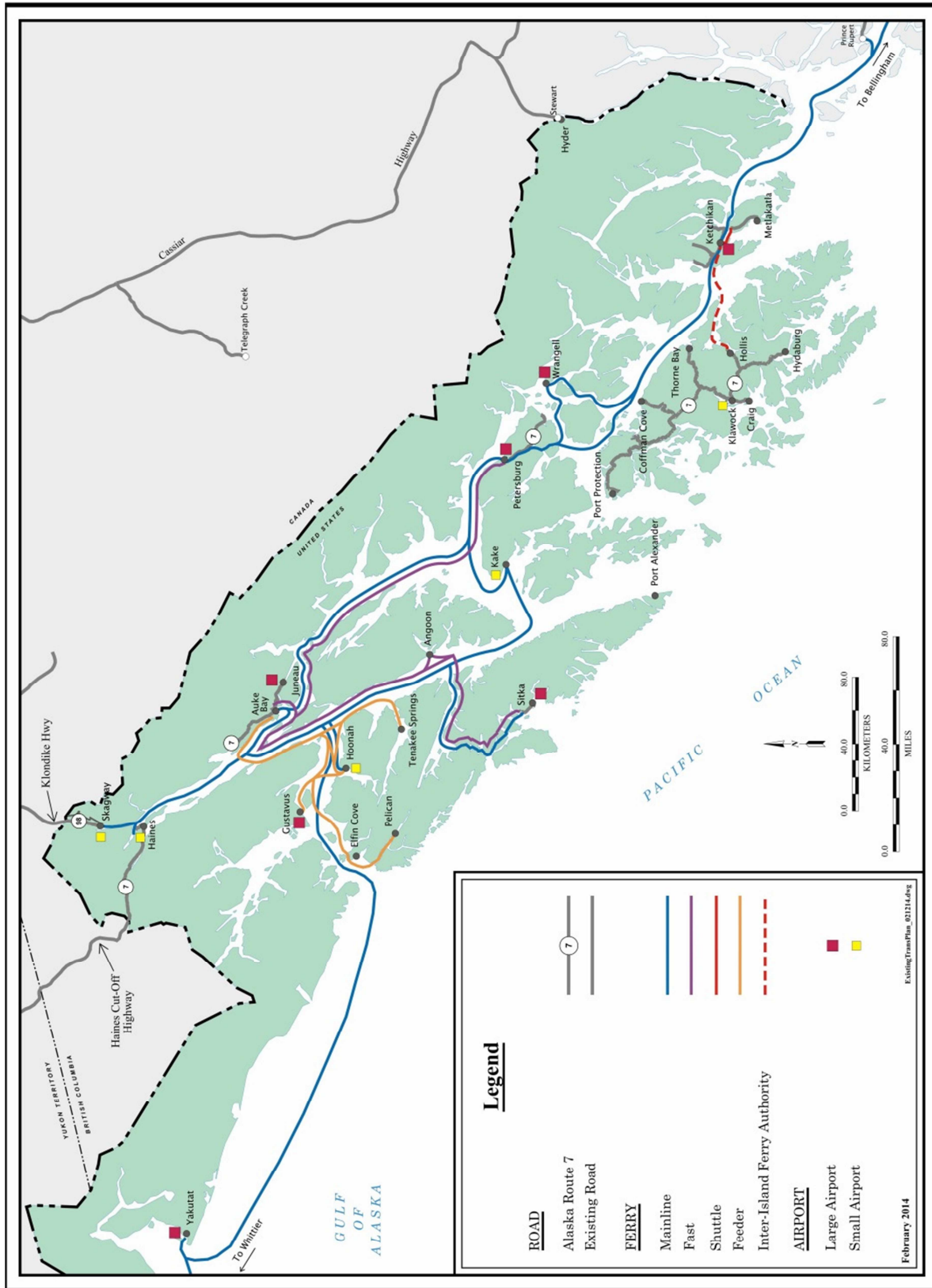
Adopted as a Component of Statewide Plan

This SATP update draws its authority from Alaska Statue 44.42.050 and is a component of the Alaska Statewide Transportation Plan as defined in 23 CFR 450.214. In accordance with 17 AAC 05.150, I am proud to hereby approve and adopt the 2014 SATP, as a component of the Alaska Statewide Transportation Plan

Adopted _____ **DRAFT** _____
Pat Kemp, Commissioner

Date: _____
insert date

Map 1: Study Area and Existing Transportation Routes



EXECUTIVE SUMMARY

What is the Southeast Alaska Transportation Plan?

The Southeast Alaska Transportation Plan, or SATP, is one part of the family of plans that includes individual modal plans, area plans and others that are all components of the Alaska Long-Range Transportation Plan. It describes the changes expected in the region's transportation needs over the next twenty years and the relative merits of alternative ways to meet them.

The SATP serves as a guide to capital development of our transportation assets for the twenty year planning period that it covers.

Why is it necessary?

The department is required to have a statewide long-range transportation plan of which this plan is one component. It is also required to maintain the statewide plan by reviewing and updating it and its components every five years. This update of the SATP is part of that process and fulfills the additional requirement for an AMHS long range plan; however, the purpose of this plan is not to meet an administrative requirement, rather, it is to guide the development of airport, highway, and ferry system projects through the prudent use of finite resources.

While the SATP is based on a twenty-year forecast of transportation demand, and is intended to address the region's needs over that period, it is updated regularly to account for changes.

What does it contain?

The SATP provides a forecast of transportation demand for the next twenty

years, an assessment of future funding availability, and an analysis of changes to the existing system that may be required to meet those needs. Based on that analysis and consultation with other agencies, and especially the public served by the system, a recommended set of actions is proposed. All of this is covered in this document.

What actions does it recommend?

The proposed plan includes a handful of big projects in the mid- to long-term – some that are not expected to be built within the twenty-year planning horizon of this update. However, the majority of the plan includes actions to maintain and improve the service provided today. The following components are included in the plan's recommendations:

- Maintenance of existing AMHS routes
- Retirement of one, two or three mainline ferries depending on available funding and travel demand
- Replacement of other ferries as they reach the end of their useful life
- Completion of the highway to Katzehin and initiation of shuttle ferry service in upper Lynn Canal
- Construction of a road from Kake to Petersburg
- Construction of a road from Sitka to Warm Spring Bay and a ferry terminal.
- Construction of an airport in Angoon

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INTRODUCTION

Due to the geography in Southeast Alaska no one mode can provide for the entire region's transportation needs. As such, developing a transportation plan is a complex task that requires understanding each mode's unique role as well as recognizing public and private sector contributions. An overview of the existing transportation system begins on page 21. Presented here are some considerations important to the development of the Southeast Alaska Transportation Plan (SATP) recommendations.



The geography in SE Alaska limits some transportation modes

Air carriers are the primary transporter of long distance passenger traffic in Southeast. There is scheduled air service between communities within the region. Juneau, Ketchikan, Sitka, Petersburg, Wrangell, and Yakutat have daily jet service, as does Gustavus in the summer. Angoon is the largest community in the state without a local airport. The Department operates the airports and seaplane terminals with the exception of Juneau International Airport, Craig seaplane terminal, and several private commercial seaplane terminals.

Airport master plans guide capital improvements at each airport. The Department is nearing completion of a series of projects to bring all the region's airport safety areas up to current standards.

The highway and ferry system, together, carry the remainder of the long distance passenger traffic and much of the shorter distance passenger and vehicle traffic within the region. The Alaska Marine Highway System (AMHS) plays its most important role in providing transportation to passengers and vehicles between communities. Roads are the primary way to get around within communities.

While the ferry system plays an important role, it does come at a cost. The State both operates and maintains the entire AMHS system (does not include the Inter-Island Ferry Authority service to Prince of Wales Island or the Ketchikan airport ferry service). For all other modes drivers, pilots, air carriers, and freight companies bear the cost of operating the transportation vehicles (planes, cars, trucks, boats, barges, etc.). The State only incurs the cost of constructing and maintaining the infrastructure that makes the use of them possible. The AMHS requires a substantial operating budget to pay for costs such as fuel, personnel, and vessels, which is funded through the State General Fund. The large operating budget required by AMHS results in Southeast Region requiring significantly more Maintenance and Operations (M&O) funding than other regions despite having the smallest population.

The movement of freight is an important component of the Southeast transportation system as all residents depend on the movement of goods into and out of the region. Barge operators and air carriers carry the bulk of freight. While air carriers often depend on state maintained

infrastructure, barge operators operate almost independently of state infrastructure with the exception of some ports and harbors. Both private air carriers and barge operators provide critical contributions to the transportation system by moving the majority of long haul freight, which includes some vehicles as well. The ferry system adds some additional capacity, shipping opportunities and redundancy to the freight system. Small outlying communities are most reliant on ferry service for freight needs.



In SE Alaska, most freight is moved via barge.

Currently most capital funding – funding that makes new ferries, roads, and airports possible – is from the federal government and largely allocated through two federal transportation bills. Airport projects are funded through the Airport Improvement Program (AIP) included in the FAA’s authorization legislation. The current version, the FAA Modernization and Reform Act of 2012 expires at the end of September 2015 and funding levels in the future are uncertain. Highway and ferry projects are funded through the federal surface transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), which expires in September 2014. This bill places emphasis on the National

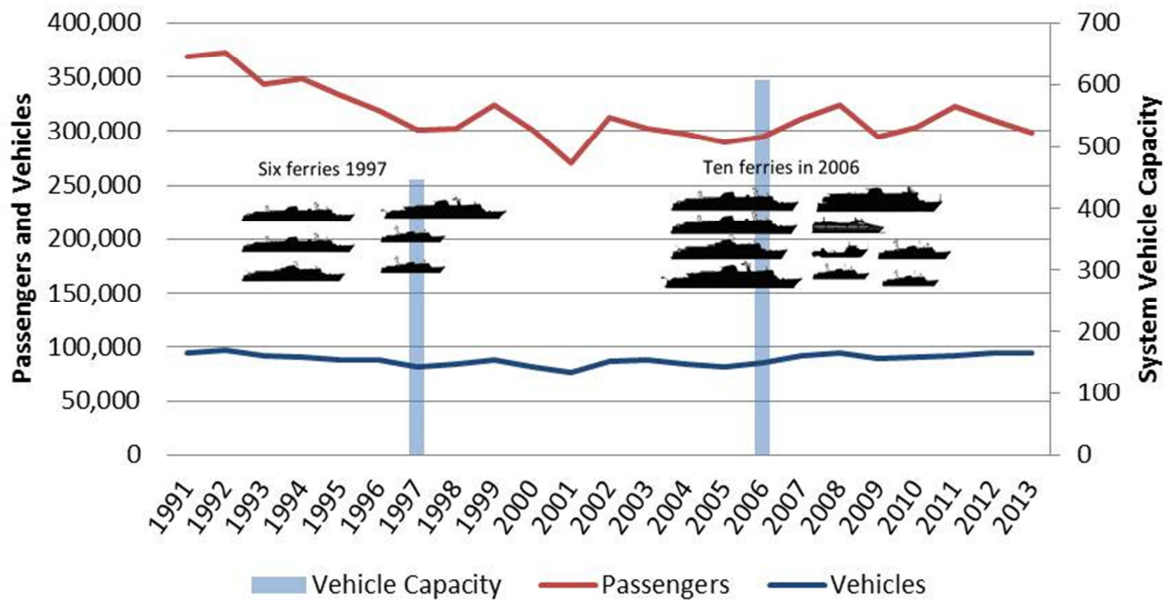
Highway System with less funding going toward state and local transportation systems.

Alaska may see a decrease in funding in the future. The federal highway trust fund is no longer sufficient to cover surface transportation needs and must be supplemented by the federal general fund, or restructured. State funding which pays for all operating and some capital expenses is expected to decrease as state revenues decline, primarily due to oil production declines and price fluctuations. Consequently, the Department must plan for the possibility of reduced financial resources.

The SATP recommendations need to account for this year to year uncertainty and plan for periods of reduced funding. Because of the high cost of maintaining and operating the AMHS, it is particularly vulnerable to changes in legislative appropriations whether a result of oil production declines, population changes, etc.

The AMHS SE Fleet has three aging mainliners: the *Malaspina*, *Taku*, and *Matanuska*. All three vessels should be replaced or retired by 2024. In 2012, the Governor directed the design and construction of two 280’ Alaska Class ferries to take the place of one mainliner. This leaves two mainliners for which the SATP recommendations need to address. The system has previously carried higher traffic volumes with fewer ferries than are available today as shown in Figure 1. The system may be able to continue successfully without replacing both of these remaining mainliners.

Figure 1: Southeast Ferry Traffic, AMHS & IFA



The SE ferry system operates with more ferries today than in previous years when ridership was higher.

In summary, the AMHS has several ferries that will soon need replacement; operating costs are rising for all modes and future funding to meet these needs is limited and uncertain. Recognition of these challenges contributed to the development of the following purpose and need statement for the Southeast Alaska Transportation Plan (SATP):



The Malaspina is one of three aging mainliners in the SE fleet that need to be replaced or retired by 2024.

Ensure the continuing opportunity to travel among the communities of Southeast Alaska to meet basic needs and support the local and regional economy by providing the most financially sustainable transportation system that resources permit.

There are opportunities to improve service where needed by reallocating existing resources, improving efficiency, and reducing costs. The SATP recommendations attempt to identify these opportunities.

SATP Mission Statement

Develop a regional transportation plan that improves mobility for residents, goods, and services throughout the region by using the advantages of air, marine, and land transportation.



Goals

Enhance Regional Mobility: Improve transportation opportunities based on demand, reliability, frequency, speed, safety, affordability, environmental responsibility, and the unique character of our communities.

Support Economic Vitality: Improve regional transportation opportunities for commerce; provide basic infrastructure needed to encourage business and growth within each community and throughout the region; and support development of utility lines, energy, and other natural resources.

Improve System Efficiency: Develop a transportation system that is sustainable for the future; make choices that are cost effective to the user and the state; and, where reasonable, coordinate the development of transportation and utilities to reduce environmental impact and gain efficiencies.

Maintain or Improve Modal Safety: Apply sound engineering principles, including intelligent transportation systems technology; provide adequate maintenance; and work with enforcement, educational and emergency medical response entities.

Ensure Public Process: Consult with affected communities, tribal governments, local governments, state and federal agencies, advisory boards, businesses, non-governmental organizations, and the general public; provide opportunities for input

PLAN FOCUS AND RELATIONSHIPS

The Alaska Department of Transportation and Public Facilities (hereafter the Department or ADOT&PF) is designated in the Alaska Statutes¹ as the agency responsible for state highways, ferries, airports, railroads, ports and harbors. The Department is charged with the responsibility to develop statewide and regional transportation plans to ensure that future transportation investments are in the public interest. The Department’s mission is **“Keep Alaska Moving through service and infrastructure.”**

The Southeast Alaska Transportation Plan (SATP) is one of a series of regional, multimodal transportation plans. The SATP was first published in 1980 and was updated and revised in 1986, 1999, and 2004 as an approved component of the Statewide Transportation Plan. State regulation (Section 05.130, Title 17, of the *Alaska Administrative Code* [AAC]) provides that the Department shall develop a long-range transportation plan for all areas of the state and that each component be reviewed and updated every five years. This update also fulfills, in part, the Alaska Statute (AS 19.65.011) requirement to develop a long range AMHS plan in consultation with the Marine Transportation Advisory Board (MTAB). This update is being developed in accordance with 17 AAC 05.130, AS 19.65.011, and will comply with the *Alaska Strategic Highway Safety Plan* (2007) and the *Statewide Long-Range Transportation Policy Plan, Let’s Get Moving 2030* (2008).

¹ Section 02.10.010 of Title 2, Aeronautics, and Section 19.05.010 and Chapter 65 of Title 19, Highways and Ferries.

Figure 2 shows how this regional plan fits into the statewide planning process. The latest Policy Plan, *Let’s Get Moving 2030*, provided the policies shown in Figure 3 that direct the development of this SATP update.

The SATP provides a framework for state investment in regional transportation over the next 20 years; it takes into account the system’s condition and needs, provides general direction for development of the regional system, and recommends specific improvements. This update is necessary to ensure it reflects changes in the region’s industries, economy, population, and infrastructure since the previous 2004 update. In addition, it focuses on the future sustainability of the regional transportation system and the need to improve connectivity between communities within the region. The focus is on regional system improvements rather than improvements that would be considered local in nature.

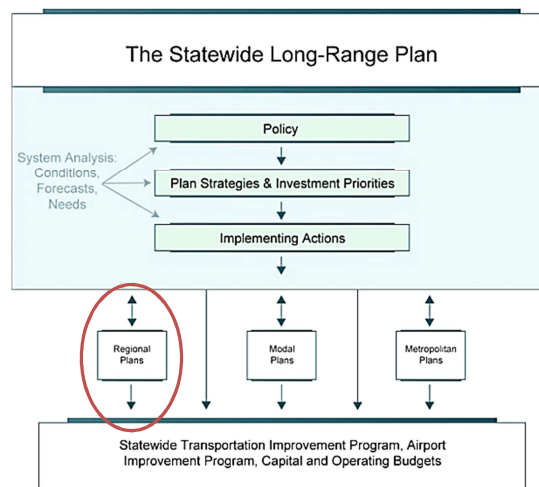


Figure 2: The SATP update is a part of the overall statewide planning process

The SATP begins the pursuit of large capital investments, but many follow-up steps are necessary such as adding projects to the Statewide Transportation Improvement Program (STIP), providing opportunities for public involvement, and completing environmental documents. In

many cases public involvement and environmental phases result in major revisions to the initial concept. These revisions may be substantial enough to require changes to specific features of the SATP.

It is important to note that the SATP is a comprehensive long range capital improvement plan and not a substitute for statewide modal management plans. The Department has also embarked on a Statewide Transportation Asset Management program which will provide overall direction for management of state transportation infrastructure.

The SATP recommends a capital improvement program of major projects needed to meet regional transportation needs. This includes provision for replacement vessels and potential routes of service, but does not include several other management practices that are considered for the entire AMHS system such as service scheduling, tariff level restructuring and passenger service considerations.

Similarly, the SATP is the appropriate forum for consideration of mode-specific major capital airport project needs. However, with some exceptions,² the key components of the region's airport system are already in place. For the most part, the startup of air services is constrained by the ability of the private sector to make a profit from new services, not a lack of government provided infrastructure. Investment in the aviation infrastructure will come in response to future carrier decisions concerning equipment, service, and networks.

² In terms of airport facilities, the most notable exception is Angoon. The community is served by a seaplane base, but does not have an airfield. Selection of the preferred site for an airport is now complete.

An Alaska State Rail Plan study is underway to provide an overall plan for state railroad development. This effort will also evaluate the need for future rail development to the ports of Haines and Skagway in response to significant potential for mineral development in the Yukon. In 2005 a joint Alaska-Yukon rail connection study was initiated. Ten links associated with connecting Alaska's rail system to Canada were studied. The link with the greatest economic justification – in terms of supporting large mining efforts in the Yukon – was a northern Southeast tidewater link to the Carmacks area north of Whitehorse. Recently, the Haines Borough initiated a new study to examine the economics of, and potential for, a rail connection from Haines to Carmacks and beyond. The SATP will defer to the recommendations and findings of the Alaska State Rail Plan.



Figure 3: Alaska Statewide Transportation Plan policies provide direction

System Development

Policy 1: Develop the multimodal transportation system to provide safe, cost-effective, and energy-efficient accessibility and mobility for people and freight.

Policy 2: Establish statewide strategic priorities for transportation system development funding.

System Preservation

Policy 3: Apply the best management practices to preserve the existing transportation system.

Policy 4: Increase understanding of and communicate ADOT&PF's responsibilities for system preservation as the owner of highways, airports, harbors, and vessels.

System Management and Operations

Policy 5: Ensure the efficient management and operation of the transportation system.

Policy 6: Use technology and Intelligent Transportation Systems where cost-effective to ensure the efficient operation of the transportation system, accessibility, and customer service.

Economic Development

Policy 7: Identify system development needs that address travel demand growth, economic development, and funding strategies through regional and metropolitan plans.

Policy 8: Preserve and operate Alaska's multimodal transportation system to provide efficient reliable access to local, national, and international markets.

Safety

Policy 9: Increase the safety of the transportation system for users of all modes.

Security

Policy 10: Work with federal, local, and state agencies to provide a secure transportation system and emergency preparedness for all modes.

Environment and Quality of Life

Policy 11: Preserve the integrity of the ecosystems and the natural beauty of the state, limit the negative impacts and enhance the positive attributes – environmental, social, economic, and human health – of an efficient transportation system.

Policy 12: Support energy conservation, specifically in our consumption of fossil fuels, as a matter of national security and to address climate change.

Policy 13: Develop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect Alaskans' quality of life values.

Good Government: Openness and Accountability for Transportation System Performance

Policy 14: The statewide plan will provide the analytical framework from which ADOT&PF sets investment priorities.

SATP RECOMMENDATIONS

The SATP attempts to balance operational costs and service, and meet the transportation needs of Southeast. The retirement³ or replacement⁴ of the three oldest mainline ferries (*Malaspina*, *Matanuska*, and *Taku*) and one fast ferry are key recommendations. Additionally, all routes of service will be maintained and the system will be able to carry at least the equivalent of 2012 traffic volumes.

Key SATP assumptions:

- Necessary capital and operating funding will be available for the 20 year plan period.
- Environmental approval will be obtained per the planning schedule.
- Ferries will operate approximately 40 weeks per year (*Lituya* and IFA ferries approximately 50 weeks per year). In reality, the operating schedule⁵ changes each year.
- Years 1-5 of the plan will mimic the AMHS operating schedule and the SATP will drive years 6-20.

These assumptions tend toward an optimistic scenario; plan recommendations may not be fully realized, particularly per the implementation schedules presented. If funding is not available, project estimates rise, or projects require more time than anticipated, then projects may be delayed.

³ Retirement is defined as taking out of service and surplus (sold).

⁴ Replacement is defined as replacing with a similar ferry, or with several smaller ferries capable of maintaining the route.

⁵ Annual operating schedule approved by AMHS includes future service, annual overhauls, layups and refurbishment projects.

Significant changes may require an update to this document.

These recommendations were developed following a Scoping Process in 2011. A summary of public comments and Department responses can be found in Appendix B. Additionally, Appendix C provides a comparison of alternatives, each of which includes the two Alaska Class ferries.

Aviation Recommendations

In 2007 the department proposed to build a **new airport for Angoon** and this action remains a SATP priority. Angoon is the largest community in Alaska without a land airport. Relying on a seaplane terminal alone in the Northern Panhandle of Southeast is not as reliable as having an airport with IFR approaches.

The Angoon airport will improve air travel safety, reliability and frequency; provide for emergency medical transportation needs; better meet current travel needs and latent travel demand; reduce the community's isolation; provide improved access to the Admiralty Island National Monument; and support economic development by providing opportunities for employment and growth.

In addition to the benefits that Angoon will derive from the new airport, there will be improvements to the wider regional aviation system. Angoon lies in the center of a large area that does not have an airport but is on or near the flight paths between a number of communities. The new airport will provide an opportunity for carriers to expand their routes, provide new city-pair options, and avail themselves of a central alternate in the case of poor weather or mechanical problems.

The FAA determined that an Environmental Impact Statement would be required to support a decision to construct the airport. The development of the EIS has continued since 2007 and a Draft EIS for public review is expected in Summer 2014 with a Record of Decision following by the end of the year. The FAA has tentatively determined that a site within the community and outside the Admiralty National Monument is the preferred alternative. If the Record of Decision is issued in the fall of 2014, design and construction could follow in 2015 and 2016, though it is difficult to accurately estimate a completion date.

Highway Recommendations

A highway from Juneau to Katzeihin (East Lynn Canal Highway) also remains a SATP priority. This extension of Glacier Highway addresses a high traffic volume corridor with a seasonal demand peak that can be most economically served by a road connection. This project will shorten the existing ferry route to enable two Alaska Class ferries to provide much more frequent service between the three communities of Juneau, Haines and Skagway at lower cost to the user. The road will enable as much as a tenfold increase in travel in and out of Juneau thus improving access between the Capital City, the Yukon and Interior Alaska. The road will be designated as a National Highway System (NHS) route due to its significance in moving traffic between communities and improving the connection of the Capital City, regional ferry terminal, Juneau International Airport, and the continental road system.

The Department has been working with the Federal Highway Administration (FHWA) since 2011 to complete a supplemental Environmental Impact Statement (SEIS) for the Juneau Access Improvements project (Need ID

19214). The SEIS will fully evaluate a stand-alone alternative that improves service in Lynn Canal using existing AMHS assets. The supplemental EIS will also update the Final EIS reasonable alternatives and will address changes in applicable laws, regulations, and approvals. FHWA intends to name a preferred alternative in the JAI Project Draft SEIS and to issue a single, combined Final SEIS and Record of Decision in late summer or fall of 2014. The purpose and need for the project remains unchanged from the 2006 Final EIS.

The purpose of and need for the JAI Project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor that will:

- Provide the capacity to meet transportation demand in the corridor
- Provide flexibility and improve opportunity for travel
- Reduce travel times between the communities
- Reduce State costs for transportation in the corridor
- Reduce user costs for transportation in the corridor

A road between Kake and Petersburg is proposed for the purpose of improving access between Kake and Petersburg. Kake has limited access to commercial centers for medical, goods, and transportation needs. City of Kake Resolution No. 2008-010 supports construction of the Kake-Petersburg road and Intertie projects along the northern transportation-utility corridor on Kupreanof Island. The Intertie project is an independent

project, but the road, if constructed, will support construction of the inter-tie at lower cost. Currently Kake residents travel via ferry or air to Sitka or Juneau to access goods and services, which can be expensive and often requires overnight stays. A road connection to Petersburg would allow access to many of the needed goods and services and could be accomplished with a day trip at significantly reduced cost. Petersburg is expected to benefit from increased business.

The Alaska Legislature appropriated \$40 million to this project in 2012 (Kake Access Need ID 3028). This funding is believed sufficient to construct, within an existing national forest easement, 22 miles of new single lane unpaved roadway and bridges and improve approximately 23 miles of existing logging roads. The connection across Wrangell Narrows to Petersburg requires a small shuttle ferry. The small shuttle ferry would operate in a manner similar to the Ketchikan airport ferry with multiple trips back and forth throughout the day. Upon completion this segment should be designated as an Alaska Highway System (AHS) route due to its significance in connecting two Southeast communities.

The project requires development of an Environmental Impact Statement (EIS). Construction within the State's easement on the northern corridor across Kupreanof Island is the most direct route and as such is currently the State's preferred route. However, the National Environmental Policy Act (NEPA) requires an assessment of the social, economic, and environmental impacts; an evaluation of a full range of reasonable alternatives culminating in an informed decision. A Notice of Intent to develop an EIS was published in the Federal Register on January 22, 2013. The EIS is anticipated to require up to three years before reaching a Record of Decision.

Finally, the Department proposes a **road between Sitka and Warm Spring Bay** along with a ferry terminal at Warm Spring Bay to improve access to Sitka. Actual construction is not anticipated within the 20 year SATP plan period, therefore no operational changes would occur. The Draft SATP recommends this improvement continue to be included in future SATP updates, with an EIS and design completed within the current SATP 20 year period.

Ultimately, the Warm Spring Bay road and ferry terminal will save approximately 120 nautical miles and 12-hours (round trip) of ferry travel by allowing the ferries to serve Sitka from Chatham Strait instead of transiting through the serpentine Peril, Olga, and Neva Straits to Sitka. Additionally, there are no tide or current constraints as there are with transiting all the way to Sitka.

Sitka would no longer have direct ferry service "into town"; travelers would travel to the Warm Spring Bay ferry terminal to catch the ferry. The additional driving time will be easily offset by the savings (hours) in time aboard the ferry to points north or south. Upon completion the Warm Bay Spring road should be designated as an NHS route due to its significance in connecting a major airport with a major ferry route.

Marine Recommendations

Two Alaska Class ferries (ACFs) are in queue with construction expected to begin in 2014 and delivery of the first vessel expected in 2016. This plan proposes the **ACFs operate in Lynn Canal**, complementing the existing feeder ferry system⁶. Upon arrival of the second ACF the *Matanuska* or *Taku* can be retired. The vessels will not have crew quarters,

⁶ Feeder ferry system: Smaller ferries (such as *Lituya* and *LeConte*) that 'feed' the larger mainline system.

staterooms, or a galley. Because they do not have crew quarters the new ferries must operate as 12-hr dayboats⁷ or shuttle ferries⁸. They will have a food-service area similar to the current fast ferries, and will provide comfortable basic transportation.

Terminal facilities at Haines and Skagway would be modified to provide end-loading capability in addition to the existing side load capability.

A **Haines to Skagway shuttle ferry** would be constructed to begin seasonal service in 2020. This shuttle will allow both ACFs to provide service from Katzechin. The shuttle ferry (18 vehicles, 149 passengers) will make two 1-hour trips between the communities daily.

A **Katzechin ferry terminal** would be constructed as part of the East Lynn Canal Highway project.

A small “Ketchikan Airport” style **shuttle ferry to cross Wrangell Narrows** is proposed as part of the Kake-Petersburg road project. Initially, a contract passenger shuttle boat or landing craft may be considered.

A **Warm Spring Bay ferry terminal** would be designed as part of the Sitka to Warm Spring road project. However, construction is not anticipated within this 20 year SATP plan period, therefore no operational changes would occur.

One new mainliner would be constructed and act as a replacement for two mainliners. If traffic demand warrants and sufficient funding is available, **a second new mainliner** may be added. It is

important to begin design soon to be ready if a replacement ferry is needed earlier than anticipated.

Finally, **a new fast ferry or conventional ferry (similar to the ACF)** would be constructed as a replacement for one of the existing fast ferries, to be determined based on operational costs.

It is important to note that recommendations for retirement of ferries could change. Ultimately, when a replacement ferry is delivered, the relative condition of the aging vessels will determine which ferry is retired.

Proposed Chronological steps:

- 2016: The first ACF will likely homeport in Haines and alternate daily operations between Haines and Skagway and between Haines and Juneau (approximately 40 weeks per year).
- 2017: The second ACF will likely be homeported in Juneau. One ACF will operate between Haines and Skagway with two trips per day in the peak season and as needed in the winter months. The second vessel will operate between Juneau and Haines with seven trips a week in the peak months and enough in the off-season to cover demand. Both vessels will operate approximately 40 weeks per year. The *Matanuska* or *Taku* can be retired resulting in cost savings to the AMHS system. Normal peak traffic in Lynn Canal between Juneau, Haines, and Skagway can be covered by the two ACFs. Service can be

⁷ Dayboats operate up to 12-hours per day and have one crew, and may serve two or more ports.

⁸ Shuttle ferries operate between two ports making numerous trips each day “shuttling” back and forth; they are not limited to 12-hours if they use several crews.

- added for special events. Other ferries may provide service when an ACF is out of service. Additionally, if more Juneau-Haines service is needed, the Haines ACF on the Haines-Skagway route could add to the Juneau-Haines run.
- 2017: With the arrival of the second ACF and the retirement of the *Matanuska* or *Taku*, service to Prince Rupert will change. Options include one or more of the following: using the *Malaspina* with a Safety of Life at Sea⁹ (SOLAS) waiver, operating some *Kennicott* Cross Gulf service from Prince Rupert, and/or reducing service to Prince Rupert.
 - 2020: The Angoon Airport may be completed.
 - 2019: A new Haines-Skagway shuttle ferry will be completed and begin daily service between the two communities.
 - 2020: The road from Juneau to Katzechin and the Katzechin ferry terminal will be completed. Operational changes include the first ACF running Skagway to Katzechin and the second running Haines to Katzechin. The Haines-Skagway shuttle will continue to provide a direct connection between those two communities.
 - 2020: The road from Kake to Petersburg and shuttle ferry crossing of Wrangell Narrows will be completed.
 - 2025: A new mainline ferry will be completed and replace two mainline ferries. The new ferry would meet SOLAS standards to allow service to Prince Rupert. Replacement of older mainliners should show savings in operational costs and an increase in reliability.
 - 2031: Replacement of a fast ferry. Replacement of an older fast ferry should show savings in operational costs and an increase in reliability.

Proposed Service Changes

- Angoon Airport will provide 24-hour air transportation for the community. This is most important for medevac purposes.
- Service will improve with the completion of the road from Juneau to Katzechin and dedicated year-round service provided by the Alaska Class ferries: Katzechin – Haines and Katzechin – Skagway.
- Mainliners from Bellingham and Prince Rupert will turn-around in Juneau and not continue to Katzechin, Haines, or Skagway. Customers desiring to transit to Haines or Skagway will travel from Juneau to Katzechin first (or vice versa). If demand warrants, commercial bus service may be provided between terminals.

⁹ SOLAS: The International convention for the Safety of Life at Sea is an international maritime safety treaty. It ensures that ships flagged by signatory States comply with minimum safety standards in construction, equipment and operation.

- Kake will have a road and shuttle ferry connection to Petersburg and have more access to Petersburg services including both northbound and southbound ferries and Alaska Airline flights.
- If a third mainliner is retired without replacement then Prince Rupert will be served by one mainliner, likely with a reduction in service from four port visits per week to two or three.
- Many routes will have no change of service.

planning period then fewer capital improvements will be realized. If additional funding becomes available then the proposed road from Sitka to Warm Spring Bay may move up in the long range program and/or additional ferries constructed. This plan will be reviewed at least every five years to update funding assumptions and long range spending priorities to reflect the need at the time.

In Summary

The Plan recommends maintaining all existing highway and ferry routes and provides improvements that will further increase the mobility of people and goods such as new road links. Additionally, it includes measures to help reduce some system costs, such as the retirement or replacement of aging mainliners and the use of day boats.

Significant infrastructure construction includes a new Angoon airport, a new mainline ferry (with place holder for a second), a fast or conventional ferry (to replace a fast ferry), a shuttle ferry (Haines-Skagway) and two road segments (between Juneau and Katzehin, and between Kake and Petersburg). Completion of an EIS and final design for a road between Sitka and Warm Spring Bay and ferry terminal, is also included, but construction is not anticipated within the Draft SATP 20 year plan period.

To fully implement the Plan an average of \$61 million a year for new construction and \$67 million a year for refurbishment of existing airports, ferries, terminals, and highways is needed. If the region receives less funding over the 20 year

Table 1: Comparison of Existing System to Draft Plan Recommendations

Features		Existing	Draft Plan
Air-ports	Maintain all existing airport infrastructure	✓	✓
	Angoon Airport	-	✓
Roads	Maintain all existing road infrastructure	✓	✓
	New East Lynn Canal Highway	-	✓
	New Kake Access road	-	✓
	New Sitka Warm Spring Bay road	-	*
Marine Routes	Maintain all existing routes	✓	✓
	New Alaska Class - Lynn Canal service (KTZ, HNS, SGY)	-	✓
	LeConte service (PEL, GUS, HNH, TKE, JNU)	✓	✓
	Mainline through service (BEL, YPR, KTN, WRG, PSG, KAE, SIT, HNH, JNU)	✓	✓
	Fast Vehicle Ferry service (SIT, JNU, PSG)	✓	✓
	Metlakatla shuttle service	✓	✓
	POW Island southern route ferry service (KTN, HOL)	✓	✓
	New service to Warm Spring Bay, no direct service to Sitka	-	*
Marine Vessels	<i>Kennicott</i>	✓	✓
	<i>Columbia</i>	✓	✓
	<i>LeConte</i>	✓	✓
	New Alaska Class ferries -Lynn Canal (2)	✓ ^a	✓
	<i>Matanuska</i>	✓	-
	<i>Malaspina</i>	✓	-
	<i>Taku</i>	✓	-
	<i>Fairweather</i>	✓	-
	New SOLAS Mainline ferry	-	✓
	New Fast ferry	-	✓
	New Shuttle ferry (HNS-SGY)	-	✓
	New Wrangell Narrows Shuttle ferry (KUP-PSG)	-	✓
	New (Second) SOLAS Mainline ferry	-	\$
	Inter-Island Ferry Authority (IFA)	✓	✓

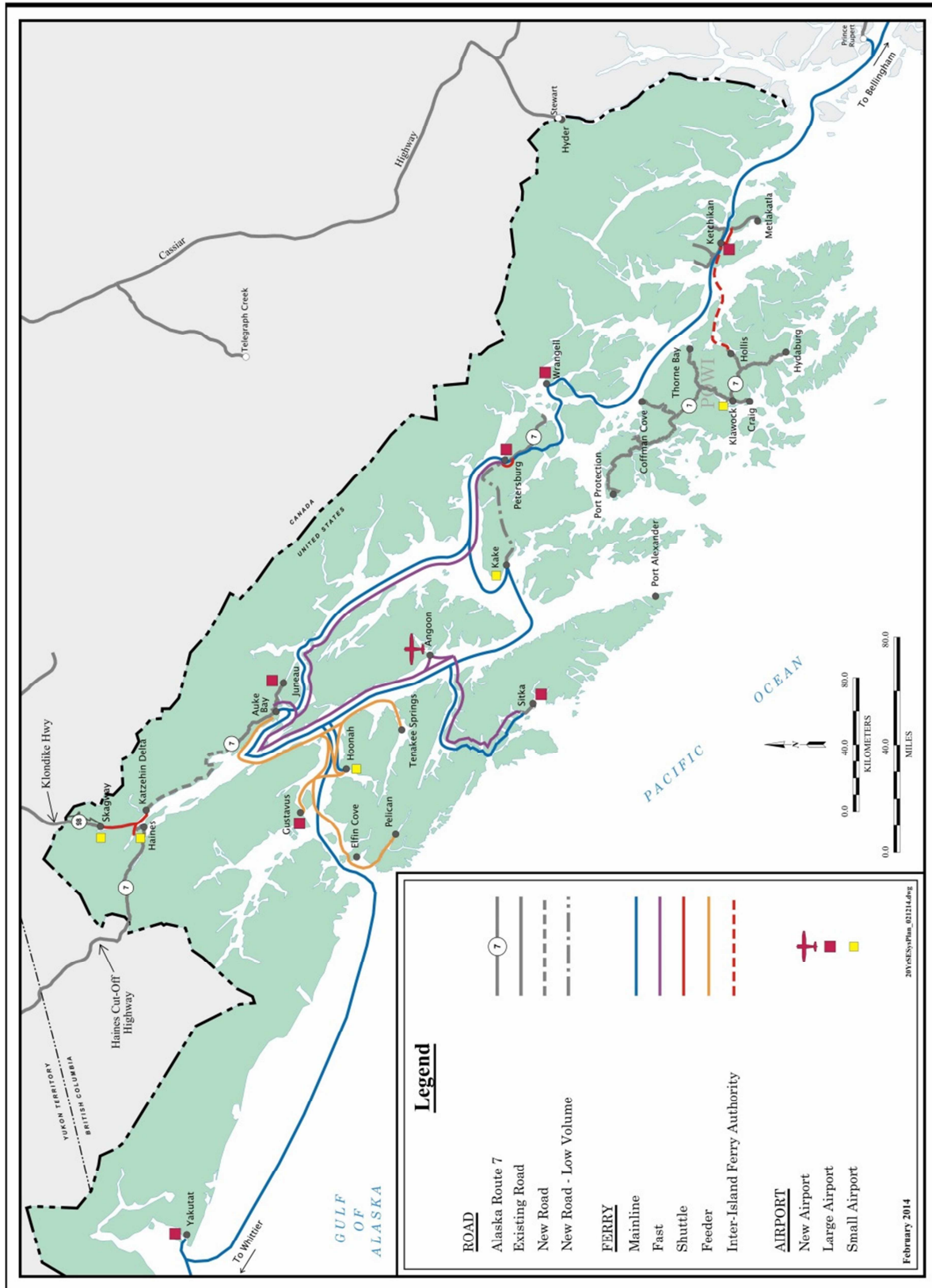
CC - Coffman Cove, HNH - Hoonah, HNS - Haines, HOL - Hollis, JNU - Juneau, KAE - Kake, KTN - Ketchikan, KTZ – Katzeihin, KUP – Kupreanof, PSG - Petersburg, SGY - Skagway, WRG - Wrangell, WSB - Warm Spring Bay, YPR - Prince Rupert

* - Beyond the 20 year plan period.

a – Currently being designed, construction fully funded

\$ - Optional recommendation if traffic demand warrants and sufficient funding is available.

Map 2: Southeast Transportation Routes, End 20 Year Planning Period



Map 3: Southeast Transportation Routes with Warm Spring Bay, Beyond 20 Year Planning Period

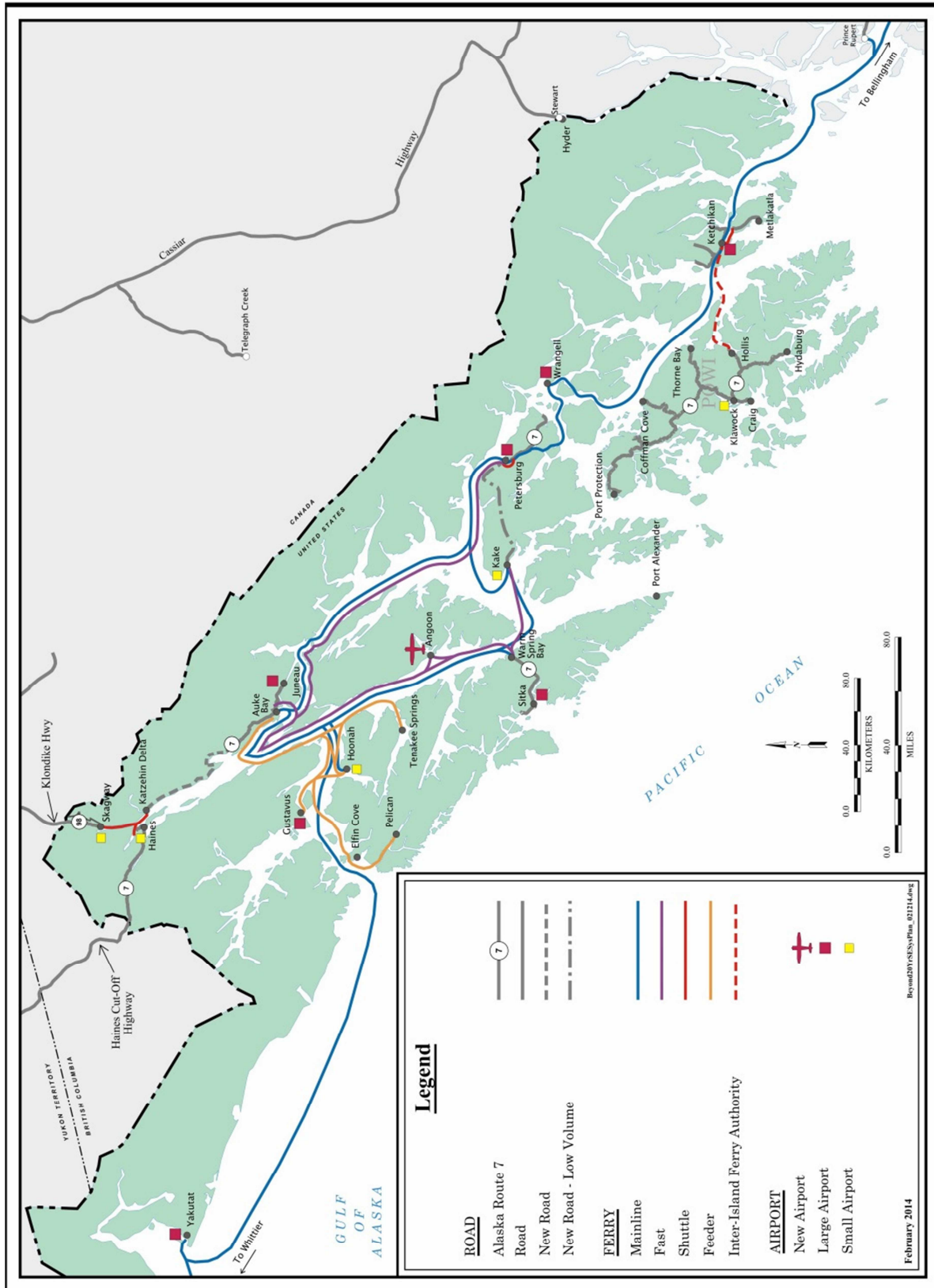


Table 2: Implementation Schedule and Cost Estimates, 20 Years, All Modes

Improvement	Phase	Contract Award	Enters Service	Estimate (\$Millions)	Running Total	Retire Ferry
Alaska Class Ferry #1 (Lynn Canal)	Construction	2014	2016	57.0	57.0	
East Lynn Canal Hwy: Comet to Katzehin	Design	2014	2016	16.0	73.0	
East Lynn Canal Hwy: Cascade Pt. to Comet	Construction	2014	2017	140.0	213.0	
Haines Terminal Modification	Construction	2015	2016	20.0	233.0	
Alaska Class Ferry #2 (Lynn Canal)	Construction	2015	2017	57.0	290.0	1 Mainline Ferry
Angoon Airport	Design	2015		2.0	292.0	
Kake-Petersburg Road & Ferry Term.	Design	2016	2018	3.0	295.0	
Wrangell Narrows Shuttle Ferry	Design	2016	2018	0.8	295.8	
SOLAS Mainline Ferry Repower	Construction	2016	2017	35.0	330.8	
Angoon Airport	Construction	2016	2018	50.0	380.8	
East Lynn Canal Hwy: Comet to Katzehin	Construction	2017	2020	383.0	763.8	
Katzehin Terminal	Construction	2017	2020	20.0	783.8	
Kake-Petersburg Road	Construction	2018	2020	36.9	820.7	
Wrangell Narrows Ferry Terminals	Construction	2018	2020	10.0	830.7	
Wrangell Narrows Shuttle Ferry	Construction	2018	2020	8.0	838.7	
Skagway Terminal Modification	Construction	2018	2020	9.0	847.7	
Haines-Skagway Small Shuttle Ferry	Construction	2019	2020	22.0	869.7	
Mainline Ferry Replacement	Design	2019	2021	10.0	879.7	
New SOLAS Class Mainline Ferry	Construction	2021	2025	226.5	1,106.2	2 Mainline Ferries
Sitka Warm Spring Bay Road	Prel. Design	2022	2028	10.0	1,116.2	
Fast Vehicle Ferry Replacement	Design	2026	2028	2.0	1,118.2	
Fast Vehicle Ferry Replacement	Construction	2028	2031	85.0	1,203.2	Fairweather
Sitka Warm Spring Bay Rd & Terminal	Design	2029	2033	20.0	1,223.2	
Sitka Warm Spring Bay Rd & Terminal	Construction	Beyond 2033		276.0	0.0	Beyond 20 YRS
MAJOR SYSTEM PROJECTS, ALL MODES, 20 YEARS					1,223.2	System Expansion
SYSTEM REFURBISHMENT, ALL MODES, 20 YEARS					1,342.1	System Renewal
ESTIMATED TOTAL CAPITAL FUNDING REQUIRED, ALL MODES, 20 YEARS					2,565.3	TOTAL CAPITAL

Current dollars (2013) unadjusted; If sufficient funding is not available, projects may be delayed; SOLAS: Safety Of Life At Sea; ACF's are fully funded and significant funding has been appropriated for the Kake-Petersburg Road and the East Lynn Canal Highway.

Table 3: 20 Year Capital Cost Estimates, By Mode

PROJECT CATEGORY	Air	Ferry	Highway	Total
MAJOR SYSTEM PROJECTS	\$52.0	\$562.3	\$608.9	\$1,223.2
SYSTEM REFURBISHMENT	\$210.0	\$718.3	\$413.9	\$1,342.1
TOTAL	\$262.0	\$1,280.6	\$1,022.8	\$2,565.3

Color highlights are:

Ferry
Highway
Airports

CONTINUING EFFORTS

In addition to the specific recommendations discussed, the Department has several continuing efforts in Southeast that merit mention.

Maintaining the System

One of the Department's primary tasks is maintaining the existing ADOT&PF transportation system to keep it in a state of good repair and up to date with traffic demand and safety needs. This includes major maintenance such as pavement overlays, culvert replacements, and ferry engine replacements; all in addition to regular annual maintenance. The existing Southeast transportation system is described in the following section. This task requires continual assessment of the Department's assets to determine maintenance and improvement needs and subsequent prioritization of those needs.

Keeping Southeast Region's airports in good repair is largely a pavement management challenge. All airport runways, taxiways, and aprons are paved and require routine maintenance like crack sealing, fog sealing, or other actions that prolong their useful life. Even with all that attention, paved surfaces only last so long – twenty years is the conventional estimate – and then must be rehabilitated or reconstructed. Many Southeast airports have had runway overlays in the last several years and we will be rehabilitating or reconstructing the remaining surfaces that are needful by 2016. That means that unless we experience unexpected deterioration or damage somewhere, we will only have to do routine preventive maintenance on airport pavements for many years.

Pavement management is also the primary focus for the Southeast road system,

but with additional attention required for structural maintenance of bridges and culverts, and for ensuring the system operates effectively as traffic patterns change. Using the 20 year life cycle estimate for pavement, it is expected that approximately \$18 million will be needed per year for major maintenance – rehabilitation or reconstruction – projects to keep the existing highway pavement and drainage structures in good repair. This is in addition to annual maintenance operations and minor resurfacing treatments. Bridge structures have a much longer service life; typical planning estimates are 75 years. An average annual refurbishment need of an additional \$7 million is needed to keep bridges in good repair. Improvements needed in response to traffic pattern changes are difficult to anticipate. As such, regional funding need varies significantly from year to year. All needs are initially prioritized on an area basis, but ultimately must be prioritized against all needs statewide.

AMHS maintenance includes both vessels and shore side facilities. In addition to regular annual maintenance, the shore side facilities typically require a major maintenance action at ½ life (15 years) and full replacement after 30 years. The ferries also undergo several major maintenance actions; many of these actions are regularly programmed, but there are also events that can be difficult to anticipate. Federally funded capital projects are programmed for each vessel approximately every 3 years, as determined by condition, lifecycle, and risk demand analyses. This is in addition to regular annual inspections and maintenance according to regulatory requirements such as those of the U.S. Coast Guard, American Bureau of Shipping, U.S. Code of Federal Regulations, Alaska Department of Environmental Conservation and International Safety of Life at Sea (SOLAS). All maintenance and capital work is defined

by manufacturer recommendation, condition, and established AMHS operating policies.

Preserving Essential Corridors

In a region as rugged as Southeast, valleys and mountain passes represent invaluable corridors for highway routes and utility transmission lines. The SATP identifies several corridors with the potential to serve as future transportation or utility corridors. Among these corridors, 34 are considered essential and will be reserved and protected to meet future transportation and energy needs. The Department holds Section 4407 easements through the Tongass National Forest for many of these corridors.

In conjunction with the U.S. Forest Service (USFS) these transportation and utility corridors are incorporated into the USFS's Tongass National Forest Land and Resource Management Plan (Forest Plan), Tongass Land and Resource Management Plan Final Environmental Impact Statement Plan Amendment Volume I, and Alaska Forest Service Long Range Transportation Plan.

Adoption of this plan is an official expression of state policy that no other action by any other party should be taken (such as designations of wilderness areas) that would interfere with public use of any of the mapped corridors. See Appendix A for more details, including a list of the essential corridors, maps, and preliminary development cost estimates.

Transferring Local Roads

The Department typically owns and manages roads that facilitate travel throughout the region, as well as major community thoroughfares; however, in some communities the Department owns several

low volume roads that serve strictly local purposes. Because these roads do not meet ADOT&PF's mission, transfer of these roads to the communities in which they are located is included in the Statewide Policy Plan as an Action Item. Southeast Region continues to work toward transfer of these roads, preferably through mutually beneficial agreements.

Figure 4: Action 3.7 from Let's Get Moving 2030, Statewide Policy Plan

Action 3.7. Transfer ownership of local roads to local communities

In some communities ADOT&PF is responsible for local roads which in other communities are owned and operated by local units of government. This action involves the transfer of ownership of local roads to local communities through mutually beneficial agreement whenever possible. This will ensure greater equity between communities. It will also help the state target funds on the operation and maintenance, development and preservation of roads on the Alaska Highway System and the National Highway System.

Updating the SATP

Updates to the SATP are also continuing efforts. While updates are required following Statewide Policy Plan revisions, there may also be other changes that necessitate an update. For example, several recommendations in this update are dependent on the outcome of Environmental Impact Statements. This plan was written in accordance with preferred alternatives, but if a Record of Decision directs a different alternative, the SATP should be updated and fully consider any successive changes needed. Furthermore, changes to the Southeast population or economy could be significant enough to require an update if assumptions made in the 20 year planning period fail to be realized. Generally, the plan is updated every five years.

THE EXISTING TRANSPORTATION SYSTEM

Southeast Alaska is made up of the Alexander Archipelago (a 300-mile-long chain of more than 1,000 islands) and the adjacent margin of the North American mainland. From the northwest corner at Yakutat Bay to the southernmost point (Cape Muzon on Dall Island) the region is approximately 450 miles in length – about the size of Florida. Southeast Alaskans are distributed throughout the region in isolated communities on the mainland and major islands, separated by mountains and waters of the Inside Passage. Travel between the communities within the region is restricted by geography, weather, and lack of connecting roads.

ADOT&PF maintains a transportation system that provides for travel between communities and connects the region with the rest of the state and the continental transportation system. The following list describes the major components of the regional transportation system that ADOT&PF constructs, maintains, and operates:

- A regional roadway network largely consisting of arterial and major collector roads connecting communities to airports and marine terminals. It also provides direct connections between communities on Prince of Wales Island and to the continental highway system from Haines, Skagway, and Hyder.
- An airport system including 11 airports and 23 public seaplane floats (Ketchikan International Airport is owned by the state but operated under lease by the Ketchikan Gateway Borough).

- The Alaska Marine Highway System (AMHS) of ferry terminals and ferries. Additionally, AMHS uses and provides maintenance or funding for a few municipally-owned ferry terminals. AMHS provides connections among regional communities and to the continental highway system through two ports to the south (Bellingham, Washington and Prince Rupert, British Columbia), two within the region (Haines and Skagway), and one in south central Alaska (Whittier).

The regional transportation system is not limited to the infrastructure and services provided by ADOT&PF. Communities own and operate roads within their jurisdiction and the City and Borough of Juneau owns and operates Juneau International Airport. Several communities and private air carriers own and operate seaplane terminals within the region. Additionally, many carriers operate on the waters of the Inside Passage including the Inter-Island Ferry Authority (IFA), private contract ferry services, cruise lines, and barge lines. These roads and waterways, and the carriers who use them, contribute essential services to complete the regional transportation system.

Aviation

The Southeast region is well served by its system of airports and the numerous carriers that provide service. Every community in the region is accessible by air and, by extension, has access to the world's air transportation system. Most communities have access to both airports and seaplane facilities. An airport is planned for Angoon, the largest community in the state that does not have a local airport.

Air service is provided to the region by a variety of carriers. Alaska Airlines is the

only carrier providing jet passenger service in the region year-round, serving all seven of the larger airports. Delta Airlines recently began seasonal service to Juneau. Other service runs the gamut from on-demand charter flights to remote locations and air-taxi services to scheduled daily service to and from the larger communities of the region. Alaska Airlines and the smaller carriers, such as FedEx, provide air freight service throughout the region. In addition, several cargo carriers provide daily and on-demand flights.

Finally, three companies provide air medical evacuation (medevac) services to the region, but only with fixed-wing aircraft on wheels. This configuration limits the services to locations with airports with the exception of U.S. Coast Guard helicopter medical evacuation services.

Highways and Bridges

The highway system in Southeast is limited and discontinuous. Only three communities in the region—Haines, Skagway, and Hyder—have road connections to the continental highway system, and only those communities on Prince of Wales Island are connected to one another by road. The remainder of the region uses short highway segments for local travel. There are about 825 highway centerline miles in Southeast: 110 miles in the National Highway System, 200 miles in the Alaska Highway System, and 515 miles in the State Highway System (including local roads). An additional 25 miles of road will be added to the Alaska Highway System in 2014 upon completion of North Prince of Wales Island Road between the junctions with Coffman Cove Road and Neck Lake Road.

ADOT&PF owns and maintains many of the highest trafficked roads in the region.

Egan Drive in Juneau (>20,000 Average Daily Traffic - ADT), Tongass Highway in Ketchikan (>17,000 ADT), and Halibut Point Road in Sitka (>9,000 ADT) are primary thoroughfares and carry a large amount of traffic daily.

Alaska Marine Highway System

The AMHS operates 10 vessels and serves 16 locations in Southeast, and connects these locations to Whittier, Alaska; Prince Rupert, Canada; and Bellingham, Washington. The current southeast AMHS route system, shown on Map 1 is divided into two subsystems: the mainline circuit routes, which typically take more than one day for the ships to travel, and shorter point-to-point routes on which the vessels depart the home port in the morning, travel to destination ports, and often return to the home port on the same day. The shorter routes are commonly referred to as shuttle or feeder routes.

The mainline routes carry far more passengers in summer than in winter—nearly three quarters of their annual traffic. They provide service from Bellingham, Washington, and Prince Rupert, British Columbia to Skagway, Yakutat and across the Gulf of Alaska (Cross Gulf) to Whittier, Alaska. On these routes, the ships stop in Ketchikan, Wrangell, Petersburg, Sitka, Juneau, and Haines. Although smaller than the typical communities served by mainline routes, Kake and Hoonah are served by certain mainline sailings.

Shuttle and feeder routes connect the smaller communities with each other and with the larger communities of Ketchikan, Sitka, and Juneau; which serve as regional centers for commerce, government, health services, and connections to other transportation systems. The feeder routes primarily serve local communities including

Angoon, Hoonah, Kake, Metlakatla, Pelican, Tenakee, and Gustavus.

Inter-Island Ferry Authority

The Inter-Island Ferry Authority (IFA) is a municipal port authority created by the communities of Craig, Klawock, Thorne Bay, Coffman Cove, Petersburg, and Wrangell to provide point-to-point, shuttle ferry service connecting Prince of Wales Island communities to Ketchikan, Petersburg, and Wrangell. The IFA owns two roll on/roll off (RO-RO) passenger car ferries, each with a capacity of 30 cars and 170-200 passengers. The IFA currently operates a route between Ketchikan and Hollis; from 2006 to 2008 IFA provided service on its northern route connecting Coffman Cove, Wrangell and Petersburg. The northern route revenue was insufficient to continue service and is not currently operating.

North End Ferry Authority

The North End Ferry Authority, also known as Rainforest Islands Ferry, is a new ferry authority that plans to provide passenger and vehicle service to Wrangell, Petersburg (via S. Mitkof ferry terminal), and Prince of Wales Island (via Coffman Cove ferry terminal) four days a week in the summer and three days a week in the winter, starting in 2015. The Rainforest Islands Ferry also has planned mini-coach service for passengers traveling without vehicles.

Ports and Harbors

Ports and harbors are an important element of Southeast's economy. Foods, bulk commodities, vehicles, and people often arrive via a port or harbor.

There are 240 public and private ports and harbors in Southeast. These ports function as intermodal facilities connecting

marine activity with community activity and are essential for communities dependent on marine resources such as fish harvest. Ports and harbors are also used recreationally.

The Department originally constructed ports and harbors throughout the state, but most have been divested to local communities. ADOT&PF continues to provide assistance to locally owned port and harbor facilities. One way is through a partnership with the U.S. Army Corps of Engineers (USACE) for the planning, design, and construction of port and harbor facilities and channel navigation improvements. Another is the Municipal Harbor Facility grant program that matches state general funds, dollar for dollar, for municipal port and harbor rehabilitation and improvement projects.

Bike and Pedestrian Facilities

Bike and pedestrian facilities are important components of transportation in Southeast. They are used for commuting to work and school, recreation, exercise, and tourism. According to the American Community Survey (2007-2009), commuters in Alaska walk and bike to work at higher levels than most states; Alaska ranks 1st in the nation for walking to work (8% of commuters) and 8th for bicycling to work (0.9% of commuters).

Bike and pedestrian facilities include sidewalks, shared use paths, marked bicycle lanes and unmarked, wide (≥ 4 feet) shoulders. The Department owns and maintains 74 miles of sidewalk and shared use path along state roads in Southeast. In addition, the Department helps to secure funding and construct non-motorized facilities on locally owned Rights of Way. Resources are focused on reducing pedestrian and vehicle conflicts along high volume urban thoroughfares.

U.S. Forest Service Transportation System

The U.S. Forest Service (USFS) also owns and maintains a significant transportation system in Southeast including 439 miles of public road, 114 seaplane bases, 6 airstrips, 206 marine access facilities and an extensive trail system. USFS trails primarily serve recreational purposes; however, many are also important to the transportation network because they provide for intermodal opportunities to and between the road system and recreational sites and facilities, subsistence, and mineral or hydrological exploration. Communities rely upon the entire USFS transportation system for travel and access to recreational and subsistence activities.

Public Transportation

Public transportation is supported by ADOT&PF, but is operated by each community's local government or a non-profit agency. Juneau, Sitka, and Ketchikan have conventional fixed-route bus systems. Other communities and/or providers may also offer demand-responsive systems.

Taxi and Rental Cars

Taxi service is available in the larger communities and some of the smaller communities. Air carriers often offer courtesy van service to and from the airport within several small communities. Most communities have rental cars available with pickup available at the airport. Flying and making use of rental cars is often the most practical way of getting around the region.

Freight

Upon the merger of Alaska Marine Lines (AML) and Northland Services, two major private barge lines will provide scheduled service to Southeast. AML and

Samson Tug and Barge provide service from Seattle, delivering freight, vehicles, and equipment. One line serves the communities of Ketchikan, Wrangell, Petersburg, Sitka, and Juneau weekly, and some smaller communities less frequently (in some cases, seasonally). The second line serves Ketchikan, Petersburg, Sitka, and Juneau twice weekly; Wrangell, Craig, Klawock, Thorne Bay, Kake, Hawk Inlet, Haines, and Skagway weekly; and Angoon, Pelican, Hoonah, Excursion Inlet, Tenakee Springs, Gustavus, and Yakutat seasonally.

Commercial ocean freight service is also available by charter from regional hubs via marine cargo transport companies. The vessels generally used for that service are landing craft for beach landings of cargo and equipment. Some vessels also have cranes for delivery of goods to the dock.

Currently about 91 percent of the freight transported to and from and within the region is transported by barge. Air carriers transport about 7 percent and the ferry system moves the remaining 2 percent. (Northern Economics estimate)

Roads to Resources

The Roads to Resource Program Initiative (R2R) works with state agencies, resource developers, and other interested parties, including local governments, and Native corporations, to design and build projects that support development of natural resources in the oil and gas, alternative energy, mining, timber, fisheries, and agriculture industries. In addition to traditionally-funded public projects, R2R anticipates and analyzes prospects for Public-Private Partnerships (P3) to fund projects that will generate enough revenue to pay off planning and construction costs.

The state works with resource developers, the Alaska Industrial

Development and Export Authority (AIDEA), Native corporations, contractors, and other interested financial entities to facilitate preparation of agreements to develop transportation projects for resource access. Startup investment by the State in a Road to Resource project can be reimbursed by the beneficiaries as part of industry user or toll fees.

Southeast Alaska has many valuable resources and may have future opportunities to use this funding source. Refurbishment of the Klondike Highway for industrial use is one project that is a candidate for funding with Roads to Resources money.

Private Resource Roads

Several resource industries in Southeast Alaska own and operate on private resource roads. These roads typically run from the resource to the nearest marine transfer point. For example, Green's Creek Mine has a private resource road that runs from the mine to Hawk Inlet for ore transfer and a road to Young Bay to facilitate commute of miners from Juneau by boat. Native Corporations also maintain miles of private forest roads to access their forest resources. ADOT&PF does not have the authority to regulate, maintain, or provide service on private roads.

Railroads

The White Pass and Yukon Route Railroad owns and operates about 21 miles of railroad between Skagway, Alaska and Carcross, Yukon; there are no other railroads in Southeast. Historically, this route functioned as an ore-carrying railroad; future mining prospects could make ore-carrying a feasible strategy once again. The White Pass and Yukon Route currently runs as a tourist service during the summer only.

TRENDS AFFECTING TRANSPORTATION

Population Growth (Trend:)

The Alaska Department of Labor and Workforce Development (ADOLWD) projects that the population of Alaska is expected to grow by about 25% from 2009 to 2034. The greatest amount of the state's growth is anticipated to occur in the Anchorage/Matanuska-Susitna (Mat-Su) region where a growth of about 38% is expected. The Anchorage/Mat-Su region will require additional resources, which may come at the expense of Southeast where the population is expected to decline by about 14% by 2034.

To put this in perspective, currently Southeast represents 10.2% of the population of the state while Anchorage/Mat-Su represents approximately 53.6%. In 2034 the percentages change significantly: Southeast represents 6.9% of the population of the state while Anchorage/Mat-Su represents approximately 60.0%.

ADOLWD's *Alaska Economic Trends* (January 2014) reports a shifting age structure in Southeast and asks two big questions for Southeast's future: how much of its growing retirement-age population will stay; and, who will replace them at work? The age group in their prime working years, ages 25 to 54, grew from 2009 to 2011, possibly related to the opening of Kensington Mine near Juneau, but that growth slowed in 2012.

Low natural increase and an older population are typical of Southeast, which has more residents over age 65 than any other region of Alaska and a median age of

39.4 — significantly older than the statewide median of 33.8.

Southeast's workforce is also older, with 34 percent of resident workers over age 50, in contrast to 29 percent statewide. The disparity is even larger among the industries the area relies on for year-round jobs. For example, in local and state government, over 36 percent of workers are older than 50, compared to 23 percent statewide.

Given the aging of the labor force and high expected turnover in positions filled by older, highly paid workers, the outlook in the near future and long term both strongly depend on migration and the ability to attract replacement workers.

Overall, population projections are mostly flat and show an increasingly older population.

It is important to note that these projections are based primarily on birth/deaths and immigration/emigration and do not consider economic development. Recent reports from ADOLWD and Southeast Conference¹⁰ reported increases in population, labor force, job earnings, mining jobs, and the visitor industry in Southeast communities; and this may continue for the next several years with new mining prospects and continued anticipated growth in the visitor and health care industries. Improving transportation infrastructure remains necessary for the existing population and to support future economic development.

¹⁰ Southeast Alaska by the Numbers 2013, A publication of Southeast Conference. Sheinberg and Associates. September 2013

Funding Forecasts (Trend: ↓)

Transportation funding forecasts remain uncertain. The current federal transportation bill (MAP-21) expires September 30, 2014. The current FAA authorization legislation, Modernization and Reform Act of 2012, expires at the end of September 2015. State revenue is forecast to decline as oil production declines on the North Slope.

Legislative Priorities (Trend: →)

With the population decreasing in Southeast and increasing in the Anchorage/Mat-Su area legislative priorities will change. As a result of redistricting following the 2010 Census, Southeast lost a senator and a representative, which shifted more of the state's political power to urban areas. For Southeast it may be tougher to get large amounts of funding for a dwindling population. Less funding and fewer projects means that Southeast must make do, in some cases, with existing infrastructure.

Traffic Demand and Forecast (Trend: →)

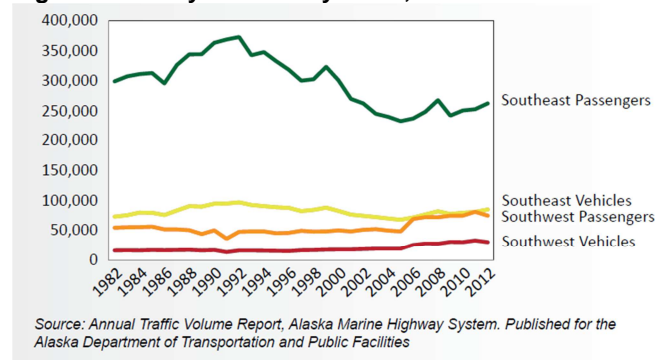
At most locations, passengers have a choice of traveling by air or ferry and the resulting choices vary by community. With the population expected to be stable or declining in Southeast neither air nor ferry traffic is expected to increase substantially, and will likely remain flat.

Air traffic has declined over the past few years in most communities, as it has throughout the state. Travelers have cited higher fares to outlying communities as a factor.

Ferry traffic has been relatively flat in recent years (Figure 5) and is expected to remain so. However, with the addition of two Alaska Class ferries providing year

round service, Lynn Canal may see an increase in traffic.

Figure 5: Ferry Traffic by Area, 1982 to 2012



Resource Development (Trend: →)

Alaska Economic Trends (January 2014) reports that mining growth will slow. Much of the recent growth in mining and logging, mostly from the Kensington mine near Juneau, has leveled off. Despite a busy exploration schedule — exploration and development expenditures in Southeast totaled \$121 million in 2012 according to the most recent estimates by the Department of Natural Resources — no notable new mining projects are slated for 2014, so the industry isn't forecasted to add jobs.

Potential development on Prince of Wales Island for the Niblack Project¹¹ (copper, zinc, gold, silver) and Bokan Mountain (rare earth elements) could lead to increased road building and transportation needs.

Yukon and British Columbia mining activities could lead to increased port usage in Haines and Skagway.

¹¹[<http://dnr.alaska.gov/mlw/mining/largemine/niblack/>]

APPENDIX A: ESSENTIAL TRANSPORTATION AND UTILITY CORRIDORS, REGIONAL DEVELOPMENT PRIORITIES

APPENDIX A: ESSENTIAL TRANSPORTATION AND UTILITY CORRIDORS, REGIONAL DEVELOPMENT PRIORITIES

In a region as rugged as Southeast, valleys and mountain passes represent invaluable corridors for highway routes and utility transmission lines. The Southeast Alaska Transportation Plan (SATP) identifies several corridors with the potential to serve as future transportation or utility corridors. Among these corridors, 34 are considered essential and will be reserved and protected to meet future transportation and energy needs.

In conjunction with the U.S. Forest Service (USFS) these transportation and utility corridors are incorporated into the USFS's Tongass National Forest Land and Resource Management Plan (Forest Plan), Tongass Land and Resource Management Plan Final Environmental Impact Statement Plan Amendment Volume I, and Alaska Forest Service Long Range Transportation Plan.

Adoption of this plan is an official expression of state policy that no other action by any other party should be taken (such as designations of wilderness areas) that would interfere with public use of any of the mapped corridors.

Additionally, these corridors support the USFS's Alaska Forest Service Long Range Transportation Plan mission to create the best transportation system to and through Alaska's national forests in balance with the values of the USFS and the transportation needs of the State and communities. Furthermore, the corridors support the goals and objectives for access to proactively

enhance the Alaskan multimodal transportation system experience, community connectivity and access to and through the National Forest System Lands.

The USFS contributes to state efforts by improving and connecting forest roads that are located within essential road corridors identified by the state. Corridors of particular interest are Kake to Petersburg, Sitka to Warm Spring Bay, Kake to Totem Bay, and North Prince of Wales Island Road to Red Bay.

The 34 essential transportation and utility corridors are described below. All potential corridors, and individual components of each, are shown on Map 4 through Map 11. The maps include numbered references that correspond to Table 4.

34 Essential Highway and Utility Corridors

Lynn Canal — Juneau to Haines and Skagway

- From Echo Cove northerly along the shore of Berners Bay and Lynn Canal to Skagway with a ferry terminal near the mouth of the Katzehin River.
- From Skagway southerly along Taiya Inlet to Taiya Point, then northwesterly along Lutak Inlet to Haines.
- From Haines across the Chilkat River/Inlet at or above Pyramid Island, then southerly along the west shore of Lynn Canal to a suitable ferry terminal site on William Henry Bay.

Taku River

- From Thane Road southeasterly along Gastineau Channel to Bishop Point, then northeasterly along Taku Inlet to a suitable bridge crossing at Grizzly Bar.

- From Jaw Point northeasterly along the southeast shore of Taku Inlet and River to the Canada border to provide ferry crossing options.

Mansfield Peninsula, Admiralty Island

- From Young Bay to Greens Creek, Hawk Inlet.

Chichagof Island

- From a suitable ferry terminal site on Whitestone Harbor to Hoonah.
- From Hoonah to a suitable ferry terminal site on Tenakee Inlet.
- Pelican cut-off road from Tenakee Inlet Road to Pelican.
- Kadashan Road from a suitable ferry terminal site on Tenakee Inlet southeasterly along the Kadashan River to a suitable ferry terminal site on the north shore of Peril Strait across from Rodman Bay.

Baranof Island

- From the end of Halibut Point Road to a suitable ferry terminal site on Rodman Bay.
- From the end of Sawmill Creek Road to a suitable ferry terminal site on Warm Spring Bay.

Kuiu Island

- From a suitable ferry terminal site on Security Bay to a suitable ferry terminal site on Reid Bay for crossing Sumner Strait to Labouchere Bay on Prince of Wales Island.

Kupreanof Island

- From Kake to a suitable ferry terminal site in Kupreanof for crossing the Wrangell Narrows.
- From Kake to a suitable ferry terminal site in Totem Bay or Kah Sheets Bay and a South Mitkof Ferry Terminal for

crossing Sumner Strait to Red Bay on Prince of Wales Island and Wrangell.

Prince of Wales Island

- North Prince of Wales Island Road from the intersection with Coffman Cove Road to a suitable ferry terminal site in the vicinity of Red Bay on Sumner Strait.
- Neck Lake Road from North Prince of Wales Island Road easterly along Neck Lake to Whale Pass.
- Cavern Lake Road from Whale Pass westerly to North Prince of Wales Island Road.
- Caulder Road from North Prince of Wales Island Road near El Capitan northwesterly to a suitable ferry terminal site on Labouchere Bay.
- North Prince of Wales Island Road north, then west from Cavern Lake Road to a suitable ferry terminal location on Labouchere Bay.
- Sandy Beach Road from Thorne Bay north to Ratz Harbor, then along the east shore of Prince of Wales Island to Coffman Cove.

Mid-Region Access

- Stikine Delta Causeway to South Mitkof Island to Rynda Island to Kadin Island to mainland, near Green Point, then along the eastern side of Eastern Passage to a bridge crossing point at “the Narrows.”
- Stikine River Corridor (according to the Alaska National Interest Lands Conservation Act [ANILCA], Section 1113).
- A bridge crossing Eastern Passage at the Narrows between Wrangell Island and the mainland.
- East side of Eastern Passage from the Narrows south to Bradfield Canal, then east along the north side of Bradfield

Canal to the Bradfield River at the head of the Bradfield Canal.

- Bradfield Road from the head of the Bradfield Canal along the North Fork of the Bradfield River to the Canada border at the Craig River.
- From the head of Bradfield Canal along the south side of the Bradfield Canal west to Duck Point (or other suitable ferry terminal site on the Bradfield Canal).
- Aaron Creek from a suitable ferry terminal site at Berg Bay up Aaron Creek to a pass/tunnel crossing to the west fork of the Katete River and down to the Iskut River.

Wrangell Island

- From Zimovia Highway easterly along McCormack Creek, to Eastern Passage, then southerly to a suitable ferry terminal site on Fools Inlet.
- From Zimovia Highway easterly along McCormack Creek to Eastern Passage, then to the Narrows bridge crossing site.

Cleveland Peninsula

- Upper Cleveland Peninsula crossing from Bradfield Canal southeasterly along Eagle River to Point Lees to a suitable ferry terminal on the Behm Canal.

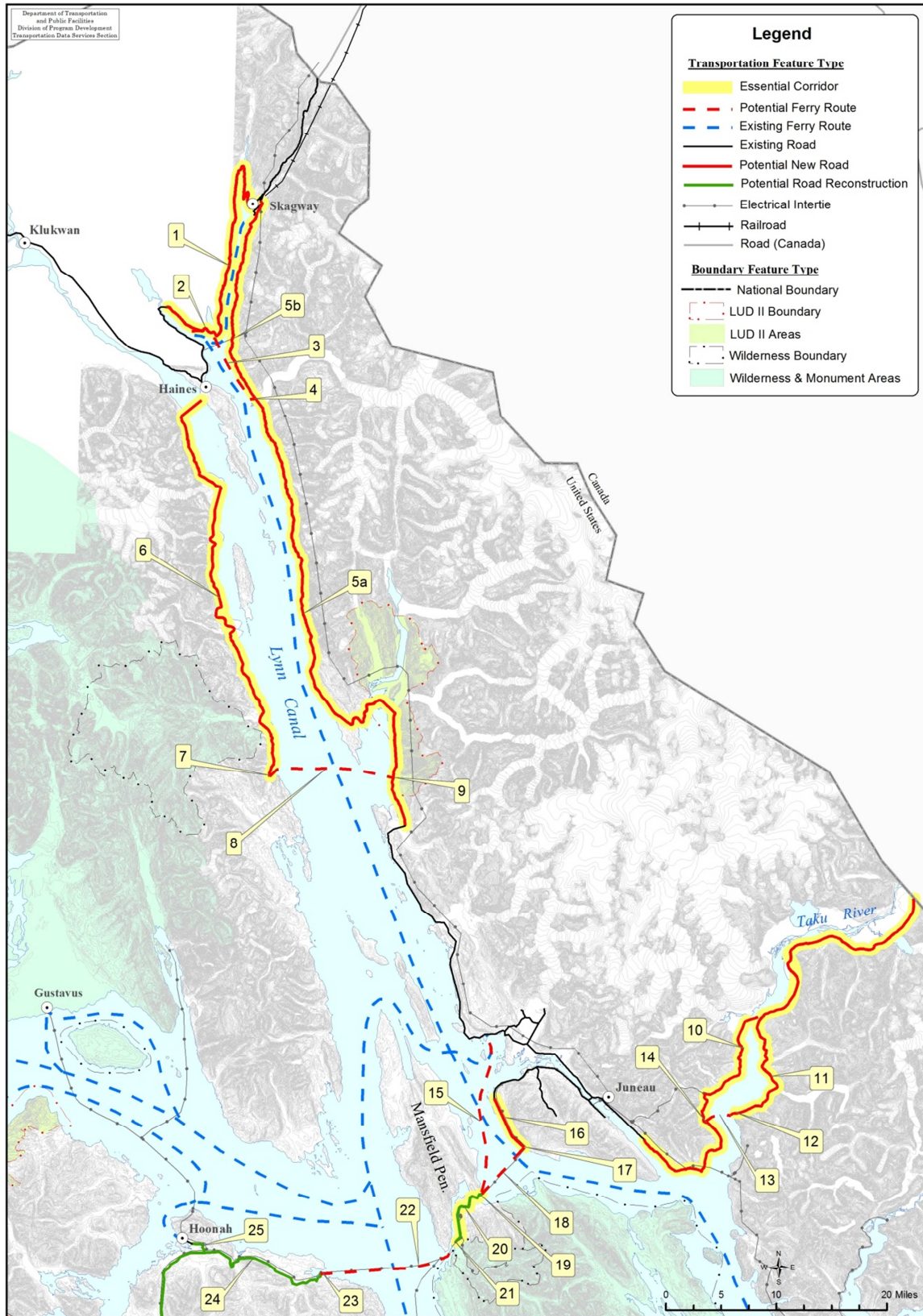
Lower Cleveland Peninsula

- From a suitable ferry terminal site on Santa Anna Bay southeasterly to a suitable ferry terminal site on Spacious Bay.
- From a suitable ferry terminal site on Frosty Bay south to Santa Anna Bay, then southeasterly to Spacious Bay, then south to Port Stewart and along the southwest shore of Port Stewart to a suitable ferry terminal site on Helm Bay.

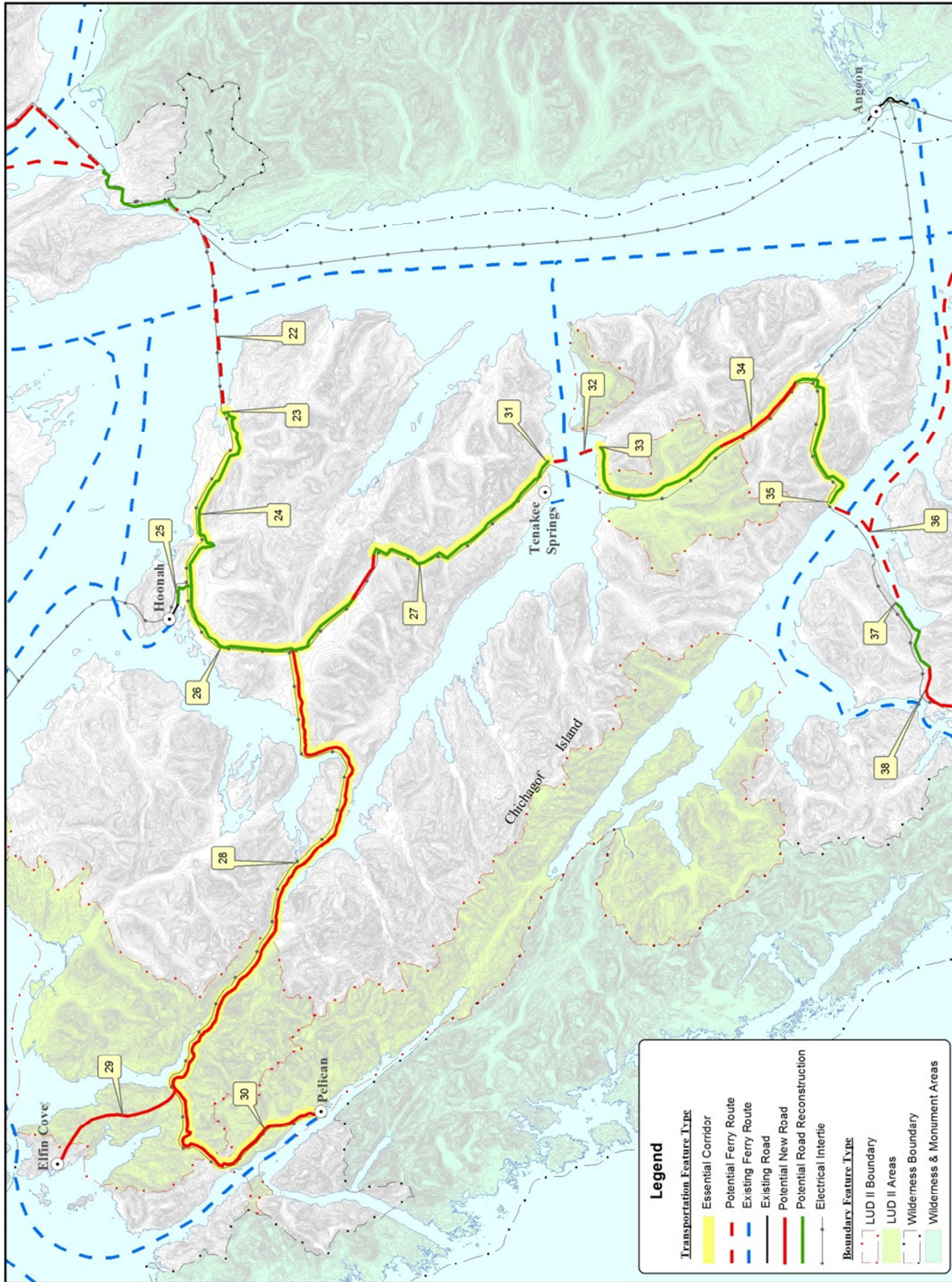
Revillagigedo Island

- From a suitable ferry terminal site at or near Claude Point, then southwesterly via Benrer and Klam creeks to Shrimp Bay, then easterly to Cedar Lake and Orchard Creek, then southeasterly along Orchard Creek to a south branch extending toward Carroll Creek, then south to Carroll Inlet, then south along the west shore of Carroll Inlet to Shelter Cove, then westerly to the head of George Inlet to Ward Lake Road. From the head of George Inlet south along the west shore of George Inlet to the end of South Tongass Highway.

Map 4: Lynn Canal, Taku River & Mansfield Peninsula/Admiralty Island Corridors



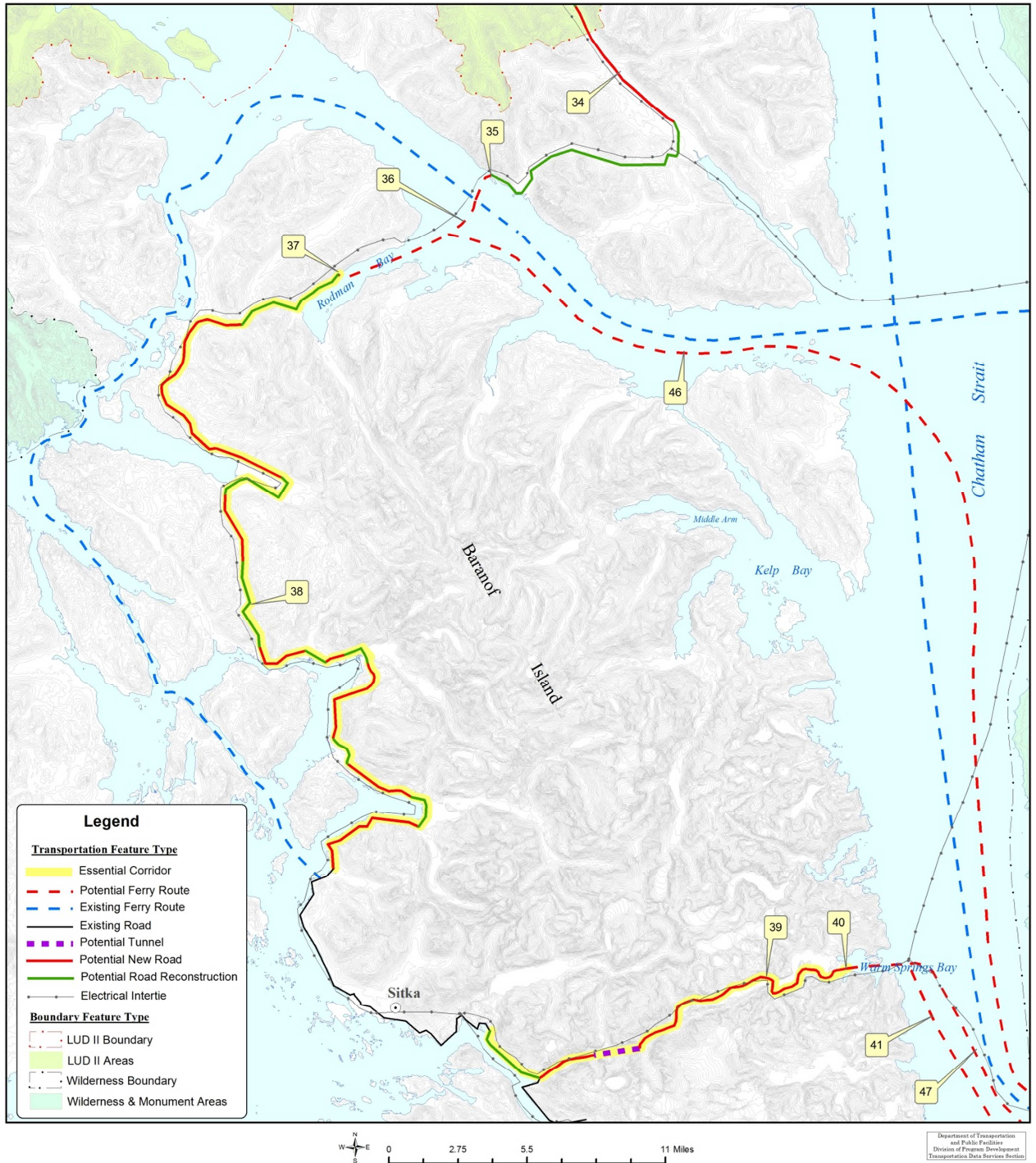
Map 5: Chicagof Island Corridors



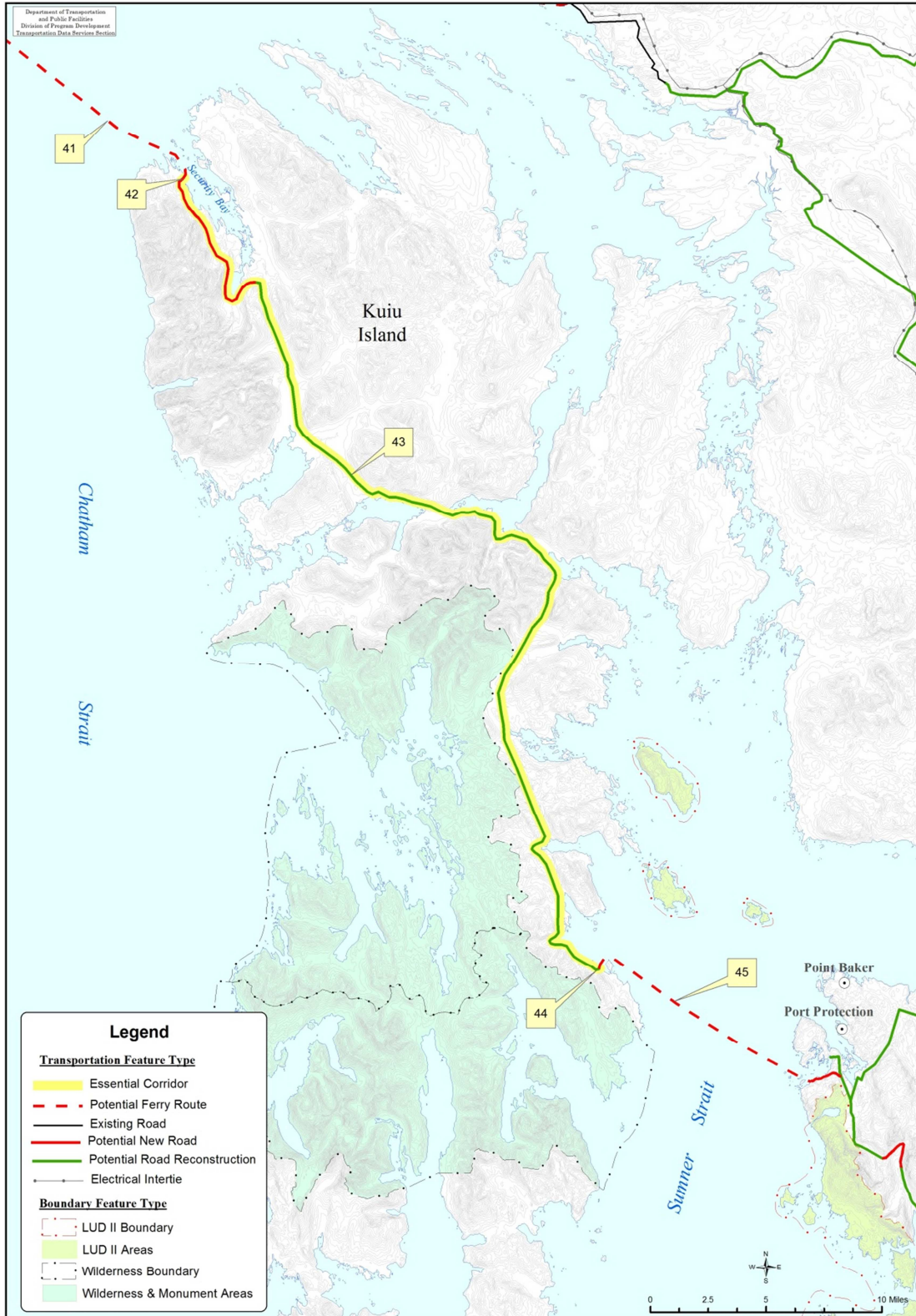
Department of Transportation
 Division of Program Development
 Transportation Data Services Section



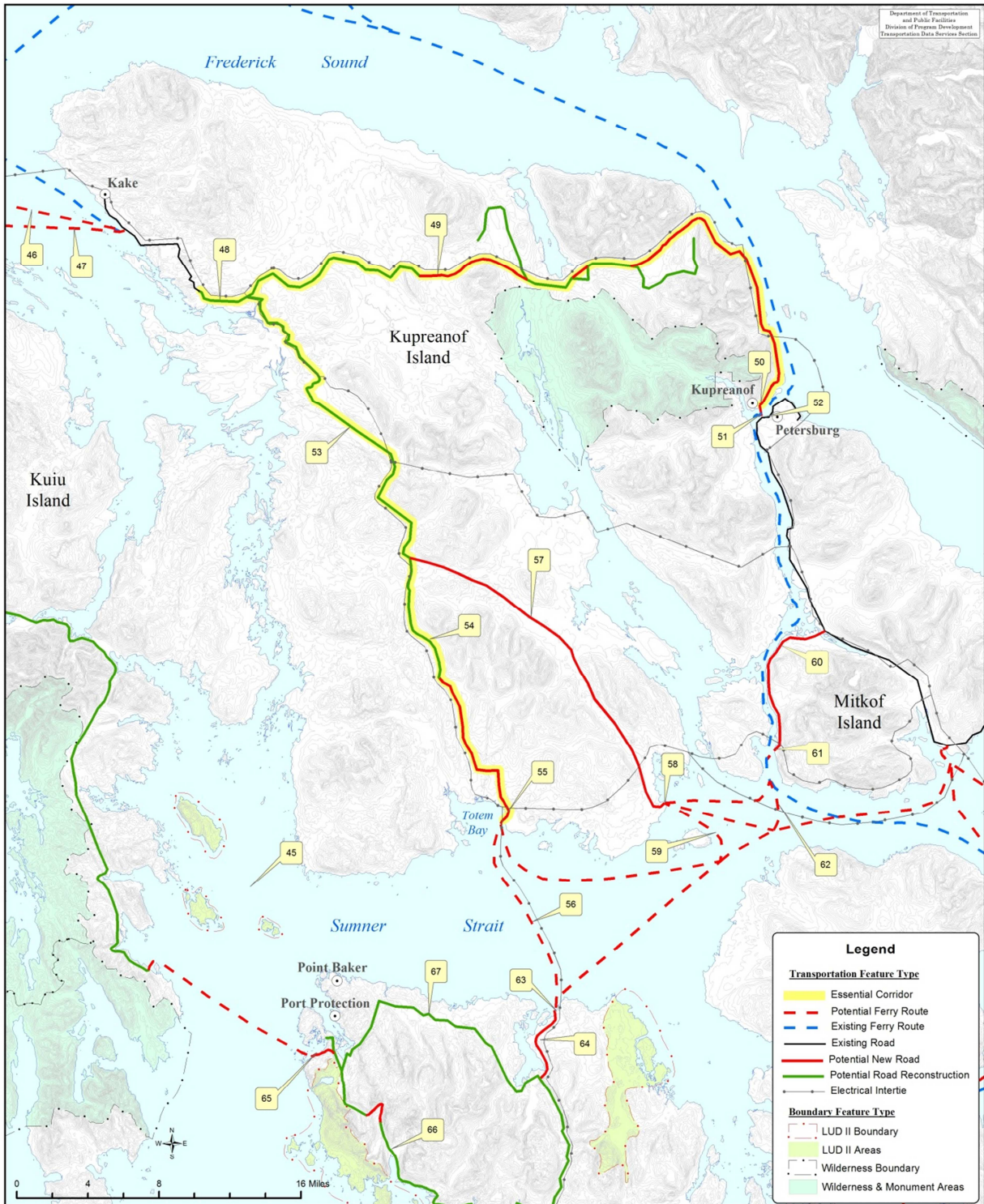
Map 6: Baranof Island Corridors



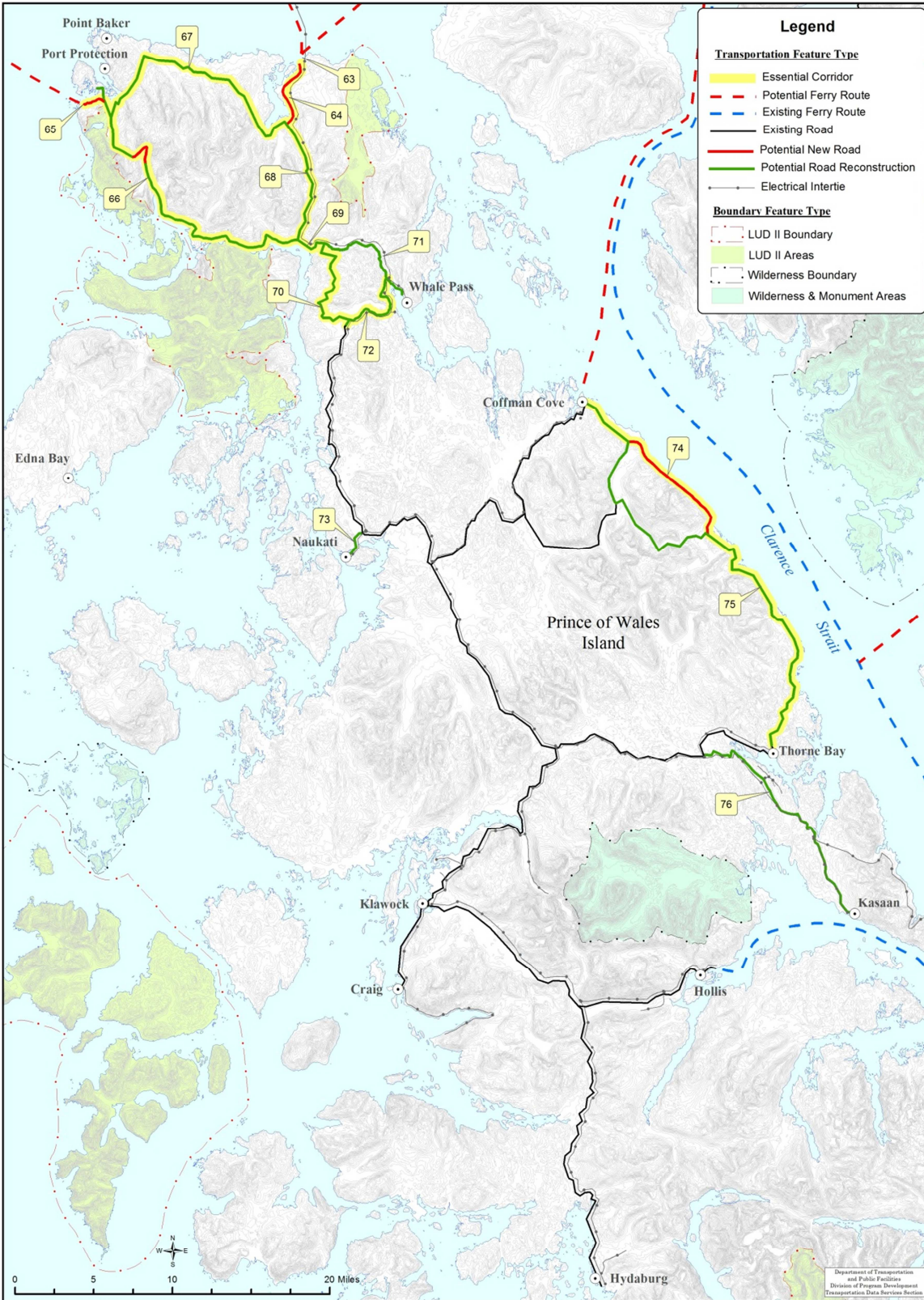
Map 7: Kuiu Island Corridor



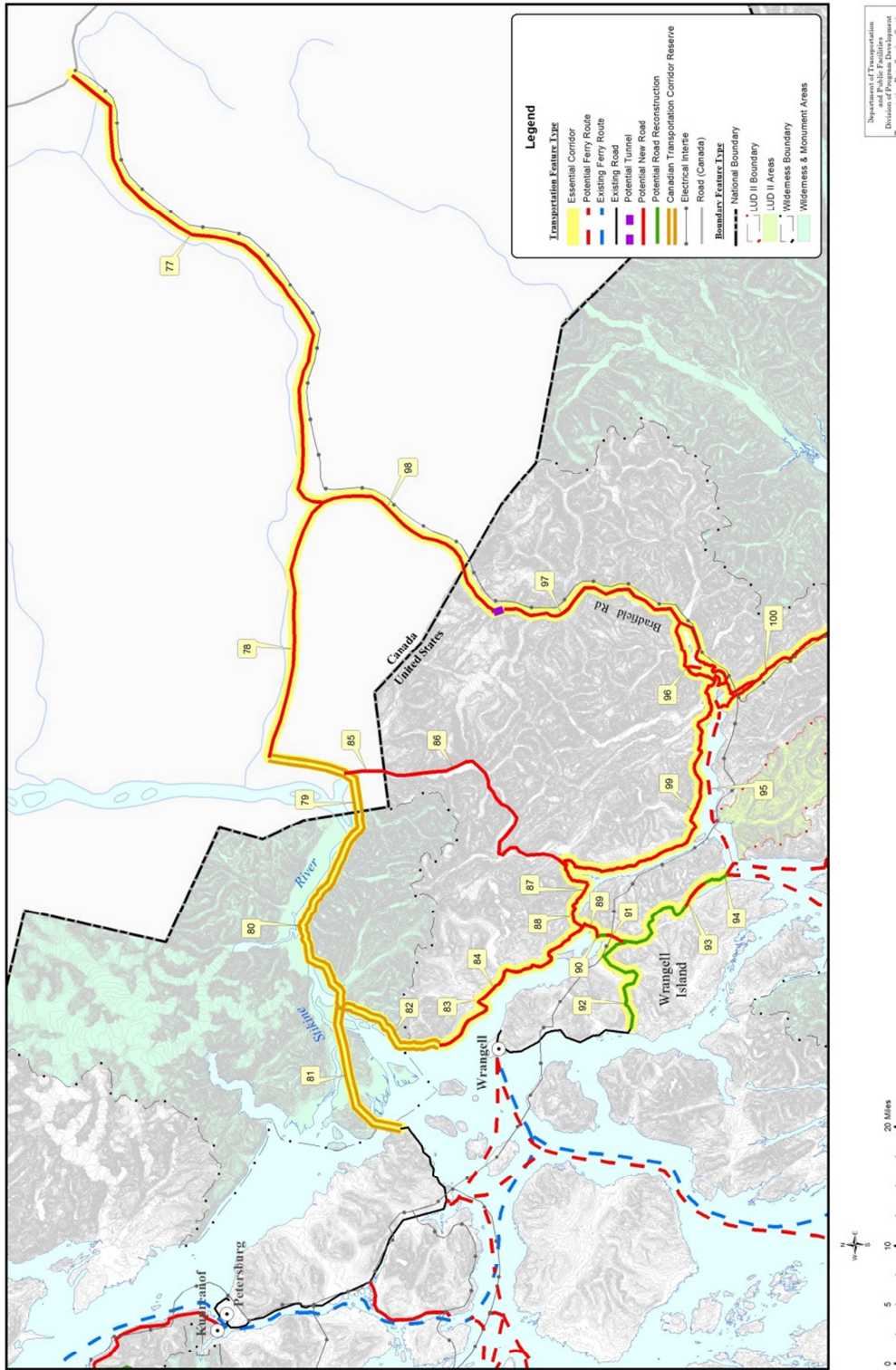
Map 8: Kupreanof Island Corridors



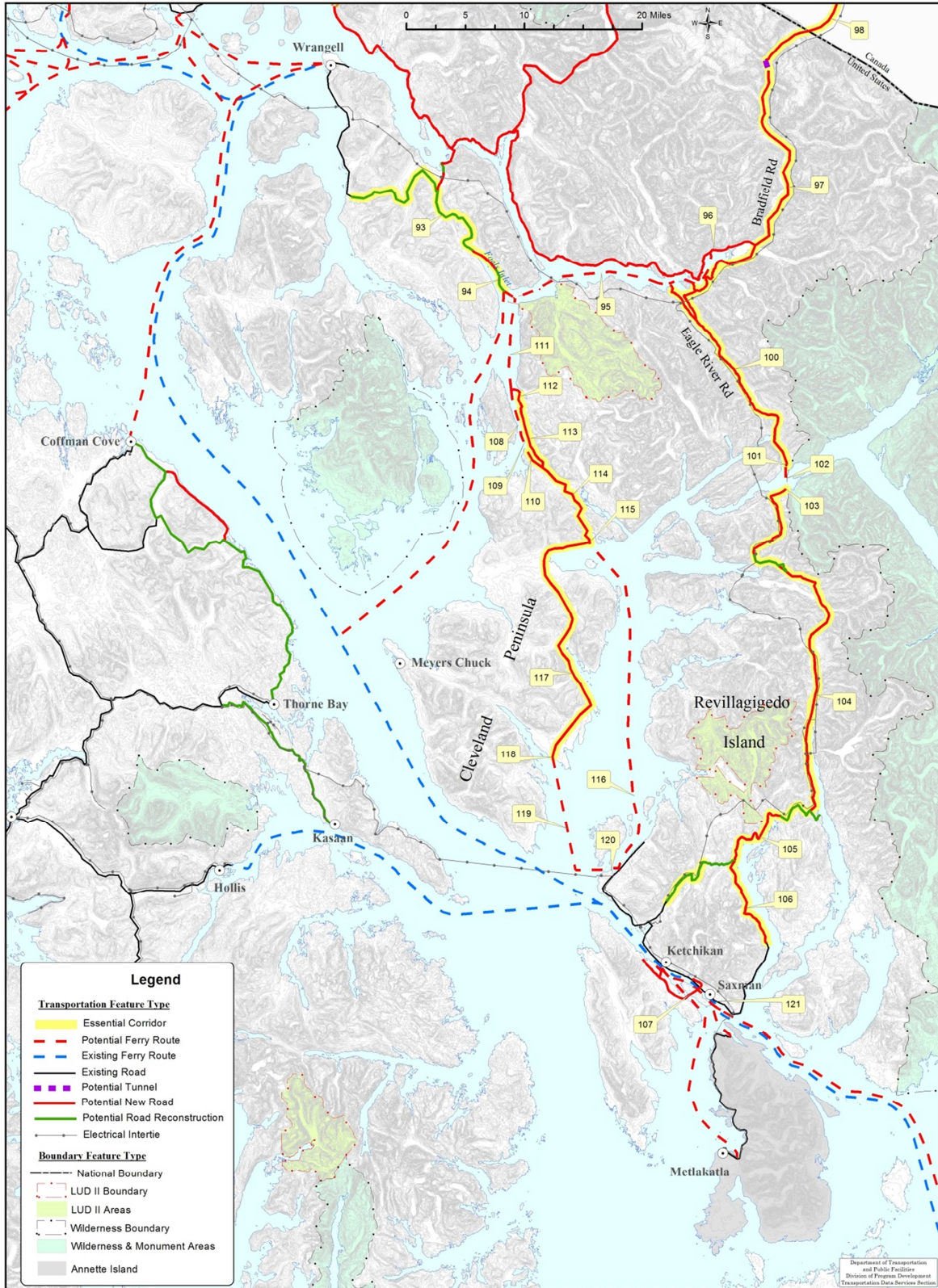
Map 9: Prince of Wales Island Corridors



Map 10: Mid-Region Access Corridors



Map 11: Revillagigedo Island and Cleveland Peninsula Corridors



Transportation Component Cost Estimates

Table 4 includes the 113 transportation components shown on Maps 4 through 10 that make up the essential state transportation corridors. Basic features and estimates for construction and annual maintenance and operation costs are provided. Cost estimates are based on the assumptions described below.

Marine Components

Cost estimates are based on seven classes of vessels as follows:

- Fast vehicle ferry with 32.0 knot speed and 36 car capacity
- Inter-Island Ferry Authority's design with 15.0 knot speed and 30 car capacity.
- Modified 235-foot LeConte class with 15.0 knot speed and 35 car capacity.
- Small "double ender" design like the Ketchikan Airport ferry with 12.0 knot speed and 20 car capacity.
- *Lituya* class with 12.0 knot service speed, 18 car capacity, and an open car deck.
- New mainliner ferry with 16.5 knot speed and 100 car capacity.
- Alaska Class ferry with 15.5 knot service speed and 53 car capacity.

Highway Components

This study assumes the Department would first build lower-speed roads — interim typical sections — that could be upgraded later. These interim typical sections are shown in Figure 6. For segments expected to serve strictly local functions – provide access to residences and businesses, rather than to serve through traffic – even more narrow sections may be constructed in accordance with Very Low Volume Local Road standards set by the American Association State Highway and Transportation Officials (AASHTO).

The average cost of the road segments would range from \$0.7 million per mile for design and construction of roads that would travel over gentle country to more than \$15 million per mile for roads that would cross rugged country. The majority of road segments would cost between \$2 and \$6 million per mile to construct.

Note: All cost estimates in the following table are preliminary planning level estimates and are likely to change as projects are developed. Throughout project development estimates are continually refined as information becomes available such as environmental, geotechnical, hydrological, and engineering analyses.

Table 4: Essential Corridor Components and Cost Estimates

Map Segment Number	Description	Typical Section or Vessel (capacity)	Average Speed (mph)	Segment Length (statute miles)	Ferry Service Frequency (trips/day)	Estimated Capital Cost (\$ 000)	Estimated Annual M&O Cost (\$ 000)
Lynn Canal Corridor (Map 4: Lynn Canal, Taku River & Mansfield Peninsula/Admiralty Island Corridors)							
1	Haines - Skagway Road	Arterial	40	34.8		166,700	1,040
2	Haines Ferry Terminal Reconfiguration (add stern berth)					20,000	10
3	Ferry: Haines - Katzeihin	Alaska Class	16	9.3	8	57,000	5,000
4	Katzeihin Ferry Terminal					20,000	400
5a	Lynn Canal Road: Cascade Point - Katzeihin Ferry Terminal	Arterial	45	47.9		523,000	1,900
5b	Lynn Canal Road: Katzeihin Ferry Terminal to Skagway	Arterial	45	18.2		210,600	550
6	West Lynn Canal Road: Haines to William Henry Bay	Arterial	45	38.9		422,000	1,800
7	William Henry Bay Ferry Terminal					15,000	400
8	Ferry: Wm. Henry Bay - Berners Bay	2 Car Ferries (42)	17.3	11.5	12	108,000	10,000
9	Berners Bay Ferry Terminal					19,000	400
Taku River Corridor (Map 4: Lynn Canal, Taku River & Mansfield Peninsula/Admiralty Island Corridors)							
10	Taku Highway Route (bridge route)	Arterial	45	49.0		241,700	640
11	Taku Highway Route (ferry crossing route - see 12-14 also)	Arterial	45	51.2		273,900	670
12	West Taku Ferry Terminal (Lag Point)					20,000	400
13	Taku Inlet Ferry	Mod- <i>LeConte</i> (35)	17.3	2.5	6	35,000	8,000
14	East Taku Ferry Terminal (South side of Jaw Point)					20,000	100
Mansfield Peninsula Crossing (Map 4: Lynn Canal, Taku River & Mansfield Peninsula/Admiralty Island Corridors)							
15	Ferry: Auke Bay - Young Bay	Mod- <i>Lituya</i> (20)	13.8	15.0	3	20,000	4,000
16	Douglas Highway Extension to Middle Point	Island Arterial	35	5.3		17,000	60
17	Middle Point Ferry Terminal					20,000	100
18	Ferry: Middle Point - Young Bay	Mod- <i>Lituya</i> (20)	13.8	5.8	6	20,000	4,000
19	Young Bay Ferry Terminal					20,000	100
20	Hawk Inlet Road	Island Collector	30	6.3		18,800	70
21	Hawk Inlet Ferry Terminal					20,000	400
Chicagof Island Corridors (Map 5: Chicagof Island Corridors)							
22	Ferry: Hawk Inlet -Whitestone Harbor	Mod- <i>LeConte</i>	16	13.3	3	35,000	8,000
23	Whitestone Harbor Ferry Terminal					20,000	400
24	Hoonah-Tenakee Road: Whitestone Harbor to Hoonah Cutoff Road	Island Collector	30	13.6		43,300	150

Map Segment Number	Description	Typical Section or Vessel (capacity)	Average Speed (mph)	Segment Length (statute miles)	Ferry Service Frequency (trips/day)	Estimated Capital Cost (\$ 000)	Estimated Annual M&O Cost (\$ 000)
25	Hoonah Cutoff Road	Island Collector	30	2.9		8,700	30
26	Hoonah - Tenakee Inlet Road: Hoonah Cutoff to Pelican Road Jct.	Island Collector	30	9.0		26,900	100
27	Hoonah – Tenakee Inlet Road: Pelican Road to Tenakee Inlet	Island Collector	30	22.1		86,500	250
28	Pelican Road: Hoonah-Tenakee Inlet Road to Elfin Cove Cutoff Road	Island Collector	30	33.7		173,600	380
29	Elfin Cove Cutoff Road	Island Collector	30	9.1		48,800	100
30	Pelican Rd: Elfin Cove Cutoff to Pelican	Island Collector	30	14.0		72,200	160
31	Tenakee Inlet Ferry Terminal					20,000	400
32	Tenakee Inlet Ferry (2)	Double end (20)	14	3.3	10	20,000	4,000
33	Kadashan Ferry Terminal					20,000	100
34	Kadashan Road	Island Collector	30	26.7		98,300	300
35	Peril Strait Ferry Terminal					20,000	100
36	Peril Strait Ferry (2)	Double end (20)	14	7.8	5	20,000	4,000
Baranof Island Corridors (Map 6: Baranof Island Corridors)							
37	Rodman Bay Ferry Terminal					20,000	400
38	Rodman Bay Road	Island Arterial	30	45.9		360,600	910
39	Warm Spring Bay Road: Sawmill Creek Road to Warm Spring Bay	Island Arterial	35	18.6		312,500	920
40	Warm Spring Bay Terminal					25,000	400
Kuiu Island Corridor (Map 7: Kuiu Island Corridor)							
41	Ferry: Warm Spring Bay - Security Bay	Mod- <i>LeConte</i> (35)	17	25.4	2	35,000	10,000
42	Security Bay Ferry Terminal					20,000	400
43	Kuiu Road: Security Bay to Reid Bay	Island Collector	30	41.1		197,900	470
44	Reid Bay Ferry Terminal					20,000	100
45	Sumner Strait Ferry: Reid Bay - Labouchere Bay	Mod- <i>Lituya</i> (20)	13.8	11	5	20,000	4,000
Kupreanof Island Corridors (Map 8: Kupreanof Island Corridors)							
46	Ferry: Rodman Bay - Kake	Mod- <i>LeConte</i> (35)	17.3	80.7	2	35,000	10,000
47	Ferry: Warm Spring Bay - Kake	Mod- <i>LeConte</i> (35)	17.3	38.1	2	35,000	10,000
48	Kake-PSG Road Northern Corridor (two lane paved): Seal Point Road Jct. to Southern Corridor Route Jct.	Island Collector	30	3.0		7,600	34
48	Kake-PSG Road Northern Corridor (single lane gravel): Seal Point Road Jct. to Southern Corridor Route Jct.	Island Collector	30	3.0		2,600	34
49	Kake-PSG Rd Northern Corridor (two lane paved): S. Corridor Jct. to Petersburg	Island Collector	30	43.1		153,800	490

Map Segment Number	Description	Typical Section or Vessel (capacity)	Average Speed (mph)	Segment Length (statute miles)	Ferry Service Frequency (trips/day)	Estimated Capital Cost (\$ 000)	Estimated Annual M&O Cost (\$ 000)
49	Kake-PSG Road Northern Corridor (single lane gravel): Southern Corridor Route Jct. to Petersburg	Island Collector	30	43.1		34,500	490
50	Kupreanof Ferry Terminal					10,000	100
51	Kupreanof Ferry (Wrangell Narrows)	Double end (20)	14	.7	10	10,000	3,000
52	Petersburg Ferry Shuttle Terminal					10,000	100
53	Kake - Totem Bay Road Southern Corridor: Kake-Psg Road to Kah Sheets Jct.	Island Collector	30	22.0		19,000	250
54	Kake - Totem Bay Road Southern Corridor: Kah Sheets Jct. to Totem Bay	Island Collector	30	17.6		15,200	200
55	Totem Bay Ferry Terminal					20,000	100
56	Sumner Strait Ferry: Totem Bay - Red Bay	Mod-Lituya (20)	14	11.7	3	20,000	4,000
57	Kah Sheets Bay Road: Southern Route Corridor to Kah Sheets Bay	Island Collector	30	21.3		18,400	870
58	Kah Sheets Bay Terminal					20,000	100
59	Sumner Strait Ferry: Kah Sheets Bay - Red Bay	Mod-LeConte	17	17.7	4	35,000	8,000
60	Blind Slough Road	Island Collector	30	9.2		57,500	100
61	December Point Terminal					15,000	100
62	Sumner Strait Ferry: December Point - Red Bay	Mod-LeConte		21	4	35,000	8,000
Prince of Wales Island Corridors (Map 9: Prince of Wales Island Corridors)							
63	Red Bay Terminal			22.1		20,000	100
64	Red Bay Cutoff	Island Collector	30	4.7		21,300	50
65	Labouchere Bay Ferry Terminal					20,000	100
66	Calder Road: Labouchere Bay to NPOWI Road near El Capitan	Island Collector	30	22.1		134,700	250
67	NPOWI Road: Labouchere Bay to Red Bay Cutoff	Island Collector	30	19.8		59,200	230
68	NPOWI Road: Red Bay Cutoff to Calder Road Jct.	Island Collector	30	8.6		25,700	100
69	NPOWI Road: Calder Road Jct. to Cavern Lake Rd.	Island Collector	30	2.4		7,200	30
70	NPOWI Road: Cavern Lake Road Jct. to Neck Lake Road Jct.	Island Collector	30	9.0		26,900	100
71	Cavern Lake Road: NPOWI Road to Neck Lake Road Jct.	Island Collector	30	6.1		19,800	70
72	Neck Lake Road: NPOWI Road to Whale Pass -	Island Collector	30	6.42		22,000	70
73	Naukati Cutoff	Island Collector	30	2.3		6,600	30
74	Sandy Beach Road: Coffman Cove to Ratz Harbor	Island Collector	30	17.5		55,600	200

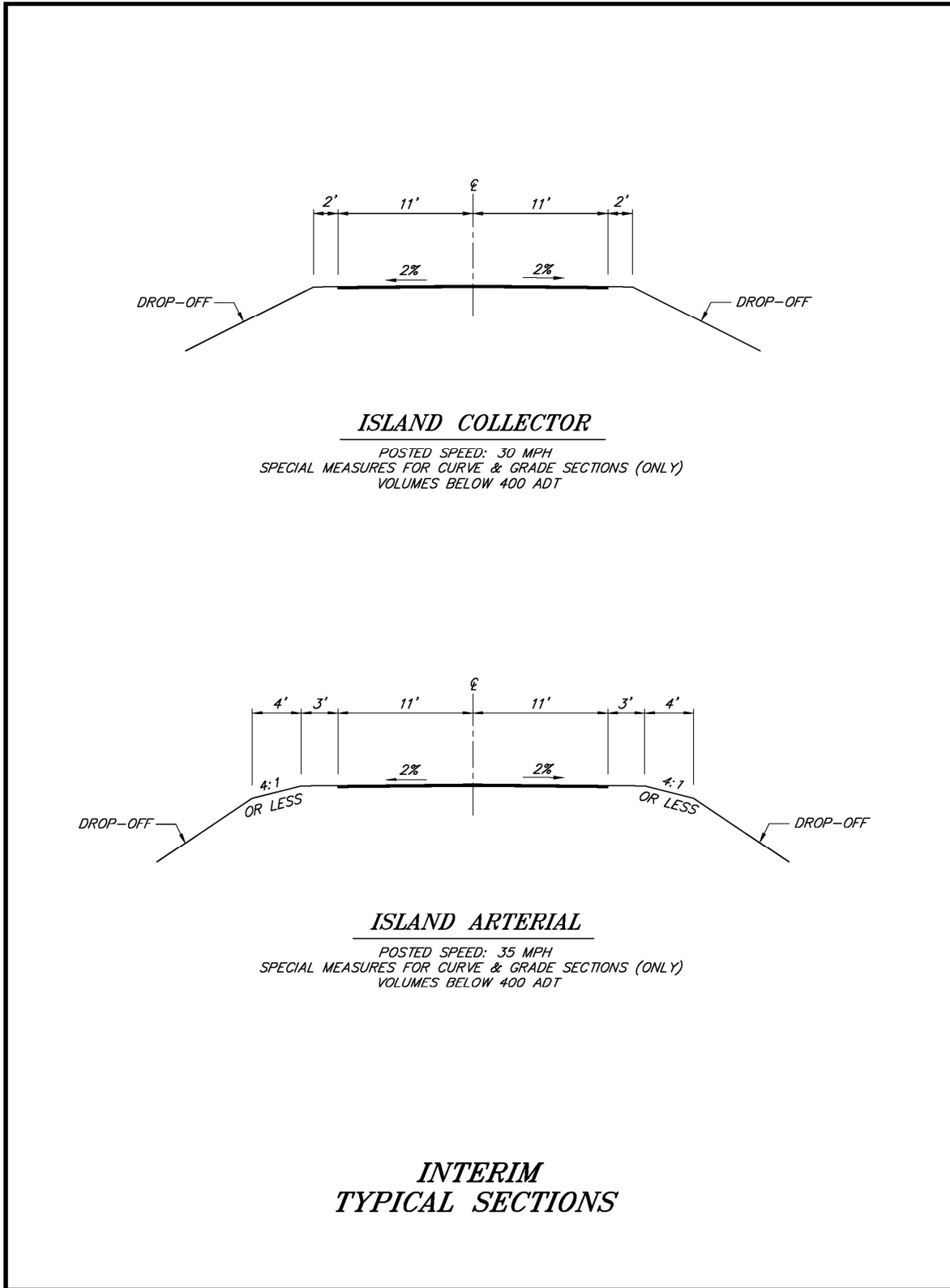
Map Segment Number	Description	Typical Section or Vessel (capacity)	Average Speed (mph)	Segment Length (statute miles)	Ferry Service Frequency (trips/day)	Estimated Capital Cost (\$ 000)	Estimated Annual M&O Cost (\$ 000)
75	Sandy Beach Road: Ratz Harbor to Thorne Bay	Island Collector	30	19.3		60,200	220
76	Kasaan Road: Thorne Bay Rd. to Kasaan	Island Collector	30	17.3		55,000	200
Mid-Region Access Corridors (Map 10: Mid-Region Access Corridors)							
77	Iskut River I-1, I-2 (BC)	N/A	N/A	44.4		208,600	N/A
78	Iskut River I-3 (BC)	N/A	N/A	26.5		241,200	N/A
79	Stikine Highway: South Stikine River Alignment S-1 (BC)	N/A	N/A	10.5		91,900	N/A
80	Stikine Highway: South Stikine River Alignment S-1 (AK)	Island Arterial	35	21.4		182,600	355
81	Stikine Highway: Limb Island Alignment	Island Arterial	35	14.4		243,300	170
82	Stikine Highway: South Stikine River Alignment S-2	Island Collector	30	17.7		130,500	290
83	Stikine Highway Ferry Terminal					Included in Stikine Corridor Costs	
84	Stikine Highway: South Stikine River Alignment S-3	Island Collector	30	11.5		78,300	140
85	Aaron Creek Alignment A-1a (Pass) (BC)	N/A	N/A	10.2		104,600	N/A
85	Aaron Creek Alignment A-1b (Tunnel) (BC)	N/A	N/A	10.2		104,600	N/A
86	Aaron Creek Alignment A-1a (Pass) (AK)	Island Collector	30	30.4		484,000	1,288
86	Aaron Creek Alignment A-1b (Tunnel) (AK)	Island Collector	30	29.8		455,500	1,365
87	Aaron Creek Ferry Terminal					Included in Aaron Creek Corridor Costs	
88	Aaron Creek Alignment A-2	Island Collector	30	5.2		51,100	60
89	Wrangell Island Alignment W-1	Island Collector	30	1.7		6,500	30
90	Wrangell Island Ferry Terminal					Included in Wrangell Island Corridor Costs	
91	Wrangell Island Alignment W-2	Island Collector	30	3.2		4,700	60
92	Wrangell Island Alignment W-3	Island Collector	30	11.1		16,000	130
93	Fools Inlet Alignment F-1, F-2	Island Collector	30	10.5		45,900	120
94	Fools Inlet Ferry Terminal					Included in Fools Inlet Corridor Costs	
95	Bradfield Ferry: Fools Inlet - Bradfield Canal Ferry Terminal	Mod-LeConte (35)	17	20.4	5	35,000	8,000
96	Bradfield Canal Ferry Terminal					Included in Bradfield Canal Corridor Costs	
97	Bradfield Canal Alignment (AK)	Rural Collector	30	29.2		358,200	737
98	Bradfield Canal Alignment (BC)	N/A	N/A	17.3		133,300	N/A
99	Eastern Passage Hwy: Narrows Bridge to Bradfield Canal Alignment	Island Collector	30	34.8		272,600	522

Map Segment Number	Description	Typical Section or Vessel (capacity)	Average Speed (mph)	Segment Length (statute miles)	Ferry Service Frequency (trips/day)	Estimated Capital Cost (\$ 000)	Estimated Annual M&O Cost (\$ 000)
Revillagigedo Island and Upper Cleveland Peninsula Corridors (Map 11: Revillagigedo Island and Cleveland Peninsula Corridors)							
100	Eagle River Road: Bradfield Canal Alignment to Behm Canal	Island Collector	30	27.6		160,800	310
101	Point Lees Ferry Terminal					20,000	100
102	Behm Canal Ferry (2)	Double end (20)	14	1.9	9	20,000	6,000
103	Claude Point Ferry Terminal					20,000	100
104	Revillagigedo Highway: Behm Canal to Shelter Cove	Island Arterial	35	35.4		199,100	430
105	Shelter Cove Road: Shelter Cove to Ward Lake Road end of pavement	Island Arterial	30	23.6		15,000	290
106	George Inlet Road: Shelter Cove Road to South Tongass Hwy.	Island Arterial	30	8.5		37,200	100
107	Bridge to Gravina Island	Arterial	35	2.9		276,000	40
Lower Cleveland Peninsula Corridors (Map 11: Revillagigedo Island and Cleveland Peninsula Corridors)							
108	Ferry: Fools Inlet - Santa Anna Inlet	Mod-Lituya (20)	14	14.5	3	20,000	4,000
109	Santa Anna Ferry Terminal					20,000	100
110	Santa Anna Cutoff			1.9		13,500	20
111	Ferry: Fools Inlet - Frosty Bay	Mod-Lituya (20)	14	9.8	5	20,000	4,000
112	Frosty Bay Ferry Terminal					20,000	100
113	Cleveland Peninsula Road: Frosty Bay to Santa Anna Cutoff Jct.	Island Collector	30	7.0		37,100	80
114	Cleveland Peninsula Road: Santa Anna Cutoff Jct. to Spacious Bay	Island Collector	30	8.8		45,400	100
115	Spacious Bay Ferry Terminal					20,000	100
116	Ferry: Spacious Bay - North Tongass Hwy. Terminal	Mod-LeConte (35)	17	29.4	2	35,000	8,000
117	Cleveland Peninsula Road: Spacious Bay to Helm Bay			24.4		95,500	280
118	Helm Bay Ferry Terminal					20,000	100
119	Ferry: Helm Bay Ferry - North Tongass Hwy. Terminal	Mod-Lituya (20)	14	13.6	4	20,000	4,000
120	North Tongass Hwy. Ferry Terminal					20,000	100
Metlakatla Access Corridor (Map 11: Revillagigedo Island and Cleveland Peninsula Corridors)							
121	Saxman Ferry Terminal					15,000	10

- = Road
- = Ferry terminal
- = Ferry link
- = Corridor Name

Hwy = Highway
M&O = Maintenance and Operations
Mod- = Modified vessel type
N/A = Not Applicable
NPOWI = North Prince of Wales Island

Figure 6: Low Volume Road Typical Sections



APPENDIX B: ALTERNATIVE SCOPING PROCESS AND PUBLIC RESPONSE SUMMARY

APPENDIX B: ALTERNATIVE SCOPING PROCESS AND PUBLIC RESPONSE SUMMARY

In August 2011 the Alaska Department of Transportation and Public Facilities (hereafter the Department, or ADOT&PF) Southeast Region mailed a Scoping Report for an update to the Southeast Alaska Transportation Plan (SATP) to 175 individuals affiliated with either a municipal or a tribal government in Southeast Alaska, the Legislature, or an organization that had previously expressed interest. A review of the Scoping Report with a question and answer session occurred at open houses or public meetings in 20 communities in September through early November 2011; and at 22 meetings with municipal or tribal governments in the region. A total of 338 individuals not affiliated with the project signed-in and attended at least one of these meetings.

There were 167 written comments submitted between the beginning of the public comment period in late August 2011 and the close of the comment period on November 4, 2011. Comments came from individuals in 22 communities in Southeast Alaska and Anchorage. There were 24 written comments submitted from a representative of an organization, local or tribal government, or business

In addition to written commentary, verbal comments made at one of the 20 public meetings or 22 tribal or municipal government meetings were documented for the record. When all comments are combined and broken out topic-by-topic, a total of 939 individual remarks were captured. Hoonah residents also submitted a petition with 470 signatures.

Summary of Alternatives Presented

Baseline Alternative 1 – Maintain the Existing System

The baseline system consists of all existing roadways, airports, seaplane terminals and ferry systems in service at the time. This alternative includes the continued maintenance and operation of the existing infrastructure. It includes major refurbishment and replacement in-kind of existing infrastructure, equipment, and vessels when components of the system reach the end of their economic service life. The Baseline alternative is the alternative against which all other alternatives are compared.

Alternative 2 – Ferry Capacity Management

This alternative proposes to manage ferry service capacity to better match demand. The capacity of the ferry fleet is a function of the number and size of the individual ferries. The size of the vehicle deck is the most constraining measure for capacity. This alternative is based on the premise that a cost effective operation requires management of excess route and system capacity.

This alternative would minimize deployment of overall ferry system capacity to no greater than the average weekly demand in the peak month of the year. It would establish demand and capacity standards for provision of ferry service for individual routes, which would limit frequency of service, if ridership falls below established levels.

Alternative 3 – Maximize Use of Existing Roads

This alternative proposes to discontinue ferry service to Bellingham and across the Gulf of Alaska, including

Yakutat, in addition to capacity management proposed in Alternative 2. Prince Rupert, British Columbia would be the only southern gateway to the AMHS system. The overall ferry system would become more economically sustainable over the long term. The level of service would be reduced to better match demand and avoid costly duplication of the land highway system.

Alternative 4 – Large Alaska Class Ferries

This alternative proposes to acquire three 350' ferry boats to replace two mainline ferries. The Alaska Class ferry proposed was the size of the M/V Taku with crew quarters, no passenger state rooms, and the capacity to transport 60 vehicles. A third mainline ferry would be replaced by a new mainline ferry. This alternative also included construction of a ferry terminal at Cascade Point in Berners Bay, north of Juneau. Two of the Alaska Class ferries would serve in Lynn Canal between Berners Bay and Haines and Skagway and the third Alaska Class ferry would serve between Ketchikan and Prince Rupert. The M/V Columbia would continue to provide mainline ferry service through the Region and to Bellingham, Washington. The M/V *Kennicott* would continue to operate across the Gulf of Alaska to Yakutat and Whittier from Juneau.

NOTE: The State decided in late 2012 not to continue with 350' Alaska Class ferries, but instead proceed with two 280' Alaska Class ferries

Alternative 5 – Highway Route 7

This alternative constructs a highway-shuttle ferry system to provide more frequent opportunities to travel between communities within the Region. It would extend roads to shorten ferry links to enable more frequent dayboat service. In the

summer the system would provide daily ferry service between most communities within the Region and less frequent service during the winter. Someone traveling north would board a ferry in Prince Rupert to and overnight in Ketchikan. Board a ferry to Hollis, Prince of Wales Island – overnight on Prince of Wales Island or drive to Coffman Cove and board a ferry to South Mitkof Terminal and overnight in Petersburg. Board a ferry to either Juneau or Sitka and overnight; then continue on to Haines or Skagway. The focus is on improving surface transportation connections between the Region's commercial centers and outlying communities. Long distance trips would better be made by air.

Alternative 6 – No Action

This alternative proposes no steps to maintain or increase either frequency of service or capacity of the system, nor does it involve planned steps to reduce long-term operation or maintenance costs. Instead, the 'No Action' alternative would respond to rising costs or decreased funding by reducing service and capacity of the system as necessary. Available funding would be focused on operating and maintaining the existing system as well as funding and revenue permits.

Public Comments and Responses

Following is a summary, by topic, of the comments the Department received on the Scoping Report, and, responses.

Mainline Ferries

Comments

- Mainline ferries have been in use a long time in Southeast Alaska; commenters find them reliable and trusted as they are able to operate in rough weather. Newer ferries, such as the fast ferries, have had

problems operating in Southeast weather conditions and engine difficulties, which creates lack of trust for other types of ferries and a fear of change.

- Mainline ferries offer comfortable and reliable transportation in all-weather/sea situations and are enjoyed for all purposes including school and medical travel. Staterooms are appreciated.

Responses, in the Draft SATP:

- Mainline service will continue from Bellingham/Prince Rupert through the Gulf, between Ketchikan and Juneau and other locations as scheduled. Mainliners will no longer be the primary provider of service to Lynn Canal communities, rather the Alaska Class ferries will be used. Mainliners will be used on an as-needed basis only.
- There will be continued ferry service to all communities that are currently served. Those who prefer to travel by mainliner and enjoy the comfort of a stateroom will still have the option, for most routes.

Maintain Existing Transportation System

Comments

- Support for maintaining the existing system comes mostly from commenters who are ardent ferry supporters and do not want roads, trust mainline vessels, or fear that other options will drop the level of service they receive.
- A number of commenters suggest when mainline ferries need replacement; do so with similar but more fuel-efficient ferries.
- Commenters value larger ferries for the reliability and comfort operating in Southeast sea conditions. They do not want, or do not have the option of, air service in winter storms or during periods of fall/winter fog.

Responses, in the Draft SATP:

- The ferry routes will be similar to the current routes. The Draft SATP emphasizes road segments that lower ferry system costs while maintaining a similar level of service. The most significant change will be Alaska Class service in Lynn Canal, allowing more frequent service between Lynn Canal communities.
- In the modernization of the fleet, all efficiencies will be taken into account. Fuel management systems are currently being installed on all vessels in the AMHS fleet. Ferries have long service lives, thus once built fuel efficiency is somewhat 'locked in.'
- Other types of ferries can increase the frequency of service and are as safe and seaworthy as mainliners. The entire AMHS was designed to be safe and seaworthy, as will all future ferries.

Capacity Management

Comments

- Commenters agree that demand could be better matched to capacity. However, this does not necessarily mean support for using the system of capacity management proposed in the Scoping Report Alternative 2 but rather capacity management in general.
- Some comment that capacity should not be managed based on the usage of the car deck alone, but instead or in addition on the number of passengers or the revenue generated.
- For those opposing or skeptical about capacity management, this is another way of wording service cuts. Commenters from almost every community want more ferry service and the idea of less is of high concern.
- Many commenters suggest the Alaska Class is a good way to manage capacity and should be part of the preferred alternative.

- The Marine Transportation Advisory Board goal is to implement a three-year reliable schedule to allow residents, communities and businesses to plan, schedule appointments, and market their business offerings and services. This strategy by necessity results in some excess capacity, which is acceptable to achieve a desired regular schedule.

Responses, in the Draft SATP:

- The AMHS will continue to manage the capacity of the system.
- The car deck capacity is used because it is the ferry constraint. Capacity is not a problem for passengers; virtually all sailings on all ships have excess passenger capacity.
- It is understood that communities want increased frequency of service and convenient schedules. The Draft SATP recommendations focus on the types and numbers of ferry assets needed to carry the traffic. The actual frequency of service for any given route over a specific period of time, as well as the day and time service occurs (the schedule) is not part of the SATP and is determined by the AMHS.
- The Alaska Class is recommended in the Draft SATP.
- It is understood that there will always be some excess capacity in the ferry system. The goal is to try to reduce the excess capacity to better match the demand.

Bellingham Ferry Service

Comments

- Commenters supporting continued Bellingham ferry service find:
 - It offers a convenient way to travel to/from the Lower 48 with a vehicle, for families, or while transporting large objects;
 - It avoids crossing international borders to access the Lower 48,

which is important for people who cannot travel through Canada such as non-passport holders, weapon transportation and people with convictions such as DUIs;

- It is important in the winter when travel by road to the Lower 48 is difficult and dangerous; and thus at a minimum ferry service to Bellingham in the winter is desired;
- It is believed to generate profit;
- If eliminated the military will no longer travel through Southeast Alaska on their way to and from bases outside of this region;
- If eliminated the cost of travel may increase for residents
- It is used by seasonal workers to come to and from Southeast for summer employment; and
- Some use it regularly to head south for the winter and come back in the spring.
- Commenters opposed to Bellingham ferry service find:
 - It is expensive and inefficient;
 - It only carries about 4% percent of total travel to and from the region and Lower 48 and the money and effort to run it should instead be used for transportation within the region;
 - It competes with the private sector; and
 - It caters to independent tourists and people who live outside the region, rather than regional residents.
- Some suggest if Bellingham service must be changed, reduce rather than eliminate it.

Responses, in the Draft SATP:

- The Bellingham service will be continued with little or no reduction in

service per the Draft SATP recommendations.

- It is understood that the Bellingham ferry service avoids the need to cross international borders and is often considered to be a convenient mode of transportation.
- Depending on the point of origin, how many travelers are involved, the traveler's value placed on time, and whether there is a vehicle or not, the Bellingham ferry service may or may not be less expensive than other modes of transportation.
- No AMHS route generates profit. All routes generate revenue, but the revenue is insufficient to cover the total AMHS expenses for that route.

Yakutat/Cross Gulf Ferry Service

Comments

- Commenters note that Yakutat has no road access, is isolated and relies on the ferry service for transportation of pedestrians, vehicles and freight. Commenters are concerned that due to its isolation, elimination of AMHS ferry service would result in higher travel costs, a higher cost of living for residents, and higher freight costs.
- Commenters are frustrated by often not being able to get a car reservation north or south on the ferry because it is full. Thus, they cite a need for more, not less, cross-gulf service. One suggestion is for the Kennicott to be devoted to a Juneau-Yakutat-Whittier run.
- It is noted that Alaskan military are important users of the cross Gulf of Alaska ferry service to transit to and from the Lower 48 and central Alaska's military bases.
- Opposition to the cross-gulf ferry service comes from commenters concerned that not many people use it and it only transports a small percentage of people traveling north.

Responses, in the Draft SATP:

- The Cross Gulf service will be continued with little to no reduction in service per the Draft SATP recommendations.
- Vehicles can be accommodated on the Yakutat ferry if reservations are made far enough in advance. The car deck on the Cross Gulf ferry run often reaches capacity close to the date of departure.
- With regards to the support the Cross Gulf service offers the military, comments have been acknowledged and are appreciated. Estimates show less than 10% of the Alaska based military and their dependents use the AMHS Cross Gulf service annually.

Alaska Class Ferries

Comments

- Commenters support Alaska Class ferries because:
 - They will be able to respond better to seasonal demand changes than mainliners.
 - They will be more fuel efficient than mainliners.
 - They are most like the current system of mainliners with which people are familiar and comfortable.
 - This is a marine transportation option, which is favored because it is familiar, this is a maritime place, and it is safe and reliable.
 - It is believed that building them in-state will offer employment, improve the regional economy and potentially help boost the population.
 - In-state design and construction will allow the same people to be involved in every stage of the building process, making it less likely for errors to occur.

- Several commenters suggest the first Alaska Class be thoroughly tested before a second or third is considered.
- Many commenters are concerned that there are not adequate places to rest (children, sick, and elderly) on the Alaska Class ferries and suggest there be some staterooms.
- No commenter is opposed to Alaska Class ferries per se.

Responses, in the Draft SATP:

- In 2012, Governor directed development of two Alaska Class ferries. Each will be 280 feet long (smaller than the *Taku*, but larger than the *LeConte*), with no galley, staterooms, or crew quarters, and will be able to transport 53 vehicles. They will provide comfortable basic transportation.
- It is agreed the Alaska Class will better match capacity with demand than mainline ferries.
- Actual fuel efficiency of the Alaska Class has yet to be determined.
- There will be quiet areas. The exclusion of staterooms was a space, cost, and efficiency tradeoff. Visit the Alaska Class ferry website to gain more information about the design and features:

www.dot.state.ak.us/amhs/alaska_class/index.shtml

Berners Bay Ferry Terminal (alternative 4 / early part of alternative 5)

Comments

- Many commenters are opposed to a Berners Bay ferry terminal. The main concern is the inconvenience of land transportation to/from Juneau and Berners Bay. Also, the road will be long and some commenters believe it will be dangerous driving to get there.
- Some commenters object due to the impact it would have on Berners Bay –

trash, aesthetics, fish and marine mammal habitat, historic resources, etc.

- The only specific support for a Berners Bay ferry terminal is from those who support a road along west (rather than east) Lynn Canal and support a shuttle ferry terminal at Berners Bay and opposite on west Lynn Canal. One suggests AMHS and the Kensington Mine co-locate a ferry terminal in the area and another suggests the road go past Berners Bay and to a point northward just before the first avalanche chute and a terminal and shuttle ferry system go from there.

Responses, in the Draft SATP:

- The Draft SATP does not recommend a ferry terminal at Berners Bay.
- Building the Lynn Canal Highway on the west side of Lynn Canal is being considered in the Juneau Access supplementary Environmental Impact Statement (SEIS), as it was in the original Environmental Impact Statement (EIS). The Draft SATP is consistent with the Preferred Alternative (East Lynn Canal Highway to Katzechin) and will be amended if directed by the final Record of Decision to pursue a different alternative.

Highway Route 7 / Shuttle Ferry Concept

Comments

- Commenters who support Alternative 5 do so because they believe:
 - A road network-shuttle ferry system will be more financially sustainable (operation and maintenance) in the long run than the current ferry system.
 - It will help connect and benefit smaller communities, by increasing access and the amount of travelers through and spending in these communities.

- Several comment that travel costs will be less expensive by road than by ferry. It is believed that road access will reduce the cost and increase the ability to ship fish to markets. It will decrease the cost of goods and services while opening up business opportunities.
- Some commenters, both supporters of Alternative 5 and some who could support it if - suggest it include public transportation for foot passengers between AMHS terminals.
- Commenters from smaller places, including Prince of Wales Island communities, Kake and Angoon, tend to support Alternative 5.
- Commenters who oppose Alternative 5 do so because they believe:
 - The small shuttle ferries will not be able to handle the sea conditions in Southeast and road segments will be closed in winter due to avalanches and other conditions, thus access may decrease.
 - This alternative's capital costs are very high, exceed realistic expectations of capital funding, and are beyond the time period of the plan.
 - The road-shuttle ferry system will result in travel across the region that is inconvenient for residents, difficult, time consuming, and more expensive.
 - Walk-on passengers will be stranded unless a bus service exists, and commenters do not believe a bus service will be commercially viable because routes will be isolated and not profitable.
 - They do not support road building, or feel the number who will use the roads cannot justify the capital cost.

Responses, in the Draft SATP:

- It is agreed that the shuttle ferry/ road system would result in a more financially sustainable transportation system in the long run.
- Comments are acknowledged and appreciated that address Highway 7 improving access to and the economics of smaller communities and region as a whole.
- It is agreed that the capital costs for this alternative are high, and exceed that which is expected to be available for the 20 year planning period.
- The Draft SATP does not recommend pursuing Alternative 5 in its entirety, but rather focuses on the road connection between Juneau and Katzehin. Additionally, a road connection between Sitka and Warm Spring Bay is recommended if sufficient financial resources are realized.

Lynn Canal Highway

Comments

- Commenters who support the Lynn Canal Highway do so because they believe:
 - Access between communities in Lynn Canal will increase with the road and it will make the trip less expensive for travelers.
 - Increased access will improve the economies of all communities through less expensive shipping, increased tourism, new business opportunities, etc.
 - This road will decrease ferry use and be more economically sustainable. Although the road will have a high capital cost, the lower maintenance costs will pay off in the long run.
 - The road will free ferries to be redeployed to other Southeast Alaska routes.

- This road will provide easier access to Juneau and end the call for a capital move.
- A commenter notes that a road connection from Juneau to the continental road system will benefit commodity transshipment and commerce, particularly for fish.
- Commenters who oppose the Lynn Canal Highway do so because they believe:
 - Winter conditions will result in frequent road closures and there is concern that smaller shuttle ferries will not be able to handle rough seas. The road may therefore decrease winter access.
 - The road will be long and dangerous to drive, especially in the winter.
 - It will be inconvenient for walk-on passengers and the expense of ground transportation will result in increased user costs overall.
 - Some are skeptical about the accuracy of the ADOT&PF cost estimates and expect road construction costs to continue to increase.
 - Maintenance costs will be very high due to clearing snow, avalanches and landslides.
 - There will be negative environmental, scenic and historical resource impacts, which will harm wildlife and tourism.
- A few commenters from Haines suggest the Lynn Canal Highway be built along the west side of Lynn Canal.
- One commenter wonders why, after the Lynn Canal Highway is built, there will still be 7 round trip ferries per week in the winter and 14 in the summer on a route that parallels a road (Table 12, 2011 Scoping Report). What is the point of increasing the level of ferry service

on this route after construction of the road?

Responses, in the Draft SATP:

- Roads are always available for use and thus provide more frequent travel opportunity than ferries. The Alaska Class ferries are being designed for local sea and weather conditions. Their shorter runs will allow increased access between communities. The IFA, for example, has proven to be very reliable.
- Construction of the Lynn Canal Highway will decrease the length of the ferry route and will create the opportunity to provide a higher frequency of service with more efficient ferry operations. The ferry route will not parallel the road, but rather connect Katzehin to Skagway and Haines. It is currently unclear if the road will decrease the costs of the AMHS due to the increased tempo of operations and rerouting of other ferries.
- The construction of the Lynn Canal highway doesn't ensure communities outside of Lynn Canal will receive an increased level of ferry service; that depends on the total number of ferries and where they are deployed, however, the Lynn Canal Highway and use of Alaska Class ferries to serve Katzehin-Haines-Skagway means that whatever mainliners remain would be more available for other SE mainline routes.
- It is agreed that increased access to the continental road system will benefit businesses that ship and local economies.
- The environmental impact on Lynn Canal has been fully considered in the Juneau Access EIS and continues to be in the SEIS.
- Building the Lynn Canal Highway on the west side of Lynn Canal is being considered in the Juneau Access supplementary EIS, as it was in the original EIS. The Draft SATP is

consistent with the Preferred Alternative and will be amended if directed by the final Record of Decision to pursue a different alternative.

- Past Juneau Access cost estimates have been verified by independent engineering estimates administered by the Federal Highway Administration.
- The Draft SATP does not include plans to provide public transportation to or from the Katzehin ferry terminal. Most households have one or more vehicles. If demand warrants commercial bus service is likely to be provided.

Road to Warm Spring Bay

Comments

- Commenters supporting a Warm Spring Bay Road believe it will shorten the time it takes to travel by ferry to and from Sitka and thus increase frequency of ferry service and access to Sitka.
- Commenters opposed believe the road will be difficult to drive and expensive to build. Once the road is built, avalanches and landslides would keep it closed a considerable amount of the time. This would therefore decrease access to Sitka and have high maintenance costs.
- All commenters identifying themselves as owning property or living in Warm Spring Bay oppose the road and believe a ferry terminal there will harm the community, businesses (which depend on the wild character and remoteness), recreation, tourism, fish runs, wildlife and beauty. There is concern that there is no room for a terminal because of land use patterns and geography. One commenter expresses fear that accommodating a terminal will require taking of homes/businesses.

Responses, in the Draft SATP:

- The Warm Spring Bay road would increase the level of service to/from Sitka and is a recommendation of the

Draft SATP. However, its project costs are beyond the expected funding available for the 20 year planning period and the project will take multiple years to go through the environmental process therefore construction is not anticipated within the 20 year planning period.

- The State only constructs roads that meet safety standards.
- It is understood that building a road and ferry terminal in Warm Spring Bay would impact local businesses and environment. Impacts would be fully evaluated through an EIS process.

Kake to Petersburg Road

Comments

- Commenters find this road will provide Kake better access to energy, less expensive goods and services, bring more tourists, and for these and additional reasons benefit the Kake economy with increased business and revenue while decreasing expenses.
- A concern expressed is there will be no ferry terminal in Petersburg and traveling to/from South Mitkof will be challenging for walk-on passengers.

Responses, in the Draft SATP:

- Design for a road between Kake and Petersburg is part of the Draft SATP, but only as a low-volume road intended to serve local traffic between the two communities. An EIS is currently underway.
- It is agreed that a road from Kake to Petersburg would likely have a positive impact on the economies of both Kake and Petersburg.

- The use of the South Mitkof terminal is not recommended in the Draft SATP. There was little to no support expressed for its use.

Road Segments not in Alternative 5 or the Scoping Report

Comments

- Several commenters ask about or request inclusion of specific road segments that are not in the Scoping Report:
 - Several commenters ask about including access roads to Canada, such as the Bradfield Canal Road and a link to the Cassiar Highway.
 - Some Hoonah residents suggest Hoonah could be a Chichagof Island hub or an Icy and Chatham Strait ferry hub with (a) roads to/from Hoonah and Tenakee and (b) roads to/from Hoonah and Pelican. This would allow these ferry segments to be eliminated. From Hoonah there could be shuttle ferries to/from Juneau. A road to/from Hoonah and Pelican could also facilitate geothermal energy and an electrical intertie.
 - Some Angoon residents suggest a road segment to/from Angoon and Young Bay or to the south end of the Island.
 - Some Prince of Wales Island residents mention the SATP should include the need to build access roads to mines on Prince of Wales Island so residents and businesses can benefit from economic opportunities.

Responses, in the Draft SATP:

- The Bradfield Canal Road, roads from Hoonah to Pelican and Hoonah to Tenakee are not in the Draft SATP; however, they are listed in Appendix A as projects that could improve the transportation system in the future. The

road does not address the current need to replace mainliners and reduce system costs, nor is there a high demand for this route.

- The access roads to mines on Prince of Wales will be considered in the Roads to Resources program.

AMHS Walk-on Travelers (mostly, but not exclusively, about Berners Bay Terminal)

Comments

- Many commenters oppose either the road/shuttle ferry concept, or, the Berners Bay, Katzehin, or Warm Bay Spring ferry terminal because of the impact to non-vehicle/ foot travelers. The cost and inconvenience of land transportation to/from communities and remotely located terminals for walk-on ferry travelers is mentioned as a concern between Haines and a Katzehin terminal, Sitka and a Warm Spring Bay terminal, and Juneau and a Berners Bay terminal. The preponderance of comments focus on the Berners Bay Terminal.
- Public transport for walk-on ferry passengers to/from Juneau and the Auke Bay terminal is unreliable and taxis are expensive making commenters skeptical of the concept of transit between a Berners Bay terminal and Juneau.
- Several comments make the point that if the Berners Bay terminal is built, there must be inexpensive or free transportation to/from Juneau and the terminal for foot travelers, and travelers should be able to reserve and purchase this bus/van ticket at the same time and place ferry reservations are made for traveler convenience.
- At public meetings some suggested land transportation between terminals will be a commercial opportunity, but commenters note taxis would cost too much for travelers and are skeptical that

a commercial bus or van service could be profitable.

Responses, in the Draft SATP:

- A ferry terminal at Berners Bay is not being considered due to lack of support.
- The Draft SATP does not include plans to provide public transportation to or from any ferry terminals.

Fast Ferries

Comments

- A few comments from Sitkans support fast ferries because they allow a faster trip to/from Sitka with reduced tidal constraints; another comment from Cordova supports fast ferries use in that area and credits them for reduced cost of living expenses.
- Several commenters ask about the status of the fast ferries or suggest selling them because they are not reliable in Southeast Alaska weather, require frequent maintenance, are fuel inefficient, or are uncomfortable in rough seas.

Responses, in the Draft SATP:

- The fast ferries serve a purpose in southeast Alaska transportation. They are able to cover great distances in short periods of time and currently serve Juneau, Petersburg and Sitka. The current problematic engines are being replaced under manufacturer's warranty.

Population Estimates

Comments

- Some commenters are skeptical about the Alaska Department of Labor and Workforce Development (ADOLWD) Southeast Alaska population estimates used in the Scoping Report and believe they are unduly pessimistic.

Responses, in the Draft SATP:

- As a State agency, ADOT&PF strives to be consistent with other State

departments and use the latest population projections as issued by the Alaska Department of Labor and Workforce Development. However, ADOT&PF recognizes that traffic forecasts are complex and that economic development often depends on adequate transportation infrastructure, therefore ADOT&PF has also considered short term forecasts and future industry outlooks to aid the development of the Draft SATP recommendations.

Frequency and Schedule of Ferry Service

Comments

- Almost every community had one or more commenter express an interest in increased ferry service to and from their community. This is especially evident in Hoonah, where a petition was signed by about 500 residents for better service. Some comments had specific scheduling suggestions that would benefit their community.
- Some smaller community commenters specifically request an occasional (e.g. once/month) ferry run that would leave their town in the early morning and reach the hub community in time to allow appointments, services and shopping, and then be able to catch a return ferry later that same evening to their home. This would eliminate the need and expense of spending a night.

Responses, in the Draft SATP:

- It is recognized that most communities are interested in a higher frequency of service. Frequency and demand are evaluated to determine the types and numbers of ferry assets needed to carry the traffic. The frequency of service for any given route over a specific period of time, as well as the day and time service occurs (the schedule) is not part of the SATP and is determined by the AMHS.

Freight on AMHS Ferries

Comments

- Several commenters from businesses address their dependence on AMHS ferries for freight. Some communities do not have any, or infrequent, barge service - especially in the winter.

Responses, in the Draft SATP:

- All current AMHS routes of service will be maintained at some level of service.

Focus on Resident versus Independent Traveler Needs

Comments

- Some commenters believe ferry service should emphasize resident travel needs, and travel between communities within the region, especially convenient travel from smaller towns to hub communities (Juneau, Sitka, and Ketchikan). However, most comments received about Bellingham service also favor continuing it.
- Several comments cite the importance of the ferry in bringing independent travelers to/from Bellingham and then around Southeast Alaska. They note that ferries bring independent travelers who spend money in communities and positively impact the economy. Those with this opinion favor either Alternative 5, or, a predictable and regular ferry schedule (for consistent marketing and traveler planning).
- A few Sitka commenters speak against giving consideration to tourist use of ferries in decision-making, as they believe Lynn Canal service in the summer caters to tourists and if Lynn Canal service were reduced this would free up ferries to provide more frequent service to/from Sitka.

Responses in the Draft SATP:

- The Draft SATP balances the needs of both residents and traveling visitors. All

current AMHS routes of service will be maintained.

Cost Estimates

Comments

- The primary cost-related comment was requests for the SATP to identify the costs to travelers of alternatives; some note cost is often the “bottom line” in their decision-making when travel choices are available. Tables 15 and 16 (2011 Scoping Report) compare travel costs between Southeast and Seattle or Anchorage, but comparisons for individuals, families and teams travelling between Southeast communities should be included.
- Some ask to have an independent contractor prepare cost estimates.
- Commenters ask that SATP cost estimates include the revenues ferries generate as part of operation and maintenance equation. A few commenters note the inequity of and challenge to funding travel in Southeast Alaska because highways do not generate revenue while ferries do; this leads a few to request that State roads in Alaska be toll roads.
- Commenters suggest that alternatives which include new roads explicitly identify the incremental increase in both road maintenance that will result and added public safety costs that either State or municipal governments will incur.
- A few note that much attention is devoted to keeping to 12-hour ferry runs due to the related labor costs. One question is about how much the labor savings are if this is accomplished and is it worth the large capital costs for new roads and ferry terminals.

Responses, in the Draft SATP:

- Past Juneau Access cost estimates have been verified by independent

engineering estimates administered by the Federal Highway Administration.

- It is possible that new roads could slightly increase local emergency response or state or local maintenance costs. The Department will maintain the highway system to and from ferry terminals during ferry operation times. Typical construction and maintenance estimates are provided in Appendix A.

Community Economics

Comments

- There are several comments about the relationship between access, the cost of living, and community economies. Comments generally are that the impact of the alternatives on jobs and local economies should be taken into consideration by ADOT&PF; there is a cause and effect relationship between the frequency of ferry service and the economic vitality of communities – including population migration from small communities to hubs and vice versa; and Alternative 5 will bring more traffic through small communities and improve their local economies, but also increase public safety costs for the State and municipalities.

Responses, in the Draft SATP:

- It is agreed that increased access to communities can improve local economies. All current routes of AMHS service will be continued.

Financially Realistic

Comments

- Several comment that the new SATP should be financially realistic and set direction that can be accomplished within the 20 year plan timeframe. A few note the capital costs to complete the 2004 SATP were so high it was never attainable.

Responses, in the Draft SATP:

- The Draft SATP identifies projects that can be completed and sets direction that can be accomplished within the 20 year planning period, unless otherwise stated.

Add Reliable and Safe Transportation to Purpose and Need

Comments

- Many commenters understand and agree that achieving a more financially sustainable system is a top priority. Some commenters suggest an additional Purpose and Need should be to maintain a safe and reliable transportation system.
 - Some believe an emphasis on safe and reliable travel disfavors roads (Alternative 5 and Lynn Canal Highway); others believe this disfavors ferry types that are not or will not be able to operate reliably in Southeast sea/weather conditions (shuttle ferries, fast ferries); still others mean ferries are often safer than small aircraft travel in Southeast Alaska.
- A few comment that the Department's mission, "to provide for the movement of people and goods and the delivery of State services" is not being fully considered because the alternatives focus on vehicles only (capacity) to the exclusion of foot passengers and goods/freight.

Responses, in the Draft SATP:

- An ADOT&PF priority and focus is always safety and reliability and this is true for the Draft SATP; however, the purpose and need focus for the Draft SATP is on financial sustainability. 'Maintain or Improve Modal Safety' is included as a Draft SATP Goal (pg. 3).

APPENDIX C: ALTERNATIVES COMPARISON

APPENDIX C: ALTERNATIVES COMPARISON

Following the 2011 Scoping Process (See Appendix B) the Department considered public comment and Department priorities and developed the recommendations as presented in this Draft SATP, hereafter referred to as the preferred alternative. Some key recommendations include continuation of the Bellingham and Cross Gulf routes and some level of mainline service through the region. These services were perceived during the Scoping Process to be important to most Southeast residents. Juneau Access was perceived to be important to many and remains a Department priority. Additionally, in 2012 the Governor directed the design and construction of two Alaska Class ferries; the preferred alternative includes routes of service for those two ferries.

The purpose of this Appendix is to provide a comparison of the Draft SATP preferred alternative to other alternatives demonstrating relative cost effectiveness. Rather than compare the recommendations to the original six scoping alternatives, the Department elected to compare them to three revised alternatives that incorporate the two Alaska Class ferries. This provides a more realistic comparison as those ferries are currently being designed and fully funded for construction – in short, they will become part of the system regardless of the recommendations of the Draft SATP.

Here is a brief summary of the four alternatives, including the preferred alternative (alternative 2) followed by comparisons of frequency and costs.

Alternative 1 – Baseline System

The baseline system includes all existing roadways, airports, seaplane terminals and ferry systems currently in service and continued maintenance and operations. It assumes the two new Alaska Class ferries will replace the Lynn Canal mainliner (which currently serves as dayboat between Juneau, Haines, and Skagway) and includes major refurbishment and replacement in-kind of all other existing infrastructure, equipment, and vessels when they reach the end of their economic service life. The baseline alternative is the alternative against which all other alternatives are compared.

Alternative 2 – SATP Preferred Alternative

The preferred alternative maintains all existing ferry routes of service. As in the baseline alternative the two Alaska Class ferries will replace one mainliner in Lynn Canal. This alternative includes the Juneau Access road to the Katzehin River delta, a single lane gravel road between Kake and Petersburg with shuttle ferry connection across Wrangell Narrows, and a new mainline ferry. Looking beyond 20 years it recommends a road from Sitka to Warm Spring Bay ferry terminal; design work would begin within the 20 year plan period.

Alternative 3 – Maximize Use of Existing Roads

This alternative proposes to discontinue ferry service to Bellingham and across the Gulf of Alaska, including Yakutat. Prince Rupert, British Columbia would be the southern gateway to the marine highway system. The level of service would be reduced to better match demand and avoid costly duplication of the road system.

Alternative 4 – Highway Route 7

This alternative constructs a highway-shuttle ferry system to provide more frequent opportunities to travel between communities within Southeast. It would use roads to provide shorter and more frequent ferry links. In the summer many communities would have daily ferry service. Traveling through the region would be by using a mix of roads and short ferry trips, such as ferrying from Ketchikan to Prince of Wales

Island, driving north through Prince of Wales, taking a ferry to the South Mitkof ferry terminal, and driving to Petersburg or Kake to get on another ferry and continue north. This alternative focuses on improving surface connections between Southeast’s commercial centers and outlying communities. Aviation would continue to be the most efficient mode for long distance travel.

Table 5: Comparison of Ferry Operating and Maintenance Costs per Passenger and Vehicle Statute Miles

SATP Alternative	Pax Miles	Veh Miles	O&M Cost*	\$/Pax mile	\$/Veh mile
Baseline	58,286,980	22,850,849	\$136,800,000	\$2.35	\$5.99
Preferred	66,270,642	24,163,034	\$130,800,000	\$1.97	\$5.41
Max use of existing roads	58,286,980	22,850,849	\$116,500,000	\$2.00	\$5.10
Highway 7	66,270,642	24,163,034	\$113,300,000	\$1.71	\$4.69

*In 2033, after all proposed improvements are in place, includes both AMHS and IFA, current dollars unadjusted

Table 6: Comparison of Estimated Ferry Service Frequency, by Route Segment

Carrier	City Pair		Baseline		Preferred		Max use of existing roads		Highway 7		
			Existing System plus 2 ACF Lynn Canal		2 ACF Lynn Canal New Mainliner(s) & FVF, Katzeihin, Kake Road		No Bellingham & Cross Gulf service		Extend roads for shorter ferry links		
			Trips per Week		Trips per Week		Trips per Week		Trips per Week		
		Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter		
IFA	Ketchikan	Hollis	7	7	7	7	7	7	14	14	
	Coffman Cove-Wrangell-SouthMitkof		n/a	n/a	n/a	n/a	7	7	14	14	
AMHS	Juneau	Haines	8	5	-	-	6	3			
	Berners Bay	Haines/Skagway	-	-	-	-	-	-	-	-	
	Katzeihin	Haines	-	-	56	42	56	42	56	42	
	Katzeihin	Skagway	-	-	42	28	42	28	42	28	
	Haines	Skagway	8	3	14	-	14	-	14	-	
	Juneau	Sitka	10	4	9	4	7	4	7	4	
		Sitka	Juneau	8	3	7	3	5	4	7	4
	Juneau	Angoon	3	2	3	2	2	2	7	4	
	Juneau	Hoonah	4	4	4	4	5	5	5	5	
		Hoonah	Tenakee	1	2	1	2	2	1	2	1
	Juneau	Pelican	0.5	0.25	0.5	0.25	0.5	0.5	0.5	0.5	
	Juneau	Petersburg	6	3	5	3	4	2	7 via	4 via	
		Petersburg	Juneau	6	3	5	3	4	2	Kake	Kake
	Juneau	Kake	2	2	2	2	2	2	7	4	
		Kake	Juneau	2	2	2	2	2	1	7	4
	Sitka	Angoon	2	0	2	0	1	1	7	4	
		Angoon	Sitka	2	0	2	0	1	1	7	4
	Sitka	Petersburg	4	2	4	2	3	2	7 via	4 via	
		Petersburg	Sitka	1	1	1	1	1	1	Kake	Kake
	Sitka	Kake	2	1	2	1	1	0	7	4	
		Kake	Sitka	1	1	1	1	1	0	7	4
	Petersburg	Kake	2	2	road and WN ferry*		2	0	road and WN ferry*		
		kake	Petersburg	2	1	~ 21	~14	2	2	~ 21	~14
	Peterburg	Wrangell	5	3	4	3	4	2	14	7	
		Wrangell	Petersburg	5	3	4	3	4	2	14	7
	Ketchikan	Wrangell	5	3	4	3	4	2	Via PoW Isl		
		Wrangell	Ketchikan	5	3	4	3	4	2	12 7	
	Ketchikan	Prince Rupert	4	1.5	2	2	4	2	6(7)	3(7)	
		Prince Rupert	Ketchikan	4	1.5	2	2	4	2	6(7)	3(7)
	Ketchikan	Metlakatla	10	10	10	10	10	10	10	10	
Metlakatla	Ketchikan	10	10	10	10	10	10	10	10		
Prince Rupert	Haines	1	1	0	0	4	2	0	0		
Prince Rupert	Skagway	1	0	0	0	4	2	0	0		
Prince Rupert	Juneau	-	-	2	2	4	2	0	0		
Bellingham	Haines	1	1	1	1	0	0	0	0		
Bellingham	Juneau	-	-	3	1	-	-	-	-		

*WN ferry: Wrangell Narrows ferry at Petersburg

Table 7: Comparison of Capital and Annual Expenses, Highway and Ferry

	1. Maintain Baseline System	2. SATP Preferred Alternative	3. Max. Use of Existing Roads	4. Highway 7
TOTAL HIGHWAY SYSTEM				
Capital (20 Yr Total) - Mobility Improvement	0	559,900,000	0	682,000,000
2013 Annual O & M	10,430,756	10,430,756	10,430,756	10,430,756
2033 Annual O & M	10,803,054	14,021,102	10,797,332	14,430,930
Change in Annual O & M	372,298	3,590,346	366,576	4,000,174
% Change in Annual O & M	4%	34%	4%	38%
2013 Annual Refurb	18,221,882	18,221,882	18,221,882	18,221,882
2033 Annual Refurb	19,168,870	21,473,565	19,168,870	23,178,295
Change in Annual Refurb	946,988	3,251,683	946,988	4,956,413
% Change in Annual Refurb	5%	18%	5%	27%
2013 Est Total Annual Expense	28,652,638	28,652,638	28,652,638	28,652,638
2033 Est Total Annual Expense	29,971,924	35,494,667	29,966,202	37,609,225
Change in Est Total Annual Expense	1,319,286	6,842,029	1,313,564	8,956,587
% Change in Est Total Annual Expense	5%	24%	5%	31%
TOTAL FERRY SYSTEM				
Capital (20 Yr Total)	667,000,000	506,000,000	590,040,000	618,580,000
		-24%	-12%	-7%
2013 Annual O & M	140,600,000	140,600,000	140,600,000	140,600,000
2033 Annual O & M	136,800,000	130,800,000	116,500,000	113,300,000
Change in Annual O & M	-3,800,000	-9,800,000	-24,100,000	-27,300,000
% Change in Annual O & M	-3%	-7%	-17%	-19%
2013 Annual Refurb	36,384,039	36,384,039	36,384,039	36,384,039
2033 Annual Refurb	36,384,039	33,872,874	29,213,218	22,788,289
Change in Annual Refurb	0	-2,511,166	-7,170,822	-13,595,751
% Change in Annual Refurb	0%	-7%	-20%	-37%
2013 Est Total Annual Expense	176,984,039	176,984,039	176,984,039	176,984,039
2033 Est Total Annual Expense	173,184,039	164,672,874	145,713,218	136,088,289
Change in Est Total Annual Expense	-3,800,000	-12,311,166	-31,270,822	-40,895,751
% Change in Est Total Annual Expense	-2%	-7%	-18%	-23%

Capital shows 20 year construction funds needed for full implementation; 2033 expenses assume all proposed improvements are in place; all estimates are current dollars unadjusted for ease of comparison; percentage comparisons are 2033 estimates compared to the Baseline 2013 estimates

Table 8: Comparison of Capital and Annual Expense, Highway and Ferry Combined

		1. Maintain Baseline System	2. SATP Preferred Alternative	3. Max. Use of Existing Roads	4. Highway 7
TOTAL SURFACE SYSTEM					
Capital (20 Yr Total)	667,000,000	1,065,900,000	590,040,000	1,300,580,000	
		60%	-12%	95%	
2013 Annual O & M	151,030,756	151,030,756	151,030,756	151,030,756	
2033 Annual O & M	147,603,054	144,821,102	127,297,332	127,730,930	
Change in Annual O & M	-3,427,702	-6,209,654	-23,733,424	-23,299,826	
% Change in Annual O & M	-2%	-4%	-16%	-15%	
2013 Annual Refurb	54,605,921	54,605,921	54,605,921	54,605,921	
2033 Annual Refurb	55,552,909	55,346,439	48,382,088	45,966,584	
Change in Annual Refurb	946,988	740,517	-6,223,834	-8,639,338	
% Change in Annual Refurb	2%	1%	-11%	-16%	
2013 Est Total Annual Expense	205,636,677	205,636,677	205,636,677	205,636,677	
2033 Est Total Annual Expense	203,155,963	200,167,540	175,679,420	173,697,513	
Change in Est Total Annual Expense	-2,480,714	-5,469,137	-29,957,258	-31,939,164	
% Change in Est Total Annual Expense	-1%	-3%	-15%	-16%	
Mainline Ferries serving SE end of 20 Yrs.	4	3	3	1	

Capital shows 20 year construction funds needed for full implementation; 2033 expenses assume all proposed improvements are in place; all estimates are current dollars unadjusted for ease of comparison; percentage comparisons are 2033 estimates compared to the Baseline 2013 estimates

APPENDIX D: PUBLIC INVOLVEMENT AND GOVERNMENT CONSULTATION PLAN

APPENDIX D: PUBLIC INVOLVEMENT AND GOVERNMENT CONSULTATION PLAN

The Department complies with all federal and state public outreach requirements. To develop the long-range transportation plan, ADOT&PF provided stakeholders with opportunities to participate early, and on an ongoing basis in plan development. All reasonable opportunities were provided for comment on the draft plan.

Public Involvement Plan

The Public Involvement Plan for the Southeast Alaska Transportation Plan Update assures that the public is:

- informed about the Alaska Department of Transportation and Public Facilities (ADOT&PF) project to update the Southeast Alaska Transportation Plan (SATP),
- invited to review and offer comments on proposed alternatives, and
- notified of public meeting dates and times.

Project Contact List

The project contact list will include Southeast legislators, federal and state agencies, local municipal officials, interested civic associations or community groups, and interested public, including the department-maintained list of people who have requested notice of such projects. Anyone who attends a public meeting or hearing, requests information, or provides

comments will be added to the project contact list. This project list helps satisfy §17 AAC 05.140.

Project Web Site

ADOT&PF has a website for the Southeast Alaska Transportation Plan –

<http://dot.state.ak.us/satp/>

Project Information Sheet

The Department will develop a project information sheet that describes the purpose of the SATP update, the proposed schedule, and relevant contact information. This will be distributed to the media and other interested parties.

Notice of Intent to Update the Plan

Notice of Intent to Update the SATP Plan, required by §17 AAC 05.135, was published by ADOT&PF starting in October 2008, as follows:

In the Juneau Empire, the Ketchikan Daily News and Sitka Sentinel in October 2008.

Letters were sent to legislators, municipalities, tribes, other interested parties and those who were on the project contact list from the previous planning process in October 2008.

Notice was posted on the website starting in October 2008.

The formal public notice was published on the Alaska Online Public Notice System.

Publish Plan Assumptions and Alternative Scoping for Review

As background material for the SATP was completed, it was published on the website for public comment. The people on the project contact list were notified when

documents were available for public comment. Documents published between October 2008 and August 2009 were the mission statement and goals, the SATP Alternative Scoping, Transportation Alternatives, and the SATP Plan Assumptions. Public comments were incorporated into the final mission statement and goals.

A Scoping Report was published in August 2011 and a formal open comment period remained open until November 4, 2011.

Public Scoping Meetings

A series of public meetings were held to gather input on the alternatives presented.

Public Input Analysis and Reporting

Department staff summarized and analyzed the issues raised, public opinions regarding project alternatives, and other issues relevant to the SATP update. The summary and analysis, including correspondence received, has been posted on the website.

Publish and Distribute Draft SATP

This document is the draft SATP. It has been posted on the website with an open comment period. Notification has been sent to the contact list and paper copies have been mailed to each local and tribal government, major public libraries, select organizations, and to members of the public who specifically request hard copy plans. These distributions are dependent on the total number of copies the DOT&PF budget allows to be printed.

Public Meetings & Public Input Analysis

A series of public meetings will be held and all public input will be compiled and analyzed. This information will be used to write the final plan.

Adopt and Publish Final Plan

Once a final SATP has been adopted it will be posted on the website. Within 15 days of the adopting the SATP, the Department will prepare and publish public notice of adoption (17AAC 05.150). Public notice will be published in Juneau Empire, Ketchikan Daily News, and Sitka Sentinel. Notice will be sent out to the project contact list.

Government Consultation Plan

The Government Consultation Plan for the Southeast Alaska Transportation Plan Update assures that affected local, regional, state, tribal and federal governments are:

- informed about the Alaska Department of Transportation and Public Facilities (ADOT&PF) project to update the Southeast Alaska Transportation Plan (SATP),
- invited to participate in the update and review process through consultation, and
- notified of additional opportunities to provide input, including public meeting dates and times.

This consultation plan is made in accordance with:

- State of Alaska DOT&PF Policy and Procedure #10.03.010 Government-to-government relations with the federally recognized tribes of Alaska (March 2002)
- ADOT&PF Non Metropolitan Local Official Consultation Process (February 2011)
- AS 19.65.011 Comprehensive long-range plan. [Marine Transportation

Advisory Board (MTAB)
Consultation]

- Code of Federal Regulations, Title 23 – Part 450 – Subpart B
- § 450.210 (b)(c)
- § 450.214 (g)(h);

Project Contact List

The planning staff will compile a contact list and routinely update this list as required. The project contact list will include Southeast legislators, federal and state agencies, local municipal officials, tribal governments, tribal corporations, interested civic associations or community groups, and interested public, including the department-maintained list of people who have requested notice of such projects. Anyone who attends a public meeting or hearing, requests information, or provides comments will be added to the contact list.

Project Web Site

DOT&PF has a website for the Southeast Alaska Transportation Plan - <http://dot.state.ak.us/satp/>

Government Consultation Meetings

Staff will provide opportunity for consultation with:

- Tribal governments,
- Tribal corporations,
- Local governments/municipalities/organizations,
- Marine Transportation Advisory Board, and
- Interested and affected federal and state agencies.

Regional Advisory Associations

- Southeast Conference – a membership organization of community officials and leaders
- Prince of Wales Community Advisory Council – a membership organization of Prince of Wales Island communities and leaders.

All local municipal, borough, and tribal governments and state and federal government agencies will receive all notices and information distributed to the public.

