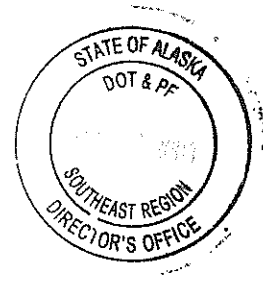


16995 Glacier Hwy,
Juneau, Alaska 99801
October 29, 2008

Andy Hughes
Alaska DOT, Southeast Region
Box 112506
Juneau, Alaska 99811-2506



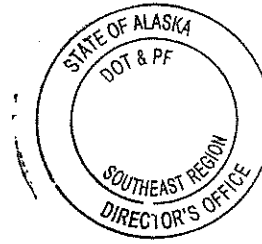
In consideration of Southeast Alaska's Transportation Plan, I urge you to emphasize regular community to community ferry service which is reliable and convenient for all travellers: students, young people, walk on passengers, tourists, families. The ferries naturally provide a way to create community while travelling through Southeast Alaska. Over the years I have used the ferries pleasantly while traveling up and down the Inside Passage with my entire elementary school class on tour. Travelling with my own children was always a good adventure. Travelling alone is fun, too, because the ferry becomes a floating community providing interaction with tourists, military families moving north, and sometimes just a good opportunity to enjoy the scenery with

other Juneau people also taking time out,

The ferries should be convenient, time aboard is a pleasure, community to community service is unique and should be preserved.

Thank you. Judith Maier

Andy Hughes
Alaska DOT, SE Region
Box 112506
Juneau, AK 99811-2506



10-31-08

Subject: SATP mission statement

Dear Mr. Hughes:

If people choose to live at some remote and hard-to-access location, it is not the responsibility of their neighbors or their government to provide those people with access.

I find it counter-intuitive that building roads that require eternal maintenance in order to be even minimally useable is somehow cheaper than using natural waterways that require no maintenance to be minimally useable. Yet that is exactly what DOT implies in its mission statement.

DOT should take to heart and incorporate into its mission an obscure comment in Table 6 Purpose and Need Strategies (page 40) of the August 14, 2004 SATP: "A more self-sufficient system improves sustainability, ensuring service over the long term."

To me this means that a transportation infrastructure should not depend upon huge injections of federal dollars in order to be built; last I heard Alaskans enjoy seven times the national per capita average in federal road dollars.

Sustainable transportation should not be welded to non-renewable fuels for its truly long term existence; with the rising cost of fuel mass transit takes on huge importance.

Sustainable transportation should not mean the degradation and depletion of living ecosystems and living resources of the State; roads mean greater access to limited fish and game and shrinking old-growth timber stands; and the state wants to open the remaining vestiges of north slope wilderness to oil drilling.

And sustainable transportation doesn't mean privatizing the profits while socializing the costs; seems to be a lot of mining activity near the proposed Bradfield and Taku road corridors.

Finally, with the evident preoccupation with road building in the SATP I think DOT should get some representation from marine engineers. After all, Southeast Alaska had working water routes long before the advent of the automobile. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Mike Sallee".

Mike Sallee
PO Box 7603
Ketchikan, AK 99901

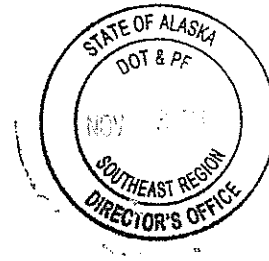
Phone: 907-826-4848
Fax: 907-826-4849



P.O. Box 495, Craig, AK 99921
Email: ifa@interislandferry.com

October 31, 2008

Mr. Andy Hughes, SRD-Planning
Alaska Dept. of Transportation
6860 Glacier Highway, MS-2506
Juneau, Alaska 99811-2506



RE: SATP Goals and Objectives

Dear Mr. Hughes,

I have thoroughly reviewed the SATP Mission Statement, Goals and Objectives and have very little to comment on. With the implementation of these goals and objectives I see a more cost effective and user friendly transportation system. The inter-modal plan makes a lot of sense with the infrastructure that is already in place.

The Inter-Island Ferry Authority is always ready to work cooperatively with the State by sharing our scheduling, providing shuttle ferry service, charter services, or any other assistance that may be required. I look forward to working with you as the State moves forward with these new goals.

If you need anything that I can provide, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Bruce R. Jones". The signature is stylized with a long horizontal stroke extending to the right.

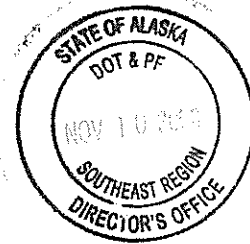
Bruce R. Jones, CPM
General Manager



Mrs E J Kalen
PO Box 317
Skagway, AK 99840

Oct 22, 200

Alaska DOT, Southeast Region
Attn: Andy Hughes
Box 112506
Juneau, Ak 99811



Dear Mr. Hughes, and DOT planners:

I don't think you travel much between Juneau, Haines, and Skagway. The proposed current extension would run as far as the Kensington mine (let's be realistic, boys). It would still require a shuttle ferry to connect Haines and Skagway, and any unfortunate walk-ons would be faced with the need to find a taxi, bus service?? or a friend with a car.

NOT on the ferry, any way!

Speaking for myself (I'd be an elderly walk-on that does not walk well), I would much prefer a shuttle from Auke Bay. This is closer to Juneau, cheaper by taxi, sometimes served by buses. less of an imposition to ask friends for the ride, etc, etc. You DO HAVE walkons, even though you don't seem to consider them in your planning, and we need consideration as much as do the people driving their own cars.

The proposed East side road, would still have the same drawbacks, would be prohibitively costly to build, and make things MORE difficult for us poor walk-ons.

Nov. 4, 2008

I got interrupted big-time, and do not know or remember whether this was ever finished and sent, It won't hurt if this is now a repeat of a missive that WAS sent, or not.

Sincerely,

Barbara D. Kalen
Barbara D. Kalen