



August 15, 2022

Alaska Department of Transportation & Public Facilities  
Division of Program Development  
ATTN: STIP  
P.O. BOX 112500  
Juneau, AK 99811-2500

*Sent via email to dot.stip@alaska.gov.*

**RE: Southeast Alaska Conservation Council public comment on the Alaska Statewide Transportation Improvement Plan Amendment 4**

The Southeast Alaska Conservation Council (SEACC) is a member-supported regional grassroots conservation organization headquartered in Juneau with more than 7,000 supporters. For over 50 years, SEACC has been bringing together diverse Alaskans from our region's communities to protect the natural resources of Southeast Alaska, ensure sound stewardship of the lands and waters of the region, and help preserve our communities and ways of life.

SEACC offers these comments, which are particularly focused on the Alaska Marine Highway System (AMHS), to the Statewide Transportation Improvement Plan (STIP). SEACC has long supported a fully funded, consistent, and effective state ferry system, as the ferry plays a critical role in the transportation of people, vehicles, and goods between communities in Southeast Alaska. It is, indeed, *our* highway system.

Key AMHS funding needs for the STIP include upgrading the M/V Tazlina with crew quarters, building new mainline ferries, and replacing the M/V Tustumena. That is in addition to numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels, including at Angoon, Pelican, Cordova, Tatitlek, and Chenega. Also needed are mooring and ferry terminal bridge improvements throughout the system. The AMHS should have a forward-looking approach to the construction of replacement vessels for the LeConte and the Aurora, and to the potential for the construction of a battery-powered ferry between Haines and Skagway. We are overdue in starting the process of decarbonizing the AMHS fleet and powering it with renewable energy.

SEACC opposes the construction of a ferry terminal at Cascade Point and opposes the inclusion of \$30,000,000 in lease payments for the Cascade Point terminal in the STIP. These lease payments would effectively fund the construction of a privately owned terminal that does not have broad-based community support and does not pencil out financially. Instead of departing Juneau from the Auke Bay Ferry Terminal, passengers would be required to board an additional 27 miles further north, at the far reaches of the Juneau road system.

The AMHS ferry system serves us best when it provides transport originating near population centers and is readily accessible to community members, including and especially those with lower or limited income and/or mobility. A terminal at Cascade Point will not meet those needs and is not in the long-term interest of the Lynn Canal communities or the traveling public. The



abandonment of the AMHS terminal at South Mitkof Island and the AMHS/Inter-Island Ferry Authority terminal at Coffman Cove provides a vision of what a future Cascade Point terminal will look like: unused, vacant, and disappointing, a waste of public resources and time.

AMHS has far more important needs and should not allow itself to become distracted by the construction of a “ferry terminal at nowhere” — a too-easily abandoned remote terminal at Cascade Point. A ferry terminal at Cascade Point would also impact important wildlife populations at Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay.

Juneauites have long sought to protect Berners Bay from unnecessary and permanent development, and the construction of a ferry terminal there is a short-sighted approach and a false solution to complex ferry system problems. Southeast Alaska needs a workhorse ferry system that meets the day-to-day needs of our community members and visitors, not a phantom ferry terminal dozens of miles from the population.

Again, the Alaska Marine Highway System has far more important needs.

Aaron Brakel

Inside Passage Waters Program Manager  
Southeast Alaska Conservation Council  
2207 Jordan Avenue  
Juneau, Alaska, 99801

*cc: Alaska Marine Highway Operating Board*

**From:** [Aaron King](#)  
**To:** [DOT STIP \(DOT sponsored\)](#)  
**Subject:** Fairview Lp rehab  
**Date:** Friday, August 12, 2022 11:57:30 AM

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Hello

My name is Aaron King and I own the property at 993 W Fairview Lp. I have questions and concerns about the project. I like some of what is proposed, but am concerned about the lack of a few details. My wife and I originally did NOT sell the front portion of our property during the acquisition period back in 2014. We had questions then that did not get clearly answered so we did not sign the papers. It appeared that the path would cross the leech field of our septic system for starters. Next, we currently have a shared driveway with our neighbor due to the fact that if our driveway went straight out from our home as proposed in the 2014 paperwork it would be less safe because of the curve in the road near the home. We also felt that such a close proximity of the proposed pathway to our home would cause a very undesirable lack of privacy to the home. All these factors made the proposed sale appear to be less than equitable. Now that I'm a licensed real estate salesperson I further believe I made the right choice by not selling for the amount that was proposed back in 2014. The map recently sent out appears that the path is back on to go through my front yard. Is this the case? If so, I can't really support it until I have my concerns addressed and see what the proposed sale price of my land is. Yes culverts should be repaired, turn lanes at Fern would be nice, improved shoulders is cool...my land being directly impacted is of more value and concern to me than these improvements. I would like to know that before improvements get scheduled I would have more clear answers. If someone could call me with clarification on what is going to happen directly in front of my home and whether there will be another round of acquisition, it would be appreciated.

Thanks

Aaron and Krystal King

--

**Aaron King**

RE/MAX Dynamic of the Valley

892 E USA Cir #100

Wasilla, AK 99654

[akingsrealestate.com](http://akingsrealestate.com)

[aaronkingsmail@gmail.com](mailto:aaronkingsmail@gmail.com)

907-841-5561

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Aimee Creelman](#)  
**Subject:** RE: No to Cascade point terminal!  
**Date:** Friday, August 26, 2022 10:43:14 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Aimee Creelman <aimeecreelman@gmail.com>  
Sent: Saturday, August 13, 2022 11:27 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: No to Cascade point terminal!

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- > AK DOT,
- >
- > Building a ferry terminal at Cascade Point is a really bad idea. Auke Bay is already a far reach for foot passengers. A Cascade Point terminus for the AMHS would further strand those without a vehicle.
- >
- > Instead of this public hand out to the private sector, a better investment with our dollars is to install crew quarters on the two newest ferries and replace the old mainline ferries. Along with existing terminal upgrades this would be the best use of our money.
- >
- > In addition Berner's Bay is a sensitive marine ecosystem that is already being challenged by the mining industry transportation and infrastructure support in the area. Adding additional marine traffic would further this degradation of the environment.
- >
- > As a person who lives in Haines who depends on the ferry to come and go from this community, and as a concerned citizen, I am strongly opposed to a AMHS terminal at Cascade Point.

Sincerely,  
Aimee Creelman  
Haines, Alaska  
PO Box 1014

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Ann DeSalvo](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 19, 2022 11:53:23 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

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**From:** Ann DeSalvo <[anndesalvo@mtaonline.net](mailto:anndesalvo@mtaonline.net)>  
**Sent:** Tuesday, August 9, 2022 4:19 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Comment on Draft STIP

You don't often get email from [anndesalvo@mtaonline.net](mailto:anndesalvo@mtaonline.net). [Learn why this is important](#)

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To Whom It May Concern,

Comments for Fairview Loop Pathway and Safety Improvements; DOT & PF Project #Z560200000. Please consider a paved bike path for enhancement. Please consider approaching the homeowner located between both S Valley Loop(s) and redirecting their Fairview Loop driveway onto S Valley Loop. Once the Togiak bend is straightened out, this personal use driveway will become a bigger safety hazard than it already is. Thank you for your consideration.

---

**Ann DeSalvo**

Thomas J DeSalvo DC INC, Office Manager



9073577463

1701 N Seward Meridian Pkwy

Wasilla, ALASKA 99654

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Anna Jurgeleit](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:41:00 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.



Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Anna Jurgeleit <[annajurgeleit@gmail.com](mailto:annajurgeleit@gmail.com)>  
**Sent:** Monday, August 15, 2022 3:35 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Comment on Draft STIP

You don't often get email from [annajurgeleit@gmail.com](mailto:annajurgeleit@gmail.com). [Learn why this is important](#)

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I live in Haines and am writing to you about the proposal to put a very terminal at Cascade Point.

I have a few reasons why I do not think this is a good idea.

1. For walk on passengers this idea would be very inconvenient. The distance to the airport and downtown Juneau would be a long and costly commute. Right now the cost for a taxi to the airport from Auke Bay terminal is \$18. Do you plan on providing bus service for walk on passengers?
2. I am concerned for the herring that spawn in Berners Bay. A ferry terminal there could impact this important remaining run of herring which feeds wildlife and provides income for fisherman.

I would propose to not use they money for a new terminal and instead use it to upgrade the MV Tazlina with crew quarters and to put money into our other ferries.

Thank you,  
Anna Jurgeleit

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Anne Brooks](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: STIP Amendment 4  
**Date:** Thursday, August 25, 2022 1:53:35 PM

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Good afternoon,

Thank you for your comment, the Department values your unique knowledge regarding the history of projects along this corridor. The Governor and Department recognize the value and investment to developing a plan for the entire corridor. Addressing the corridor has countless benefits in the NEPA process as the stakeholders and issues will be similar for projects along the Seward Highway between Bird Flats and Rabbit Creek. As you point out, the 2017 Reconnaissance Study will certainly be beneficial as a starting point for development of this corridor. Having one environmental document for this 20 mile corridor will enable the primary state and federal agencies (DNR, ARRC, USFWS, USACE, NOAA, NPS and others) to come to an agreement on a myriad of issues that will be utilized for each phase of the construction rather than requiring multiple agreements be developed over many years as the improvements are designed and constructed. This holistic approach is beneficial to the public and other stakeholders as their input will help guide the development of this uniquely special corridor.

Windy Corner will remain a high priority for improvements due to the accident rates along this segment of the Highway Safety Corridor; it is likely that improvements at Windy Corner will be prioritized when construction phasing is developed.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Anne Brooks <anne.brooks.alaska@gmail.com>  
**Sent:** Wednesday, July 20, 2022 10:20 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Cc:** Anne Brooks <anne.brooks.alaska@gmail.com>

**Subject:** STIP Amendment 4

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I would like to comment on the STIP amendment issued last week as an Alaskan resident and also as a Public Involvement Specialist who has worked on DOT projects. Two projects are of particular interest to me.

The first, **Need ID 12641, Seward Highway MP 98.5 to 118 Bird Flats to Rabbit Creek.** I worked on two projects along this corridor. The first began as a Route Development Plan for this very corridor. My recommendation as a PI specialist was that the project needed to engage key stakeholders — Chugach State Park, Alaska Railroad, Department of Natural Resources, State Historic Preservation Office — in developing solutions along the corridor. This engagement will be very important to any future project. In the end, after spending around \$2 millions in consulting fees, the project turned into a Reconnaissance Study that was never, to my knowledge, released to the public. The Reconnaissance Study did result in a recommendation for the entire corridor and should this amendment be approved, this should be the starting point.

Some time later, a project began at Windy Corner, Seward Highway MP 105-107. This project resulted in a design for safety improvement, several draft Environmental Assessments, the latest EA begun to revise the scope of the project, but not yet complete to the best of my knowledge as I left the project team at the end of 2020 after EA public hearings and before the scope change. For this project, with over \$5 Million in consulting fees, began in 2013, has seen fits and starts, challenges from the public and agencies who control part of the ROW. However, it can be argued that the improvement is sorely needed if you look at fatal and major injury crashes in the area. While designated a safety corridor, should we really begin over again? Amendment 4 proposes the Governor's goal to improve the entire corridor, which is admirable.

*I would recommend that the Windy Corner project be considered a first phase, proceed with its construction as the design is at 95%. To restart under federal funds is admirable, given our need for such funding, however, how can we continue to squander public monies, re-starting projects over and over without ever turning even a shovel of soil?*

The second project, **Need ID 33921, Fairview Loop Road Rehabilitation, Hayfield Road to Fern Street.** I am currently working on this project which began in in 2009 as a totally state funded project in the Mat-Su. The scope changed several times — initially envisioned as a reconstruction project because, I believe the team thought additional State funding would be forthcoming. The current project takes care of 6 spot safety improvement areas and adds a section of pathway with a local termini at an intersection of Fairview Loop and Knik Goose Bay Road. The project right of way acquisition and utilities agreements are underway, the design is currently at 95%. The ROW has been particularly challenging because I believe most of the road had only prescriptive ROW to begin with. The team has acquired ROW and worked with property owners to secure ROW for the 6 safety improvement locations. The proposed scope does not mention the safety improvements, and describes the new scope as **“Rehabilitation of Fairview Loop from Hayfield Road to Fern Street. Project to include rehabilitation of pavement, widening of shoulders, and construction of separated pathway.”** To

complete this revised scope, is to set back the project's safety improvements for years, requires significant change to the design, will result in a very confused public and well as some challenging questions for DOT as it relates to what to do with the ROW already acquired.

*I believe the project could proceed with the current scope and design, calling it the first phase of a project to make spot safety improvements and future improvements to Fairview Loop.*

*The revised scope could read: Phase 1, Matching current design, between Hayfield Loop and Fern Street including a multiuse pathway between Hayfield Road and near Lookout Drive and roadway safety improvements at Lookout Drive. Future phases will complete the remaining five (5) spot safety improvements and pathway from Hayfield Road to Knik Goose Bay Road.*

*The revised scope of this project could also include the entirety of the existing scope, but provide federal monies to complete it, without changes to design, ROW requirements, Utilities, etc.*

It just feels like we cannot continue to waste money by starting and restarting projects whether we are using federal or state funding.

Thanks for reading and, hopefully, addressing my comments. Feel free to call if you have any questions.

Anne Brooks, P.E., Public Involvement Specialist

Brooks & Associates

[anne.brooks.alaska@gmail.com](mailto:anne.brooks.alaska@gmail.com)

907-242-6405

From: [glaciers@dot.alaska.gov](mailto:glaciers@dot.alaska.gov)  
To: [amemore@hawaii.gov](mailto:amemore@hawaii.gov)  
Subject: RE: Comment on Draft STIP  
Date: Friday, August 26, 2022, 11:42:46 am

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our outgrowth National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Redesigning Work Group announced that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Kenai-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbel Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passages, as compared to traveling from Aniak Bay. Operations are currently planned to summer only, although winter opportunities may be explored in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Aniak Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single and landing ferry berth dock, vehicle staging areas, parking, and other improvements are required with the property owner, Goldbel Inc., before DOT&PF determines the feasibility and suitability of locating a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approval and allocated for the construction of the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Corinne Kertz (pronounced as Ke-ert)  
STIP Program III  
DOT&PF - Alaska Program Development  
1112 Channel Drive, Suite 225  
Phone: 907-463-6801  
Corinne.Kertz@alaska.gov  
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-----Original Message-----  
From: Anemorena Haskamp <[ahaskamp@hawaii.gov](mailto:ahaskamp@hawaii.gov)>  
Sent: Friday, August 18, 2022, 11:34 PM  
To: DOT STIP DOT <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
Subject: Comment on Draft STIP

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Do not build the ferry terminal even further from downtown Haines. It's already hard enough to get to a hotel from Aniak Bay. You will be putting an undue burden on the majority of the riders, who do not have cars.

Anemorena Haskamp

Website: <https://go2.cadfisha.protection.outlook.com/?url=https://www.glaciersatwork.com/2022/08/18/2022-08-18-11-34-PM-1112-Channel-Driver-Suite-225-Phone-907-463-6801-Corinne-Kertz-at-dot-stip/>  
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YouTube: <https://www.youtube.com/channel/UCqZqY7Y3Dkmp-res-e-907-463-6801-call-us-today>  
PO Box 11, Skagway, AK, 99840

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Annette Coomber](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:39:07 AM

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Good morning,

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3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Annette Coomber <ninacoomber@hotmail.com>

**Sent:** Saturday, August 13, 2022 4:46 AM

**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

**Subject:** Comment on Draft STIP

You don't often get email from [ninacoomber@hotmail.com](mailto:ninacoomber@hotmail.com). [Learn why this is important](#)

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A ferry terminal at Cascade Point would impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Juneauites have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our community's complex ferry system problems.

Instead of departing Juneau from the Auke Bay Ferry Terminal, passengers would be required to board 27 miles further north at the far end of the Juneau road system at a terminal owned by Goldbelt, Inc. [The State Transportation Improvement Plan \(STIP\) amendment would have DOT&PF fund construction of the Cascade Point terminal through \\$30,000,000 in lease payments to Goldbelt.](#)

The Alaska Marine Highway System has far more important needs.

That includes upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican,

Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

The Cascade Point Ferry Terminal does not belong in the STIP!

Thank you.  
Sincerely,  
AR Coomber

Sent from [Mail](#) for Windows



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Audrey Smith](#)  
**Subject:** RE: Berners Bay terminal  
**Date:** Friday, August 26, 2022 10:41:51 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Audrey Smith <audreyheehee@gmail.com>  
Sent: Saturday, August 13, 2022 8:40 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Burners Bay terminal

[You don't often get email from audreyheehee@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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> Dear Sirs:

> Please do not continue plans and efforts to build a new ferry terminal at Burners Bay. it will be much harder to travel especially without a vehicle as one would have to have commercial transportation for the 30 miles each way into Juneau, making it much slower and more expensive. Imagine yourself taking the four hour trip to Juneau from Haines, or six hours from Skagway, and then having to wait for a bus or a cab for an hour with no services, adding another 50 or so dollars to the trip in addition to the extra time and hassle. A great boon to the airlines that fly the channel - weather permitting.

>

> If you have millions of dollars to spend on the ferry system, put it into improvements of the ferries themselves, new ferries that actually work, and the infrastructure that we already have not into a totally inconvenient outpost that will only inhibit our economic well being in so many ways.

>

> Sincerely,  
> Audrey Smith  
> 9 Fort Seward Dr  
> Haines, Alaska 99827  
> 907 766 2540

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Bart Koehler](#)  
**Subject:** RE: Proposed Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:44:14 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Bart Koehler <bart\_koehler@yahoo.com>  
**Sent:** Monday, August 15, 2022 8:00 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Fw: Proposed Cascade Point Ferry Terminal

You don't often get email from [bart\\_koehler@yahoo.com](mailto:bart_koehler@yahoo.com). [Learn why this is important](#)

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----- Forwarded Message -----

**To:** "[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)" <lllPDT>  
**Subject:** Proposed Cascade Point Ferry Terminal

August 15, 2022

TO: Alaska Dept. of Transportation & Public Facilities  
Division of Program Development  
Attn: STIP

Comments on Proposed Cascade Point Ferry Terminal

I am writing in OPPOSITION to building the proposed Cascade Point Ferry Terminal. This is such a waste of limited funds while the following things are desperately needed:

1. The MV Tazlina sits idle in the Juneau ferry port because of poor design (who came up with the Tazlina's inappropriate design, anyway?);
2. Mainline ferries need to be replaced;
3. All the ferries need maintenance and upgrades;

4. Already-built terminals throughout Southeast Alaska need upgrades and modifications;
5. Scheduling of more frequent ferry service is needed;
6. Echo Cove and Berners Bay are critically important spawning areas for herring which are in trouble for the very reason that is happening here - destruction of their spawning grounds by the building of marine facilities (for example, Auke Bay once teemed with herring). I have been in Echo Cove when the spawning herring were so thick they were bumping my boat and I could reach into the water with both hands and grab a herring in each hand with each reach into the water! Where else in the world does something like this happen!?

This proposal is shameful for another reason - it is and is simply a thinly disguised, actually not disguised, attempt to dilute the pockets of Goldbelt Inc. and individuals who stand to make millions from trespassing Mining/illegal mining & road building actions,

Sincerely  
Bart Koehler

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [ben kirkpatrick](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:46:39 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: ben kirkpatrick <rutzebach@hotmail.com>

Sent: Monday, August 15, 2022 10:42 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

[You don't often get email from rutzebach@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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As a Haines resident I feel the Cascade Point Ferry is a bad idea and will not meet the needs of my community. Berners Bay is already being severely impacted by water quality excellence at the nearby Kensington Mine. We do not need to add to this problem.

Please do not include the Cascade Point Ferry Terminal in this STIP

Thank you.

Ben Kirkpatrick  
Haines Resident

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Beret Barnes](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:41:29 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

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-----Original Message-----

From: Beret Barnes <beret.barnes@gmail.com>

Sent: Monday, August 15, 2022 4:06 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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The proposed Cascade Point ferry terminal does not belong in the STIP and I am opposed to it.

The ferry system does not need this added expense at this time.

It should be focusing on getting the ferry system back up and running and providing cost effective fares to it's ridership and expand service to area's that have been cut back over the previous years.

New vessel's are needed to be added to the fleet.

The environmental impact to the Berner's Bay area would be negative.

Then there is the cost of building the new road to Cascade Point and the cost of maintaining it and the facility there.

All cost's that should be used to improve the existing system and facilities.

Thank You-

Ms. Beret Barnes

PO Box 502

Tenakee Springs, AK 99841

**RESOLUTION**  
**KNIK-FAIRVIEW COMMUNITY**  
**COUNCIL NON-PROFIT**

**A RESOLUTION TO SUPPORT SAFETY REPAIRS FOR FAIRVIEW LOOP RECONSTRUCTION, ALL IN WASILLA, ALASKA.**

WHEREAS, the existing Fairview Loop Road, beginning at the Parks Highway to the Knik-Goose Bay Road, is a substandard road and is unsuitable due to its narrow width with no shoulders; and

WHEREAS, the Legislature has partially funded Fairview Loop for safety repair reconstruction, with a limited Bike Path/Trail; and

WHEREAS, the Department of Transportation has designed safety repair reconstruction along a portion of the route, with a Limited Bike Path/Trail as out lined in the Brooks & Associates Flyer mailed To the Knik-Fairview Community Council in July, 2022, identified in red on the "Previous Project Scope Map". See attached map from the flyer.

WHEREAS, the Department of Transportation is now proposing a Revised Project Scope design. See attached map from the flyer, "Proposed Revised Scope Map".

NOW, THEREFORE BE IT RESOLVED that the Knik-Fairview Community Council is **OPPOSED** to the "Proposed Revised Scope Map" design and requests that the Department of Transportation **NOT** use the "Proposed Revised Scope Map" design but focus on the safety repairs outlined in the "Previous Project Scope Map" to the extent that funds are available. Only if funds available exceed construction and design costs of all safety repairs required on Fairview Loop should funding be used to construct a separated pathway (Bike Path/Trail), in addition to the Limited Bike Path/Trail outlined in the original design of one mile East and West of Snowshoe School.

APPROVED by the Knik-Fairview Community Council at a General Membership meeting held August 3, 2022.



Bill Kendig  
Board President



# Proposed Revised Scope Map



LOCATION Hatfield Road to Fern Street

## PROJECT LIMITS

**■** + 3.4 mi. Roadway Improvements with Separated Pathway

## PROJECT DESCRIPTION

Rehabilitation of roadway, pavement, widening of shoulders, and construction of a separated pathway. Other improvements may include replacing damaged or deficient culverts, improve roadside drainage, replace Cottonwood Creek and Slough crossing structures, and left/right turn lanes at the Fern Street intersection.

# Previous Project Scope Map



LOCATION Top of the World to Davis Road

## PROJECT LIMITS

**■** + 3.7 mi. Roadway Spot Improvements with Separated Pathway



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [William Heumann](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:38:05 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** William Heumann <WHeumann@msn.com>  
**Sent:** Monday, August 15, 2022 1:54 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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I am writing in support for the Cascade Point ferry terminal. Until road to Haines and Skagway can be built the Cascade Point option is the most economical and environmentally sound alternative. The current configuration of the ferry system is unsustainable. Aging boats, lack of personnel and the cost of running the boats for reduced ridership all point to the need for a change in plans. Using the Tazlina as a day boat with one crew will take a huge load off the system freeing up the other boats and crews to provide a better level of service to the rest of Southeast. The reduced emissions from not running the boats for a handful of cars and passengers will reduce our carbon footprint as well as reduce operating costs. Ideally the port would be constructed to run year around if possible. Please move forward with the Cascade Point project as soon as possible.

Bill Heumann  
Juneau

Sent from [Mail](#) for Windows

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Bonnie Harris](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:42:41 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Bonnie Harris <bluebush8@gmail.com>  
Sent: Monday, August 15, 2022 4:56 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP

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Please take proposed Cascade Point terminal out of STIP. It is unrealistic to expect passengers to travel 40 miles from Juneau to board the ferries north. They won't. Environmental concerns for the last remaining herring run & marine mammals in Berner's Bay make it additionally a bad idea. Additional traffic & road building to Berner's Bay for a terminal that is poorly situated for winter weather makes no sense. What the ferry system needs is leadership that accepts its many functions as a MARINE HIGHWAY uniquely suited to coastal Alaska's needs, & planning to make the existing system work better for the communities it serves. We need to replace aging mainline ferries & upgrade vessels & facilities to make the smaller ferries work so all our communities have more useful service. We do not need to line Gold Belt's pockets from the backs of ferry passengers.

Sincerely,  
Bonnie Harris  
Gustavus resident

Sent from my iPad

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Bret Schmiede](#)  
**Subject:** RE: Cascade Point ferry  
**Date:** Friday, August 26, 2022 10:42:57 AM

---

Good morning,

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.



Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Bret Schmiede <[mrdurian@gmail.com](mailto:mrdurian@gmail.com)>  
**Sent:** Saturday, August 13, 2022 11:03 AM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Cascade Point ferry

You don't often get email from [mrdurian@gmail.com](mailto:mrdurian@gmail.com). [Learn why this is important](#)

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Please reconsider this proposal. A ferry terminal 27 miles further north in the critical habitat area of Berners Bay is a bad idea and should be abandoned.

Bret Schmiede Juneau, AK.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Britt Tonnesen](#)  
**Subject:** RE: Comment on Draft STIP - Cascade Point  
**Date:** Friday, August 26, 2022 11:37:02 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Britt Tonnessen <betonnessen@gmail.com>

Sent: Monday, August 15, 2022 12:26 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP - Cascade Point

[You don't often get email from betonnessen@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Dear DOT,

What is the purpose of extending a ferry terminal out the road past avalanche and landslide zones, housing, services, cell phone range, only to not get really anywhere further?

This is a waste of time and money and human effort. It seems it will only create environmental degradation and more demand for money to repair, upkeep, and protect the road from elements as well as to make primary services available.

Please stop considering this project.

Britt Tonnessen

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Bruce Baker](#)  
**Subject:** RE: Protect Cascade Point and Berners Bay  
**Date:** Friday, August 26, 2022 10:40:40 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Bruce Baker <[brucehbaker.alaska@gmail.com](mailto:brucehbaker.alaska@gmail.com)>  
**Sent:** Saturday, August 13, 2022 7:05 AM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Protect Cascade Point and Berners Bay

You don't often get email from [brucehbaker.alaska@gmail.com](mailto:brucehbaker.alaska@gmail.com). [Learn why this is important](#)

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DOT&PF needs to drop its proposal to build a new state ferry terminal at Cascade Point in Berners Bay. It is not essential and would be destructive to marine and adjacent upland wildlife habitats.

Concentrate your efforts instead on restoring the southeast Alaska ferry system that we already have but which has been allowed to fall into disrepair in terms of deferred maintenance, reduced scheduling, and substantially reduced quality of customer service.

Sincerely,

Bruce Baker  
10738 Horizon Drive  
Juneau, AK 99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [B. Simon Blake](#)  
**Subject:** RE: Cascade point ferry terminal proposal  
**Date:** Friday, August 26, 2022 11:07:03 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

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-----Original Message-----

From: B. Simon Blake <savar2b@gmail.com>  
Sent: Sunday, August 14, 2022 10:35 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Cascade point ferry terminal proposal

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Hello my name is Bruce Blake and I've lived in Haines for 43 years.

First of all I want to say how happy I am that the M/V Le Conte is still playing our Lynn Canal waters.

This ship has been a lifesaver for many folks in remote Villages, as well as Hanes and Skagway.

I want to strongly encourage you to strengthen and fund the Lecontes use in the Lynn Canal , And I want to strongly discourage expanding into Berners Bay with a new ferry terminal at Cascade point, as a part of the STIP plan.

I am doing my best to withhold my extreme displeasure at the garrotting of our ferry system. Who in southeast Alaska doesn't know what I'm talking about?

But plenty of people in Anchorage and Fairbanks have no idea.and more importantly don't care about the health of Berners Bay, or even the Health of the fabric of our Southeast Alaskan communities Dash which are fairy system is directly involved.

Let's hope that federal infrastructure funds will come to the rescue of our Southeast Alaskan communities in the form of supporting what's left of our fine ferry system; in my experience the best public transportation system I've ever seen.

Please to reiterate, no Cascade point ferry terminal .

Respectfully,  
Bruce Blake





# Fairbanks North Star Borough

Mayor's Office  
Mayor Bryce Ward

mayor@fnsb.gov  
Main: (907) 459-1300  
Fax: (907) 459-1102

8/4/2022

State of Alaska, Department of Transportation and Public Facilities  
Program Development  
P.O. Box 112500 Juneau, AK 99811-2500  
Re: 2020-2023 STIP Amendment #4 Comments

Thank you for this opportunity to comment on the 2020-2023 State Transportation Improvement Program (STIP) Amendment #4. There are several changes in the STIP on which the Fairbanks North Star Borough (FNSB) would like to give comment.

**Airport Way/South Cushman Reconstruction (Need ID 3843).** This project Will be a great benefit to the FNSB for both traffic operation at the intersection and as a gateway into Downtown Fairbanks. We understand the need to move projects sometimes, particularly projects with many right-of-way acquisitions, but please ensure the project is not further delayed or off the program entirely, because this is a very important project to the FNSB.

**Richardson Highway Bicycle and Pedestrian Path project (Need ID: 25598).** This is a great project for bicycle and pedestrian mobility within our community. This project connects the fastest growing part of the borough with the most populated part of the borough. We are pleased that the State has scheduled construction for this much needed project in 2023. Please keep prioritizing this project as construction has slipped from originally planned.

**Richardson Highway MP 360-361 Railroad Grade Separated Facility (Need ID 28069).** Again, this is an important safety improvement for the FNSB. We support that the DOT has shown the commitment to this project in light of ever increasing material costs, and are able to fully fund its improvement. This project is also important for the rail reroute that has been developed through the Northern Rail Extension EIS. Care must be taken to ensure that the rails are not positioned in a way that would preclude this reroute from taking place.

**Interior Alaska Transportation Plan (Need ID 33339).** FNSB is very glad that the State is proactively planning for their regions. The Interior Alaska Transportation Plan is an important process and document for helping prioritize the needs and available resources for transportation improvements throughout the Interior. Please keep in mind that the FNSB would like to be an active participant in this planning process, but to date we have not been contacted about it.





FNSB is pleased with the new projects and grant allocations coming into the FNSB. These include the **Steese Expressway MP 2-5 Rehabilitation (Need ID 32220)** currently funded at \$11.5 Million. In addition, all the funding is coming into the urban area for FAST Planning, however some of the amounts that have been projected seem off from the Federal Apportionment as listed from the Federal Highways Administration. The following table lists the apportionment and the STIP Amendment #4 number:

Need ID	Fund Category	FFY2022		
		FHWA Apportionment	STIP Amend #4	
17662	STP Suballocation w/ Population 50k-200K	\$ 8,087,397	\$ 7,716,256	95%
33864	TAP Suballocation w/ Population 50k-200K	\$ 509,836	\$ 458,852	90%
33863	CRP Suballocation w/ Population 50k-200K	\$ 928,946	\$ 836,051	90%
29232	CMAQ PM2.5 Area Set-Aside	\$ 2,112,140	\$ 1,728,430	82%
6448	Metropolitan Planning	\$ 2,991,229	\$ 2,624,803	88%

What's more is the percentage allocation seems to be inconsistent. We request that these numbers be verified to ensure that FAST Planning is receiving their full allocation for all years identified in the STIP.

Finally, while Alaska does not currently have any Regional Transportation Planning Organizations (RTPOs), interest from communities Statewide in establishing RTPOs has increased significantly in the past year with support from DOT Commissioner Ryan Anderson to improve DOT's coordination and collaboration with rural communities on their regional transportation needs. We understand that DOT Headquarters is currently working on this initiative to provide a framework for the establishment of RTPOs in Alaska, and recommend STIP Amendment #4 include a new "Regional Planning Program" similar to the existing Urban Planning Program (Need ID 6448) to provide seed funding for communities efforts to establish an RTPO.

In Fairbanks, our Metropolitan Planning Organization (MPO), FAST Planning, is actively developing an Implementation Plan to provide Regional Transportation Planning services for the rural portion of the Fairbanks North Star Borough (16 rural communities total) outside the Metropolitan Planning Area boundary under a new structure as a combined RTPO/MPO. FAST Planning, however, cannot use their existing Federal Metropolitan Planning funds to provide RTPO services and will be seeking contributions from both DOT and the FNSB (matching funds) to begin this work.



If a "Regional Planning Program" was included in STIP Amendment #4, Fairbanks will be ready in the near term to submit a Work Plan to become a "Pilot RTPO". The RTPO would assist and promote coordination and collaboration between our rural communities and DOT through development of regional long-range transportation plan and prioritized list of transportation needs for this area.

This will not only benefit the rural communities in our area, but the State as a whole, including lightening the current workload of regional DOT planning staff working on regional plans. Please consider including a new "Regional Planning Program" in STIP Amendment #4 to accomplish these objectives.

Thank you for the opportunity to comment on this 2020-2023 STIP Amendment #4.

Sincerely,



**Mayor Bryce Ward**  
**Fairbanks North Star Borough**  
**907 Terminal Street**  
**Fairbanks, AK 99701**



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [aknature@alaska.net](mailto:aknature@alaska.net)  
**Subject:** RE: Cascade Point ferry terminal  
**Date:** Friday, August 26, 2022 11:39:52 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: aknature@alaska.net <aknature@alaska.net>  
Sent: Sunday, August 14, 2022 12:07 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Cascade Point ferry terminal

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After reading the information, I definitely think the Cascade Point ferry terminal does not belong in the Stip!

Carol Biggs  
Juneau AK 99802

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Carol Brown](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:01:32 AM

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Carol Brown <carolabrown@LIVE.COM>  
**Sent:** Sunday, August 14, 2022 10:14 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [carolabrown@live.com](mailto:carolabrown@live.com). [Learn why this is important](#)

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I am against going forward with this project at this time.

I don't think that DOT has thought this project through and have not provided any justification for it. There are too many unanswered questions about how it would impact the environment, projected passenger numbers and how it fits into the long term plan for AMHS. I also think that this would benefit tourists and the Kensington mine more than local residents and that the money would be better spent improving service on AMHS between Juneau and surrounding communities.

Berners Bay is currently a pristine environment that provides quality habitat for juvenile fish of many species. Berners Bay was designated an 'Aquatic Resource of National Importance' by the EPA during the Clinton Administration and is considered one of Southeast Alaska and the nation's most valuable public resources. The rivers that flow into Berners Bay are spawning habitat for Pacific Salmon, including at least 60,000 coho salmon per year, as well as chum and pink salmon, Pacific herring and cutthroat trout.

During the spring runs, herring and eulachon flood into Berners Bay to spawn in numbers estimated to be between 10-20 million. The fish are followed by humpback whales, harbor seals, sea lions, killer whales and tens of thousands of shorebirds and bald eagles seeking to feed on these fish. Additionally, many local Tlingit also enjoy the herring eggs and eulachon as part of their traditional culture.

An Environmental Impact study needs to be done before continuing with plans to add a ferry terminal at Cascade Point

Thank you  
Carol Brown



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [C Pohl](#)  
**Subject:** RE: STIP A 4 comments  
**Date:** Friday, August 26, 2022 11:44:38 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

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The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** C Pohl <catherine.pohl@outlook.com>  
**Sent:** Monday, August 15, 2022 8:38 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** STIP A 4 comments

You don't often get email from [catherine.pohl@outlook.com](mailto:catherine.pohl@outlook.com). [Learn why this is important](#)

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**To AK DOT, 8/15/2022**

## **Comments on 2020-2023 STIP Amendment 4--**

The Cascade Point ferry terminal project does not belong in the STIP Amendment 4 list. It is not needed or wanted and would be environmentally damaging. Funds should go to worthy and much-needed investments to upgrade existing terminals to meet AK Class ferry needs and to replace and repair existing ferries.

Catherine Pohl  
PO Box 21168  
Juneau, AK 99802

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Rep. Cathy Tilton](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Opposition to the proposed revised scope map for Fairview Loop  
**Date:** Friday, August 19, 2022 11:35:26 AM  
**Attachments:** [image004.png](#)

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Rep. Cathy Tilton <Rep.Cathy.Tilton@akleg.gov>  
**Sent:** Monday, August 15, 2022 1:18 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Opposition to the proposed revised scope map for Fairview Loop

You don't often get email from [rep.cathy.tilton@akleg.gov](mailto:rep.cathy.tilton@akleg.gov). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

Please accept my comments in opposition to the Proposed Revised Scope Map design and request the Alaska Department of Transportation (AKDOT/PF) not utilize this design but focus on safety upgrades intended to save lives and mitigate otherwise unnecessary property damage resulting from the current conditions throughout Fairview Loop outlined in the Previous Project Scope Map depending upon the remaining available funds. Funds for the bike path/trail should only be used if such funds exceed the amount necessary to complete all construction and design costs for the safety repairs throughout the entirety of Fairview Loop. It is time to move this project forward which has been lingering for more than a decade.

Respectfully,  
Rep. Cathy L. Tilton

*Cathy Tilton*

**Rep. Cathy Tilton – House Minority Leader (House District 12)**

**Representing: Butte | Chugiak | Eklutna | Fairview Loop | Peters Creek**



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Charlie Jones](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:51:31 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Charlie Jones <cjonesor@yahoo.com>  
Sent: Friday, August 12, 2022 2:25 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP

[You don't often get email from cjonesor@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Pease don't continue with the proposed Berner's Bay Ferry Terminal Plan, doing so would damage the Herring spawning area and thus, the whole Lynn Canal Fishery. The highway to Berner's Bay is not a viable, safe route, either.

Respectfully,  
Charlie Jones  
cjonesor@yahoo.com

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Charlotte Tanner](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:50:35 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,



*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III

DOT&PF 3 Mile, Program Development

3132 Channel Drive, Suite 225

Phone 907-465-6987

[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Charlotte Tanner <caramello51@gmail.com>

**Sent:** Friday, August 12, 2022 1:53 PM

**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

**Subject:** Comment on Draft STIP

You don't often get email from [caramello51@gmail.com](mailto:caramello51@gmail.com). [Learn why this is important](#)

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The road out to the ferry is going to be closed most of the winter due to avalanches and slides. This whole proposal is not thought out very well.

The road is going to be closed so why have a ferry and ferry landing, it will not be functional, just like the 2 ferries that were built with no foresight.

Sincerely,

Charlotte Tanner

PO 886

Ward Cove, AK 99928

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Christopher Fredell](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:55:32 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Christopher Fredell <aksc803@icloud.com>

Sent: Friday, August 12, 2022 5:38 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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My comment on STIP #4 (proposed new ferry terminal at Cascade Point):

No, no, no to this proposal! The environmental tradeoffs needed for this unneeded project are unacceptable. The gains would be slight in comparison to the tremendous costs. As a frequent user of the AMHS facility at Auke Bay, I see no good reason or possible justification for creating a whole new terminal with its expensive docking, ticket office/waiting room, parking, security and other facilities.

Chris Fredell  
907-209-7218

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Chris Kent](#)  
**Subject:** RE: Comment on Draft STIP - Cascade Point -- proposed Marine terminal  
**Date:** Friday, August 26, 2022 11:40:05 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Chris Kent <ckent@alaska.net>  
**Sent:** Sunday, August 14, 2022 1:51 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP - Cascade Point -- proposed Marine terminal

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I would like to submit comment on the proposed move of the Alaska Marine Highway Terminal at Auke Bay to Goldbelt's Cascade Point. This move would impact the independent traveler by necessitating a long cab/uber ride from Juneau proper or Auke Bay. Currently, the existing terminal is easily accessible using the City public transportation system. Additionally, non-traditional travel by bike would also be impacted. It's a considerable ride out cascade point especially if you have to catch the ferry during twilight and evening hours. The additional road travel would add wear and tear to road surfaces requiring maintenance and infrastructure improvements over time. An increase in road traffic to Cascade Point would increase the consumption of non-renewable fuels. Additional vehicle travel would impact residents along the road to Cascade point from road noise to car accident occurrences. Additional road miles by vehicles are also reflective by an increase in traffic accidents. Moving the terminal would also increase the distance staff would have to travel to man the vessels. All in all this is a bad idea that should not proceed.

**From:** [Huber, Christina A \(DOT\)](#)  
**To:** [DOT STIP \(DOT sponsored\)](#)  
**Subject:** FW: FAIRVIEW LOOP PATHWAY & SAFETY IMPROVEMENTS - Public Comments  
**Date:** Monday, August 15, 2022 5:34:36 PM

---

----- Forwarded message -----

From: <[samattson@gci.net](mailto:samattson@gci.net)>  
Date: Mon, Aug 15, 2022 at 3:31 PM  
Subject: FAIRVIEW LOOP PATHWAY & SAFETY IMPROVEMENTS - Public Comments  
To: <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
CC: <[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)>

August 15, 2022

State of Alaska  
Department of Transportation and Public Facilities  
Program Development  
PO Box 112500  
Juneau, AK 99811-2500

RE: FAIRVIEW LOOP PATHWAY & SAFETY IMPROVEMENTS  
DOT&PF Project Number: Z560200000  
STIP Need ID: 33921  
Name: Fairview Loop Road Rehabilitation – Hayfield Road to Fern Street  
Public Comments on Proposed Revised Scope

Thank you for the opportunity to provide public comments for the Fairview Loop Pathway and Safety Improvements, DOT & PF Project Number Z560200000. My family lives on property adjacent to Fairview Loop. We are located within the area of the proposed revised project scope, between Hayfield Road and Fern Street. The proposed project scope includes, “3.4 miles of roadway improvements with a separated pathway.” The project description includes, “Rehabilitation of roadway, pavement, widening of shoulders, and construction of a separated pathway. Other improvements may include replacing damaged or deficient culverts, improve roadside drainage, replace Cottonwood Creek and Slough crossing structures, and left/right turn lanes at the Fern Street intersection.” We feel that the proposed project will directly and negatively impact our property and quality of life, as well as create safety and noise issues for our Fairview Loop residential community. The revised project scope does not address other areas of Fairview Loop that are of more importance that were included in the original project scope, which included sight line, grade, and curve improvements to increase safety in those areas.

When purchasing our property on Fairview Loop nearly 30 years ago, we were attracted to the rural character of the area. Over the years, we have enjoyed the relaxing drive down Fairview Loop, which offers scenic views of hay fields, farms, dense forests, and distant mountains. As a rural road, Fairview Loop is located in a residential area, providing local access to neighborhoods of single family

homes, low density housing, small farms, and an elementary school. There are no gas stations, stores, or other busy commercial businesses on Fairview Loop, enhancing the area as a safe and inviting place to live.

We believe the proposed revised project scope and road improvements will negatively impact our neighborhood and quality of life. Most of the roadway in the proposed project scope is straight with few curves. The current design without paved shoulders on this straight road already promotes traffic to drive well over the posted speed limit of 50 MPH. We believe that widening the roadway and adding paved shoulders will create increased traffic volumes, promote excessive traffic speeds, increase traffic noise, reduce our privacy, and create security issues in our neighborhood.

Due to the residential nature of the Fairview Loop area, we would much prefer to keep the existing roadway and actually reduce the speed limit in order to improve safety and reduce accidents on the road. We feel that this would contribute to the rural nature of the area. Fairview Loop is not used only by private and commercial cars and trucks. As a longtime resident of the area, over the years, we have seen Fairview Loop being used by farm tractors, four wheelers, kids on bicycles, and parents walking with baby strollers. Parents and children frequently cross Fairview Loop to access Snowshoe Elementary School and visit neighbors across the road. Since it is a residential area with many farms, it is not uncommon to see dogs, horses, pigs, and even cows in the middle of the road or crossing the road, not to mention wildlife such as moose. Unfortunately, we have seen a considerable number of accidents on Fairview Loop, resulting in loss of life, injuries, and property damage. In observing the locations of these accidents, it can be presumed that most of these accidents have been due to drivers gravely exceeding speeds that are appropriate for the road and the weather conditions. We feel that widening the road and shoulders will cause increased speeding and accidents. Please consider the users of Fairview Loop as you analyze the proposed roadway improvements, as well as the speed limit on Fairview Loop. The safety of the users should be of the utmost importance.

The proposed improvements will require the State of Alaska to acquire additional right of way in order to build the new infrastructure. The previous project scope did not require additional right of way acquisition of our property, due to its limited nature of leaving the existing roadway in place and the construction of a bike path within the existing right of way between our property and Fairview Loop. The proposed project scope description doesn't explain how much of our property would need to be acquired, but we expect it to be significant, since our property and many of the properties located on our side of the roadway consist of large lots of four acres or more, many of which are forested, with homes and other buildings located significantly away from the roadway. We purposely built our home in the center of our property, far from Fairview Loop, so that our birch and spruce tree forest would provide us with privacy, reduce noise levels from the road, and enhance our security. If the State of Alaska acquires additional right of way for this project, our buffer of trees will be removed, reducing our privacy and security, while increasing noise levels from traffic. Also, our property acreage will be smaller, resulting in a lower value of our property. This project will cause our overall quality of life to be negatively impacted.

The revised project scope does not address the areas in the previous project scope that had been closely studied and determined to be the improvements required to increase safety and reduce accidents. Since the original project was not constructed, there have been no changes to the roadway areas that need improvements to sight lines, grade, and curves.

The original project scope included a bike path connecting the recently constructed bike path near the intersection of Knik Goose Bay Road (KGB) and Clapp Street to Snowshoe Elementary School. The



KGB/Clapp Street bike path also connects to the expansive bike path network along KGB Road, Clapp Street, and the Parks Highway. The revised project scope does not connect the new bike path to any existing bike path, ultimately resulting in a “path to nowhere.” Any new bike paths should connect to an existing path system in order to provide safety to the users of the path. Otherwise, the users of the pathway, such as people walking or bicycling, may be required to use the roadway for unsafe travel amongst speeding vehicles.

The new project scope is much more expensive than the original project scope, as noted by the change in estimated project costs from \$13 million to the proposed STIP Amendment 4 costs of \$33 million. The delay in construction of this project, due to budget reappropriations has resulted in increased project costs. The additional costs are presumably due to the necessity of the design team beginning again with a preliminary design for the new project, as well as the new traffic studies, and other studies that will be required, since over a decade has passed since the original project was planned. The additional costs can be attributed to increased construction costs, supply chain issues, supply shortages, and increased fuel costs. We also anticipate that the revised project costs will be higher due to the property acquisition that will be required to widen the roadway and shoulders and construct a new pathway.

We would like the State of Alaska to revert to its original project scope for the Fairview Loop roadway and pathway improvements. This will allow us to maintain the rural character of the Fairview Loop residential area, while not increasing the traffic volume, promoting excessive traffic speeds, and increasing noise levels on Fairview Loop. The previous project scope allows us to keep our existing land and trees, preserving our privacy, since our trees and shrubs provide a natural barrier, offering privacy, acting as a noise buffer, and minimizing vandalism and trespassing onto our property. We believe that keeping the original project scope, which focuses on improving specific spot areas of the roadway for improved visibility and safety, and constructing a bike path from KGB to Lookout Drive, will better serve the residents and users of Fairview Loop. Widening the shoulders between Hayfield and Fern is largely unnecessary, since most of this roadway is straight and has few accidents compared to other parts of the road. The widened shoulders will not provide increased safety but will alternatively allow vehicles to travel at a higher rate of speed than they currently do, often exceeding the speed limit. We believe that widening the roadway and widening of shoulders will promote speeding, creating increase safety hazards for all of the users of the road, and invite nonresidents to use Fairview Loop as a Wasilla bypass through a residential area. We would like to see the preservation of the rural character of the Fairview Loop area, while also increasing safety for the users of the road. We oppose the proposed revised scope for the project.

Thank you for considering my comments as you review the 2020-2023 STIP Amendment 4 and the Fairview Loop Road Rehabilitation Project.

Respectfully,

Sheri A. Mattson Brauneis  
PO Box 873831  
Wasilla, AK 99687

Cc: Anne Brooks, P.E., Brooks & Associates, Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

--

Camden Yehle  
Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508  
E-mail: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Tel: 907-242-6405

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Martin Niemi](#)  
**Subject:** RE: Cascade Point  
**Date:** Friday, August 26, 2022 11:03:35 AM

---

Good morning,

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Martin Niemi <cmniemi@gmail.com>  
**Sent:** Sunday, August 14, 2022 4:54 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Cascade Point

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Moving our Juneau ferry terminal to Cascade Point is a horrible idea for the passengers. First, it was moved from downtown Juneau to Auke Bay. At least there are services in Auke Bay & yet the drive takes our family close to 30 minutes. Cascade Point does not serve the people of Juneau and southeast Alaska & as a year round terminal it would be a dangerous drive. People departing from Juneau would essentially be without a ferry terminal. Our state funds need to be spent on services to benefit the residents who live along our marine highway. The person who promoted Cascade Point as a ferry terminal must not be a typical passenger of the Alaska Marine Highway System because it shows no insight to the needs of a passenger.

Respectfully submitted,  
Christine Niemi  
Douglas, Alaska

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [CJ Koan](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop project changes  
**Date:** Friday, August 19, 2022 11:56:19 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

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**From:** CJ Koan <CJ.Koan@pm.me>  
**Sent:** Saturday, August 6, 2022 4:43 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Fairview Loop project changes

You don't often get email from [cj.koan@pm.me](mailto:cj.koan@pm.me). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am emailing my public comments for the Fairview Loop STIP Amendment 4.

I have lived off Hayfield road since 2015. I have personally witnessed and have had several near misses because of the unsafe conditions along Fairview Loop. The close calls have significantly increase with the growth in this area. It is shocking to me this road has been designated as a safety issue since 2008 and few areas have been resolved. Thank you for straightening the "S" curves.

This summer, DOT made the ditches even more dangerous between Hayfield and KGB on Fairview loop by digging them deeper. One of the area's they worked was one of the hills to be flatted in the previous design, Section B south of Carl road. This hill in the winter is extremely dangerous. Several cars do not make it when icy and end up sliding backwards.

With the ditches now even deeper, vehicles sliding backwards into the ditch will require even more time to extract and will likely have more damage. Snow removal has not been managed well over the last few years making this road even worse.

We have all been patient as we knew a project was coming, but to have it stripped to a BIKE PATH and a little widening??? Enough is enough! Please reconsider this project and go back

to fixing the safety issues. I would also like to add another one - the corner of Fairview and Hayfield is extremely dangerous with multiple accidents, one being with a school bus this spring. This corner needs a roundabout. People driving west on FVL to Lupine Lane just fly across without regard to southbound FVL traffic. Visibility is low and it makes it very dangerous. Please consider adding this to any upcoming changes.

I ride a bike and would love nearby bike paths - but not at the expense of losing the safety changes. I'm against this amendment and hope you will reconsider the changes. Find the money to make the necessary change - I hear it may be in Nenana.

Thank you,  
CJ Koan

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Claire Fordyce](#)  
**Subject:** RE: Amendment 4  
**Date:** Friday, August 26, 2022 11:04:53 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Claire Fordyce <clairefordyce@hotmail.com>  
Sent: Sunday, August 14, 2022 6:56 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Amendment 4

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I wish to add my voice as a knowledgeable SE ferry user, in opposition to the construction of the proposed Cascade Point terminal.

I travel between Haines and Juneau frequently, and am negatively impacted by the crippled schedule and low capacity options. As recently as 2 weeks ago, I was waitlisted to walk on the Le Conte, booking a week in advance. Crew work diligently to cater to high travel numbers from folks traveling for work, medical, leisure and tourism on this low capacity ferry, out of step with demand. As a significant economy generator, small infrequent ferries, hurt small businesses in SE.

It is clear non local interests are served by Cascade Point plans and expenditures. Attention and funds for basic marine highway services are being diverted from SE residents who pay for highway improvements, of which AMHS is a recipient.

A terminal so far from Juneau residents, B n B's and hotels, wastes time and money and poses road transport risks. Cascade Point is a bad idea. It was years ago and is even more so now we are so conscious of the use of fuel.

Transport innovation needs future thinking, not backward, stale ideas, unpopular with who they most closely serve.

Regards  
Claire Fordyce

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [clay.good](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:25:45 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

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-----Original Message-----

From: clay good <claygood302@hotmail.com>  
Sent: Monday, August 15, 2022 11:24 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP

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Dear DOT -

As a property owner in both Juneau and Haines, I travel between both communities at least 12 times a year.

I am writing to voice my strong objection to development of a Cascade point ferry terminal.

The extra drive and hassles for foot passengers are not acceptable when we already have an excellent facility just 15 miles from downtown.

Thank you for your thoughtful consideration.

Clay Good  
313 7th St #4  
Juneau  
99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Corey Baxter](#)  
**Subject:** RE: Cascade point project  
**Date:** Friday, August 26, 2022 11:11:28 AM  
**Attachments:** [image003.png](#)

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Corey Baxter <[cbaxter@iuoe302.org](mailto:cbaxter@iuoe302.org)>  
**Sent:** Monday, August 15, 2022 9:08 AM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Cascade point project

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Hi,

I am writing in support of the cascade point ferry terminal project. We are in need of a solution for the Lynn Canal corridor until the road from Juneau to Skagway is established. The Cascade point terminal will help with reduced travel time and help keep a reasonable operating cost for the ferry system. Please move forward with this project. Thanks

Corey Baxter  
District 8 Representative  
Operating Engineers Local 302  
9309 Glacier Hwy. Bldg A-105  
Juneau, AK 99801  
[cbaxter@iuoe302.org](mailto:cbaxter@iuoe302.org)  
Office (907)586-3850  
Cell (907)321-4271  
Fax (907)463-5464



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Cindi Lagoudakis](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:47:19 AM

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Good morning,

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3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Cindi Lagoudakis <trembladakis@gmail.com>  
**Sent:** Monday, August 15, 2022 11:43 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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I wish to express my disapproval of the Cascade Point ferry terminal plans. Taking the ferries farther from town affects business, and access for passengers. We have an empty, unused terminal already here on Mitkof Island. Don't repeat the same mistake in Juneau.

Cynthia Lagoudakis  
Petersburg, AK

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Dan Cannon](#)  
**Subject:** RE: Public Comment 2020 - 2023 STIP Amendment 4 - Need ID: 33974 Name: Cascade Point Lease Payments  
**Date:** Friday, August 26, 2022 9:52:23 AM

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Good morning,

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Thank you,

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DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Dan Cannon <dgc4306@gmail.com>  
**Sent:** Friday, August 12, 2022 2:59 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Public Comment 2020 - 2023 STIP Amendment 4 - Need ID: 33974 Name: Cascade Point Lease Payments

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I oppose the \$30,000,000 lease payments currently proposed for the operation of a new ferry terminal at Cascade Point.

1. It's already hard to get to and from the Auke Bay Ferry terminal because the city of Juneau doesn't offer public transportation options. A terminal 27 miles north would only make it less convenient for current and future ferry users.

2. I believe the \$30,000,000 could be better spent on projects such as:

- Upgrading the MV Tazlina
- Replacing mainline ferries and the MV Tustumena,
- Upgrading/modifications to accommodate the Alaska Class Ferry vessels at Angoon, Pelican, Cordova, Tatitlek and Chenga
- Mmooring and ferry terminal bridge improvements throughout the system.

Thanks for your time and consideration.

Dan Cannon  
1420 Glacier Ave. Apt. 201

Juneau, Alaska 99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Dan Fabrello](#)  
**Subject:** RE: Cascade Point Ferry Terminal - STIP Comments  
**Date:** Friday, August 26, 2022 11:31:29 AM

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Dan Fabrello <dfabrello@gmail.com>  
**Sent:** Monday, August 15, 2022 12:08 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Cascade Point Ferry Terminal - STIP Comments

You don't often get email from [dfabrello@gmail.com](mailto:dfabrello@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing in support of the proposed Cascade Point Ferry terminal project. This link is needed to move traffic between the North Southeast panhandle at a faster pace and shorten the length of time it takes to move passengers, vehicles and freight between Juneau, Haines and Skagway and the rest of the State and Lower 48. This link is also important to eliminate the redundant highway and Ferry traffic that run parallel to each other. The New Ferry's were purposefully built for short routes and a shorter route such as Cascade Point or ultimately Katzehine River would make these Ferry's functional as Auke Bay is not a serviceable length of route for these specially built boats. With the use of the New Ferry's servicing Cascade Point it will free up other older Ferry's that are currently serving upper Lynn Canal to other areas of Southeast which they are more equipped and designed for. The Cascade Point facility could serve year round if properly constructed and positioned.

Again, I am supportive of the Cascade Point Ferry terminal project and would like it to proceed ASAP.

Respectfully,  
Dan Fabrello  
2476 Oday Drive,  
Juneau Alaska 99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [D&d Prats](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:09:42 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: D&d Prats <dendanprat@gmail.com>

Sent: Monday, August 15, 2022 7:01 AM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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To whom it may concern, (or not)

The Cascade Point Ferry terminal is more than just a bad idea. Wasteful of money, resources, and effort to serve the AMHS and the communities involved. How far do you think people are willing to drive to get on the ferry? How often will the road to that terminal be snow bound?

The money spent on terminals in Coffman Cove and south Mitkof island should be lessons learned about wasteful projects like this.

Dan Pratschner

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Marian Elliott](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop Proposed changes  
**Date:** Friday, August 19, 2022 11:45:51 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Marian Elliott <dmelliott@mtaonline.net>  
**Sent:** Sunday, August 14, 2022 4:26 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Fairview Loop Proposed changes

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I am in favor of the Proposed Revised Scope comprising Fairview Loop improvements including a separated pathway from Hayfield Road to Fern.

This is more appropriate than the previous project from Top of the world to Davis Road for road improvements but only a separated pathway to Lookout drive.

For years local residents of Fairview Loop have objected to proposed road improvements under the guise of safety without corresponding adjacent pedestrian accommodations. Fixing curves so traffic can go faster makes the road less safe for pedestrians.

Daniel Elliott

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Darsie Culbeck](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:43:41 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

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-----Original Message-----

From: Darsie Culbeck <darsie@live.com>

Sent: Saturday, August 13, 2022 12:12 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [outlook\\_478BAF7E96F25CC2@outlook.com](mailto:outlook_478BAF7E96F25CC2@outlook.com)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:10:30 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** outlook\_478BAF7E96F25CC2@outlook.com <thedavehanna@gmail.com>

**Sent:** Monday, August 15, 2022 8:21 AM

**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

**Subject:** Comment on Draft STIP

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I am writing in support for the Cascade Point ferry terminal. Until a hard link to Haines and Skagway can be built the Cascade Point option is the most economical and environmentally sound alternative. The current ferry system has demonstrated itself to be unsustainable for many reasons. Aging boats, lack of personnel and the cost of running the boats for reduced ridership all point to the need for a change in plans. Using the Tazlina as a day boat with one crew will take a huge load off the system freeing up the other boats and crews to provide a better level of service to the rest of Southeast. The reduced emissions from not running the boats for a handful of cars and passengers will reduce our carbon footprint as well as reduce operating costs. Ideally the port would be constructed to run year around if possible. Please move forward with the Cascade Point project as soon as possible.

Dave Hanna

Juneau

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [David Russell-Jensen](#)  
**Subject:** RE: Cascade Point public comment  
**Date:** Friday, August 26, 2022 11:37:52 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** David Russell-Jensen <[drusjen@live.com](mailto:drusjen@live.com)>  
**Sent:** Monday, August 15, 2022 1:53 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Cascade Point public comment

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**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello AK DOT,

I am writing in opposition to the proposed Cascade Point ferry terminal. The existing Auke Bay ferry terminal serves Juneau well. The Cascade Point terminal would be difficult to access in the winter and inconvenient to transit to. Funds should be reallocated to update other terminals to accommodate all AMHS vessels.

David Russell-Jensen  
Juneau, AK resident

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Debbie White](#)  
**Subject:** RE: Comment on draft STIP  
**Date:** Friday, August 26, 2022 11:14:29 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Debbie White <[debbie@isellalaska.com](mailto:debbie@isellalaska.com)>  
**Sent:** Monday, August 15, 2022 10:33 AM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Comment on draft STIP

You don't often get email from [debbie@isellalaska.com](mailto:debbie@isellalaska.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing in support for the Cascade Point ferry terminal. Until a hard link to Haines and Skagway can be built the Cascade Point option is the most economical and environmentally sound alternative. The current ferry system has demonstrated itself to be unsustainable for many reasons. Aging boats, lack of personnel and the cost of running the boats for reduced ridership all point to the need for a change in plans. Using the Tazlina as a day boat with one crew will take a huge load off the system freeing up the other boats and crews to provide a better level of service to the rest of Southeast. The reduced emissions from not running the boats for a handful of cars and passengers will reduce our carbon footprint as well as reduce operating costs. Ideally the port would be constructed to run year around if possible. Please move forward with the Cascade Point project as soon as possible.

The amount of fuel burned by the ferry running parallel to a road system cannot possibly be considered the most environmentally sound solution.

Debbie White, Broker/Owner

Southeast Alaska Real Estate  
8585 Old Dairy Road #102  
Juneau, AK 99801

907-789-5533 Office  
907-789-5504 Fax  
907-723-9886 Direct/Cell



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Deborah Affinito](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: ID 33921 Road Rehabilitation Program  
**Date:** Friday, August 19, 2022 11:50:32 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

Courtney Kreis  
STIP Planner III

-----Original Message-----

From: Deborah Affinito <[dwaffinito@yahoo.com](mailto:dwaffinito@yahoo.com)>  
Sent: Thursday, August 11, 2022 9:52 AM  
To: DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
Subject: ID 33921 Road Rehabilitation Program

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I am requesting that you add the Togiak Road back into the Fairview Loop road project. This is a very dangerous 90 degree curve. My daughter, her husband and 3 little kids live off of Togiak on Donna Circle and you literally taking a huge risk making left off of Fairview onto Togiak-it's a blind curve! Please consider adding this intersection back into this phase of the project.

Thank you for your consideration.

With Regards,  
Deborah Affinito  
907-232-6393

Sent from my iPad

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Deirdre Downey](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:38:23 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Deirdre Downey <deirdree06@gmail.com>  
**Sent:** Friday, August 12, 2022 10:14 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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Cascade Point Ferry Terminal doesn't belong in the STIP.

It would impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Juneauites have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our community's complex ferry system problems. We want to board ferries from the Auke Bay ferry terminal, which is as far out of town as I want to go, not another 27 miles further!

Its a lot of wasted money that needs to be spent on improving the ferry system we in the SE rely on.

Thank you, Deirdre Downey

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [DeLise](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:00:09 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: DeLise <delise\_keim@yahoo.com>

Sent: Sunday, August 14, 2022 7:48 AM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

[You don't often get email from delise\_keim@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please do not move the Juneau ferry terminal from Auke Bay. Moving it further from town will add a significant financial burden on rural Alaskans coming to the capital for essential services that are not available in our town.

Thank you in advance for stopping this wasteful move.

DeLise Keim  
Haines, AK

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Dena Selby](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:54:50 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Dena Selby <dselby1041@gmail.com>  
**Sent:** Friday, August 12, 2022 4:44 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [dselby1041@gmail.com](mailto:dselby1041@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The Alaska Department of Transportation & Public Facilities (DOT&PF) is back at it with a bad idea for ferry service in Lynn Canal that would have negative impacts on passengers. A ferry terminal at Cascade Point would impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Juneauites have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our community's complex ferry system problems.

Instead of departing Juneau from the Auke Bay Ferry Terminal, passengers would be required to board 27 miles further north at the far end of the Juneau road system at a terminal owned by Goldbelt, Inc. [The State Transportation Improvement Plan \(STIP\) amendment would have DOT&PF fund construction of the Cascade Point terminal through \\$30,000,000 in lease payments to Goldbelt.](#)

The Alaska Marine Highway System has far more important needs.

That includes upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

This is where you come in.

Please let DOT&PF know that the Cascade Point Ferry Terminal does not belong in the STIP! The STIP comment deadline is *this* Monday, August 15, 2022.

Dena Selby

PO Box 185

Haines AK. 99827

**From:** [Dennis DeWitt](#)  
**To:** [DOT STIP \(DOT sponsored\)](#)  
**Subject:** Comment on Draft STIP  
**Date:** Monday, August 15, 2022 1:53:53 PM  
**Attachments:** [DeWitt DOT Stip comments 8 15 22.docx](#)  
[FTFAF comments to the AMHS Reshaping Group 9 3 2020.docx](#)

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You don't often get email from dewittllc@me.com. [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

RE: Need ID 33974 Cascade Point Lease Payments

I have attached attached my comments on this specific amendment as well as backup information that was presented to the Alaska Marine Highway Reshaping Work Group. I ask that both documents be made part of the record.

Thank you of your consideration.

Denny DeWitt  
Partner  
DeWitt & DeWitt, LLC  
PO Box 34761  
Juneau, Alaska 99803-4761  
[Email: dewittllc@me.com](mailto:dewittllc@me.com)  
Phone: 907 723 6667

Dennis DeWitt  
PO Box 34761  
Juneau, Alaska 99803

Alaska Department of Transportation & Public Facilities  
Division of Program Development  
ATTN: STIP  
P.O. Box 112500  
Juneau, AK 99811-2500

August 15, 2022

RE: Need ID 33974 Cascade Point Lease Payments

I support developing the Cascade Point Ferry Terminal and committing the lease payments to enable the construction and operation of the Terminal. This terminal will facilitate a major improvement in ferry service to the northern end of the system and reduce costs for the State and the public.

Cascade Point is an important piece of realigning the ferry system into a more sustainable, reliable, and efficient transport system. I have attached comments made to the Alaska Marine Highway Reshaping Work Group on September 3, 2020. They remain significant today.

Without fundamental change in the Ferry System, the State cannot hope for anything except continued deterioration of service to the public at escalating cost to the State and public users. This will also contribute to a continued deterioration of the economy of Southeast Alaska by stifling travel, trade and commerce between our communities and the world.

The opportunity at Cascade Point will save the Ferry System significant operating costs and ultimately saving the Ferry system as part of a comprehensive Southeast transportation system.

Most Sincerely,

A handwritten signature in blue ink that reads "Dennis DeWitt". The signature is written in a cursive style with a large initial 'D'.

Dennis DeWitt

Attachment

First Things First Alaska Foundation (FTFAF) presentation to the Alaska Marine Highway Reshaping Work Group, September 3, 2020.

Good Afternoon,

We appreciate the opportunity to address you concerning an integrated transportation plan in Southeast Alaska.

I am Denny DeWitt, a member of the FTFAF Board. With me are Frank Bergstrom also a member of the Board and Don Habeger our Executive Director.

FTFAF is dedicated to preserving the economic viability and future of Alaska through education. FTFAF works to educate the public by monitoring and researching natural resource management issues and by highlighting reasonable use, access, economic opportunities and development, all of which can be done while protecting the environment. FTFAF promotes public understanding of the facts regarding resource issues, whether they be mining, timber, fishing, or tourism, and encourages the public to participate in the decision-making process.

Let me begin by saying the notion that roads, planes and ferries are independent or mutually exclusive is not supported by FTFAF nor the reality in Southeast Alaska.

We believe that the Alaska Marine Highway System (AMHS) is an important part of a comprehensive, integrated transportation system, including marine, road, air, public, and private components. As your group moves toward a final report, it is

important that you consider how the AMHS can function as a part of that system, rather than simply looking at it in isolation.

In May 2016, FTFAF published a report, “Southeast Alaska Transportation Network.” We mailed it to every mailbox in Southeast Alaska. We hoped it would begin an understanding of how roads could relieve demand for limited AMHS capacity and the belief that the future funding would not increase. We highlighted Juneau Access (aka Highway 7 extension), a road from Juneau ultimately connecting with Haines, Skagway, and the continental highway system, Sitka access with a road to Warm Springs Bay, and the Kake Access project with a road and shuttle ferry to Petersburg. These projects would improve transportation access for communities and allow deployment of AMHS resources through the balance of the system. We have provided copies of the report for your review.

In April 2019, FTFAF sent a letter to Governor Dunleavy encouraging extending Highway 7 to Cascade point and building a ferry terminal:

“The Department of Transportation and Public Facilities (DOT&PF) is proposing to use the funding to extend the road to Cascade Point and build a ferry terminal to efficiently operate the Alaska Class Ferry (ACF) as a day boat between Juneau, Haines, and Skagway. This will allow the ACF to complete a round-trip connecting all three communities under 11 hours a day. It also eliminates running the ACF ferries parallel to a road.”



In January 2020, FTFAF sent a second letter to Governor Dunleavy supporting the Northern Economics report concerning a terminal at Cascade Point:

“There are many suggestions for improving the operation of the Alaska Marine Highway System, including structure, operations, financing, and terminals.

We would highlight option 11A:

“Option 11A: Development of a ferry terminal at Cascade Point on Berners Bay at the northern end of the Glacier Highway approximately 30 miles north of the current Auke Bay Terminal in Juneau. The Cascade Point terminal would serve the base for dedicated ferry runs in Lynn Canal and reduce Juneau–Haines, and Juneau–Skagway one-way sailing times by approximately 2.1 hours.” (Page 110)

Based on the assessment conducted, the study team provided the following recommendation:

“7. Consider additional infrastructure to reduce operational costs. State investments in infrastructure are typically able to leverage much larger levels of federal funding. Examples include a) development of the terminal at Cascade Point; b) development of the road to Warm Spring Bay with a terminal; c) development of the road between Kake and Wrangell Narrows.” (Page 121) “

Cascade Point terminal improves efficiency of ferry operation freeing vessel(s) for use on other southeast routes.

In the early Spring of 2020, FTFAF aired the following message on radio throughout Southeast Alaska:

“Southeast Alaska is hurting by the decline of the ferry system. We urgently need remedies. The governor appointed a new committee to devise solutions. However, to avoid the same problems in future, we need a fully integrated regional transportation plan that includes the most efficient combination of roads, ferries, barges and air services. Let’s encourage leaders to view a bigger picture of transportation needs in Southeast Alaska. First Things First Alaska Foundation—educating Alaskans for a brighter future.”

We believe FTFAF has demonstrated its support for integrating our transportation system. We do feel that we are often alone in many discussions. Transportation has changed since the AMHS was established in 1962. Air transportation is radically different from what we saw in 1962. The ability to construct roads has improved, the potential for use of barges has changed. Marine navigational aids and tracking have improved substantially. Yet, we continue to plan our ferry system’s future as an independent transportation entity in Alaska.

The Alaska Marine Highway Reshaping Work Group has an opportunity to begin to look at the future of the AMHS in the context of an integrated transportation plan. With the aging of the fleet, serious consideration must be given to the type and cost of replacement vessels. You could be thinking of how AMHS can integrate with airplanes, roads, and private barges to maximize the transportation options in coastal Alaska. It is

unlikely there will be future funding to replace and operate larger vessels with similar, costly vessels. This may lead to considering smaller shuttle type vessels focused on moving cars with limited amenities and forgoing barge type services. Changing the planning paradigm now may offer a realistic future for AMHS.

The AMHS should recommend a plan for the integration of the system as means to provide maximum service within the limited operational resources that will be available to the system. That recommendation might consider the state's cost of providing ferry transportation service against the cost to the state of providing transportation using other modes of services and combinations of service types through contracts. If the state will be subsidizing services, you should be asking if there are opportunities to subsidize more efficient or effective modes of transportation that can deliver services to a community.

In the duties of the Work Group is the following:

“The Work Group will define the future needs and purpose of the AMHS, with the goal to ensure residents have access to essential transportation services among Alaskan coastal communities.”

We hope this will lead you to consider how the AMHS can begin to integrate into a transportation system by looking at improving infrastructure that will save long term operating costs.

We have spoken of the savings possible by moving a terminal to Cascade Point. The Northern Economics report suggests the move could save over a million dollars a year. The funds are available to make this move possible.

Another easy savings is to finish the road connection between Hoonah and Tenakee Springs. According to the Northern Economics report this could offer almost \$500,000 annual savings in operations.

These are just two examples of easy opportunities available for your support. We hope you will seriously look at other innovative opportunities. Opportunities can be found in the Northern Economics report and plans put forward for many years by the Southeast Conference.

We appreciate the opportunity to share our perspective and hope that you will consider how the AMHS can fit into an integrated transportation plan. We believe it is the only path to long term sustainability for AMHS. As the past is often prologue, continued focus on ferry scheduling as the only transportation option will continue to be met with erosion of state funding. Innovation and integration are the options that will lead to a long-term future for AMHS.

Thank you for this opportunity. We would be happy to respond to any questions.



P.O. Box 240605  
Douglas, AK 99824

907.586.1254 phone  
907.463.3433 fax  
FTFAKFoundation.org  
firstffinc@gmail.com

August 15, 2022

**Joseph Kahklen**  
President

Alaska Department of Transportation & Public Facilities  
Division of Program Development  
Attn: STIP

**Corey Baxter**  
Vice President

P.O. Box 112500  
Juneau, AK 99811-2500

**Scott Spickler**  
Secretary

Re: Need ID 33974 Cascade Point Lease Payments

**Frank Bergstrom**  
Treasurer

The First Things First Alaska Foundation's mission is a strong Alaska economy through the responsible development and management of our resources. The First Things First Alaska Foundation has long advocated for an integrated Southeast Alaska transportation system that maximizes marine and terrestrial linkages.

**Directors**  
**Scott Bergmann**  
**Richard Burns**  
**Wayne Coogan**  
**Dennis DeWitt**  
**Edward King**  
**Neil MacKinnon**  
**Mac Meiners**

Adding in the Cascade Point Ferry Terminal improves transportation by maximizing the use of the existing Glacier Highway system and improving marine transportation runs through shortened distances. As a result, the traveling public and the Marine Highway benefit through time and cost efficiencies.

**Rosemary Hagevig**  
Director Emeritus  
**John Sandor**  
Director Emeritus

The additional benefit is the ability to discontinue using older and environmentally less friendly mainline ferries. It provides a pathway to utilize the day ferries built for this run.

**Don Habeger**  
Executive Director

Please move forward with the Cascade Point project as soon as possible.

Thank you,

Joe Kahklen  
President

**First Things First Alaska Foundation (FTFAF) is dedicated to preserving the economic viability and future of Alaska through education. There is a clear need to educate the public on the benefits of responsible economic development and natural resource management.**

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Doug Woodby](#)  
**Subject:** RE: Cascade Point Ferry Terminal Proposal in STIP Amendment 4  
**Date:** Friday, August 26, 2022 11:09:52 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Doug Woodby <doug.woodby@gmail.com>  
**Sent:** Monday, August 15, 2022 7:27 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Cascade Point Ferry Terminal Proposal in STIP Amendment 4

You don't often get email from [doug.woodby@gmail.com](mailto:doug.woodby@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear DOT&PF:

I respectfully request that the DOT&PF exclude the Cascade Point Lease Payments project (Need ID: 33974) from the 2020-2023 STIP Amendment 4.

There are a number of fundamental problems with the proposal. The proposal to build a ferry terminal at Cascade Point is a bad idea because:

1. The proposal would make ferry travel for my family even more inconvenient, requiring an additional 27 mile drive when taking a car, and a difficult transit for us when walking on or taking our bikes.
2. The proposal would create negative environmental impacts on Berners Bay, an area that still has healthy herring and eulachon spawning populations, and an area that we enjoy for its mostly undeveloped shorelines.
3. The proposal would unnecessarily increase traffic on Veterans Memorial Highway, resulting in additional maintenance costs that are not specified.

Moreover, the proposal to pay \$30 million to Goldbelt in lease payments is the wrong use of funds for our ferry system that has far more important needs. Those needs include modifications to ferry terminals that will allow the Alaska Class ferries to dock at Cordova, Tatitlek, Chenega, Pelican, and Angoon; adding crew quarters to the Tazlina; and various needed improvements across the marine highway system.

Thank you for this opportunity to comment.

Doug Woodby  
Juneau



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [DOUGLAS MERTZ](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:44:56 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: DOUGLAS MERTZ <dkmertz3155@gmail.com>

Sent: Monday, August 15, 2022 9:55 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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I find the proposed Cascade Point ferry terminal to be a foolish idea that will waste public funds while providing worse service on the AMHS. It will make it much harder for Juneau residents to reach the ferry and will make it much harder for out of towners to reach Juneau and shopping from the ferry terminal. It makes no sense to add a terminal so far out of town, connecting to Haines and Skagway by as yet unknown means. The idea should be junked.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Duff Mitchell](#)  
**Subject:** RE: Draft STIP Comments.Need ID: 33974 Name: Cascade Point Lease Payments  
**Date:** Friday, August 26, 2022 11:20:54 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Duff Mitchell <duff.mitchell@yahoo.com>  
**Sent:** Monday, August 15, 2022 11:00 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Draft STIP Comments.Need ID: 33974 Name: Cascade Point Lease Payments

You don't often get email from [duff.mitchell@yahoo.com](mailto:duff.mitchell@yahoo.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear AKDOTPF reviewers,

I am writing to support the Lease Payments and development of the Cascade Point Ferry Terminal. Need ID 33974

The Cascade Point Ferry terminal significantly reduces the amount of fuel and associated fossil fuel operational costs while significantly reducing the attendant Green House Gas and other emissions currently dispensed in Northern Lynn Canal and Auke Bay. The reduction of emissions is a recognized value and goal of the City and Borough of Juneau Climate Action and Implementation Plan (2011).

The Cascade Point Ferry Terminal will also decrease travel time while potentially increasing travel and commerce frequency between Haines, Skagway, and Juneau, thereby uniting our Lynn Canal communities for increased regional economic development, increased inter-community trade and commerce, increased inter-community travel for social and sports events as well as lowering costs for both the AMHS and Alaska consumers.

The ferry time, cost, and equipment savings with shorter travel times in Lynn Canal enable the AMHS to provide increased and enhanced service in other locations by saving time and effort that is efficiently garnered by moving some ferry operations to Cascade Point from the Auke

Bay Ferry Terminal.

Further, Goldbelt Corporation has made public statements and commitments that it would run a regularly scheduled bus service to and from each arriving ferry at Cascade Point for those walk-on travelers or those requiring this service.

Kindest regards,

Duff

Duff W. Mitchell

3274 Pioneer Ave.  
Juneau, AK 99801

Cell Phone 907-723-2481

The information in this email (and any attachments hereto) is confidential. If you are not the intended recipient, you must not use or disseminate the information. If you have received this email in error, please immediately notify me by "Reply" command and permanently delete the original and any copies or printouts thereof.

**From:** [Anne Brooks](#)  
**To:** [DOT STIP \(DOT sponsored\)](#)  
**Cc:** [Anne Brooks](#)  
**Subject:** Fwd: Fairview Loop STIP Need 33291  
**Date:** Tuesday, August 9, 2022 1:50:57 PM

---

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I sent this to the wrong address.

See below.

Anne

Begin forwarded message:

**From:** Anne Brooks <[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)>  
**Subject:** Fairview Loop STIP Need 33291  
**Date:** August 9, 2022 at 1:49:41 PM AKDT  
**To:** [stip.dot@alaska.gov](mailto:stip.dot@alaska.gov), "Walsh, Matthew H (DOT)" <[matthew.walsh@alaska.gov](mailto:matthew.walsh@alaska.gov)>, Christina A Huber <[christina.huber@alaska.gov](mailto:christina.huber@alaska.gov)>, Lance Debernardi <[ldebernardi@rmconsult.com](mailto:ldebernardi@rmconsult.com)>  
**Cc:** Anne Brooks <[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)>

All —

I received a call from Earl Lackey (907-355-1541/Riverdale Estates). He asked if the scope for Fairview Loop still included the safety improvements. I explained that the scope change included in Amendment 4 limited improvements from between Hayfield and Fern and would likely only include the safety improvements at Lookout and Fern. He stated he was very concerned that the safety improvements that area residents advocated for for years are not moving forward. He said he couldn't fathom why the safety improvements would be removed by the amendment.

He also stated that once construction on KGB gets going he believes the traffic on Fairview will increase and the road is dangerous to start with. I explained that one of the major drivers for the amendment was to identify construction funding. He said that the funding should go to the critical areas.

He said he commuted to Anchorage for over 28 years and was familiar with the corridor. He uses Harness, Marble and Riverdale Drive, as well as Hayfield. He said he currently uses the corridor to get to and from doctors appointments.

He thanked me for listening and promising to send his comments to the STIP folks.

Anne Brooks, P.E., Public Involvement Coordinator  
907-242-6405

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Layne](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Public Comment on Proj. Z560200000, Fairview Loop Pathway and Safety Improvements  
**Date:** Friday, August 19, 2022 11:51:09 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

Courtney Kreis  
STIP Planner III

-----Original Message-----

From: Layne <[keeblerf18@yahoo.com](mailto:keeblerf18@yahoo.com)>  
Sent: Thursday, August 11, 2022 8:30 AM  
To: DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
Subject: Public Comment on Proj. Z560200000, Fairview Loop Pathway and Safety Improvements

[You don't often get email from [keeblerf18@yahoo.com](mailto:keeblerf18@yahoo.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Please accept my two comments below into public comments for the subject project (Project: Z560200000 Fairview Loop Pathway and Safety Improvements)

1. The proposed project change of July 2022 limits the placement of the pathway to between Hayfield Rd and Fern Rd, whereas the original proposal placed the pathway all the way out to the light at the Clapp/Fairview Loop/KGB intersection. The original proposal allowed for the Fairview Loop pathway to be connected to existing pathways alongside Clapp St and KGB, which connect to the wider system of pathways around the Valley. There are no current pathways alongside Hayfield Rd or Fern Rd, so the July proposed change would turn the proposed Fairview Loop pathway into a "pathway to nowhere". I strongly recommend that this proposal be modified to extend the pathway out to the Clapp/KGB/Fairview Loop intersection (as the original proposal did) to allow the pathway to connect to the other existing pathways.

2. I recommend either a 4-way stop or roundabout be added at the Hayfield Rd and Fairview Loop intersection. I have witnessed many westbound vehicles on Fairview Loop which drive at a high rate of speed straight from Fairview Loop onto W Lupine Ln at that intersection. To do so, they cross the oncoming Fairview Loop lane of eastbound traffic at a blind curve. It is likely there will be fatal collisions at this intersection unless it is converted into either a 4-way stop or a roundabout.

Thank you for your consideration.

Earl L. McDowell  
3460 E Secluded Meadows Lp  
Wasilla, AK 99623



907-351-5838

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Elisabeth Babich](#)  
**Subject:** RE: Cascade Point ferry terminal  
**Date:** Friday, August 26, 2022 10:38:34 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Elisabeth Babich <ketasissi@gmail.com>  
**Sent:** Friday, August 12, 2022 10:26 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Cascade Point ferry terminal

You don't often get email from [ketasissi@gmail.com](mailto:ketasissi@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Cascade Point Ferry Terminal does not belong in the STIP!  
Our ferries are important and need to be maintained, upgraded and renewed.  
But we do not waste money on a terminal that will serve a private gold mine and we do not need to pay Goldbelt corporation \$ 30 000 000.  
Why make people drive all the way out there if we have a ferry terminal in Auke Bay?  
Traffic, pollution, we don't need more of that. Taxpayers money should be used to decrease these things.  
So no, no ferry terminal at Cascade Pt.  
Sincerely  
ElisabethBabich  
Jordan Ave  
Juneau  
Alaska 99802

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Bob Ruth](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:05:54 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Bob Ruth <ruthbob625@gmail.com>  
**Sent:** Sunday, August 14, 2022 8:31 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [ruthbob625@gmail.com](mailto:ruthbob625@gmail.com). [Learn why this is important](#)

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I am strongly opposed to DOT&PF funding construction of the Cascade Point terminal through 30 million dollars in lease payments to Goldbelt.

The Cascade Point Ferry Terminal does not belong in the STIP for the following reasons:

1. Walk-on passengers would be severely limited in purchases that they could bring home from Juneau due to space limitations on the bus. Not to mention other items such as dogs in kennels, skis, kayaks, bicycles, and baby strollers.
2. There would need to be guaranteed, punctual transportation provided to transport every single walk-on passenger at every single docking from the Cascade dock to downtown Juneau which is 40 miles away.  
When the bus needs repairs and is out of commission, when the road is impassable in the winter, and when other (inevitable) unforeseen consequences arise, there will be a whole set of new challenges.
3. Seasonal limitations: With no breakwater, the dock is likely not to be usable at times due to the unpredictability of winter weather conditions and the risk of avalanches.
4. The cost estimate does not include road improvements that will be needed on the 8.7 miles

of unpaved road to Cascade Point.

5. Also not included in the cost estimate is providing drinking water, sewage disposal and electricity at Cascade Point.

6. Then there is the environmental impact on the marine mammals, herring and hooligan in Berners Bay that needs to be researched thoroughly.

Rather than using funds to build a new terminal and make 30 million dollars(!) in lease payments (not including the expenditures listed above not included in this estimate), I strongly advocate adhering to the recommendation of the Alaska Marine Highway Operations Board and ADD CREW QUARTERS TO THE TASLINA.

Our money would be much better spent.

We've been told that the cost of our ferry tickets would decrease by approximately 25% if the Cascade Point dock were to be built.

To me, that benefit does not outweigh the risks.

Who really stands to benefit from this project?

Thank you for the opportunity to provide input.

Ellen Larson

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Emily Ferry](#)  
**Subject:** RE: Southeast needs ferries that connect our COMMUNITIES  
**Date:** Friday, August 26, 2022 11:45:06 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Emily Ferry <emily.ferry@gmail.com>  
**Sent:** Monday, August 15, 2022 9:56 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Southeast needs ferries that connect our COMMUNITIES

You don't often get email from [emily.ferry@gmail.com](mailto:emily.ferry@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For more than 20 years southeast communities have asked for reliable ferry service. DOT has routinely ignored that request, instead putting planning time, and in some cases, construction dollars into a vision of long roads and short ferry terminals. Time and again, that vision has not proven to be a wise investment on paper (the Katzehin ferry terminal project was projected to return 28 cents on the dollar, according to DOT's own analysis) or in reality (see the Coffman cove and south mitkoff terminals as exhibits one and two.) There is little doubt that placing a ferry terminal at cascade point will will have a similarly low return on investment. And it is NOT what communities have repeatedly asked for. Please cut this project from the stip and instead invest in a marine high system that will connect southeast communities.

Sincerely,  
Emily Ferry  
836 Calhoun Ave  
Juneau, AK 99801



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Eric Forst](#)  
**Subject:** RE: Comment on Draft STIP Cascade Point  
**Date:** Friday, August 26, 2022 11:30:54 AM  
**Attachments:** [image002.png](#)

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Eric Forst <eric@reddogsaloon.com>  
**Sent:** Monday, August 15, 2022 11:39 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP Cascade Point

You don't often get email from [eric@reddogsaloon.com](mailto:eric@reddogsaloon.com). [Learn why this is important](#)

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Hello,

I wanted to express my strong support for building the Cascade Point ferry terminal in Juneau. This project will provide easier and faster access to the road network for both Juneau residents and visitors. This easier access will bring much needed economic benefits to our city. Increased independent travel will help my business as well as many others in town. The new ferry's were designed for this run so they would not need crew quarters. It's way past time to put these new ferry's to use as they were intended instead of tying them up or spending millions to modify them. This is a perfect project to take advantage of the federal infrastructure funds that are coming to Alaska and one that will improve the lives of many in Juneau.

Please approve and construct quickly this project that will provide easier, cheaper, and more reliable access to Alaska's Capital City and the same for its residents to the rest of the state and the nation.

**Eric Forst**

*General Manager/Partner*

*Red Dog Saloon and Mercantile*

278 S. Franklin St.  
Juneau AK, 99801  
(907)463-3658 ext. 1  
(907)723-1275 cell  
[eric@reddogsaloon.com](mailto:eric@reddogsaloon.com)



[www.reddogsaloon.com](http://www.reddogsaloon.com)



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

Department of Transportation and  
Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Headquarters

3132 Channel, Suite 200  
P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: (907) 465-4070  
[dot.alaska.gov](http://dot.alaska.gov)

August 9, 2022

Dear Mr. Schneider:

Thank you for taking the time to review and share your thoughts on the 20-23 STIP Amendment 4.

First, to the lack of Alaska Railroad related projects in the STIP. The Alaska Railroad Corporation's (AKRR) projects are included in the STIP, because they receive direct federal funding that must be included in the STIP. DOT&PF manages the STIP and its contents, but DOT&PF does not manage or control AKRR, which is governed under Alaska Statute 42.40. As such DOT&PF does not have a role in developing AKRR projects. To your concern of too much money going to the roads, DOT&PF's capital program is largely funded by federal-aid highway funds, which cannot be used to develop railroads. The Federal Highway Administration (FHWA) requires that DOT&PF invest the largest single apportionment of these funds on the National Highway System – the Parks Highway is on the NHS. The only state funds that go to the NHS in Alaska are almost exclusively for the required non-federal match share required by federal law.

Second, on active and alternative transportation modes, in 2019, DOT&PF completed an update to its Alaska Statewide Active Transportation Plan (ASATP), which establishes a policy and action framework to support active transportation across Alaska. Since the ASATP was first published in 1994, there has been a growing focus on active transportation modes, particularly walking and bicycling. The purpose of updating the ASATP is to improve safety, increase accessibility, and promote healthy lifestyles in Alaskan communities through the development of a safer and more efficient active transportation network and infrastructure. One of the recommendations in the plan that supports this goal is for DOT&PF to adopt a Complete Streets policy and implementation strategy. This policy considers the needs of all users, especially safety, in the planning, design, and operation of State-owned transportation facilities. The ASATP can be found here: <https://dot.alaska.gov/stwdplng/bikeped/>.

Third, regarding public transit in Alaska. The STIP represents transit investment in the form of annual apportionment "buckets" that indicate the types of projects that the funding is being directed to. The state does not own transit infrastructure, but rather grants funds to public transportation service providers and non-profit providers of transportation for seniors and persons with disabilities. Some of the funding for urban areas like Anchorage and Fairbanks is not listed in the STIP, but rather in their respective Transportation Improvement Programs (TIP), and UPWPs. A better gauge of the State's commitment to transit is found on DOT&PF's transit web page Alaska Community Transit (<https://dot.alaska.gov/stwdplng/transit/>). There you can find a recent report on the Economic Value of Transit in Alaska, as well as grant funding recommendations for SFY2023.

Additionally, many of the State's safety-related projects, which sometimes include pedestrian and bicycle infrastructure improvements are not individually listed in the STIP, but are part of a program under STIP

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Need ID 19217. This is done to increase the Department's ability to select and address safety-related infrastructure issues more flexibly. Furthermore, it is worth noting that the State's investment in active transportation infrastructure and transit systems is largely reliant on federal-aid funding, with state and local funds going to the required non-federal match share.

And finally, the Department's Transportation Alternatives Program (TAP) selects projects through a competitive, transparent and public process, and it will have a forthcoming call for projects this September. A pre-notice can be found at <https://dot.alaska.gov/stwdplng/atap/>.

With regards to your comments on specific projects and their impacts on your community, you are encouraged to refer to the specific STIP need ID numbers, and our regional field office planners will be able to better address your specific concerns.

Thank you again for your engagement.

Sincerely,

A handwritten signature in black ink that reads "Adam Moser". The signature is written in a cursive, slightly slanted style.

Adam Moser

Federal-Aid Programs Manager

DOT&PF Division of Program Development and Statewide Planning

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Eric Schneider](#)  
**Cc:** [Moser, Adam \(DOT\)](#)  
**Subject:** RE: Overall Comments on Draft STIP  
**Date:** Thursday, August 25, 2022 9:56:22 AM  
**Attachments:** [STIP Response to Mr. Schneider.pdf](#)

---

Good morning,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

Please see our attached response to your public comments. Thank you for taking the time to comment on Amendment 4.

Thank you,

*Courtney Kreis (pronounced as Kr-ice)*

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Eric Schneider <ericschneider77@yahoo.com>  
**Sent:** Tuesday, July 26, 2022 1:48 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Overall Comments on Draft STIP

You don't often get email from [ericschneider77@yahoo.com](mailto:ericschneider77@yahoo.com). [Learn why this is important](#)

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Sir/Ma'am--

I reviewed all 316 or so pages of the document.

I was struck by the lack of non-road items (I know certain water and aviation things are not included).

Specifically, I was struck by the lack of enhancements to public transportation. The Alaska Railroad items were relatively limited, and focused on rehabilitating rolling stock and other regulatory items (positive train control). I saw no mention of expanded service, adding sidings, double tracking, straightening the alignment. Yet there are numerous projects along the parallel Parks Hwy. Rather than spending so much on the road, we should be markedly expanding what goes by train--passengers and freight--so there is less demand on, in this case, the Parks Hwy. For instance, there should be very little thru-truck traffic on the Parks--the majority should go by train. Parks truck traffic should primarily be local. Road safety, environmental considerations, energy efficiency--all favor putting more traffic on the railroad, and reducing traffic on the Parks.

Bikes and pedestrians: minimal mention. Where mentioned, it is about improving bike/pedestrian facilities in a small area. There is no global mention of bikes and walking as legitimate transportation. We do a great job providing door-to-door access (if you are on the road system) for driving, but not for biking and pedestrians.

Transit. Again, just a few mentions, mostly in the context of rural and elderly/disabled needs. While these are very important, we need much more robust public transit policy and infrastructure in this state. The majority of the state's population lives along the rail belt. Frequent train service, combined with frequent and connecting bus service, combined with easy biking and pedestrian access (and 4-wheeler access in certain communities), could well improve mobility, safety (we kill far too many people on our roads every year), and health (by encouraging walking, etc., rather than driving).

There are multiple mentions of projects that don't seem to speed door-to-door travel times, and have questionable impacts on safety. This is a comment I've made before. Several pages of the document relate to the ongoing road expansion of University Ave in Fairbanks. I've noticed that, in the areas where the work is done, the time to get through the traffic lights is unchanged, and my door to door travel time is unchanged. Also, to my understanding there are still serious accidents at the Geist/University/Johansen intersection, though perhaps the accident rate is lower than pre-construction.

Lastly, there are projects in the document that the public does not want. Recent/ongoing/future projects with strong opposition include the CHSR Roundabouts; elevating and dividing the Steese/Johansen intersection; Moose Pass region changes (I am not necessarily opposed to these projects. I cite them as examples where there is and has been opposition that has largely been ignored).

I recognize that this letter is big picture, and that some of the issues I've mentioned might not fall under the STIP process.

The infrastructure bill is an opportunity to meaningfully enhance our transportation options in our state. Right now, the focus is extremely road-heavy, and does not do enough for rail, transit, bike, and pedestrian travel options.

Thank you for reviewing these comments.

Eric Schneider  
Fairbanks, Alaska



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [\(null\) \(null\)](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:49:42 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

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-----Original Message-----

From: (null) (null) <erikajane@yahoo.com>

Sent: Tuesday, August 16, 2022 10:49 AM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

[You don't often get email from erikajane@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hello,

I would like to state on re it's that I am opposed to building another ferry terminal in Juneau. I believe this is unnecessary. First, it will make travel for walk ons more difficult and expensive. Second, it is an excessive expenditure of tax dollars that could be spend on more important needs for residents. Please do not build another ferry terminal in Juneau.

Thank you,  
Erika Merklin  
Haines Resident

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Evan Deisen](#)  
**Subject:** RE: Comment on STIP Amendment 4  
**Date:** Friday, August 26, 2022 11:03:18 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Evan Deisen <evandeisen13@gmail.com>  
**Sent:** Sunday, August 14, 2022 2:05 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on STIP Amendment 4

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To whom it may concern,

I feel very strongly that the Cascade Point Ferry Terminal does not belong in the STIP. This expensive project is not worth the money and will have detrimental impact on both the environment and livelihood of people that live here. The Alaska Marine Highway System has more important needs including upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

Thank you!  
Evan Deisen

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [gkaa22 -](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop Pathway & Safety Improvements  
**Date:** Friday, August 19, 2022 11:55:46 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

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**From:** gkaa22 - <gkaa22@hotmail.com>  
**Sent:** Monday, August 8, 2022 12:24 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Fairview Loop Pathway & Safety Improvements

You don't often get email from [gkaa22@hotmail.com](mailto:gkaa22@hotmail.com). [Learn why this is important](#)

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Please reinstate Fairview Loop Pathway and Safety Improvements in the vicinity of the Fairview, Hayfield, and Lupine intersection. Too often I see cars (heading west on Fairview) fail to slow/yield when transitioning straight onto Lupine. Recommend either making this intersection a 4-way stop or a round-about.

Please decrease the Fairview speed limit (between KGB and Hayfield) from 50mph to 40mph. In this zone, Fairview is less safe than Clapp. Clapp has wide roadside berms and plenty of roadside visibility (possibly 100' to the tree line) with a 40mph speed limit. Fairview (at 50mph) has only inches of roadside berm, close/deep ditches, and less visibility due to closer tree lines and the many obscured driveways and side roads. And when I slow to 40-45 to be safe on snowy or nighttime wet Fairview roads, I've had impatient tailgaters cross the double-yellow line to pass me. Not at all safe!

Also, the very-straight/open Fairview that runs east of Hayfield is a speeder's dream (particularly for motorcycles). 80mph is not uncommon. Not sure what can be done about

this. I was thinking maybe a speed-detection device with an automated pop-up off ramp.

Thank you.

Greg Czarnecki  
3200 W. Secluded Meadows Loop  
Wasilla, AK 99623

907-361-5313 (voice only)

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Greg Rasmussen](#)  
**Subject:** RE: Cascade Pt Terminal  
**Date:** Friday, August 26, 2022 10:41:26 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

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-----Original Message-----

From: Greg Rasmussen <gnmras@aptalaska.net>  
Sent: Saturday, August 13, 2022 8:22 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Cascade Pt Terminal

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Why do you want to make it more difficult for travelers to get to a ferry terminal? By having to travel the extra miles to catch a ferry to Haines or Skagway, the traveling public who have to travel without a vehicle have a extra burden of cab, uber, or hitch hiking up the extra 25 miles. So often the public have a very limited vehicle space that walk on travel is the only way to get passage on the vessel. Keep the Ferry's in Auke Bay.

Greg Rasmussen  
Haines, AK



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Hannah Williams](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Comment on Draft STIP ID 33921 Fairview loop  
**Date:** Friday, August 19, 2022 11:52:53 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

Courtney Kreis  
STIP Planner III

-----Original Message-----

From: Hannah Williams <[hannahdrake@live.com](mailto:hannahdrake@live.com)>  
Sent: Wednesday, August 10, 2022 8:55 AM  
To: DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
Subject: Comment on Draft STIP ID 33921 Fairview loop

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ID- 33921 Fairview loop road rehabilitation:

Hello,

Please consider adding the Togiak part to your rehabilitation Road program. The corner where Togiak extends off Fairview Loop is so incredibly dangerous at that 90° turn. So many people have had accidents on there and there is a cross on Togiak that actually shows where someone has died. Two of my friends almost 20 years ago got in a major accident had to have the jaws of life rescue them. I live down Togiak with my three little kids and it is a risk every day when I turn down our street that I will be hit. I also fear when they can drive one day and the risk they will always have with just pulling out of our street. The straight away before the turn is so long that people pick up a lot of speed and then come to the 90° turn and are out of control. When some of our friends come and visit us, they take the alternative route of going from Hyer all the way down Fairview Loop versus going down Fern, even though they live in further Wasilla, because they don't want to turn left across traffic on that dangerous turn. Again please consider adding Togiak to your project for the safety of our community and my family.

-Hannah Williams  
907-952-2023

**From:** [Anne Brooks](#)  
**To:** [DOT STIP \(DOT sponsored\)](#)  
**Cc:** [Anne Brooks](#); [Huber, Christina A \(DOT\)](#); [Lance Debernardi](#)  
**Subject:** Fairview Loop STIP Need 33291  
**Date:** Tuesday, July 19, 2022 4:23:38 PM

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CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I received a comment from Hilary Palmer (1-907-341-8582) regarding Fairview Loop. Initially Ms. Palmer indicated support of the scope change, however didn't realize the proposed project only covered Fairview from Hayfield Road to Fern Street.

She requests that for future projects the pathways be extended all the way to Davis Road and that a street sign be added to Davis Road. She also asked if a parking lot would be provided near the pathway between Hayfield Road and Fern Street to accommodate access to the pathway.

Anne Brooks, P.E., Public Involvement Specialist  
Brooks & Associates  
[anne.brooks.alaska@gmail.com](mailto:anne.brooks.alaska@gmail.com)  
907-242-6405

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Hollie McRae](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: 2020-2023 STIP Amendment 4  
**Date:** Friday, August 19, 2022 11:52:33 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Hollie McRae <h198421@gmail.com>  
**Sent:** Wednesday, August 10, 2022 10:13 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** 2020-2023 STIP Amendment 4

You don't often get email from [h198421@gmail.com](mailto:h198421@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Project Manager,

My name is Hollie McRae. I live at 931 E. Fairview Loop, Wasilla AK 99654. I have looked over the Fairview Loop Road Improvement Project and noted all the improvements and the upcoming amendments. I would like to request an additional section be added to the list. The lower section of the 90 where I live. I have lived at this residence for 6 years now. Year by year this section gets worse. This year alone we have had two major accidents. Once that almost cost my 6 year nieces life. I have attached pictures of the most recent issues/accidents. The first is from April 6th, 2022. My 8 year old niece was sitting at her bus stop (our driveway) and a vehicle jumped over her missing her head by inches. She was sitting on the snow pile seconds before this happened. The only reason she stood up is because the bus was coming down the hill from Fern Street. On impact as you can see in the video I have attached the snow exploded everywhere and the vehicle almost impaled her. I believe the only reason she is alive today is because of the snow pack which made her duck and also gave the pick up truck a "ramp" to launch over her head. If my son who is a foot taller was standing there he would have easily been dead.

Now to fast forward to July 14th, 2022. 10:32pm we heard a large impact, looked out our window to see another vehicle in our shared driveway. This vehicle was 100% totalled. He has

actually destroyed our culvert and approach to our driveway. He was not under the influence to our knowledge.

Both incidents have been reported and filed with our Local State Troopers if you need verification on these accidents.

I am reaching out for help, if the road can not be added to the improvement project can we possibly get some type of protection, barricade, large rocks in our right of way to prevent all the high speed vehicles impacting us? I fear the next accident we won't be so lucky. I do know this is not just a bad string of luck. Our neighbor whom we share our driveway with has lived here since 1983. He has told me of multiple horror stories of high speed accidents and vehicles rolling end over end taking out large portions of his fence.

If you have or need any additional information, pictures or video please feel free to reach out to me. I can be reached at my email address [H198421@gmail.com](mailto:H198421@gmail.com), on my cell phone 907-315-9123.

--

Thank you,  
Hollie McRae

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [None Business](#)  
**Subject:** RE: Ferry Terminal at Cascade Point does not belong at STIP  
**Date:** Friday, August 26, 2022 9:46:33 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis (pronounced as Kr-ice)*

STIP Planner III

DOT&PF 3 Mile, Program Development

3132 Channel Drive, Suite 225

Phone 907-465-6987

[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** None Business <hrhlamia\_@yahoo.com>

**Sent:** Friday, August 12, 2022 12:28 PM

**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

**Subject:** Ferry Terminal at Cascade Point does not belong at STIP

You don't often get email from [hrhlamia\\_@yahoo.com](mailto:hrhlamia_@yahoo.com). [Learn why this is important](#)

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A ferry terminal at Cascade Point would impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Juneauites have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our community's complex ferry system problems.

Thank you for doing the right thing.

Me, Myself and I

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Fine Decent Entity](#)  
**Subject:** RE: No Cascade Point Terminal Please  
**Date:** Friday, August 26, 2022 10:46:03 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Fine Decent Entity <hyderite@gmail.com>  
**Sent:** Saturday, August 13, 2022 11:58 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** No Cascade Point Terminal Please

You don't often get email from [hyderite@gmail.com](mailto:hyderite@gmail.com). [Learn why this is important](#)

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Hello. I would like to comment about the Cascade Point Ferry Terminal project. I do not support it. Auke Bay is already far enough from Juneau; and the funding should go toward fixing the ferries instead. Or better yet, put the money into the Rupert ferry terminal.

Thanks for your time.

-Santiago from Southern Southeast



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Irene Alexakos](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:46:17 AM

---

Good morning,

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Irene Alexakos <irenealexakos@yahoo.com>  
Sent: Monday, August 15, 2022 10:31 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP

[You don't often get email from irenealexakos@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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It is certainly NOT an “improvement” to have a ferry terminal at Cascade Point. Do you have any sympathy whatsoever for those who don’t have a vehicle? For those who ferry to Juneau from smaller communities in Southeast? Whether it is to see health care providers, go to the airport or do some shopping? It’s manageable to get from Auke Bay to the airport or Bartlett Hospital or one of the hardware stores. But from Cascade Point? This is utterly absurd!

Call a taxi? It’s over \$100! One way! More cars driving much longer distances increases the risk for accidents and contributes to more carbon in the atmosphere. You should be discouraging longer drives.

It is NOT an improvement. It would be awful. 30 million dollars? What a waste!

The ferry terminal at Auke Bay is fine!

My family implores you to drop this idea. It would significantly adversely affect us and the majority of folks in Southeast who ride the ferry.

Irene Alexakos  
Box 727  
Haines, AK 99827

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Julie DeLong](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:20:43 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Julie DeLong <delongquery@gci.net>  
**Sent:** Monday, August 15, 2022 10:58 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [delongquery@gci.net](mailto:delongquery@gci.net). [Learn why this is important](#)

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The Cascade Point Ferry Terminal (on land owned by Goldbelt) DOES NOT BELONG in STIP. This is a dangerous, inconvenient, and expensive plan when we have a fully functioning ferry terminal in Auke Bay. Especially during winter months with hazardous road conditions when DOT already seems to have difficulty maintaining the current road system.

You would be placing extra burden on the traveler that does not have the means to get to and from Cascade Point as well as residents like us driving from North Douglas.

The Alaska Marine Highway System has far more pressing needs i.e. upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

We appreciate your taking our comments and views into consideration.

Jack Query and Julie DeLong

8866 N Douglas Hwy  
Juneau, AK 99801

**From:** [Moser, Adam \(DOT\)](#)  
**To:** [Jackson Fox](#)  
**Cc:** [DOT STIP \(DOT sponsored\)](#)  
**Subject:** RE: STIP Amendment #4  
**Date:** Tuesday, July 26, 2022 8:16:39 AM  
**Attachments:** [image001.png](#)

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Hi Jackson,

Thanks. I need to update the CMAQ PM2.5 set –aside amount!

For 17662, using the 90% ob limit amount would have reduced your STP allocation below FAST Act levels, and because you were already planning on the 7,716,256 amount for this year, I thought it appropriate to leave it there for FFY22. You'll notice that in FFY23, I've tried my best to estimate where the funding will come in at, and that does reduce the amount slightly from FAST Act levels. Regardless of the STIP amount, you'll get the full the 50-200K sub allocation until the Mat-Su comes into the fold.

For 6448, I'm unsure why that is off. I might have submitted that calculation prior to the final computational tables, I'll true FFY22 and FFY23 up. So the estimate for FFY23 will be 2,751,931.

---

**From:** Jackson Fox <jackson.fox@fastplanning.us>  
**Sent:** Monday, July 25, 2022 4:41 PM  
**To:** Moser, Adam (DOT) <adam.moser@alaska.gov>  
**Cc:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** STIP Amendment #4

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Adam,

In reviewing STIP Amendment #4 I looked up the programmed amounts for the funding allocations to Fairbanks. See below my breakdown from the STIP in comparison to the FHWA computation tables (attached) for apportionments to Alaska. Can you explain the discrepancies in numbers and/or how these amounts were calculated? I understand there is an obligation limitation (~90%), but not all the values have a consistent limitation amount. These numbers are important for establishing our "available funding" line items in the FFY23-27 TIP development process. Let me know what you can tell me about these numbers in STIP Amendment #4. And thanks in advance Adam!

Thanks,  
**Jackson C. Fox**  
Executive Director  
**FAST Planning**

100 Cushman Street, Suite 205  
Fairbanks, Alaska 99701  
Main (907) 205-4276  
Cell (907) 590-1618  
[www.fastplanning.us](http://www.fastplanning.us)



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Jagdish Yellesetty](#)  
**Subject:** RE: 2020-2023 STIP Amendment 4 - Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:42:54 AM

---

Good morning,

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Jagdish Yellesetty <jagdishy@gmail.com>  
**Sent:** Monday, August 15, 2022 5:00 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** 2020-2023 STIP Amendment 4 - Cascade Point Ferry Terminal

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Project Name: Cascade Point Ferry Terminal

I am strongly opposed to the Cascade Point Ferry Terminal for various reasons. Chief among them are:

1. Too far from the current road ending and from Juneau;
2. Too expensive a project when Alaska DOT and Southeast Alaska have other more urgent priorities like improved/increased ferry service;
3. The proposed site is in an environmentally sensitive area and there is no need to construct and disturb the ecosystem.

As a long-term Juneau resident and retiree here, I believe this Terminal does not belong in the STIP.

Thank you.

Jagdish Yellesetty  
Juneau, Alaska



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [JIMMY BRACKETT](#)  
**Subject:** RE: Cascade Point  
**Date:** Friday, August 26, 2022 11:05:22 AM

---

Good morning,

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DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: JIMMY BRACKETT <jdbrac@aol.com>  
Sent: Sunday, August 14, 2022 7:43 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Cascade Point

[You don't often get email from jdbrac@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I, James Brackett, of 9202 Long Run Dr, JNU, disagree with any future plan where AMHS operates from Cascade Point. - jb

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [James Taggart](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:39:25 AM

---

Good morning,

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DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** James Taggart <taggartj1@gmail.com>  
**Sent:** Saturday, August 13, 2022 6:03 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [taggartj1@gmail.com](mailto:taggartj1@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, it makes no sense to have the Cascade Point Ferry terminal located 27 miles north of Juneau. It needs to be within the town of Juneau in order to get proper use of it. Please do not waste of taxpayer dollars on this project.

Sincerely,  
James Taggart  
Sitka, AK  
812-929-899

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Jan Crichton](#)  
**Subject:** RE: Proposed Cascade Pt ferry terminal  
**Date:** Friday, August 26, 2022 11:45:32 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Jan Crichton <jgcrichton@alaska.edu>  
**Sent:** Monday, August 15, 2022 10:23 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Fwd: Proposed Cascade Pt ferry terminal

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----- Forwarded message -----

From: **Jan Crichton** <[jgcrichton@alaska.edu](mailto:jgcrichton@alaska.edu)>  
Date: Mon, Aug 15, 2022 at 5:05 PM  
Subject: Proposed Cascade Pt ferry terminal  
To: <[dot@stip.alaska.gov](mailto:dot@stip.alaska.gov)>

Dear DOT,

Docking ferries at Cascade Pt would be a huge step backward, not forward, in service to the public and our economy as a marine highway. The passengers, cars, and cargo already go out to Auke Bay, which is far enough from town to prevent traffic congestion, but close enough to commercial and passenger centers that it provides a quick, safe, and seamless trip for both cargo-to-market and for passengers and their vehicles. Just the distance from Dehart to the terminal is already a problem for passengers due to lack of bus service. Locating a terminal 27 miles out at Cascade Pt is extremely inconvenient, unsafe, and the fact that the state would be beholden to Goldbelt for leasing is not a good foundation for state management decisions and flexibility down the line, nor is it wise use of funds. Keep the ferries as close as possible to our markets, schools (including the university), hotels, and traveller service centers. Do not force



people to need to camp out at cascade pt, which is neither safe nor secure for campers or others alike. This would be a very poor decision, setting ferry service backward. Its supposed to be a marine highway, not a marine outpost 27 miles from town.

Thank you sincerely,

Jan Crichton

Juneau, AK 99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Jeanne Kitayama](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:44:06 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Jeanne Kitayama <jeannek@aptalaska.net>  
**Sent:** Saturday, August 13, 2022 12:28 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [jeannek@aptalaska.net](mailto:jeannek@aptalaska.net). [Learn why this is important](#)

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A ferry terminal at Cascade Point makes travel in and out of Juneau much more difficult for those of us who live in smaller communities, as we need to get to the hub of Juneau for medical needs and supplies. That extra 27 miles will make traveling more expensive for these trips.

This proposed terminal would also impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Alaskans have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our community's complex ferry system problems.

Sincerely,  
Jeanne Kitayama  
PO Box 911  
Haines, AK. 99827

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [squirrel](#)  
**Subject:** RE: 2020-2023 STIP Amendment 4 comment  
**Date:** Friday, August 26, 2022 11:01:05 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** squirrel <squirrel@toast2.net>  
**Sent:** Sunday, August 14, 2022 8:48 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** 2020-2023 STIP Amendment 4 comment

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For heaven's sake, the ferry terminal is already too far from town! If you go through with this Cascade Point plan, it will just make it harder for non car owners like myself to access the ferry. What we really need is bus service to the current ferry terminal. With climate change, the future is public transportation, not more roads that require private automobiles! Please adjust.

Thank you,  
Jeanette McBride

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [jeff budd](#)  
**Subject:** RE: cascade point, no thanks  
**Date:** Friday, August 26, 2022 9:46:08 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis (pronounced as Kr-ice)*

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** jeff budd <[jbudd3500@gmail.com](mailto:jbudd3500@gmail.com)>  
**Sent:** Friday, August 12, 2022 12:18 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** cascade point, no thanks

You don't often get email from [jbudd3500@gmail.com](mailto:jbudd3500@gmail.com). [Learn why this is important](#)

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Dear DOT, Why not use any funds you have to shore up the older routes that people used to use, myself included, until the ferry system became a joke. Do it right, not some new unneeded port. Thank you. Jeff Budd, Sitka AK

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Jenny Smith](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:43:59 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Jenny Smith <JennySmith1962@hotmail.com>  
**Sent:** Monday, August 15, 2022 7:07 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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Southeast Alaska does not need a ferry terminal at Cascade Point. We need more functional ferry boats running and improvements to our existing terminals so that the new Alaska Class ferry can serve more communities.

Please focus on increasing service to existing ports ahead of adding a very expensive, redundant facility.

Thank you,

Jenny

Jennifer L Smith  
PO Box 22066  
Juneau, AK 99802

Sent via the Samsung Galaxy Z Flip3 5G, an AT&T 5G smartphone  
Get [Outlook for Android](#)

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Jill Wittenbrader](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:52:47 AM

---

Good morning,

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Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Jill Wittenbrader <jillwitt@gmail.com>

Sent: Friday, August 12, 2022 3:01 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

[You don't often get email from jillwitt@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I oppose the ferry terminal at Berners Bay

Sent from my iPad

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [jfclarkiii@gmail.com](mailto:jfclarkiii@gmail.com)  
**Subject:** RE: SUPPORT FOR CASCADE POINT FERRY TERMINAL  
**Date:** Friday, August 26, 2022 11:31:02 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** jfclarkiii@gmail.com <jfclarkiii@gmail.com>  
**Sent:** Monday, August 15, 2022 11:43 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** SUPPORT FOR CASCADE POINT FERRY TERMINAL

You don't often get email from [jfclarkiii@gmail.com](mailto:jfclarkiii@gmail.com). [Learn why this is important](#)

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Good morning. I write in support for the Cascade Point ferry terminal. Until a hard link to Haines and Skagway can be built the Cascade Point option is the most economical and environmentally sound alternative. The current ferry system has demonstrated itself to be unsustainable for many reasons. Aging boats, lack of personnel and the cost of running the boats for reduced ridership all point to the need for a change in plans. Using the Tazlina as a day boat with one crew will take a huge load off the system freeing up the other boats and crews to provide a better level of service to the rest of Southeast. The reduced emissions from not running the boats for a handful of cars and passengers will reduce our carbon footprint as well as reduce operating costs. Ideally the port would be constructed to run year around if possible. Please move forward with the Cascade Point project as soon as possible. Regards, Jim Clark

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [jjurgeleit@gmail.com](mailto:jjurgeleit@gmail.com)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:37:33 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: jjurgeleit@gmail.com <jjurgeleit@gmail.com>  
Sent: Monday, August 15, 2022 1:01 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP

[You don't often get email from jjurgeleit@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Cascade Point Terminal

I would like to comment on the proposed AMHS Terminal to be built at Cascade Point.

I feel a terminal this far from Juneau/Auke Bay would be a disservice to people traveling the Marine Highways as a walk on passenger, the additional need for a taxi or bus to Auke Bay/Juneau would drive up the cost and inconvenience of travel.

I can imagine taxi service would be very expensive just to get to the airport or hotels, it's already an \$18 ride from the Auke Bay terminal to the airport. This would probably cause more people to fly instead of taking the ferry as a safe/inexpensive mode of transportation.

I would suggest the money proposed for this project be spent on future and past due maintenance for the ferries. Another place the money could be spent is on the road system between Tok and Beaver creek, I have driven that road twice this summer and the pot holes are terrible and dangerous, why can't DOT at least fill the holes with gravel as a temporary fix?

Thanks, Jim Jurgeleit

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Jim Stratton](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:47:38 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

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DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Jim Stratton <akstratto@gmail.com>  
**Sent:** Tuesday, August 16, 2022 8:04 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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DOT and the Alaska Marine Highway system have far more important needs for the \$30 million it would spend on the Cascade Point Ferry Terminal. Invest that money on maintaining and supporting the existing ferry infrastructure. Also Berner's Bay doesn't need that kind of development. Invest the money in higher priorities.

Jim Stratton  
12821 Mountain Place  
Anchorage, AK 99516

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Joan McBeen](#)  
**Subject:** RE: Comment  
**Date:** Friday, August 26, 2022 10:45:14 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Joan McBeen <joanmcbeen@yahoo.com>  
Sent: Saturday, August 13, 2022 5:26 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment

[You don't often get email from joanmcbeen@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I do not think the Cascade Ferry Terminal belongs in the STIP. A ferry terminal so far away from Juneau would be a major inconvenience to travelers from remote communities such as Tenakee Springs where I live. We do not have cars here so getting to Juneau would be difficult. Please use funds to improve ferry service to Southeast communities.

Thank you for the opportunity to comment.

Joan McBeen  
Tenakee Springs, AK 99841

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [John Rosenbaum](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:25:30 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** John Rosenbaum <jrosenbaum@usa.com>  
**Sent:** Friday, August 12, 2022 12:08 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [jrosenbaum@usa.com](mailto:jrosenbaum@usa.com). [Learn why this is important](#)

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DOT&PF: the Cascade Point Ferry Terminal does not belong in the STIP!

Sent from [Mail](#) for Windows 10

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [jay.smith](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:47:16 AM

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Good morning,

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Thank you,

## *Courtney Kreis (pronounced as Kr-ice)*

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** jay smith <jsonin7@gmail.com>  
**Sent:** Friday, August 12, 2022 12:49 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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Whomever is lobbying the Dept. of Trans. & Pub. Facilities on getting direct communing access to Kensington is only wanting public sustained costs to fatten the mining industries bottom line, and the public cannot bare anymore harm! A ferry terminal at Cascade Point would impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Juneauites have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our community's complex ferry system problems. We must stop the pluderous RAPING for private gain of our Planet pretending ignorance of the ecological consequences!

John Sonin  
2201-A6 Crow Hill Dr.  
Douglas, AK 99824  
907-586-8212

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Jon Graves](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:52:07 AM

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Good morning,

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STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Jon Graves <jongraves1053@yahoo.com>

Sent: Friday, August 12, 2022 2:26 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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As a permanent resident of Southeast Alaska, that regularly uses the ferry system I find it perplexing that rather than addressing existing current issues of consistency and quality of ferry services the system looks to create additional service problems.

Additional cost burdens will impact users with additional cost burdens getting into Juneau and increased traffic. Current problems ; ie, on time issues, cost, staffing, maintenance issues, etc. are not addressed or acknowledged. The new terminal doesn't solve any current problems and addresses a total lack of understanding of the real problems with the ferry system. Hiring and retaining of personnel, increasing cost, lack of scheduling of better schedule times. ( a trip from Haines to Juneau for doctor appointment, shopping, etc. requires a minimum 2 night stay because of arrival and departure times. Increasing financial cost on passengers) A closer more thoughtful look needs to be done to correcting the existing problems rather potentially creating a whole new set of problems. Just as building the two new Alaska case ferries (Hubbard & Tazlina) and spending millions to modify them before ever being put into service - short sighted or incompetence. You can do better. No new terminal in Juneau.  
Sent from Jon

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Joseph Casey](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop project #z560200000  
**Date:** Friday, August 19, 2022 11:46:57 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

Courtney Kreis  
STIP Planner III

-----Original Message-----

From: Joseph Casey <[joeycasey92@gmail.com](mailto:joeycasey92@gmail.com)>  
Sent: Friday, August 12, 2022 6:53 PM  
To: DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
Subject: Fairview Loop project #z560200000

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Hello I am writing in regards to the proposed project to widen Fairview loop and add a bike path. My address is 2500 W Hackamore Rd, Wasilla AK 99654 and my property borders Fairview loop so I would be directly impacted by this project. I support improvements being made to Fairview loop to bring it in line with current safety standards. I DO NOT support the installation of a bike path especially if it means taking peoples land. The road improvements can be done within the current road right of way. We have no need of a paved path. This proposed paved path is a path to nowhere and just doesn't make sense. Please focus on the road safety updates that are needed and use the rest of the money to fix an issue somewhere else. Thank you for your time.

Joseph Casey  
907-750-6841

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [wildheart@frontier.net](mailto:wildheart@frontier.net)  
**Subject:** RE: Proposed Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:43:41 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

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-----Original Message-----

From: wildheart@frontier.net <wildheart@frontier.net>  
Sent: Monday, August 15, 2022 7:00 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Proposed Cascade Point Ferry Terminal

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August 15, 2022

TO: Alaska Dept. of Transportation & Public Facilities Division of Program Development  
Attn: STIP

Comments on Proposed Cascade Point Ferry Terminal

I am writing in OPPOSITION to building the proposed Cascade Point Ferry Terminal. This is such a waste of limited funds while the following things are desperately needed:

1. The MV Tazlina sits idle in the Juneau ferry port because of poor design (who came up with the Tazlina's inappropriate design, anyway?);
2. Mainline ferries need to be replaced;
3. All the ferries need maintenance and upgrades;
4. Already-built terminals throughout Southeast Alaska need upgrades and modifications;
5. Scheduling of more frequent ferry service is needed;
6. Echo Cove and Berners Bay are critically important spawning areas for herring which are in trouble for the very reason that is happening here - destruction of their spawning grounds by the building of marine facilities (for example, Auke Bay once teemed with herring). I have been in Echo Cove when the spawning herring were so thick they were bumping my boat and I could reach into the water with both hands and grab a herring in each hand with each reach into the water! Where else in the world does something like this happen!?

This proposal is shameful for another reason - it isn't even needed and is simply a thinly disguised, actually not disguised, attempt to line the pockets of Goldbelt Inc. and individuals who stand to make tens of millions of dollars from this farce.

Please stop this lunacy now and begin managing Alaska's ferry system responsibly and appropriately.

Thank you,  
Juliet Koehler  
Juneau, Alaska

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Kaelen Delcastillo](#)  
**Subject:** RE: No thanks on cascade point  
**Date:** Friday, August 26, 2022 9:53:33 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Kaelen Delcastillo <germanamericanchurch@gmail.com>

Sent: Friday, August 12, 2022 3:38 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: No thanks on cascade point

[You don't often get email from germanamericanchurch@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Dot,

Please do not fund a privately owner ferry terminal at end of road.

It's a bad idea and no one wants an extra large parking lot at the end of the road Blessings, Kaelen (German American Church )

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Karen Foster](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop Project  
**Date:** Friday, August 19, 2022 12:01:17 PM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Karen Foster <karen@fostercpa.com>  
**Sent:** Tuesday, July 19, 2022 4:31 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Fairview Loop Project

You don't often get email from [karen@fostercpa.com](mailto:karen@fostercpa.com). [Learn why this is important](#)

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I think this is a good start. Fairview Loop has been shoved to the bottom of the priority pile in the state budget since time immemorial. When the paving was completed in 2015 we were promised the state would be back to correct the corner at Patty street. I suppose someone will have to die before that is a priority.

I am resigned to living on a road where it is not safe to ride a bike or walk. At this point I am so old it doesn't even interest me to do so anymore.

--

Karen M Foster  
804 E Fairview Loop  
907-355-2794

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Karen Kennedy Boddy](#)  
**Subject:** RE: Cascade point ferry terminal  
**Date:** Friday, August 26, 2022 11:02:02 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

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The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.



Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Karen Kennedy Boddy <library.work@yahoo.com>  
**Sent:** Sunday, August 14, 2022 11:51 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Cascade point ferry terminal

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This is strictly a commercial business project and should be paid for by them.

No to State funding!

[Sent from Yahoo Mail on Android](#)

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Karla Hart](#)  
**Subject:** RE: Comment on Draft STIP re NO to Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:45:58 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Karla Hart <karlajhart@gmail.com>

Sent: Monday, August 15, 2022 10:24 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP re NO to Cascade Point Ferry Terminal

[You don't often get email from karlajhart@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I am strongly opposed to the inclusion of the Cascade Point Ferry Terminal in the STIP. A ferry terminal at Cascade Point is not safe or convenient for Alaskans or other travelers. It requires a car (or a bus, and the cost of taking a bus out will almost certainly make the overall trip much more expensive). Further, the proposed \$30,000,000 for lease payments to Goldbelt? For how long? What if it proves that the location won't work? Are DOT/PF working on this familiar with the boondoggle of the IFA ferry dock at the end of a newly built/improved road in Petersburg that never saw traffic?

It is extremely premature, even if a ferry terminal is to be built one day at Cascade Point, for it to be included in the STIP without a full public process and serious engineering and social and cost estimate studies conducted to see if the public wants and would be served by a Cascade Point ferry north, in lieu of one from Auke Bay.

Further, at this point AMHS is not even able to field more than two ferries a week northbound in Lynn Canal in the peak of summer. AMHS built 2 ferries that cannot use the existing docks, even though the docks that some at DOT dreamed of were years away from construction in the wildest dreams of the “build the road” folks. Thus we have ferries tied to docks unused and no service. Prove that AMHS and DOT can figure things out enough to run a decent ferry system with the assets that you already have, rather than building another dock.

And further, serious studies are needed to determine if you could even build a dock that wouldn't be damaged by winter storms blasting straight in at Cascade Point from Lynn Canal.

And, either the \$30,000,000 lease payment purported to Goldbelt isn't actually a lease payment, but also payment for construction of road and dock, or there are additional capital costs that will be required in order to every have ferries run from Cascade Point. Be transparent. It appears that there could be deals made that you are trying to hide in this \$30,000,000 lease payment. And, what will the lease payment be in subsequent years? How much if it turns out that Cascade Point doesn't work out? Is the state liable for long-term lease payments that will suck from AMHS budget and service? What is the exit? If we are leasing the dock that Goldbelt will build, own, operate, and repair, what happens when it is damaged by storms? Who pays to repair?

There are so many questions.

AND, if there is \$30,000,000 coming in from the recent federal legislation that can be used for AMHS, then use it to staff, and operate a ferry system using existing ships, including the new Alaska Class. DOT/AMHS seems to have run the ferry system into the ground. We had a world class ferry system, bring it back.

Regards,

Karla Hart  
Juneau

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [AK Ranch](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Questions about the proposed road work on FVL from Fern to KGB  
**Date:** Thursday, August 25, 2022 1:36:49 PM

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Good afternoon,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We are currently re-evaluating the project scope (design details and project termini) in light of all the comments received. This scope will ultimately affect both the proposed project map and associated property impacts. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** AK Ranch <[aklivinthedreamranch@yahoo.com](mailto:aklivinthedreamranch@yahoo.com)>  
**Sent:** Thursday, July 21, 2022 9:22 AM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Questions about the proposed road work on FVL from Fern to KGB

You don't often get email from [aklivinthedreamranch@yahoo.com](mailto:aklivinthedreamranch@yahoo.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live at 1055 W Fairview Loop and my driveway and property are right off of the road with very little easement and on other side of a drop off hill. Is there someone who can come out and explain just WHERE this path and road widening will be happening? I received a letter back in 2019 things would be happening and that someone would contact me spring of 2020. I know that Covid happened and I've never heard back from anyone. Please contact me ASAP so I know if I need to be moving horse trailers and pastures. Also, I own a business at this address and

am very busy during summer months, what is this going to do as far as the ease of my clients coming and going to drop off or pick up their dogs??

Kelli Schwab  
AK Livin' The Dream Ranch, LLC  
1055 W Fairview Loop  
Wasilla, AK 99654  
B: 907-373-5614  
B Cell: 907-433-9095  
Personal Cell: 907-433-9094

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Kelly Fishler](#)  
**Subject:** RE: Comment on Draft STIP #33974  
**Date:** Friday, August 26, 2022 11:40:45 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Kelly Fishler <kfishler.student@gmail.com>  
Sent: Monday, August 15, 2022 3:21 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP #33974

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The people of Juneau need a better link to the mainland. Until a road is established (hopefully in the next 40 years), a ferry terminal at Cascade Point would be crucial to the economy and infrastructure of Juneau as well as the surrounding villages. Thank you all for your diligence in caring for Alaska's economy.

Very Respectfully,  
Kelly Fishler

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Kenny](#)  
**Cc:** [Hughes, Shelley \(LEG\)](#); [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop Project Number z560200000  
**Date:** Friday, August 19, 2022 11:45:21 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Kenny <2amend@gci.net>  
**Sent:** Sunday, August 14, 2022 5:53 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Cc:** Hughes, Shelley (LEG) <senator.shelley.hughes@akleg.gov>  
**Subject:** Fairview Loop Project Number z560200000

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**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I reside near the intersection of Togiak and Fairview Loop. On the previous Project Scope Map, work was proposed to fix the sight lines at this intersection. It appears that the proposed Amendment has dropped this work from the project.

The 90 degree corner at Togiak and Fairview Loop is the most dangerous intersection on all of Fairview Loop. When approaching from Fairview Loop from the east, the turn onto Togiak requires near completion of the 90 deg corner followed by a turn of at least 120 degrees to the right to get onto Togiak. If there is a vehicle coming from the south turning onto Togiak, it cannot be seen early enough to safely avoid a collision.

The situation is even worse for a northbound vehicle trying to continue onto Togiak from Fairview Loop. Here the road makes a sharp 90 deg. turn with the line of sight blocked by tree growth on the east side of the corner. An oncoming car turning the corner from westbound to southbound cannot be seen early enough to safely avoid a collision.



In the winter, with the leaves gone, the oncoming car's headlights can be partially seen, if they are on, through the trees, but not clearly or with sufficient time to safely drive on to Togiak.

In my opinion this situation is a fatal accident waiting to happen, and it's correction should be a top priority of this project. Please restore it accordingly.

Kenneth J Williams  
1050 E Donna Cir  
Wasilla AK 99654-0958  
907-240-3192

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [kent Barkhau](#)  
**Subject:** RE: the Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 9:43:55 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

## *Courtney Kreis (pronounced as Kr-ice)*

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** kent Barkhau <sitkakent@gmail.com>  
**Sent:** Friday, August 12, 2022 12:17 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** the Cascade Point Ferry Terminal

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The Cascade Point Ferry Terminal does not belong in the STIP. This is an unneeded project that is initially wasteful of construction dollars and continuously wasteful in excessive payment to private industry.

It is also very irresponsible regarding fossil fuel use. Necessitating 27 miles both to and from the proposed site that would need to be driven by anything or anyone boarding or departing. This is disastrous project proposal.

Kent Barkhau  
837 Lincoln St, Sitka, AK

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Kent Mearig](#)  
**Subject:** RE: No Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 10:46:14 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Kent Mearig <mearigtk@gmail.com>  
**Sent:** Sunday, August 14, 2022 7:40 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** No Cascade Point Ferry Terminal

You don't often get email from [mearigtk@gmail.com](mailto:mearigtk@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

**Please reject the Cascade Point Ferry terminal** for any possible inclusion in the STIP. The blatant disregard for ecological systems, cultural heritage, and public access to pristine natural environments would paint a very negative picture of DOT&PF and have far reaching costs to thousands of Southeast Alaska residents.

Sincerely,  
T. Kent Mearig  
of Juneau, AK



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [K. Murphy](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:52:38 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

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The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

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The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: K. Murphy <shuyakland@yahoo.com>

Sent: Friday, August 12, 2022 1:02 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

[You don't often get email from shuyakland@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I do not believe moving the state qferry terminal further out of town and onto private property is the right thing for the state to do.

I'm tiring of the state trying to privatize public transportation and DMV using state funding. Statewide DOT has continued to move ferry terminals further from downtown while allowing cruise ships to park right downtown. Please think about the people that need to take a taxi or a bus (federally subsidized) just to get to the ferry. Currently the Juneau bus system does not service the ferry terminal. The state and particularly this administration seems to put private and business ( read corporations) ahead of its residents. I stand opposed to moving the Auke Bay ferry terminal. You guys really know how to waste money.

Kevin M.  
Juneau, AK.

my iPhone



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Kim Metcalfe](#)  
**Subject:** RE: 2020 - 2023 STIP Amendment 4  
**Date:** Friday, August 26, 2022 11:41:11 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Kim Metcalfe <kimmetcalfe@gmail.com>  
**Sent:** Monday, August 15, 2022 3:52 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** 2020 - 2023 STIP Amendment 4

You don't often get email from [kimmetcalfe@gmail.com](mailto:kimmetcalfe@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to oppose the Department of Transportation's plan to build a ferry terminal at Cascade Point. A terminal there will impact one of our most important wilderness areas, Berners Bay, and one of the last remaining herring runs in Northern Southeast Alaska.

In addition to affecting the herring run, construction of a ferry terminal there will mean Juneau residents will have to drive an additional 27 miles to get there, not to speak of the completely unnecessary outlay of \$30 million dollars in funding necessary to pay for a lease from Goldbelt, Inc.

Last summer I took the M/V Tustumena from Kodiak to Dutch Harbor, one of the most incredible trips I have been on. The "Trusty Tusty" needs to be replaced. Vessel replacement and vessel upgrades should be the first thing on DOT's list for the Alaska Marine Highway System. The AMHS is Alaskan coastal communities' highway system, just as the name states.

I cannot emphasize enough my opposition to this completely unnecessary plan. The ferry terminal at Auke Bay is adequate. Spending precious transportation funding on a terminal at a location much more difficult to access is a disservice to all Alaskans.

Thank you--

Kimberly Metcalfe  
730 Gold Street  
Juneau, Alaska 99801  
907-321-2936

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Swanson](#); [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com); [Huber, Christina A \(DOT\)](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop Road Project  
**Date:** Friday, August 19, 2022 11:30:05 AM

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Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

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**From:** Swanson <akaloha8@gmail.com>  
**Sent:** Monday, August 15, 2022 10:47 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>; [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com); [Huber, Christina A \(DOT\)](#) <christina.huber@alaska.gov>  
**Subject:** Fairview Loop Road Project

Some people who received this message don't often get email from [akaloha8@gmail.com](mailto:akaloha8@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Evening,

I am writing to express my concern and disappointment in the proposed revisions/deletions of the Fairview Loop Road project. This project has been in the planning stages for years and now it has been whittled down to little more than a bike path. You have completely removed the safety zone repairs and moved monies that were allocated for this project to a project in the Fairbanks area.

We as private citizens cannot start construction or buy easements or contract with paving companies. However, in the Knik Community Council meeting one of the reasons given for reallocating this funding was because it was a dormant project. Why is it dormant? If I was supposed to be taking action on this project as a resident and community member, why was I not notified?

Very few people will respond or even realize this "deletion" is happening. Just because people

don't respond is not a reason to assume it doesn't matter and grab funds that were allocated for this project. I am frustrated with the lack of transparency and agree with many that commented at the council meeting that you have all just moved improvements to Fairview Loop another decade down the road. Even the fine print on the revised scope map says "scope of proposed improvements is contingent on available funding". So we may not even get a bike path if the funds are not available? Does that mean that they will most likely be reallocated to someplace else? This is a real dis-service to the residents on Fairview Loop.

Please respond to me with any corrections if my understanding of this new "revised" / "deleted" project is incorrect.

Sincerely,  
Kim Swanson

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Kip Kermoian](#)  
**Subject:** RE: Kermoian comments STIP Amendment 4  
**Date:** Friday, August 26, 2022 11:21:19 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Kip Kermoian <alaskakip@yahoo.com>  
Sent: Monday, August 15, 2022 11:07 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Kermoian comments STIP Amendment 4

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CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To : DOT

Re: 2022-2023 STIP Amendment 4

DOT's proposal to construct a terminal at Cascade Point once again demonstrates the need to replace DOT planners who have little apparent knowledge of how to best serve the public's interest by planning and implementing adequate, safe, logistically reasonable service to SE communities.

There is absolutely nothing in this proposal that responds to the above needs. On the contrary, it is an outrageous suggestion to squander 30 million dollars in transportation funding to lease property when those dollars should be much better spent for the numerous existing needs such as maintaining adequate service with existing vessels, paying for essential upgrades and for needed improvements to accommodate the Alaska Class Ferries, to name a few.

In addition, the potential negative impacts to the marine ecosystem at Berners Bay makes this proposed project consideration unwise as expressed by professionals and residents alike.

As senior residents of Haines who rely upon logistically reasonable, safe and economical transportation to and from Juneau and other SE communities, we are opposed to this proposal and find it entirely inadequate making any such trips much more difficult.

Sincerely,

Kip and Patricia Kermoian

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Kristin McBride](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop Project Changes  
**Date:** Friday, August 19, 2022 11:36:06 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Kristin McBride <kristinrenee110@gmail.com>  
**Sent:** Monday, August 15, 2022 11:56 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Fairview Loop Project Changes

You don't often get email from [kristinrenee110@gmail.com](mailto:kristinrenee110@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

This is in reference to the Fairview Loop STIP Amendment 4 and the recent changes made regarding this road project.

I moved into the Secluded Meadows subdivision off of Hayfield over a year ago and since then, have had several issues with the intersection at Fairview and Hayfield, where traffic going in two adjacent directions have neither a yield or stop sign indicating right of way. This results in vehicles approaching a 90 degree turn continuing straight at potentially full speed with no indicators to slow down, which must be addressed and resolved!

This is an extremely dangerous situation and I cannot imagine how it has not been designated as a safety issue of utmost priority! A collision involving two vehicles traveling through this intersection, each traveling at the posted speed limit of 45 mph, would be catastrophic, resulting in multiple fatalities more than likely. This is a



disaster waiting to happen! A crash here can be easily prevented just by indicating a right of way to either those traveling southbound on Fairview continuing to Hayfield, or to those traveling eastbound on Fairview continuing to Lupine. Right now, there is nothing and vehicles traveling these directions often don't even slow down as they pass through this four way intersection.

Alaska has enough challenges with more fatal vehicular accidents than anywhere I've ever lived in my life. Despite being anecdotal, I have personally been impacted by four fatal vehicle accidents in the Matsu Valley. I drive through this intersection A MINIMUM of twice per day six days per week with my two young children. My high school age son rides the school bus through this intersection every Monday through Friday twice per day. My active duty naval officer husband passes through this intersection ten times per week, also. There IS no other way out of our neighborhood and we must use this one access point.

Please reconsider addressing this extremely unsafe intersection.

Thank you for your time.

Respectfully,  
Kristin McBride

**From:** [Kaelen Delcastillo](#)  
**To:** [DOT STIP \(DOT sponsored\)](#)  
**Subject:** No thanks on cascade point  
**Date:** Friday, August 12, 2022 3:37:51 PM

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[You don't often get email from [germanamericanchurch@gmail.com](mailto:germanamericanchurch@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Dot,  
Please do not fund a privately owner ferry terminal at end of road.  
It's a bad idea and no one wants an extra large parking lot at the end of the road  
Blessings,  
Kaelen  
(German American Church )

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Larri Spengler](#)  
**Subject:** RE: NO Cascade Point ferry terminal!  
**Date:** Friday, August 26, 2022 11:46:50 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Larri Spengler <lspengler@ak.net>  
**Sent:** Monday, August 15, 2022 11:21 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** NO Cascade Point ferry terminal!

You don't often get email from [lspengler@ak.net](mailto:lspengler@ak.net). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings:

Please do not include a ferry terminal at Cascade Point in the STIP.

It is too far from Juneau to be useful for people to use.

There are much more critical needs the Alaska Marine Highway System, such as upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

I urgently ask to you omit the Cascade Point idea from the STIP.

Larri Spengler

Larri Irene Spengler  
4545 Thane Road  
Juneau, Alaska 99801

907-586-9768 (phone/fax)  
[lspengler@ak.net](mailto:lspengler@ak.net)

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Larry Jurgeleit](#)  
**Subject:** RE: Berners Bay Terminal  
**Date:** Friday, August 26, 2022 11:40:26 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Larry Jurgeleit <larryjurg@yahoo.com>  
**Sent:** Monday, August 15, 2022 3:00 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Berners Bay Terminal

You don't often get email from [larryjurg@yahoo.com](mailto:larryjurg@yahoo.com). [Learn why this is important](#)

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To whom it may concern,

I am a lifelong Southeast resident and have been riding AMHS vessels since they were first put into service and before that Steve Homer's Chilkat between Haines and Tee Harbor. I can see no benefit to the traveling public by building a ferry terminal at Berner's Bay as we already have one that is bought and paid for at Auke Bay. Please stop any thoughts or actions regarding building a ferry terminal in the Berner's Bay area.

Why is AHMS so adamant about "reinventing the wheel". Reinvest into what we already have. Maintain the vessels, maintain the existing terminals. Don't do stupid things like building fast ferries or day boats that can't service 2 neighboring communities in one day.

There are ferries serving many places in the US and worldwide. Why do we have to keep on gutting what we have with "new and improved" idiotic ideas. Take a page from the playbook of any of the successful transportation systems worldwide.

Lower fares to increase ridership. Quit upping the fares so an average family can't afford to travel. I know that that high fares are a good ploy to have people want a road between Haines and Juneau but what about other communities in Southeast Alaska?

Even out the playing field to help make money .....charge the same usurious toll on highways between neighboring towns throughout all of Alaska as we are charged in ferry fares and put that in a pot for all highways to use including the Marine Highway.

Larry Jurgeleit

907-766-3360



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Laurie Dadourian](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:53:12 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

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-----Original Message-----

From: Laurie Dadourian <laurado@gmail.com>

Sent: Friday, August 12, 2022 3:33 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

[You don't often get email from laurado@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Please do not include a ferry terminal at Cascade Point, not only for environmental reasons, but also because it makes the ferry inconvenient for travelers.

Thank you,  
Laurie

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Lillian Ruedrich](#)  
**Subject:** RE: Cascade Point  
**Date:** Friday, August 26, 2022 11:02:16 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Lillian Ruedrich <lillian.ruedrich@gmail.com>  
**Sent:** Sunday, August 14, 2022 11:58 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Cascade Point

You don't often get email from [lillian.ruedrich@gmail.com](mailto:lillian.ruedrich@gmail.com). [Learn why this is important](#)

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To the Alaska Dept of Transportation & Public Facilities:

The Cascade Point Ferry Terminal does not belong in the STIP. The Alaska Marine Highway System has far more important needs. As a resident of Gustavus, I am a frequent passenger on our ferries and support a robust system with all deferred maintenance backlog projects be prioritized above this new terminal.

Some of those projects include upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

In addition, a ferry terminal at Cascade Point would impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Southeast residents have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our region's complex ferry system problems.

Thank you for the opportunity to comment.

Lillian Ruedrich

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Linda Kelly](#)  
**Subject:** RE: STIP: Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 9:57:12 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Linda Kelly <lll9937@gmail.com>  
**Sent:** Friday, August 12, 2022 8:34 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** STIP: Cascade Point Ferry Terminal

You don't often get email from [lll9937@gmail.com](mailto:lll9937@gmail.com). [Learn why this is important](#)

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[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)

Please do not spend our limited state money on developing the Cascade Point Ferry Terminal, which would impact Berners Bay, a key spawning area for the herring population.

Alaskans simply must stop making environmental decisions that bring short-time gains while destroying our future ability to feed ourselves.

Instead of continually biting the hands that feed us (in this case, the herring, a foundation food in the food chain that leads directly to humanity) why not put all available money into upgrading and servicing the ships on which we Alaskans depend for transportation and delivery of needed food and other products?

Please made decisions with long-lasting benefits to the most people.

Thank you for thinking about this.

Linda Kelly

Anchorage, AK

[LLL9937@gmail.com](mailto:LLL9937@gmail.com)



**From:** [Linda Sharp](#)  
**To:** [DOT STIP \(DOT sponsored\); Linda Sharp](#)  
**Subject:** AK DOT ferry terminals Juneau disputes Auke Bay vs. Cascade (new - 27 mi away)  
**Date:** Saturday, August 13, 2022 5:08:21 AM

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Dear Alaska DOT:

Please consider this a FOIA. Please send documents that prove or document the following:

- #1. What is the cost to the St. of Alaska for current Juneau ferry terminal at Auke Bay?
- #2. What is the DOT and Governor's reason for adding a new terminal at Cascade?
- #3. What is the cost, for creating a new ferry terminal at Cascade?
- #4. Has funding been approved and allocated for Cascade terminal?
- #5. Why is a terminal needed at Cascade, and who are the beneficiaries? (name individuals, corporations, entities, et in favor or benefitting from this change.)
- #6. Has money been contracted for the Cascade Terminal?

Please confirm receipt of this FOIA immediately upon receiving. I request a waiver of any FOIA fees, as I will publicly share information received.

Linda Sharp, Alaska residence since 1971

[Lsharp.AK1@gmail.com](mailto:Lsharp.AK1@gmail.com)



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

Department of Transportation and  
Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING  
Fairbanks Field Office

2301 Peger Road  
MS-2550  
Fairbanks, Alaska 99709  
Main: (907) 451-5151  
Fax number: (907) 451-5311  
dot.alaska.gov

September 6, 2022

Fairbanks North Star Borough  
Mayor Bryce Ward  
907 Terminal Street  
Fairbanks, Alaska 99701

Dear Mayor Ward,

Thank you for taking the opportunity to provide comments to Amendment 4 of the 2020-2023 Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program. Your thorough review of Amendment 4 is important to our process.

As you are aware, Alaska Department of Transportation & Public Facilities' (DOT&PF) Northern Region has an extensive amount of highway lane mile responsibilities which includes the majority of the state's National Highway System (NHS) lane miles. We are pleased with the extent of Northern Region NHS projects funded and added by Amendment 4 and appreciate that you recognized intentional investment in the Fairbanks area.

Even still, we are required to demonstrate fiscal constraint on the presumptive amount of funding that we will receive, which means sometimes funding is pushed out from prior STIPs or amendments for various reasons. Some of the funding changes you observed are in an effort to balance competing needs for NHS funding statewide, are a function of project delivery schedules, and/or were intentional in order to align Northern Region's corridor planning efforts to address priority areas for our Maintenance & Operations division and to optimize the extent of construction that occurs in a corridor in any given construction year. Specific responses are addressed by projects you identified as concerns:

**Need ID 3843 - Airport Way/Cushman Reconstruction**

We understand the importance of this project and the impact this intersection has on our community and have shown our commitment to progress by hiring a contractor through Construction Manager/General Contractor procurement, as was done and helped progress on University Avenue Widening. As you noted, the right of way needs on this project are extensive with multiple building acquisitions and business relocations. We expect offers to purchase to begin next month and we expect construction to begin in 2024.

**Need ID 25598 - Richardson Highway Bicycle and Pedestrian Path**

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This project will be funded utilizing a portion of our Highway Safety Improvement Program funds that is required to be allocated for infrastructure supporting vulnerable road users. Its delay the last several years has been intentional so it could be constructed with Need ID 28069, Richardson Highway MP 359 Grade Separated Facility, which we were awaiting a funding opportunity for. Constructing these projects together limits re-work, eliminates the possibility of bicycles having to cross an at-grade railroad crossing, and now also allows us to easily coordinate the path into the GARS intersection which will be complete in its new configuration in 2023. This project's focus on safely accommodating non-motorized traffic is an important aspect of our mission.

#### **Need ID 28069 - Richardson Highway MP 359 Railroad Grade Separated Facility**

As noted above, this project is on the same timeline as Need ID 25598 - Richardson Highway Bicycle and Pedestrian Path to collaborate construction efforts. We are excited to move this project forward as well. Regarding it not accommodating a northern rail extension, note that a rail extension is beyond the project's design life and so it was not accommodated in this project. Once funding is secured for that project we will be able to begin designing to accommodate it. We understand you are working hard to secure that funding; please keep us apprised as funding is lined up.

Specifically, the Alaska Railroad has told us, "The Fairbanks Area Railroad Relocation (FARR) project ... to date, does not have a final proposed location culled from many different possible options, any schedule, nor any potential source of funding for what is estimated to be a project in the hundreds of millions of dollars (at least). Further, there has been no environmental document completed ... Should the relocation project ever become a reality, the cost to reconfigure the proposed overpass, if even required, would be but a small fraction of the FARR project as a whole."

#### **Need ID 33339- Interior Alaska Transportation Plan**

We concur that a proactive planning process is key for the state, and we hope to continue that sentiment with kicking off the Interior Alaska Transportation Plan (IATP) this fall. The Fairbanks North Star Borough will be involved in the process, but we will be careful not to duplicate the planning efforts already achieved within the MPO boundaries. We will consult the Metropolitan Transportation Plan as part of the assessment and the remaining portion of the FNSB that is not in the Metropolitan Planning Area will be addressed in the IATP.

#### **FAST Planning Funding**

The FAST Planning funding is apportioned by FHWA and is initially decreased to meet the obligation limitation thresholds. The takedown thresholds could vary from year to year based on the appropriations bill. We strive for an average of 90%, but you are correct in noting the difference for FFY22's apportionment. The 90% takedown for Need ID 17662 would have reduced FAST's STP allocation below FAST Act levels and was modified to keep the intended funding for the program. The FFY23 amounts were estimated to the best of our abilities and that will reduce the amount slightly from FAST Act levels. FAST will continue to receive the full the 50-200K sub allocation until the Mat-Su MPO is created. The 50-200K STBG sub-allocation is set by FHWA, until the Mat-Su is recognized as an urbanized area, FAST Planning gets the entirety of this sub-allocation, minus 90% obligation limitation takedown.

#### **Regional Planning Organization**

As you've seen from the recent press in Gulkana, the interest has begun for Regional Planning Organizations in communities across the state. We applaud FNSB for beginning the process and hope to collaborate with the implementation plan and continue the momentum as we formulate the pilot RPO's, and later potentially RTPO's. Pilot RPO's have been a great inauguration for what we hope to accomplish via rural/regional planning organizations. If we elect to institute RTPOs, they must first be supported in statute and will be designated

formally by the Governor, similar to MPOs. Please be advised that at this time, there is extremely limited funding planned to assist communities with the RPO/RTPO process, but we recognize the need. A base funding of 30K/annum will be offered, with some additional flexibility for organizations that elect to assume additional planning tasks (the funding schedule has not yet been worked out in detail). Our staff have been regularly reaching out to communities to answer questions about the process and will continue to do so.

Thank you again for taking the time to review Amendment 4 of the 2020-23 STIP. I want to assure you our team works closely with regional project delivery staff to leverage available funding to address corridor and community needs. We are also continuing efforts and emphasis on long range transportation plans to provide data and guidance in identifying future projects. We look forward to speaking with you soon about the new STIP.

Please feel free to reach out to me with any questions regarding planning in Northern Region and I will be happy to help at any time.

Sincerely,

A handwritten signature in black ink, appearing to read "Sara Lucey". The signature is fluid and cursive, with the first name "Sara" being more prominent than the last name "Lucey".

Sara Lucey  
Planning Manager, Fairbanks Field Office



August 10, 2022

State of Alaska Department of Transportation & Public Facilities (DOT&PF)
Division of Program Development
ATTN: STIP
P.O. BOX 112500
Juneau, AK 99811-2500
dot.stip@alaska.gov

Subject: Comments on 2020-2023 STIP Amendment #4

To the DOT&PF Planning & Program Development team,

The Greater Fairbanks Chamber of Commerce is pleased to utilize this opportunity to provide comments and express support for the recently released draft of Amendment #4 to the 2020-2023 State Transportation Improvement Plan (STIP).

We appreciate DOT&PF's substantial reworking of the existing STIP. We recognize that many proposed changes proactively improve our aging highways and bridges and will dramatically improve our transportation system, considering imminent needs. Regarding Amendment #4, it is heartening to realize many essential aspects of our highway system are considered. It establishes expenditure priorities and leverages FHWA program monies with State capital funds to improve our roads' design, condition, and safety and appurtenances. Laudable foresight is evident in that several of the projects have been fortified with project cost changes/increases that adjust the forecasted construction amounts to help protect the actual, future execution costs of those projects successfully despite the cost "creep" now resulting from overall societal inflation and unavoidable project cost increases. (Examples of this forward-thinking would be Parks Hwy MP 127-148, Need ID #22331, Parks Hwy MP 279-290, Need ID #22335, and Dalton Hwy MP 18-37, Need ID #22446)

Concerning the many proposed program changes and additions made to the Northern Region's portion of the statewide STIP (primarily pages 31 to 45), we have the following comments focused on Amendment #4:

Alaska Highway: We appreciate that the Alaska Hwy Passing Lanes project (Need ID #22315) has been nudged forward to F.Y. 23 construction (with timely expenditures beyond), given the transportation complications of this important freight corridor between the Interior, Canada, and the Valdez port.

EXECUTIVE PARTNERS

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Interior Gas Utility
JL Properties, Inc.
Key Bank
LifeMed Alaska
Lynden
MAC Federal Credit Union
Northrim Bank
Robinson & Ward PC
Sourdough Fuel
Spirit of Alaska Federal Credit Union
Stewart Title Company - Yukon Division
TDL Staffing
Tower Hill Mines-Livengood Gold
Project
University of Alaska Fairbanks
Verizon Wireless

It is exciting to see the replacement of the Johnson River Bridge, which will replace the second-to-last remaining "through truss" bridge on the Alaska Highway! After 60+ years of productive use, this will enable the removal of one of the remaining barriers to road transport of unusual but essential over-height trucked loads via the Alaska Hwy.

**Dalton Highway:** We are pleased to see that blended attention and funding have been applied to the Dalton Hwy. However, several much-needed projects have slipped a year or more to accomplish the broader program due to the underlying requirement for programmatic fiscal constraints. (For example: Need ID #22453; Dalton Hwy MP 120-136; Need ID #30270; Dalton Hwy MP 0-10; and Need ID #30276; Dalton Hwy MP 109-121.

**Elliott Highway:** We appreciate that the plan includes some of the "remote" highway goals of the STIP. There are several zones in this portion of the Elliott Hwy that need deep foundational excavations and subgrade rehabilitation – which these two projects now dive into with solid evaluation and modern solutions (Elliott Hwy MP 12-19 Habilitation Need #33600), and Elliott Hwy MP 63-73 Habilitation Need #33601).

**Fairbanks Area:** We applaud the shift of funds forward to FY22 for the construction of University Ave Widening (Need ID #3821). It is also highly desired and valuable that our federal highway funds will continue to aid our transition to cleaner air with the application of project funds as Committed Funds for various Fairbanks & North Pole SIP projects (Need #29232, #31878, #33863, and #33864), given that this periodic string of federal funding has been particularly helpful in enabling the FNSB to work with the general public to reduce Interior wintertime particulate emissions. Lastly, we are pleased to see the new emphasis on promoting the continued safety and convenience of our citizens' daily commute to and from their residences with the creation of Need ID #33599. These projects will be welcome and good for the community.

**Parks Highway:** There is only one substantive change identified for this critical supply and freight route from Anchorage to/from Fairbanks, but the Parks and East Fork Chulitna River Bridge (Need #28429) must initiate its design process in FY23.

**Richardson Highway:** The Richardson Highway has been graced with a substantial set of significant project changes, several of which will result in positive funding or time-of-completion alterations. For instance, the Rich Hwy MP 169-173 (Need #2119) A.C. & future construction work and the Rich Hwy MP 357-362 Bicycle Path (Need #25598) will be of high value for non-motorized transportation. Notable is the Rich Hwy MP 360-361 Railroad Grade Separated Facility project (Need #28069), one more much-needed step to address this Fairbanks area challenge. In addition, we welcome the funding brought forward for the Rich Hwy MP 268-343 Passing Lanes project (Need #29811) and the Rich Hwy 214-218 project (Need ID #33420), which will better assure safety-conscious passing actions by many Alaskan drivers. In response to climate change, it is also positive to see the inclusion of an evaluation of the best way to deal with future storms and water flows at the Bear Creek Bridge, with Need ID #32580. Similarly, we anticipate the transportation benefits of the newly envisioned Richardson Hwy MP 275-295 project (Need ID #33720), which will include needed work at the Shaw Creek Bridge.

**Steese Highway:** We are pleased that the failing entry portion of the Steese Highway has been provided new funding to help address its high-volume traffic load. (Steese Expressway, MP 2-5, Need #32220) Although the

Steese/Johansen Interchange (Need #29829) Right of Way effort has been dropped back a year to FY23, the additional funding set aside will likely improve project success once initiated.

**Tok Cutoff:** It is invigorating to see the introduction of several "eastern" Interior Alaska project designs, which will help lift/alter/transform these highway segments into the 21<sup>st</sup> century. Four projects on page 42 (Need ID #32018, #32020, #32021, and #32022) will deal with modernization improvements and renovations for the Glenn Hwy and Tok Cutoff

The current Federal focus on safety and congestion is essential. Still, we remind DOT&PF to continue considering the importance of rural Alaska's access to lands, resources, and opportunities as the STIP moves forward through the amendment process.

The Fairbanks Chamber currently represents over 650 businesses throughout Interior Alaska. The success of our members is directly linked to their ability to do business in an environment with the necessary infrastructure to support and promote economic development. Our work on behalf of the business community is primarily supported by the volunteers that serve on the Chamber's public policy and advocacy committees.

The Fairbanks Chamber continues to advocate for the improvement and growth in transportation infrastructure for the Interior and all of the Northern Region, including the development of roads, rail, aviation, terminals, water access, pipelines, and communication/transmission lines. Our goal is to enhance Fairbanks as the Alaska and Northern Region transportation hub and increase the capability to service international traffic.

Respectfully,

**GREATER FAIRBANKS CHAMBER OF COMMERCE**



Lisa Herbert  
Interim Administrator



Jennifer Thompson  
Board of Directors, Chair

Cc: Office of Governor Mike Dunleavy  
Office of U.S. Senator Lisa Murkowski  
Office of U.S. Senator Dan Sullivan  
Ryan Anderson, Commissioner, Alaska Department of Transportation  
Jim Matherly, Mayor, City of Fairbanks  
Michael Welch, Mayor, City of North Pole  
Bryce Ward, Mayor, Fairbanks North Star Borough  
Kati Capozzi, President & CEO, Alaska Chamber  
Jomo Stewart, President & CEO, Fairbanks Economic Development Corporation  
Members of the Greater Fairbanks Chamber of Commerce

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Lorraine Cutler](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop pathway and safety improvements  
**Date:** Friday, August 19, 2022 11:56:49 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

Courtney Kreis  
STIP Planner III

-----Original Message-----

From: Lorraine Cutler <[lorrainej-k@hotmail.com](mailto:lorrainej-k@hotmail.com)>  
Sent: Wednesday, August 3, 2022 8:01 AM  
To: DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
Subject: Fairview Loop pathway and safety improvements

[You don't often get email from [lorrainej-k@hotmail.com](mailto:lorrainej-k@hotmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I am writing in response to the proposed changes to the Fairview Loop road upgrades. I support the original plan to include a separated pathway from Top of the World street to Snowshoe Elementary to improve pedestrian access in a school bus zone. This is a dangerous stretch of Fairview Loop with poor lighting. I attended the DOT community meeting about this road upgrade and expressed my concerns at that time as well about the dangerous school bus route. Please consider connecting the existing separated path at Top of the World street to extend to Snowshoe Elementary school.

Respectfully,  
Lorraine M Cutler  
Formerly Lorraine Jaeger-Kirsch

Sent from my iPhone



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Margo Waring](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:03:53 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Margo Waring <margowaring@gmail.com>

Sent: Sunday, August 14, 2022 5:07 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

[You don't often get email from margowaring@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I am opposed to building a ferry terminal at Cascade Point. While it may make the Upper Lynn Canal voyage shorter, it would increase the time to drive there, often in poor driving conditions and it will make taxi/bus service even more chancy than it is now. All this will be an increased burden and expense for elderly and disabled Alaskans. Spend the money on upgrading our ferries and increasing ferry availability—not on providing service that is more difficult to access!

Margo Waring  
11380 N. Douglas Hwy  
Juneau, AK 99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Marian Elliott](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop  
**Date:** Friday, August 19, 2022 11:43:43 AM

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Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Marian Elliott <dmelliott@mtaonline.net>  
**Sent:** Monday, August 15, 2022 8:20 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Fairview Loop

You don't often get email from [dmelliott@mtaonline.net](mailto:dmelliott@mtaonline.net). [Learn why this is important](#)

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Please adopt the [Proposed Revised Scope Map](#) and place it on the top of your list. Since a tragic accident for a Snowshoe Elementary student [thirty years ago](#) or more Fairview Loop residents have been pleading for a safe pedestrian pathway. Between Davis Road and Hatfield Road Fairview Loop has one of the densest residential populations in Mat Su yet unlike similar roads with lower populations who have both pedestrian pathways and lower speed limits we have no safe walking area, not even a shoulder, and a speed limit at 50/55 higher. Starting in 1990 our state representatives worked to get funding for a pedestrian pathway. When Bill Stoltze was our representative he got appropriations for a pedestrian pathway between Hatfield and Davis, not once but twice, but instead of honoring Rep. Stoltze objective DOT used the funds for a pathway for a stretch of Fairview Loop with a mere handful of residents. Nothing DOT does in our regard makes sense. This needs to be fixed. About  $\frac{3}{4}$  of the [Proposed Revised Scope](#) is "Shovel Ready" and should begin ASAP (before DOT changes it again) while DOT finishes planning for the section from Lookout Drive to Fern.

Marian Elliott  
907-376-5196

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Greg Rasmussen](#)  
**Subject:** RE: Proposed Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 10:42:45 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Greg Rasmussen <gnmras@aptalaska.net>  
Sent: Saturday, August 13, 2022 9:11 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Proposed Cascade Point Ferry Terminal

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I oppose moving the Ferry Terminal from Auke Bay. What an extra burden to the traveling public in accessibility, cost and wasted investment of State funds. The State should not be partnering with and enriching Goldbelt.

Alaskans need:

The 27 more miles to a proposed new terminal, a burden and hurdle to travelers.

Improved Schedules with year-round service to all S.E. Ferry Terminals. Currently there is no October Schedule, which is just six weeks away.

Upgrades to include crew quarters, where needed.

Modifications to current terminals to fit the Alaska Class Ferry Vessels.

Say “NO” to Cascade Point.

Sincerely,  
Marianne Rasmussen  
Haines, Alaska

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Marina Lindsey](#)  
**Subject:** RE: Comments on STIP Amendment 4 - Do not include Cascade Point Terminal  
**Date:** Friday, August 26, 2022 11:03:07 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

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Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Marina Lindsey <marinahlindsey@gmail.com>  
**Sent:** Sunday, August 14, 2022 1:27 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comments on STIP Amendment 4 - Do not include Cascade Point Terminal

You don't often get email from [marinahlindsey@gmail.com](mailto:marinahlindsey@gmail.com). [Learn why this is important](#)

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To: Alaska Department of Transportation & Public Facilities, Division of Program Development  
Date: August 14, 2022

I am writing to express strong opposition to a ferry terminal at Cascade Point. Moving the ferry terminal from Auke Bay to Cascade Point is a bad idea because:

- Climate change is already impacting the world. DOT should not be making plans in 2022 that require single passenger vehicles to travel an additional 60 miles round-trip to take a passenger to a ferry.
- Passengers from other towns frequently do not travel with vehicles, nor is there room for all passengers to bring vehicles. How will passengers get from Cascade Point to medical appointments 50 miles away? A taxi from Cascade Point would cost well over \$100, if there are even enough taxis in Juneau to serve a ferry at Cascade Point. It's difficult to get a taxi at the Juneau airport.
- The road to Cascade Point is not well maintained or plowed regularly in the winter. The conditions will be icy, dark, and dangerous for ferry passengers and crew.
- DOT will need to spend more funds on maintaining the road to Cascade Point, a road that is only a chip-seal road past Adlersheim.

Additionally, I'm concerned about a ferry terminal that is owned by Goldbelt. Why would the

state want to invest in a long-term lease contract with another entity? It would be more fiscally prudent for the state to own the building and docks at a facility on which its marine highway is dependent. The ferry service already has significant financial issues. Why further the ferry system's debt by making lease payments to Goldbelt? DOT's funds should be used to upgrade the MV Tazlina, replace mainline ferries, and upgrade the infrastructure for all of the in-need ferry terminals.

Please also consider the impact of this unnecessary development on the sensitive habitat of Berner's Bay. The health and beauty of Berner's Bay has value not only to the wildlife that depends on it, but to the residents of Southeast Alaska, and the robust tourism industry that depends on wildlife to draw tourists to our area. Berner's Bay has already been impacted by a large mine, one that has great interest in having a road built from Cascade Point to the mine. I'm curious as to whether a road to the mine is an undisclosed part of this plan?

Please do not build a ferry terminal at Cascade Point. There are more effective ways to spend DOT's budget and invest in our ferry system.

Thank you for considering my comments.

Sincerely,

Marina Lindsey  
3005 Clinton Dr. #C5  
Juneau, AK 99801  
907-723-1116



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Mark Kistler](#)  
**Subject:** RE: Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 10:45:36 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Mark Kistler <mardiz@aptalaska.net>  
Sent: Saturday, August 13, 2022 5:36 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Cascade Point Ferry Terminal

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Please keep the ferry terminal in Auke Bay as the main Juneau ferry Terminal.

I see only negative options for the public; no public transportation for walk ons, DOT having to maintain year round road access, more fuel usage, more travel time for the public, etc.

The funding should be considered for our 2 new vessels to enhance their ability to service more communities. We sorely lack adequate service now.

Thank you for your time, Mark kistler Haines, AK

Sent from my iPad

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Mark Morris](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:37:16 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Mark Morris <[mark@morrisengineeringgroup.com](mailto:mark@morrisengineeringgroup.com)>

**Sent:** Monday, August 15, 2022 12:58 PM

**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>

**Subject:** Comment on Draft STIP

You don't often get email from [mark@morrisengineeringgroup.com](mailto:mark@morrisengineeringgroup.com). [Learn why this is important](#)

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I am in support of the Cascade Point Ferry Terminal. We need better access to the rest of the State. This improves access.

*Mark Morris*, PE

President



PO Box 210049, Auke Bay, AK 99821, 907-789-3350

Mark's cell: 907-321-3354

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Mark Slichter](#)  
**Subject:** RE: No to Cascade Point!!!!  
**Date:** Friday, August 26, 2022 11:11:14 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Mark Slichter <evilsnipe@gmail.com>  
**Sent:** Monday, August 15, 2022 8:54 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** No to Cascade Point!!!!

You don't often get email from [evilsnipe@gmail.com](mailto:evilsnipe@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings,

I am writing in opposition to the Cascade Point ferry terminal proposal.

A ferry terminal at Cascade Point would impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Juneauites have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our community's complex ferry system problems.

Please no!

Mark Slichter  
Alaskan Born/Alaska resident

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Pixie Siebe](#)  
**Subject:** RE: 2020-2023 STIP Amendment 4  
**Date:** Friday, August 26, 2022 11:25:16 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

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The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Pixie Siebe <pixie@alaska.net>  
**Sent:** Friday, August 12, 2022 12:28 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** 2020-2023 STIP Amendment 4

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**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Alaska Department of Transportation and Public Facilities:

This proposal makes no sense for the Alaska Marine Highway System or for the public users of same. Please drop this proposal.

We have come through Juneau on several occasions, transferring from the airport to a ferry. Because we do not have a car with us, this proposed location at Berner's Bay would be very difficult for us. Timing would be more difficult, and other facilities would be very limited or non-existent.

The Alaska Marine Highway System has many more urgent needs. New boats, more frequent connections, and dependable schedules are a much higher priority.

Martha Siebe  
8700 Solar Drive  
Anchorage, Ak 99507



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Mary Asper](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:56:16 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Mary Asper <islandinfusions@icloud.com>

Sent: Friday, August 12, 2022 6:07 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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Please do not build the Cascade Point terminal! As a Haines resident it would make travel to and from Juneau much more difficult and not help with transportation problems! We need crew quarters on the ferries we all ready have and maintenance of our currant ferries! This solves none of the existing ferry problems and only creates more issues making ferry travel harder! Please listen to us as lifelong Alaskans!!!

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Mary Dahle](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:11:47 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Mary Dahle <marydahle@hotmail.com>  
**Sent:** Monday, August 15, 2022 9:39 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [marydahle@hotmail.com](mailto:marydahle@hotmail.com). [Learn why this is important](#)

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A Ferry terminal at Cascade Point will not serve the majority of the daily passengers which walk on and do not have cars.

Taxis and buses haven't been able to fill the need at the airport (in the middle of town) for years. They will not be able to support the ferry foot traffic. If we can't get there, we will be forced to stop riding. If we stop riding there is little need for the new ferry and new dock. Fiscally irresponsible.

Thank you  
Mary Dahle

Sent via the Samsung Galaxy S10, an AT&T 5G Evolution capable smartphone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Mary Hausler](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:05:42 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Mary Hausler <mvhausler@gmail.com>  
Sent: Sunday, August 14, 2022 7:56 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Cc: Mary Hausler <mvhausler@gmail.com>  
Subject: Comment on Draft STIP

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CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear DOT marine highway planners:

Once again you've resurrected the awful Cascade Point ferry terminal plan. It was a bad idea when first proposed and aging has not improved it. No one wants to have to drive all the way out to Cascade Point to get on a ferry. Terrible and sometimes intentional bad planning for the marine highway is a decades long problem with plenty of blame to go around between DOT, various governors and legislatures. Our ferry system is in dire need of some good planning for a change and Cascade Point does not fit the bill. There are plenty of pressing needs for improving our vital marine highways. They include things like upgrading the Tazlina with crew quarters, replacing our aging mainline fleet, and modifying docking facilities in communities like Angoon and Pelican to accommodate the Alaska Class ferries. Let's do some smart planning and implementation for a change and build a reliable and efficient ferry system.

Mary Hausler  
Juneau, AK 99801

**From:** [Tom Rutecki](#)  
**To:** [DOT STIP \(DOT sponsored\)](#)  
**Subject:** Comment on Draft STIP  
**Date:** Sunday, August 14, 2022 5:16:50 PM

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CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to oppose DOT STP That plans to build a ferry terminal at Cascade point and pay rent to go belt for it. AMHS has far more important needs--That includes upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

Mary Norcross  
1513 Ling act  
Juneau,ask  
99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Iamsria InAlaska](#)  
**Subject:** RE: Comments - Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:41:42 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

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DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** iamsria InAlaska <iamsria@gmail.com>  
**Sent:** Monday, August 15, 2022 4:22 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comments - Cascade Point Ferry Terminal

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I am against the Cascade Point Ferry Terminal.

Moving the terminal an additional 30 miles north is a thinly veiled attempt to renew the unwanted "Road" project and all the arguments against it still hold true. The hidden agenda is to build a road to assist lumber and mining interests. In no way does it serve the interest of the public. It forces everyone to drive further and incur more fuel costs. It makes it more difficult for visitors to find affordable, convenient transportation. It ignores the environmental impact of building the road.

It is a waste of public funds and is intended to increase the wealth of a few individuals at the expense of everyone else. It is the definition of pork barrel spending.

Please listen to the people and do not move forward with this project.

Thank you,  
Maryann Ray  
Juneau, Alaska

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [maryclaire.bernstein](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:53:54 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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3132 Channel Drive, Suite 225  
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[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** maryclaire bernstein <maryclairetb@gmail.com>  
**Sent:** Friday, August 12, 2022 3:45 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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I am writing in opposition to the proposed Cascade Point Ferry Terminal. A ferry terminal at Cascade Point would impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Juneauites have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our community's complex ferry system problems. The Alaska Marine Highway System has far more important needs. We need to invest in more ferries that can serve the small communities in Southeast Alaska and elsewhere in Alaska.

Monies need to be invested to serve the people's transportation needs, not feather the pockets of corporations or local land developers. This is outrageous. **The Cascade Point Ferry Terminal does not belong in the STIP!** This appears to be a concerted effort to ruin the ferry system and support others' agendas. Please remove the Cascade Point Ferry Terminal from the STIP.

Mary-Claire Bernstein  
1890 Glacier Hwy  
Juneau, Alaska 99801

*Mary-Claire Bernstein*

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Matt Robus](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:43:19 AM

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Good morning,

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Thank you,

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---

**From:** Matt Robus <mhrobus@gmail.com>  
**Sent:** Monday, August 15, 2022 5:50 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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This comment is in relation to the proposed Cascade Point Ferry Terminal, which seems like a bad idea to me. Passengers will have to drive or be driven to the end of the Juneau road system to use this facility which will increase emissions compared to the current location at Auke Bay. Also, if and when ferries are late or sailings cancelled, people would be stranded much further from town than under current circumstances. I have experienced this at the current Sitka ferry dock, which is located a fair distance north of town, and the Cascade Point location would be a more extreme example of the problem. Additionally, if the Auke Bay terminal remains in service in addition to a new facility at Cascade Point, the logistics of getting between sailings will be complicated for passengers making a multi-leg journey. It would be much more logical to have a single locus for all Juneau-related ferry traffic, and to have that located somewhat proximate to services and businesses (Auke Bay is already marginal in that regard).

If the reason for Cascade Point is to shorten the distance and hence the time between Juneau and Haines/Skagway, then it is myopic thinking - the ferry leg may be shortened but the entire trip will be made more complicated and susceptible to seasonal road conditions, schedule delays, etc. It would make more sense to build (or retrofit) ferries with crew accommodations so that the ships can serve upper Lynn Canal from the existing Auke Bay port. The logic of having all Juneau ferries working out of the same facility and the convenience to passengers of being able to interchange between ships at one place which is also accessible to/from town

outweighs the supposed 'shortening' of the Lynn Canal ferry legs.

Matt Robus  
Juneau, AK  
907.321.0660

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Max Mertz](#)  
**Subject:** RE: Comment on Draft STIP ID Number 33974  
**Date:** Friday, August 26, 2022 11:31:16 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.



Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Max Mertz <max@mertzcpa.com>  
**Sent:** Monday, August 15, 2022 12:01 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP ID Number 33974

You don't often get email from [max@mertzcpa.com](mailto:max@mertzcpa.com). [Learn why this is important](#)

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I am writing in support of the Cascade Point Ferry Terminal, id#33974.

I am a resident of Juneau who is very interested in seeing this project completed. This will improve transportation access for Juneau to the road system, and will provide a much needed economic boost to Juneau and the region. The project represents an excellent public/private partnership with Goldbelt and is EXACTLY the kind of thing the State should be doing to help further develop our State and its infrastructure.

Please don't delay. Move forward with this important project.

**Max E. Mertz, CPA**  
**MERTZ**  
CPA & Advisor

**907.957.7131**  
**3140 Nowell Ave. Juneau, Alaska 99801**  
**[Suralink Secure File Share](#)**

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**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Mel Izard](#)  
**Subject:** RE: COMMENT — STIP Amendment 4  
**Date:** Friday, August 26, 2022 11:16:27 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Mel Izard <[mel@seacc.org](mailto:mel@seacc.org)>  
**Sent:** Monday, August 15, 2022 10:38 AM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** COMMENT — STIP Amendment 4

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Name: Mel Izard  
Project: Cascade Point Lease Payments

The proposed Cascade Point Ferry Terminal does not belong in the STIP. As a Juneau resident, I rely on the ferry system, and moving our terminal from Auke Bay to Cascade Point would make it completely inaccessible to those without personal vehicles, undermine security for those who do have vehicles, add to travel time and gas costs of individual travelers, and have a detrimental impact on local ecosystems that our community relies on.

A ferry terminal at Cascade Point would be located in a key spawning area for the remaining area herring population. Developing a ferry terminal at Cascade Point would be a false solution to our community's complex ferry system problems. The people who would benefit the most from a Cascade Point ferry terminal would *not* be the people actually using the ferry.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Mellissa Mayse](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Comment on Draft STIP- Fairview Loop Rehabilitation  
**Date:** Friday, August 19, 2022 11:54:42 AM

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Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

Courtney Kreis  
STIP Planner III

-----Original Message-----

From: Mellissa Mayse <mayse\_42@hotmail.com>  
Sent: Monday, August 8, 2022 10:51 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP- Fairview Loop Rehabilitation

[You don't often get email from mayse\_42@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To whom it may concern,

I have lived on Fairview loop for over 30 years now. When the original project plan came out, was excited to see that Fairview Loop was getting some much needed rehabilitation and improvements. Two areas of the project were especially important to me 1) the multi-use pathway and 2) the improvements at Lookout Drive.

I'm bummed to see the safety improvement of the Lookout Drive intersection removed from the proposed plan. There have been numerous accidents on the section of Fairview Loop around there.

While I'm happy to see the multi-use pathway still on the proposed plan (well part of it anyways), I do find it kind of illogical to not connect it to the existing pathway on the Knik end of Fairview Loop. There are a lot of new houses along the section where the path would be missing in the proposed adjustment plan. That means lots of adults, kids and dogs being walked would benefit from the pathway being connected to the existing one.

Fairview Loop was once a quiet road that not many people traveled on. That is the the case anymore. As more and more people utilize Fairview Loop due to more housing being developed on the Loop and more people utilizing it as a bypass of Wasilla to get down Knik, the safety improvements at the various intersections (of the original plan) and the multi-use pathway (in its entirety) should be completed as was originally proposed.

Not in favor of the changes to the plan,

Mellissa Mayse

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [jeanne and mike schachle](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop Proposed Changes  
**Date:** Friday, August 19, 2022 11:32:49 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** jeanne and mike schachle <jeanmike@mtaonline.net>  
**Sent:** Monday, August 15, 2022 1:54 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Fairview Loop Proposed Changes

You don't often get email from [jeanmike@mtaonline.net](mailto:jeanmike@mtaonline.net). [Learn why this is important](#)

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Sirs:

We live at Mile 2 off Fairview Loop road and have been waiting for years to have the shoulders widened and the road repaired. Driving from the railroad tracks up the hill to the intersection on Fairview Loop and Linlu Lane is dangerous even in the summer as the road has cracks and holes that are unavoidable, unless you go into the ditch or cross the center line to avoid them. The pavement on the corner curve edge has deteriorated into holes. In the winter there are many cars in the ditch at the corner and all the way down the road to the railroad track because of the condition of the pavement. Also going from the railroad tracks to Mile 1 of Fairview Loop needs to have guardrails in some of the area on the right hand side of the road where the ditch is about 10 feet deep and the railroad tracks are at the bottom of the ditch. Also the intersection of Fairview Loop and Old Matanuska Road is very dangerous and there are numerous accidents there every year. I don't understand why the monies are being always used on KGB end of Fairview Loop road. We have lived in the same place since 1978 and have heard promises of widening the road for years, as it was suppose to be when it was originally built. Using the monies that were appropriated to improve the roads by taking out

curves and widening them and reallocating the funds to build a bike path is not in the best interest of safety for the hundreds of people who drive the road every day. The roads that are used every day should be the first concern to keep them in a safe condition. It is not serving the majority of the public who have to drive the unrepaired, dangerous road because a few people want to ride on a bike path.

I also noticed that with three times the funding the new proposal improves less road way by deleting the improvements in 4 different areas ( A, B, E, F). I would think that improving the roads by taking out the curves and widening Fairview would be more important than making a left/right turn lane for the Fern Street intersection.

Michael and Jeanne Schachle

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [mstory2190@gmail.com](mailto:mstory2190@gmail.com)  
**Subject:** RE: Comment on Draft STIP - CASCADE POINT  
**Date:** Friday, August 26, 2022 11:45:21 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.



Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** mstory2190@gmail.com <mstory2190@gmail.com>

**Sent:** Monday, August 15, 2022 10:20 PM

**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

**Subject:** Comment on Draft STIP - CASCADE POINT

You don't often get email from [mstory2190@gmail.com](mailto:mstory2190@gmail.com). [Learn why this is important](#)

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If we have a board directing the Ferry service, and they don't support the project, it shouldn't go forward until they concur, or it is just another political project that may cost the ferry system more to operate. I am not saying it will cost more to operate, but the ferry board needs to know it won't cost more as the political will to fund the ferries is not there in the current administration and may not be there in future administrations. If the ferry board gets on board, I would support.

Questions I have are: Annual costs to get people to Cascade point and to run the Lynn Canal ferries. Annual costs to run Cascade Point and the Auke Bay Terminals as opposed to just the Auke Bay Terminal. Transportation to/from Cascade Point from the Auke Bay Terminal, the airport, downtown, etc.

Thanks you,

Mike, (907) 723-2190

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Molly Sturdevant](#)  
**Subject:** RE: DOT 2020-2023 STIP Amendment 4 - Berners Bay Ferry Terminal: NO!!  
**Date:** Friday, August 26, 2022 9:50:22 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

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Thank you,

*Courtney Kreis (pronounced as Kr-ice)*

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Molly Sturdevant <[mvsturdevant@yahoo.com](mailto:mvsturdevant@yahoo.com)>  
**Sent:** Friday, August 12, 2022 1:22 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Cc:** Molly Sturdevant <[mvsturdevant@yahoo.com](mailto:mvsturdevant@yahoo.com)>  
**Subject:** DOT 2020-2023 STIP Amendment 4 - Berners Bay Ferry Terminal: NO!!

You don't often get email from [mvsturdevant@yahoo.com](mailto:mvsturdevant@yahoo.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

This comment pertains to the plan to build a state ferry terminal in Berners Bay. I strongly oppose this plan! We don't need another terminal, we need ferries that run reliably in Lynn Canal year-round! We especially don't need a terminal in highly sensitive Berners Bay, where fisheries resources will be impacted. The \$30M lease expenditure allocated to go to Goldbelt's pocket should be put into running actual ferry boats, to properly retrofitting the few we still have to do the job (crew quarters, etc.), and to building new appropriate boats for the system and regions.

I've been riding the ferries for nearly 60 years and along with many of my SE and SW neighbors have been repeating this comment for probably a decade. Serve the people!

Thank you.

Sincerely,

Molly Sturdevant, lifelong SE resident now in Haines

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Richard DeBusman](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:44:24 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

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-----Original Message-----

From: Richard DeBusman <rn.deb@hotmail.com>

Sent: Saturday, August 13, 2022 1:34 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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Dear Sirs,

I would like to comment on 2020-2023 STIP AMENDMENT 4.

It appears to be a large sum of money to replace something that is already there and more convenient. How are people without cars supposed to get to Juneau? 27 miles is a long way to walk.

Couldn't the money be better spent elsewhere?

Nancy DeBusman

Sent from my iPad

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Nancy Hillstrand](#)  
**Subject:** RE: Comment on Draft STIP focus on ferry not cascade terminal  
**Date:** Friday, August 26, 2022 11:47:10 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Nancy Hillstrand <frostheave@icloud.com>

Sent: Monday, August 15, 2022 11:33 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP focus on ferry not cascade terminal

[You don't often get email from frostheave@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Please don't waste money on the Cascade Point Ferry Terminal! Auk bay works just fine, and allows folks to look around. Focus the money on safety and functioning of Our ships and their equipment rather than terminals. A good example is the wasteful Homer ferry terminal. A big fancy building that rarely if ever I have seen used. Empty seats. People sit in their cars, walk the beach, have a snack at lands end but It is rare to see people in that terminal. They just go in and buy their tickets they do not lounge or hang out there. A coffee shop kiosk would work just as well like the one that was used in Seward for years. Kodiak same thing. Most tickets are bought on line or on the phone, if they go in it is for the time to purchase a ticket or ask a question but an elaborate expenditure for a ferry terminal is wasteful. Put this precious revenue into the ferries themselves for stability, safety, and Tourists don't come to see a ferry terminal but for an Alaskan adventure on an Alaskan Ferry. We need our ferries to be maintained 1000 times more than a terminal rarely used.

We must tighten our belts. Focus on the ships for safety not the terminals for expensive looks.

Kind Regards  
Nancy Hillstrand  
Box 7  
Homer, Alaska 99603

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [neil einsbruch](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:16:17 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: neil einsbruch <howclevr@gmail.com>

Sent: Monday, August 15, 2022 10:34 AM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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WE DONT NEED ANOTHER TERMINAL!!!!!!!!!!!!!!!!!!!!

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Neil MacKinnon](#)  
**Subject:** RE: 2020-2023 STIP Amendment 4  
**Date:** Friday, August 26, 2022 11:00:34 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Neil MacKinnon <nmackinnon@alaskalaundry.com>  
Sent: Sunday, August 14, 2022 8:42 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Cc: Neil MacKinnon <nmackinnon@alaskalaundry.com>  
Subject: 2020-2023 STIP Amendment 4

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Neil MacKinnon  
1114 Glacier Ave.  
Juneau, Alaska 99801

Alaska Department of Transportation & Public Facilities Division of Program Development  
ATTN: STIP  
P.O. Box 112500  
Juneau, AK 99811-2500

August 14, 2022

RE: Need ID 33974 Cascade Point Lease Payments

I write in support of developing the Cascade Point Ferry Terminal and committing the lease payments to enable the construction and operation of the Terminal. This terminal will facilitate a major improvement in ferry service to the northern end of the system and reduce costs for the State and the public.

Cascade Point is an important piece of realigning the ferry system into a more sustainable, reliable, and efficient transport system. Quit studying the idea to death and get on with modernizing our system to one that will truly serve the transportation needs of the public.

Without fundamental change in the Ferry System, the State cannot hope for anything except continued deterioration of service to the public at escalating cost to the State and public users. This will also contribute to a continued deterioration of the economy of Southeast Alaska by stifling travel, trade and commerce between our communities and the world.

To reiterate: Get going on Cascade Point and save the Ferry System.

Most Sincerely,

Neil MacKinnon

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Nelle Jurgeleit-Greene](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:55:09 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Nelle Jurgeleit-Greene <nellegreene@yahoo.com>

**Sent:** Friday, August 12, 2022 4:50 PM

**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

**Subject:** Comment on Draft STIP

You don't often get email from [nellegreene@yahoo.com](mailto:nellegreene@yahoo.com). [Learn why this is important](#)

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I find it absolutely preposterous that the Alaska DOT would even consider building a terminal that benefits only a mining company and not the residents who need it most. Berner's Bay? Really?

Walk-on passengers could be left at the mercy of local taxi service, making a walk-on fare possibly be double it's price and more after adding taxi fare. Could walk-on passengers be left stranded at a closed terminal in the winter nights?

Let's put that money into running a ferry system that will successfully service the Southeast. We have been dumped on over the past several years. It's time to service Alaskans and not corporations.

Nelle Jurgeleit-Greene  
PO Box 515  
Haines, AK 99827

Sent from [Mail](#) for Windows

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Nola L](#)  
**Subject:** RE: proposed Cascade Point Project  
**Date:** Friday, August 26, 2022 10:44:41 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Nola L <borealight@yahoo.com>  
**Sent:** Saturday, August 13, 2022 4:39 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** proposed Cascade Point Project

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RE ID: 33974 As a former resident of Skagway and a current Juneau resident, I am absolutely opposed to putting a ferry terminal out in the middle of nowhere--the so-called Cascade Point. It is not even a place, and it promises inconvenience in many ways. It means more money thrown away, further destroying the ferry system, money trashed like millions before. Spending all those millions for a lease, without even owning the place, makes the idea all the more ludicrous.

Already the time the ferry takes between Juneau and Skagway is absurd. Adding that terminal, without any access for pedestrians, only means more inconvenience. Many depend on the ferry when winter weather, medical condition, and flight schedules demand. Not being able to access the terminal makes it worse. Expenses have already risen beyond reason.

One might almost think this plan was a purposeful intention to further destroy the ferries. The AMHS remains an essential link in the state road system (hence--"Alaska Marine HIGHWAY System." Please do not further consider this terrible idea!

now

Nola E. Lamken  
895 W. 12th St #210  
Juneau, AK 99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Norm Carson](#)  
**Subject:** RE: 33885 Pelican Ferry Terminal Improvements  
**Date:** Wednesday, August 3, 2022 9:44:03 AM

---

Good morning,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

Thank you for taking the time to comment on Amendment 4. The Department sincerely values your support of project Need ID 33885, Pelican Ferry Terminal Improvements.

*Courtney Kreis*

STIP Planner III

---

**From:** Norm Carson <nrcarson@att.net>  
**Sent:** Wednesday, July 27, 2022 3:22 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Cc:** Phillips Mayor <mayorphillips@pelicanacity.org>  
**Subject:** 33885 Pelican Ferry Terminal Improvements

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Within STIP Amendment 14 is #33885 Pelican Ferry Terminal Improvements. Pelican is organized as a 1st Class City on Lisianski Inlet and served by the Alaska Marine Highway System. The M/V LeConte provides passenger and vehicle transportation to and from Juneau. Commercial fishing is the major component of the local community, Yakobi Fisheries, (YF), purchases, processes, and then sells value added salmon and ground fish nationwide. YF employs approximately 25 seasonal workers. The frozen product exceeds 500,000 value added pounds annually, the majority is loaded on vans and sent out on the ferry.

The ferry terminal at Pelican accommodates only a stern loading ferry. With the modernization of the AMHS there will be no more stern loading vessels. The new Alaska Class Ferry is a side loading vessel. The LeConte was built in 1974; the modernization of the fleet is timely and impending retirement of the LeConte requires a modification of the Pelican Terminal. The AMHS also supports several vibrant sport fish lodges and provides a means for freight & groceries being delivered to the community. This project is vital to the economy of Pelican; our residents support it 100%, please keep it in the funding process.



Norm Carson, President  
Pelican Chamber of Commerce  
PO Box 737  
Pelican, Alaska 99832

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Pamela A Miller](#)  
**Subject:** RE: Public Comment on ADOTPF 2020-23 STIP Amendment 4 -- Keep Auke Bay Ferry Terminal -- Oppose Cascade Pt Ferry Terminal  
**Date:** Friday, August 26, 2022 11:36:37 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Pamela A Miller <pammillerarctic@gmail.com>  
**Sent:** Monday, August 15, 2022 12:25 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Public Comment on ADOTPF 2020-23 STIP Amendment 4 -- Keep Auke Bay Ferry Terminal -- Oppose Cascade Pt Ferry Terminal

You don't often get email from [pammillerarctic@gmail.com](mailto:pammillerarctic@gmail.com). [Learn why this is important](#)

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Dear ADOT,

I have the following public comments on your 2020-2023 STIP Amendment 4:

As a user of the Alaska Marine Highway who lives in Fairbanks, I oppose your proposal to fund construction of a new Cascade Point ferry terminal by giving \$30 million in lease payments to Goldbelt for a number of reasons.

1) It is crazy for arrivals and departures of visitors to Juneau to have to travel even 27 miles further to a far end of the Juneau Road System. This will incur additional costs for taxi ride into town as most ferry visitors do not bring their cars. This is especially true of those coming from the lower 48 for whom the ferry trip is a visit of a life time. For me, travelling with a friend who lived in Juneau, it was very convenient for the visit with my friends there, and then why they dropped me back up for my continued Journey. For those SE residents shipping freight or groceries bought in Juneau out to their small communities, it will increase their taxi or shipping costs.

2) This plan would hurt the economics of Juneau if tourists, visitors and others don't even disembark at this stop due to inconvenience of travel into town and the cost.

- 3) We don't need a new Cascade Point Ferry terminal for boarding passengers as we already have the Auk Bay terminal.
- 4) The ferry system has incredible existing needs having been starved for much of the last 6 years and misguided changes in vessel types along the way. These include upgrading the MV Tazlina so that it has quarters for the crew, replacing the aged mainline ferries and the MV Tustumena, and the necessary modifications of existing terminals so that the Alaska Class Ferries can be used - including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.
- 5) A ferry terminal at Cascade Point would harm the incredible Berner's Bay environment, including a key spawning area for the remaining herring population in Lynn Canal, migratory birds and other wildlife and beauty.
- 6) This proposed Cascade Pt Ferry Terminal is short-sighted and not a real solutions to the ferry system of SE Alaska which is vital part of our transportation system for all Alaskans.

My mom visited Alaska at 60 and we travelled to Juneau and then toured off on the ferry to Sitka - a place she had always wanted to visited. I'll never forget the running salmon, the red huckleberries and the peacefulness of the coast. It was a highlight of our trip, and without the convenience of the ferry terminal near Juneau it would have been alot harder.

I urge you to remove this misguided Cascade Pt Ferry Terminal with its new high lease costs out of the STIP. It is controversial and not well vetted.

Sincerely,

Pamela A Miller

--

**Pamela A. Miller**

1800 Musk Ox Trail  
Fairbanks, AK 99709-6626

(907)441-2407 | [pammillerarctic@gmail.com](mailto:pammillerarctic@gmail.com)

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Patrick Comer](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:47:28 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Patrick Comer <pat@fountaincitywoodworks.com>  
**Sent:** Tuesday, August 16, 2022 5:47 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [pat@fountaincitywoodworks.com](mailto:pat@fountaincitywoodworks.com). [Learn why this is important](#)

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Stop funding public projects that benefit for-profit operators!

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Patricia Tackett](#)  
**Subject:** RE: No new terminals! Please direct to existing ones.  
**Date:** Friday, August 26, 2022 11:05:06 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

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DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Patricia Tackett <pattytackett@yahoo.com>  
**Sent:** Sunday, August 14, 2022 7:40 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** No new terminals! Please direct to existing ones.

You don't often get email from [pattytackett@yahoo.com](mailto:pattytackett@yahoo.com). [Learn why this is important](#)

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I would like to see what we already have, maintained and improve for the safe of all employees and customers. Thank you for the time for comments.

Patty S. Tackett  
Camp Council for ANS Camp 2.  
PO Box 20032  
Juneau, AK 99802



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Paul Davis](#)  
**Subject:** RE: State Transportation Improvement (?) Plan Cascade Point Ferry Terminal (?)  
**Date:** Friday, August 26, 2022 9:55:53 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Paul Davis <paulsurvelo@yahoo.ca>  
**Sent:** Friday, August 12, 2022 5:59 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** State Transportation Improvement (?) Plan Cascade Point Ferry Terminal (?)

You don't often get email from [paulsurvelo@yahoo.ca](mailto:paulsurvelo@yahoo.ca). [Learn why this is important](#)

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So, lemme see if I've got this:

State wants \$30mil. to build a new ferry terminal in a key spawning area for herring, in Berner's Bay, reached only by a new road that will be swept away regularly by avalanches, 27 miles further out of Juneau...

Ok...

Well, on the other hand, State could use \$30mil. to mod MV Taxlina for crew quarters, replace the mainline ferries and MV Tustumena, mod ferry terminals to serve Ak Class Ferries at Angoon, Pelican, Cordove, Tatitlek and Chenega.

Well, you could....but...it would not have the same ring of lunacy as the gang who brought to you another Great Idea: Build The Road to Skagway!

Hey, who needs tourists downtown in Juneau and pesky cyclists coming in on the ferry!

Make them come another 27 miles into town! Some of the snow-slides and mud-slides will thin them out some I expect!

Best of luck with that!

Paul Davis

Whitehorse

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [reefership@aol.com](mailto:reefership@aol.com)  
**Subject:** RE: Public Comments on STIP Amendment 4  
**Date:** Friday, August 26, 2022 9:40:54 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis (pronounced as Kr-ice)*

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3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** reefership@aol.com <reefership@aol.com>  
**Sent:** Tuesday, August 2, 2022 9:41 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Public Comments on STIP Amendment 4

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I strongly disagree with including the Cascade Point lease payments. This facility is no longer necessary with the crew quarter modifications to the Tazlina and Hubbard.

Paul Johnsen  
Petersburg, Alaska  
907 772 4005  
Board member of the Marine Highways Operations Board

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [paul](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:34:12 AM

---

Good morning,

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Paul Voelckers <paul@mrvarchitects.com>  
**Sent:** Monday, August 15, 2022 12:24 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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To all concerned,

I support the proposed development at Cascade Point. This provides the potential for improved ferry connections to points north, and should be seriously studied for overall strategic and economic benefit.

Paul Voelckers  
1760 Capital View Court  
Douglas, AK 99824 907-209-1353

Sent from [Mail](#) for Windows

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Peter Andruss](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:38:54 AM

---

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Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Peter Andruss <pandruss@icloud.com>

Sent: Saturday, August 13, 2022 3:31 AM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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We don't need a ferry terminal at Cascade point.

Total waste of money

It's not state land

How would you get there if you are a walk on passenger?

There is no power out there.

It's a ridiculous waste of \$\$\$\$

NO TO FERRY AT CASCADE POINT

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Ralph Wells](#)  
**Subject:** RE: Cascade Point ferry terminal proposal  
**Date:** Friday, August 26, 2022 11:01:55 AM

---

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Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Ralph Wells <ralphwells60@hotmail.com>  
Sent: Sunday, August 14, 2022 10:42 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Cascade Point ferry terminal proposal

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I strongly recommend against building a new terminal there.

Requiring countless vehicle trips the extra 27 miles compared to Auke Bay is waste of time and fuel, and would therefore be counter to efforts to reduce CO2. ( unless the savings in ferry diesel would be greater than the amount consumed by vehicles getting to the terminal) Has that been calculated?

It certainly would be an inconvenience for everyone concerned.

Finally, it represents one more incursion into a pristine area of the state. I do not see any overall benefit to the plan.

Ralph Wells

Port Armstrong

Sent from my iPad

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [rb93@tutanota.com](mailto:rb93@tutanota.com)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 19, 2022 11:54:16 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** rb93@tutanota.com <rb93@tutanota.com>  
**Sent:** Tuesday, August 9, 2022 8:32 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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Hello, concerning the improvements with marble way, could the rest of the road please be paved? It was started some years ago and then abandoned. It is destroying people's vehicles back here. It isn't that long of a stretch and would be a drop in the bucket for a project of this size. Also, everyone else I've spoken to that lives here would like to see the portion of marble way that crosses Fairview loop reopened so that marble way can be completely connected again. The haven route out of west marble way is extremely dangerous and narrow. Thank you for your consideration.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Rebekah Sawers](#)  
**Subject:** RE: Comment on STIP  
**Date:** Friday, August 26, 2022 11:06:20 AM

---

Good morning,

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The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Rebekah Sawers <rebekahsawers@yahoo.com>  
**Sent:** Sunday, August 14, 2022 10:29 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Cc:** Wanda <wandajculp@yahoo.com>  
**Subject:** Comment on STIP

You don't often get email from [rebekahsawers@yahoo.com](mailto:rebekahsawers@yahoo.com). [Learn why this is important](#)

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A ferry terminal at Cascade Point would impact Berners Bay and be located in a key spawning area for the remaining area herring population, which was once widespread throughout Lynn Canal and Auke Bay. Juneauites have long sought to protect Berners Bay from permanent development and construction of a ferry terminal there, as doing so would be an extremely short-sighted approach and a false solution to our community's complex ferry system problems.



Instead of departing Juneau from the Auke Bay Ferry Terminal, passengers would be required to board 27 miles further north at the far end of the Juneau road system at a terminal owned by Goldbelt, Inc.

The Alaska Marine Highway System has far more important needs.

That includes upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

Cascade Point Ferry Terminal does not belong in the STIP!

Thank you, please accept my comments

Rebekah Contreras

P.O. Box 143

Hoonah Ak 99829



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Dick Callahan](#)  
**Subject:** RE: Stop Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 10:43:55 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

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The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Dick Callahan <harborsealpress@gmail.com>  
**Sent:** Saturday, August 13, 2022 12:16 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Stop Cascade Point Ferry Terminal

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To the Alaska Marine Highway DOT Planners,

Add my voice to the majority in Juneau who don't want a ferry terminal at Cascade Point. As a 40 year resident in Southeast Alaska and a former AMHS deck hand, I see this plan as a thinly disguised land grab to build roads into Berner's Bay for commercial exploitation at the expense of herring and the rich variety of marine mammals that gather there every year to feed.

Shame on you. Stop it.

Sincerely, Richard B. Callahan, 3321 Foster Ave, Juneau, Ak. 99801

**From:** [Richard Dennis](#)  
**To:** [DOT STIP \(DOT sponsored\)](#)  
**Cc:** [Greater Copper Valley Chamber](#); [Quinn Falkner](#); [Jordanny Sutherland](#); [Margaret Billinger](#); [John Becker](#); [Bruce Cain](#); [Jeremy Weld](#)  
**Subject:** Comments  
**Date:** Wednesday, August 10, 2022 9:52:59 PM

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You don't often get email from yukonred48t@yahoo.com. [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gentlepersons,

While the Glenn Hwy is not heavily used, we still need to focus on it as a major artery here in Alaska. IT receives substantial freight up from the little states via Tok and Glennallen. More specifically, the Long Lake area is a major catastrophe awaiting to occur. The fallout will be substantial for Anchorage and too the whole Copper Basin.

Lets focus on the Long Lake bypass asap.

Richard Dennis [www.RedEagleLodge.com](http://www.RedEagleLodge.com) Mile 32.7 on the Tok Cutoff Chistochina, Alaska (907)822-5299

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Robin Grace](#)  
**Subject:** RE: Ferry terminal vs ferry service  
**Date:** Friday, August 26, 2022 10:42:07 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Robin Grace <robingrace09@gmail.com>  
**Sent:** Saturday, August 13, 2022 8:50 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Ferry terminal vs ferry service

You don't often get email from [robingrace09@gmail.com](mailto:robingrace09@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We in Haines are struggling with the lack of ferries. This has an impact upon us economically and our mental health : anxiety about costs of and possibilities lacking to get to Juneau for medical care and other essential needs.

First things first : provide transportation for the well being and livelihood of citizens!

Robin Grace  
Licensed clinical social worker

--

***Robin Grace LCSW, Psychotherapist***

541-914-4914

[robingrace.com](http://robingrace.com)

NOTICE: This email (including attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510-2521, is confidential, and may be privileged. If you are not the intended recipient, please be aware that any retention, dissemination, distribution or copying of this communication is prohibited. Please reply to the sender that you have received this message in error and, then, delete it. Thank you for helping to maintain privacy. Email messages typically reside on various servers even after all parties have deleted the messages. Therefore, email should not be considered a secure form of communication. I cannot guarantee confidentiality in an email message.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Robin Houston](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:38:04 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Robin Houston <houston.robin@gmail.com>  
Sent: Friday, August 12, 2022 9:43 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP

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I'm writing as a resident in Haines, and frequent visitor to Juneau, to strongly oppose the proposal to build a ferry terminal in Berners Bay.

It is difficult to understand the rationale for this proposal. First, the current terminal at Auke bay is convenient for the vast majority of users of the Alaska Marine Highway, including a multitude of tourists who visit Haines, Skagway and other towns using the ferry system out of Auke bay. Moving the terminal to Berners bay would make this very inconvenient, more expensive and more difficult. Second, there are few living along that road who would benefit from having the terminal there, and who would likely not be happy with any increased traffic. Third, it is already difficult to get transportation from Auke Bay to the city—and this will become even more difficult with a Berners bay terminal.

One can only surmise that this proposal is designed to weaken the ferry system as it would discourage use and make it more difficult for tourists to enjoy Juneau should they come to SE AK on the ferry system. While there would be some jobs associated with building the terminal, this expenditure comes in the face of marked reductions in the Marine Highway budget! Why would the state want to build a new terminal that is not needed at great expense when cuts in the current ferry system have dramatically reduced service. This is outrageous. It also suggests behind the scenes deals that should be investigated.

SE Alaskan towns depend on the marine highway. Wasting funds on a new terminal that could be so much better used to sustain the current system is absurd, and can only be thought of as a plan to further derail the ferry system. It seems this also reflects the ignorance of the legislators who ultimately vote on state budgets about the importance of the ferry system to these Alaskan towns.

There should be NO consideration of a proposal like this which has no rationale or justification particularly in light of the recent reductions in service for the ferry.

Robin Houston

PLEASE NOTE NEW CONTACT INFO

Robin Houston  
houston.robin@gmail.com  
Mobile: 406-580-7350



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Roger Calloway](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:45:53 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Roger Calloway <[roger@reliabletransfer.com](mailto:roger@reliabletransfer.com)>  
**Sent:** Saturday, August 13, 2022 7:25 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Comment on Draft STIP  
**Importance:** High

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To whom it may concern:

I support the Cascade Ferry Terminal project as is. It is a crucial need in Northern SE Alaska.

Sincerely:

Roger Calloway

President

Reliable Transfer Corporation

3241 Hospital Drive

Juneau, Alaska 99801

Phone: [907-789-1490](tel:907-789-1490)

Fax: [907-789-1272](tel:907-789-1272)

Cell Phone: [907-723-2896](tel:907-723-2896)

E-Mail: [roger@reliabletransfer.com](mailto:roger@reliabletransfer.com)

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**“Alaska’s ONLY Veteran Owned Moving and Storage Company”**

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Skip](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview loop pathway and safety improvements  
**Date:** Friday, August 19, 2022 11:59:10 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

Courtney Kreis  
STIP Planner III

-----Original Message-----

From: Skip <skipkula@gci.net>  
Sent: Monday, July 25, 2022 5:23 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Fairview loop pathway and safety improvements

[You don't often get email from skipkula@gci.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To Whom it May Concern,

This project has been in process for some time with numerous program upgrades, changes, awaiting/redirected funding, and delays costing resources/increasing project costs. The latest change is limited to a corridor with Snowshoe Elementary as a point of reference. The entire Fairview Loop Roads needs attention for safety alone. Numerous subdivisions in process will/are significantly increase road traffic, can we look to the future and anticipate future needs in this project? The additional "bike path", as proposed, connects to a dead end...it needs to connect to KGB to be viable and provide connectivity.

Sincerely,  
R.S. Kula  
4330 S Twin Peaks Drive  
Wasilla, AK 99654

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Ruth Kollander](#)  
**Cc:** [Huber, Christina A \(DOT\)](#); [Lance Debernardi](#); [Anne Brooks](#)  
**Subject:** RE: Fairveiw Loop Rehabilitation Project  
**Date:** Thursday, August 25, 2022 12:02:20 PM

---

Good afternoon,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We are currently re-evaluating the project scope (design details and project termini) in light of all the comments received. This scope will ultimately affect both the proposed project map and associated property impacts. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Anne Brooks <[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)>  
Sent: Monday, August 15, 2022 10:20 AM  
To: Ruth Kollander <[dnrkollander@gmail.com](mailto:dnrkollander@gmail.com)>  
Cc: Anne Brooks <[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)>; DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>;  
Huber, Christina A (DOT) <[christina.huber@alaska.gov](mailto:christina.huber@alaska.gov)>; Lance Debernardi <[ldebernardi@rmconsult.com](mailto:ldebernardi@rmconsult.com)>  
Subject: Re: Fairveiw Loop Rehabilitation Project

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ruth — thanks for your email regarding Fairview Loop. I’m forwarding your comments to the folks considering Amendment 4 of the Statewide Transportation Improvement Program.

Have a great day.

Anne Brooks, P.E., Public Involvement  
907-242-6405

> On Aug 12, 2022, at 11:00 AM, Ruth Kollander <[dnrkollander@gmail.com](mailto:dnrkollander@gmail.com)> wrote:

>

> We have viewed both maps previous and proposed for the Fairview Lp Pathways and Safety Improvements Project. We cannot tell the impact, if any, on our property from the map. We called and asked where a larger and clearer map can be viewed. We were told there is not one available. We have no property to loose, it would leave house and land not viable.

>

> Ruth and Daryl Kollander

>

> Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Ryan Jensen](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 19, 2022 11:47:31 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Ryan Jensen <jensenryan25@gmail.com>  
**Sent:** Friday, August 12, 2022 1:47 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [jensenryan25@gmail.com](mailto:jensenryan25@gmail.com). [Learn why this is important](#)

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I think W. Marble Way on Fairview loop in Wasilla should should have street lights and grate the road.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Roberts, Samuel](#)  
**Subject:** RE: Comment: We don't need the Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:33:58 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

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The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.



Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Roberts, Samuel <samuel.roberts@juneauschools.org>  
**Sent:** Monday, August 15, 2022 12:17 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment: We don't need the Cascade Point Ferry Terminal

You don't often get email from [samuel.roberts@juneauschools.org](mailto:samuel.roberts@juneauschools.org). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I'm a constituent in Juneau, Alaska and I'd like to submit a comment regarding the STIP proposal to build a ferry terminal at Cascade Point.

Building a ferry terminal at Cascade Point would be a hugely short-sighted and problematic false solution for Southeast Alaska's ferry problems. The ferry terminal would endanger vulnerable salmon populations and disrupt a critical spawning area for herring, which would have dramatic negative effects on the region's ecosystem, in turn disrupting the tourism built around sightseers visiting the area for wildlife viewing.

Instead of investing in a disastrous, foolish ferry terminal at Cascade Point, the ferry system as a whole should be invested in. Old ferries should be upgraded and current terminals and mooring points should be modified. This is a much more practical, sustainable, and environmentally sound solution to the problems facing the ferry system today.

Thank you for reading my comment.

Sincerely,

Samuel Roberts  
310 Irwin St. Apt. A  
Juneau, AK 99801  
(907) 419-0844

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Sara H. Willson](#)  
**Subject:** RE: Comment Amendment 4 to STIP  
**Date:** Friday, August 26, 2022 10:44:54 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Sara H. Willson <shwillson@hotmail.com>  
**Sent:** Saturday, August 13, 2022 4:42 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment Amendment 4 to STIP

You don't often get email from [shwillson@hotmail.com](mailto:shwillson@hotmail.com). [Learn why this is important](#)

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The Alaska Marine Highway System has various needs.

Improvements to existing ferries are surely needed.

We do NOT need a new ferry terminal 27 miles away. The terminal at Auke Bay is convenient for Juneau users .

Please budget for our current needs.

Thank you.

Sara Willson  
1890 Glacier Ave  
Juneau AK 99802

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**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Myers, Sarah E E \(DFG\)](#)  
**Cc:** [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com); [Huber, Christina A \(DOT\)](#); [Goentzel, Renee M \(DOT\)](#); [Post, David E \(DOT\)](#)  
**Subject:** RE: Comments Regarding CFHWY00599: Fairview Loop Pathway & Safety Improvements  
**Date:** Thursday, August 25, 2022 1:48:43 PM

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Good afternoon,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. Thank you for taking the time to provide us with specific information about fish passage. We intend to evaluate what design elements will best address fish habitat and will be researching these issues further.

Thank you,

*Courtney Kreis (pronounced as Kr-ice)*

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Myers, Sarah E E (DFG) <sarah.myers@alaska.gov>  
**Sent:** Wednesday, August 10, 2022 2:01 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Cc:** [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com); [Huber, Christina A \(DOT\)](#) <christina.huber@alaska.gov>; [Goentzel, Renee M \(DOT\)](#) <renee.goentzel@alaska.gov>  
**Subject:** Comments Regarding CFHWY00599: Fairview Loop Pathway & Safety Improvements

Dear Sir or Ma'am,

In regards to the Fairview Loop Pathway & Safety Improvements:

- 1) At 61.5280 N, -149.5069 W, is a fish passage pipe that conveys Cottonwood Slough under Fairview Loop Road is cataloged as red meaning it is likely a fish passage barrier to juvenile salmonids. Here are the details on this fish passage site: [Fish Passage Improvement site 20401290 \(alaska.gov\)](#). There are also ATV crossings above and below the culvert. It is my understanding from the Matanuska-Susitna Borough that ice build up and water back up occurs above this pipe and when it is thawed, flooding occurs for the culverts further down channel.

- 2) At 61.5273 N, -149.5270 W, is a fish passage pipe that conveys Cottonwood Creek under Fairview Loop that is cataloged as green for fish passage, however the banks on the downstream end have been degraded by off-road vehicle use which impacts fish habitat at this location. I had previously spoken with Randy Vanderwood and Sean Baski at DOT and they indicated that there are plans to replace the pipe and make it long enough to allow for ORV use over the downstream end of the pipe to help keep ORVs out of the channel (see attached email with plan and photograph).
- 3) At 61.5417 N, -149.4343 W, is a culvert that conveys a stream that is fish bearing but is not in the anadromous waters catalog nor in the Alaska Freshwater Fish Inventory. In July we sampled at the upstream end of the culvert and found stickleback so it is fish bearing. I believe there is a perch on the downstream end and ORVs have modified the stream channel as well.

Sincerely,

### **Sarah E. E. (Wilber) Myers**

Habitat Biologist IV, Mat-Su Area Manager

ADF&G Habitat Section, Palmer Office

Office: 907-861-3206

Fax: 907-861-3232

[\\*ADF&G Habitat Section Permits Link\\*](#)

---

**From:** Brooks & Associates <[anne@brooks-alaska.ccsend.com](mailto:anne@brooks-alaska.ccsend.com)> **On Behalf Of** Brooks & Associates

**Sent:** Tuesday, July 19, 2022 4:08 PM

**To:** Myers, Sarah E E (DFG) <[sarah.myers@alaska.gov](mailto:sarah.myers@alaska.gov)>

**Subject:** Your comments needed: Fairview Loop Pathway & Safety Improvements

You don't often get email from [anne.brooks@alaska.ccsend.com](mailto:anne.brooks@alaska.ccsend.com). [Learn why this is important](#)

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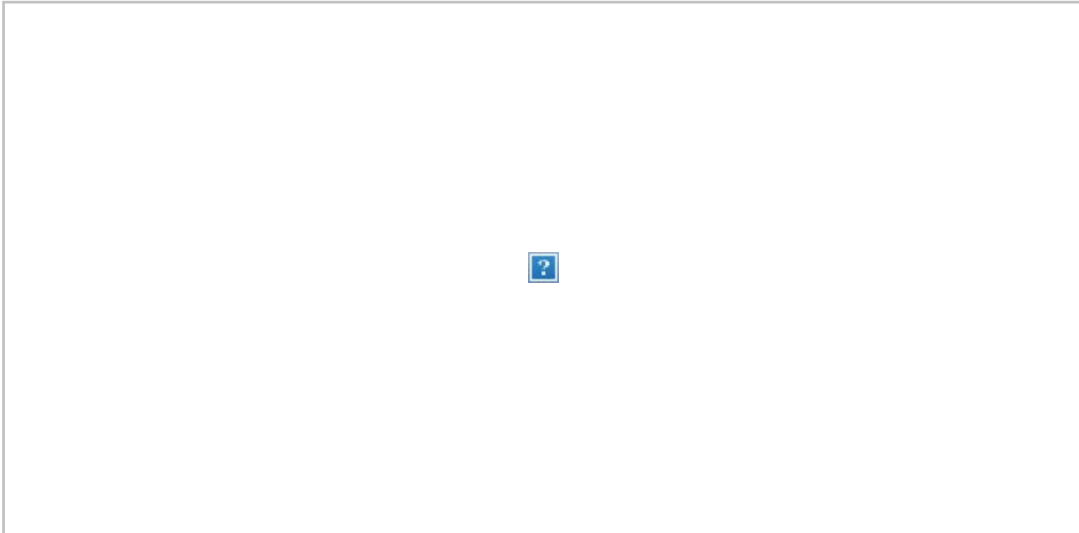


## **Fairview Loop Pathway & Safety Improvements**

# Proposed Scope Changes

## Proposed Revised Scope Map:

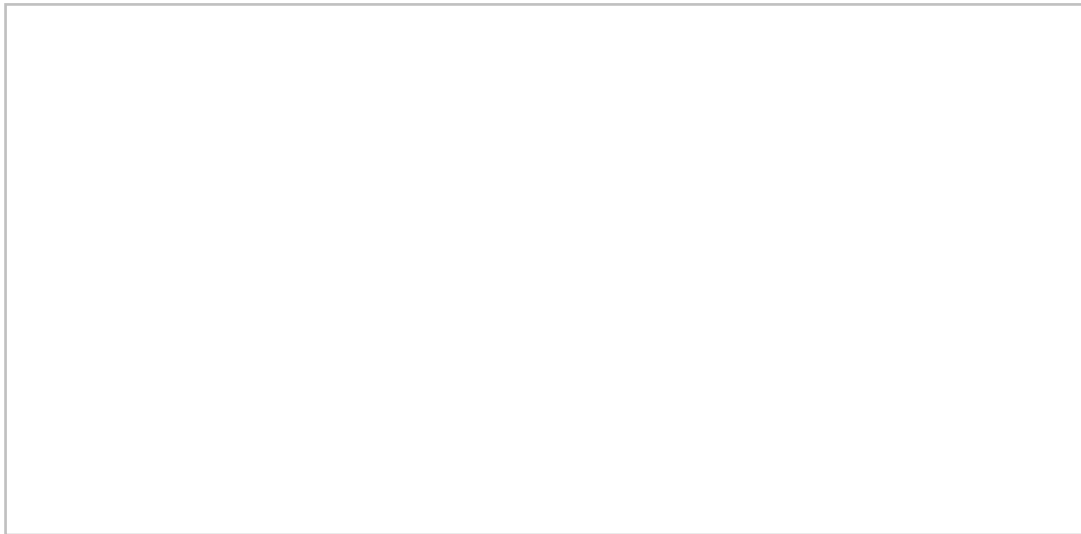
Click map for larger view



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## Previous Project Scope Map:

Click map for larger view



## **Statewide Transportation Improvement Program Amendment 4 Released**

DOT&PF proposes to revise the scope of this project and add Federal funding. This proposal is included in [Amendment 4](#) of the [2020-2023 Statewide Transportation Improvement Plan \(STIP\)](#).

The proposed revised scope comprises roadway rehabilitation, widened shoulders and a separated pathway from Hayfield to Fern. See figure below.

The remaining approximately \$13 million of State funding previously identified for this project was reallocated in the most recent State budget. Amendment 4 proposes to provide \$35 million in Federal funds for the re-design and construction of the project.

**Amendment 4 is out for public comment.** **Comments are due by August 15, 2022.** You can find a copy of the STIP and its Amendments here:

<https://dot.alaska.gov/stwdplng/cip/stip/>

To provide comments you may send a letter, email or call using the contact information below:

- Mailing Address: State of Alaska, Department of Transportation and Public Facilities, Program Development, P.O. Box 112500, Juneau, AK 99811-2500
- Phone: (907) 465-4070
- Fax: (907) 465-6984



- E mail: [dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)

You can also make comments to the project team at any time:

Anne Brooks, P.E., Public Involvement Coordinator

Brooks & Associates

Telephone: 907-242-6405

E-mail: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

Christina Huber, P.E., Project Manager

DOT&PF, Central Region Highway Design

Telephone: 907-269-0572

E-mail: [christina.huber@alaska.gov](mailto:christina.huber@alaska.gov)

**Project website:** <http://brooks-alaska.com/fairviewloop/>

Brooks & Associates | 1704 Rogers Park Court, Anchorage, AK 99508

[Unsubscribe sarah.wilber@alaska.gov](mailto:sarah.wilber@alaska.gov)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by [anne.brooksalaska@gmail.com](mailto:anne.brooksalaska@gmail.com) in collaboration with



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**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Tony Scott Pearce](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:41:08 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Tony Scott Pearce <closedtiltomorrow@gmail.com>  
**Sent:** Saturday, August 13, 2022 8:00 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [closedtiltomorrow@gmail.com](mailto:closedtiltomorrow@gmail.com). [Learn why this is important](#)

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Hi, I am not in favor of a ferry terminal at Cascade Point.  
Better use of available money would be to improve the existing Motor Vessels, existing Terminals, and improved Public Transportation.  
Thank you,  
Scott Pearce

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Scott Spickler](#)  
**Subject:** RE: Comment on Draft STIP/ Cascade Point  
**Date:** Friday, August 26, 2022 11:09:05 AM

---

Good morning,

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Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

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-----Original Message-----

From: Scott Spickler <sspickler@gmail.com>

Sent: Monday, August 15, 2022 6:52 AM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP/ Cascade Point

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Please expedite approval of this project to streamline and enhance transportation between Juneau, Skagway, Haines, and the rest of the State. The marine highway system has been struggling to maintain service for decades and with the aging fleet of ships, any steps to replace marine travel with hard links will be the best investment the State can make. The new boats can make a complete circuit between the communities within the allotted crew hours, while saving fuel VS leaving from Auke Bay.

That's why Cascade Point is critical for Alaska's future transportation system....we can't keep doing the same old thing over and over again and expect better results.

Scott Spickler

Juneau, AK.

Sent from my iPad

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [shelley\\_stallings](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:57:41 AM

---

Good morning,

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** shelley stallings <shelleystallings@icloud.com>  
**Sent:** Friday, August 12, 2022 9:19 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Cc:** Shelley Stallings <shelley@kpunet.net>  
**Subject:** Comment on Draft STIP

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Alaska DOT:

As a 42 year long resident of S.E. Alaska, including living in both Haines, and Ketchikan, I full well understand the needs of Alaskans for a convenient and affordable Alaska Ferry System. The idea of wasting more DOT money on a ferry terminal at Cascade Point is not a viable or cost effective way to provide ferry service between Juneau and Haines or Skagway.

The cost of construction alone makes this clear, then when you add in the cost of maintenance for the road north the idea become completely out of the question. How many landslide areas and avalanche areas are along this road route? How many rivers and bridges? Much safer, less expensive and less closures due to slides with an all ferry route between Haines and Juneau.

Please, the Cascade Point Ferry Terminal does not belong in the STIP! Take it out.

Shelley Stallings in Ketchikan, Alaska

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [samattson@gci.net](mailto:samattson@gci.net)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: FAIRVIEW LOOP PATHWAY & SAFETY IMPROVEMENTS - Public Comments  
**Date:** Friday, August 19, 2022 11:30:58 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** samattson@gci.net <samattson@gci.net>  
**Sent:** Monday, August 15, 2022 5:43 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Cc:** samattson@gci.net  
**Subject:** FW: FAIRVIEW LOOP PATHWAY & SAFETY IMPROVEMENTS - Public Comments

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Hello,

I noticed that when I sent the following email, some of the formatting was lost. Attached are my comments in Word format, which may be easier for you to read.

Thank you again for the opportunity to share my comments regarding the Fairview Loop project.

Regards,

Sheri

---

**From:** [samattson@gci.net](mailto:samattson@gci.net) <samattson@gci.net>  
**Sent:** Monday, August 15, 2022 3:31 PM  
**To:** 'dot.stip@alaska.gov' <dot.stip@alaska.gov>  
**Cc:** 'comments.brooksalaska@gmail.com' <[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)>  
**Subject:** FAIRVIEW LOOP PATHWAY & SAFETY IMPROVEMENTS - Public Comments

August 15, 2022



State of Alaska  
Department of Transportation and Public Facilities  
Program Development  
PO Box 112500  
Juneau, AK 99811-2500

RE: FAIRVIEW LOOP PATHWAY & SAFETY IMPROVEMENTS

DOT&PF Project Number: Z560200000

STIP Need ID: 33921

Name: Fairview Loop Road Rehabilitation – Hayfield Road to Fern Street

Public Comments on Proposed Revised Scope

Thank you for the opportunity to provide public comments for the Fairview Loop Pathway and Safety Improvements, DOT & PF Project Number Z560200000. My family lives on property adjacent to Fairview Loop. We are located within the area of the proposed revised project scope, between Hayfield Road and Fern Street. The proposed project scope includes, "3.4 miles of roadway improvements with a separated pathway." The project description includes, "Rehabilitation of roadway, pavement, widening of shoulders, and construction of a separated pathway. Other improvements may include replacing damaged or deficient culverts, improve roadside drainage, replace Cottonwood Creek and Slough crossing structures, and left/right turn lanes at the Fern Street intersection." We feel that the proposed project will directly and negatively impact our property and quality of life, as well as create safety and noise issues for our Fairview Loop residential community. The revised project scope does not address other areas of Fairview Loop that are of more importance that were included in the original project scope, which included sight line, grade, and curve improvements to increase safety in those areas.

When purchasing our property on Fairview Loop nearly 30 years ago, we were attracted to the rural character of the area. Over the years, we have enjoyed the relaxing drive down Fairview Loop, which offers scenic views of hay fields, farms, dense forests, and distant mountains. As a rural road, Fairview Loop is located in a residential area, providing local access to neighborhoods of single family homes, low density housing, small farms, and an elementary school. There are no gas stations, stores, or other busy commercial businesses on Fairview Loop, enhancing the area as a safe and inviting place to live.

We believe the proposed revised project scope and road improvements will negatively impact our neighborhood and quality of life. Most of the roadway in the proposed project scope is straight with few curves. The current design without paved shoulders on this straight road already promotes traffic to drive well over the posted speed limit of 50 MPH. We believe that widening the roadway and adding paved shoulders will create increased traffic volumes, promote excessive traffic speeds, increase traffic noise, reduce our privacy, and create security issues in our neighborhood.

Due to the residential nature of the Fairview Loop area, we would much prefer to keep the existing roadway and actually reduce the speed limit in order to improve safety and reduce accidents on the road. We feel that this would contribute to the rural nature of the area. Fairview Loop is not used only by private and commercial cars and trucks. As a longtime resident of the area, over the years, we have seen Fairview Loop being used by farm tractors, four wheelers, kids on bicycles, and parents

walking with baby strollers. Parents and children frequently cross Fairview Loop to access Snowshoe Elementary School and visit neighbors across the road. Since it is a residential area with many farms, it is not uncommon to see dogs, horses, pigs, and even cows in the middle of the road or crossing the road, not to mention wildlife such as moose. Unfortunately, we have seen a considerable number of accidents on Fairview Loop, resulting in loss of life, injuries, and property damage. In observing the locations of these accidents, it can be presumed that most of these accidents have been due to drivers gravely exceeding speeds that are appropriate for the road and the weather conditions. We feel that widening the road and shoulders will cause increased speeding and accidents. Please consider the users of Fairview Loop as you analyze the proposed roadway improvements, as well as the speed limit on Fairview Loop. The safety of the users should be of the utmost importance.

The proposed improvements will require the State of Alaska to acquire additional right of way in order to build the new infrastructure. The previous project scope did not require additional right of way acquisition of our property, due to its limited nature of leaving the existing roadway in place and the construction of a bike path within the existing right of way between our property and Fairview Loop. The proposed project scope description doesn't explain how much of our property would need to be acquired, but we expect it to be significant, since our property and many of the properties located on our side of the roadway consist of large lots of four acres or more, many of which are forested, with homes and other buildings located significantly away from the roadway. We purposely built our home in the center of our property, far from Fairview Loop, so that our birch and spruce tree forest would provide us with privacy, reduce noise levels from the road, and enhance our security. If the State of Alaska acquires additional right of way for this project, our buffer of trees will be removed, reducing our privacy and security, while increasing noise levels from traffic. Also, our property acreage will be smaller, resulting in a lower value of our property. This project will cause our overall quality of life to be negatively impacted.

The revised project scope does not address the areas in the previous project scope that had been closely studied and determined to be the improvements required to increase safety and reduce accidents. Since the original project was not constructed, there have been no changes to the roadway areas that need improvements to sight lines, grade, and curves.

The original project scope included a bike path connecting the recently constructed bike path near the intersection of Knik Goose Bay Road (KGB) and Clapp Street to Snowshoe Elementary School. The KGB/Clapp Street bike path also connects to the expansive bike path network along KGB Road, Clapp Street, and the Parks Highway. The revised project scope does not connect the new bike path to any existing bike path, ultimately resulting in a "path to nowhere." Any new bike paths should connect to an existing path system in order to provide safety to the users of the path. Otherwise, the users of the pathway, such as people walking or bicycling, may be required to use the roadway for unsafe travel amongst speeding vehicles.

The new project scope is much more expensive than the original project scope, as noted by the change in estimated project costs from \$13 million to the proposed STIP Amendment 4 costs of \$33 million. The delay in construction of this project, due to budget reappropriations has resulted in increased project costs. The additional costs are presumably due to the necessity of the design team beginning again with a preliminary design for the new project, as well as the new traffic studies, and other studies that will be required, since over a decade has passed since the original project was planned. The additional costs can be attributed to increased construction costs, supply chain issues, supply shortages, and increased fuel costs. We also anticipate that the revised project costs will be

higher due to the property acquisition that will be required to widen the roadway and shoulders and construct a new pathway.

We would like the State of Alaska to revert to its original project scope for the Fairview Loop roadway and pathway improvements. This will allow us to maintain the rural character of the Fairview Loop residential area, while not increasing the traffic volume, promoting excessive traffic speeds, and increasing noise levels on Fairview Loop. The previous project scope allows us to keep our existing land and trees, preserving our privacy, since our trees and shrubs provide a natural barrier, offering privacy, acting as a noise buffer, and minimizing vandalism and trespassing onto our property. We believe that keeping the original project scope, which focuses on improving specific spot areas of the roadway for improved visibility and safety, and constructing a bike path from KGB to Lookout Drive, will better serve the residents and users of Fairview Loop. Widening the shoulders between Hayfield and Fern is largely unnecessary, since most of this roadway is straight and has few accidents compared to other parts of the road. The widened shoulders will not provide increased safety but will alternatively allow vehicles to travel at a higher rate of speed than they currently do, often exceeding the speed limit. We believe that widening the roadway and widening of shoulders will promote speeding, creating increase safety hazards for all of the users of the road, and invite nonresidents to use Fairview Loop as a Wasilla bypass through a residential area. We would like to see the preservation of the rural character of the Fairview Loop area, while also increasing safety for the users of the road. We oppose the proposed revised scope for the project.

Thank you for considering my comments as you review the 2020-2023 STIP Amendment 4 and the Fairview Loop Road Rehabilitation Project.

Respectfully,

Sheri A. Mattson Brauneis  
PO Box 873831  
Wasilla, AK 99687

Cc: Anne Brooks, P.E., Brooks & Associates, Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Sheryl Wittig](#)  
**Subject:** RE: 2020-2023 STIP Amendment 4: Cascade Point Lease Payments  
**Date:** Friday, August 26, 2022 11:49:53 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Sheryl Wittig <sheryl.wittig@gmail.com>  
**Sent:** Tuesday, August 16, 2022 11:43 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** 2020-2023 STIP Amendment 4: Cascade Point Lease Payments

You don't often get email from [sheryl.wittig@gmail.com](mailto:sheryl.wittig@gmail.com). [Learn why this is important](#)

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I think the State of Alaska paying Goldbelt \$30,000,000 for lease payments is a great idea! Here's why:

- It would shorten the ferry run between the road system in Juneau and Haines/Skagway.
- It would decrease the cost of taking the ferry (25%?) to Haines/Skagway
- It would allow the ferry to run 12-hour shifts, avoiding the need for sleeping quarters and time for staff.
- It would put ferries where they are essentially needed (not where they parallel existing roads).
- Goldbelt is a long-time, good steward of the land. They aren't going anywhere, and this would be a great collaboration.
- This may increase recreational access to Berner's Bay without putting a road and bridges around/through it.

Thank you,

Sheryl Wittig  
Juneau

Ref:

Need ID: 33974

Name: Cascade Point Lease Payments

Description: Lease payments for the operation of a new ferry terminal at Cascade Point

For all comments, please include your name, organization (if applicable), and project name. The STIP section accepts, reviews, and responds (when appropriate) on all comments received. We kindly ask that you please keep comments courteous and professional as they will be posted on the DOT&PF STIP website.

--

Sheryl Hall Wittig  
9680 Moraine Way  
Juneau, AK 99801

(907) 957-0019 cell

(907) 790-4653 home

August 8, 2022

2020 – 2023 STIP Amendment #4 Draft Comments from the Alaska Marine Highway Operating Board

Thank you for the opportunity to comment on the 2020-2023 STIP Amendment 4 Draft. The AMHOB has reviewed and discussed many, but not all the proposed additions to the STIP and are commenting on the elements of the draft below as agreed at our August 5<sup>th</sup>, 2022 meeting.

The members of the AMHOB strongly support the inclusion of the ferry terminal modifications and improvements in order to bring the Tazlina and Hubbard (ACF's) into service as they are needed to replace the Aurora and LeConte in SE Alaska and PWS. It is critical that the two new ACF's with crew quarters are put into service as soon as possible and should be one of the highest priorities for the AMHS through the remainder of 2022 and calendar year 2023.

The Angoon, Pelican, Cordova, Tatitlek, and Chenega terminal/dock projects listed are important and should be addressed as soon as possible if the AMHS is to succeed in utilizing the two ACF's. . The South Tongass Ferry Terminal project is intended to relieve the AMHS of the financial and operating burden of moving crew from Ketchikan to the berth at Annette Island where the Lituya overnights. The project will significantly reduce the transit time for the Lituya and allow for an additional RT during the service day.

The system wide mooring improvements, the Matanuska corridor project and replacement (TRV) vessel design, and the system wide bridge improvements included in the amendment are supported by the AMHOB in the interest of continuing to provide current service levels as older, inefficient vessels are retired and replaced by new vessels.

Shirley Marquardt

AMHOB, Board Chairman

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Stacy Olver](#)  
**Subject:** RE: No to Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:08:30 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

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-----Original Message-----

From: Stacy Olver <stacyolver@yahoo.com>  
Sent: Monday, August 15, 2022 5:57 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: No to Cascade Point Ferry Terminal

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Please use proposed funding and resources to improve existing terminals and vessels. The environmental and system impacts would be detrimental if Cascade Point goes ahead.

Sincerely,  
Stacy Olver

Sent from my iPad



# Municipality of Skagway

GATEWAY TO THE KLONDIKE

P.O. BOX 415 SKAGWAY, ALASKA 99840

p: 907.983.2297 f: 907.983.2151

www.skagway.org

To: Commissioner Ryan Anderson, AKDOT&PF  
From: Mayor Andrew Cremata  
Subject: Comments on the 2020-2023 STIP Amendment 4

Date: August 5, 2022

Dear Commissioner Anderson,

Please find my comments regarding several Alaska Statewide Transportation Improvement Program projects.

### **Project ID 13883 – Skagway Terminal modifications.**

#### **The Municipality of Skagway supports this project.**

This project, while continuing to be listed within the STIP no longer has any funding associated with it. Previous to STIP Amendment #3, the project was authorized for \$8.8m of Ferry Boat Discretionary funds. The project related directly to the concrete floating berth and associated fixtures/ramps/mooring structures. MOS and DOT are actively discussing AMHS facility needs and siting issues. It is important that the project remain in the STIP regardless of funding levels given the future need for infrastructure funding.

### **Project ID 33974 – Cascade Point Lease Payments.**

#### **The Municipality of Skagway does not support this project.**

This is a new project addition to the STIP (it does not appear in STIP Amendment #3 column). The title and description of the project indicate that the proposed funding (\$30.0m after 2023, category of funding source is not specified in the amendment) is for “lease payments for the operation of a new ferry terminal at Cascade Point.”

- **Cost/Benefit Analysis:**  
Based on insufficient cost/benefit analysis, the Alaska Marine Highway Operations Board (AMHOB) has elected not to support this project at this time. The outfitting of the two Alaska Class Vessels with crew quarters at a cost of between \$15 to 24 million per vessel raises the question of the necessity of building a new ferry terminal. The Alaska Department of Transportation and Public Facilities (DOT&PF) has stated with regard to the Cascade Point terminal that “preliminary modeling indicates that there is a positive economic benefit...” We request that the Department share with our community their information on modeling and cost/benefit analysis.
- **Seasonality of Cascade Point:**

Due to wind and tide conditions, the proposed terminal at Cascade Point will be operational only during summer months. It does not address the year-round problems of access to Juneau for residents of Skagway and Haines

- Foot passenger concerns:  
Roughly 42% of passengers on the Alaska Marine Highway System (AMHS) travel without vehicles. Currently there is no bus service to the Auke Bay Terminal and taxi's are expensive and often not available. Moving the terminal an additional 30 miles out of town will create additional hardships for foot passengers.
- Substandard passenger service and facility:  
The Cascade Point proposal calls for an "unmanned" day-use terminal with pit style toilets. This raises concerns about Homeland Security issues, ADA compliancy and in general substandard accommodations for the traveling public.

**Project ID 24337 – Skagway-State Street Rehabilitation.**

**The Municipality of Skagway supports this project.**

This project is listed for Federal Fiscal Year 2022 (FFY2022) in both Approved STIP Amendment #3 and appears identical in STIP Amendment #4. I see no changes in the project description, funding levels or fund timing. It does not appear that Amendment #4 makes any changes to this project.

**Project ID 21310 – Skagway-Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border.**

**The Municipality of Skagway supports this project.**

STIP Amendment #4 proposes to advance the project funding from previously authorized FFY2022 to FFY2023. Project costs and funding sources are not changed. It is important to note that the department anticipates additional project costs at \$83.3m beyond FFY2023.

Sincerely,



Andrew Cremata, Mayor  
Municipality of Skagway

907-973-2998  
mayor@skagway.org

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Steve Lewis and/or Rachel Myron](#)  
**Subject:** RE: STIP and Cascade Point Terminal proposal  
**Date:** Friday, August 26, 2022 9:46:59 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

## Courtney Kreis *(pronounced as Kr-ice)*

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** Steve Lewis and/or Rachel Myron <tenakeetwo@yahoo.com>  
**Sent:** Friday, August 12, 2022 12:31 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** STIP and Cascade Point Terminal proposal

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Gentlefolk:

I'm sorry to see that some of you still think that it is a good idea to build a ferry terminal at Cascade Point. As someone from Tenakee, I would urge you to keep those of us without easy access to vehicles in mind. It's already a challenge to get to the current terminal since buses don't go there. Adding another 27 miles to that makes for an almost useless and very expensive new terminal. While moving the terminal might save fuel for the ferry system, it seems unlikely that this savings would be enough to warrant all passengers needing to travel an extra 54 miles for a round trip, along with increased need for emergency services and of course the very expensive new terminal which, being further away, will cost more to maintain and for workers to get to the terminal.

The ferry system needs to focus on finding ways to provide adequate service to the communities it serves and make sure ferries are adequate for the task, not on building expensive unnecessary and poorly thought out extra terminals that will actually make it more difficult to use the ferry for many people.

Please take this bad idea out of the STIP and keep it out. It has never been a good idea and never will be.

Thanks for listening!

Sincerely,

Steve Lewis,  
Tenakee Springs, AK

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [steve.smith](#)  
**Subject:** RE: Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:06:06 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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**From:** steve smith <stevesmith26@gmail.com>  
**Sent:** Sunday, August 14, 2022 8:49 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Cascade Point Ferry Terminal

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Hi guys

I have spent a lot of time in Alaska and it always amazes me. You need to keep as small of a footprint as possible. Changing Ferry connection does not gain you anything and just spreads traffic into a declining fish habitat...

The Cascade Point Ferry Terminal does not belong in the STIP! The Alaska Marine Highway System has far more important needs.

That includes upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

Thankz



Steve Smith

[stevesmith26@gmail.com](mailto:stevesmith26@gmail.com)

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Steve Cashen](#)  
**Subject:** RE: Comment ref. STIP Amendment 4  
**Date:** Friday, August 26, 2022 10:40:58 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

Offering increased ferry service between North Lynn Canal (NLC), Alaska's capital city, and our contiguous National Highway System is critical for the movement of people in Alaska. Historically, the North Lynn Canal route is AMHS's second-largest volume run. Residents and elected leaders of the NLC communities continue to ask for more reliable and dependable service.

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The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis (pronounced as Kr-ice)*

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Steve Cashen <stcashen@hotmail.com>  
**Sent:** Saturday, August 13, 2022 7:41 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment ref. STIP Amendment 4

You don't often get email from [stcashen@hotmail.com](mailto:stcashen@hotmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it may concern,

Please accept my comments in strong opposition to the ferry terminal project at Cascade Point. This project as conceived is extremely short-sighted and presents a false, unfunctional, and infeasible solution to Juneau's complex ferry system problems.

By any measure of objectivity, across the spectrum of access, convenience, feasibility, cost, good business, and of course the environmental impacts on one of the last remaining pristine watersheds and fisheries in Lynn Canal, I urge that common sense prevail and that a range of other options be carefully considered!

Thank you,  
Steve

Steven T. Cashen

3200 Foster Ave.  
Juneau, Alaska 99801  
907-586-1342

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Stuart Cohen](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:24:30 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Stuart Cohen <invworld@alaska.net>  
**Sent:** Friday, August 12, 2022 1:31 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sirs,

Please no ferry terminal at Cascade Point. This may be convenient for DOT, but its terrible for passengers. Even from Auke Bay there is no public transportation to town, and taxis are expensive. Imagine the cost of a taxi to Cascade Point, let alone the wait after you call one.

Additionally, dropping off or picking up passengers will be a major inconvenience, especially considering the middle-of-the-night arrivals and departures of the ferry. Who is supposed to benefit.

Finally, Berner's Bay is the last little vestige of a herring run that we have, as well as ooligan. We've been really successful at destroying a once-abundant resource which was present in Gastineau Channel, Auke Bay and other areas around Juneau. This is typically a death-by-a-thousand-cuts scenario. Please do not contribute to the destruction of this important part of our natural order.

Thanks very much,

Stuart Cohen  
725 5<sup>th</sup> St  
Juneau, AK 99801  
907-723-1821

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Stu Mach](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 10:39:47 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Stu Mach <stumach@rocketmail.com>  
Sent: Saturday, August 13, 2022 6:39 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP

[You don't often get email from stumach@rocketmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Cascade Point should not be a priority project as there are many other areas including existing ferry maintenance and new ferry costs which need to be addressed.

Thank you,  
Stuart Mach  
Box 303  
Kake, AK  
99830  
907-209-2180

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Sue Wallin](#); [brooksalaska@gmail.com](mailto:brooksalaska@gmail.com)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Project#2560200000  
**Date:** Friday, August 19, 2022 11:50:10 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Sue Wallin <[pswallinalaska@gmail.com](mailto:pswallinalaska@gmail.com)>  
**Sent:** Thursday, August 11, 2022 10:05 AM  
**To:** [brooksalaska@gmail.com](mailto:brooksalaska@gmail.com)  
**Subject:** Project#2560200000

You don't often get email from [pswallinalaska@gmail.com](mailto:pswallinalaska@gmail.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Again, Fairview Loop Reconditioning just recently cost \$56 million for damn little! Now the proposed revised scope involves \$35 million more in Federal funds to re-design and construct . STOP redesigning and finish the project! The limited amount of reconditioning for the exorbitant price tag was a huge rip off AND it is already being patched and reworked!!

WILL HOT spots A-F identified by fatality records and local citizens actually be addressed or, once the remaining \$13 million of original funding is spent, will these spots continue to be ignored?

I am very confused as to WHY the previous project scope must be whittled down. It took years of study, design, public mtgs, comment periods, etc to even make it off the drawing board and begin any improvements. Now , twenty some years later, we might get a bike path. What a watered down rip off! The construction funds were spent WHERE exactly?

Fairview Loop gets alot of high speed commuter traffic looking to bypass Wasilla. Plus, alot of local neighborhood traffic just putting along under posted speed limit. PLUS alot of dog walkers, joggers, bicyclists, and groups of teens just hanging out in knots. Yes, we really do need shoulders widened, curves straightened and dips that hold water / ice addressed. Our

community has stated this over and over and are frankly losing belief that spending funds redesigning, further study, more public mtgs...will have any effect on the safety of our neighborhoods!

Sincerely,  
Susan M. Wallin  
4051 S. Harness St.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [T. Yvette Soutiere](#)  
**Subject:** RE: The Proposed Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:03:27 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** T. Yvette Soutiere <yvettesoutierelaw@gmail.com>

**Sent:** Sunday, August 14, 2022 4:17 PM

**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

**Subject:** The Proposed Cascade Point Ferry Terminal

You don't often get email from [yvettesoutierelaw@gmail.com](mailto:yvettesoutierelaw@gmail.com). [Learn why this is important](#)

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I write because I am an avid user of the AMHS in Southeast Alaska and have been since moving from Fairbanks in late 2014. My husband has used it since moving up to Alaska in the late 80's.

Replacing the current ferry terminal in Auke Bay with a ferry terminal 27 miles further north is a terrible idea. The length of the drive itself will be enough to turn many away from the ferry. Those that do not have a vehicle will be hard-pressed to find a ride to that terminal and, given the state of the economy and current increase in those struggling to get by, would probably not be able to afford the cab ride out there. Even if we disregard the people who *live in the area* and just look at this proposal from a tourism perspective it frankly, well, stinks. I do a fair share of adventure touring and when I am doing it, I frequently use public transport. Juneau is not in a position to handle this kind of public transport. Moving the ferry terminal TWENTY SEVEN MILES AWAY FROM TOWN would effectively remove the ferry system from the tourism stream. The AMHS was a gem in this state before funding was so severely cut by our short-sightedness, please do not make it worse.

Please, instead, focus on the current needs of the ferry system: upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal

bridge improvements throughout the system.

Sincerely,

T. Yvette Soutiere

Law Office of T. Yvette Soutiere  
110 Seward St., Ste. 3  
Juneau, AK 99801

Phone: 907-586-4000

Bureaucracy: The mortal fear that someone, somewhere is working efficiently and without our permission.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Teresa Floberg](#)  
**Cc:** [Lucey, Sara A \(DOT\)](#); [Schacher, Sarah E \(DOT\)](#)  
**Subject:** RE: The 2020-2023 STIP Amendment 4 is available for Public Comment  
**Date:** Thursday, July 28, 2022 8:51:13 AM

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Good morning,

Thank you for taking the opportunity to provide comments to the Statewide Transportation Improvement Program (STIP), Alaska's federally required four-year program for transportation system preservation and improvement. Alaska's surface transportation program is primarily driven by federal funds and therefore project funding must be amended periodically to meet project development schedules and federal requirements. This process ensures that Alaska will receive the maximum amount of federal funding available to maintain and improve its surface transportation program.

Thank you for taking the time to comment on Amendment 4. The Department sincerely values your input and support. We would also like to thank the Denali Borough for paying the local match on this State road. It is with your support and cooperation that this project is moving forward to improve the lives of our residents both living in Healy and those passing through. Healy is a wonderful town.

We will make updates to the two mentioned projects and update their borough information. Thank you for bringing that to our attention!

*Courtney Kreis*

STIP Planner III

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**From:** Teresa Floberg <[tfloberg@denaliborough.com](mailto:tfloberg@denaliborough.com)>  
**Sent:** Monday, July 18, 2022 4:42 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** RE: The 2020-2023 STIP Amendment 4 is available for Public Comment

You don't often get email from [tfloberg@denaliborough.com](mailto:tfloberg@denaliborough.com). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings –

First quick note, I'm hoping that the email for the Denali Borough contact can be changed from Trena Haugen to myself; I took over her position last fall.

Second, we are just thrilled that the Healy Spur Rd (Need ID 32519) project has been moved to construction in FY2023 from "after FY2023!" We submitted that feedback with Amendment 3 to reflect the original project timeline for the CTP funding award between DOT and the Denali Borough.

Two needed corrections on other projects, these errors are in the most recent full STIP PDF with the one-pager project details released with Amendment 3's passing:  
Need ID 30995: Parks Highway Post 206-209 Reconstruction is in the Denali Borough, not an Unorganized

Borough

Need ID 31278: Parks Highway Little Goldstream Creek Bridge is NOT in the Denali Borough (our northern boundary is MP 288 of the Park's Highway)

Cheers and many thanks,

Teresa

*Teresa Floberg*

Community Development

Denali Borough

Office: 907.683.1330

Email: [tfloberg@denaliborough.com](mailto:tfloberg@denaliborough.com)

---

**From:** Alaska DOT and PF <[dotpf.announcement@service.govdelivery.com](mailto:dotpf.announcement@service.govdelivery.com)>

**Sent:** Thursday, July 14, 2022 3:04 PM

**To:** Trena Haugen <[thaugen@denaliborough.com](mailto:thaugen@denaliborough.com)>

**Subject:** The 2020-2023 STIP Amendment 4 is available for Public Comment

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STIP banner



**STATE OF ALASKA, DOT&PF DIVISION OF PROGRAM DEVELOPMENT  
2020-2023 Statewide Transportation Improvement Program (STIP)**

**NOTICE:**

**The 2020-2023 STIP Amendment 4 is available for Public Comment**

*Public Comment period closes August 15, 2022 at 5:00pm AKST.*

The 2020-2023 STIP Amendment 4 is currently available for public review and comment. Amendment 4 addresses scope, funding, and scheduling issues on various projects around the state, including new projects.

Links to notice details are available at:

- <http://www.dot.alaska.gov/stip>
- The notice is also posted on the State's Public Notice site at:  
<http://aws.state.ak.us/OnlinePublicNotices/>
- A bulletin will also be sent electronically to our current subscribers through the department's "GovDelivery" system – anyone can sign up for GovDelivery online at:  
<http://www.dot.state.ak.us/>

If a hard copy of the STIP Project Changes is needed, please contact DOT&PF using the following STIP contact information:



Address: State of Alaska, Department of Transportation and Public Facilities  
Program Development  
P.O. Box 112500  
Juneau, AK 99811-2500

Phone: (907) 465-4070  
Fax: (907) 465-6984  
E mail: [dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)

*It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. The State of Alaska Department of Transportation & Public Facilities (DOT&PF) complies with Title II of the Americans with Disabilities Act of 1990. Persons with a hearing impairment can contact the department by dialing Alaska Relay at 711 and asking the communication assistant to call the telephone number listed. We are also able to offer, upon request, reasonable accommodations for the special needs related to disabilities.*

This notice provided IAW 17 AAC 05.195

You are subscribed to Statewide Transportation Improvement Program (STIP) and Needs List for Alaska Department of Transportation & Public Facilities. This information has recently been updated, and is [now available](#).

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This service is provided to you at no charge by [Alaska Department of Transportation & Public Facilities](#).



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Tom Boutin](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:43:09 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Tom Boutin <b0utin@alaska.net>  
**Sent:** Monday, August 15, 2022 12:58 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

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I believe that having a ferry terminal at Cascade Point is a good idea. Please insist that Juneau city government waive the city sales tax on the bus fares between Cascade Point and town as the burden on Haines and Skagway commuters needs to be eased as much as possible. There had better be a bus as depending on taxis and their high cost would be unacceptable. AMHS brings shoppers to Juneau so it's not asking anything at all of city government that they not charge a sales tax on any transit between Cascade Point and town.

Also, please make sure that vehicles left at Cascade Point are adequately protected from theft and vandalism.

There will be more traffic by my house as a result of having the ferry terminal at Cascade Point, and that doesn't bother me at all. Anything that can reduce the annual state subsidy to AMHS is worthwhile!

Thank you for your time.

Tomas Boutin

15635 Glacier Highway  
Juneau  
988-3006

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Thomas Ely](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 9:54:32 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

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Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Thomas Ely <akthome@yahoo.com>

Sent: Friday, August 12, 2022 3:53 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

[You don't often get email from akthome@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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AK DOT,

Building a ferry terminal at Cascade Point is a really bad idea. Auke Bay is already a far reach for foot passengers. A Cascade Point terminus for the AMHS would further strand those without a vehicle.

Instead of this public hand out to the private sector, a better investment with our dollars is to install crew quarters on the two newest ferries and replace the old mainline ferries. Along with existing terminal upgrades this would be the best use of our money.

In addition Berner's Bay is a sensitive marine ecosystem that is already being challenged by the mining industry transportation and infrastructure support in the area. Adding additional marine traffic would further this degradation of the environment.

As a Haines resident who depends on the ferry to come and go from my community, I am strongly opposed to a AMHS terminal at Cascade Point.

Sincerely,

Thomas Ely  
POB 1014  
Haines, AK 99827

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [THOMAS FISH](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 19, 2022 11:55:21 AM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** THOMAS FISH <thomasfish79@gmail.com>  
**Sent:** Monday, August 8, 2022 9:30 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Comment on Draft STIP

You don't often get email from [thomasfish79@gmail.com](mailto:thomasfish79@gmail.com). [Learn why this is important](#)

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For years we have been told they are working on an improvement plan for Fairview loop Wasilla. Now that the project is nearing I would like to request where ever possible to widen the shoulders for pedestrians. I ride bike down this road risking my life. On the 3" between the white strip and the edge of the pavement while cars nearly hit me all the time. Multiple fatalities on this road make this a hard consideration for cost vs use-age evaluation. Hundreds of kids live on Fairview loop . Please consider this on upcoming projects for our area. Thank you for your time

Thomas Fish  
Gold Fish Alaska LLC

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Thomas McLaughlin](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:11:00 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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October 2020, the AMHS Reshaping Work Group estimated that a ferry terminal at Cascade Point, MP 42 of Glacier Highway, would reduce Juneau-Haines and Juneau-Skagway one-way sailing by about 30 miles and 2.1 hours. The working group concluded that constructing a Cascade Point ferry terminal would reduce ferry operating costs and enhance route revenue. In early 2021, DOT&PF and Goldbelt Inc. signed a letter of intent to study the Cascade Point option.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987



Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Thomas McLaughlin <thomasmclaughlin49@gmail.com>

Sent: Monday, August 15, 2022 8:40 AM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

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2020-2023 STIP Amendment 4  
Thomas McLaughlin  
538 6th St.  
Juneau, Alaska 99801

No ferry Terminal at Cascade Point!

Sent from my iPhone

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [captco@aol.com](mailto:captco@aol.com)  
**Subject:** RE: Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 11:01:19 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** captco@aol.com <captco@aol.com>  
**Sent:** Sunday, August 14, 2022 9:37 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Cascade Point Ferry Terminal

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I was first in Berner's Bay in 1995. I hiked the old Kensington Road. It was late spring and all the big birds were migrating. I could hear them from miles away. There was so much bear sign I was in constant fear of an attack. The next morning I was strolling the beach, I'd left the dinghy a half mile back and my gun on the boat when a tremendous crashing in the adjacent woods unnerved me. I was relieved to see that it was a baby moose who was more frightened than I was - it returned to the forest as quickly as it had come.

I am very saddened that the Kensington Mine has been allowed to reopen and that it is systematically destroying the nearby area with toxic tailings and other pollution.

Many years ago fast ferries were introduced to link Prince of Wales Island with Ketchikan and Wrangell. As a novelty and at introductory half price I took my old car and my dad over from Wrangell. We took the beautiful road to Craig and made a long bumpy trip to visit the totems and Great House at Kasaan. That northern route ferry was unsustainable financially and had to be abandoned as did a similar ferry to Banana Point on Mitkof Island that linked Wrangell with a road to Petersburg. To meet expenses the fares were high and most could not afford it. Meanwhile, the main ferry service, the historical lifeblood of the communities in Southeast is languishing - according to a recent article in the Wrangell Sentinel it is down a whopping 90% from a decade ago.

The big beautiful blue hull ferries - the pride of Alaskan Maritime seem to be fizzing out - a terribly sad thing in my eyes.

I suppose that there is quite a lot of support for the Cascade Point plan by the parties that stand to gain

the most from it - the developers and salesmen, road and dock builders and so on. I don't know that the route would be sustainable as they are no doubt arguing that it would be. Perhaps during a month or two in the summer when tourism peaks. Certainly there will be little to no demand for it most of the year.

Alaska's first Governor, Gruening was a great lover of the outdoors and the wild natural beauty of Lynn Canal, and Berner's Bay. I have spent many happy days anchored up in the tiny cove below the Gruening cabin in the Gruening State Park and hiking the surrounding area. It would not be hard to think of he and his family shedding tears over the unhappy state of the Alaska Marine Highway and the plans to make further inroads on Berner's Bay for the sake of enriching a few corporations.

I urge you to reconsider these wasteful plans to create a dubious alternative ferry route, and instead invest in some reliable more efficient ships that can reestablish the glory of what was once the finest maritime transportation service in the world.

Thank you.

Tim Murray  
Wrangell

The picture of me on my boat S/V Baby Doe with Mt Stroller White in the background, Lynn Canal 1994. Stroller White was a Juneau newspaperman who, if still alive, would be saddened to learn of these proposed developments, too.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Quigley Peterson](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:39:23 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Quigley Peterson <quigleypeterson@gmail.com>  
Sent: Monday, August 15, 2022 2:17 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP

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CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Gracious!

The ferry system is broke. Why on earth place a terminal 35 minutes from town? That road is awful in the winter. This makes no sense. How are tourists to get to town. It's a hassle already. Please spend money on ferries and upgrading service in SE Alaska.  
Thank you.

Tim Quigley Peterson  
Juneau

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Tom Faverty](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:14:15 AM

---

Good morning,

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Tom Faverty <faveryak@yahoo.com>  
Sent: Monday, August 15, 2022 10:30 AM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Comment on Draft STIP

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CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

DOT,

We do not need another ferry terminal! This is just another step to try to slowly, silently kill the Alaska Marine Highway. Less and less people will want to ride the ferry to Juneau if they have to somehow get the almost 50 miles to town in a snowstorm in the middle of the night.

Keep the ferry system as is and if you have extra money use it to maintain and build another Alaska Class Ferry.

The Alaska Marine Highway has been mismanaged for years. Poor decisions abound. The fast ferry debacle. The two new ferries unserviceable to Haines because of lack of crew quarters. On and On . And now we have this Idea of building another terminal at Cascade Point. Stupidity abounds!

The people of SE Ak. Deserve to have a robust functioning ferry service. The Alaska Marine Highway is an Integral essential service for transportation and economy.

Quit making stupid decisions and start backing the system as it is. Take care of what we now have and build more boats for the future!

Don't build more marine terminals in remote locations!

Tom Faverty  
Haines Alaska



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Tom Rutecki](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:04:37 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

Courtney Kreis (pronounced as Kr-ice)  
STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987

Courtney.Kreis@alaska.gov

“Keep Alaska Moving through service and infrastructure.”

-----Original Message-----

From: Tom Rutecki <rutecki@gci.net>

Sent: Sunday, August 14, 2022 5:17 PM

To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

[You don't often get email from rutecki@gci.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I am writing to oppose DOT STP That plans to build a ferry terminal at Cascade point and pay rent to go belt for it. AMHS has far more important needs--That includes upgrading the MV Tazlina to have crew quarters, replacing mainline ferries and the MV Tustumena, and numerous ferry terminal modifications to accommodate the Alaska Class Ferry vessels — including at Angoon, Pelican, Cordova, Tatitlek, and Chenega, as well as mooring and ferry terminal bridge improvements throughout the system.

Mary Norcross  
1513 Ling act  
Juneau,ask  
99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Tom Wagner](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Monday, August 29, 2022 9:23:00 AM

---

Good morning Tom,

In regards to your public comment about the concern for the environmental impacts to Berners Bay, it is addressed in the fifth paragraph of the response. All projects must go through an environmental review process, and this project will as well. I hope this helps.

“comprehensive studies on the proposed project’s environmental impacts will be undertaken as part of the NEPA process.”

Thank you,

*Courtney Kreis*

STIP Planner III

---

**From:** Tom Wagner <tomwagnerak@gmail.com>  
**Sent:** Friday, August 26, 2022 11:14 AM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Re: Comment on Draft STIP

You don't often get email from [tomwagnerak@gmail.com](mailto:tomwagnerak@gmail.com). [Learn why this is important](#)

Your response did not even address my concern.

On Fri, Aug 26, 2022, 11:10 DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)> wrote:

Good morning,

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the Cascade Point option.

The public benefits from the construction of a Cascade Point ferry terminal not only include the time and operating cost savings achieved from the shorter sailing distances, but also in improved access to NLC for the movement of people and vehicles at a reduced fare. Initial estimates indicate that passengers may realize a 25% reduction in the price of passage, as compared to traveling from Auke Bay. Operations are currently planned as summer only, although winter opportunities may be supported in the future which would include addressing winter road maintenance concerns. DOT&PF recognizes that public transit from Auke Bay to Cascade Point is not established, and operations will not be viable until transit options exist.

Further investigation and discussions regarding a proposed single end-loading ferry berth dock, vehicle staging area, parking, and other improvements are required with the property owner, Goldbelt Inc., before DOT&PF determines the feasibility and suitability of leasing a terminal at Cascade Point. During the initial design phase of the project, comprehensive studies on the proposed project's environmental impacts will be undertaken as part of the NEPA process. State and federal agencies will be consulted and there will be additional opportunities for public comment specific to environmental impacts.

The STIP reflects our current estimated cost of lease payments. As of this point, there is no recent funding approved and allocated for the construction of the Cascade Terminal, nor has money been contracted for the Cascade Terminal. Once started, engineering, design, and environmental work will take approximately 14 months, followed by a two-year construction season.

All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III

DOT&PF 3 Mile, Program Development

3132 Channel Drive, Suite 225

Phone 907-465-6987

[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



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**From:** Tom Wagner <[tomwagnerak@gmail.com](mailto:tomwagnerak@gmail.com)>

**Sent:** Monday, August 15, 2022 7:30 AM

**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>

**Subject:** Comment on Draft STIP

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Please do not proceed with a ferry terminal at Cascade Point because it would have a deleterious effect on the world class ecosystem of Berner's Bay. Thank you.

Tom Wagner  
90 Spruce Street #104  
Juneau, Alaska 99801

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Tresham Gregg](#)  
**Subject:** RE: Cascade Point Ferry Terminal  
**Date:** Friday, August 26, 2022 9:57:30 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Tresham Gregg <treshamgregg@gmail.com>  
**Sent:** Friday, August 12, 2022 9:12 PM  
**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
**Subject:** Cascade Point Ferry Terminal

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Please do not continue plans and efforts to build a new ferry terminal at Cascade Point (Burners Bay). A terminal there will not help anyone who is trying to get to and from Haines, Skagway or Juneau. In fact, it will be much harder to travel especially without a vehicle as one would have to have commercial transportation for the 30 miles each way, making it much slower and more expensive. Imagine yourself taking the four hour trip to Juneau from Haines, or six hours from Skagway, and then having to wait for a bus or a cab for an hour with no services, adding another 50 or so dollars to the trip in addition to the extra time and hassle. A great boon to the airlines that fly the channel - weather permitting.

If you have millions of dollars to spend on the ferry system, put it into improvements of the ferries themselves, new ferries that actually work, and the infrastructure that we already have. Not into a totally inconvenient outpost that will only inhibit our economic well being in so many ways.

Sincerely,  
Tresham Gregg  
9 Fort Seward Dr  
Haines, Alaska 99827  
907 766 2540

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Tyson Kroon](#); [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Fairview Loop Pathway & Safety Improvements  
**Date:** Friday, August 19, 2022 12:01:11 PM

---

Good morning,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We appreciate the time taken to provide thoughtful input during the public comment period. We are currently re-evaluating scope in light of all the comments received. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

*Courtney Kreis*

STIP Planner III

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**From:** Tyson Kroon <[sockeye49@gmail.com](mailto:sockeye49@gmail.com)>  
**Sent:** Tuesday, July 19, 2022 4:51 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>; [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
**Subject:** Fairview Loop Pathway & Safety Improvements

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I am highly in favor of the changes to the project.

It would make a lot of sense to combine the project with the Fern improvements approved by voters last year.

Gregory Kroon



**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Walker Janelle](#)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:42:01 AM

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Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Walker Janelle <[walker@walkerjanelle.net](mailto:walker@walkerjanelle.net)>  
**Sent:** Monday, August 15, 2022 4:37 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** Comment on Draft STIP

You don't often get email from [walker@walkerjanelle.net](mailto:walker@walkerjanelle.net). [Learn why this is important](#)

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We don't need a new terminal that puts wildlife at risk. Invest into the current terminal and ferry system.

*Walker Janelle*  
208.310.0358

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Wanda Culp](#)  
**Subject:** RE: STIP Amendment 4  
**Date:** Friday, August 26, 2022 9:56:59 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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All work completed as part of a project will follow all State and Federal environmental laws and regulations. There will be additional public comment opportunities as more information on the project is available.

Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

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DOT&PF 3 Mile, Program Development  
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Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** Wanda Culp <[wandajculp@yahoo.com](mailto:wandajculp@yahoo.com)>  
**Sent:** Friday, August 12, 2022 6:55 PM  
**To:** DOT STIP (DOT sponsored) <[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)>  
**Subject:** STIP Amendment 4

You don't often get email from [wandajculp@yahoo.com](mailto:wandajculp@yahoo.com). [Learn why this is important](#)

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August 12, 2022

TO : AK Department of Transportation & Public Facilities

[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)

FROM : Wanda Culp, AK Marine Highway user since its beginning

[wandajculp@yahoo.com](mailto:wandajculp@yahoo.com)

REGARDING : Statewide Transportation Improvement Program (STIP) AMEND 4

PUBLIC COMMENT

The highest costs to the Alaska Marine Highway System have been its political involved focus on the “rail belt” more than S.E. Alaska coastal marine communities as DOT’s priority.

The S.E. Alaska region is still suffering from the governor’s slicing and dicing of the AMHS and its workforce, people with families and financial obligations. The DOT workforce that greets us face-to-face, professionally and respectfully. The ones that provide safe, reliable, and SHOULD BE AFFORDABLE, travel from one community to the next for the state of Alaska.

The AMH receives Federal Indian Transportation funding to assure fair and equal service to the Alaska Native villages linked by DOT as an integral part of Alaska’s Public Transportation and Public Facilities Highway system.

DOT must seek ways to IMPROVE AMHS NEGLECTED INFRASTRUCTURE inside and out.

The Cascade Point ferry terminal is an extremely inconvenient proposal for state highway travelers.

The Auke Bay Terminal works well for us.

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [wdc@cooganalaska.com](mailto:wdc@cooganalaska.com)  
**Subject:** RE: Comment on Draft STIP  
**Date:** Friday, August 26, 2022 11:39:02 AM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis* (pronounced as Kr-ice)

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DOT&PF 3 Mile, Program Development  
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Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

*"Keep Alaska Moving through service and infrastructure."*



---

**From:** wdc@cooganalaska.com <wdc@cooganalaska.com>

**Sent:** Monday, August 15, 2022 2:09 PM

**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

**Subject:** Comment on Draft STIP

You don't often get email from [wdc@cooganalaska.com](mailto:wdc@cooganalaska.com). [Learn why this is important](#)

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### **BUILD THE PROPOSED CASCADE POINT FERRY TERMINAL**

This project is critical to the transportation needs of Southeast; it should be built immediately. The project will remove 31-ferry-vessel-miles (62-miles round trip) from the Juneau to Northern Lynn Canal route. The economic compulsion to build this project is a no-brainer; the 62-mile ocean voyage parallels the existing Glacier Highway. Since the payload of a typical ferry is typically less than 5% of the vessel weight, the economics are obvious. Project impacts are balanced by the fact the project is simply moving an activity from one location to another. No "additional" impacts are significant. Please move ahead without further delay and give the people of Juneau some hope for a functional transportation system.

Wayne D Coogan, cel-907-723-7634

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Wilson, Wayne G \(DOT\)](#)  
**Subject:** RE: DOT STIP 4 Comment on Cascade Point  
**Date:** Friday, August 26, 2022 12:06:23 PM

---

Good morning,

The State of Alaska is investing in the aging Alaska Marine Highway System (AMHS). The Alaska Department of Transportation and Public Facilities (DOT&PF), through the Statewide Transportation Improvement Program, is focused on investments in projects that improve safety, keep the fleet in a state of good repair, foster economic vitality, improve resiliency, and are sustainable in the future. The Infrastructure Investment and Jobs Act (IIJA) provides new investment opportunities to improve service to communities.

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Thank you,

*Courtney Kreis (pronounced as Kr-ice)*

STIP Planner III  
DOT&PF 3 Mile, Program Development  
3132 Channel Drive, Suite 225  
Phone 907-465-6987  
[Courtney.Kreis@alaska.gov](mailto:Courtney.Kreis@alaska.gov)

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---

**From:** Wilson, Wayne G (DOT) <wayne.wilson@alaska.gov>

**Sent:** Tuesday, August 16, 2022 10:39 AM

**To:** DOT STIP (DOT sponsored) <dot.stip@alaska.gov>

**Cc:** Wayne Wilson <wayne@semicro.com>

**Subject:** DOT STIP 4 Comment on Cascade Point

Good Day,

For many reasons the Cascade Point Ferry Terminal is a short sighted, expensive, logistical nightmare.

Lets start with the fact that while the run is somewhat shorter, the thought that you are somehow saving money on a ticket when you have to spend an additional 15-20 dollars in fuel to get to the Cascade Point Terminal is laughable. Our walk on passengers will be forced to either take a cab for 70 dollars or more or buy a ticket on a Goldbelt bus!

The terminal is proposed to be an unmanned Angoon style terminal with no amenities. A rental generator for overnighing the ship, such as was the case in Haines, Infrastructure to offload sewage and an increase in contract cost to get a truck to come to the end of the road to get it.

Fire and Medical stop at Cohen Drive, That's a long way from help for a passenger that falls, has an accident or a crew member that gets injured. Police will also be a minimum of a 30 minute ride away. Restocking the ship with consumables, food and drinks for sale, warehouse supplies, parts for vessel maintenance, all will take time to go get from Auke Bay. Who will do that? The crew, if you can find one willing to drive over two hours round trip to work with no extra pay will not be able to do it in their 14+ hour day that is proposed. You may only work 12

hours on the ship, but if the commute of 2+ hours plus dinner, maybe breakfast and the odd stop at the store because you don't feed the crew on the boat is one hell of a long day.

If Crew quarters were to be installed on the Tazlina, where she is expected to serve in the NLC corridor, then there would be no need for a facility such as this. The passenger safety factor would be at a better place with less road driving time, closer to existing, bought and paid for infrastructure. Fire, Police and Medical. Existing terminal support and Warehouseman support. Fueling and lube oil support infrastructure.

In conclusion, in this time of fiscal constraints on the ferry system, after struggling with budgetary cuts for the past ten years, put the money into ship repairs and replacements, higher wages for the crews to be competitive in the industry, retention incentives and better treatment of the crews that make this system work. Lets get back to a more reliable time tested schedule that the public can trust and expect year over year. It used to be years ago you could almost set your watch by the ship and day it went through a port, not so much any more when even the crew isn't sure what to expect or even if they have a relief. Change can sometimes be a good thing, but this is not one of those times, to throw away **30 million dollars** on a lease with Goldbelt, when the State of Alaska couldn't even be bothered to buy **NEW** fire fighting equipment for the two newest ships (Tazlina and Hubbard) you gave us the old equipment off the Taku. It's time to take a step back from this proposal and take a long hard look at where the priority's ought to be.

Service reliability, convenience, Passenger safety will not be served well by leasing this facility.

Wayne Wilson

Chief Engineer  
M/V Tazlina  
State of Alaska  
DOT/PF/AMHS

**From:** [DOT STIP \(DOT sponsored\)](#)  
**To:** [Karen Labuda](#)  
**Cc:** [Post, David E \(DOT\)](#)  
**Subject:** RE: Public Comments  
**Date:** Wednesday, August 24, 2022 12:02:35 PM

---

Good afternoon,

The Department has received your comments on STIP Amendment #4 regarding Project 33921 Fairview Loop Road. We are currently re-evaluating the project scope (design details and project termini) in light of all the comments received. This scope will ultimately affect both the proposed project map and associated property impacts. Once we have reviewed all options, we will provide you with additional information on how we intend to proceed. Thank you for taking the time to participate in the public review process.

Thank you,

Courtney Kreis  
STIP Planner III

-----Original Message-----

From: Karen Labuda <karenlabuda123@gmail.com>  
Sent: Friday, July 29, 2022 2:06 PM  
To: DOT STIP (DOT sponsored) <dot.stip@alaska.gov>  
Subject: Public Comments

[You don't often get email from karenlabuda123@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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My comment is in regards to the Fairview Loop pathway and safety improvement project number 256-020-0000

We do NOT want the proposed changes to the project to take affect nor are we in favor of the original bike path near our property. According to Anne Brookes, who I spoke with, the proposed changes and adding shoulders to the road in addition to the bike path would require the state to acquire even MORE of our property!!

It will personally affect us, as the state is already trying to acquire a large piece of our property, which their offer is nowhere NEAR the fair cost that would have to be incurred by us to achieve the same quality of privacy that we have now. (They already would remove hundreds of trees and consequently removing the barrier between us and Fairview Loop Rd. We would lose all of our privacy, noise barrier, and the security of our home will be compromised due to that!! The only thing we could do to regain even a portion of the quality that our property currently provides, is to put up a Privacy Fence, which would only help with the security barrier and keep people, dogs etc., ill-intended individuals, etc., out of our yard area and away from our personal property!! (we have never needed a fence before) —The trees are irreplaceable because they naturally provide the noise and other security issues—So we are essentially suffering that loss, as well)

We are not going to compromise anymore of our land for the bike path. We are already prepared to hire an attorney. This has been a nightmare for many of the residents who live along Fairview Loop, who intentionally purchased larger lots, in order to acquire that privacy!!! We cherish the privacy of our properties and homes that we have invested so much in, to be able to have this!! The residents affected by this are not in favor of the bike path to begin with!

I think if they're going to make ANY safety improvements, they should ONLY do the shoulders and not the

recreational bike path-That would truly be a safety improvement, not spending the time and money on a recreational bike/walk path-It is not a “needed“ safety issue (and I am very aware of how this project was pushed through in the beginning using the schools and how “school children that need to walk to school” as an excuse for safety! The actual truth is that very few kids bike/walk to school around here, if any, due to the distance, and that it is winter conditions for 80% of the school year!!)

—PLEASE do not amend this which would require the state to try to acquire even more of our land! The landowners have not been listened to in the first phase of this project, so I expect you to give more respect to us homeowners who are personally being affected by the project and do not make any more changes that would require even more land acquisition from the homeowners!!!!

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Sent from my iPhone