

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Wednesday, April 25, 2018 4:45 PM
To: ddewitt@gci.net
Cc: Potdevin, Jim (DOT); Skagerberg, Verne R (DOT); dot.stip
Subject: 18-21 Draft STIP Public Comment
Attachments: First Things First - Neil MacKinnon Letter.pdf

Hello Mr. MacKinnon and Mr. Dewitt,

Please see the attached letter in response to your organization's public comment submitted on March 8, 2018 at the STIP public meeting.

Sincerely,

Maren Brantner

STIP Manager

Department of Transportation & Public Facilities
Division of Program Development
3132 Channel Drive | P.O. Box 112500 | Juneau, AK 99811

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"Keep Alaska Moving through service and infrastructure."



"He who has a why to live for can bear almost any how." Nietzsche



THE STATE
of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
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April 24, 2018

Neil MacKinnon
First Things First
P.O. Box 240605
Douglas, AK 99824

Dear Mr. MacKinnon,

Thank you for your comment. Public engagement and participation are important components to the success of the ADOT&PF mission.

On December 15, 2016 Governor Bill Walker and Lieutenant Governor Byron Mallott announced the selection of the no-build alternative for the Juneau Access Improvements project. The decision not to build the proposed 50-mile road extension from Juneau to a yet to be built ferry terminal does not preclude other transportation improvements in the northern Lynn Canal corridor. The draft 2018-2021 STIP does not include funding for Juneau Access (Need ID 19214) consistent with the Governor's decision.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Southcoast Field Office Planner Jim Potdevin, jim.potdevin@alaska.gov, or 907-465-8864. For additional information on the Juneau Access project, please contact Greg Lockwood at 907-465-2393 or greg.lockwood@alaska.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maren Brantner".

Maren Brantner
STIP Manager

Cc: Maren Brantner, STIP Manager
Marie Heidemann, Statewide Planning Chief
Jim Potdevin, Southcoast Region Field Office Surface Transportation Lead Planner
Verne Skagerberg, Southcoast Region Planning Chief

FIRST THINGS FIRST
ALASKA FOUNDATION

P.O. Box 240605
Douglas, AK 99824

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March 8, 2001

Neil MacKinnon
President

Thank you for the opportunity to comment on the STIP.

Rosemary Hagevig
Vice President

The First Things First Alaska Foundation believes that the Juneau Access Project should continue to be part of the Stip.

Joseph Kahklen
Secretary

I have attached copies of two reports that have been sponsored by First Things First Alaska Foundation. The first report, *Regional Economic Benefits of a Lynn Canal Highway*, was published in December 2015. The second, *Southeast Alaska Transportation Network*, was published in May 2016. Both of these documents show why the Juneau Access Project is important to the future of Southeast Alaska.

Frank Bergstrom
Treasurer

Directors
Corey Baxter
Richard Burns
Wayne Coogan
Naomi Hobbs
Scott Spickler

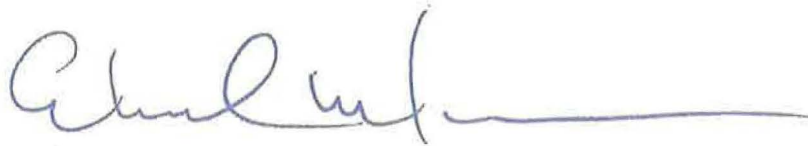
The issues covered in these reports are still current. The more recent issue of significant increases in freight rates since there was a change in the competitive barge market reinforces the need for alternative transportation opportunities.

John Sandor
Director Emeritus

We do have a Juneau Transportation Survey in process currently. Preliminary information suggests support for Juneau Access. Unfortunately final data and report will not be available until March 15, which is past your deadline.

Denny DeWitt
Executive Director

Thank you for your consideration.



Neil MacKinnon
Board President

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.

For Immediate Release

Neil MacKinnon
President

Contact: Denny DeWitt, FTFAF Executive Director, 907-723-6667,
ddewitt@gci.net

Rosemary Hagevig
Vice President

First Things First Alaska Foundation Shares Economic Benefits of Juneau Road

Joseph Kahklen
Secretary

Frank Bergstrom
Treasurer

Juneau, Alaska, December 30, 2015 - The First Things First Alaska Foundation released a report on the Regional Economic Benefits of a Lynn Canal Highway today at its Annual Meeting Wednesday morning, December 30, 2015. The report looks at the benefits to individual people living in Juneau and Southeast Alaska.

Directors
Corey Baxter
Richard Burns
Naomi Hobbs
John Sandor
Scott Spickler
Karen Taug

“Most of the discussion on Juneau Access, ignores the opportunities it will provide individuals who will benefit from having a road connection to the rest of Alaska, Canada and the lower 48,” said the Foundation’s executive director, Denny DeWitt. “We think it is important that folks know how it will impact them directly in personal terms like the declining ability to find car space on the ferry system, the cost of traveling in and out of Juneau, the impact of more competitive transportation options on what you pay for goods in Juneau grocery stores.”

Denny DeWitt
Executive Director

The Foundation contracted with the McDowell Group to help answer these questions. The report found that construction of the road would provide significant short-term benefits to the region over the six-year construction period. However, the primary reason to construct a highway is the long-term benefits associated with more efficient and lower-cost movement of people and goods.

The report cites benefits to residential travel, economic development, mining activity, seafood industry and visitor industry in Juneau and other communities in Southeast Alaska. An interesting note is the potential for increased sales and property tax revenue to the City and Borough of Juneau. This is even more significant given the expected decrease in state funding to local communities.

Copies of the report can be found on the foundation web site:
www.ftffoundation.org

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.



FTFAF White Paper Series

*Regional Economic Benefits
of a Lynn Canal Highway*

FINAL REPORT

Prepared for:

First Things First Alaska Foundation

December 2015



Economic Benefits of a Lynn Canal Highway

Overview

The effort to build a road connecting Juneau to the continental highway system is at a critical juncture. Planning for the first phases of the Juneau road project, labeled by the Alaska Department of Transportation and Public Facilities (DOTPF) as “Juneau Access Improvements,” is in the final stages of the environmental impact statement (EIS) process. DOTPF, in consultation with the Federal Highway Administration, is working to prepare the Final Supplemental Environmental Impact Statement (FSEIS) in 2016 and issue a Record of Decision (ROD). Based on the ROD, final steps can be taken to secure necessary permits and begin construction.

The Juneau Access project and the community arrive at this juncture when Juneau is facing economic decline stemming from cuts to state government operating and capital budgets. The near-term economic impact of the largest construction project in the region’s history would come at a time when Juneau could most benefit. Further, communities very dependent on Alaska Marine Highway System (AMHS) service, such as Haines and Skagway, are facing major cuts in ferry service in 2016. These communities too would benefit from the spending and jobs associated with road construction in the near-term, and over the long term from increased visitor and commercial traffic.

Purpose of Highway Construction

A clearly articulated and concise “purpose and need” statement is a required part of an EIS process. From the 2014 Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement (DSEIS), the Project Purpose and Need is to:

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

The DSEIS document notes that Juneau is the largest North American community not connected to the continental highway system.

DOTPF’s preferred alternative is Alternative 2B, which includes widening Glacier Highway from Echo Cove to Cascade Point (2.9 miles) and construction of a new highway from Cascade Point to a point just north of the Katzechin River delta (48 miles). From there, shuttle ferries would travel to Skagway and Haines with a new terminal at Katzechin.

While the current generation of the Juneau Access Improvement project does not consider road construction beyond Katzechin, the long term goal is the development of a road connection to the continental road system. The greatest economic benefit for Juneau and the northern Southeast region will come from unconstrained highway access to the North American road system, i.e. a connection that does not require any ferry travel.

maintenance, and tire costs of 23.84 cents per mile over the 95.3 mile stretch of highway.¹ Based on the “Enhanced [AMHS] Service” Juneau Access alternative, the cost to travel from Juneau to Skagway for that party of four would be \$249, including \$89 for the vehicle and \$40 per person in passenger fares. The Juneau Access No Action alternative has costs for the party of four of \$311, including \$111 in vehicle fare and \$50 per person in passenger fares. Alternative 2B (highway to Katzehin), the party-of-four costs would total \$74, including driving costs (76.3 miles at 23.84 cents per mile) and ferry fares (\$24 per vehicle and \$8 per person).

Figure 2. Juneau to Skagway Party of Four Travel Costs



Source: McDowell Group calculations based on data in the Juneau Access SDEIS.

Economic Impact of Highway Construction

At \$523 million, construction of a highway from Juneau to Katzehin would be the largest construction project in Juneau’s history. Katzehin ferry terminal construction would add \$20 million to that total, and \$9 million more would be spent for Skagway ferry terminal modifications.

Based on information provided in the Juneau Access Improvements DSEIS, employment on the project would average 378 jobs over the six-year life of the construction phase, with annual payroll of \$39 million.² Including all multiplier effects, there would be a total of 530 direct, indirect and induced jobs created over the life of the construction project. Juneau would likely capture the lion’s share of those jobs, but Haines and Skagway would also benefit.

The construction industry in particular is expected to suffer from the State’s current budget challenges. The FY2016 statewide capital budget totaled \$1.53 billion, including \$1.275 billion in federal funding. The FY2016 capital budget is one-third (32 percent) below the FY2015 capital budget of \$2.24 billion (which included \$1.12 billion in federal funding).

¹ JAI SDEIS User Benefit, Life-cycle Cost, and Total Project Life Cost Analyses (Appendix FF), April 2014. Page 46. Cost based on “medium sedan.”

² The Juneau Access DSEIS erroneously reports 278 direct construction jobs. Based on figures provide in the Socioeconomic Effects Technical Report, the number should be 378.

Economic Impact of Highway Access

Construction of a Lynn Canal highway would provide important short-term economic benefits for the region over a six-year construction period. However, the primary reason to construct a highway is the long-term benefits associated with more efficient and lower-cost movement of people and goods. The 2005 and 2014 Juneau Access Improvements SDEIS documents describe the economic benefits associated with improved access through the Lynn Canal area, including:

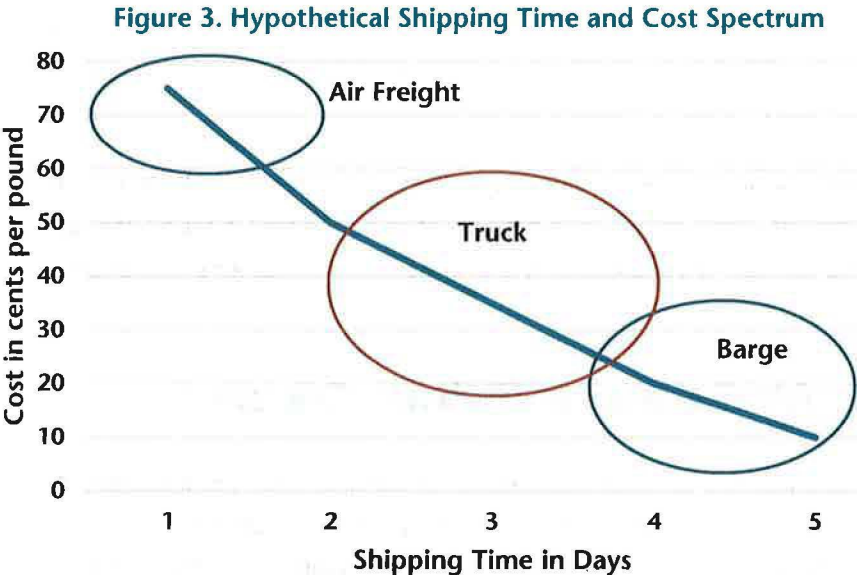
- **Resident travel:** Improved access in the Lynn Canal corridor would facilitate travel to and through the northern Southeast region. This would create closer links among the economies of Juneau, Haines, Skagway, and Whitehorse. Residents of Haines and Skagway would have better access to Juneau's retail and service sectors. Residents of Juneau would have better access to the recreational and cultural opportunities available in Haines, Skagway, and other destinations on the Alaska/Canada highway system.
- **Economic development:** Improved access would enhance Haines' reputation as a retirement community through better access to Juneau's retail and service sectors, particularly healthcare services. To the extent that this occurs, demand for property in Haines would increase. Because of land availability in Haines, drier climate, and other reasons, additional Juneau residents may seek seasonal or year-round homes in Haines.
- **Mining activity:** Development of a highway would enhance regional benefits of Coeur Alaska, Inc.'s Kensington Mine. This includes reduced cost of worker and supply transport between the mine and Juneau, improved opportunity for Haines and Skagway residents to participate in the mine workforce, and increased City and Borough of Juneau (CBJ) property tax revenues.
- **Seafood industry:** Juneau's seafood processing industry would benefit from the highway as a result of lower-cost access to fresh fish markets. Access to fresh fish markets is advantageous to processors because buyers are willing to pay more for a fresh, rather than frozen, product.
- **Visitor industry:** A highway would bring approximately 165,000 new visitors (including non-Alaskans, Haines and Skagway residents, and others) to Juneau annually. This number would increase over time, as markets and travelers adjust to the improved access. New visitor traffic to Haines would be expected to total approximately 90,000 annually, along with 105,000 new visitors to Skagway.

Two specific areas of economic impact that are not addressed in detail in the SDEIS are local tax revenue and potential long-term benefits associated with enhanced freight transportation opportunities.

CBJ Tax Revenue: The SDEIS notes that additional visitor spending in Juneau would generate approximately \$630,000 in additional sales tax revenues annually. In addition, the six-year construction phase would generate a temporary surge in local sales tax revenues as construction workers spend a portion of their wages in Juneau. The CBJ could also expect some increase in property tax revenues. For example, connecting Kensington Mine to the local road system would generate additional tax revenue. The assessed value of Kensington-related property in 2014 was \$188 million. At a taxation rate of 8.14 mills, property tax payments to the CBJ totaled approximately \$1.5 million.⁴ If connected to the CBJ road system the property taxation rate would increase to

⁴McDowell Group estimate.

cost than less time-sensitive delivery. As illustrated in the following graph, road transport would provide an option that falls between plane and barge on the cost and time spectrum.



A substantial volume of freight moves over the Alaska Highway each year. One estimate placed the volume of freight trucked into Alaska annually at about 120,000 tons.⁷ Much of that is oil or mining industry-related materials, however in the past groceries and other households goods have been trucked to Alaska on a regular basis. A smaller volume of freight is trucked southbound, including fresh halibut shipped from Homer to Lower 48 markets. Two-driver teams provide round-the-clock truck transport of fresh fish.

Approximately 60,000 tons of goods and materials are trucked into Whitehorse annually, to meet that community’s basic supply needs (and the needs of outlying communities in the Yukon). Whitehorse is supplied from several key commercial centers such as Edmonton (1,286 miles away), Calgary (1,421 miles), and Vancouver (1,492 miles). Trucking to Juneau from various Canadian supply centers would require about two hours more than is required to reach Whitehorse. Tariff-free trade between Alaska and Canada supports the prospect of stronger supply/market connections between Juneau and Canadian cities.

For road-connected communities, trucking serves as a competitive and efficient means of moving freight over long distances, particularly time-sensitive goods that are not well-suited for air freight. With highway construction, Juneau would be positioned to benefit from the trucking capacity and services already established on the Alcan corridor, with the cost of trucking to and from Juneau evolving over time as volumes increase and services expand. By providing another shipping option, in addition to barge, ferry and air, a highway would facilitate the movement of goods and materials to and from markets and suppliers that are now unavailable.

Summary of Economic Impacts

Strengthening commercial and household connections between the Yukon (Whitehorse, in particular) and Juneau are an important part of the economic benefit of improved transportation infrastructure in Lynn Canal.

⁷Alaska-Canada Rail Link Strategic Environmental Assessment, Socio-economic Impact Assessment – Alaska, Draft Interim Report, June 2006.

port calls. Clearly the ability to travel between Juneau, Haines, and Skagway via ferry has been declining, and is likely to continue declining in response to further AMHS budget cuts. This has important implications for the two communities most dependent on AMHS service: Haines and Skagway.

Table 3. AMHS Departures from Skagway (Skagway-Haines and Skagway-Juneau), 2011-2016

Year	Summer (May-Sept.)	Annual Total
2011	197	310
2012	153	275
2013	174	294
2014	152	256
2015	155	273
2016	110	-

Source: AMHS Annual Volume Traffic Reports, and in italics, 2015-2016 Sailing Calendar, and proposed Summer 2016 schedule.

Table 4. AMHS Departures from Skagway, by Month, 2011-2016

Year	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
2011	17	15	15	12	34	39	40	40	44	20	17	17	310
2012	17	17	17	19	28	31	32	31	31	18	17	17	275
2013	17	16	19	21	33	34	35	36	36	15	15	17	294
2014	15	14	16	12	15	31	36	35	35	14	17	16	256
2015*	12	16	19	20	29	34	27	29	36	17	18	16	273
2016*	12	15	16	18	23	21	22	21	23				

Note: 2011 through 2014 data from AMHS Annual Traffic Volume reports. 2015 and 2016 data is from the 2015-2016 AMHS online sailings calendar and the proposed summer 2016 vessel deployment schedule. Blue highlighted numbers are estimations based on past vessel deployments schedules, red highlighted numbers are listed sailings from the 2015-2016 AMHS online sailings calendar, and yellow highlighted numbers are from the proposed summer 2016 vessel deployment schedule.

In terms of vehicle capacity the proposed decline in Lynn Canal ferry capacity is more pronounced than is evident in port call data. As illustrated in the following table, comparison of the actual July through September 2015 Lynn Canal ferry schedule with the proposed July through September 2016 schedule indicates a 44 percent decrease in Alaska Standard Vehicle (ASV) capacity.

Table 5. AMHS Northern Lynn Canal Vehicle Capacity by Route, July-September 2015 and 2016

Route	July-September 2015		July-September 2016	
	Lane-Feet	AK Standard	Lane-Feet	AK Standard
Haines-Juneau	154,520	7,726	84,920	4,246
Haines-Skogway	146,520	7,326	84,920	4,246
Juneau-Haines	158,960	7,948	84,920	4,246
Juneau-Skogway	720	36	-	-
Skogway-Haines	141,160	7,058	84,920	4,246
Skogway-Juneau	1,440	72	-	-
Total	603,320	30,166	339,680	16,984

Source: AMHS actual and proposed schedules.

- Alaska's construction industry is on the front lines of efforts to balance the State budget, as capital project funding is cut to the minimum necessary to match federal capital funds. Juneau Access is one of the few construction-ready, funded projects that can provide employment to Alaska's construction work force.
- Declining ferry service will threaten the economic well-being of communities dependent on AMHS. Based on the proposed 2016 Summer schedule, Lynn Canal service will decline by nearly 30 percent in terms of port calls and 45 percent in terms of vehicle capacity.
- Declining ferry service in Lynn Canal will further broaden the disconnect between the demand for travel and the infrastructure needed to meet that demand. Current AMHS service meets only about 7 percent of the demand for travel in Lynn Canal. It may meet even less of that demand in the future as service is further reduced.
- While the construction-related economic benefits of Juneau Access are important and timely, the long-term, ongoing economic benefits of improved transportation infrastructure in Lynn Canal, in terms of enhanced movement of people and goods, provide the fundamental economic rationale for pursuing highway construction.

up the Stikine River valley. More recent analysis has focused on a route via Bradfield Canal. A Bradfield Canal road would tie in with British Columbia's Cassiar Highway. A ferry terminal near the head of Bradfield Canal would support shuttle ferry linkages with nearby terminals and roads to Wrangell to the northwest and Ketchikan to the south.

Also in the central part of Southeast, the Kake Access project is a proposed road and shuttle ferry connection linking Petersburg and Kake. Relying extensively on existing road beds, the road would transect northern Kupreanof Island, with a short shuttle ferry connection across Wrangell Narrows. The road would give Kake residents better access to regional air and marine transportation services.

National Forest System Roads

A central element of improving surface transportation infrastructure in Southeast is taking greater advantage of the extensive regional network of National Forest System (NFS) roads. According to the September 2012 U.S. Forest Service Alaska Region Long Range Transportation Plan, there are 3,693 miles of NFS roads in Southeast Alaska. This includes 439 miles of road maintained for passenger vehicle traffic, 1,920 miles suitable for "high clearance" vehicles, and 1,334 miles that are closed or in "storage" status. Redeveloping and improving portions of this road system would have important benefits across the region, including enhanced access to the Chichagof Island communities of Sitka, Kake, Wrangell, and Ketchikan. The NFS road network made it possible to serve all of Prince of Wales Island from a single ferry terminal in Hollis.

The Dayboat Boat/Shuttle Ferry Advantage

Expansion of the region's road network will make it possible to take advantage of opportunities to connect communities with dayboats or shuttle ferries. Dayboats are lower-cost options than traditional longhaul vessels operating 24 hours per day, seven days a week. AMHS's MV Lituya service, which links Metlakatla with Ketchikan, and Interisland Ferry Authority (IFA) service connecting Ketchikan and Prince of Wales Island, provide examples of how vessels can be sized and operated to best meet local needs. Though



MV Lituya, photo courtesy of Coastwise Corporation.

dayboats or shuttle ferries may not be fully self-supporting from fares, they can operate at lower-cost than vessels requiring 24 hour crews and accommodations.

Summary

Professional transportation planners recognize the opportunities and potential benefits associated with expansion of Southeast's road network. ADOTPF's 2014 Draft SATP includes Juneau Access, Sitka Access, and a road connecting Kake and Petersburg. Transportation planning efforts conducted over the past 30 years have all identified a range of road development opportunities for the region. The benefits of these projects include:

- Lower-cost passenger and freight transportation opportunities
- Better connection to the continental road system
- More sustainable ferry service where it is most needed
- Economic development opportunities associated with improved access to natural resources
- Enhanced opportunities for commercial use of public land by the visitor industry
- Expanded recreational opportunities for residents

Recognizing that years of planning, permitting, and funding effort are required to bring transportation projects to fruition, now is the time to act, beginning with Juneau Access, but also taking the next necessary steps to advance other projects. More efficient movement of freight and passengers on the water and over highways will be critical to sustaining and enhancing the economic well-being of Southeast Alaska.



About First Things First Alaska Foundation

First Things First Alaska Foundation (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. To learn more about FTFAF go to www.ftffoundation.org.

Southeast Alaska Transportation Network

An overview of land and sea transportation development opportunities

Presented by
First Things First
Alaska Foundation



Southeast's Transportation Challenges

Southeast Alaska presents a myriad of transportation challenges. The region includes 70,000 residents in more than a dozen isolated communities scattered along thousands of miles of rugged coastline exposed to extreme marine weather conditions.

The Alaska Marine Highway System (AMHS) was founded in 1962 to connect the region's communities to one another and to continental road systems. The AMHS evolved into a marine transportation system with 11 vessels carrying 320,000 passengers and nearly 110,000 vehicles annually in Southeast Alaska, Prince William Sound, and Southwest Alaska. AMHS serves as essential transportation infrastructure for many of the region's smaller communities, providing important year-round passenger, vehicle, and freight service.

However, AMHS ridership generates only about one-third of the revenue necessary to fund the system's \$160 million operating budget. With steadily declining resources to fund AMHS and other State operations, it is essential that all opportunities to develop more sustainable regional transportation infrastructure be pursued. Absent that, the long-term sustainability of AMHS is uncertain, as is its capacity to continue service where it is most needed.

"The large operating budget required by AMHS results in Southeast Region requiring significantly more Maintenance and Operations (M&O) funding than other regions despite having the smallest population."

"Because of the high cost of maintaining and operating the AMHS, it is particularly vulnerable to changes in legislative appropriations whether the result of oil production declines, population changes, etc."

— 2014 Draft South Alaska Transportation Plan (SATP)

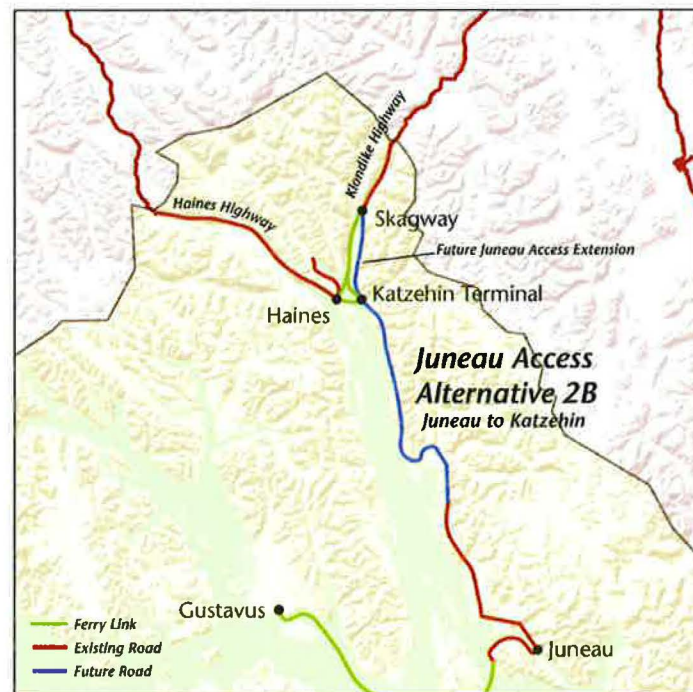
It is critical that the long-term regional transportation strategy include greater development of Southeast Alaska's road system. Road system development begins with Juneau Access, a project that is partially-funded and nearly NEPA-ready. Beyond Juneau Access, a road connecting Sitka and Warm Springs Bay on the east side of Baranof Island would create important AMHS savings. These and other road development projects,

described below, present opportunities to fundamentally improve transportation connections within the region and to the continental road system.

Juneau Access

The effort to build a road connecting Juneau to the continental highway system is at a critical juncture. Planning for the first phases of the Juneau road project is in the final stages of the environmental impact statement (EIS) process. The Alaska Department of Transportation and Public Facilities (DOTPF), in consultation with the Federal Highway Administration, is preparing the Final Supplemental Environmental Impact Statement (FSEIS) in 2016 and will issue a Record of Decision (ROD). Based on the ROD, final steps can be taken to secure necessary permits and begin construction.

The DSEIS document notes that Juneau is the largest North American community not connected to the continental highway system. Further, current AMHS service meets only about 7 percent of the demand for travel in Lynn Canal. It would meet even less of that demand in the future if service is further reduced.



DOTPF's preferred alternative is Alternative 2B, which includes widening Glacier Highway from Echo Cove to Cascade Point (2.9 miles) and construction of a new highway from Cascade Point to a point just north of the Katzeihin River delta (48 miles). From there, shuttle ferries would travel to Skagway and Haines with a new terminal at Katzeihin.

While the current generation of the Juneau Access Improvement project does not consider road construction beyond Katzeihin, the long term goal is the development of a road connection to the continental road system. The greatest economic benefit for the northern Southeast region will come from unconstrained highway access to the North American road system, i.e. a connection that does not require any ferry travel.

"The [Juneau Access] road will enable as much as a tenfold increase in travel in and out of Juneau thus improving access between the Capital City, the Yukon and Interior Alaska."

—2014 Draft SATP

Sitka Access

Providing frequent ferry service to Sitka has always been a challenge for AMHS. Travel from Chatham Strait through Peril, Olga, and Neva Straits is a 120-nautical mile, 12-hour roundtrip voyage for conventional hull ferries. Scheduling is complicated by tidal and current constraints on navigation.

Two options have been considered for improving access to Sitka, including constructing a 49-mile road to a Rodman Bay ferry terminal or an 18-mile road to a Warm Springs Bay terminal on the east side of Baranof Island. Either option would significantly shorten ferry travel times to Sitka from both Juneau and Petersburg. In the Draft 2014 Southeast Alaska Transportation Plan (SATP), Warm Springs Bay is identified as the preferred option. The plan notes that upon completion the Warm Springs Bay road could be designated as a National Highway System (NHS) route because it provides a connection between a major airport in Sitka and an important ferry route.

North Panhandle Road Network Development

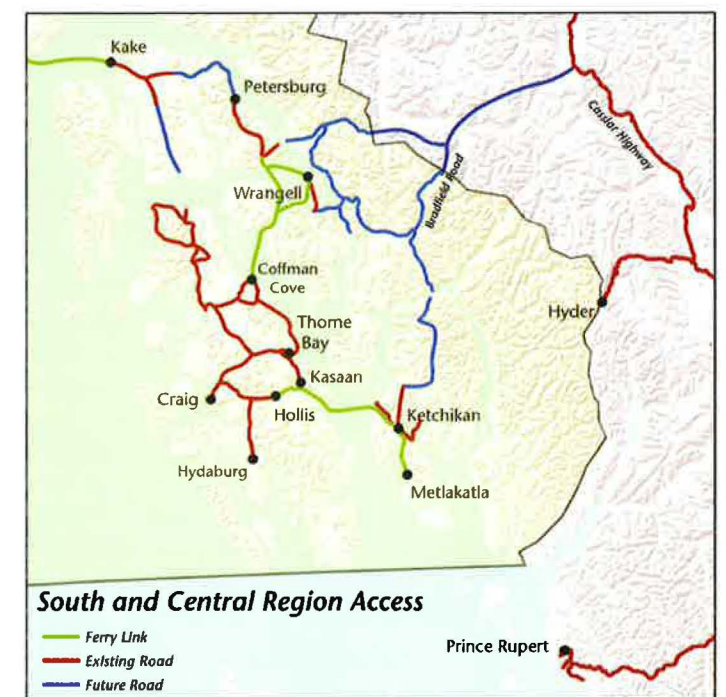
Several transportation planning studies have considered dayboat service options between Juneau, Hoonah, Gustavus, Tenakee, Angoon, and Sitka. A key aspect of the concept is the use of existing road infrastructure on Chichagof Island. Roads constructed years ago in support of logging operations extend over much of the island. With upgrades and extensions, the network could serve to connect the island's communities with a single ferry terminal located near Chatham Strait. Opportunities for improving transportation in the northern Panhandle also



include the concept of a terminal in Hawk Inlet on Admiralty Island using an existing road connection across Admiralty Island to Young Bay and a ferry connection from there to Douglas Island.

South and Central Region Access

For many years, transportation planners have studied opportunities to connect Petersburg, Wrangell, and Ketchikan with the continental road system, originally via a road part-way



Brantner, Maren H (DOT)

From: Emily Deach <e.deach@skagway.org>
Sent: Tuesday, March 06, 2018 9:27 AM
To: dot.stip
Subject: Skagway Comments on 2018-2021 Draft STIP
Attachments: 03_05_2018 Hahn STIP Comments.pdf

Good morning,

Attached please find the Municipality of Skagway's comments on the 2018 – 2021 draft Statewide Transportation Improvement Program.

Thank you,
Emily

Emily Wescott Deach, CMC

Borough Clerk

Municipality of Skagway

P.O. Box 415, Skagway, AK 99840

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Municipality of Skagway

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March 5, 2018

Alaska Department of Transportation and Public Facilities
Division of Program Development
ATTN: STIP
PO Box 112500
Juneau, AK 99811-2500

To whom it may concern:

The Municipality of Skagway supports the inclusion of the projects in the 2018 – 2021 Statewide Transportation Improvement Program (STIP) draft, and requests amending Project 13883 Skagway Terminal Modifications and adding an additional project.

The Municipality of Skagway requests that Project 13883 is amended from a refurbishment to a replacement project. According to AMHS staff, refurbishment of the Skagway ferry float will only add five to 10 years of life to the facility, while replacement will have up to a 30-year life span. More importantly, refurbishment will only allow side berthing and not the operationally efficient bow loading needed to facilitate the new Alaska Class ferries.

As you may know, the northern Lynn Canal ferry route is one of the busiest, and our economy is highly reliant on efficient ferry service in order to support cruise ship visitation and visitors using the Klondike Highway. Though oil prices may have dampened the State's budget, investing in projects that do not adequately address public needs will only serve to dampen local economies, which compounds the negative effects to the State's overall fiscal situation. There has been much discussion between Skagway and State officials about this project, and a funding plan can be developed to effectuate this goal.

We also request that you consider for STIP planning the widening of the Klondike Highway, particularly the north-bound lanes and U.S. Customs station. Cruise ship visitation has been increasing significantly and is expected to do so for the foreseeable future. As the Gateway to the Klondike, Skagway knows that mining is on an upswing, and Skagway serves as an important import/export corridor for mining products and supplies, as well as for staple supplies such as groceries and other goods.

Thank you for your consideration.

Scott A. Hahn
Skagway Borough Manager



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

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
Fax number: (907) 465-6984
dot.alaska.gov

June 28, 2018

Scott Hahn
Skagway Borough Manager
Municipality of Skagway
P.O. Box 415, Skagway, AK 99840

Mr. Hahn,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (ADOT&PF) Statewide Transportation Improvement Program (STIP). Public engagement and participation are important components to the success of the ADOT&PF mission.

We are pleased to share that Need ID 13883, Skagway Terminal Modifications will be included in Amendment 1 to the 2018-2021 STIP, as a ferry float replacement project. In order to accommodate the increased cost of replacing the ferry float versus refurbishing the float, Need ID 24337, Skagway – State Street Rehabilitation, will be postponed. The additional funding for the terminal project will require 9.03% matching funds which the Skagway Borough has agreed to provide; the total amount of matching funds is expected to total approximately \$2,300,000; however, the match amount will be determined based on actual project cost and will be addressed in a project agreement.

We have scheduled preservation work on the Klondike Highway beginning in 2019. This preservation work and the completion of the work to replace the Captain William Henry Moore Bridge will improve road conditions and traffic flow in the near term. We will continue to consider other improvements to the Klondike Highway as part of our assessment of its condition and needs.

If you have additional questions or concerns, please contact Jim Potdevin, Southcoast Field Office Planner at jim.potdevin@alaska.gov or 907-465-8864.

Sincerely,

A handwritten signature in blue ink that reads "Judy Chapman".

Judy Chapman
Acting Director, Program Development

Cc: Maren Brantner, STIP Manager
Marie Heidemann, Statewide Planning Chief

Jim Potdevin, Southcoast Field Office Planner
Verne Skagerberg, Southcoast Planning Chief

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, March 12, 2018 10:31 AM
To: Jon; Potdevin, Jim (DOT)
Cc: dot.stip; Skagerberg, Verne R (DOT)
Subject: RE: How can Yakutat add a STIP project?

Good morning Mr. Erickson,

I've forwarded your email to the Southcoast field office planner, so you may discuss projects in your area.

Thank you,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Jon [mailto:manager@Yakutatak.us]
Sent: Monday, March 05, 2018 9:50 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: How can Yakutat add a STIP project?

How can Yakutat add a STIP project?

Jon

Jon Erickson EdD
City and Borough Manager
PO Box 160
Yakutat, AK 99689
Office (907) 784-3323 x.103
Cell (907) 254-3826

Any reply should be directed to the sender only. Do not Reply All.

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 2:28 PM
To: PatChapman@peacehealth.org
Cc: dot.stip
Subject: RE: Comment

Ms. Chapman,

Thank you for your comments concerning the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

We share your concern about effective enforcement of speed limits and all traffic rules. However, enforcement is the responsibility of local law enforcement. We recommend that you share your concern and suggestions regarding monitoring cameras with the Ketchikan Police Department.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Chapman, Pat (KGH) [mailto:PatChapman@peacehealth.org]
Sent: Monday, January 29, 2018 3:44 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Comment

This may not be correct place but have a comment.

Place camera's on Ketchikan's Tongass ave. in the areas where you have double lanes. Catch the license numbers of those drivers who use the outside lane to speed up and get past a few cars. I have seen traffic moving 30-35 MPH and vehicles passing on the outside lane to get ahead. It has become an area for drag racing and it is dangerous. A couple cameras in the areas just past where the stop lights are would give money to improve the streets with the fines you could receive. Why we do not use cameras I do not understand. Other states use them fine people just on the camera evidence and no officer has to go serve them, all done electronically and mail.

Tired of trying to avoid the careless drivers who get by constantly with this behavior.

Pat

Pat Chapman
RHIT-CCS- CEDC
Emergency Department
Coder II - Trauma Registrar
Peace Health
Ketchikan Medical Center
3100 North Tongass
Ketchikan Alaska 99901

Phone: 907-228-8300 x 7315

Fax: 907-228-8537

Cell: 907-617-5704

This message is intended solely for the use of the individual and entity to whom it is addressed, and may contain information that is privileged, confidential, and exempt from disclosure under applicable state and federal laws. If you are not the addressee, or are not authorized to receive for the intended addressee, you are hereby notified that you may not use, copy, distribute, or disclose to anyone this message or the information contained herein. If you have received this message in error, immediately advise the sender by reply email and destroy this message.

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 2:48 PM
To: Adrienne Christensen
Cc: dot.stip
Subject: RE: Comments on Upcoming STIP

Ms. Christensen,

Thank you for your comments concerning the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

We understand your desire to have a road connection to Pile Bay. Unfortunately, funding constraints prohibit our including new projects in this version of the STIP. However, we anticipate that we may be able to initiate a call for Community Transportation Program (CTP) projects this coming winter; the Pedro Bay – Pile Bay Road would be a candidate for the CTP. If funding permits, we would include successful projects in the next STIP which will cover 2020-2023 (STIPs are produced every two years and cover a four-year period.)

The CTP is a competitive program, funded with STP funds, for projects that serve local transportation needs.

- Projects are nominated and evaluated regionally and statewide.
- Routes may be locally or state owned and are typically not on the National or Alaska Highway Systems (NHS/AHS) (i.e. serve local needs).
- Draft scoring criteria for ‘Urban and Rural’ and ‘Remote’ projects were recently reviewed and final criteria will be available soon in preparation for another project nomination cycle.
- New CTP projects that succeed will then be included in the 2020-2023 STIP.

Additional CTP information can be found here:

http://www.dot.state.ak.us/stwdplng/cip/stip/projects/1821_ctp_peb.shtml.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Southcoast Field Office Planner Jim Potdevin, at 907-465-8864.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Adrienne Christensen [mailto:achristensen@pedrobaycorp.com]
Sent: Tuesday, February 27, 2018 2:52 PM
To: dot.stip <dot.stip@alaska.gov>
Cc: Rayn Aaberg <raaberg@pedrobaycorp.com>
Subject: Comments on Upcoming STIP

Good afternoon,

I am writing in support of moving the Pedro Bay to Pile Bay road to the funded portion of the upcoming STIP.

Currently, the Pedro Bay to Pile Bay road is listed at #4 on the priority project list for Pedro Bay.

The top 3 priority projects will be funded through BIA IRR funds.

The Pedro Bay to Pile Bay road is not currently on the list for funding in the upcoming Statewide Transportation Improvement Program (STIP) cycle, 2018-2021.

The next opening is for 2021-2024.

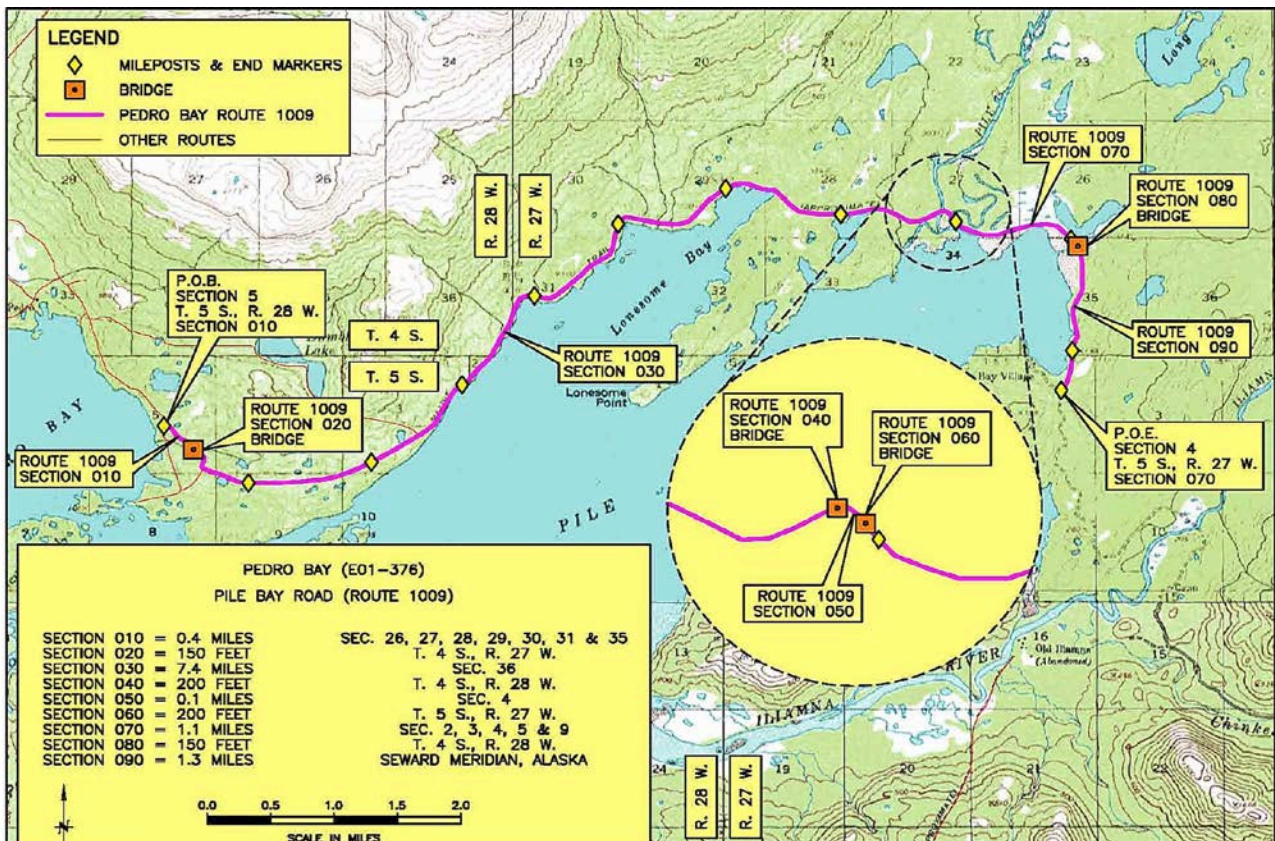
The only way to get this project funded soon is to move it up on the list.

This project will open up a safe intertie with the deep water port road, lower the cost of goods, increase access for shipping, and provide an alternate to air travel in case of an emergency. The road will provide access for the state to a lime deposit that could garner income for the state, paying for the investment of the road.

Please see the attached for more information.

Adrienne Christensen
Executive Vice President of Administration
Pedro Bay Corporation
achristensen@pedrobaycorporation.com

Williamsport Intertie Pedro Bay to Pile Bay



Benefits to the State of Alaska



Access to State Lime Deposit

Access to mineral development in lands owned by the state near Pedro Bay Village. 14.5 miles would connect the roads and provide access to cost-effective shipping for the deposit.



Intertie with State road and deep water port

Connects State infrastructure already in place.



Economy boost, Health and Safety

Economic boost for the surrounding villages with access to more affordable shipping, access to another route in case on an emergency, decreased fuel costs and less reliance on air-only transportation.

Our Request

Move the Proposed Road up on the STIP Priority for 2018-2021

The STIP is open for comment until March 16, 2018 at 5:00 pm.

Adrienne Christensen
Executive Vice President of Administration
Pedro Bay Corporation
achristensen@pedrobaycorp.com

907-947-0985

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 3:38 PM
To: Rob and Rose Welton
Cc: dot.stip
Subject: RE: Comment on Draft STIP

Mr. Welton,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission. Your concerns and comments will be considered as we prepare the final version of the document.

With regard to your specific questions:

- The bike and pedestrian coordinator for the department is Marcheta Moulton, marcheta.moulton@alaska.gov, 907-465-8769.
- While Riverside Drive and Stephen Richards Drive are owned and maintained by the City & Borough of Juneau, ADOT&PF is assisting in making the intersection better. Bike and pedestrian concerns are part of the analysis of our design options.
- Thane Road is included in our preventive maintenance program and is currently expected to have pavement improvements in FY 2021.
- The new North Douglas Road is a CBJ project and is not listed in our STIP.
- Eaglecrest Road is part of our preventive maintenance program and is expected to have a pavement project in FY 2022.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Southcoast Field Office Planner Jim Potdevin, jim.potdevin@alaska.gov, or 907-465-8864.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Rob and Rose Welton [mailto:robbrose@gci.net]
Sent: Friday, February 09, 2018 7:45 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: Comment on Draft STIP

Hello,

Thanks for the opportunity to review and comment on the proposed STIP. Here are my reflections, from the perspective of a Juneau resident and bike rider:

AMHS- it's good to see funds for maintaining AMHS vessels and ports. I'm no expert on this so defer on the wisdom of individual projects.

Haines Hwy- Also it's great seeing improvements to the Haines Highway via several stages of construction.
Klondike Hwy- Ditto for White Pass in Skagway. It's great seeing maintenance funds for this link.

Glacier Hwy, Fritz Cove to Seaview. I'm happy to see improvements to bike-ped facilities are planned. The shoulders and drainage through this section are problematic and need upgrading.

Egan Drive, Main to 10th: This is also a worthy project. The pavement condition is degrading badly. A widened sidewalk/multi use path would be a great improvement. Riding through downtown in summer is life-threatening.

Egan/Riverside: This seems a worthy project

Lemon Creek: A water side sidewalk and roundabout at Renninger Street make great sense. This will improve safety through this corridor.

Riverside/Stephen Richards: It's great DOT will study congestion and traffic flow through this intersection. I hope any proposed designs keep bikes and pedestrian access in mind.

Industrial Boulevard: Widening this and adding sidewalks is a great idea.

Electric bus/Juneau: This is great news. I hope the experiment proves itself as an improvement to the local transit system.

Southcoast ADA: Reviewing and improving ADA access is always a good idea.

I can't tell from the STIP whether a bike/ped coordinator or position is still funded at DOT. Can you let me know?

There are a few Juneau areas that cry out for attention in my opinion:

Thane Road: The road is very narrow and shoulder degrading. Recent work helped, but there is a lot that could be done here.

North Douglas Road: I may have missed it, but is there funding to upgrade the new road at the end of North Douglas Highway?

Eaglecrest Road: I don't see funds for maintaining this road. Is it folded into some larger program? This road is used both summer and winter by locals and tourists.

Thanks for allowing me the opportunity to review and respond to the draft STIP.

Sincerely, Rob Welton

Brantner, Maren H (DOT)

From: AnchorageMEGCluster@alaska.gov
Sent: Friday, April 20, 2018 4:25 PM
To: Brantner, Maren H (DOT)
Subject: Delivery Status-McAfee Email Gateway Anchorage
Attachments: deliverystatus.txt; RE: Pop Quiz: Which state has the most people who commute by bike or foot?

--- The following addresses had delivery problems ---

<b.petty4jets@gmail.com> (5.1.1 The email account that you tried to reach does not exist. Please try|5.1.1 double-checking the recipient's email address for typos or|5.1.1 unnecessary spaces. Learn more at|5.1.1 <https://support.google.com/mail/?p=NoSuchUser> x9-v6si6770111plv.159 - gsmtpl)

Mailed to address provided 5/4/2018.

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 4:24 PM
To: b.petty4jets@gmail.com
Cc: dot.stip
Subject: RE: Pop Quiz: Which state has the most people who commute by bike or foot?

Mr. Petty,

Thank you for your comment. Public engagement and participation are important components to the success of the ADOT&PF mission.

We are currently updating the Statewide Bicycle and Pedestrian plan and are gathering feedback from members of the public. The next major work effort is drafting the plan. You have raised an important issue, and we will consider your concerns specifically as we continue work on the draft plan. We acknowledge the need for safer routes for Alaska's children and strive to consider the communities' needs.

The Statewide Bicycle and Pedestrian plan is a policy document and will form part of the State's Long-Range Transportation Plan. This means it guides the decision-making process for projects. We are carefully thinking about how to make the plan as impactful as possible for both the ADOT&PF and other transportation organizations, and this will be a key area for consideration as part of the plan development. This process may include recommendations for reviews/updates to other documents and policies at ADOT&PF.

ADOT&PF intends to make available the full amount of Transportation Alternatives (TA) funding in a competitive program for eligible projects. To reflect this intent, the TA funding amount will be increased in the final 2018-2021 STIP. As the competitive program is developed, the department will work to include opportunities for Safe Routes to Schools projects.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Bryce Petty [mailto:b.petty4jets@gmail.com]
Sent: Tuesday, February 13, 2018 2:39 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Pop Quiz: Which state has the most people who commute by bike or foot?

Dear Statewide Transportation Improvement Program Alaska DOT,

I am one of the many Alaskans who support investing in safe walking and biking infrastructure. I ask that you increase the budget for the Transportation Alternatives Program to the fullest amount available under federal law. I also encourage DOT to use a portion of those dollars to rejuvenate the Safe Routes to School program so that kids can learn how to walk and bike safely.

Regards,

Bryce Petty
120 Laconia Rd
Tilton, NH 03276

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 4:29 PM
To: Steve Cleary
Cc: dot.stip
Subject: RE: Comment+on+Draft+STIP

Mr. Cleary,

Thank you for your comment. Public engagement and participation are important components to the success of the ADOT&PF mission.

We are currently updating the Statewide Bicycle and Pedestrian plan and are gathering feedback from members of the public. The next major work effort is drafting the plan. You have raised an important issue, and we will consider your concerns specifically as we continue work on the draft plan. We acknowledge the need for safer routes for Alaska's children and strive to consider the communities' needs.

The Statewide Bicycle and Pedestrian plan is a policy document and will form part of the State's Long-Range Transportation Plan. This means it guides the decision-making process for projects. We are carefully thinking about how to make the plan as impactful as possible for both the ADOT&PF and other transportation organizations, and this will be a key area for consideration as part of the plan development. This process may include recommendations for reviews/updates to other documents and policies at ADOT&PF.

ADOT&PF intends to make available the full amount of Transportation Alternatives (TA) funding in a competitive program for eligible projects. To reflect this intent, the TA funding amount will be increased in the final 2018-2021 STIP. As the competitive program is developed, the department will work to include opportunities for Safe Routes to Schools projects.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Steve Cleary [mailto:steve.cleary@alaska-trails.org]
Sent: Thursday, March 15, 2018 6:55 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: Comment+on+Draft+STIP

Dear Alaska DOT:

Thank you for the opportunity to comment on the Alaska Statewide Transportation Improvement Program (STIP).

Alaska Trails' efforts in the transportation realm are seeking to link the great trails that Alaska has to the on-road infrastructure that would enable people to safely incorporate Active Transportation into their everyday lives. We believe this will increase healthy activity as Alaskans will have increased opportunities to travel to school, work, stores, libraries, playgrounds and other destinations by biking and walking. This is especially important for children, who suffer from obesity at an increasing rate.

Alaska Trails has been working on other transportation plans. The linking of those plans with the STIP is important and something that Alaska Trails would like to see. The Alaska Strategic Highway Safety Plan (SHSP) is being updated and has identified cycle tracks (also known as protected bike lanes, separated bikeways, and on-street bike paths) as a proven counter measure to help keep bicyclists safe. We would like to see more cycle tracks incorporated into the STIP and STIP projects.

The Alaska Statewide Bicycle and Pedestrian Master Plan (ASBPP) is also being updated in 2018. A Complete Streets policy is being discussed at those stakeholder meetings. Such a policy would help direct STIP projects in the future and would assure that streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Alaska Trails has strived in the past year to reinvigorate the Safe Routes to School (SRTS) program in Alaska. Funding for SRTS comes from the Transportation Alternatives Program (TAP). This funding should be used solely for its intended purpose of making walking and biking safer in Alaska. The FY19-21 STIP should be revised to reflect the expectation that the Alaska Department of Transportation will expend all of the federal funds available for the Transportation Alternatives Program (TAP) on bike and pedestrian projects that are eligible for those funds. TAP funds should only be transferred out of the program as a last resort, for example, if the state is at risk of losing funding because of unforeseen project delays.

Thank you for your time.
Sincerely,

Steve Cleary

Pick.Click.Give.



Steve Cleary
Executive Director, Alaska Trails
O – 907-334-8049
C – 907-717-9351
www.alaska-trails.org

Our Mission: To enhance the Alaska trail experience by supporting sustainable, world-renowned trails through advocacy, education and technical assistance.

Like us on Facebook [HERE](#)
JOIN US – become a member Alaska Trails [HERE](#)

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 4:42 PM
To: Sherrie Yunker
Cc: dot.stip
Subject: RE: STIP

Ms. Yunker,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

The Gravina Access Supplemental EIS projects and the new terminal projects have had extensive public involvement over the past 10 years. DOT&PF worked directly with seaplane pilots and both private and commercial facilities to determine that there would be no conflicts with existing floatplane facilities.

Access to the existing and new ferry berths will be similar to what is now occurring. The physical challenges are recognized and the design team is aware of the pedestrian travel distances and associated difficulties; improvements to both ferry berths and the Revillagigedo parking areas are being considered. Covered pedestrian drop off and walkways will be provided. The project is also considering improvements for ease of baggage handling and minimizing walking distance and compliance with ADA standards.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Southcoast Field Office Planner Jim Potdevin, jim.potdevin@alaska.gov, or 907-465-8864.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Sherrie Yunker [mailto:ktnsly@gmail.com]
Sent: Sunday, March 11, 2018 3:26 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: STIP

Good afternoon,

My understanding is that the new berthing area will conflict with float planes already using the area and facilities. Is this correct, has it been reviewed?

Gravina access has for too long also been an obstacle for our seniors and physically challenged. Has this been reviewed?

Thank you for your time.

Respectfully,
Sherrie Yunker

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 4:45 PM
To: 'Jim Pomplun'
Cc: dot.stip
Subject: RE: 2016-2019 STIP Comments

Mr. Pomplun,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

The Black Sands Beach Access project is in the STIP for design and Right of Way in 2018 and construction in 2019.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Southcoast Field Office Planner Jim Potdevin, jim.potdevin@alaska.gov, or 907-465-8864.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Jim Pomplun [mailto:jimp@kgbak.us]
Sent: Friday, March 16, 2018 9:05 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: 2016-2019 STIP Comments

This comment is related to Need ID: 31031

I support the inclusion and funding of the Gravina Black Sands Beach Access Project. It would be an ideal use of funds in accordance with the entire Gravina Island development plan and in line with local needs and priorities. Improving recreational access on Gravina Island furthers development and utilization of the Gravina Island while increasing use of the Airport Ferry and the associated existing infrastructure.

Jim Pomplun
907-254-0432

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 4:47 PM
To: Bill Leighty
Cc: dot.stip
Subject: RE: REV 16Mar AM: Fixed guideway transit for Juneau: hydro-powered via hydrogen on-board fuel; no overhead wires nor electric rails

Mr. Leighty,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

While a fixed guideway system is an interesting concept, our funding constraints limit the work we can program in this version of the STIP to projects for which we have already begun design and those that answer the current priority of preserving and maintaining the existing infrastructure. Your proposal would involve a substantial investment in new infrastructure that would displace current high priority projects.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Southcoast Field Office Planner Jim Potdevin, jim.potdevin@alaska.gov, or 907-465-8864.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

From: Bill Leighty [mailto:wleighty@earthlink.net]
Sent: Friday, March 16, 2018 3:30 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: REV 16Mar AM: Fixed guideway transit for Juneau: hydro-powered via hydrogen on-board fuel; no overhead wires nor electric rails

DOTPF SE AK STIP comments, below

Bill Leighty
Director, The Leighty Foundation (TLF)
Principal, Alaska Applied Sciences, Inc. (AASI)
Box 20993, Juneau, AK 99802-0993
907-586-1426 Cell 206-719-5554
www.leightyfoundation.org/earth.php

James, John, Chris, Kirby, Alec, DOTPF STIP, **REV: 16 Mar 18 1700 PDT**

Please FWD as you wish; relevant to our Cluster Industry Working Groups for Renewable Energy and Visitors.

Below is some news in **REFERENCES** from the transportation frontier, relevant to Juneau's planning, as a community of responsible citizens, businesses, governments, and other organizations, for:

- Solving or mitigating the cruise ship tourism congestion problems at downtown docks, MGVC - MGRA, and at other points on Juneau's road system, perhaps with a hydroelectric-powered fixed-guideway transportation system (FGS): track of some kind, usually steel-wheel-on-steel-rail, generally streetcar, light rail, or bus transit dedicated right-of-way (ROW)
- Helping the USFS fulfill its mission at the MGVC - MGRA
- Solving or mitigating other aspects of the summer tourism congestion problems: airport, ferry terminal, general
- Improving air quality and noise pollution problems everywhere in Juneau, but especially at the downtown docks and at MGVC - MGRA
- Protecting and enhancing Juneau's reputation as a visitor destination: rather clean and uncrowded and "un-touristy" ten years ago, but in danger of degradation
- Protecting and enhancing the quality of life for Juneau's full-time residents, governments, and other enterprises
- Reducing vehicle miles traveled (VMT) by light duty vehicles (LDV's) on Juneau's roads and highways; reducing highway gasoline consumption from ~ 10 million gallons per year @ \$ 3.50 / gallon = \$ 35 million / year in fuel cost alone
- Reducing vehicle miles traveled (VMT) by buses and other heavy vehicles on Juneau's roads and highways; reducing fossil fuels (primarily diesel) consumption from ~ several million gallons per year
- Building a seed cluster industry for renewables-source energy production and use in Juneau and in SE AK
- Building the market for hydroelectric-source energy, as electricity and as hydrogen and / or anhydrous ammonia (NH₃) fuels derived from CO₂-emission-free electric energy
- Capturing otherwise-spilled or -curtailed hydro energy as energy stored in hydrogen and NH₃ fuels, for later use
- Relief for the State of Alaska from the high cost of providing "free parking" (see Reference: "The High Cost of Free Parking")

As expected summer cruise ship traffic approaches 1.3 million, the congestion problems will not be mitigated by costly conversion to battery electric vehicles (BEV's) replacing diesel-powered buses of ~ 40 - 60 pax each.

Proposed BEV buses will be new, costly, and designed to meet "Lower 48" service where required range (distance between charge) may exceed Juneau's summer service range needs.

These costly assets will probably be seasonally shipped into and out of Juneau, for service elsewhere, rather than allow them to be stranded assets 7 months of year.

Much of FGS rolling stock may also be seasonally shipped into and out of Juneau, for same reason.

Juneau, CBJ, DOTPF, and the cruise ship industry have never seriously considered a fixed guideway transportation system for Juneau, although someone -- usually me -- occasionally superficially and briefly waves his arms suggesting that we do.

We haven't because:

- Serious consideration would require funds for a consulting study
- We've all, always assumed that the private vehicle is the preferred transport mode and that accommodating it has priority in planning and construction

- DOTPF doesn't want to be responsible for anything extraordinary; they have no expertise in fixed guideway design; hiring consultants for such design deprives their staff of planning work and budget
- "Highways" funds cannot be used for "transit" construction or planning
- Juneau nor Alaska has sought fed funding for evaluating, planning, or building FGS
- Conventional wisdom is that Juneau's population of 30,000 is too small to support a FGS
- Conventional wisdom is that constructing a FGS system is too expensive for Juneau to afford and justify
- Neither the cruise ship industry nor other tourism components have been receptive
- We haven't imagined how to "pay for it", i.e. monetizing its benefits so that they might exceed its costs, for a positive benefit / cost ratio
- As Murray Walsh said at the "Light Rail for Juneau ?" concluding panel in 1991: "Light rail for Juneau is a bold idea, but Juneau is not a bold town"

Consequently, we've not attempted even an amateur, design charette level conceptual or community or visitor industry planning process, that I know of.

I've been on Grampa duty in Marin County, CA all of March, but will home 28 Mar - 11 April if any planning meetings are likely, or *ad hoc*. Please advise if I may be included and helpful.

How to pay capital cost (capex) and operation cost (opex) for a fixed-guideway system that would serve all of summer visitors, other visitors, legislators and supporters, and local folks ?

How to monetize these to pay for the FGS, i.e cash for design and construction ?

- Residual funding from Juneau Access study that might be repurposed or re-appropriated for FGS
- Recover land now committed to parking lots of all sizes, as Juneau reduces its dependence on privately-owner LDV's
- Avoiding capex of building
 - New infrastructure at MGVC - MGRA for vehicles of all sizes
 - New infrastructure at cruise ship docks to accommodate more "street" vehicles of all sizes
 - Parking structures anywhere in the community
 - New infrastructure at airport for more "street" vehicles of all sizes
- Avoid capex of fleets of BEV buses for the cruise ship visitor industry segment; not all buses could be replaced, because many shore excursions would be off the FGS
- Avoid capex of new Capital Transit buses
- Saving citizens the annual cost of ownership of perhaps 1/3 of the present Juneau LDV fleet: ~ 8,000 LDV's @ \$ 8,000 / year cost of ownership = \$ 64 million annual savings in after-tax income.
- Saving businesses, and all organizations the annual cost of ownership of a part of their fleets
- Reduce school busing cost, if most students could ride the FGS
- Reduce capex and opex of delivery of a significant fraction of mail, packages, and freight, which could be carried on the FGS to distribution depots
- Reduced capex for building more housing units as people convert their surplus garage space to rental units
- Motivate high-density development at most of the stations, reducing the need for mobility
- Reduced health care costs because people walk more

Significant intangible benefits to offset monetary costs:

- Better health and wellbeing through exercise: driving less and walking more
- Savings in diverse external costs of burning fossil fuels: global warming, ocean acidification, and sea level rise from CO2 emission; habitat degradation and destruction; species extinctions; violent human conflict
- Motivate and enable city design for access, rather than for mobility; people want and need access; the demand for mobility indicates inefficient urban design

Several organizations sponsored a two day visit by Frank Guzzo, Siemens Mobility, in July 1991, on the topic, "Light Rail for Juneau ?", culminating in a 10-person panel at Centennial Hall. I have an audio recording of that panel as an .mp3 which I will be happy to send you.

Mr. Guzzo told us he was no substitute for a professional transportation consultant study, but he met with DOTPF, CBJ, Capital Transit, and cruise ship industry planners for a general discussion of transportation in Juneau.

I think his visit was welcomed and helpful, but that was long ago. Perhaps he'd considered a return visit; I think he's still with Siemens, based in Sacramento, CA.

With less State of Alaska spending in Juneau, for the near-term and possibly longer, we need to:

- Reduce the cost of living and of doing business in Juneau, for everyone;
- Attract new residents to Juneau: an elegant FGS might help, while Juneau's continuing isostatic rebound outpacing sea level rise offers a refuge for coastal residents losing their homes and businesses to accelerating sea level rise.

A hydroelectric-powered FGS would be consistent with, and perhaps important or essential to:

- Juneau Renewable Energy Strategy (JRES) adopted by the Assembly in Feb 2018
- Juneau Climate Implementation and Action Plan of 2011,
- "Energy", Chapter 6, Juneau Comprehensive Plan
- JEDC Cluster industry working groups strategy: Renewable Energy, Visitors clusters
- Juneau airport next design and renovation phase: avoid investment in parking
- State of Alaska, DOTPF, 2018 - 2021 draft STIP (comments close 16 March) <https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=188609>
- Juneau's Commission on Sustainability, Renewable Juneau, 350.org, and Interfaith Power and Light groups
- UNFCCC COP21 Paris accords, year 2015
- Mayors' National Climate Action Agenda (which I believe Juneau's Mayor has not yet joined)

At the 22 Feb JEDC Innovation Summit in Juneau, John Binkley, representing the Cruise Lines International Association of Alaska (CLIAA), said that accommodating expected increased passenger volume is entirely the destination community's responsibility.

Preventing Juneau's degradation, for the enjoyment of both residents and all visitors, by visitation volume exceeding Juneau's comfortable "carrying capacity", is also our community's responsibility. This accommodation may be best provided by a FGS for Juneau capable of elegantly serving the 1.3 million cruise ship visitors expected in 2019, as well as the interests of all other visitors and of Juneau residents.

We've all seen lovely visitor destinations degraded by excessive popularity and development. We should try our best to prevent that unfortunate fate for Juneau, and for Alaska.

Those who use the putative FGS would pay for its capex and opex. How to do that would be a topic for both an informal, preliminary, community-level conceptual conversation and for a professional

consulting study of a FGS, if community and visitor industry interest justified it. The cruise ship industry might be the highest-volume patron; it would pay most of the cost. This process and investment would be encouraged by CLIAA's withdrawing its extant lawsuit, or by its settlement in CBJ's favor, so that amicable planning for future tourism might resume.

In response to my question to John Binkley, at the 22 Feb Innovation Summit, "What are they thinking and the cruise ship lines headquarters, about how to accommodate a 30 % increase in ship passengers in two years, in shoreside infrastructure ?", I believe he replied, "We can do that with electric buses." Electrification, via BEV or fuel cell vehicle (FCV) buses would greatly help improve noise and air quality, but little -- if anything -- to mitigate vehicle congestion at either cruise ship docks or at MGVC - MGRA.

My purpose in this email is to encourage us to do better, think more broadly about our opportunity and responsibility.

FCV's will probably eclipse BEV's, especially in larger vehicles. BEV's will become technically and economically suboptimal. Both BEV's and FCV's are "electrification of transportation". In Juneau we would make the hydrogen fuel for FCV's of all sizes from hydropower via electrolysis of water, enabling fueling an LDV in about 3 minutes and a FGS "train" in about 30 minutes, with a full day's range for the train.

In contemplating a FGS value to Juneau, we need to consider these transportation trends:

- Transportation Network Companies (TNC's) -- Uber and Lyft and others -- are providing much of the travel, mobility, and access provided by privately-owned vehicles only a few years ago;
- Automated Vehicles, aka Autonomous Vehicles, aka self-driving cars, will become available soon, and will probably further displace vehicle miles traveled (VMT) in privately-owned vehicles;
- Young people are less interested in personal vehicle ownership;

"Transportation As A Service" (TAAS) is consequently emerging as the likely driver for community and transportation planning, as a consequence of the above, enhancing our motivation to consider a FGS for Juneau at this time.

What would a FGS cost, in capex, opex, and operating energy ? In my primitive understanding: Capex depends largely on:

- Topology of the right-of-way (ROW): are any grade-separated features (overpasses) required ? May the FGS "trains" run in established streets and roads in mixed-mode ?
- Buildings: stations, maintenance facility
- Rail installation: tracks and switches and controls
- Rolling stock: cars (pax and other), locomotives
- Electrification of rails, if needed: overhead catenary wires and support poles; not needed if trains are powered by electricity derived from on-board hydrogen or ammonia carbon-free fuels, via fuel cells

Opex depends largely on:

- Labor: operators, supervisors, maintenance of rolling stock, tracks, energy supply
- Energy: in Juneau's case, hydroelectricity, perhaps converted to hydrogen or ammonia fuels carried on-board

This is a complex situation, of great consequence, and thus deserves our community's attention at this time.

Thank you for your consideration.

Bill Leighty
586-1426 Cell 206-719-5554
wleighty@earthlink.net

REFERENCES

Hydrogen commuter trains; hydrogen for mobility; hydrogen in general. See also Bill's presentations at: www.leightyfoundation.org/earth.php

- <https://www.smartrailworld.com/video-of-the-week-all-aboard-the-worlds-first-hydrogen-commuter-train>
- <https://www.railjournal.com/index.php/rolling-stock/siemens-and-ballard-to-develop-fuel-cell-train.html>
- [https://www.siemens.com/press/en/pressrelease/?press=/en/pressrelease/2018/mobility/pr2018020172moen.htm&content\[\]=MO](https://www.siemens.com/press/en/pressrelease/?press=/en/pressrelease/2018/mobility/pr2018020172moen.htm&content[]=MO)
- <http://www.industry.siemens.com/topics/global/en/pem-electrolyzer/silyzer/application-areas-sectors/pages/hydrogen-mobility.aspx>
- <https://www.siemens.com/au/en/home/company/topic-areas/sustainable-energy/the-power-of-hydrogen.html>
- <https://www.siemens.com/innovation/en/home/pictures-of-the-future/energy-and-efficiency/the-future-of-energy-wonder-fuel-hydrogen.html>

Hydrogen buses in

Europe: https://custom.cvent.com/317112D1D0744F7EA3023ABBB8F800E2/files/15704b8c6f5240d39c3bd8269d934bce.pdf?utm_source=emailmarketing&utm_medium=email&utm_campaign=itm_power_march_newsletter&utm_content=2018-03-13

UK goal - no diesel trains: https://www.smartrailworld.com/hydrogen-the-favoured-solution-as-uk-government-makes-public-aims-to-scrap-all-diesel-only-trains-by-2040?utm_source=emailmarketing&utm_medium=email&utm_campaign=itm_power_march_newsletter&utm_content=2018-03-13

Recent Siemens personnel who may be involved in FGS:

Michael.Latour@siemens.com.
Richard.trail@siemens.com.
Frank.Guzzo@siemens.com.
Heinz.hoffmann@siemens.com

Michael Latour – *Siemens* Industry Inc - +49 9131 21960 -

Bill Leighty
Director, The Leighty Foundation (TLF)
Principal, Alaska Applied Sciences, Inc. (AASI)

Box 20993, Juneau, AK 99802-0993
907-586-1426 Cell 206-719-5554
www.leightyfoundation.org/earth.php

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 4:51 PM
To: pstern
Cc: dot.stip
Subject: RE: Draft Stip comments

Mr. Stern

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (ADOT&PF) Statewide Transportation Improvement Program (STIP). The Department appreciates your comments regarding pedestrian improvements in the Fairbanks area. Public engagement and participation are important components to the success of the ADOT&PF mission.

The University Avenue Rehabilitation and Widening project will address your concern regarding the sidewalks between Airport Way and the Mitchell Expressway. This project will be constructed in phases starting on the northern end of the road in 2018. This phase is currently in design and is scheduled to be constructed after 2021.

The other pedestrian improvements will be listed in the Fairbanks Metropolitan Area Transportation Solutions (FMATS) 2045 Metropolitan Transportation Plan (MTP) and will need to be nominated as projects through FMATS.

If you have additional questions or concerns regarding transportation projects in your area, please do not hesitate to contact the Fairbanks Area Planner, Randi Motsko at 907-451-2386 or randi.motsko@alaska.gov.

Sincerely,

Maren Brantner
STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

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

From: pstern [mailto:pstern@alaska.net]
Sent: Friday, March 09, 2018 10:21 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Draft Stip comments

hello:

1.

In Fairbanks the University Ave South from Airport Way to the Mitchell Express Way needs to have a sidewalk installed very soon. This area currently has a narrow shoulder that is not very usable in the winter.

Winter tourism is bringing more and more tourists in to Fairbanks and the ones staying at Sophie Station Hotel need a safe way to get to Fred Meyer or Safeway. Right now they often end up having to walk in the roadway.

The STIP needs to include money for planning for a sidewalk project that can be possibly built before the end of this STIP planning period.

The Anchorage airport has pretty good bike ped access which should also be built for the Fairbanks airport East and West ramps.

2. An extension of this project would be sidewalk from the Mitchell Expressway along University Ave South serving the East Ramp of the airport. This is a corridor that passengers often walk and employees use for cycling to work. The route currently has a narrow shoulder.

3. A pedestrian/bike path needs to be built from the Airport Way/Boat Street intersection to the Fairbanks International Airport and then onto Airport Industrial Way to the end of the runway area. Tourists, public are very often walking on the shoulder of Airport Road to get from the airport, Princess or Pike's hotels to Fred Meyer

Bicyclists and air crews walking on Airport Industrial Way, from the airport to places of employment need a safe way to traverse this corridor.

There are also numerous people who cycle to work in this area. This is a project that needs planning money.

peter stern

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 4:55 PM
To: Joe Connolly
Cc: dot.stip
Subject: RE: Suggestion For Road Improvement Project

Mr. Connolly,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

We appreciate your concern about fixing and repaving Upper D'Armoun Road. The funds you previously received for Toilsome Hill Road and Canyon Road were direct State appropriations put in the State Capital Budget by the Legislature. To receive additional funds of this type, you would need to work directly with your area legislators. State funding is most ideal for this type of project as these funds are more flexible than federal funds and more appropriate for low volume, locally owned roads.

Federal funding, which is used for the majority of projects in the STIP, has strict requirements and long project development timelines. The Department does not have the ability, with federal STIP funds, to prepare a project for construction in the timeframe you have available. Federal funds are primarily used for the State's higher volume and higher speed roads. Local projects may be awarded federal funds through the Community Transportation Program (CTP). To be eligible for this program, you would need to work with your local government to identify this project as a priority and secure matching funds for a minimum of 9.03% of the total project cost. This is a highly competitive program and most successful projects will contribute additional match and/or contribute to the state's current maintenance burden. More information about this program can be found at http://www.dot.state.ak.us/stwdplng/cip/stip/projects/1821_ctp_peb.shtml.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Joe Connolly [mailto:joe@chugachpeaks.com]
Sent: Thursday, February 01, 2018 12:43 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Suggestion For Road Improvement Project

Hello,

I am the chairperson for the Glen Alps Road Service Area - Recipient of a grant we have been using to improve Glen Alps Road, and Canyon Road to facilitate access to Chugach State Park. We are currently working through Phase 3 of 3 of that project, and will be out of money after it is complete.

We have successfully completed the Glen Alps Road paving project to the Glen Alps Trailhead, and paved half of Canyon Road leading to the Rabbit Lakes trailhead. As part of the master plan for Chugach State park, there is a new trailhead proposed and designed for the Rabbit Lakes trailhead area. They have already completed preliminary work on that with grading and widening of part of the road. More work is anticipated later.

As we finish the paving on Canyon Rd, we have made a goal to figure out a solution to Upper D'Armoun Road, which was last paved over 20 years ago. It's current status is frost-heaved, cracking, and in general - terrible. Upper D'Armoun road connects Hillside Drive to Canyon Rd. Hillside and Rabbit Creek are up for new pavement, if I recall correctly.. completing this section of road would be a nice addition that would allow this entire area to be fully connected with new roadway almost all the way to the park.

Our service area has an operating budget of about \$270,000/year. This includes all winter maintenance/snow removal, and any summer maintenance work.

To fix and pave Upper D'Armoun Road properly, would cost approximately \$800,000 according to our contractor. This is well out of the scope of our budget and we could never get the project properly completed without state assistance.

If it is possible to add this to a state list of things to do, that would be great - or, if we could somehow receive another grant, that's an idea as well. Or, if we could do a joint project where we provide some of the funding, we might be able to work something out there. With the state's equipment already on-site this summer, adding 1 mile of paving might be more cost effective. Perhaps we could do the tear up and site prep?

Thank you for the consideration.

Joe Connolly
Glen Alps Road Service Area
907-301-9400 (work)
Joe@chugachpeaks.com

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Friday, April 20, 2018 4:59 PM
To: Wayne Mundy
Cc: dot.stip
Subject: RE: Comment on Draft STIP

Mr. and Mrs. Mundy,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

I am happy to inform you that the planset had previously been modified to include the signal at this location (not just plumbing for a future signal) as well as the right turn lane you requested. Currently, the schedule is to begin construction operations this month starting with preliminary survey, environmental work, and beginning the electrical work, starting at Bridge Access Road. Temporary signals will be going up at Bridge Access and Poppy Lane within the first few weeks of work. The Project completion date is September 15, 2018.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Wayne Mundy [mailto:ak69wam1@gmail.com]

Sent: Monday, February 05, 2018 1:30 PM

To: dot.stip <dot.stip@alaska.gov>

Subject: Comment on Draft STIP

My name is Wayne Mundy and I live in Kenai off of Ciechanski Road. This is my year round residence. My comments are as follows:

STIP #26113; Kalifornsky Beach Road point mile 16-23.

I am pleased to see that a signal will be installed at Gaswell and K-Beach Road. However, I noted that at the intersection of Ciechanski Road and K-Beach there will be only "plumbing for a signal" at this intersection. I strongly recommend that DOT reconsider and install the signal at this time. K-Beach is a heavily traveled road, especially during the morning, noon and evening hours when workers are commuting. There are a significant number of year round residents that rely on Ciechanski to access K-Beach. During these times, as well as

others, the traffic is backed up on Ciechanski for a long time. I have personally waited 20+ minutes trying to gain access to K-Beach in the direction to Soldotna. In addition to the residential traffic, Davis Block has commercial trucks hauling concrete and blocks that require a longer time to cross traffic, thus causing a traffic jam waiting to make that left hand turn. During the summer there have been 2 gravel pits operating off of Ciechanski Road that also need to access K-beach Road for their commercial trucks. In the winter the roads are slick and it requires additional time to gain access to K-Beach. It is not unusual for drivers making a left off of Ciechanski to take chances in making this turn creating an unsafe situation. An acceptable alternative could be a traffic signal that operates only during peak traffic hours.

As a second comment on ID 26113 it would be helpful if you established a right turn lane on K-Beach on to Ciechanski Road coming from the Soldotna side. Currently the traffic that is turning onto Ciechanski from K-Beach in this area either slows down to make the right turn or tries to move to the shoulder to make the turn. Either way it is not uncommon for thru traffic to move to the left and encroach in the left turn lane on K-Beach road from the Bridge access. A new turn lane for the traffic from Soldotna would greatly improve safety in this area.

Thank you for the opportunity to comment on this STIP.

If you need any additional information regarding these comments please let me know. My contact information for you is:

Wayne & Twyla Mundy

46210 Woodwill Dr

Kenai, AK 99611

907-598-1510

my email: ak69wam1@gmail.com

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 10:47 AM
To: John Weddleton
Cc: dot.stip
Subject: RE: Comments for 2018 STIP

Mr. Weddleton,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

We understand your concern about expediting delivery of the Academy Drive and Vanguard Drive improvements. The 92nd avenue connection is a part of the AMATS Long Range Transportation Plan and the department accommodated this connection into the design of the Seward Highway project. An Environmental Document for the Seward Highway project was approved in 2006 after years of development. The proposed work by the Municipality at Academy/Vanguard is not identified in this document therefore it cannot be added to the construction phase.

Generally within the state's metropolitan planning areas, STIP funds are directed towards projects on the National Highway System, and metropolitan transportation funds are directed towards other road projects. I understand in the recent past you might have been directed towards the STIP for funding, however, (other than local funding, as originally proposed) the AMATS TIP is a more likely venue for federal funding than the STIP. Please be aware that this draft STIP has resulted in an overall increase of approximately \$6 million in annual funding to AMATS.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512. You may also find out more about AMATS transportation planning at <https://www.muni.org/departments/ocpd/planning/amats/>.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: John Weddleton [mailto:john@weddleton.com]
Sent: Thursday, March 15, 2018 11:02 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: Comments for 2018 STIP

Project 30691 should be expanded to include the project to upgrade Academy and Vanguard to handle the increased traffic to those streets. The project as proposed is incomplete as those improvements are necessary to achieve the goals of this project. I understand that the Academy/Vanguard project has been handed to the MOA to build. That is inappropriate given that the project is needed to complete the State DOT project.

Need ID: 30691 Title: Seward Highway O'Malley Road to Dimond Boulevard Reconstruction Phase II
Region: Central Place Name: Anchorage Highway: Seward Highway Project Description: This is the second phase of the Seward Highway project, and will reconstructs the Seward Highway from Dimond Boulevard to O'Malley Road. Project includes an underpass to connect 92nd Avenue (west of the Seward Highway) with Academy Drive (east of the Seward Highway). The design and first construction phase are under Need ID 29731. Phase Fund FFY17 FFY18 FFY19 After2019 Right of Way AC 0 0 18,194,000 Right of Way SM 0 0 1,806,000 Totals: 0 0 **\$20,000,000** 131,012,000

Thanks,

John Weddleton
907-317-0222



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Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 1:59 PM
To: Roger Healy
Cc: Rorie.Watt@juneau.org; John.Bohan@juneau.org; dot.stip
Subject: RE: Comment on Draft STIP

Mr. Healy,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

The Southcoast Region planning and preconstruction staff are aware of the deteriorating pavement conditions in the area you've addressed. While we were unable to include new projects in this new STIP, we will be considering a call for Community Transportation Program (CTP) project nominations in the future and the work you've identified may be appropriate for consideration at that time. There are many challenges inherent in the work that is necessary, particularly on Marine Way and South Franklin Street as you discussed recently with the regional staff. We look forward to coordinating our efforts to find a mutually beneficial solution to those difficulties.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Southcoast Field Office Planner Jim Potdevin, jim.potdevin@alaska.gov, or 907-465-8864.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Roger Healy [mailto:Roger.Healy@juneau.org]
Sent: Friday, March 16, 2018 2:28 PM
To: dot.stip <dot.stip@alaska.gov>
Cc: Rorie Watt <Rorie.Watt@juneau.org>; John Bohan <John.Bohan@juneau.org>
Subject: Comment on Draft STIP

The City and Borough of Juneau (CBJ) requests the Alaska DOT&PF program preconstruction monies for the reconstruction of Marine Way, South Franklin, Thane Road, and Egan Drive from the Egan/Seward intersection to the intersection of Thane Road and Mt. Roberts St. This route is a National Highway System route and is a vitally important transportation corridor for Juneau's economic vitality, access to Juneau's main point of entry for sea-bound goods and materials, and as a transportation route for businesses and residences. The pavement is rapidly deteriorating, cross slopes minimal from wear, and drainage in need of repair. The CBJ may need to replace some utilities prior to this reconstruction/resurfacing project. The CBJ will assist ADOT&PF in any way possible. Thank you, Roger Healy, Engineering and Public Works Director 586-0877

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:27 PM
To: 'lady_comets22@yahoo.com'
Subject: RE: Road by H-Marker

Thank you for your comments about the re-establishing the connection between Ptarmign Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Amber Jones [mailto:lady_comets22@yahoo.com]
Sent: Monday, February 12, 2018 12:51 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Road by H-Marker

Good Afternoon,

I have recently purchased a home in Bethel in Tundra Ridge. My spouse works at Ravn air. If you're from Bethel or have been to Bethel, you know that during non-winter seasons we would have to go all the way around Bethel for him to make it to work - which is 20 plus or minus minutes depending on traffic. He goes to work at 7 am. It would help tremendously if a road were to be built by H-Marker lake! Please, go through with the road as it would be extremely helpful for transportation to and from work, save money on gas and vehicle maintenance.

Thank you for your time,

Amber

[Sent from Yahoo Mail on Android](#)

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:30 PM
To: Rafe Johnson
Cc: dot.stip; Post, David E (DOT); Vanhove, Todd E (DOT)
Subject: RE: H Marker Lake Road

Thank you for your comments about the re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Rafe Johnson [mailto:rafe_johnson@lksd.org]
Sent: Monday, February 12, 2018 1:39 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: H Marker Lake Road

To whom this may concern,

I would love to see a road connecting Tundra Ridge with the existing road to Larson Subdivision. It was really convenient to have before they closed it down. It also is a safety issue. If the highway is closed down, there is no way to get to the airport in the summer.

thank you,

--

Rafe Johnson
Gladys Jung PE/Read 180 Teacher
National Archery in the Schools Trainer and Coach
Bethel, AK 99559

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:31 PM
To: Robert Champagne
Cc: dot.stip; Post, David E (DOT); Vanhove, Todd E (DOT)
Subject: RE: Yes... we want the road around H-Marker Lake in Bethel

Mr. Champagne,

Thank you for your comments about the re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Robert Champagne [mailto:Robert_Champagne@ykhc.org]
Sent: Monday, February 12, 2018 3:05 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Yes... we want the road around H-Marker Lake in Bethel

Folks,

Long time Bethel resident here. Yes, please put me down in support of road around H-Marker Lake. Saves so much time getting to airport.

Regards,

Robert A Champagne

Systems Analyst, Technology

Yukon-Kuskokwim Health Corporation

Financial Services

P.O. Box 528, Bethel, AK 99559

(p)907.543.6435 (f)907.543.6570

www.ykhc.org

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Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:30 PM
To: Ethan Forbes
Cc: Post, David E (DOT); Vanhove, Todd E (DOT); dot.stip
Subject: RE: Tundra Ridge Road Realignment

Thank you for your comments about the re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

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Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Ethan Forbes [mailto:forbese2@wwu.edu]
Sent: Monday, February 12, 2018 2:22 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Tundra Ridge Road Realignment

To whom it may concern,

My name is Ethan Forbes, I lived in the Tundra Ridge neighborhood for 18 years, with around 10 of those years being after the road was closed. From my observations over the years, this road is a necessity for the convenience and safety of Bethel residents. What used to be less than 5 minute drive to the airport and Larson subdivision is now around a 12 minute drive, while not a long drive by most standards, the cost of gas is also higher in Bethel than probably any town on the road-system. While the lake is able to be plowed in the winter, the cold season has been coming later and leaving earlier. I strongly support this project and believe it would alleviate some frustrations of Bethel residents.

Sincerely,
Ethan Forbes

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:30 PM
To: Marissa Rankin
Cc: dot.stip; Post, David E (DOT); Vanhove, Todd E (DOT)
Subject: RE: Road around H-Marker Lake

Thank you for your comments about the re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

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Maren Brantner
STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

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

From: Marissa Rankin [<mailto:marissa.kfriday@gmail.com>]
Sent: Monday, February 12, 2018 1:43 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Road around H-Marker Lake

I think a road around H-marker lake is a great idea.
It would increase safety of the community, having less vehicles risking going across the lake during the winter.
One vehicle falling through is too many.

Sent from my iPhone

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:31 PM
To: 'Carey Steele'
Cc: dot.stip; Post, David E (DOT); Vanhove, Todd E (DOT)
Subject: RE: Bethel H-marker Lake Road

Mr. Steele,

Thank you for your comments about the re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

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Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

From: Carey Steele [mailto:carey.steele77@gmail.com]
Sent: Monday, February 12, 2018 3:06 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Bethel H-marker Lake Road

Hello,

I have lived in Bethel since 2010 and the delta region since 2003. Having a road around H-marker lake would definitely help the traffic in Bethel. When I first moved here & traveled to Bethel we could use the road that was apparently put in by the city onto private land without permission. That was a great convenience during the non-winter seasons. Hopefully, this project will just include paying the private landowners (Warren Polk?) and not building an entirely new road, plowing over more tundra. I'd like to know more information about the actual plan for the road build.

Thank you for taking a public pole.

~ Carey

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:34 PM
To: Marcia L Haggerty
Cc: dot.stip; Vanhove, Todd E (DOT); Post, David E (DOT)
Subject: RE: Against road around H Marker

Ms. Haggerty,

Thank you for your comments about the re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

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Sincerely,

Maren Brantner
STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

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

From: Marcia L Haggerty [mailto:irishdreamer@me.com]
Sent: Monday, February 12, 2018 9:21 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Against road around H Marker

Hi,

I own a house on H Marker Lake and would prefer not to have a new road put in around the lake. I have fear about where it will be exactly, if it will go right through the space that that feels like my yard or further out from the H Marker homes. More importantly, our dirt road already gets rutted out and is sometimes impassable with the small amount of traffic we have. If everyone is able to get to our dirt road as a thoroughfare, our road will be impassable for many more days to weeks in the spring and on rainy days unless the state or the city agrees to make it a real road or fully maintain the dirt road.

Thank you for taking comments. My concerns might be different if I were aware of where the proposed road would be.

-Marcia

Marcia Haggerty
148 H Marker
Bethel, AK 99559

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:34 PM
To: Dianne Graham
Cc: dot.stip; Vanhove, Todd E (DOT); Post, David E (DOT)
Subject: RE: Tundra Ridge Road Realignment

Mr. & Ms. Graham,

Thank you for your comments about the re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Dianne Graham [mailto:aahija1044@gmail.com]
Sent: Monday, February 12, 2018 9:35 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Tundra Ridge Road Realignment

We are definitely in favor of a road in this location. We would use it often.

Bob and Dianne Graham, long time residents of Bethel Alaska, since 1969.

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:37 PM
To: Patty Jones
Cc: dot.stip; Vanhove, Todd E (DOT); Post, David E (DOT)
Subject: RE: Comment on Draft STIP

Ms. Jones,

Thank you for your comments about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner
STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

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

From: Patty Jones [mailto:patty_jones@lksd.org]
Sent: Tuesday, February 13, 2018 9:00 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: Comment on Draft STIP

Good Morning

This comment is regarding the road that is blocked around H-Marker Lake.

it is outrageous that one guy has the whole town on hold. In case of an emergency it will be nice to have that alternative route in stead of driving all over around town.

He had us for hostages for so long, please do something.

Please do not hesitate to contact me if you have any questions.

Thank you,

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:39 PM
To: Beverly Hoffman
Cc: dot.stip; Post, David E (DOT); Vanhove, Todd E (DOT)
Subject: RE: Proposed road around H Marker Lake.

Ms. Hoffman,

Thank you for your comments about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

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Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Beverly Hoffman [mailto:bev@kuskofish.com]
Sent: Tuesday, February 13, 2018 10:36 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: Proposed road around H Marker Lake.

"The state wants to hear from Bethel residents about a proposed road around H-Marker Lake. It's called the Tundra Ridge Road Realignment. Most of the money for the road will come from the state, while the city will cover about 9 percent. The Statewide Transportation Improvement Program is currently taking public comments now through March 16, 2018."

Good Morning Department of Transportation

It was over 9 years ago that the road connecting Tundra Ridge to Eddie Hoffman Highway was shut down by the Polk Family. The family owns the land that the road crossed through. Since that time Bethel population has continued to grow and traffic congestion increased due to lack of a road between the Tundra Ridge Road and Eddie Hoffman Highway. I support this project. It will bring much relief to our community. For example the Bethel Police Station is in Blueberry Subdivision. If a officer on duty is called to Tundra Ridge they now have to go several miles around to respond. I support a road that does not run through Tundra Ridge or any other subdivision as it would be too much traffic as we continue to grow. I am happy and grateful that the State and the City of Bethel are moving forward on this project. The sooner it is completed the better. Thank you. Beverly Hoffman

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:38 PM
To: Ryan
Cc: dot.stip; Vanhove, Todd E (DOT); Post, David E (DOT)
Subject: RE: H marker road in Bethel

Mr. Wheeler,

Thank you for your comments about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner
STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

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

From: Ryan [mailto:r_swheeler@yahoo.com]
Sent: Tuesday, February 13, 2018 10:15 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: H marker road in Bethel

I have lived in Bethel for 12 years now so I remember when the road was open. It is a major inconvenience having the road closed. I live in tundra ridge and traveling around to get to the airport, Larsen subdivision is not only a time drain, but at 4.00 a gallon is a financial drain. I emailed senator Hoffman for two years and Rep Herron and heard nothing in return. Driving across the lake in the the winter is a blessing, but also becomes a hazard with the thawing and freezing cycles making a mess of the lake road and causing people to get stranded in the middle of the lake. You can't build this road fast enough!!!!

Sent from my iPhone

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:39 PM
To: Lee Sundby
Cc: dot.stip; Vanhove, Todd E (DOT); Post, David E (DOT)
Subject: RE: Tundra Ridge Road Realignment: Road Around H-Marker Lake, Bethel, Alaska

Mr. Sundby,

Thank you for your comments about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

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Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

From: Lee Sundby [mailto:l2sundby@gmail.com]
Sent: Tuesday, February 13, 2018 11:27 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: Tundra Ridge Road Realignment: Road Around H-Marker Lake, Bethel, Alaska

To whom it may concern,

I am a teacher with Lower Kuskokwim School District in Bethel. The road around H-Marker Lake would cut a couple miles off my drive to work every day. That would be my benefit.

The City of Bethel and the State of Alaska would benefit because it would greatly reduce traffic on Chief Eddie Hoffman Way and Ridgecrest Drive (Bethel's paved roads). This would save money in repair and replacement of the pavement. The roads were completely repaved twelve years ago in 2006 but the heaves have been returning and worsening over the last couple years. I know this is mostly due to a reduction of permafrost, but the weight of trucks and cars must have some effect.

Thank you for your time and the opportunity to share my thoughts. Please feel free to contact me if you have any questions.

Lee Sundby
PO Box 2638
Bethel
AK 99559-2638

Cell: 907.545.5986

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:40 PM
To: ryanANDsteph Butte
Cc: dot.stip
Subject: RE: Tundra Ridge Road Realignment

Mr. Butte,

Thank you for your comments about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

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Sincerely,

Maren Brantner
STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

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

From: ryanANDsteph Butte [mailto:ryansteph@yahoo.com]
Sent: Tuesday, February 13, 2018 11:48 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: Tundra Ridge Road Realignment

To whom it may concern,

My name is Ryan Butte and I live in Tundra Ridge. I have lived in Bethel since before the current road was closed to the public. I have lived in Tundra Ridge for 7 years and enjoy the road across the lake every winter. It is my opinion that the fastest and least expensive option for this road realignment is to reopen the existing road. However, the road will need to be rebuilt so as to avoid the washout that occurred every spring. The existing road as I understand was originally just a trail that over time had sand fill placed until it was wide enough to allow for two lane traffic. The road was likely not built to any engineering standards and thus has the seasonal failure due to spring melting. The road would become impassable during spring melt and periods of heavy rain. I believe this is what led to the property owner closing the road, they could no longer get to their house.

In any case, Bethel needs the road to complete the loop around the town. This will shorten travel distance and time for all residents and organizations. Thus lowering operating costs and response times for city services, whether roads maintenance, water, sewer, police, or fire. Economic impact will also be felt by private industry if travel time is reduced by the realignment. Access to the schools and airport will also be improved. A side effect

would also be improved access to the hospital, as traffic congestion would be alleviated due to the “loop”.
Thank your reading my comments. Good luck in your research and design.

Sent from my iPhone

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:44 PM
To: Brent Beans
Cc: dot.stip
Subject: RE: Bethel, AK Tundra Ridge Road Realignment

Mr. Beans,

Thank you for your comments about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

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Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

From: Brent Beans [mailto:brent_beans@lksd.org]
Sent: Tuesday, February 13, 2018 2:24 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Bethel, AK Tundra Ridge Road Realignment

I live in the 9100 block of Ptarmigan Street, BETHEL, AK

I'd like to see a map of the Proposed H-Marker Lake road.

--
~ ~ ~ ~ ~

Brent Beans
Technology Dept.
Lower Kuskokwim School District
907-543-4933

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:44 PM
To: Marthe Born
Cc: dot.stip
Subject: RE: H-Marker Lake Road Bethel

Marty,

Thank you for your comments about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

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Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Marthe Born [mailto:marthe_born@lksd.org]
Sent: Tuesday, February 13, 2018 1:28 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: H-Marker Lake Road Bethel

Statewide Transportation Improvement Program:

The residents in Bethel are in serious need of a Tundra Ridge Road Realignment. Please consider:

1. There is a considerable waste of expensive fuel when residents are forced to drive all the way through town because there is only one way in and one way out of the Tundra Ridge subdivision.
2. The wear and tear is greater on Ptarmigan street because it is the only ingress and egress to Tundra Ridge.
3. Must we wait until there is a loss of life in Tundra Ridge because time was wasted having to detour through town because the H-Marker Lake road is closed?
4. Must we wait until a home burns down, or a life is lost, because the fire truck and ambulance must detour through town when responding to an emergency in Tundra Ridge?

We need some relief. The person blocking this road is simply greedy and has no sense of public service. I would even pay a twenty-five cent toll if I could just shave a few miles off of my drive whenever I have a need to go to Tundra Ridge.

Thank you for reading this email.

Marty Born

--

MARTY BORN, MEd
Professional School Counselor
Lower Kuskokwim School District
Bethel, Alaska 99559
907-545-1031

*Imagine the choices you'd make if you had no fear
--- of failing, of losing, of being alone, of disapproval.*

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:45 PM
To: Aaron Webber
Cc: dot.stip
Subject: RE: comment on Bethel Tundra Ridge Road Realignment (Road around H-Marker Lake)

Mr. Webber,

Thank you for your comments about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

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Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Aaron Webber [mailto:elderwebber@yahoo.com]
Sent: Thursday, February 15, 2018 1:42 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: comment on Bethel Tundra Ridge Road Realignment (Road around H-Marker Lake)

I am just writing to say I support the road around H-Marker Lake from Tundra Ridge. I live in Tundra Ridge and it would be a great blessing to be able to get to the airport in 5 minutes instead of 20.

Aaron Webber

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:45 PM
To: Brian Lefferts
Cc: dot.stip
Subject: RE: STIP comments

Mr. Lefferts,

Thank you for your comments about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The project is scheduled to begin later this calendar year, but it is still anticipated to be 5-6 years before construction starts due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner
STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

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

From: Brian Lefferts [mailto:ak.lefferts@icloud.com]
Sent: Saturday, February 17, 2018 10:38 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: STIP comments

Good evening,

I'm writing in support of the Tundra Ridge Road Realignment project, and request that the project connect to Ptarmigan road to the east of Tundra Ridge. This will help limit the amount of traffic in the subdivision by keeping through traffic out.

Quyana,
Brian Lefferts
Bethel Resident
907-545-1279

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 4:50 PM
To: John Sargent
Cc: dot.stip
Subject: RE: Bethel - Tundra Ridge Road Realignment Support

Mr. Sargent,

Thank you for your comments about the re-establishing the connection between Ptarmign Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

We appreciate the City of Bethel Resolution supporting the Tundra Ridge Road Realignment Project, Need ID 31489. We anticipate the draft 2018-2021 STIP will be approved in April and that environmental and preliminary design efforts will soon follow once the funds are obligated.

Again, thank you, and the City Council, for your review and input on the draft 2018-2021 STIP.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

From: John Sargent [mailto:jsargent@cityofbethel.net]
Sent: Thursday, March 15, 2018 9:03 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: Bethel - Tundra Ridge Road Realignment Support

Please find a support document attached for the Tundra Ridge Road Realignment Project to take place in Bethel, Alaska. This is an official resolution from the Bethel City Council.

--
John Sargent
Grant Manager
City of Bethel
PO Box 1388
Bethel, AK 99559
907-543-1386
jsargent@cityofbethel.net

Introduced by: Peter Williams, City Manager
Date: February 13, 2018
Action: Passed
Vote: 5-0

CITY OF BETHEL

Resolution # 18-04

SUPPORT FOR TUNDRA RIDGE ROAD REALIGNMENT PROJECT LISTED IN 2018-2021 DRAFT OF STIP

- WHEREAS,** the Alaska Department of Transportation and Public Facilities (ADOT&PF) prepared the 2018-2021 draft of the Statewide Transportation Improvement Program document and it is available for public comment through March 16, 2018;
- WHEREAS,** the Tundra Ridge Road Paving Project, valued at \$3.9 million and found in the 2016-2019 STIP, was reconfigured to be the Tundra Ridge Road Realignment Project, valued at \$9.35 million;
- WHEREAS,** the STIP description for the Tundra Ridge Road Realignment Project is to "Construct Tundra Ridge Road on new alignment that provides a public road connection;"
- WHEREAS,** the Tundra Ridge Road Realignment Project may result in a road around H-Marker Lake, such that the community would have year-round access to and from the Tundra Ridge/Ptarmigan Area and BIA Road/Airport Area;
- ~~**WHEREAS,** the City of Bethel expects ADOT&PF to require the City to contribute 9.03% in local match;~~
- WHEREAS,** the City supports the Tundra Ridge Road Realignment Project and it's public road connection end result because it will achieve several major objectives: (1) provide a complete road circuit between Ptarmigan Street and the State Highway to facilitate resident mobility and transportation cost savings, (2) allow an efficient, more direct route for emergency response vehicles to serve those living in Tundra Ridge Subdivision and the west side of Ptarmigan Street, (3) cost savings to commercial businesses that rely on ground transportation in and around Bethel as part of their business model (e.g., taxicabs, restaurant that deliver meals, moving company);

Introduced by: Peter Williams, City Manager
Date: February 13, 2018
Action: Passed
Vote: 5-0

NOW, THEREFORE, BE IT RESOLVED that the Bethel City Council supports the
Tundra Ridge Road Realignment Project listed in the draft 2018-2021 STIP.

**ENACTED THIS 13th DAY OF FEBRUARY 2018 BY A VOTE OF 5 IN FAVOR AND
0 OPPOSED.**

FW

Fred Watson, Vice-Mayor

ATTEST:

Lori Strickler
Lori Strickler, City Clerk

Brantner, Maren H (DOT)

From: John Sargent <jsargent@cityofbethel.net>
Sent: Friday, March 16, 2018 2:04 PM
To: dot.stip
Subject: Comments on Tundra Ridge Road Realignment - Bethel

Please accept these comments on the Tundra Ridge Road Realignment Project slated for Bethel, Alaska and appearing in the proposed STIP.

You must develop and construct a new road around H-Marker Lake so that Tundra Ridge Road connects to the other side of Tundra Ridge Road or Ptarmigan Street. The community needs a road around the lake and to bypass the private property held by Polks and Charles. The Polks closed down the road years ago when they discovered that the road was actually on their private property. The City and State have tried countless times to negotiate with the Polks, to no avail. I'm so glad the State DOT finally renamed the project and added more money to support a new road. This new road is WAY more important than a paving project would have been.

City residents can ONLY drive over H-Marker Lake when it is frozen and in good condition. This is generally between December and early April. We've had days this year between that time period when it warmed up and the top of the lake became slushy or became 8" of water. Cars and trucks do not want to get stuck on the lake in the winter. Its dangerous for people to try and cross early in the season and late in the season. Also dangerous to get stuck in water and have to walk out and have vehicle frozen in the next day.

Please help the community avoid a lake road in winter time and give us a new road around H-Marker Lake. The community must have this connecting road so that emergency vehicles can get easily to houses on Tundra Ridge and Ptarmigan Street neighborhoods. Also, the residents living on the west end of Ptarmigan and Tundra Ridge subdivisions need to be able to access the airport easily. Quick access to them via road around the lake might be 4-5 minutes vs. 20 minutes all the way around to Akiak Street. Residents in this area will spend a lot more in gasoline and diesel to drive farther to town and to the airport and to Kasayuli neighborhood.

Please move the project up in time. Don't wait until after 2021 to construct the road. We have been waiting for 10 years or more for a way around the lake after the Polks closed the road. Please move it up to 2018 and 2019. Let's get this project constructed quickly. Help people in Bethel save money, save time, save lives and property by increasing access for emergency responders. Save money for businesses that deliver and furniture delivery companies. Save the City money by making it easier for us to deliver water and evacuate sewer from the residents living in Tundra Ridge and on the west end of Ptarmigan Street.

--
John Sargent
Grant Manager
City of Bethel
PO Box 1388
Bethel, AK 99559
907-543-1386

jsargent@cityofbethel.net

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 5:02 PM
To: Benjamin Charles
Cc: dot.stip
Subject: RE: H-Marker Road Proposition

Mr. Charles

Thank you for your comments about the re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

The preliminary work to study the project has not yet begun, so we cannot say whether your family's property will be affected. There currently is no chosen alignment, nor have we obligated any funding to the project or assigned a project manager. Hence, we have not yet contacted anyone relating to details about this project. Our intent is to re-establish a connection that provides public access between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway. The City of Bethel has hired a consultant to try and further this project, but we (State of Alaska DOT&PF) must follow a structured federal process that requires studying alternatives before an alignment is decided upon. Once we assign a project manager you will be added to a project contact list so that you may stay informed as the project develops.

The project is anticipated to begin later this calendar year, yet is still anticipated to be 5-6 years before construction due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alternatives to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Benjamin Charles [mailto:charles.benjamin.m@gmail.com]
Sent: Thursday, February 15, 2018 2:44 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: H-Marker Road Proposition

Good Afternoon,

I am unaware of any negotiations that have been brought to my family, the Charles family regarding the road proposal that would be built on our land. Please fill me in on where the road would be built.

Thanks,

Ben

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 5:08 PM
To: Angela Harris
Cc: dot.stip
Subject: RE: Bethel H Marker

Ms. Harris,

Thank you for your comments about the re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, (also known as Tundra Ridge Road Realignment). Public engagement and participation are important components to the success of the ADOT&PF mission.

In regard to your question about costs and match; the State is anticipating to cover the required non-federal match.

The project is anticipated to begin later this calendar year, yet is still anticipated to be 5-6 years before construction due to the federal project development process required to establish a new road alignment. The first step in the project development process will involve the environmental review to evaluate the impacts of various different alternatives to determine if the project can be accomplished without significant detriment to the environment (including berry habitat).

Once we assign a project manager you will be added to a project contact list so that you may stay informed as the project develops.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Maren Brantner
STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

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

From: Angela Harris [mailto:angelmaherharris@gmail.com]
Sent: Monday, February 12, 2018 1:40 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Bethel H Marker

When you state the city would pay about 9% of the cost....WHAT DOES THAT MEAN? An actual cost would be necessary. The city does not have a lot of income...Old outdated water/wast trucks....etc... Great ideas but MONEY doesn't grow on trees.

Angela Harris
Bethel,AK

Brantner, Maren H (DOT)

From: Post, David E (DOT)
Sent: Tuesday, April 24, 2018 10:19 AM
To: marc@interak.com
Cc: Brantner, Maren H (DOT); Heidemann, Marie E (DOT)
Subject: RE: STIP Comment

Marc,

It is hard to respond to your comments without understanding specifically which roads and highways you are concerned about because road design features are very condition specific, but I will try...

We have evaluated whether barriers would increase safety on both access controlled access highways and those expressways with limited access control. Alaska crash data indicates that in many instances this would cause sufficient non-injury incidents that currently consist of running off road into the center depressed median, (often, but not always, due to winter icing) to become severe or fatal accidents if the occupants were subject to a high speed collision with an impenetrable barrier or to be bounced back into traffic. Even raised curb medians often have the unintended consequence of causing vehicle rollovers or complete lack of control at higher speeds. The NTSB recommendation actually reads: "Work with the American Association of State Highway and Transportation Officials (AASHTO) to establish evaluative criteria for determining when to install median barriers on high-volume, high-speed roadways, regardless of access type". AASHTO in the development of their guidelines, The American Association of State Highway and Transportation Officials' (AASHTO's) Roadside Design Guide acknowledges the safety problems that could be associated with barriers and indicates that "median barriers should be installed only if the consequences of striking a barrier are expected to be less severe than if no barrier existed". Alaska's climate and existing transportation system is sufficiently unique that the safety of our citizens merits more analysis than a one-size fits all approach.

Our selected treatments on higher speed roadways are usually driven by safety (because of the potential safety issues). For example it was more expensive to widen the Seward Highway in a manner that preserved the depressed median (for safety benefit) than simply paving it over and installing concrete barriers to separate traffic. The state has many transportation challenges some of which originated at or near the time of statehood. Unfortunately, Alaska and Hawaii were exempt from both the requirement to create controlled access freeways (and the funding necessary to do so) when Congress passed the Federal-Aid Highways Act of 1956. We have been forced to be strategic and prioritize expenditures to provide the greatest safety for the amounts available. Portions of the Parks Highway, the Seward Highway, and Knik-Goose Bay Road all have projects in the works to provide focused expenditures on safety, (including establishing or retaining medians), where they will alleviate the greatest number of accidents.

When analyzing safety it is often necessary to identify which projects and designs provide the greatest safety benefit. This carries over to lower speed arterials and your concern about design of pedestrian and bicycle accommodations as well. Additional separation between pathways or sidewalks and vehicles is often preferable for a number of reasons. In an urban area that has developed over many decades, through many boom periods, the existing rights-of-ways are often insufficient for providing that separation. Again, the communication would be more focused if we understood which specific routes you were most concerned about but many of our facilities would require purchasing an entire row of business or homes on one side or the other of a major corridor to provide the needed width. We have encouraged the Municipality to take a more comprehensive approach to this problem and are making some headway. It is unlikely that all roads can be made to accommodate all users in our lifetime. A better solution may be to identify an adequate number of preferred routes that may be parallel to the most direct route, but would provide for significantly higher safety.

The issues you have raised are perplexing issues we are trying to address, and ones that defy a simple response to your email. In some instances the Department is bound by the scope funding established by AMATS, although there is often latitude. Generally for roads on the National Highway System, the Department has the primary decision authority.

I'd like to offer to speak with you in more detail if you have an interest.

David Post
Anchorage Field Office Planning Manager
269-0512

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

From: Brantner, Maren H (DOT)
Sent: Monday, April 23, 2018 12:03 PM
To: Post, David E (DOT); Vanhove, Todd E (DOT)
Cc: Heidemann, Marie E (DOT)
Subject: FW: STIP Comment

In case I didn't already send this.

Thanks!

Maren Brantner
STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

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

From: Marc Grober [mailto:marc@interak.com]
Sent: Wednesday, March 07, 2018 5:07 PM
To: Brantner, Maren H (DOT) <maren.brantner@alaska.gov>; Crabb, Mike (DOT) <mike.crabb@alaska.gov>; Heidemann, Marie E (DOT) <marie.heidemann@alaska.gov>
Subject: STIP Comment

The communication below and any files transmitted with it may contain privileged or confidential information. It is solely for use by the individual for whom it is intended, even if addressed incorrectly. If you received this e-mail in error, please notify the sender; do not disclose, copy, distribute, or take any action in reliance on the contents of this information; and delete it from your system.

Thank you for your cooperation.

.

DOT.STIP,

A major problem with the STIP at least from the perspective of urban communities is that funding is either project oriented, or hidden by virtue of target program (e. g. AMATS CTP). The fact of the matter is that DOT is engaged in a long term practice of rendering non-motorized transportation in urban environments difficult if not impossible in the winter, and hazardous at other times.

Of course the argument made is that maintenance of transportation corridors is an operational question, but that argument rings hollow when one realizes that initial design specifically incorporated operational guidelines which essentially mandate, for example, the use of sidewalks and trails for snow storage.

I have watched yearly as DOT crews fill up sidewalks as quickly as the Municipality clears them, while plow trucks shoot chunks of ice the size of a footballs at pathways that children use to go to school. These practice are BY DESIGN, and the measure of design funding in place at present not only fails to remediate such horrific practices, it promotes them.

At the same time, despite NTSB recommendations, DOT has failed or refused to implement barriers on all limited access control highways, and this continues to result in head-on collisions with horrific results. But you will not find an entry in STIP that provides for rectifying this situation, likely because that is not intended to move more traffic faster.

Safe transport for every. Try it out.

Marc Grober

address: Marc Grober, Esq.
5610 Radcliff Dr.
Anchorage Alaska 99504
email: marc@interak.com
telephone: 9073375687

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Tuesday, April 24, 2018 10:56 AM
To: Tracy Horn
Cc: dot.stip
Subject: RE: BETHEL ROAD

Ms. Horn,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

We recognize your concerns about maintaining the existing transportation infrastructure. DOT&PF maintenance forces have been working to temporarily improve conditions on Chief Eddie Hoffman Highway while we are preparing a resurfacing project for the highway (from Brown's Slough to the Airport) that is planned for 2019.

Regarding your concerns about re-establishing the connection between Ptarmigan Street and BIA Road/Chief Eddie Hoffman Highway, the first step is the environmental review process to evaluate the impacts of various different alignments to determine if the project can be accomplished without significant detriment to the environment (including berry habitat). Your comments have been forwarded to the Tundra Ridge Road project manager, so she may review your concerns to minimize any potential impacts.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

From: Tracy Horn [mailto:tracy_horn@lksd.org]
Sent: Tuesday, February 27, 2018 8:39 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: BETHEL ROAD

Hello, as a resident and home owner of Bethel, I strongly disagree with the proposed road route that was

recently requested to hear from the residents of Bethel.

Here's a few reasons why I disagree--

-the SOA is already in tight spot with funding--this money can go to other villages who are in more need of bettering or creating roads/runways in their villages

-DUST! Bethel is already a dusty place and this is right in the spot where a lot of locals who don't have boat transportation go and harvest their berries. Where will all the berry pickers who don't have river transportation go to harvest their berries?

-MORE DUST! We've had enough sand storms with the changing weather. People who are sick stay home because they can't breathe the air outside. People who are sick come to Bethel for treatment and have no choice but to go out and breathe this dust.

-Bethel roads (both cement and dirt) are already hard to maintain--how should this be any different? Who remember the current road that's already blocked--worst road to maintain ever. People would get stuck while pulling other vehicles that we already stuck, it was so bad. How will this be different?

-With the climate change and weather changing, this road will be hard to maintain, especially it being in a swampy area where all the roads are mucky.

-We don't need another road to connect to the airport, come out to Bethel and see the roads we have now. Drivers have to dodge all the potholes to get to where they're going and when they miss it due to a pothole being too full from rain, they're vehicles are broken down. The city should help pay for these driver's vehicles, it's not even funny. The current roads can't even be maintained and it's months before they're even fixed.

Thank you for your time.

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Tuesday, April 24, 2018 2:23 PM
To: tim.gilbert@maniilaq.org
Cc: dot.stip
Subject: FW: Kivalina Evacuation Road: mission critical

Mr. Gilbert,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding the Kivalina Evacuation and School Site Access Road project. Public engagement and participation are important components to the success of the DOT&PF mission.

We recognize that timeliness of the construction of the new road is important due to a number of factors including the financing of the new school and the erosion and flooding events experienced in the community. DOT&PF has partnered with the Northwest Arctic Borough (NAB), Native Village of Kivalina, and the City of Kivalina, to improve community safety in Kivalina. As the project's purpose and need states, the Kivalina Evacuation and School Site Access Road project would provide Kivalina residents a safe and reliable evacuation route in the event of a catastrophic storm or ocean surge, allowing evacuees to temporarily mobilize to safe refuge at an assembly site on K-Hill.

Identifying construction funding sources for the road continues to be a primary focus for all entities. The current funding allowing the project to proceed through the design phase was appropriated from a federal earmark. Additional funds will be required for construction and the department is committed to assisting the community in the development of this important project.

If you have additional questions or concerns, please contact Margaret Carpenter, Northern Region Field Office Planning Manager at margaret.carpenter@alaska.gov or 907-451-2252.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Tim Gilbert [<mailto:tim.gilbert@maniilaq.org>]
Sent: Monday, March 12, 2018 9:46 AM
To: dot.stip <dot.stip@alaska.gov>
Subject: Kivalina Evacuation Road: mission critical

To the Champions of Kivalina:

As you may know, the Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Highway Administration (FHWA), in partnership with the Northwest Arctic Borough (NAB), Native Village of Kivalina, and the City of Kivalina, are proposing constructing an evacuation road between Kivalina Island and a site on Kisimigiutuq Hill (K-Hill) where a school is planned for construction. The community of Kivalina has been working for decades with a variety of local, state, and federal agencies to address threats of coastal erosion and flooding. The Kivalina Evacuation and School Site Access Road project would provide Kivalina

residents a safe and reliable evacuation route in the event of a catastrophic storm or ocean surge, allowing evacuees to mobilize to safe refuge at a site on K-Hill also dedicated by the NAB as the preferred location for the community school.

The Maniilaq Association, as the primary provider of health, social, and Tribal government services in NW AK, understands the link between education, safety and health. Kivalina needs all 3 of these in order to thrive. We urge you to become a champion for this critical project and help us help the people of Kivalina.

Respectfully submitted,

Tim Gilbert, President/CEO
Maniilaq Association

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Thursday, May 03, 2018 2:42 PM
To: 'Annmarie O'Brien'
Subject: RE: STIP
Attachments: Dr. Annmarie OBrien - NABSD Kivalina.pdf

Ms. O'Brien,

Please see the attached letter in response to your comments on the Draft 2018-2021 STIP.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Annmarie O'Brien [mailto:aobrien@nwarctic.org]

Sent: Monday, March 12, 2018 10:05 AM

To: dot.stip <dot.stip@alaska.gov>

Subject: STIP

Importance: High

Attached is a letter in support of moving funds for the construction of the Kivalina Evacuation and School Access Road into a priority position on the STIP.

Please do not hesitate to contact me with any questions.

Thank you,
Annmarie

Dr. Annmarie O'Brien
Superintendent
Northwest Arctic Borough School District
P.O. Box 51
Kotzebue, Alaska 99752
Office: (907) 442-1802
Fax: (907) 442-2246

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THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

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
Fax number: (907) 465-6984
dot.alaska.gov

April 24, 2018

Dr. Annmarie O'Brien
Superintendent
Northwest Arctic Borough School District
P.O. Box 51
Kotzebue, Alaska 99752

Dr. Annmarie O'Brien,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding the Kivalina Evacuation and School Site Access Road project. Public engagement and participation are important components to the success of the DOT&PF mission.

We recognize that timeliness of the construction of the new road is important due to a number of factors including the financing of the new school and the erosion and flooding events experienced in the community. DOT&PF has partnered with the Northwest Arctic Borough (NAB), Native Village of Kivalina, and the City of Kivalina, to improve community safety in Kivalina. As the project's purpose and need states, the Kivalina Evacuation and School Site Access Road project would provide Kivalina residents a safe and reliable evacuation route in the event of a catastrophic storm or ocean surge, allowing evacuees to temporarily mobilize to safe refuge at an assembly site on K-Hill.

Identifying construction funding sources for the road continues to be a primary focus for all entities. The urgency of the road project has not changed as a result of school funding scenarios. The current funding allowing the project to proceed through the design phase was appropriated from a federal earmark. Additional funds will be required for construction and the department is committed to assisting the community in the development of this important project.

If you have additional questions or concerns, please contact Margaret Carpenter, Northern Region Field Office Planning Manager at margaret.carpenter@alaska.gov or 907-451-2252.

Sincerely,

A handwritten signature in blue ink that reads "MAY" followed by a stylized signature.

Mike Vigue
Director, Program Development

Cc: Jennifer Anderson, Northern Region Lead Program Development Planner
Maren Brantner, STIP Manager
Margaret Carpenter, Northern Region Field Office Planning Manager
Judy Chapman, Northern Region Planning Chief
Marie Heidemann, Statewide Planning Chief



NORTHWEST ARCTIC BOROUGH SCHOOL DISTRICT

Ambler · Buckland · Deering · Kiana · Kivalina · Kobuk · Kotzebue · Noatak · Noorvik · Selawik · Shungnak
PO Box 51 · Kotzebue, Alaska 99752 · Phone (907) 442-1800

March 12, 2018

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

Dear Commissioner Luiken,

Funding for the construction of the Kivalina Evacuation and School Access Road needs to be moved into a priority position on the STIP!

Funding for construction of the desperately Kivalina Replacement School is in place, BUT the access road project must be in place for school construction to start.

The bandaids on the existing school cannot hold out much longer. The school is a 200% of capacity and all building systems are on the verge of failure, well past their useful life.

The road project is in design and it is critical that its construction be funded so that the road is completed no later than fall 2020.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Annmarie O'Brien', is enclosed in a white rectangular box.

Dr. Annmarie O'Brien,
Superintendent



Failed siding and structural support. Note sand bags to prevent erosion of the foundation.



Wornout and rusting mechanical system



Former Voc Ed Classroom with ceiling unit heater, remnants of dust collector, water damaged ceiling, inadequate lighting, marginal electric and data support, flip chart for teaching wall.

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Tuesday, April 24, 2018 2:37 PM
To: kivalinacity@aim.com
Cc: dot.stip
Subject: RE: Request for funding Kivalina Access/Evacuation Road

Ms. Swan,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding the Kivalina Evacuation and School Site Access Road project. Public engagement and participation are important components to the success of the DOT&PF mission.

We recognize that timeliness of the construction of the new road is important due to a number of factors including the financing of the new school and the erosion and flooding events experienced in the community. DOT&PF has partnered with the Northwest Arctic Borough (NAB), Native Village of Kivalina, and the City of Kivalina, to improve community safety in Kivalina. As the project's purpose and need states, the Kivalina Evacuation and School Site Access Road project would provide Kivalina residents a safe and reliable evacuation route in the event of a catastrophic storm or ocean surge, allowing evacuees to temporarily mobilize to safe refuge at an assembly site on K-Hill.

Identifying construction funding sources for the road continues to be a primary focus for all entities. The current funding allowing the project to proceed through the design phase was appropriated from a federal earmark. Additional funds will be required for construction and the department is committed to assisting the community in the development of this important project.

If you have additional questions or concerns, please contact Margaret Carpenter, Northern Region Field Office Planning Manager at margaret.carpenter@alaska.gov or 907-451-2252.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: kivalinacity@aim.com [mailto:kivalinacity@aim.com]
Sent: Tuesday, March 13, 2018 11:20 AM
To: dot.stip <dot.stip@alaska.gov>
Cc: wendyc1954@gmail.com
Subject: Request for funding Kivalina Access/Evacuation Road

God can only delay for so long while the rest of us drag our feet.

Sorry, I can only purport to think what our God can do, I just wanted to grab your attention. It is becoming imperative that Kivalina gets moved off its island. For years now we have talked ourselves blue in the face trying to get help from agencies and have only been blocked time and again for lack of funding, for lack of guidance, for lack of anything that you can think where there is a lack. We have been ignored time and again for your lack of appreciating our

predicament for all of these years that we have been trying to move off this island. You even had the gall to say that the United States have not had the privilege of relocating a whole town (one of its excuses).

The time for excuses was long past in 2006, when we should have already been moved to another location, citing, of course, cost (another excuse).

We have no more time for excuses.

We need this funding to be allocated to the Kivalina access/evacuation road. And it is becoming more and more imperative, every season. Which, by the way, seasons are now becoming 'confused' when fall time is no longer the only time we have storms that affect our beach. Even now, March, when the ocean ice should have already been formed and use to be at least over so many feet thick, is not even there anymore. The ice now just breaks up near shore and we've even had big waves (waves, mind you) that beat up the shore in January and February.

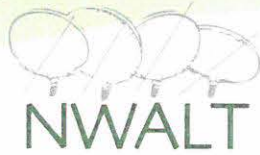
There is no more time.

Even you, who live in the Lower 48 states are living the nightmare of climate change. You need to change the way you think. These are perilous times, where changes in weather has become drastic. Even where you living now, you have seen these changes. Yet, when you go into the office, or In Session, you forget about the outside world and go back into funding mode.

Don't wait! for a disaster to happen. Don't wait! for something to happen. Don't wait! for lives to be lost before you do something.
Don't wait.

It is imperative, that we get this funding for the evacuation road. We cannot wait any longer.

Marilyn Swan, City Clerk
City of Kivalina
Kivalina City Council
P.O. Box 50079
Kivalina, Alaska 99750-0079
907-645-2137 (phone)
907-645-5050 (Cell)
907-645-2175 (fax)



Northwest Arctic Leadership Team

Kivalina Evacuation and School Site Access Rd

THE PROJECT:

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Highway Administration (FHWA), in partnership with the Northwest Arctic Borough (NAB), Native Village of Kivalina, and the City of Kivalina, are proposing constructing an evacuation road between Kivalina Island and a site on Kisimigiuqtuq Hill (K-Hill) where a school is planned for construction. The community of Kivalina has been working for decades with a variety of local, state, and federal agencies to address threats of coastal erosion and flooding. The Kivalina Evacuation and School Site Access Road project would provide Kivalina residents a safe and reliable evacuation route in the event of a catastrophic storm or ocean surge, allowing evacuees to mobilize to safe refuge at a site on K-Hill also dedicated by the NAB as the preferred new location for the community school.

NEXT STEPS

Discussions with Alaska's Governor Walker and DOT leadership indicate Kivalina Evacuation and School Site Access Road project will score well for construction funding in the upcoming STIP nomination process. However, given the urgent life/health/safety concerns surrounding this project **The Northwest Arctic Borough leadership team is requesting \$65 million in federal funding to complete phase one.**

TIMELINE

Community residents voted overwhelmingly on a relocation site at Kisimigiuqtuq Hill

Stantec awarded contract to complete the NEPA work for the Kivalina Road Project. Stantec began this work June 1, 2017.

The Kivalina Evacuation and School Site Access Road Project invokes NEPA due to the Federal Highway Administration (FHWA) funding and required federal permitting. This spring, DOT&PF reported that the FHWA determined that the project scope and potential environmental impacts fit the Class of Action criteria for an Environmental Assessment (EA).

Relocation Vote

NEPA Document

January 2012

April 2017

July 2016

December 2017

STIP Funding

EA Completion

Amendment to the State STIP allocated \$3.297 million for design and environmental work for the Kivalina evacuation and school access rd.

The Final EA is expected to be completed by December 31, 2017.

PROJECT SCHEDULE

Phase 1: SCOPING

September 2016- January 2017

Phase 2: ENVIRONMENTAL DOCUMENT

January 2017- January 2018

Phase 3: DESIGN/ PERMITTING/ ROW

January 2018- March 2018

Phase 4: CONSTRUCTION MOBILIZATION

August 2018- October 2018

Phase 5: ROAD CONSTRUCTION

March 2019- October 1, 2020

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 30, 2018 1:47 PM
To: Millie Hawley; Becky Norton
Cc: wendyc1954@gmail.com; Tribe Administrator; dot.stip
Subject: RE: Letter of request for Kivalina Evac Road
Attachments: Becky Norton - Kivalina.pdf

Hello Ms. Hawley,

Please see the attached letter in response to Ms. Norton's comments on the draft 2018-2021 STIP.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

From: Millie Hawley [mailto:transportation@kivaliniq.org]
Sent: Monday, March 12, 2018 2:25 PM
To: dot.stip <dot.stip@alaska.gov>
Cc: wendyc1954@gmail.com; Tribe Administrator <tribeadmin@kivaliniq.org>; Becky Norton <beck_kvls@yahoo.com>
Subject: Letter of request for Kivalina Evac Road

Dear D.O.T,

Please find attached a letter of request of fund the Kivalina Evac and School Access Road.

Any questions, please call my cell 907-645-5058,
I will be out of town for the next 2 weeks.

millie

Millie Hawley, Tribal Transportation Coor
Native Village of Kivalina
(907)645-2153 phone
(907)645-2193 fax



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

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
Fax number: (907) 465-6984
dot.alaska.gov

April 24, 2018

Becky Norton
President
Native Village of Kivalina
P.O. Box 50051
Kivalina, AK 99750

Ms. Norton,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding the Kivalina Evacuation and School Site Access Road project. Public engagement and participation are important components to the success of the DOT&PF mission.

We recognize that timeliness of the construction of the new road is important due to a number of factors including the financing of the new school and the erosion and flooding events experienced in the community. DOT&PF has partnered with the Northwest Arctic Borough (NAB), Native Village of Kivalina, and the City of Kivalina, to improve community safety in Kivalina. As the project's purpose and need states, the Kivalina Evacuation and School Site Access Road project would provide Kivalina residents a safe and reliable evacuation route in the event of a catastrophic storm or ocean surge, allowing evacuees to temporarily mobilize to safe refuge at an assembly site on K-Hill.

Identifying construction funding sources for the road continues to be a primary focus for all entities. The current funding allowing the project to proceed through the design phase was appropriated from a federal earmark. Additional funds will be required for construction and the department is committed to assisting the community in the development of this important project.

If you have additional questions or concerns, please contact Margaret Carpenter, Northern Region Field Office Planning Manager at margaret.carpenter@alaska.gov or 907-451-2252.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Vigue".

Mike Vigue
Director, Program Development

Cc: Maren Brantner, STIP Manager
Margaret Carpenter, Northern Region Field Office Planning Manager
Judy Chapman, Northern Region Planning Chief
Marie Heidemann, Statewide Planning Chief



Native Village of Kivalina

P.O. Box 50051 Kivalina, AK 99750 Ph: (907)645-2153 Fax: (907)645-2193
e-mail: tribeadmin@kivaliniq.org

“Advocating for our people, land, waters and subsistence way of life”

March 12, 2018

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

RE: Kivalina Evacuation and School Access Road Funding

Dear Alaska Department of Transportation & Public Facilities:

As the President of the Kivalina IRA Council, I would like to bring to your attention the Kivalina Evacuation and School Access Road for funding consideration. The Kivalina IRA Council have worked and focused on getting this Evacuation Road for Kivalina for the past 7 years.

The reason we started on this, is because our small spit of land we live on started eroding rapidly, started in 2004, and again in 2005. More erosion occurred at the airport runway over the past several years. The ACoE and the City of Kivalina built a rock revetment on the ocean side of the village, and around the south channel, which has given the village time to plan for the evacuation road. The cost of the rock revetment was \$16M.

The residents of Kivalina had to evacuate the village twice since then, once in 2007 and again in 2010. The first evacuation, there were 52 people left in the village, the second evacuation, the people of Kivalina evacuated to the McQueen School. The small school hosted over 300 people, where the elders had no peace and quiet, no rest for the night, as the children and infants were unable to sleep. So, in middle of the night, some elders braved the ocean storm and head home to “rest”.

NOAA predicts that the village of Kivalina will be under water in 2025, due to warmer climates and severe erosion of the small barrier island. We are talking about life safety of over 450 people. We need this evacuation road to be funded, like life itself.

The Environmental Assessment for the Kivalina Evacuation and School Access Road received the Finding of No Significant Impact in January 2018. This completes the Environmental portions for the planning of the road, and gives us the ‘go ahead’ to move forward.

The Alaska Department of Transportation of Alaska Region- Fairbanks applied to Alaska Corp. of Engineers permit for work in waters of the United States on February 22, 2018. The comment period ends March 26, 2018.

We will continue to work with all federal and State agencies to see this project completed. We greatly appreciate all efforts from every agency that has supported this evacuation road project, however, we need the funding now to build this road, estimated cost \$55M. Please consider funding our project in your decision making as you reallocate some funding that might be available under the State Transportation Improvement Plan. On behalf of the Kivalina IRA Council, and the 450 people of Kivalina, thank you for your time.

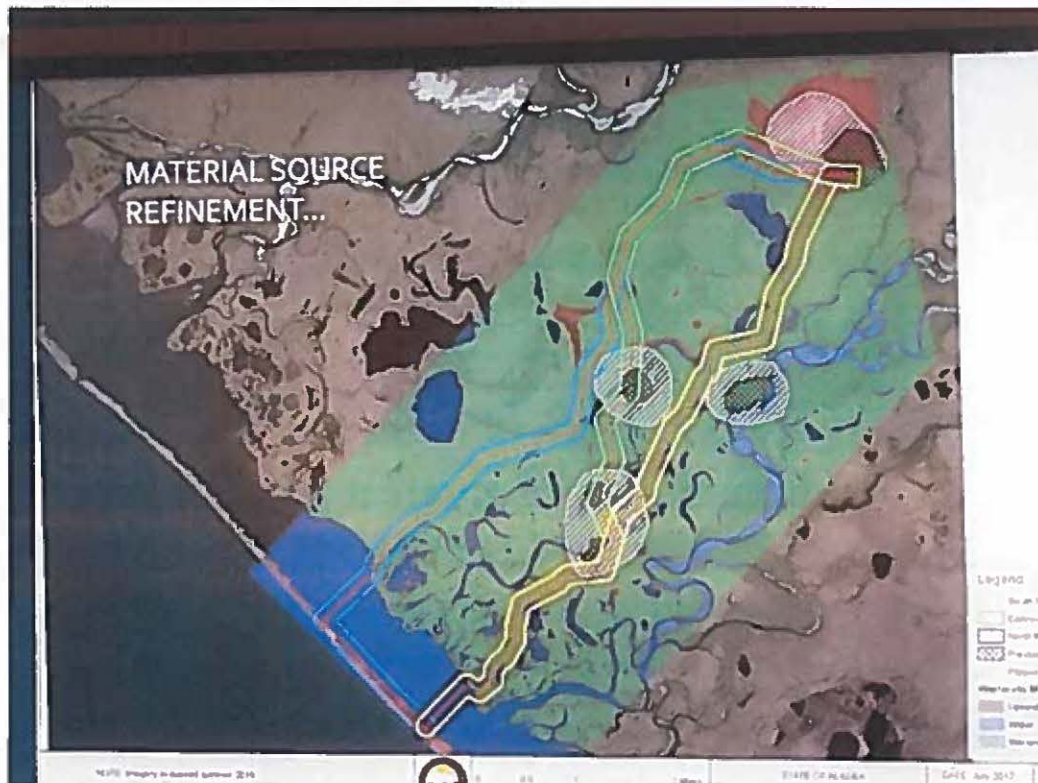
Please see attachments.

Thank you and sincerely,

Standy Family FOR BECKY NORTON

Becky Norton, President

This is a photo of the planned road (in yellow) from Kivalina to Kisimigiituk Hill (K-Hill). The red zone is K-Hill.



This photo was taken during the start of the erosion, before the rock revetment was built.



This is a photo of the rock revetment.



Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Thursday, May 03, 2018 2:35 PM
To: wendyc@gci.net
Cc: dot.stip; Chuck Greene; Clement Richards; Nate Kotch
Subject: RE: NANA Kivalina letter
Attachments: Elizabeth Cravalho - NANA Corp.pdf

Ms. Chamberlain,

Please see the attached letter in response to Ms. Cravalho's comments on the draft 2018-2021 STIP.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: wendychamberlain [mailto:wendyc1954@gmail.com]
Sent: Friday, March 16, 2018 5:16 PM
To: dot.stip <dot.stip@alaska.gov>; Chuck Greene <CGreene@nwabor.org>; Clement Richards <CRichards@nwabor.org>; Nate Kotch <nkotch@nwabor.org>
Subject: NANA Kivalina letter

Attached is a letter supporting inclusion of the Kivalina access/evacuation road in the new STIP.

Many thanks

Wendy

--

Wendy Chamberlain

Legislative Consultants in Alaska (LCIA)

Cell [\(907\) 230-4308](tel:9072304308)

Office [\(907\)586-2565](tel:9075862565)



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

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
Fax number: (907) 465-6984
dot.alaska.gov

April 24, 2018

Elizabeth Qualluq Cravalho
Vice President, External and Government Affairs
NANA Regional Corporation, Inc.
P.O. Box 49
Kotzebue, AK 99752

Ms. Cravalho,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding the Kivalina Evacuation and School Site Access Road project. Public engagement and participation are important components to the success of the DOT&PF mission.

We recognize that timeliness of the construction of the new road is important due to a number of factors including the financing of the new school and the erosion and flooding events experienced in the community. DOT&PF has partnered with the Northwest Arctic Borough (NAB), Native Village of Kivalina, and the City of Kivalina, to improve community safety in Kivalina. As the project's purpose and need states, the Kivalina Evacuation and School Site Access Road project would provide Kivalina residents a safe and reliable evacuation route in the event of a catastrophic storm or ocean surge, allowing evacuees to temporarily mobilize to safe refuge at an assembly site on K-Hill.

Identifying construction funding sources for the road continues to be a primary focus for all entities. The urgency of the road project has not changed as a result of school funding scenarios. The current funding allowing the project to proceed through the design phase was appropriated from a federal earmark. Additional funds will be required for construction and the department is committed to assisting the community in the development of this important project.

If you have additional questions or concerns, please contact Margaret Carpenter, Northern Region Field Office Planning Manager at margaret.carpenter@alaska.gov or 907-451-2252.

Sincerely,

A handwritten signature in blue ink, appearing to read "MVigue".

Mike Vigue
Director, Program Development

Cc: Jennifer Anderson, Northern Region Lead Program Development Planner
Maren Brantner, STIP Manager
Margaret Carpenter, Northern Region Field Office Planning Manager
Judy Chapman, Northern Region Planning Chief
Marie Heidemann, Statewide Planning Chief



March 16, 2018

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

RE: Kivalina Evacuation/Access Road STIP Funding

Dear Mr. Vigue:

Kivalina is a village in the NANA Region in northwest Alaska. Its precarious position on a low-lying barrier island between the Chukchi Sea and Kivalina Lagoon have put the village at serious risk of an ocean storm event. Currently, there is no way to evacuate the island except by boat or airplane. If an evacuation to higher ground is necessary, the residents need a land route.

NANA recognizes the immediate need of the community of Kivalina to build an evacuation/access road. The advancement of this project and its completion will ensure that the life, health, and safety of Kivalina residents are protected. We support the request to include the **Kivalina Evacuation/Access Road** in the State Transportation Improvement Plan.

The community of Kivalina and Northwest Arctic Borough School District have identified a site for the new Kivalina School near Kisimigiqtuq Hill. The hill has been assessed as a safe place for evacuation, so the road to the school could serve as an evacuation route, and the school could serve as an emergency shelter. This school was one of the Kasayulie settlement schools and the legislature appropriated funds to construct it in 2016-17. Combining the construction of the school and the need for an evacuation route, as well as an evacuation shelter, is a critical parallel priority.

The current Kivalina School exceeds capacity, and is in overall poor condition. It is imperative that students are provided a healthy learning environment. Securing funding for the construction of the school and the road is urgent. These students represent the next generation of leaders, and employees of NANA and the Red Dog Mine.

The community of Kivalina, the City and Tribe (the Native Village of Kivalina), along with regional organizations like the Northwest Arctic Borough (the Borough) and NANA are working with the Department of Transportation in support of the completion of the evacuation/access road and school. The Borough recognized these essential needs and secured bonds through the Alaska Industrial Development and Export Authority (AIDEA) to meet its local match requirement for the 2016-2017 Legislative appropriation to construct a new school. The AIDEA bonds secured by the Borough will only



be issued if the remaining funding for the evacuation road is completed, because the school site is located at the end of the evacuation road.

NANA is doing its part by addressing land needs and access to potential sources of gravel for the road construction. Preliminary engineering reports to design the road have been completed. Permit applications have been prepared.

We urge the inclusion of the Kivalina Evacuation/Access Road in the Statewide Transportation Improvement Plan. Including the Evacuation/Access road in the Plan will move this crucial project forward—making Kivalina safer for residents—and will increase opportunities for success for the next generation of Alaskans who live in the NANA region.

Please feel free to contact me if you have any questions.

Quyanak. Thank you very much.

Sincerely,

Elizabeth Qualluq Cravalho
Vice President, External and Government Affairs

CC:

Senator Donny Olson

Representative John Lincoln

Mayor Clement Richards, Northwest Arctic Borough

Mayor Austin Swan, Sr., City of Kivalina

Rebecca Norton, Native Village of Kivalina Council President

Jonathan J. Hutchinson, P.E., Engineering Manager, Alaska Department of Transportation & Public Facilities

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 30, 2018 1:59 PM
To: wendyc@gci.net
Cc: Chuck Greene; dot.stip
Subject: RE: Kivalina access road
Attachments: Mayor Richards & Assembly Pres Weisner - Kivalina.pdf

Ms. Chamberlain,

Please see the attached letter in response to Mayor Richard, Sr.'s and Assembly President Weisner's draft STIP comments.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: wendychamberlain [mailto:wendyc1954@gmail.com]
Sent: Tuesday, March 13, 2018 11:49 PM
To: dot.stip <dot.stip@alaska.gov>
Cc: Chuck Greene <CGreene@nwabor.org>
Subject: Kivalina access road

Attached is a letter from Mayor Clement Richards, Northwest Arctic Borough.

--

Wendy Chamberlain

Legislative Consultants in Alaska (LCIA)

Cell (907) 230-4308

Office (907)586-2565



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
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3132 Channel, Suite 200
P.O. Box 112500
Juneau, Alaska 99811-2500
Main: (907) 465-4070
Fax number: (907) 465-6984
dot.alaska.gov

April 24, 2018

Mayor Clement Richards, Sr.
Assembly President Carl Weisner
Northwest Arctic Borough
P.O. Box 1110
Kotzebue, AK 99752

Mayor Richard, Sr. and Assembly President Carl Weisner,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The department values your comments regarding the Kivalina Evacuation and School Site Access Road project. Public engagement and participation are important components to the success of the DOT&PF mission.

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If you have additional questions or concerns, please contact Margaret Carpenter, Northern Region Field Office Planning Manager at margaret.carpenter@alaska.gov or 907-451-2252.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Vigue".

Mike Vigue
Director, Program Development

Cc: Jennifer Anderson, Northern Region Lead Program Development Planner
Maren Brantner, STIP Manager
Margaret Carpenter, Northern Region Field Office Planning Manager
Judy Chapman, Northern Region Planning Chief
Marie Heidemann, Statewide Planning Chief



Northwest Arctic Borough

P.O Box 1110 Kotzebue, Alaska 99752
(907) 442-2500 Fax (907) 442-2930
www.nwabor.org

Re: KIVALINA EVACUATION ACCESS ROAD STIP FUNDING


As Assembly president of the Northwest Arctic Borough, I urge your support for inclusion of \$55 million in the new STIP for the Kivalina evacuation access road.

This project is shovel ready. The residents of Kivalina do not have many of the basic services available in most communities in Alaska. The village is in a precarious position of having its' shores erode into the ocean. This community must be relocated.

The Legislature has allocated significant funding to build a new school for the village of Kivalina. However, the school cannot be built at the current location as the townsite is eroding away. The current school is at **266 percent** capacity. There are 160 students enrolled at the current Kivalina school. The existing facility includes two classrooms in temporary portable housing. The new school site is a safe location designated by the Army Corps of Engineers 8 miles inland.

In 2016-2017 the Legislature appropriated \$50,475,822 to construct a school at the new Kivalina townsite. Last week, the Northwest Arctic Borough signed documents authorizing the sale of up to \$12 million in AIDEA bonds for the Kivalina school local match requirement. The AIDEA board placed a stipulation on this bond sale "Funding for the Kivalina Evacuation/Access road **must** be secured **BEFORE AIDEA** can issue the bonds. Funding for Kivalina road is CRITICAL. This community's future **DEPENDS** on securing funding for the road.

I URGE your support to include funding for the Kivalina evacuation/access road in the STIP.

By: 
Clement Richards, Sr., Mayor



Northwest Arctic Borough

163 Lagoon Street
P.O. Box 1110 Kotzebue, Alaska 99752
(907) 442-2500 Fax (907) 442-2930
www.nwabor.org

TO: MARK LUIKEN, DOT COMMISSIONER
FR: CARL WEISNER, NAB ASSEMBLY PRESIDENT
RE: KIVALINA ROAD
DATE: MARCH 14, 2018

As President of the Northwest Arctic Borough Assembly I am writing on behalf of the entire 11 member Assembly to express strong support for inclusion of the Kivalina evacuation and access road in the new Statewide Transportation Improvement Plan.

The Kivalina Evacuation and School Site Access Road project was added to the Alaska Statewide Transportation Investment Program in 2016 under Amendment #1. The scope of work authorized under this funding is near completion with the US Army Corps of Engineers permit application public comment period scheduled to end March 26, 2018.

The safety of the people of Kivalina who live on a barrier island is in jeopardy as the storm activity and related erosion steadily increase. This, along with climate change, rising seas, less ice protection and a lack of an emergency escape route creates an unsafe situation for the residents.

The quality of life in this community is negatively impacted by an inadequate water and sewer system, overcrowded houses and a school that is at 266 percent of capacity. There is no available land for building to address overcrowding which results in 10-13 family members living in a 2 bedroom house. Kivalina residents have very few options. This community MUST obtain the funds necessary to relocate to a new stable safe site.

The Alaska Municipal Bond bank recently approved up to \$12 million in bond authorization for the NWAB local school construction match. The proposed new school is now fully funded at \$62 million. The AMBB placed a stipulation on the bond approval; funding for the access/evacuation road to the new school MUST be authorized before the bond sale can move forward.

This is a critical time for residents of Kivalina and the entire Northwest Arctic Borough region. I URGE YOUR SUPPORT TO INCLUDE FUNDING FOR THE KIVALINA EVACUATION/ACCESS ROAD IN THE NEW STIP.

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Monday, April 30, 2018 2:07 PM
To: Stu Greene
Cc: dot.stip; Thomas, Scott E (DOT); Post, David E (DOT); Lesmann, Mike (DOT); Schmid, Tom J (DOT); Biloan, Joselyn (DOT); Vanhove, Todd E (DOT); Starzec, James A (DOT); Henry Munter; Diana Stone Livingston; David Parish; Luiken, Marc A (DOT)
Subject: RE: Girdwood 2020 Comment on Draft STIP
Attachments: Stuart Greene - Girdwood 2020.pdf

Mr. Greene,

Please see the attached letter in response to your comments on the draft 2018-2021 STIP.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Stu Greene [mailto:executivedirector@girdwood2020.org]
Sent: Monday, March 12, 2018 3:01 PM
To: Luiken, Marc A (DOT) <marc.luiken@alaska.gov>
Cc: dot.stip <dot.stip@alaska.gov>; Heidemann, Marie E (DOT) <marie.heidemann@alaska.gov>; Thomas, Scott E (DOT) <scott.thomas@alaska.gov>; Post, David E (DOT) <david.post@alaska.gov>; Lesmann, Mike (DOT) <mike.lesmann@alaska.gov>; Schmid, Tom J (DOT) <tom.schmid@alaska.gov>; Biloan, Joselyn (DOT) <joselyn.biloan@alaska.gov>; Vanhove, Todd E (DOT) <todd.vanhove@alaska.gov>; Starzec, James A (DOT) <james.starzec@alaska.gov>; Henry Munter <henrymunter@gmail.com>; Diana Stone Livingston <dstoneliv@livingstonalaska.com>; David Parish <dparish@alaska.net>
Subject: Girdwood 2020 Comment on Draft STIP

Dear Commissioner Luiken,
Girdwood 2020 and our Highway Safety Committee wish to thank your Department for all of the ongoing work to improve our state's highway infrastructure. We have attached our public comment on the recent Draft STIP to this email. Thank you for your consideration, please contact me if you have any questions.
Respectfully,

Stu Greene
Girdwood 2020
Executive Director
executivedirector@girdwood2020.org
(907) 782-7276

Girdwood 2020 and our Highway Safety Committee wish to thank your Department for all of the ongoing work to improve our state's highway infrastructure. We have attached our public comment on the recent Draft STIP to this email. Thank you for your consideration, please contact me if you have any questions.
Respectfully,

Stu Greene
Girdwood 2020
Executive Director
executivedirector@girdwood2020.org
(907) 782-7276



THE STATE
of ALASKA
GOVERNOR BILL WALKER

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
Fax number: (907) 465-6984
dot.alaska.gov

April 27, 2018

Stuart Greene, Executive Director
Girdwood 2020
P.O. Box 1102
Girdwood, AK 99587

Mr. Greene,

Thank you for taking time to review the draft 2018-2021 Statewide Transportation Improvement Program. Public engagement and participation are important components to the success of the ADOT&PF mission.

Windy Corner (STIP Need ID: 12641)

This project's current design requires that the environmental review must undergo an analysis of impacts to lands for public park and recreation use. We are in the process of considering whether the design can be condensed to reduce both costs and impacts. Even without any re-design efforts, the earliest this could start construction is in 2020. We will continue to keep Girdwood 2020 abreast of project developments and timelines, but given the uncertainty surrounding the schedule, it is not appropriate to program funds in a specific year until more work has gone into this project. Should the project be ready for construction in 2020 or 2021 we can consider funding this in coming amendments or the next STIP.

Seward Highway Indian & Bird Improvements (STIP Need ID: 12640):

The department will not incorporate this project into the 2018-2021 STIP at this time; however, we will continue to work on funding options to move this project into the funded STIP years. Because these funding options may have impacts to other projects and the project schedule has sufficient time to allow for an amendment cycle, the department would prefer to have a full public comment period available. We understand the importance of aligning this project with the accompanying Highway Safety Improvement Project and will work to do so with the first revision to the 2018-21 STIP.

Milepost 75-90 Ingram Creek to Girdwood (STIP Need ID: 11925):

The department appreciates your support and thanks regarding this project. When the project footprint was established approximately ten years ago, the environmental review for this project did not include analysis of an interchange at the junction of the Seward Highway and Alyeska Highway. The status of this intersection improvement lends itself to consideration as part of a

Planning and Environmental Linkage (PEL) Study which we intend to fund soon after the draft STIP is adopted, (see section below about PEL program).

Planning Environmental Linkages Program (STIP Need ID: 31597):

This program (in the draft STIP as Need ID: 31597) was established upon the request of Central Region DOT&PF to address the need for a comprehensive look at a variety of large and potentially complex projects, including improvements to the Seward Corridor from Potter Marsh to Girdwood. As indicated above, the department is very interested in moving forward with this effort as expeditiously and efficiently as possible.

Safety Medians:

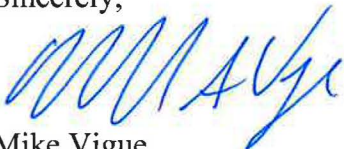
The department will continue to evaluate medians and other means to enhance the safety of the Seward Highway. It has already been discussed with Girdwood 2020 that installing immobile barriers on the centerline of the Highway would create an overall increase in the safety to the travelling public. The installation of immobile barriers could create a number of potential concerns unless sufficient additional highway width could allow adequate separation from the barrier. Emergency vehicle response may also be hindered. Depressed medians, if they were to be designed to prevent crossover traffic, would have similar concerns with similar requirements for highway expansion. If either medians or depressed barriers were an effective way to provide the greatest safety enhancement for their cost, they would have already been funded as part of the Highway Safety Improvement Program.

Restore Weight to Safety Assessment Scoring in STIP Process:

It is unknown whether the department will ever again rely upon this existing criteria as our decision process evolves to consider new federal regulations and newly available data. Be assured that safety is a concern of the Department. Future criteria is hoped to more accurately evaluate safety needs and benefits. The department also understand that the decision not to fund the improvements at Windy Corner, or the Indian and Bird areas of the Seward Highway was not based on the project's initial scoring.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,



Mike Vigue
Director, Program Development

Cc: Maren Brantner, STIP Manager
Marie Heidemann, Statewide Planning Chief
Dave Post, Central Region Field Office Planner
Todd Van Hove, Central Region Planning Chief



**P.O. Box 1102
Girdwood, Alaska 99587
www.girdwood2020.org**

Executive Committee

- Ethan Tyler, Co-chair
- Henry Munter, Co-chair
- Lynn Johnson, Secretary
- Brad Quade, Treasurer
- Stu Greene, Executive Director
- Jon Bittner
- Larry Daniels
- Erin Eker
- Sarah Faulkner-Mattingley
- Eric Fullerton
- Dale Goodwin
- Grace Greene
- Bob Gross
- Hank Hosford
- Lana Johnson
- Diana Livingston
- Philip Livingston
- Carol Makar
- David McVeigh
- Dave Parish
- Blake Phillips
- Grace Pleasants
- Carl Propes
- John Rense
- Marco Zaccaro
- Jim Barnett, Honorary Member
- Per Bjorn-Roli, Honorary Member
- Chris von Imhof, Honorary Member
- Larry Cash, Honorary Member

12 March, 2018

Marc Luiken, C.M.
Commissioner
Alaska Department of Transportation & Public Facilities
3132 Channel Drive
PO Box 112500
Juneau, AK 99811-2500

Subject: STIP Public Comments

Dear Commissioner Luiken,
Girdwood 2020 and our Highway Safety Committee wish to thank your Department for all of the ongoing work on improving our state's highway infrastructure. We offer the following in regard to the current 2018-2021 Draft STIP that is open for public comments.

WINDY CORNER (STIP Project ID: 12641):

Girdwood 2020 strongly objects to moving Seward Highway passing lanes Indian to Potter Mileposts 104-115 to the "after 2021" column of the draft STIP. While we understand there is additional process underway, it is time to conclude the ever-extending process and get on with building the project. Construction should be targeted to begin in 2019, not "after 2021." As the project proceeds, the important aspects related to separated parking for wildlife viewing must be retained rather than redesigned, as they are a minimal portion of the overall project cost *and* are critical to making the project an example of what can be done right in regard to improving highway safety for vehicles and pedestrians, while maintaining and enhancing the scenic viewing opportunities unique to this part of Alaska.

From a safety standpoint, drivers know this narrow, windy and unsafe section of the road is approaching and unfortunately modify their behavior to undertake unsafe passing in the sections on either side of it. Completing it now will enhance safety on the entire corridor, and we encourage the Department to fund this project now, complete the process, and put it out to bid for the 2019 construction season.

SEWARD HIGHWAY INDIAN & BIRD IMPROVEMENTS (STIP Project ID: 12640):

This important project has been in process for an extended period of time. It will add passing lanes and bike and pedestrian trails and replace the bridge over Indian Creek and improve safety for vehicles and trail users. We encourage the Department to proceed and put it out to bid in the next two years, rather than wait until "after 2021."

MILEPOST 75-90 INGRAM CREEK TO GIRDWOOD (STIP Project ID: 11925):

We thank the Department for the hard work that has gone into this project, and fully support the associated funding in FY 2019 and FY 2020 in the Draft STIP for completion of the initial phase. We strongly encourage the



Department to include much-needed improvements to the Girdwood interchange (AK SAS #54619) in this project in FY 2021 so that it can proceed incrementally. Much effort and expense has gone into ROW and planning for the Girdwood interchange, which is an increasing safety threat as traffic volumes continue to increase, and it should be built in 2021 while construction contractors are already mobilized for the MP 75-90 Project.

SAFETY MEDIANS:

We encourage adding a pilot program to the STIP that would direct \$10 million per year for three years to adding safety medians to the Seward Highway between Potter Marsh and Girdwood. This could be done on a design-build basis where third-party contractors could submit competitive bids to the Department to maximize safety and lower cost, allowing them to compete with each other on the best, most cost-effective placement of medians.

PLANNING & ENVIRONMENTAL LINKAGES:

Undertake a PEL approach to the entire corridor between Girdwood and Anchorage, followed by a regular series of improvements to divide and improve the Highway beyond those mentioned above. The PEL should look at projects like the potential for tunneling under Beluga Point and other similar sharp corners, dividing the Highway between the rifle range at Potter Marsh and the Weigh Station by building two additional lanes on the west side of the Railroad tracks, separating the highway and adding additional passing lanes between Anchorage and Girdwood, and other innovative solutions.

RESTORE WEGHT TO SAFETY ASSESSMENT SCORING IN STIP PROCESS:

Girdwood 2020 formed our Highway Safety Task Force in collaboration with other interested stakeholders to improve Seward Highway safety through physical infrastructure improvements on the roadway, improved police coverage, and public education. While we understand the Department has to address various needs across the state, we are greatly concerned that this year's STIP process has cut in half the weight given to safety scoring in allocating funds to important projects. We are not advocating for increasing highway speeds, in fact just the opposite, we are focused on increasing safety – first and foremost. All of us involved in this effort have lost friends, community members, and loved ones to fatal accidents on this stretch of the highway. The DOT's own safety data reflects the need to support more projects on this corridor, rather than less, and reflect seasonal peak traffic loads and associated fatalities rather than annual averages. The current proposed cut in weighing the 5-year Safety Accident Analysis in evaluating projects should be rescinded.

CONCLUSION:

The Seward Highway is a unique asset to the state and its residents. Its natural beauty draws residents and visitors alike in increasing numbers, while the safety challenges associated with its unique construction and physical characteristics create increasing safety hazards and associated fatalities. This unique asset is becoming a victim of its own success, as the multiple weekend closures of the Highway due to fatalities last summer demonstrate. We hope that the above associated set of comments and recommended solutions, given the state's current fiscal situation, will help improve the Seward Highway in a thoughtful and incremental fashion to make much-needed safety improvements over a time when traffic projections continue to increase.

Sincerely,



Stu Greene
Executive Director

Cc: STIP public comments (dot.stip@alaska.gov)
Marie Heidemann, Statewide Planning Chief
Jocelyn Biloon, DOT Regional Planning
Scott Thomas, DOT Regional Planning
Dave Post, DOT Regional Planning
Todd Van Hove, DOT Regional Planning
Mike Lessman, DOT Commissioner's Office
Tom Schmid, DOT Design & Engineering
James Starzec, DOT Regional Planning



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

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
Fax number: (907) 465-6984
dot.alaska.gov

April 24, 2018

Karl Amylon
Ketchikan City Manager
334 Front Street
Ketchikan, AK 99901

Dear Mr. Amylon,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (ADOT&PF) Statewide Transportation Improvement Program (STIP). Public engagement and participation are important components to the success of the ADOT&PF mission.

Due to limited funding, many projects throughout the state were moved out to later years in the STIP. The Sayles/Gorge Street Viaduct Improvement Project was one that was delayed in order to accommodate higher priority projects. The department's information on the viaduct structure indicates that it will remain functional until our scheduled construction project in 2021.

We have scheduled limited preventive maintenance work on Tongass Avenue to address the deteriorating pavement as you have requested.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Southcoast Field Office Planner Jim Potdevin, jim.potdevin@alaska.gov or 907-465-8864.

Sincerely,

A handwritten signature in blue ink that reads "Maren Brantner".

Maren Brantner
STIP Manager

Cc: Marie Heidemann, Statewide Planning Chief
Jim Potdevin, Southcoast Region Field Office Surface Transportation Lead Planner
Verne Skagerberg, Southcoast Region Planning Chief



CITY MANAGER'S OFFICE

334 Front Street, Ketchikan, AK 99901
PH (907) 228-5603 / FX (907) 225-5075

March 5, 2018

Alaska Department of Transportation & Public Facilities
Division of Program Development
ATTN: STIP
PO Box 11250
Juneau, AK 99811-2500

To Whom It May Concern:

Re: Draft 2018-2021 Alaska Statewide Transportation Improvement Plan (STIP)

With regard to the above referenced subject, please be advised that at its meeting of March 1, 2018 the City Council adopted a motion directing my office to endorse the draft STIP projects for Ketchikan, with the following comments:

1. The City of Ketchikan recommends advancing the schedule of the Sayles/Gorge Street Viaduct Improvement Project to FFY18 for design and FFY19 for construction. If the project is delayed as shown in the draft STIP, it is likely the City would be faced with a choice between closing of the structure, or bearing the expense of repairs that would surely be of no use or benefit to ADOT's final plans for this structure.
2. The City of Ketchikan requests action to address the pavement failures on Tongass Avenue north of the tunnel on an interim basis until the Tongass Avenue and Water Street Viaduct and Tunnel Improvements Project is undertaken.

Should you have any questions on this matter, please do not hesitate to contact me.

Very truly yours,

Karl R. Amylon
City Manager

cc: Mark Hilson, P.E., Public Works Director
Seth Brakke, P.E., Assistant Public Works Director

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Wednesday, May 02, 2018 8:31 AM
To: Archie Giddings
Cc: dot.stip
Subject: RE: Comment on Draft STIP
Attachments: Wasilla Mayor Bert Cottle.pdf

Hello Mr. Giddings,

Please see the attached letter in response to Mayor Cottle's draft 2018-2021 STIP comments.

Thank you,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Archie Giddings [mailto:agiddings@ci.wasilla.ak.us]
Sent: Thursday, March 15, 2018 1:24 PM
To: dot.stip <dot.stip@alaska.gov>
Subject: Comment on Draft STIP

Please see attached.

thanks



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

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
Fax number: (907) 465-6984
dot.alaska.gov

April 30, 2018

Mayor Bert Cottle
290 E. Herning Ave.
Wasilla, AK 99654

Mayor Cottle,

Thank you for taking an interest in the Alaska Department of Transportation and Public Facilities (ADOT&PF) Statewide Transportation Improvement Program (STIP). Public engagement and participation are important components to the success of the ADOT&PF mission. We are responding to your comments in the order in which you addressed them.

Wasilla Fishhook Road/Main Street

The Department appreciates your support of this project. The appraisal and acquisition of approximately 30 parcels will start later this year. If the right-of-way process move more quickly than outlined in the draft 2018-2021 STIP and funding is available, we will have a number of opportunities to move the construction funding forward into fiscal year 2020.

Knik Goose Bay Road Reconstruction Centaur Avenue to Vine Road

This safety corridor project is a high priority for the Department. Phasing the project so that construction starts at the northern section, as you recommend, is our intent at this time. This would likely only change if significant delays during the remaining right-of-way acquisition and design efforts occur, and changes become necessary to keep the project moving forward.

Wideband Multimedia Mobile Emergency Communications Pilot Project

We are happy to see this project progress to provide emergency communications in the Matanuska-Susitna Borough area. All four "E"s (engineering, education, enforcement, and emergency response) are critical for road safety for the residents of Mat-Su and the travelling public. We wish to thank the City of Wasilla for assisting with this effort.

Statewide Planning and Environmental Linkages (PEL) Studies Program

This program allows the Department to work efficiently to proceed with large and expensive projects that must undergo significant environmental review. We intend to obligate funds for a Parks Highway Alternative Corridor (PHAC) PEL soon after the Draft STIP is approved so that we may build upon the success of the prior PHAC Conceptual Corridor Planning Report and the Resolution for Corridor Preservation signed by the City, Borough, and DOT&PF.

"Keep Alaska Moving through service and infrastructure."

Community Transportation Program (CTP)

Thank you for the comments on the CTP criteria. As the Department continues to refine the criteria, we will consider your recommendations for capital contributions and functional classification.

National Highway Performance Program

The Department also supports the data informed approach to selecting projects for inclusion in the STIP. Now that most of the federal regulations pertaining to performance measures have been finalized, the process for evaluating projects on the National Highway System will continue to evolve. It is our intent for the process to result in an increased level of transparency to allow for greater understanding of the Department's investment decisions.

Sincerely,



Maren Brantner
STIP Manager

Cc: Marie Heidemann, Statewide Planning Chief
David Post, Central Region Field Office Planner
Todd Vanhove, Central Region Planning Chief



CITY OF WASILLA

MAYOR BERT L. COTTLE

290 E. Herning Avenue

Wasilla, AK 99654-7091

Phone: (907) 373-9055

Fax: (907) 373-9096

March 15, 2018

Commissioner Marc Luiken
Alaska Department of Transportation and Public Facilities
PO Box 112500
Juneau, AK 99811-2500

RE: FFY2018-FFY2021 Draft STIP

Commissioner Luiken:

Thank you for the opportunity to provide comment on the FFY2018-FFY2021 Draft STIP. The following projects listed in the Draft STIP are significant to the City of Wasilla:

Wasilla Fishhook Road/Main Street

This has been a priority project for the City of Wasilla since 2006. The City has advanced the project with local grants to acquire key parcels. The project team has been able to accommodate the design within the constraints of the City's Downtown Overlay District which is vital to the project's success. The project has passed the 70 percent design level effort and we look forward to the project breaking ground as soon as possible. It is noted that the Draft STIP shows construction funding after FFY2021, where the project team is showing construction beginning in calendar year 2020. Please keep to the current project schedule.

Knik Goose Bay Road Reconstruction Centaur Avenue to Vine Road

This project is also a high priority for the City of Wasilla. This is a safety corridor with a 2-lane facility. The proposed 4-lane reconstruction will provide the needed capacity to the fastest growing area of the state and improve safety. The City of Wasilla requests the project be constructed in phases to deliver project results sooner, constructing Phase 1 from Centaur Avenue to Fairview Loop.

Wideband Multimedia Mobile Emergency Communications Pilot

The first phase of this project is nearing completion with the installation of a new dispatch center for the City of Wasilla. The Wasilla Dispatch Center serves multiple agencies in south central Alaska including the Alaska State Troopers. Future phases of the project are planned through 2020 and the City is providing the local match for the project.

Statewide Planning and Environmental Linkages (PEL) Studies Program

The City of Wasilla is requesting that this program be used to advance the Parks Highway Alternative Corridor project. The Parks Highway Alternative Corridor project is critical for the future of Wasilla. Continue widening of the Parks Highway through Wasilla is not an option for the City of Wasilla. It will harm the City in many ways including displacing businesses and increasing stormwater runoff adjacent to Wasilla Lake and Lake Lucile by adding more impervious surfaces. Widening the Parks Highway will also divide the City north and south creating a barrier for pedestrians in the downtown.

In addition to the project specific comments above, the City of Wasilla requests the State consider the following comments with respect to the STIP Evaluation Criteria:

Community Transportation Program

Local, other agency or user contribution to fund capital cost; this criterion should have a greater point value per each 1% of project cost in excess of the required federal aid match. This rewards communities willing to be a financial stakeholder in a project.

Functional class; this criterion should have a greater value for local roads/streets that help alleviate congestion and reduce pavement wear and tear on the National Highway System. The City of Wasilla supports the development of a local grid system of roads and streets that allows travelers to use local routes without having to get on the National Highway System to make their trips.

National Highway Performance Program

The City of Wasilla supports the FAST Act performance measures related to safety, infrastructure condition, congestion reduction, system reliability and freight movement as the means to evaluate and score NHS projects. Using a data informed approach for evaluating projects will improve the State's ability to show which specific projects help to meet the Department's performance targets.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Bert L. Cottle', is written over a horizontal line.

Mayor Bert L. Cottle

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Wednesday, May 02, 2018 2:15 PM
To: 'Christopher Constant'
Cc: dot.stip
Subject: RE: STIP Comments

Mr. Constant,

My apologies. It was just pointed out to me that the Glenn to Seward Highway connection was included in the AMATS 20 Year Transportation Plan, not the TIP, in 2005.

Thank you,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Brantner, Maren H (DOT)
Sent: Tuesday, May 01, 2018 3:52 PM
To: Christopher Constant <akconstant@gmail.com>
Cc: dot.stip <dot.stip@alaska.gov>
Subject: RE: STIP Comments

Mr. Constant,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

The Glenn to Seward Highway connection was included in the AMATS TIP in 2005. The Department initiated the environmental phase in 2008 for what was then known as the Highway to Highway (H2H) project. This project was stopped a couple years later due both to the overall cost of this project and public criticism. The concerns raised remain to be addressed and a Planning and Environmental Linkage (PEL) study may be the appropriate avenue.

A PEL study pertaining to "Midtown Congestion Relief" on the Seward Highway, just south of Fairview, is already underway. We hope to be able to demonstrate, and build upon, the success of this study. Currently, AMATS is involved in a planning effort to re-evaluate the Glenn Highway to Seward Highway connection, and it is hoped that AMATS will move forward to fund your proposed nomination. Given that the Department is already moving forward with a PEL for a piece of this route that has independent utility, and AMATS is in the midst of a their planning effort and developing a new TIP, the Department has elected to delay the start of additional efforts until AMATS is further along with their processes.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Christopher Constant [<mailto:akconstant@gmail.com>]

Sent: Thursday, March 15, 2018 11:06 AM

To: dot.stip <dot.stip@alaska.gov>

Subject: STIP COmments

The #1 priority in Anchorage is figuring out the Glenn to Seward Connection. This needs to be prioritized. There is a discussed PEL via AMATS. This should be moved forward to a FY19 project ASAP.

Thank you.

Christopher Constant

Brantner, Maren H (DOT)

From: Brantner, Maren H (DOT)
Sent: Wednesday, May 02, 2018 2:14 PM
To: Harry Need
Cc: dot.stip; Constant, Christopher; rep.les.gara@akleg.gov; Begich, Thomas S (LEG); Fairview's Finest
Subject: RE: STIP Comment: Downtown Anchorage Requests Glenn/Seward Hwy Connection PEL Study

Mr. Need,

My apologies. It was just pointed out to me that the Glenn to Seward Highway connection was included in the AMATS 20 Year Transportation Plan, not the TIP, in 2005.

Thank you,

Maren Brantner

STIP Manager, AKDOT&PF
T (907) 465-2744 | F (907) 465-6984

From: Brantner, Maren H (DOT)
Sent: Tuesday, May 01, 2018 3:31 PM
To: Harry Need <hwneed@hotmail.com>
Cc: Constant, Christopher <ConstantC@ci.anchorage.ak.us>; rep.les.gara@akleg.gov; Begich, Thomas S (LEG) <senator.tom.begich@akleg.gov>; Fairview's Finest <eboard@fairviewcommunity.org>; dot.stip <dot.stip@alaska.gov>
Subject: RE: STIP Comment: Downtown Anchorage Requests Glenn/Seward Hwy Connection PEL Study

Mr. Need,

Thank you for your comments on the 2018-2021 Draft STIP. Public engagement and participation are important components to the success of the ADOT&PF mission.

The Glenn to Seward Highway connection was included in the AMATS TIP in 2005. The Department initiated the environmental phase in 2008 for what was then known as the Highway to Highway (H2H) project. This project was stopped a couple years later due both to the overall cost of this project and public criticism (including that expressed by the Fairview Community Council). Many of the concerns you have outlined would likely have been addressed through project design efforts. These concerns remain to be addressed and a Planning and Environmental Linkage (PEL) study may be the appropriate avenue.

A PEL study pertaining to "Midtown Congestion Relief" on the Seward Highway, just south of Fairview, is already underway. We hope to be able to demonstrate, and build upon, the success of this study. Currently, AMATS is involved in a planning effort to re-evaluate the Glenn Highway to Seward Highway connection, and it is hoped that AMATS will move forward to fund your proposed nomination. Given that the Department is already moving forward with a PEL for a piece of this route that has independent utility, and AMATS is in the midst of a their planning effort and developing a new TIP, the Department has elected to delay the start of additional efforts until AMATS is further along with their processes.

If you have additional questions or concerns regarding the STIP or other transportation projects in your area, please do not hesitate to contact the Central Field Office Planner David Post, david.post@alaska.gov, or (907)269-0512.

Sincerely,

Maren Brantner

STIP Manager, AKDOT&PF

T (907) 465-2744 | F (907) 465-6984

From: Harry Need [<mailto:hwneed@hotmail.com>]

Sent: Thursday, March 15, 2018 12:19 PM

To: dot.stip <dot.stip@alaska.gov>

Cc: Constant, Christopher <ConstantC@ci.anchorage.ak.us>; rep.les.gara@akleg.gov; Begich, Thomas S (LEG) <senator.tom.begich@akleg.gov>; Fairview's Finest <eboard@fairviewcommunity.org>

Subject: STIP Comment: Downtown Anchorage Requests Glenn/Seward Hwy Connection PEL Study

Good day,

The Fairview Community Council respectfully requests that a PEL study for the Glenn/Seward Highway (Ingra/Gambell couplet) is included in the STIP. We also recently submitted the same as a nomination for the AMATS TIP.

Please see attached supplemental documentation that includes:

- Fairview Community Council Resolution 2017-09, requesting that a Seward/Glenn PEL be added to the 2018-2022 TIP
- Fairview Community Council Resolution 2015-01 asking for coordination with the Municipality of Anchorage in development of the Ingra/Gambell corridor
- Municipal Ordinance AO 2014-108, adopting the Fairview Neighborhood Plan, which calls for moving the Glenn/Seward planning to short-range planning Assembly Memorandum AM 508-2014, endorsing the need to redevelop and reinvest in the Ingra/Gambell corridor
- Letter from AKDOT to Kristine Bunnell, Senior Planner for MOA, April 11, 2014 citing the uncertainty around AKDOT facilities that prevent the redevelopment of the Ingra/Gambell corridor
- MOA Planning and Zoning Commission Resolution 2014-032, in which the Commission finds that: 1- the goal of redevelopment of the Ingra/Gambell corridor is consistent with the goals of Anchorage 2020 (the long range plan for Anchorage at the time) and 2- that "Gambell Street is neither safe for the public, nor safe for traffic... to delay [a project] until 2035 could be considered a taking, through the 20-year delays asked of property owners."
- AMATS Resolution Regarding Downtown Traffic Solutions; and
- Three other downtown Anchorage council resolutions echoing the need for a comprehensive plan regarding the Glenn/Seward connection:
 - Government Hill Community Council Resolution Regarding the Knik Arm Crossing
 - South Addition Community Council Resolution Addressing the Municipality of Anchorage Land Use Plan Map,
 - Mountain View Community Council Resolution 2016-04 Opposing the Anchorage 2020 Land Use Plan Map's Proposed Highway to Highway Route

Gratefully,

Harry Need, President
Fairview Community Council

Supplemental Documentation to the Fairview Community Council's application to add the Glenn/Seward Planning and Environmental Linkages Study to the 2018 TIP.

Please add the following documents to the application submit 3/2/2018 by the Fairview Community Council:

Fairview Community Council Resolution 2017-09, requesting that a Seward/Glenn PEL be added to the 2018-2022 TIP

Fairview Community Council Resolution 2015-01 asking for coordination with the Municipality of Anchorage in development of the Ingra/Gambell corridor

Municipal Ordinance AO 2014-108, adopting the Fairview Neighborhood Plan, which calls for moving the Glenn/Seward planning to short-range planning

Assembly Memorandum AM 508-2014, endorsing the need to redevelop and reinvest in the Ingra/Gambell corridor

Letter from AKDOT to Kristine Bunnell, Senior Planner for MOA, April 11, 2014 citing the uncertainty around AKDOT facilities that prevent the redevelopment of the Ingra/Gambell corridor

MOA Planning and Zoning Commission Resolution 2014-032, in which the Commission finds that: 1- the goal of redevelopment of the Ingra/Gambell corridor is consistent with the goals of Anchorage 2020 (the long range plan for Anchorage at the time) and 2- that "Gambell Street is neither safe for the public, nor safe for traffic... to delay [a project] until 2035 could be considered a taking, through the 20-year delays asked of property owners."

AMATS Resolution Regarding Downtown Traffic Solutions

These three council resolutions demonstrate the need for a comprehensive plan regarding the Glenn/Seward connection:

Government Hill Community Council Resolution Regarding the Knik Arm Crossing

South Addition Community Council Resolution Addressing the Municipality of Anchorage Land Use Plan Map,

Mountain View Community Council Resolution 2016-04 Opposing the Anchorage 2020 Land Use Plan Map's Proposed Highway to Highway Route

**Fairview Community Council
Resolution 2017-09
Advocating to get the Glenn/Seward Connection into the Transportation
Improvement Program**

Whereas the Fairview Community Council has advocated for coordination between the Municipality of Anchorage and the Alaska Department of Transportation and Public Facilities on land use issues around the Glenn and Seward highways, and

Whereas the Fairview Community Council has advocated for a transportation vortex study of the many users and interests of the Ingra/Gambell and Glenn Highway corridors, and

Whereas the current use and design of the Ingra/Gambell couplet has created an economic dead zone as large volumes of traffic slice the neighborhood in half, and

Whereas the uncertainty as to alignment of a Glenn/Seward connection has promoted divestment from the corridor, and

Whereas the TIP represents the region's project plan for transportation improvements in the Anchorage bowl, and

Whereas the Fairview Community Council is strongly committed to the aspect of land use planning as it relates to areas around, above and intersecting any potential Glenn/Seward connection,

Whereas the Fairview Neighborhood Plan calls for addressing a Glenn to Seward connection in a way that respects the values and uses of the area by the neighborhood, and

Whereas the Municipal Transportation Plan has designated a Glenn-Seward connection as a "long term priority," meaning that planning will not be addressed for 20 to 35 years, and

So be it resolved that the Fairview Community Council request that AMATS incorporate a Planning and Environmental Linkages Study of the Glenn to Seward Highway connection through Fairview in the forthcoming 2018-2022 Transportation Improvement Program for Federal Fiscal Year (FFY) 2018.

Approved by a vote of 14 to 0 with 1 abstentions : *Kenner*


Allen Kuper, Chair


ST Klein, Secretary

**Fairview Community Council
Resolution 2015-01**

A resolution calling for State, Municipal, and Federal agencies to coordinate work toward a civic vision for a reconstructed Gambell Street/ Ingra Street Corridor

Whereas the Metropolitan Transportation Plan (MTP) provides a policy framework for transportation infrastructure development within the Anchorage area for the next 25 years, and

Whereas the Alaska Department of Transportation and Public Facilities (ADOT&PF) has spent \$10,000,000 (Ten Million Dollars) to develop a preliminary Environmental Impact Statement examining alternatives for a coordinated Glenn/Seward Highway connection, and

Whereas the Anchorage Metropolitan Transportation Study (AMATS) has taken the Glenn to Seward Connection out of the short term MTP and instead placed any projects related to the project into the long term (more than 25 years) transportation plan, and

Whereas ADOT&PF has opposed the Gambell Street Redevelopment project because of the impacts of the Knik Arm Crossing (KAC), whose Environmental Impact Study ends at 3rd Avenue, and capacity issues on other facilities, and

Whereas the lack of long term certainty of large infrastructure projects in the Gambell/Ingra corridor has resulted in significant capital flight in what could be some of the most valuable real estate in Anchorage, which could be considered an unrecovered inverse condemnation, and

Whereas the Fairview Community Council, the Fairview Business Association, the Anchorage Planning and Zoning Commission, the Anchorage Municipal Assembly, and Mayor Sullivan have all identified the redevelopment of the Gambell/Ingra Corridor as a priority that is hampered by the lack of long term certainty, and

Whereas the State, Municipality, and Fairview community coming together behind a civic vision can result in improved traffic flows, value-added property development, a safer pedestrian environment, and an improved community.

Therefore, Be It Resolved that the Fairview Community Council requests State, Federal, and Municipal agencies to work toward a strategic plan for the Gambell/Ingra corridor, and

Be It Resolved that the Fairview Community Council request the Mayor appoint a special projects manager in his office and a traffic engineering consultant to work through the myriad of issues necessary to bring a civic vision to bring the Glenn/Seward connection, the KAC, the goals of the Fairview Community, and the Municipality together, and

Be It Resolved that the a collaboration should result in a Memorandum of Agreement between the Municipality and Alaska DOT&PF laying out the key issues to be addressed, the responsibilities for each issue, as the items identified in the Requested Action Item Table included as an appendix to this Resolution, and

Be It Resolved that the result of such collaboration should be a Transportation Corridor Plan that would allow for both improved traffic flows and development of airspace above the facilities by the Municipality, and

That the Fairview Community Council encourages all stakeholders to work together on this public effort that will capture the spirit of urban Alaska and showcase the talents, skills and capability of those individuals, groups and organizations participating in this grand civic endeavor.

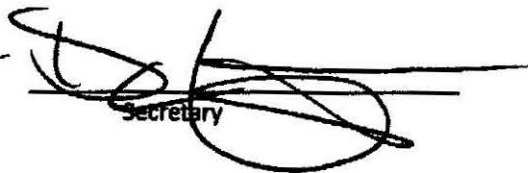
Requested Action Item Table MOA/ADOT&PF Task Force	
Responsible Party	Action Item
Municipality	
	Clarify Ownership and Maintenance questions regarding cover surfaces including streets, utilities and common areas
	Clarify locations of major anticipated development such as structured parking facilities and mixed-use complexes
	Clarify roles of local development entities such as Anchorage Parking Authority, Heritage Land Bank and local business associations.
	Clarify questions regarding the value of air rights above the Glenn to Seward Connection and Knik Arm Crossing connection
	Commit to accepting responsibility for Air Rights from the State
	Seek clarification of cost differential between covers built to different standards (i.e. parks and open space versus structured parking facilities)
	Seek clarification for maximum/minimum length/width of covers
	Seek commitment that regional traffic flows will be kept physically separate from traffic with origins and designations within the Glenn to Seward Connection and Knik Arm Crossing connection Corridor
	Commit to exploring the concept of "right of first occupancy" for existing land owners on the new covers
	Commit to participating in and providing technical support to efforts engaged in crafting a Civic Vision for the Glenn to Seward Connection and Knik Arm Crossing connection
	Commit to establishing and providing staff support to a Glenn to Seward Connection and Knik Arm Crossing connection Advisory Group/Steering Committee
DOT&PF	
	Commit to advancing a seamless design regarding traffic flow between the Knik Arm Crossing, Glenn Highway and New Seward facilities
	Commit to designing covers with sufficient engineering standards to support vertical construction with more robust designs at locations of higher vertical density
	Commit to assignment of Air Rights to the Municipality
	Clarify Ownership and Maintenance questions regarding core structural elements below the covers
	Commit to participating in and providing technical support to efforts engaged in crafting a Civic Vision for the KACNSG Corridor
	Commit to supporting a KACNSG Corridor Advisory Group/Steering Committee through both staff and technical support
Civic Organizations	
	Fairview Community Council and Fairview Business Association commit to a leadership role in engaging local stakeholders to participate in crafting the Civic Vision
	FCC and FBA commit to an advocacy role in seeking funding to support the efforts of the Municipality and the ADOT&PF
	FCC and FBA commit to advancing community discussion of the effort through a robust public participation process that includes: workshops, presentations, third-party analysis, Community meetings and public hearings, etc.

Approved by a vote of 24 to 0, with 3 Abstentions. - Keaplin

Signed:


Chair

Date


Secretary

4-9-15
Date

**FEDERAL HIGHWAY
ADMINISTRATION**

Provides \$ for Development of
Gambell/Ingra Corridor

**ANCHORAGE METROPOLITAN
TRANSPORTATION STUDY (AMATS)**

Sets priority for development of the Gambell/Ingra
Corridor in the Municipal Transportation Plan

**STATE OF ALASKA DEPARTMENT OF
TRANSPORTATION AND PUBLIC
FACILITIES**

Responsible for design, compliance, and
requirements for areas in, over, and around
Gambell/Ingra Corridor

MUNICIPALITY OF ANCHORAGE

Control land use of Gambell/Ingra Corridor

FAIRVIEW COMMUNITY COUNCIL

Establish and advocate for vision of Ingra/Gambell
Corridor

CLERK'S OFFICE
AMENDED AND APPROVED

Date: 9-9-14

Motion to amend the
Fairview Neighborhood Plan

Land Use Map passed 9-9-14 (Floor Amendment attached)

Submitted by: Chair of the Assembly at
the Request of the Mayor

Prepared by: Community Development
Department, Planning
Division, Long-Range
Planning Section

For Reading: August 26, 2014

ANCHORAGE, ALASKA
AO No. 2014-108

1 **AN ORDINANCE ADOPTING THE FAIRVIEW NEIGHBORHOOD PLAN AS AN**
2 **ELEMENT OF THE COMPREHENSIVE PLAN, AND AMENDING ANCHORAGE**
3 **MUNICIPAL CODE TITLE 21, LAND USE PLANNING (OLD CODE—EXPIRES**
4 **DECEMBER 31, 2014), SECTION 21.05.030A., AND AMENDING ANCHORAGE**
5 **MUNICIPAL CODE TITLE 21, LAND USE PLANNING (NEW CODE—EFFECTIVE**
6 **JANUARY 1, 2014), SECTION 21.01.080B., TABLE 21.01-1.**

7
8 (Planning and Zoning Case 2014-0066)

9
10 **THE ANCHORAGE ASSEMBLY ORDAINS:**

11
12 **Section 1.** The *Fairview Neighborhood Plan* Public Hearing Draft dated
13 March 2014 (Exhibit A), as amended by Planning and Zoning Commission
14 Resolution No. 2014-032 (Exhibit B), is adopted as an element of the
15 Comprehensive Plan.

16
17 **Section 2.** Anchorage Municipal Code (OLD CODE) section 21.05.030A. is
18 amended to read as follows (*the remainder of the section is not affected and*
19 *therefore not set forth*):

20
21 **21.05.030 Elements.**

22
23 The comprehensive plan consists of the following elements, which are
24 incorporated in this chapter by reference. While they may be valid planning
25 tools, plans or other elements that are not listed below or incorporated into
26 the comprehensive plan elsewhere in this Code are not official elements of
27 the comprehensive plan. If elements of the comprehensive plan conflict, the
28 element most recently adopted shall govern.

29
30 **A. Anchorage Bowl.**

31 *** **

32 **14. Fairview Neighborhood Plan, (insert effective date) (insert AO**
33 **no. and date).**

34
35 *** **

36 (AO No. 18-75; AO No. 82-49; AO No. 85-165; AO No. 2000-119(S), § 4,
37 2-20-01; AO No. 2001-124(S), § 2, 2-20-01; AO No. 2002-68, § 1, 4-23-02;

1 AO No. 2002-119, § 1, 9-10-02; AO No. 2003-74, § 1, 5-20-03; AO No.
2 2003-129, § 2, 10-21-03; AO No. 2005-115, § 3, 10-25-05; AO No.
3 2006-93(S-1), § 2, 12-12-06; AO No. 2007-107, § 2, 8-28-07; AO No.
4 2008-74, § 2, 6-24-08; AO No. 2009-69, § 2, 6-23-09; AO No. 2009-104, § 3,
5 9-15-09; AO No. 2009-126, § 2, 12-1-09; AO No. 2010-22, § 2, 4-13-10; AO
6 No. 2013-151, § 2, 1-14-14)

7
8 **Section 3.** Anchorage Municipal Code (NEW CODE) section 21.01.080B.1.,
9 Table 21.01-1 *Comprehensive Plan Elements*, is amended to read as follows (*the*
10 *remainder of the section is not affected and therefore not set forth*):

11
12 **21.01.080 Comprehensive Plan.**

13 *** **


TABLE 21.01-1: COMPREHENSIVE PLAN ELEMENTS			
Area/Topic	Plan	Adoption Date [1]	Amendments
Anchorage Bowl	***	***	***
	<u>Fairview Neighborhood Plan</u>	<u>AO 2014-108;</u> <u>(9-9-14)</u>	
***	***	***	

14
15 *** **

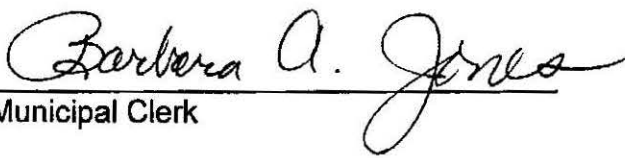
16 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2013-151, § 3,
17 1-14-14)

18
19
20 **Section 4.** This ordinance shall become effective immediately upon its passage
21 and approval by the Assembly.

22
23 PASSED AND APPROVED by the Anchorage Assembly this 9th day of
24 September 2014.

25
26
27 
28
29 Chair of the Assembly

30 ATTEST:

31
32
33 
34
35 Municipal Clerk

CLERK'S NOTE: MOTION TO APPROVE THIS FLOOR AMENDMENT PASSED 9-9-14.

Fairview Neighborhood Plan Proposed Amendment To AO 2014-108

Submitted by: Assembly Chair Flynn on behalf of the Fairview Community Council.

PROPOSED AMENDMENT: Amendment to Fairview Neighborhood Plan Land Use Plan Map:

Amend the Land Use Plan Map to designate the parcels located between Ingra and the alley to the east and between 14th and 15th Avenues to "Fairview Mixed Use Corridor."

Page and Line to be Amended: Land Use Plan Map, page 59

Purpose/Summary of amendment: The Fairview Community Council (FVCC) at their October 2013 meeting voted and approved designating the parcels located between Ingra and the alley to the east and between 14th and 15th Avenues to "Fairview Mixed Use Corridor." The designation of these properties to this land use category would allow for redevelopment of these parcels consistent with vision of mixed-use development along the Gambell/Ingra corridor.

This Land Use Plan Map designation change was missed by the consultant working with the FVCC and was not reflected in the draft plan that was submitted to the MOA and the Planning and Zoning Commission (PZC) for review and recommendation.

During the PZC public hearing process, this issue was discussed and the PZC agreed with the concept; however, the Commission directed Community Development staff and the FVCC to finalize the specific properties to be designated as such. Staff and the FVCC have completed their review of FVCC actions, and recommend the Land Use Plan Map be amended to reflect the FVCC's action of October 2013.

Will there be any public or private economic effect to the proposed amendment?

YES NO (check one) **If yes, please detail below.**

MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government

AO Number: 2014-108

Title: AN ORDINANCE ADOPTING THE *FAIRVIEW NEIGHBORHOOD PLAN* AS AN ELEMENT OF THE COMPREHENSIVE PLAN, AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21, LAND USE PLANNING (OLD CODE--EXPIRES DECEMBER 31, 2014), SECTION 21.05.030A., AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21, LAND USE PLANNING (NEW CODE--EFFECTIVE JANUARY 1, 2014), SECTION 21.01.080B., TABLE 21.01-1.

Sponsor: MAYOR SULLIVAN
 Preparing Agency: Community Development Department and Fairview Community Council
 Others Impacted: Fairview Community Council, Fairview Business Association

CHANGES IN EXPENDITURES AND REVENUES:		(In Thousands of Dollars)				
	FY14	FY15	FY16	FY17	FY18	
Operating Expenditures						
1000 Personal Services						
2000 Non-Labor						
3900 Contributions						
4000 Debt Service						
TOTAL DIRECT COSTS:	\$ -	\$ -	\$ -	\$ -	\$ -	
Add: 6000 Charges from Others						
Less: 7000 Charges to Others						
FUNCTION COST:	\$ -	\$ -	\$ -	\$ -	\$ -	
REVENUES:						
CAPITAL:						
POSITIONS: FT/PT and Temp						

PUBLIC SECTOR ECONOMIC EFFECTS:

The *Fairview Neighborhood Plan* is intended to direct coordinated economic development and redevelopment with goals, policies, and implementation items that support economic revitalization as this plan is implemented. It is envisioned that the Fairview community will evolve into an anchor for a strong job-providing commercial sector, with a walkable main street that supports mixed-use development and a safe, stable, and diverse residential area. The implementation chapter is broad enough to provide guidance towards this vision for the next 10-15 years, while still providing a level of detail for specific steps. This includes utilizing Anchorage Municipal Code Chapter 12.35, Economic Development Property, along the Gambell/Ingra Corridor to help spur redevelopment not currently experienced in the Anchorage area. Chapter 12.35 would exempt or defer property taxes on redevelopment for up to 10 years. This may impact the Anchorage tax base in the short term; however, case studies provide positive support of municipal investment in redevelopment tools, such as Chapter 12.35, in other areas of the country.

PRIVATE SECTOR ECONOMIC EFFECTS:

The Fairview Neighborhood Plan is intended to provide more certainty and direction to private investors, realtors, land owners, developers, and residents for the Fairview neighborhood. Mitigation elements are also included in the plan to assist the Municipality of Anchorage and the Fairview neighborhood in defining the short- and long-term impacts of large infrastructure projects.



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 508-2014

Meeting Date: August 26, 2014

1 **FROM: MAYOR**

2
3 **SUBJECT: AN ORDINANCE ADOPTING THE *FAIRVIEW NEIGHBORHOOD***
4 ***PLAN AS AN ELEMENT OF THE COMPREHENSIVE PLAN,***
5 ***AND AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21,***
6 ***LAND USE PLANNING (OLD CODE—EXPIRES DECEMBER 31,***
7 ***2014), SECTION 21.05.030A., AND AMENDING ANCHORAGE***
8 ***MUNICIPAL CODE TITLE 21, LAND USE PLANNING (NEW***
9 ***CODE—EFFECTIVE JANUARY 1, 2014), SECTION 21.01.080B.,***
10 ***TABLE 21.01-1.***

11
12
13
14 On May 12, 2014, the Planning and Zoning Commission (PZC) held a public hearing
15 on PZC Case No. 2014-0066, the March 2014 Public Hearing Draft of the *Fairview*
16 *Neighborhood Plan* (Exhibit A). Based on its review and findings, on June 2, 2014,
17 the Commission recommended approval of the *Fairview Neighborhood Plan* along
18 with several amendments listed in the Issue-Response Table of PZC Resolution
19 No. 2014-032 (Exhibit B).

20 21 **Background**

22 The Anchorage Assembly established the authority for community councils to
23 sponsor and develop a neighborhood plan under Anchorage Municipal Code
24 (AMC) 21.05.155A.2. Subsequently, the Anchorage Assembly approved Assembly
25 Resolution AR No. 2006-42(S) on March 14, 2006, authorizing the Fairview
26 Community Council (FVCC) to develop a neighborhood plan (Exhibit C).

27
28 Through an extensive public involvement and input process, the FVCC completed
29 the March 2014 *Fairview Neighborhood Plan* Public Hearing Draft (*Fairview*
30 *Neighborhood Plan*).

31
32 The FVCC, as the applicant, with assistance from Community Development
33 Department staff, submitted the *Fairview Neighborhood Plan* to the Planning and
34 Zoning Commission for review and recommendation of approval. The FVCC is the
35 grassroots voice representing neighborhood residents, businesses, and interested
36 parties dedicated to developing, funding, and implementing this neighborhood plan.
37

1 **Plan Summary**

2 The *Fairview Neighborhood Plan* is a comprehensive plan that contains a diverse
3 set of goals and objectives that will assist the neighborhood in achieving a common
4 vision for the following: promotion of owner-occupied residential housing; future
5 establishment of overlay districts and associated design standards; an area-specific
6 land use plan map to guide future land use and zoning decisions in support of
7 single-family and mixed-use development; Gambell Street Corridor safety
8 improvements; support for Assembly approval and use of Municipal Code
9 Chapter 12.35 – Deteriorated Properties and Economic Development Properties
10 redevelopment; promotion of safe walkable streets; identification of appropriate
11 transportation network improvements; and program development to address public
12 inebriate impacts in the commercial, residential, and industrial areas of this
13 neighborhood.

14
15 **Implementation of Anchorage 2020—Anchorage Bowl Comprehensive Plan**

16 The *Fairview Neighborhood Plan* contains goals, objectives, and action items that
17 support *Anchorage 2020—Anchorage Bowl Comprehensive Plan*.

18
19 Page 65

- 20 ▪ Planning Principles for Design and Environment including architectural quality
21 suitable for our northern climate, landscape and roadway standards,
22 connectivity to trails, schools, and parks, and preservation of historic
23 resources.

24
25 Page 72

- 26 ▪ *Policy #7: Avoids incompatible uses adjoining one another*
- 27
- 28 ▪ *Policy #10: Mixed-use development is encouraged within Neighborhood*
29 *Centers. Strategies for mixed-used development include housing needs,*
30 *compatible non-residential uses, public and open spaces, and multi-modal*
31 *access.*

32
33 Page 75

- 34 ▪ *Policy #21: All new commercial development shall be located and designed*
35 *to contribute to improving Anchorage’s overall land use efficiency and*
36 *compatibility, traffic flow, transit use, pedestrian access, and appearance.*

37
38 Page 77

- 39 ▪ *Policy #25: Neighborhood Commercial Centers are to be determined*
40 *through neighborhood or district planning processes. Neighborhood*
41 *Commercial Centers are intended to allow neighborhood-oriented commercial*
42 *uses in and adjacent to residential areas.*
- 43
- 44 ▪ *Policy #46: The unique appeal of individual residential neighborhoods shall*
45 *be protected and enhanced in accordance with applicable Goals, Policies*
46 *and Strategies.*

47

- 1 ▪ *Policy #47: Provide distinctive public landmarks and other public places in*
- 2 *neighborhoods.*
- 3
- 4 ▪ *Policy #49: Site plan layout and building design for new development shall*
- 5 *consider the character of adjacent development. The Municipality may*
- 6 *require layouts and designs to incorporate the functional and aesthetic*
- 7 *character of adjacent development.*
- 8

9 Page 83

- 10 ▪ *Policy #51: The Municipality shall define Anchorage's historic buildings and*
- 11 *sites and develop a conservation strategy.*
- 12
- 13 ▪ *Policy #52: Site and design residential development to enhance the*
- 14 *residential streetscape and diminish the prominence of garages and paved*
- 15 *parking areas.*
- 16

17 Page 84

- 18 ▪ *Policy #60: Design attractive affordable housing that is suited to its environs.*
- 19

20 Page 88

- 21 ▪ *Policy #79: Considerations in location for government facilities.*
- 22

23 Page 89

- 24 ▪ *Policy #84: Develop an acquisition strategy to secure sufficient and suitable*
- 25 *public lands for parks, sports fields, greenbelts, open space, trails, and other*
- 26 *public facilities based upon applicable level of service standards.*
- 27

28 Page 90

- 29 ▪ *Policy #88: Provide opportunities for integrating arts and culture in*
- 30 *developments throughout the community.*
- 31

32 Page 91

- 33 ▪ *Policy #90: The Anchorage 2020—Anchorage Bowl Comprehensive Plan*
- 34 *and adopted level of service standards shall be used to guide municipal*
- 35 *capital improvements programming.*
- 36

37 AO-2002-119

- 38 ▪ *Policy #99: Incorporate crime prevention and other public safety needs into*
- 39 *the design of residential areas, individual buildings, and public facilities. Use*
- 40 *design standards to improve natural surveillance, residents' sense of*
- 41 *ownership and control of the neighborhood, and overall public safety through*
- 42 *appropriate environmental design.*
- 43

44 **Public Participation Summary**

45 The FVCC conducted an almost 20-year planning process to complete this plan.

46 Public outreach included public meetings, open houses, the annual Fairview

47 Neighborhood Block Party, and resident surveys. FVCC leadership also met

1 routinely with elected representatives, the business community, and interested
2 parties. The FVCC also communicated with Community Development staff for
3 guidance on the planning process and plan elements.
4

5 **Issue-Response Table**

6 An Issue-Response Table was developed to track public, agency, and Planning and
7 Zoning Commission comments and recommendations. Because the FVCC is the
8 petitioner for the *Fairview Neighborhood Plan*, many of the responses to comments
9 were developed directly by the FVCC.
10

11 **The Importance of Adopting the *Fairview Neighborhood Plan***

12 The *Fairview Neighborhood Plan* will give the community a guiding document to
13 direct redevelopment efforts in Fairview. The *Plan* articulates the need to protect
14 and improve neighborhood character, a commitment to education and life-long
15 learning, creates opportunities for civic engagement, and outlines solid strategies for
16 re-creating an area impacted by negative perceptions primarily created by
17 transportation infrastructure projects proposed but unfunded.
18

19 **How the *Fairview Neighborhood Plan* Will Be Used**

20 Section 12.01 of the Municipal Charter directs the Assembly to adopt, implement,
21 and from time to time modify a comprehensive plan to set forth relevant goals,
22 objectives, and policies that will govern the future development of the Municipality.
23 Adoption of the *Fairview Neighborhood Plan* will achieve the following:
24

- 25 ▪ Provides the guiding principles for redevelopment and reinvestment in the
26 Gambell/Ingra Corridor.
- 27
- 28 ▪ Prioritizes municipal Capital Improvement Project funding for MOA-owned
29 buildings, parks, and other infrastructure.
- 30
- 31 ▪ Prioritizes the need for Alaska State Capital Improvement Project funding for
32 state-owned buildings, roadways, and other infrastructure.
- 33
- 34 ▪ Prioritizes the need for Alaska State community services funding for schools,
35 homeless and chronic inebriate services.
- 36
- 37 ▪ Provides a land use plan map that will guide future land use and zoning
38 decisions in the neighborhood planning area.
- 39
- 40 ▪ Creates the Fairview Mixed-Use Corridor Land Use designation to encourage
41 infill, redevelopment and reinvestment along the Gambell/Ingra Corridor, to
42 include housing, commercial, and retail.
- 43
- 44 ▪ Supports the potential establishment of historic districts identified through the
45 Original Neighborhoods Historic Preservation Plan.
46

- 1 ▪ Assists the neighborhood in identifying mitigation elements in response to
- 2 any large publically funded infrastructure project.
- 3
- 4 ▪ Encourages walkability, neighborhood reinvestment, community cohesion
- 5 and support.
- 6

7 **Planning and Zoning Commission Review and Recommendation**

8 Public testimony on the 2014 *Fairview Neighborhood Plan* Public Hearing Draft was
9 opened and closed at the Planning and Zoning Commission public hearing on
10 May 12, 2014. Commission action was continued to June 2, 2014. In the interim, a
11 Planning and Zoning Commission work session was held on May 19, 2014, with the
12 FVCC and the Community Development Long-Range Planning Section staff.

13
14 The Planning and Zoning Commission recommended approval on June 2, 2014, of
15 the *2014 Fairview Neighborhood Plan Public Hearing Draft*, in addition to several
16 amendments included in the Issue-Response Table. Amendments to be considered
17 and approved by the Assembly are provided in the Issue-Response Table of the
18 Planning and Zoning Commission resolution (Exhibit B).

19 **Plan Overview**

- 20 ▪ Executive Summary

21 Purposes of the Plan, Public Process Overview, and Outline of the Plan

- 22 ▪ Introduction

23 Chapter 1: Planning Area Boundary, Anchorage 2020, Existing Plans and Policies ,
24 and Fairview History

- 25 ▪ Existing Conditions

26 Chapter 2: Neighborhood Character, Demographic Profile, Employment,
27 Anchorage-area Projections, Land Use and Ownership, Infrastructure and Public
28 Services, Transportation, Parks and Open Space, Natural Environment, Energy, and
29 Weather

- 30 ▪ Public Process

31 Chapter 3: 2009 Draft Fairview Community Plan, 2013 Revision and Update,
32 Parallel Outreach Efforts, and Issues and Opportunities

- 33 ▪ Community Vision

34 Chapter 4: Values and Principals, Goals and Strategies, Sub-Area Goals, and the
35 Fairview Guidemap insert

- 36 ▪ Plan Implementation

37 Chapter 5: Implementation Table with Next Steps, Land Use Plan Map, and
38 Fairview Mixed-Use Corridor defined

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▪ Appendices

Appendix A: Fairview Economic Revitalization Plan; Appendix B: Sample Design Guidelines; and Appendix C: Assembly Resolution No. 2006-42(S)

Department Recommendation

Assembly approval is requested of the *2014 Fairview Neighborhood Plan* Public Hearing Draft with the amendments identified in the Issue-Response Table approved by the Planning and Zoning Commission through Resolution No. 2014 -032.

THE ADMINISTRATION RECOMMENDS APPROVAL OF THE FAIRVIEW NEIGHBORHOOD PLAN.

Prepared by: Kristine Bunnell, Senior Planner
Long-Range Planning Section, Planning Division
Approved by: Jerry T. Weaver, Jr., Director
Community Development Department
Concur: Dennis A. Wheeler, Municipal Attorney
Concur: George J. Vakalis, Municipal Manager
Respectfully submitted: Daniel A. Sullivan, Mayor

Attachments: Exhibit A—*2014 Fairview Neighborhood Plan* Public Hearing Draft
Exhibit B—Planning and Zoning Commission Resolution 2014-032
Exhibit C—Assembly Resolution AR No. 2006-42(S)
Exhibit D—Planning and Zoning Commission Staff Packets
–June 2, 2014, Deliberations
–May 12, 2014, Public Hearing
Exhibit E—Planning and Zoning Commission Meeting Minutes
–June 2, 2014, Deliberations
–May 12, 2014, Public Hearing



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

CENTRAL REGION
Planning

4111 Aviation Avenue
Anchorage, Alaska 99502
Main: 907.269.0520
Fax: 907.269.0521

April 11, 2014

Kristine Bunnell, Senior Planner
MOA, Community Development Department
Planning Division
Long Range Planning Section
P.O. Box 196650
Anchorage, Alaska 99519-6650

RE: PZC Case 2014-0066, Fairview Neighborhood Plan, March 2014 Public Draft Hearing

Dear Ms. Bunnell:

The Alaska Department of Transportation and Public Facilities, ADOT&PF, Central Region Planning thanks you for allowing us the opportunity to comment on the Fairview Neighborhood Plan and we offer the following comments.

The plan makes several references to the Gambell Street Redevelopment Plan, which specifically discusses reducing Gambell Street from four to three lanes and makes other provisions for on-street parking and bike/ped accommodations.

The Ingra/Gambell couplet is a major north south corridor of regional significance to Southcentral Alaska in the heart of Anchorage that provides direct connections to Downtown Anchorage, the Sullivan Arena and surrounding sports complex, and connections to the Glenn and Seward Highways. The couplet moves approximately 50,000 vehicles a day. There are several major projects listed in the AMATS 2035 Metropolitan Transportation Plan (MTP) that could have significant impacts on Gambell Street in the future.

The Glenn to Seward Connection and the Knik Arm Bridge crossing would significantly impact traffic operations on Gambell Street. Both projects are large scale transportation investments and there is no certainty as to when these projects would be complete. While the Glenn to Seward Connection may divert traffic from Gambell Street, the Knik Arm Bridge Crossing could potentially add thousands more vehicles to the network and Gambell Street would need to have the capacity to handle such traffic. Congestion on Gambell Street could exacerbate cut through traffic creating difficult conditions on adjacent neighborhood streets. Additional travel lanes are currently being added to the Glenn and Seward Highways, which will feed into the couplet.

"Keep Alaska Moving through service and infraStreestructure."

We believe it is important to maintain the existing reserve capacity on Gambell Street and would recommend that a much more detailed analysis and traffic impact study be conducted before any capacity is removed from Gambell Street.

While we support the efforts of the Community Council to work with the Municipality and Department to guide and plan for the future of the neighborhood, it would be premature of AKDOT&PF to approve of any action reducing capacity on Gambell Street at this time. Changes to Gambell Street must take into account potentially far reaching impacts to the entire regional network.

Again thank you for allowing the Department to review and comment and if you have any questions please feel free to contact me at 269-0515.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Boyle', with a long horizontal flourish extending to the right.

James D. Boyle
Anchorage Transportation Planner

cc: Jennifer Witt, Chief, Planning & Administrative Services
Ken Morton, P.E., Preconstruction Engineer
David Post, Planning Manager
Tucker Hurn, Right of Way Agent, Right of Way
Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities
Jim Amundsen, P.E., Highway Design Group Chief

Exhibit B

MUNICIPALITY OF ANCHORAGE PLANNING AND ZONING COMMISSION RESOLUTION NO. 2014-032

A RESOLUTION RECOMMENDING APPROVAL OF THE FAIRVIEW NEIGHBORHOOD PLAN.

(Case No. 2014-0066)

WHEREAS, the Anchorage Assembly established the authority for community councils to sponsor and develop a neighborhood plan under Anchorage Municipal Code (AMC) 21.05.155A.2. (AMC 21.03.130 in “new” Title 21); and

WHEREAS, the Anchorage Assembly approved Assembly Resolution 2006-42(S) on March 14, 2006, authorizing the Fairview Community Council (FVCC) to develop a neighborhood plan; and

WHEREAS, the FVCC is a grassroots voice representing neighborhood residents, businesses, and interested parties dedicated to developing, funding, and implementing their neighborhood plan; and

WHEREAS, through an extensive public involvement and input process, the FVCC completed the draft March 2014 *Fairview Neighborhood Plan Public Hearing Draft*, submitted to the Anchorage Planning and Zoning Commission for review and recommendation of approval; and

WHEREAS, the *Fairview Neighborhood Plan* also incorporates recommendations from many previous planning efforts as noted in the *Fairview Neighborhood Plan* Table 1, Page 10, including: the Fairview Transportation Study (1998), the *Anchorage Original Neighborhoods Historic Preservation Plan* (2013), the *Gambell Street Redevelopment and Implementation Plan* (2013), the Fairview Business Survey (2013), and *Anchorage 2020—Anchorage Bowl Comprehensive Plan (2001) (Anchorage 2020)*; and

WHEREAS, the *Fairview Neighborhood Plan* is a comprehensive plan that contains a diverse set of goals and objectives that will assist the neighborhood in achieving a common vision for promoting owner-occupied residential housing; the future establishment of overlay districts and associated design standards; an area-specific land use plan map that will guide future land use and zoning decisions to support single-family and mixed-use development; the Gambell Street corridor safety improvements; encouragement of new development and redevelopment through the use of tax abatement as provided for in Municipal Code Chapter 12.35 – Deteriorated Properties and Economic Development chapter; promoting safe and walkable streets; identifying transportation network improvements; and the importance of addressing public inebriate impacts to commercial, residential, and industrial areas; and

WHEREAS, the *Fairview Neighborhood Plan* was presented to the Anchorage Planning and Zoning Commission through two work sessions and two regular meetings at which substantial public testimony was heard for this plan; and

WHEREAS, the *Fairview Neighborhood Plan* received substantial comment, recommendations, and support by the Anchorage Planning and Zoning Commission, which are included in Exhibit A-Issue-Response Table; and

WHEREAS, *Anchorage 2020* identifies the Fairview area as one of Anchorage's busiest transportation corridors and speaks to the potential of a mixed-use commercial and residential area identified as a Neighborhood Commercial Center, and as such supports the Fairview neighborhood as a unique contributor to Anchorage's long-term economic vitality and sustainability; and

WHEREAS, the *Fairview Neighborhood Plan* supports *Anchorage 2020* recommendations for a Neighborhood Commercial Center, "with a scale and appearance compatible with adjacent residential neighborhoods, highly responsive to the needs and character of the nearby neighborhood areas in scale and traffic patterns," through the inclusion of the Gambell Street Redevelopment Plan by reference; and

WHEREAS, a public hearing before the Planning and Zoning Commission was opened and closed on May 19, 2014, with public testimony from several Fairview residents and Alaska DOT&PF; and

WHEREAS, on June 2, 2014, the Planning and Zoning Commission further deliberated the merits of the *Fairview Neighborhood Plan* and provided additional motions and amendments to the plan based on work session discussions, and commission recommendations; and

WHEREAS, the *Fairview Neighborhood Plan* meets AMC 21.03.130D., Standards, on both: 1. Form and Content (1.a. through 1.h.), and 2. Sound Planning Policy (2.a. through 2.e.).

NOW, THEREFORE, BE IT RESOLVED by the Anchorage Planning and Zoning Commission that:

- A. The Commission makes the following findings of fact:
 1. The *Fairview Neighborhood Plan* meets the guidelines of title 21.03 and *Anchorage 2020* to promote, write, and ultimately sponsor and seek adoption of their own neighborhood plan.
 2. The *Fairview Neighborhood Plan* is an exemplary example of a well-documented and thorough public outreach effort.
 3. The Fairview neighborhood is located in an exceptional area of Anchorage within close proximity to Downtown and Midtown.

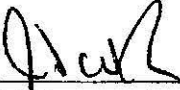
4. The *Fairview Neighborhood Plan* identifies significant issues, including proposed major transportation projects, while also identifying tremendous opportunities for the area.
5. The primary existing landscape of Fairview includes small lots, alleys, and sidewalks that other neighborhoods desire but don't have.
6. The small-lot areas proposed to remain single-family or lower intensity through the proposed land use plan map have the opportunity to generate added property value.
7. Through potential down-zoning, there is opportunity to create a solid neighborhood with a mix of rental- and ownership-housing that would increasingly foster a neighborhood sense of place.
8. The *Fairview Neighborhood Plan* is consistent with *Anchorage 2020* with focus on mixed-use development in the core areas of Gambell and Ingra, while balancing supporting land use on the fringes.
9. The *Fairview Neighborhood Plan* proposes four overlay districts that would give the neighborhood more flexible control over zoning decisions than what currently exists. A follow-up implementation item to the adoption of the *Fairview Neighborhood Plan* should be a process to determine appropriate zoning and development guidelines for the four overlay districts.
10. Neighborhood development and economic development is multifaceted; the *Fairview Neighborhood Plan* has articulated the tools, actions, problems, and potential solutions to benefit the neighborhood, and just as importantly, that would benefit the Municipality of Anchorage as a whole.
11. The *Fairview Neighborhood Plan* recommends the Gambell Street Corridor Project as an essential redevelopment and multi-modal transportation element to help bring change and certainty to the neighborhood to aid the community in overcoming the detrimental effects of the Highway-2-Highway proposal.
12. The Gambell Street Corridor Project could ultimately bring "Main Street" back to Fairview. Municipal representation is essential on AMATS to advocate for this neighborhood as the project fits within the context of regional transportation solutions.
13. Gambell Street is neither safe for the public, nor safe for traffic; it is time to stop studying Gambell Street and to take action for

improvements. Concerning the AMATS plan noted on page 32, to delay [a project] until 2035 could be considered a taking, through the 20-year delays asked of property owners. Public agencies should make their decisions in a timelier manner.

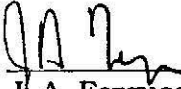
14. Successful implementation of the *Fairview Neighborhood Plan* will provide for opportunities to enhance neighborhood stability and bring critical investments into the neighborhood for the benefit of future generations.
 15. The *Fairview Neighborhood Plan* is a significant step by the FVCC to revitalize an under-served community that continues to suffer from impacts of past poor planning decisions; and
 16. The *Fairview Neighborhood Plan* puts forth a visionary document that has the potential to diversify and expand economic development options in Fairview, specifically along the Gambell and Ingra Streets corridor; to enhance new and existing business development; and to provide access to jobs, housing, and recreational opportunities for residents and visitors, as articulated in *Anchorage 2020*.
- B. The Anchorage Planning and Zoning Commission recommends approval of the March 2014 *Fairview Neighborhood Plan Public Hearing Draft* to the Anchorage Assembly with the amendments listed in the Issue-Response Table, included as Attachment A.

PASSED AND APPROVED by the Anchorage Planning and Zoning Commission this 2nd day of June, 2014.

ADOPTED by the Anchorage Planning and Zoning Commission this 14th day of July, 2014.



Jerry T. Weaver, Jr.
Secretary



J. A. Fergusson
Chair

Attachment: A. Issue-Response Table

(Case No. 2014-0066)

krb

PC FINAL

ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
(AMATS)

AMATS RESOLUTION REGARDING DOWNTOWN TRAFFIC SOLUTIONS

Whereas: The Downtown Anchorage major arterials of 5th and 6th Avenues, Gambell and Ingra Streets, and A and C Streets are among the busiest roads in the State of Alaska.

And Whereas: A Seward Highway to Glenn Highway connection has been contemplated for many years.

And Whereas: A Knik Arm Crossing (KAC) project is also being contemplated.

And Whereas: In the Municipal Planning and Zoning Commission (PZC) Resolution 2014-032, (Case No. 2014-066 related to the Fairview Neighborhood Plan) adopted unanimously in 2014, the PZC found that Gambell Street is neither safe for the public, nor safe for traffic.

And Whereas: In the Alaska Department of Transportation & Public Facilities (ADOT&PF) comments on Case No. 2014-066, (Page 2, Lines 4-5) dated April 11, 2014 state that ADOT&PF supports the community council's efforts to work with the Municipality and (State) Department to guide and plan for the future of the neighborhood.

And Whereas: In AO 2014-108, the Anchorage Assembly ratified the findings of the PZC that Gambell Street is neither safe for the public, nor safe for traffic.

And Whereas: Uncertainty over the design and timeline for these projects has impacted redevelopment and new development for several Anchorage Communities including Fairview, South Addition, Downtown, Government Hill, Mountain View, Rogers Park, and Midtown.

And Whereas: In 2011, Government Hill Community Council passed a resolution in Regard to the Knik Arm Crossing opposing the implementation of the KAC until there was certainty related to funding of the project.

And Whereas: In 2015, Fairview Community Council passed FVCC Resolution 2015-01, a resolution calling for State, Municipal, and Federal agencies to coordinate work toward a civic vision of a reconstructed Gambell Street/Ingra Street Corridor.

And Whereas: In 2015, South Addition Community Council passed SACC Resolution 2015-04, addressing the Municipality of Anchorage Land Use Plan Map as applied to South Addition, in part raising questions about and requesting information regarding traffic impacts on A & C Streets and how to mitigate those impacts.

7/28/2016

PC FINAL

And Whereas: In 2016, Mountain View Community Council passed MVCC Resolution 2016-04 opposing a possible highway route onto 3rd Avenue and Commercial Drive as depicted in concept in the 20135 MTP (Figure 7-3) and reflected in the February 29, 2016 draft Anchorage Bowl Land Use Plan Map.

And Whereas: The Area of Potential Effect considered in the Environmental Impact Study for the KAC ended at 3rd Avenue.

And Whereas: All of these traffic facilities directly impact the entire urban core.

And Whereas: An efficient resolution of these issues is important to all communities in and around Anchorage who use these roads.

And Whereas: The Seward Highway to Glenn Highway connection is in the adopted AMATS 2035 Interim Metropolitan Transportation Plan as both a short and long term recommended project, but has been delayed since the initial preliminary engineering and environmental planning effort was halted.

And Whereas: The ADOT&PF has begun design efforts for an interchange at 36th and Seward Highway.

And Whereas: A freight mobility study is under way which includes planning for access to the Port of Anchorage and Joint Base Elmendorf Richardson (JBER), but the study is limited in scope.

And Whereas: AMATS has access to funds through the Transportation Improvement Program (TIP) which can pay for conceptual level planning followed by project planning.

Therefore be it resolved: That AMATS staff is directed to program funding into the TIP for a Planning and Environmental Linkages study which will involve affected community councils and road user stakeholders to identify preferred alternatives for this Seward to Glenn Highway connection.

Be it further resolved that the AMATS Policy Committee requests DOT&PF and AMATS staff start a Planning and Environmental Linkages study for the Seward Highway to Glenn Highway connection with consideration given to a with and without a Knik Arm Crossing option.

SACC *South Addition Community Council*

A RESOLUTION OF THE SOUTH ADDITION COMMUNITY COUNCIL ADDRESSING The Municipality of Anchorage Land Use Plan Map as applied to South Addition Community Council Area

A. General principles guiding South Addition neighborhood land use

1. South Addition is an established, highly valued, historic and irreplaceable neighborhood that has been and is still being created with unique nature and scale.

- a. The scale and nature of the neighborhood makes it a valuable and sought-after place to live for people of all ages.
- b. The neighborhood is defined by low speed streets with sidewalks, yards, gardens and mature landscaping as well as its variety of housing - a mixed housing stock of mostly one or two story single family homes, duplexes and fourplexes. It also includes a number of larger three story apartments and condominiums that maintain nature and scale of the neighborhood. There are few four story buildings.
- c. The neighborhood abuts the Delaney Park Strip providing safe and pleasant walking for accessing events on the Park Strip.
- d. South Addition offers an intimate and welcoming scale with streetscapes that encourage residents to watch the street they live on, and enjoy safe and healthy community engagement with their neighbors.

2. Downtown, Midtown and Town Centers will never develop if cheaper lands in residential neighborhoods are rezoned to 'city center' density.

- a. Downtown, Midtown and Town Centers areas are defined in the Anchorage Comprehensive Plan as appropriate sites for high density. In fact the density is important to their success.
- b. These areas have a significant amount of underdeveloped land.
- c. It is unlikely that they will ever develop to near their potential if lower cost residential lands surrounding them are designated and rezoned for high density.

3. The edges of South Addition are delicate and very important to the future of the inner city safety and desirability.

- a. A renaissance is emerging in Fairview to the east of South Addition as well as neighborhoods to the south such as Valley of the Moon and North Star. These neighborhoods are quickly upgrading and filling in with young families and professionals that want South Addition's quality

of life. They offer growing potential for building a similar mix of single family and medium density housing as is found in South Addition.

- b. The eastern and southern edges of South Addition are delicate and very important. They offer an opportunity to extend the valued, solid and safe qualities of South Addition, or they might extend the more challenging problems Fairview is seeking to overcome. Whether a residential neighborhood is being up graded or downgraded, is directly related to intensity of the land use and the extent to which the existing nature and scale of South Addition is supported and extended.
- c. As more high rise/high density housing is developed in the downtown core (as recommended in the Downtown Plan) South Addition will serve as the nearby, lower density, safe, walkable neighborhood that offers needed intimate character and scale supporting good urban living.

4. The scale and nature of South Addition is extremely important to the city as a whole and should be maintained and supported:

The South Addition neighborhood plays a valuable role in protecting downtown's important viewshed. From the new Dena'ina Convention Center and most of the major downtown high-rise buildings, South Addition's low heights and plentiful landscaping allow clear views to the south of our growing and beautiful city framed by the Chugach Mountains and Cook Inlet.

B. Specific questions, concerns, requests and comments on the draft content and process

Before the Municipality recommends up-zoning any SACC lands to R4, the recommendation should provide and consider full documentation of the need for increased density in this location. It should address and consider the following questions, requests and concerns.

1. Questions

- a. How or why would South Addition be expected to include 6 story multifamily buildings when that is not happening in the Downtown core with its sea of underdeveloped land holding old bungalows, low rise apartments and many surface parking lots?
- b. If R3 zoning is appropriate west of L Street downtown, then why isn't R3 zoning preferred in South Addition between 9th and 15th east of C Street?
- c. How do historic citywide population projections compare with actual population history and current trends?
- d. What are the current zoning and maximum dwelling units per acre allowed between 4th and 36th Avenue, and Gambell and L, compared with actual number of households per block?
- e. What is square foot cost of land between 4th and 9th Avenues, and between the Inlet and Gambell, compared to costs of land within South Addition council boundaries?
- f. What is the density of housing units within 300 feet of transit corridors north of 36th Avenue compared with the current zoning?

g. What is the density of housing units within 300 feet of designated Town and Neighborhood Centers city wide?

h. Is 15th Avenue a viable transit corridor within the foreseeable future i.e.: ten to twenty years?

2. Proposed Standards

a. South Addition serves as a transitional neighborhood to the higher density and commercial zoning east of Cordova Street. The quality of life enjoyed by residents west of C Street shall also be enjoyed by residents east of C Street as they sought when they lobbied to join SACC. The R3 residential area west of Cordova Street to C Street continues the lower density single family homes, with the smaller density multiple family dwellings, which differ markedly from the R4 area east of Cordova Street.

b. Standards will protect daylight into SACC homes and apartments in all residential zones. Those standards will be publicly reviewed and reconsidered (given our concerns over the lack of transparency in developers' recent successes in weakening them.)

c. Newly constructed projects shall not turn their back on adjacent streets or use the street front as a general utility area that is completely paved for parking and/or used as an garbage disposal area (as currently done on the newly renovated and problematic larger high-rise apartment at 14th and B.)

d. Neighborhood character and safety will be protected by

i. Limiting buildings heights to current zoning, especially R2M – 30 feet, R3 – 35 feet.

ii. Not allowing any building to exceed 35 feet height under future land use or zoning.

iii. Protecting front, side and rear yard setbacks to provide open space, play space, landscaping and access to sunlight.

iv. Requiring a minimum square footage of windows, especially at ground level, and also entrances, porches and/or decks facing the street to support neighborhood safety and active, visible engagement with the street.

v. Parking standards that do not result in blank walls or garage fronts dominating the streetscape, again to support the safety and active visible engagement with the street.

vi. Landscaping between the sidewalk and the building, and the sidewalk and the street.

vii. Provide a mix of one, two and three bedroom units in each multifamily development to protect the family character of the neighborhood.

viii. Meet national standards for providing public park space within 600 feet of homes.

3. Transportation considerations and information requests

Drive alone transportation will be discouraged and transit and walking will be developed, while documenting anticipated number of auto trips expected from the build out of any upzoning, given current rate of trips by transit and walking.

- a. Provide bus service operating every 15 minutes within five minutes walking distance of homes along A and C Streets.
- b. Calm traffic on A and C Streets, between 9th and 15th for school and pedestrian safety, including flashing school lights and crossing zones that reduce speeds to 20 mph at appropriate times.
- c. Reduce vehicle speeds on A and C Streets north of Fireweed to 25 mph through effective street design and aggressive speed enforcement.
- e. Ensure neighborhood streetscape standards before approving new construction, including curb and gutter street construction, paved alleys, separated sidewalks with landscaped buffer from street, and landscaping between sidewalk and buildings.

NOW, THEREFORE, THE SOUTH ADDITION COMMUNITY COUNCIL RESOLVES:

South Addition Community Council respectfully requests that these principles and standards be adopted by the Municipality as it builds the Municipal Land Use Plan Map and narrative; and know that

SACC has begun developing a detailed Neighborhood Plan in the belief that a detailed local plan will provide guidance for future development.

PASSED AND APPROVED by the South Addition Community Council this 17th day of December, 2015 by a vote of 15 in favor; 0 opposed; and 0 abstentions.



Jeffrey Manfull, President of South Addition Community Council



GOVERNMENT HILL COMMUNITY COUNCIL
C/O Community Councils Center • 1057 West Fireweed Lane, Suite 100
Anchorage, AK 99503

Bob French, President
Donna Rymut, Vice President
Stephanie Kesler, Secretary -Treasurer
Brit Szmoniak, FCC Representative
Mavis Hancock, At-Large Board Members
Stephanie Kesler, Past President

A Resolution Regarding the Knik Arm Crossing

Whereas the Knik Arm Crossing listed as a project in the proposed 2035 Metropolitan Transportation Plan;

Whereas Anchorage Assembly Resolution 2007-46 approved the addition of the Knik Arm Crossing to the Long Range Transportation Plan with the following conditions;

1. *"No funding currently planned for implementation of the existing Long Range Transportation Plan shall be used to support construction or maintenance of any element of the Knik Arm Crossing beyond that which is currently authorized. In addition no local funds shall be used for construction or maintenance of any element of this project."*
2. *"No construction work will begin on the Anchorage landside bridge approaches until the complete funding package is secured for the bridge and the Anchorage access connections and the project design has been submitted for review through the established municipal design review process."*

Whereas a financing and funding plan is not yet in place for the Knik Arm Crossing;

Whereas the Knik Arm Bridge and Toll Authority (KABATA) has started Right of Way Acquisition Proceedings;

Whereas serious and valid questions have been raised regarding the accuracy of the population and toll numbers used by KABATA;

Therefore be it resolved that the Government Hill Community Council recommends the following actions:

- Remove the Knik Arm Crossing from the 2035 MTP.
- Remove the Knik Arm Crossing from the 2035 MTP until the condition of private financing to cover full risk of toll shortfalls is met.
- The Legislative Budget & Audit committee conduct an audit of KABATA expenses on the \$60 million spent to date on the project
- The Legislative Budget & Audit committee conduct an independent audit of the accuracy of the population and toll numbers used in KABATA's Financial Plan.
- That KABATA cease and desist all ROW acquisitions until a financing plan is in place.

As approved by the membership of the Government Hill Community Council on _____

Signed: _____ Date: _____
Bob French, President
Government Hill Community Council

**MOUNTAIN VIEW COMMUNITY COUNCIL
GREAT FAMILIES LIVE HERE**

**RESOLUTION 2016-04
of the
MOUNTAIN VIEW COMMUNITY COUNCIL**

**RESOLUTION OPPOSING THE ANCHORAGE 2020 LAND USE PLAN MAP'S PROPOSED HIGHWAY
TO HIGHWAY REROUTE**

WHEREAS, the Mountain View Community Council opposes the Anchorage 2020 Land Use Plan Map's proposition of rerouting the Glenn Highway through Mountain View and onto 3rd Avenue and Commercial Drive, and

WHEREAS, the Mountain View Community Council believes the highway should not be rerouted,

NOW BE IT RESOLVED, that the Mountain View Community Council opposes the proposed highway rerouting.

PASSED AND APPROVED by the Mountain View Community Council this 11th day of April, 2016, with 10 in favor, 0 opposed, and 1 abstention.



Melissa Houston
President
Mountain View Community Council



Radhika Krishna
Secretary
Mountain View Community Council