

Gravina Access Project

Appendix I

Comments on the Draft SEIS

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1689 C Street, Room 119
Anchorage, Alaska 99501-5126



VIA ELECTRONIC MAIL, NO HARD COPY TO FOLLOW

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PEP/ANC

August 13, 2013

Deborah Holman
Project Administrative Coordinator
Gravina Access Project SEIS
Alaska DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

Subject: Draft Supplemental Environmental Impact Statement (SEIS) for the Gravina Access Project, Alaska

Dear Ms. Holman:

The U.S. Department of the Interior has reviewed the Draft SEIS dated June 2013 for the subject project. The Draft SEIS considers two bridge alternatives and four ferry alternatives as lower-cost alternatives to the 2004 Final Environmental Impact Statement's Preferred Alternative (bridge design F1), which was selected in the 2004 Record of Decision. The purpose of the project, as stated in the Draft SEIS, is to improve public access between Revillagigedo Island and Gravina Island, across Tongass Narrows.

We request that the following comments be addressed in the Final SEIS for this project. Our comments are based on authorities found in the Fish and Wildlife Coordination Act, Endangered Species Act, Alaska National Interest Lands Conservation Act, and National Environmental Policy Act.

We recommend that the Final SEIS include an evaluation of the effects of each alternative on migratory birds to assist in identifying an environmentally-preferred alternative and informing plan modifications that would help minimize potential impacts to migratory birds.

Potential impacts to project area wetlands vary from 13 to 33 acres; marine impacts vary from 0 to 3 acres; and temporary disturbance to fresh water habitat ranges from 4 to 16 acres, depending on the alternative. These wetlands and fresh water habitats are important for feeding and nesting of migratory birds, as well as spawning and rearing of anadromous fish. The Alaska Department of Transportation and Public Facilities proposes to compensate for permanent loss of wetlands by paying a fee in lieu of mitigation (Draft SEIS page 4-161). These fees are likely to be assessed at ratios that vary with the functional qualities of the

impacted resources. We recommend that the Final SEIS include a calculation of the functions and values provided by potentially-impacted aquatic resources using the Wetland Ecosystem Services Protocol for Southeast Alaska methodology¹, which was developed specifically for Southeast Alaska. This evaluation is important since it will identify the potential effects of each alternative in a more meaningful way, which in turn, will allow reviewers to evaluate the adequacy of proposed mitigation.

We recommend that costs for wetland mitigation be shown for all alternatives, based on recent wetland debit costs and anticipated ratios commensurate with the functions and values afforded by the potentially impacted habitats. This will provide reviewers with information necessary for comparing the alternatives.

Thank you for the opportunity to comment on this project. If you have any questions, please contact Steve Brockmann with the U.S. Fish and Wildlife Service at (907) 780-1181.

Sincerely,

A handwritten signature in black ink that reads "Pamela Bergmann". The signature is written in a cursive style with a large initial "P" and "B".

Pamela Bergmann
Regional Environmental Officer - Alaska

¹ Adamus, P.R. 2012. Manual for Wetland Ecosystem Services Protocol for Southeast Alaska (WESPAK-SE). Southeast Alaska Land Trust and US Fish and Wildlife Service, Juneau, AK. 116 pp. plus appendices.



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
REGULATORY DIVISION
SITKA REGULATORY FIELD OFFICE
POST OFFICE BOX 16
SITKA, ALASKA 99835-0016

S. E. Region

AUG 26 2013

Construction Section

August 13, 2013

Regulatory Branch
POA-2000-0152

Mr. Jim Lowell
Alaska Department of Transportation
& Public Facilities
Post Office Box 112506
Juneau, Alaska 99811

Dear Mr. *Jim* Lowell:

We have reviewed the Draft Supplemental Environmental Impact Statement (DSEIS) dated June 2013 for the proposed Gravina Access Project. The United States (U.S.) Army Corps of Engineers (USACE) is a cooperating agency and we appreciate the opportunity to provide comments on the DSEIS.

The USACE scope of review is primarily defined by its jurisdiction under Section 404 of the Clean Water Act [33 U.S.C. 1344] and Section 10 of the Rivers and Harbors Act [33 U.S.C. 403].

Section 10 applies to the construction of any structure in, under, or over any navigable water of the U.S., the excavating from or depositing of material in such waters, or the accomplishment of any other work affecting the course, location, condition, or capacity of such waters. The substantive evaluation criteria for this authority is the USACE public interest review [33 Code of Federal Regulations (CFR) Part 320.4(a)] and the National Environmental Policy Act (NEPA). Placement of fill for the proposed bridge abutments is regulated under Section 10 of the Rivers and Harbors Act if fill is located below Mean High Water (MHW).

Section 404 applies to the discharge of dredged or fill material into waters of the U.S. at specified disposal sites. One of the substantive evaluation requirements of Section 404 of the Clean Water Act are guidelines developed by the Administrator of the Environmental Protection Agency (EPA) in conjunction with the Secretary of the Army, and are published in 40 CFR 230, "Guidelines for Specification of Disposal Sites for Dredged or Fill Material" (hereafter referred to as the Guidelines). Proposed activities in waters of the U.S., including wetlands, subject to Section 404 are the placement of fill for road construction, bridge abutments, temporary staging areas and land clearing, if the land clearing activity results in more than an incidental discharge of fill material. Under the Guidelines, defining the purpose of a project involves two determinations; the basic project purpose, and the overall project purpose. The definition of basic project purpose is used to determine if the activity associated with the proposed placement of fill material is "water dependent" [40 CFR 230.10(a)(3)]. Where the activity associated with the placement of fill material in a special aquatic site (in this instance wetlands) does not require access or proximity to or siting within the

wetland in order to fulfill its basic purpose (e.g. the activity is not water dependent), the Guidelines pose two rebuttable presumptions:

(1) practicable alternatives not involving wetlands are presumed to be available and,

(2) practicable alternatives not involving discharges to wetlands are presumed to have less adverse impact on the aquatic ecosystem.

For non-water dependent projects it is the applicant's responsibility to clearly and convincingly rebut the two presumptions.

According to the Guidelines, the USACE must select an alternative that contains all appropriate and practicable steps to minimize potential impacts of the discharge on the aquatic ecosystem, and which clearly demonstrates that the least environmentally damaging practicable alternative (LEDPA) has been selected. The LEDPA may include construction in uplands or reducing the size of the proposal to the minimum discharge necessary for the project. An alternative is practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose. The Final Supplemental Environmental Impact Statement (FSEIS) will need to fully support the LEDPA.

The Corps, in a previous letter dated February 2013, requested the "Purpose and Need" section specifically identify the original and the currently proposed for comparison. This was clearly described under the "Purpose and Need" summary in the DSEIS. Additionally, the description of the previously identified and permitted LEDPA (Alternative F-1) was included. The description also summarized the work completed, impacts to-date and compensatory mitigation completed for those impacts as requested.

The "Beneficial and Adverse Impacts" table found in the summary section of the DSEIS was also updated as requested to include Alternative F-1 as constructed.

Proposed Alternatives:

For all of the proposed alternatives, it is imperative the following information is provided to the USACE:

1. A delineation of waters of the U.S. along with their functions. (This would include all streams, drainages, creeks, and wetlands.)
2. Identification of the upland and/or offshore disposal sites for dredged materials.
3. Consultation information with the National Marine Fisheries Service, United States Fish and Wildlife Service, Environmental Protection Agency, and the State Historical Preservation Officer.

Mitigation Information

In accordance with 33 CFR Part 325.1(d)(7), "For activities involving discharges of dredged or fill material into waters of the U.S., the application must include a statement describing how impacts to waters of the United States are to be avoided and minimized. The application must also include either a statement describing how impacts to waters of the United States are to be compensated for or a statement explaining why

compensatory mitigation should not be required for the proposed impacts." Therefore, it is important to keep in mind the FSEIS should address all measures to avoid and minimize impacts to waters of the U.S., and then compensatory mitigation should be considered for fill impacts associated with the alternatives. Additional information can be obtained from the Alaska District's *Final Mitigation Rule* Public Notice, No. POA-2008-834, which is available for viewing on our website:
<http://www.poa.usace.army.mil/Missions/Regulatory.aspx>.

If you have any questions please feel free to call me at (907) 747-0658.

Sincerely,



Linda Speerstra
Project Manager

From: Barnett, John C (DOT) <john.barnett@alaska.gov>
Sent: Tuesday, July 09, 2013 9:34 AM
To: Snead, Carol V; Dalton, Mark; Conquest, Jessica
Cc: Holman, Deborah L (DOT); Lowell, James A (DOT)
Subject: FW: Gravina EIS
Attachments:

Comments attached from Vern Skagerberg, DOT&PF Aviation Transportation Planner

~~~~~

**John C. Barnett**  
Gravina Access Project Environmental Coordinator

Design Group Environmental  
Engineering Assistant III  
CISEC, AK-CESCL Master Instructor  
DOT&PF, Southeast Region  
6860 Glacier Hwy.  
P.O. Box 112506  
Juneau, Alaska USA 99811-2506  
Phone (907) 465-4504

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**From:** Skagerberg, Verne R (DOT)  
**Sent:** Wednesday, July 03, 2013 2:03 PM  
**To:** Barnett, John C (DOT)  
**Cc:** Hughes, Andrew N (DOT)  
**Subject:** Gravina EIS

My comments attached.

*Verne Skagerberg, MPA  
Transportation Planner  
Alaska Department of Transportation & Public Facilities  
PO Box 112506  
6860 Glacier Highway  
Juneau, AK 99811  
(907) 465-4477  
(907) 465-2016 (fax)*



§1.4.2 second paragraph says the ferry is, “. . . the only access . . . for passengers in vehicles and the primary means of access for passengers on foot.” What are the other means of access for passengers on foot?

§1.4.2.3 last sentence in last paragraph is a non sequitur – the paragraph is about fire response but the last sentence is about medical emergencies that don’t require water and ladder trucks. How many fire calls on Gravina did KFD respond to in 2010?

§4.1.1.2.1 fourth paragraph says that C3-4 will not impact existing land uses at the airport; however, the bridge approach on the Gravina side would fall directly over an area which is designated on the Ultimate Airport Layout Plan for development of a relocated seaplane haul out, a seaplane apron area with two lease lots, and a taxiway access to the main apron (see drawing below). It also disregards immediate need for parking that would ensue with the opening of the bridge. The airport will require at least as much parking capacity as currently exists at the Revillagiedo airport ferry terminal which will have to displace some current land use in the vicinity of the terminal.



§4.1.2.2 second paragraph – *ibid.*

§4.7.1.2.3 appears to have overlooked the USCG helipad at Wolf Point which is to the north of the Revillagigedo airport ferry terminal and south of the C3-4 bridge (see preceding drawing). I'm not sure how the bridge would affect the helipad, but it would undoubtedly have some impact on approaches, etc.

§4.26.3.3.2 fails to address the fiscal impact that would result from the discontinuation of the airport ferry system. Revenue from ferry operations, ferry maintenance, and crew costs are all part of the airport operating budget. If the ferry operation is replaced with a bridge and parking garage, it will be a significant change in the operation of the airport, a likely reduction in the number of employees, and the disposition of the ferries (with a potential reimbursement to FHWA).

§4.26.4.1.2 is incorrect with regard to the need for parking facilities at the airport terminal. The airport will continue to need at least as much parking capacity as is currently available at the Revillagigedo airport ferry terminal. Once a bridge is constructed, the airport parking on the Revillagigedo side will cease to be airport parking. Passengers will not continue to park at the ferry terminal and take a cab to the airport! That is the reason for including a parking facility in each of the bridge alternatives in the original document.

This section is also incorrect regarding the assumption that FAA funding would be used for construction of a parking facility. FAA Order 5100.38C, the AIP Handbook, specifically excludes parking facilities from eligibility for AIP funding with very few exceptions; parking facilities that are intended to be revenue producing are wholly excluded. It is hard to imagine that any facility at KTN would offer free parking given the additional maintenance and operations costs that would ensue.

**From:** Dan Bockhorst <danb@kgbak.us>  
**Sent:** Tuesday, August 13, 2013 3:54 PM  
**To:** Clough, Al H (DOT); 'Lowell, James A (DOT)'; john.barnett@alaska.gov  
**Cc:** gravina@alaska.gov  
**Subject:** Ketchikan Gateway Borough Comments on Gravina Access Project Draft SEIS  
**Attachments:** 08-13-2013 Comments on GA Draft SEIS (reduced file size for e-mai).pdf

Gentlemen: The attached letter provides the initial timely comments from the Ketchikan Gateway Borough regarding the Gravina Access Project Draft SEIS. As indicated in the letter, you have agreed to allow the Borough an opportunity to supplement the comments in the attachment. I anticipate that supplemental comments will be provided to you immediately following the September 3, 2013 meeting of the Borough Assembly.

Cordially,

Dan Bockhorst  
Borough Manager  
Ketchikan Gateway Borough  
1900 First Avenue, Suite 210  
Ketchikan, Alaska 99901  
907-228-6625



# KETCHIKAN GATEWAY BOROUGH

1900 First Avenue, Suite 210, Ketchikan, Alaska 99901

• telephone: (907) 228-6625 • fax (907) 228-6684

Office of the Borough Manager

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August 13, 2013

Mr. Al Clough, CPG  
Southeast Region Director  
DOT&PF  
PO Box 112506.  
Juneau, AK 99811-2506

Mr. Jim Lowell, PE, RLS  
Regional Construction Engineer  
DOT&PF Southeast Region Construction  
PO Box 112506  
Juneau, AK 99801-2506

Mr. John Barnett  
Project Environmental Coordinator  
DOT&PF  
PO Box 112506.  
Juneau, AK 99811-2506

Re: *Gravina Access Project*  
*Draft Supplemental Environmental Impact Statement (Draft SEIS)*

Gentlemen:

This letter provides comments on behalf of the Ketchikan Gateway Borough Assembly regarding the 690-page Gravina Access Project Draft SEIS published on June 21, 2013.

In our conversation of August 6, you agreed to allow the Borough a reasonable time beyond the August 13 deadline to supplement my comments in this letter. However, you declined my request on behalf of the Assembly that you conduct additional public meetings in Ketchikan regarding the Gravina Access Project. In denying the request for additional meetings, you noted that there have been substantial opportunities for comment previously and that the Draft SEIS offers limited new information over the 2004 Final SEIS.

Improved access between Revillagigedo and Gravina islands has been a priority of the Ketchikan Gateway Borough for the past 40 years. The critical need for such access has grown significantly over that time.<sup>3</sup> The Borough-operated Ketchikan International Airport, located on Gravina Island, has become the fifth busiest airport in Alaska. Limited access to Gravina significantly impairs the ability of the Borough to generate revenue to fund airport operations from leases of land within the Airport Reserve. Moreover, Ketchikan's economic development and growth remain severely limited in that only three-tenths of one percent of the land within the *Ketchikan Gateway Borough*



is generally available for development, and most of that land is already developed. Improved access to Gravina Island could make nearly 19,000 acres of undeveloped Borough and State land available for expansion.<sup>b</sup>

Stated simply, the Ketchikan Gateway Borough is seeking the safest, most reliable, and most convenient access to Gravina at the least cost to local residents.

Nine years ago, DOT&PF and the Federal Highway Administration selected "Gravina Access Alternative F1" as the preferred alternative for improved Gravina access. The F1 alternative would have linked Revillagigedo, Pennock, and Gravina islands via a 200-foot-high bridge over the East Channel of Tongass Narrows and a 120-foot-high bridge crossing the West Channel. That alternative was subsequently identified and permitted as the Least Environmentally Damaging Practicable Alternative (LEDPA) by the U.S. Army Corps of Engineers.

Following the 2004 determinations, DOT&PF moved forward with construction of the Gravina Island Highway, the first phase of the F1 Alternative, at a cost of some \$42 million. However, six years ago, during the course of the Gravina Island Highway construction, then-Governor Palin directed DOT&PF to abandon the F1 Alternative and pursue "the most fiscally responsible alternative."

To the *great* disappointment of Borough officials and others in our community, the State subsequently reallocated significant portions of the \$364,331,183<sup>c</sup> that had been appropriated for improved Gravina Access to projects in other communities. Bethel, False Pass, Haines, Hooper Bay, Juneau, Nome, the "Northern Region," Petersburg, "SE Region," the MV Chenega, the Glenn Highway, and Unalaska all benefitted from that reallocation.<sup>d</sup>

Presently, only \$96 million remains of the original \$364 million after reallocation of funds for projects in other communities, paying \$42 million for the construction of the Gravina Island Highway, and spending \$17 million on Gravina project permitting, NEPA, engineering, and design.<sup>e</sup>

Construction of the revised Revillagigedo-Pennock-Gravina option (F3, providing an East Channel bridge with 60 feet of vertical clearance and a West Channel bridge with 200 feet of vertical clearance) would require \$180 million in addition to the \$96 million presently available. Construction of the Revillagigedo-Gravina option (C3-4, with 200 feet of vertical clearance) would require an additional \$127 million. The Borough Assembly is concerned that neither of the bridge alternatives will be funded.<sup>f</sup>

The Assembly is further concerned that if the Borough continues to advocate for a hard link to Gravina as it has for the past 40 years, State officials will select the "no action" alternative. That would presumably lead to the reallocation of the remaining \$96 million

in project funds for other projects throughout Alaska, leaving Ketchikan with no improved access to Gravina.

Additionally, the Assembly is aware of concerns on the part of some that either of the bridge options might negatively impact the local cruiseship tourism industry. Those concerns are addressed at length in the August 9 letter from the City of Ketchikan. I note that the Draft SEIS reached different conclusions than those expressed in the letter from the City. Therefore, I urge you to carefully evaluate the City's concerns and determine whether legitimate concerns on the part of the City might be readily mitigated by *reasonable* redesign of the bridge options.

Similarly, some in the community have raised concerns that the C3-4 option will adversely impact air travel. The C3-4 option would intrude into Part 77 airspace, and would also be an obstruction for seaplanes. Those concerns may warrant further evaluation as well.

On August 5, the Assembly considered – but postponed action on – a proposed resolution endorsing either of the two bridge options for improved access to Gravina. The Assembly postponed action because of its deep concern over the risk of the selection of a “no action” alternative, which would lead to the reallocation of the \$96 million currently available for improved Gravina Access.

The risk losing the \$96 million drove the Assembly to discuss enhanced ferry service between Revillagigedo and Gravina islands. The Assembly did not embrace ferry service that would include 24-hour daily operations, unless demand warrants such. Moreover, the following specific elements were included in the Assembly's discussion of its vision of improved ferry service:

1. Purchase and development of the property adjoining the existing Airport parking area on Revillagigedo Island to provide additional parking and space for improvements.
2. Construction of a new Airport terminal on the property adjoining the existing Airport parking area on Revillagigedo Island where departing travelers would check their baggage and check in for flights, and arriving passengers receive their baggage.
3. Provide funding for one additional ferry for redundancy.
4. Construct one additional ferry ramp on Gravina Island near the existing ramp and one additional ramp on Revillagigedo Island at the property noted in 1 above.
5. Establish airporter-type service between Revillagigedo and Gravina islands, to provide critically needed transit service, *particularly for the disabled, elderly, and infirm.*




6. Provide an endowment with the remaining funds to subsidize ferry operations to keep ferry fares reasonable.<sup>9</sup>

It is critical that any characterization of the Borough's comments regarding ferry alternatives acknowledge the considerations above. The Borough strongly opposes the "no action" alternative – i.e., the status quo. Moreover, the Borough lacks the resources to operate expanded ferry services, and to assume otherwise is unrealistic.

At its meeting of September 3, the Assembly will again take up the proposed resolution on which it postponed action at its meeting of August 5. I will follow up with you after the September 3 meeting to advise you of further action taken by the Assembly.

Cordially



Dan Bockhorst  
Borough Manager

cc: The Honorable Mayor and Assembly, Ketchikan Gateway Borough

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<sup>a</sup> The purpose of and need for the Gravina Access Project were identified in the 2004 Final Environmental Impact Statement as follows:

**Purpose:** The purpose of the Gravina Access Project is to improve surface transportation between Revillagigedo Island and Gravina Island.

**Need:** The need for improving access is threefold:

- To provide the Borough and its residents more reliable, efficient, convenient, and cost-effective access for vehicles, bicycles, and pedestrians to Borough lands and other developable or recreation lands on Gravina Island in support of the Borough's adopted land use plans
- To improve the convenience and reliability of access to Ketchikan International Airport for passengers, airport tenants, emergency personnel and equipment, and shipment of freight
- To promote environmentally sound, planned long-term economic development on Gravina Island

<sup>b</sup> The Borough owns 2,814.4 acres on Gravina Island and the State of Alaska owns 16,136.3 acres on Gravina Island.

<sup>c</sup> See, Appendix C of Gravina Island Access Project Audit (Audit Control Number 25-30050-10), Alaska State Legislature, Division of Legislative Audit (October 30, 2009).

<sup>d</sup> *Id.*, Appendix E.

<sup>e</sup> The \$96 million, \$42 million, and \$17 million figures were stated on a poster prepared by DOT&PF and displayed during the public hearing on the Gravina Access Project held in Ketchikan on July 17, 2013.

<sup>f</sup> These reasons include the very substantial and growing fiscal challenges facing the federal government, declining State revenues, derision on the part of many in other communities in the nation regarding the project which bears the undeserved label "Bridge to Nowhere," and diminished political strength at the State and national levels.

<sup>g</sup> Two concerns have been raised by State officials regarding the establishment of an endowment. One is that the bulk of the remaining \$96 million available for Gravina Access is federal funds, which reportedly cannot be used to create such an endowment. To overcome that obstacle, the State could reallocate the \$96 million in federal funds for transportation projects in other communities that would otherwise be funded with State funds and then substitute those State funds for the Gravina project.

The second concern that has been raised is the limit in Article IX, Section 7 of Alaska's Constitution, which prohibits the proceeds of any State tax or license from being dedicated to any special purpose. While such is a limit on the State of Alaska, the State Attorney General's Office has opined that the constitutional prohibition does not apply to local governments (see, 1988-2 Op. (Inf.) Atty Gen. Alas. 87 File No. 660-88-0525 (July 29, 1988)).



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TESTIMONY OF DAN BOCKHORST

MR. BOCKHORST: Thank you. My name is Dan Bockhorst. D-a-n B-o-c-k-h-o-r-s-t. I'm the Manager of the Ketchikan Gateway Borough. The address is 1900 First Avenue, Ketchikan, Alaska, 99901.

MS. JESSEN: Please begin.

MR. BOCKHORST: It's important to recognize that the Ketchikan Gateway Borough operates on behalf of the State of Alaska, the fifth busiest airport in the State of Alaska located on Gravina. And access to that airport is critical to this community. The Ketchikan Gateway Borough is the regional government that encompasses Gravina Island and 60 some hundred square miles in the surrounding territory. It's been in existence for nearly 50 years. So, the Ketchikan Gateway Borough is representing, as a corporation, all the citizens of the greater Ketchikan community.

I wanted to submit to the record -- for the record two documents that have been adopted by the elected officials of the Ketchikan Gateway Borough. The first is Resolution 2295; it's a four-page resolution that was adopted in January of 2011. It includes a number of recitals that are statements of fact by the elected body in support of its position. The position that the Ketchikan Gateway Borough

1 Assembly took at that time, in January of 2011 was to  
2 support the two-bridge alternatives that are  
3 presently available; the F3 and the C3-4 for  
4 alternatives. And the rationale is set out carefully  
5 in the resolution.

6 The other resolution that I will submit for the  
7 record is Resolution 2358. It is a six-page  
8 resolution adopted nine months after the Resolution  
9 2295. And what is important about the Resolution  
10 2358 is that it expresses growing concern regarding  
11 progress with respect to access to Gravina by the  
12 community. And that is a major concern in the  
13 community.

14 The reason that the Assembly adopted its  
15 resolution in support of the two bridge alternatives  
16 is consistent, Julie, with what you said in terms of  
17 the purpose of what is trying to be accomplished  
18 here; and that is to provide the most reliable,  
19 efficient, convenient, and cost effective access to  
20 the Ketchikan International Airport, again, Alaska's  
21 fifth busiest airport, and to promote long term  
22 economic development on Gravina Island.

23 So, I will submit those two materials for the  
24 record. Again, those two bridge alternatives are  
25 clearly the most fiscally responsible, is what you

1 said, is the target. And that's consistent with the  
2 Assembly's objectives. The other point I would  
3 stress is that there is opposition to the prospect of  
4 any tolls. The Ketchikan Gateway Borough,  
5 representing its citizens, wants equal treatment as  
6 residents of other communities have with respect to  
7 their airports. This is a major airport. I'm  
8 unaware of any other airport in Alaska that -- other  
9 than Ketchikan, which we have currently a, in effect,  
10 a toll in order to get there.

11 So, we are in opposition to any prospect of a  
12 toll unless similar arrangements apply to every  
13 resident of this state. So, with that, I'll conclude  
14 and offer my two materials for the record. Any  
15 questions, I'll be glad to try to address those. Who  
16 do I give these to? You?

17 MS. JESSEN: Yes.

18 MR. BROKHORST: Thank you.

19 MS. JESSEN: Thank you very much. Next, Michael  
20 Spence. And on-deck is Wally Klingelhut. And  
21 Michael, are you representing the Southeast Alaska  
22 Pilots?

23 MR. SPENCE: Yes, I am.

24 MS. JESSEN: All right. So, you will have five  
25 minutes as an organizational representative.



City Manager  
334 Front Street  
Ketchikan, AK 99901

Phone (907) 228-5603  
Fax (907) 225-5075

August 9, 2013

Gravina Access Project SEIS DOT&PF  
P.O. Box 112506  
Juneau, AK 99811-2506  
Via email [gravina@alaska.gov](mailto:gravina@alaska.gov)

To Whom It May Concern:

City of Ketchikan staff members and elected officials have reviewed the alternatives in the recently released Gravina Access Project Draft Supplemental Environmental Impact Statement (Draft SEIS) and the City Council subsequently authorized me to provide the following comments and recommendations.

While a bridge connecting Revillagigedo Island to Gravina Island has long been a dream of many members of the community, most have come to the realization that it would be cost prohibitive to construct and detrimental to our economically critical cruise ship tourism industry if constructed within the clearance parameters stated in the SEIS. Specifically, sea pilots are concerned about the bridge alternatives, especially Alternative F3, due to the challenges of the larger cruise ships navigating the west channel between Pennock and Gravina. Both bridge alternatives have a vertical clearance of only 200 feet which is the same as the Lions Gate Bridge in Vancouver. It should be noted that the largest ship currently calling in Ketchikan, the Celebrity Solstice, has an air draft of 200 feet and does not call in Vancouver, travelling to Seattle instead. Ships that could enter the Alaskan market in the future include Royal Caribbean's Voyager Class and Oasis Class which have air drafts of 208 feet and 236 feet respectively.

If these larger classes of ships enter the Alaskan market, they would likely skip Ketchikan due to the additional time it would take to retrace their route and go around Gravina upon arrival or departure (depending on their direction). The time in port in Ketchikan for many ships has already decreased over the past 10 years as a result of their calling in Seattle instead of Vancouver due to the increased distance and increased cost of fuel. The Gravina detour would likely add up to two hours to the travel time, which would make a Port such as Prince Rupert, an attractive alternative destination between Juneau and Seattle.

Each time a ship the size of the Celebrity Solstice calls in Ketchikan the City receives over \$25,000 in direct revenues from Port fees and an estimated \$460,000 in consumer spending in the community (based figures released in 2011 of \$161 per passenger). With 17 calls scheduled for the Solstice this year alone that would total over \$8,000,000 in lost revenues. If four or five similar sized ships would stop calling in Ketchikan you can see that the total lost revenue per year could be staggering.

In evaluating the proposed ferry options the one that makes the most operational sense is Alternative G4, the construction of new facilities adjacent to the existing ferry facilities. In order for this option to provide adequate access to Gravina commensurate with a bridge the City recommends the following:

- Two ferries should operate during the workday and one ferry should operate overnight instead of only when the airport is open. Although it is not addressed in the sections of the SEIS provided for review, it has been stated by DOT and airport personnel that the FAA may decide not to provide any supplemental funding for ferries in the future if they are allowed to operate when the airport is closed. DOT personnel have, however, also stated that other FHWA funding sources could possibly be found.
- The ferries should be operated with complete State subsidy which would eliminate the toll. This will be critical to encourage both commercial and residential development of Gravina Island, which contains the majority of the relatively flat land available within the Borough.
- Only one additional ferry would need to be constructed instead of two. Subsequently placing all three on a 30-35 year replacement schedule would result in the first replacement coming due in approximately 20 years. Constructing a third ferry would still allow the operation of two ferries during the workday when one of the other ferries was unavailable due to routine or emergency maintenance
- The construction of a second loading ramp on each side is a key element of this option as it would provide the redundancy necessary to consider the ferry option the operational equivalent of a bridge. Having two loading ramps on each side would allow uninterrupted service when a ramp needed routine or emergency maintenance. This was made extremely evident just this past May when the community had to scramble to improvise vehicle access for ambulances while overnight maintenance was being performed on one of the current loading ramps.

In summary, the City of Ketchikan desires 24 hour ferry access between Revillagigedo Island and Gravina Island commensurate with the access that could be provided by a bridge and it appears that Alternative G4, with the changes recommended above, comes closest to providing this level of access.

Sincerely,



Lew Williams III  
Mayor

Cc: Mayor & City Councilmembers  
Karl Amylon, City Manager  
Steve Corporon, Port & Harbors Director  
Katy Suiter, City Clerk  
Borough Mayor & Assembly members  
Dan Bockhorst, Borough Manager  
Mike Carney, Airport Manager

**From:** Leseman, Kelly B (IHS/AKA) <Kelly.Leseman@ihs.gov>  
**Sent:** Wednesday, July 17, 2013 9:40 AM  
**To:** gravina@alaska.gov  
**Cc:** Ondelacy, Denman K (IHS/AKA); Bingley, Kevin R. (IHS/AKA)  
**Subject:** Gravina Access Project SEIS

The Alaska Area Native Health Service has received your EIS review request for the Gravina Access Project. The EIS has been reviewed by our NEPA Officer and we have no comments to provide.

CAPT Kelly B. Leseman P.E.  
USPHS/AANHS  
4141 Abassador Drive, Suite 300  
Anchorage, AK 99515  
(907) 729-3540

*Today's Mighty Oak is Just Yesterday's Nut Who Held His Ground*



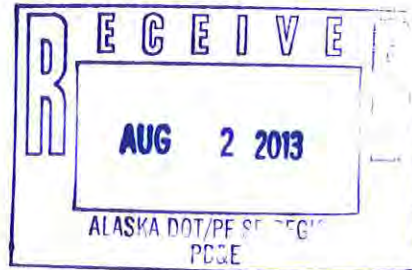
# SouthEast Alaska Pilots' Association

1621 Tongass Avenue, Suite 300 • Ketchikan, Alaska 99901 • 907-225-9696 • fax 907-247-9696 • pilots@seapa.com

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July 28, 2013

Gravina Access Project Draft SEIS  
DOT and PF  
PO Box 112506  
Juneau,  
AK 99811-2506



To Whom it Concerns,

The Southeast Alaska Pilots Association (SEAPA) supports economic development in the Ketchikan area, however we have serious concerns for the proposed over-water crossings (the F3 and C3-4 bridges) of Tongass Narrows. The primary concerns are for the degradations to safety of marine navigation and secondary concerns are for the decreases to the efficiency of maritime transportation by the bridge proposals now under consideration and described in the June 2013 draft SEIS. As one of the primary waterway users that would be significantly impacted by these proposals, SEAPA is quite willing to discuss proposals for safer and more efficient access to Gravina I. from a freedom of navigation perspective.

The basis for our Association recommendation against adopting the F3 and C3-4 bridge proposals follows.

1. The F3 bridge proposal creates several unsafe conditions that are presently nonexistent by completely changing the linear traffic pattern of major marine traffic in Tongass Narrows. The East and West Channels of Tongass Narrows provide a natural, safe, efficient and effective bifurcation for maritime traffic in the Ketchikan area. This proposal does not adequately address navigation safety of large vessels and tugs and tows and ferries meeting and maneuvering in close proximity to each other. This proposal neglects to identify and state the hazards of introducing significant maneuvering requirements (including very large turns in the proximity of multiple navigation hazards) for the approaches to Ketchikan's harbor for these very large vessels and for tugs with large tows (including significant petroleum barges). There is no examination of safety margins for maneuvering; the challenges to how those turns will be safely executed particularly during the frequent occurrences of limiting environmental factors (e.g. high winds (frequently in excess of 20 knots), large tide and current ranges and reduced visibility).

2. The F3 proposal closes the safer East Channel of Tongass Narrows for larger vessels, forcing these vessels to instead share the West Channel with AMHS ferries, tugs and tows, and numerous smaller vessels. The West Channel is currently fully utilized as a traffic separator for Northbound from Southbound traffic at peak times, and forcing the largest ships into the West Channel will create unacceptable hazardous traffic situations in that channel (which currently do not exist with the East Channel use).

3. The F3 proposal and previous ten-year-old simulator studies neglect to consider the adverse effects of reduced visibility in rain and fog in the navigation by large vessels transiting under either of the proposed bridge crossings.

4. The F3 proposal neglects to consider the adverse effect of the revised traffic patterns in the harbor on the use of the main anchorage area of Ketchikan.

5. Page 4-27 of the F3 proposal misrepresents the economic cost incurred in turning large vessels around Pennock Reef to approach the downtown berths in Ketchikan, and then turning again to head out of the harbor, suggesting that the cost of adding 1.8 miles is only "adding approximately 3 minutes in running times..." In fact 30 to 40 additional minutes will be required for each safe transit of each large ship to avoid Pennock Reef (and therefore this time lost to each port call). If a detour around Guard Island is required, one hour and forty (1:40) minutes will be lost on each port call. This lost time will have to be made up either in reduced port time or the same amounts of time at high fuel consumption speeds.

6. The F3 and the C3-4 bridge proposals both fail to provide adequate horizontal or vertical clearance for the largest existing ships in conditions of winds over 20 knots, or tidal heights over MHHW. For five (05) of the ships currently calling in Ketchikan the air drafts are 190 feet to 200 feet, and the swept horizontal paths exceed 400 feet at normal operating speeds, leaving an unsafe clearance for those vessels.

7. The data provided in Table 3-12 is incorrect, citing waterline beam, where it says "maximum beam", for all the vessels in the table. The maximum beam of these large ships is on the order of 50 feet wider than the water line. The swept path calculations derived from these figures are thus incorrect in their entirety.

8. The assertion made on page 3-39 of the 2013 SEIS that "As a result nearly all cruise ships calling at Ketchikan pass under the Lions Gate Bridge and/or the Seymour Narrows Cable" is incorrect. In fact in 2013, nearly half of the ships calling at Ketchikan go to Seattle via the Straits of Juan de Fuca, bypassing both of those areas.



9. The C3 and C3-4 proposals cite the 200 foot by 550 foot opening in both proposals as adequate because they are like the Lions Gate bridge. The comparison is incomplete in that the Lions Gate Bridge Channel width is 1260 feet, or more than twice as wide as either the F3 or C3-4 proposals, and the tidal range is less than the tidal range at Ketchikan, and thus is not a realistic comparison.

10. The C3 and F3-4 proposals neglect to consider that on six (06) days each month the high tide in Ketchikan is significantly higher than the datum used for the navigational clearance (15.4 feet for MHHW) and the impact on scheduled port calls and tour business to avoid the bridge on those days.

11. Page 3-3 of the June 2013 draft incorrectly states that: "The largest vessels operating in Tongass Narrows have an air draft of 165 feet, and the average 71,000 gross tons". In fact 15 out of 27 (over half) of the ships currently calling in Southeast Alaska, have air drafts over 165 feet, and five (05) have air drafts of 189 feet or more and tonnages of over 100,000 gross tons.

12. The C3 and F3-4 proposals neglect to take into consideration the actual 30-year trend towards larger ships and continued projection that even larger ships will be the norm. The two Norwegian Breakaway class ships have been identified for the Alaska cruise market. All of those ships have over 200 feet air draft and have swept path widths in the vicinity of 450 feet. If Ketchikan goes forward with either of the proposed C3 or F3-4 bridges, it will be the only port in the Alaska market with the vertical and horizontal size restrictions of 200 feet by 550 feet.

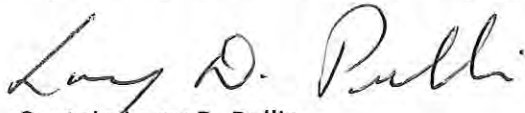
13. The proposals neglect to consider or assess directly relevant events including the 1994 grounding of the Nieuw Amsterdam while making a sharp turn in dense fog at Gravina Point, or the collisions of large ships with bridges in Tampa Florida and in San Francisco Bay and the enormous losses that can occur from even a single event.

14. The effects of the over water proposals on marine safety are not simply degraded ... they are unsafe and do not provide for the existing or reasonable projections of safe navigation. The disruptions to marine commerce create increased operating costs and place Ketchikan at a disadvantage with other Alaskan and nearby Canadian ports. The consequences for a marine mishap with a bridge over the navigable channel as proposed are unacceptable.

Gravina Access Project Draft SEIS

July 28, 2013

These concerns are for deficiencies with the existing proposals and not a reflection or comment on the effort to promote economic development itself. As previously noted, we welcome and encourage the opportunity to specifically address possible alternatives to promote safer proposals from a navigation safety standpoint. Thank you for the opportunity to comment on these proposals.

A handwritten signature in cursive script that reads "Larry D. Pullin".

Captain Larry D. Pullin

President

South East Alaska Pilots Association

CC:

USCG District Seventeen Waterways Management Branch  
Ketchikan Harbor Master

**From:** Colt Nelson <rcoltnelson@gmail.com>  
**Sent:** Monday, June 24, 2013 4:18 PM  
**To:** gravina@alaska.gov  
**Subject:** Form Post from Firefox

cf\_name=Robert Nelson  
[cf\\_mail=slice13551@hotmail.com](mailto:slice13551@hotmail.com)

cf\_address=PO BOX 19311

cf\_city=Thorne Bay

cf\_state=AK

cf\_comment=Any bridge is an absolute waste of public money. There is little develop-able land on Gravina. The people pushing this project are those who stand to benefit from the construction. There is very little public good. Also the navigation hazards posed to aircraft would be extreme. The current ferry works but hardly breaks even. How on earth would anyone expect a more expensive alternative to provide the public an ROE.

This is a gross misuse of public funds.

Transportation dollars should be spent on other Alaska highway projects.

**From:** charlotte tanner <caramello51@gmail.com>  
**Sent:** Sunday, June 30, 2013 11:48 AM  
**To:** gravina@alaska.gov  
**Subject:** No BRIDGE!

We do not need a bridge from Revilla to Gravina. The ferries that serve the airport are more than adequate. Stop the waste of money. Sincerely, Charlotte Tanner, PO 886, Ward Cove, AK 99928 (320 Bawden #602, Ketchikan 99901)

**From:** Norbert Chaudhary <saltyseadude@yahoo.com>  
**Sent:** Monday, July 01, 2013 2:20 PM  
**To:** gravina@alaska.gov  
**Subject:** Gravina Access Project

cf\_name=Norbert Chaudhary

[cf\\_mail=Chaudhary@kpunet.net](mailto:Chaudhary@kpunet.net)

cf\_address=862 Forest Park Drive

cf\_city=Ketchikan

cf\_state=Alaska

cf\_comment=Building a bridge that would close the east channel to ship, ferry and barge traffic would be very short sighted and create a significant navigational hazard.

As it stands now the cruise ship Celebrity Solstice requires 61m , over 200 feet of vertical clearance - and these ships are not getting any smaller.

I urge that neither bridge option be considered. Between the two bridge options, from the mariner point of view, the C3/4 single high bridge near the airport is a better choice than closing East Pennock Channel permanently to commercial vessel traffic. However 200' of clearance is not enough for the larger ships coming to Alaska.

Ketchikan and Alaska would be better served by the improved ferry option.

I'm disappointed that a tunnel option was not considered.

Regards,

Captain Norbert Chaudhary  
Southeast Alaska Pilot

**From:** Victoria Lord <victorialord@hotmail.com>  
**Sent:** Monday, July 01, 2013 4:43 PM  
**To:** gravina@alaska.gov  
**Subject:** GRAVINA ACCESS PROJECT COMMENTS

Victoria Lord  
[victorialord@hotmail.com](mailto:victorialord@hotmail.com)  
466 Sunset Drive  
Ketchikan  
Alaska

Building a bridge to Gravina is a ridiculous waste of money. The airport ferry is unique, functional, and part of our community. A big bridge will not add to the landscape here, but rather detract. NO BRIDGE. NO BRIDGE. NO BRIDGE. NO. NO. NO.

**From:** engler.leslee@gmail.com  
**Sent:** Tuesday, July 02, 2013 10:30 AM  
**To:** gravina@alaska.gov  
**Subject:** Bridge to Nowhere

cf\_name=Leslee Engler o

[cf\\_mail=Engler.leslee@gmail.com](mailto:Engler.leslee@gmail.com)

cf\_address=8998 North Tongass

cf\_city=Ketchikan

cf\_state=AK

cf\_comment=You're embarrassing us with this bridge to nowhere. And we can't afford it. Stop it!

Sent from my iPad

**From:** Greg Parks <kd5bvq@yahoo.com>  
**Sent:** Tuesday, July 02, 2013 7:43 PM  
**To:** gravina@alaska.gov; Greg Parks  
**Subject:** Gravina Access Project

Hello and thanks for offering me this forum to comment on the Gravina Access project.

It is very unfortunate that the project, that was once approved by Governor Palin was turned into a political pariah. The bridge to No Where would have been the bridge across the channel to get to the airport.

It would also be a bridge connecting Gravina Island to grocery stores, lumber stores, banks schools.... Roads are important. its just that simple. A fishing camp or a residence on Gravina would benifit very much from being able to drive over to the mainland for supplies instead of getting in a skiff and motoring over.

Ketchikan is the Gateway to Alaska, and known as the Gateway city!

Does this city need to have a ferry boat to bring air passengers to the city? yes  
Does this city require payment to ride that ferry boat? yes

Does anyone think that further development of Gravina logging roads or the lots over on Vallenar Bay are going to blossom without a road? no

Compare this to Port Aransas, Texas in the Corpus Christi Texas area. Port Aransas has a road from the mainland and multiple free ferrys operated by the state.

I think the government should get grant money from the state or federal government and build the bridge.

I would prefer to load up on the US government. Everytime the POTUS takes a trip, I read about the cost. The debt is never going to be paid off anyway.

Its my considered opinion that if the government is going to spend money it does not have, it should be spent on something valuable, that increases the value of the land and property, that brings value to the people, that improves the infrastructure of the Gateway city of Alaska.



I would like to see it built very well out of steel or concrete (or both) and not of wood. Dont spare any cost.

Make a nice big strong bridge that can carry fuel trucks, concrete trucks and will be there a long long time.

Thanks

Greg Parks

(lot owner on Vallenar Bay, Gravina Island)

**From:** kenby@kpunet.net  
**Sent:** Wednesday, July 03, 2013 11:56 AM  
**To:** gravina@alaska.gov  
**Subject:** Gravina Access Project

Dear Sir/Mam,

As a home owner being used 'as collateral' aka the full faith and credit for taxes to support Bonds for projects many do not support, I am at odds with specifically, and protest this Bridge to Nowhere as bona fide tranny; the Chamber of Commerce and "connected" Gravina Island property owners are actors in these "factions" identified by James Madison [quote from] The Federalist Papers #10 November 22, 1787;

"By a faction I understand a number of citizens, whether amounting to a majority or minority of the whole, who are united and actuated by some common impulse of passion, or of interest, adverse to the rights of other citizens, or to the permanent and aggregate interest of the community."

All "unconnected" property and home owners are being placed in the adverse position of this extreme and undefinable burden with respect to tax and fee 'bondage' for the benefit of the "faction" of land owners, real estate speculators, business owners, etc., all for a minority percentage of the population of the island.

This "low information conditioned vote" was/is the case with your \$50 million Swimming Pool, Library, and now proposal and costly plans for a new Museum; these Bonds place owners in harms way for the benefit of less than 10% of KGB citizen residents... clearly less than those who our KGB Council pledged to pay taxes to support "the faction."

If the KGB and State of Alaska were to propose a new hydroelectric source, such as Mahoney Lake, a proposal that would without controversy or question support 100% of our island residence, expect you would see a grateful nod of approval, but this \$400 million proposed expenditure of resources is stupid at best, and criminal at worst.

Ken Bylund  
186 Marblehead Lane,  
Ketchikan, Alaska 99901

precarious position have been witness

**From:** B Charlene Stewart <bcstewart@mtaonline.net>  
**Sent:** Wednesday, July 03, 2013 1:54 PM  
**To:** gravina@alaska.gov  
**Subject:** Gravina Island Bridge

cf\_name=Charlene Stewart

[cf\\_mail=bcstewart@mtaonline.net](mailto:bcstewart@mtaonline.net)

cf\_address=HC 89 Box 289

cf\_city=Willow

cf\_state=Alaska

cf\_comment=I am highly in favor of a bridge to Gravina Island. This is NOT a bridge to nowhere, but a bridge to make Ketchikan much more easily accessible from the airport, especially for the disabled. It also opens up land to development which is needed because land in Ketchikan is in short supply. This bridge should have been built years ago.

Charlene

Sent from my iPad

**From:** Brad Kiefer <bradkiefer9@gmail.com>  
**Sent:** Friday, July 12, 2013 9:58 AM  
**To:** gravina@alaska.gov  
**Subject:** Fwd: Gravina Access

Brad Kiefer

Begin forwarded message:

**From:** [Brad\\_Kiefer@KeyBank.com](mailto:Brad_Kiefer@KeyBank.com)  
**Date:** July 12, 2013, 9:47:40 AM AKDT  
**To:** [bradkiefer9@gmail.com](mailto:bradkiefer9@gmail.com)  
**Subject:** Gravina Access

[gravina@alaska.gov](mailto:gravina@alaska.gov)

cf\_name=Brad Kiefer

[cf\\_mail=bradkiefer9@gmail.com](mailto:cf_mail=bradkiefer9@gmail.com)

cf\_address=9315 Northland St.

cf\_city=Juneau

cf\_state=AK

cf\_comment=I have lived in SE Alaska for over 30 years, 10 of those years in Ketchikan. I truly believe for Ketchikan to grow that it needs more commercial and industrial land that will attract outside corporations to come to Ketchikan. The Gravina Access to Ketchikan is exactly what will get outside companies to look at Ketchikan. With needed growth and space for potential mines and logging in the future this is a must.

*Brad Kiefer*

**From:** Barnett, John C (DOT) <john.barnett@alaska.gov>  
**Sent:** Friday, July 12, 2013 11:12 AM  
**To:** Conquest, Jessica  
**Cc:** Holman, Deborah L (DOT); Snead, Carol V; Dalton, Mark; Lowell, James A (DOT)  
**Subject:** RE: Gravina Access

**From:** [Brad\\_Kiefer@KeyBank.com](mailto:Brad_Kiefer@KeyBank.com) [[mailto:Brad\\_Kiefer@KeyBank.com](mailto:Brad_Kiefer@KeyBank.com)]  
**Sent:** Friday, July 12, 2013 11:05 AM  
**To:** Barnett, John C (DOT)  
**Subject:** Gravina Access

I support a bridge. Ferry's break down and are limited to what they can haul. This is a none toll bridge, so you won't have to pay every time you go across like you do on the ferry.

The bridge would increase fire and police protection over there. When I was on the fire department in Ketchikan, we almost put a tanker fire truck in the water trying to get it on the ferry. Now they have to take them over empty to get over to airport and then refill on the other side. Wasting precious time if there was a crash landing or a building fire.

*Brad Kiefer*

**Assistant Vice President**  
**KeyBank Business Banking**  
234 Seward Street  
Juneau AK 99801  
907-463-7204  
216-370-9488 e-fax  
[Brad\\_Kiefer@keybank.com](mailto:Brad_Kiefer@keybank.com)

**From:** marlenesteinerann@kpunet.net  
**Sent:** Tuesday, July 16, 2013 7:56 PM  
**To:** gravina@alaska.gov  
**Subject:** THE BRIDGE TO NO WHERE....

Cf\_name=Marlene Steiener  
[cf\\_mail=marlene ann s@yahoo.com](mailto:cf_mail=marlene_ann_s@yahoo.com)  
Cf\_address=your address  
Cf\_city=Ketchikan  
Cf\_state=AK  
Cf\_comment=I want to know WHY you want have this bridge all the way out of town????? The bridge should be built across from the airport... Forget about these planes that take off and land in that area they can deal with it... It should had been in the works 40 years ago when the airport was being built... I want to know where is the money going to come from since we LOST out the money from the feds... I don't want to see my taxes go sky rocket like it is now... So you is going to pay for this bridge that is the question...



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**From:** Bill M <will\_haro@hotmail.com>  
**Sent:** Wednesday, July 17, 2013 12:50 AM  
**To:** gravina@alaska.gov  
**Subject:** Gravina bridge comments

cf\_name=William H Meck

[cf\\_mail=Will\\_haro@hotmail.com](mailto:will_haro@hotmail.com)

cf\_address=3201 tide ave apt. B

cf\_city=Ketchikan

cf\_state=Alaska

cf\_comment=In order for continued civic growth economic development it is in my option as a 35 year resident of ketchikan that this project plays a crucial role in providing potential for the future of the ketchikan gateway borough. It's well known that when the airport was put on Gravina island the bridge was soon to follow and now some 40 years later we still have limited access to what is one of the few areas with a nominal amount of privately owned land outside the state Tongass national forest. If the mental health trust and university were added into the mix this leaves us at almost nil as recently stated to me in a call I had made to representative Peggy Wilson when we discussed the lack of D.N.R land lotteries and remote cabin sites and staking in southern southeast Alaska.

Thank you for your time and consideration in completing this project.

Bill Meck

**From:** Corey <cowboyup98@ymail.com>  
**Sent:** Wednesday, July 17, 2013 12:57 AM  
**To:** gravina@alaska.gov  
**Subject:** Gravina Project

cf\_name=Courtney

[cf\\_mail=Cowboyup98@ymail.com](mailto:Cowboyup98@ymail.com)

cf\_address=

cf\_city=Ketchikan

cf\_state=Alaska

cf\_comment=Why is there even interest in this? Nothing wrong with the current system. It keeps Ketchikan charming even though the city is selling out to tourism. Who wants this project and why? Who owns property over the other side? Why do they want it? Do the Murkowski's still own property on Gravina and what do they plan on doing with it? What do all the land owners plan on doing with their property there? Who would gain the most of this project? How will they help keep Ketchikan charming and the families who are residing in Ketchikan all year long?

Sent from my iPhone



**From:** Michael Salita <salitamichael@gmail.com>  
**Sent:** Wednesday, July 17, 2013 1:18 AM  
**To:** gravina@alaska.gov  
**Subject:** Gravina Project

I have a comment. Is this Gravina a great idea? You guys thought of it before, then turn it down. I do think it's a great idea. I see comments from other places about the original plan or the bridge that it was a great idea to have Alaska connected. Having more roads and connection can boost up maybe few populations or more. Still did the engineers thought about how ships will pass through? Well if it was high as a crewship I'll be seeing that out my window like it's beautiful. Everyone expect the bridge to be something polluted related. This is a future for a more urbanized place.  
P.S Sorry for a long comment.

**From:** Chris Foster <chrisf@searhc.org>  
**Sent:** Wednesday, July 17, 2013 3:16 PM  
**To:** gravina@alaska.gov  
**Subject:** Bridge Comments

Hello,

My name is Chris Foster and I live in Sitka, Alaska. We have a bridge here that goes to Japonsiki Island that was built some time ago. I've seen the vital importance of that structure in the day-to-day functionality of this unique coastal community. Employment, Transportation, USCG, and Residential needs are all being met.

Why am I writing this about Ketchikan? I'm soon to move to Ketchikan where my wife and I will be employed with the hospital. I'd like to see it have the same strong economic features of Sitka. Airports are crucial to the tourism industry and these coastal towns depend on efficient means to move people.

The bridge project has my support as a taxpayer.

Thanks,  
Chris Foster  
Sitka, Alaska

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This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. This communication may contain material protected by evidentiary privileges including the physician-patient privilege, psychotherapist-patient privilege, attorney-client privilege and federal privacy laws. If you are not the intended recipient or the individual responsible for delivering the e-mail to the intended recipient, please be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender by replying to this message. You may also notify SEARHC by telephone at (907) 966-8418. You will be reimbursed for reasonable costs incurred in notifying us.

**From:** Doug Burkman <farmbowee@gmail.com>  
**Sent:** Thursday, July 18, 2013 8:52 AM  
**To:** gravina@alaska.gov  
**Subject:** Form Post from Firefox

cf\_name=Doug

[cf\\_mail=farmbowee@gmail.com](mailto:farmbowee@gmail.com)

cf\_address=P.O. Box 8752

cf\_city=Ketchikan

cf\_state=Alaska

cf\_comment=Placing a bridge to connect Ketchikan to the mainland would be a much better project to promote commerce and tourism in the community. A bridge to Gravina only benefits a few current landowners. There is plenty of room for homes near Ketchikan without a very expensive bridge.

**From:** Chere Klein <chere@crittteralaska.com>  
**Sent:** Thursday, July 18, 2013 3:00 PM  
**To:** gravina@alaska.gov  
**Subject:** Form Post from Firefox

cf\_name=Chere Klein

cf\_mail=[chere@crittteralaska.com](mailto:chere@crittteralaska.com)

cf\_address=8860 North Tongass

cf\_city=Ketchikan

cf\_state=AK

cf\_comment=I am in favor of either of the bridge options although my preference would be the 2 part bridge. It does not make any sense when you review the long term costs of the KGB continuing to use a ferry. Cost studies indicate the long term benefits are not in the least comparable. Our state needs to be looking at long term costs on all new projects. Thank you for the opportunity to voice my opinion.

**From:** Chere Klein <chere@crittteralaska.com>  
**Sent:** Thursday, July 18, 2013 3:01 PM  
**To:** gravina@alaska.gov  
**Subject:** Form Post from Firefox

cf\_name=Loren Enright  
cf\_mail=[chere@crittteralaska.com](mailto:chere@crittteralaska.com)  
cf\_address=8860 North Tongass  
cf\_city=Ketchikan  
cf\_state=AK

cf\_comment=My preference is a bridge alternative. We have spent thousands of dollars either barging or using the ferry to get products over to Gravina Island. Thank you.

**From:** RHONDA ERICKSON <pooh\_bear\_98@usa.net>  
**Sent:** Thursday, July 18, 2013 5:02 PM  
**To:** gravina@alaska.gov  
**Subject:** gravina bridge

To whom it may concern,

I could not comments from the state page so I am sending an email. Ketchikan housing market is horrible. Houses are staying on the market for months if not years. Jobs are hard to find and keep. Go downtown and count on one hand how many business are open in the winter. I can tell you it is not many. I am against the bridge for many reasons. 1. it is not needed. 2. the money could be used elsewhere. Education is one area that I think the money could be used. Keep the classes that are constantly on the list to be cut like arts, music, shop. I hope this money is moved elsewhere so it can be put to good use instead of on a bridge to nowhere.

thank you  
Rhonda Erickson

**From:** marlenesteinerann@kpunet.net  
**Sent:** Thursday, July 18, 2013 8:12 PM  
**To:** gravina@alaska.gov  
**Subject:** Form Post from Firefox  
**Attachments:** 10.jpg

Cf\_name=Marlene

[cf\\_mail=marlene ann s@yahoo.com](mailto:marlene_ann_s@yahoo.com)

Cf\_address=2729 Tongass Ave

Cf\_city=Ketchikan

Cf\_state=Ak

Cf\_comment=If when you guys put in the bridge to our airport it should be located at the lookout point going North of town.. This will be the best place.. With having crossing out in the city of Saxman it will take a long time in order get to the airport as with where the lookout it will be only a short run to cross... After I don't know how many years [ I think 40 years] we will not get it.. With you guys its all talk and NO action in the making....



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**From:** Cheryl Young <anny@gci.net>  
**Sent:** Friday, July 19, 2013 10:07 AM  
**To:** gravina@alaska.gov  
**Subject:** Gravina Island Access

cf\_name=Cheryl Young

[cf\\_mail=Anny99901@gmail.com](mailto:Anny99901@gmail.com)

cf\_address=14979 N Tongass Hwy

cf\_city=Ketchikan

cf\_state=Alaska

cf\_comment=In regards to the Gravina Island access. No more ferries. Ketchikan has been working towards a bridge to Gravina since I moved here in 1960. Not only do we need this bridge for the growth of Gravina but for me and the thousands of others who use the Ketchikan International Airport. We are tired of sitting on one side or the other waiting for a ferry. The bridge would be a tremendous boost to Ketchikans economy. Build the Bridge.

Sent from my iPad



**From:** leokat001@gmail.com  
**Sent:** Thursday, July 18, 2013 9:30 PM  
**To:** gravina@alaska.gov

cf\_name=Lee bethel

[cf\\_mail=Leokat001@gmail.com](mailto:leokat001@gmail.com)

cf\_address=1925 cub ct

cf\_city=Ketchikan

cf\_state=Ak

cf\_comment=A bridge does not create industry out of thin air. With no new industry to support a larger population why expand ? I feel that any growth is going to wind up being vacation homes for folks who dont/wont live in Alaska full time . I would vote for no bridge!

Sent from my iPhone

**From:** WILLIAM HOME TATSUDA <williamtatsuda@kpunet.net>  
**Sent:** Friday, July 19, 2013 8:19 AM  
**To:** gravina@alaska.gov  
**Subject:** Comment on Gravina Access

I am opposed to the current bridge alternatives for the following reasons: The two bridges will negatively impact the safety of cruise ships during extreme tides and currents, high winds or low visibility, and force the ships to make U-turns in order to arrive or depart. One ship-bridge accident could block all access by cruise ships, and stop traffic to the airport at the same time. Access to the airport will actually be more difficult when there is heavy snowfall or icing. It will cost additional dollars to plow the route to the airport. It will take more time to drive South of town, cross the bridges, and then drive to the airport then taking the current ferry. We currently have adequate access to Gravina. Spending upwards of \$200 million with the hope of future development on Gravina is a waste of taxpayer money, which should be spent on more immediate and obvious transportation and infrastructure needs.

William Tatsuda  
P.O. Box 8820  
3150 S. Tongass Hwy  
Ketchikan, AK 99901  
[williamtatsuda@kpunet.net](mailto:williamtatsuda@kpunet.net)  
907-225-6805

**From:** Cheryl Young <anny@gci.net>  
**Sent:** Friday, July 19, 2013 10:12 AM  
**To:** gravina@alaska.gov  
**Subject:** Gravina Island Access

cf\_name=Cheryl Young

[cf\\_mail=anny99901@gmail.com](mailto:anny99901@gmail.com)

cf\_address=14979 N Tongass Hwy

cf\_city=Ketchikan

cf\_state=Alaska

cf\_comment=In regards to the Gravina Island access. No more ferries. Ketchikan has been working towards a bridge to Gravina since I moved here in 1960. Not only do we need this bridge for the growth of Gravina but for me and the thousands of others who use the Ketchikan International Airport. We are tired of sitting on one side or the other waiting for a ferry. The bridge would be a tremendous boost to Ketchikans economy. Build the Bridge.

Sent from my iPad

**From:** Joann Flora <bombeck53@gmail.com>  
**Sent:** Friday, July 19, 2013 12:41 PM  
**To:** gravina@alaska.gov  
**Subject:** bridge to Ketchikan's airport

When Gravina was selected as the site for Ketchikan's airport, it was with the understanding that a bridge would be in its future. Residents have waited three generations for that to happen. Not only is the airport a transportation hub for visitors and residents, it is a major freight center, and depot for emergency services. I remember sitting in the back of an ambulance waiting for the ferry to take my father to his medivac departure. The plane was on the runway and we were on the town side. If the ferry or ramp had broken or had there been any delay, my dad would have died in the parking lot. The bridge is also a safety issue for residents of Ketchikan, Prince of Wales, and Metlakatla. Don't forget that!

--

*Joann Flora*  
907-723-6007 C  
NEW Personal [bombeck53@gmail.com](mailto:bombeck53@gmail.com)  
NEW Work [joann.flora@goldbelt.com](mailto:joann.flora@goldbelt.com)

**From:** Barnett, John C (DOT) <john.barnett@alaska.gov>  
**Sent:** Monday, July 22, 2013 1:19 PM  
**To:** Conquest, Jessica  
**Cc:** Holman, Deborah L (DOT); Lowell, James A (DOT); Snead, Carol V; Dalton, Mark  
**Subject:** Comment Letter received  
**Attachments:** Doug Stark Comment Letter 17july13.pdf

I have attached a comment letter I received today from Doug Stark, a retired engineer from Homer. He gave HDR some nice kudos in the letter and also provided another alternative, which I believe we had looked at some time ago.

He was one of those who had requested a paper copy of the Draft SEIS, which I provided him a couple weeks ago.

~~~~~  
John C. Barnett
Design Group Environmental
Engineering Assistant III
CISEC, AK-CESCL Master Instructor
DOT&PF, Southeast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-4504

2073 Horizon Court
Homer, Alaska 99603-9300
17 July 2013

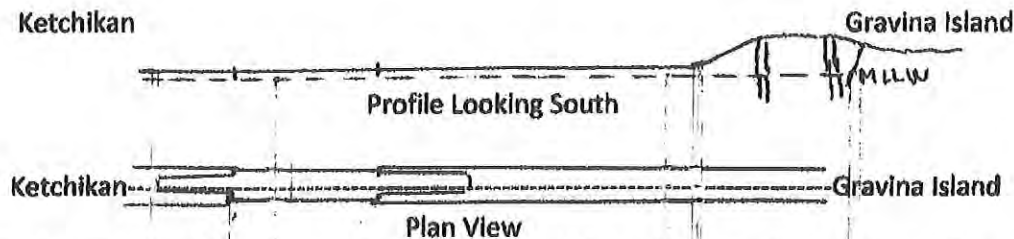
John C. Barnett, ADOT&PF Gravina Access Project SEIS
Box 112506
Juneau, Alaska 99811-2506

Dear John:

I want to thank you for sending the Draft Supplemental EIS for the project. As usual, HDR has done an outstanding job of researching the underlying facts.

I have a few comments and two major recommendations. Our minor recommendation is to reduce the bridge cross-section to 40 feet by eliminating the extra 8' lane. I think the bridges impinge on float plane landings and takeoffs. My main objection to the bridges is cost-both today and in the foreseeable future our highway funds are sorely stretched.

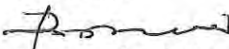
My main recommendation is G4V, because of its cost, lack of effect on the environment, and ease of expansion by adding another ferry. I also want to test out a new option to consider-a combination floating bridge with a slip section to allow passage of State Ferries and cruise ships, with a bridge at its west end with 100' clearance from MLLW for the great majority of vessels.



The location would be where G3 is proposed, which is wide enough to accommodate raised part at the west end. A similar bridge has been in place over 20 years on Lake Washington in Seattle. Passage under the bridge section would be free, while there would be a substantial toll for boats wanting to use the sliding section which should be using the raised section.

I apologize if this screws up the SEIS project timeline.

Cordially,


Dr. Douglas A. Stark

BSCE-Stanford MBA-USC MPA-USC DPA-USC RCE, LS
55 yrs. Experience in road, bridge, utility design and construction, commercial pilot- land & sea, Alaskan since 1968, elected positions in local government, appointed positions in local, state, & federal government, owner of engineering and management consulting firm

We want to hear from you!

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Highway Administration (FHWA) are seeking public comments

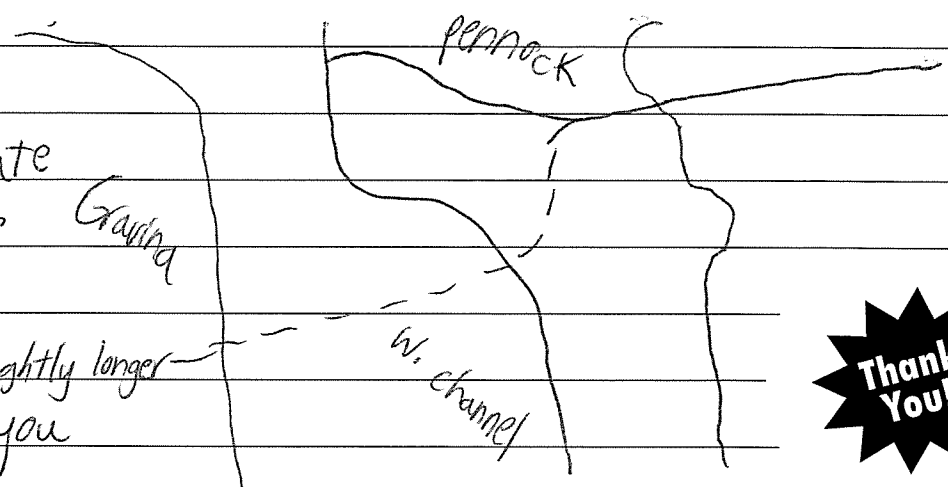
on the recently released **Gravina Access Project Draft Supplemental Environmental Impact Statement (SEIS)**. Read more about the project or view the Draft SEIS online at www.dot.alaska.gov/sereg/projects/gravina_access/. Your written comments on the Draft SEIS are due by **Tuesday, August 13, 2013**.



COMMENT FORM

Comments: The F3 alternative provides ~~access~~ access to Pennock as well as Gravina. ~~Pennock~~ Pennock has many more residents than Gravina and continues to grow. A Bridge through pennock would provide emergency access for pennock residents and allows for easy and profitable development. Also, a drawbridge may be an option to allow for more verticle clearance.

an alternate route can ~~give~~ allow more Gravina horizontal clearance at the cost of a slightly longer bridge. Thank you



Name (First and Last): Chazz Gist
Street Address: 845 Brown Deer rd
City: Ketchikan State: AK Zip: 99901
E-mail Address: chazz_gist@hotmail.com
Phone including Area Code: (907) 617-0966

YES! Please add me to the Gravina Access Project mailing list.

We want to hear from you!

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Highway Administration (FHWA) are seeking public comments

on the recently released **Gravina Access Project Draft Supplemental Environmental Impact Statement (SEIS)**. Read more about the project or view the Draft SEIS online at www.dot.alaska.gov/sereg/projects/gravina_access/. Your written comments on the Draft SEIS are due by **Tuesday, August 13, 2013**.



COMMENT FORM

Comments: Bridge would be to somewhere, unlike
the roads they proposed in other parts for
alaska growth & recreation went to
where in the white house decision process.
Let's not turn this into another Knik arm
fiasco keep it simple & move forward
with the F3 proposal to minimize congestion
by the airport.



Name (First and Last): Ivan Klingebert
Street Address: 1231 Fairy Chasm
City: Ketchikan State: AK Zip: 99701
E-mail Address: _____
Phone including Area Code: 907-247-2206

YES! Please add me to the Gravina Access Project mailing list.

We want to hear from you!

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Highway Administration (FHWA) are seeking public comments

on the recently released **Gravina Access Project Draft Supplemental Environmental Impact Statement (SEIS)**. Read more about the project or view the Draft SEIS online at www.dot.alaska.gov/sereg/projects/gravina_access/. Your written comments on the Draft SEIS are due by **Tuesday, August 13, 2013**.



COMMENT FORM

Comments: I own property that would be adjacent to the Peacock alternative. I am very concerned about the affect that the bridge would have on development of my waterfront lots. If I wanted to build a flat plane dock or large yacht dock, that would be impossible located right next to a bridge. The bridge and associated noise would also affect my view and the quiet enjoyment of my upland property.

Also, as a mariner (I hold a 3rd Mate license) I am concerned about the ability of large cruise ships to navigate under either bridge alternative. ~~There are~~



Name (First and Last): Uma Chaudhary
Street Address: 862 Forest Park Dr.
City: Ktn State: AK Zip: 99901
Email Address: chaudhary @ kpu net
Phone including Area Code: 907-225-3854

YES! Please add me to the Gravina Access Project mailing list.

From: gjohnson1206@yahoo.com
Sent: Thursday, August 01, 2013 10:01 PM
To: gravina@alaska.gov
Subject: Gravina Access Project feedback

name	Garrett Johnson
comments	<p>Building the bridge will bring about lost jobs and decreased property values for all of Ketchikan. This will occur for many reasons a few are as follows: There will be far less cruise ship traffic in all of Alaska, not just Ketchikan if we build this bridge. Ketchikan currently the ideal first or last port of call in Alaska for cruise ships because of its southern location and harbor that requires no back tracking. The schedules are so tight for these ships with required speeds of 18-20 knots for the trips to Vancouver or Victoria then Seattle and back again. If a vessel has to use the west channel it will probably skip Ketchikan or pull out of the Alaska market altogether. I am not sure that I would feel comfortable with a 115000 gross ton ship like the Diamond Princess in west channel. She has inboard turning propellers and the rudders are NOT directly behind the propellers. Because of this she and her sisters are pigs to handle and the west channel might prove too much for them. There is currently one ship in Alaska bigger (Celebrity Solstice) and I am 100% sure larger ones can be expected by 2015. Of course the swept path of one of these large ships will make the already too small bridge opening seem laughable. The wind coming up Nichols Passage will come over Gravina around blank inlet (swirling off Judy Hill) and hit the top half of these ships and cause a large set with no visible wind on the water in west channel. It will take a full 2 minutes to correct for an unexpected set (assuming a 5 degree per minute turn and a 10 degree drift angle). Also in west channel bank suction can be expected further hampering efforts to keep the ship off the rocks. Do you think a Costa Concordia type event in west channel would be good for Alaska? Because of the aforementioned reasons less cruise ships will mean less jobs for locals making their living off the cruise ships and their passengers. There are the obvious! people, Charter fisherman, guides, cooks, store owners, longshoremen, harbor masters office, tours and taxis. But don't forget the trickle down effect to the rest of the Ketchikan: Teachers, police officers, fire fighters, Medical industry workers, Hardware store employees, suppliers employees, the list goes on to all of us in one way or another. Why not just use ferries and let our local shipyard build and repair them? Property values will decrease because the economic health of Ketchikan and all of SE Alaska will be adversely affected. Of course the people who have to live right next to the bridge will have lower property values but that is to be expected. It is the rest of Ketchikan that I am worried about. In closing please do the right thing for Ketchikan and the state of Alaska, don't build the bridge to nowhere! Garrett Johnson SE Alaska Pilot.</p>
state	AK
email	gjohnson1206@yahoo.com
city	Ketchikan

From: benwashin@yahoo.com
Sent: Friday, August 02, 2013 8:06 PM
To: gravina@alaska.gov
Subject: Gravina Access Project feedback

name	Ben Washington
comments	I would like to see either F3 or C3-4 built. The state should have built a bridge many years ago when the airport was built on Gravina and a promise was made way back then that a bridge would be built and that the ferries would be a temporary solution. I am a lifelong Ketchikan resident of almost 47 years and am tired of having to take a ferry to the airport and would like to see easier access to the trails and beaches on Gravina.
state	AK
email	benwashin@yahoo.com
city	Ketchikan

Astrid Crocker
POB 23071
Ketchikan AK 99901
Aug. 2, 2013

Gravina Access Project

DOT
Juneau AK 99811

Dear Sirs:

My preferred alternative would be Improved Ferry Service, using the existing ferry location. This could be: an additional ferry, a better way to transport baggage, and a better shelter.

The existing ferry is easy to get to, middle of the large population area, and on the existing bus line. The trip across takes only 6 minutes.

I believe that the bridges would make the trip to airport take longer, you would need a car or a very expensive cab ride, and how much would parking ~~cost~~ cost at the airport?

The ferry system has served us well.

Astrid Roura Crocker

A. Crocker
POB 23071
Ketchikan AK
99901



Special Projects Office
DOT + PF Southeast Region
GRAVINA ACCESS PROJECT SEIS
P.O. BOX 112506
Juneau AK 99811-2506

From: margotdick@gci.net
Sent: Monday, August 12, 2013 10:27 AM
To: gravina@alaska.gov
Subject: Gravina Access Project feedback

name	Richard Miller
comments	I wish to go on record as being strongly opposed to ANY hard link Granina access project be it bridge or tunnel. From the outset, I have never been able to determine any justification for the cost involved and at this point I consider the 25 to 30 million spent as a complete waste that could have been much better spent on meaningful projects. A project that I could support would be a road across the island and a link to the BC road system.
state	AK
email	margotdick@gci.net
city	Ketchikan

From: margotdick@gci.net
Sent: Monday, August 12, 2013 10:33 AM
To: gravina@alaska.gov
Subject: Gravina Access Project feedback

name	margot miller`
comments	Please, please spend no more money on EIS for hard link to Gravina. Too much has been spend already on a project that will cost way too much money, cause many more problems that it will solve, and is unjustifiable for our population. Examine good ferry options.This has been a boondoggle from the beginning. We can afford neither the enery needed to keep tis going nor the ill will it engenders. I would like this hard link idea to DIE right now. Make it go away.A longtime resident who cares about the good of Ketchikan and all Alaska,Margot Miller2327 Third Ave.Ketchikan, AK99901
state	AK
email	margotdick@gci.net
city	Ketchikan

From: hosley2@gmail.com
Sent: Monday, August 12, 2013 4:30 PM
To: gravina@alaska.gov
Subject: Gravina Access Project feedback

name	Shona Hosley
comments	<p>Thank you for the opportunity to provide input on this project. I would like to express my concern about option F3. If this option is selected it would create significant difficulties for the cruise ships visiting Ketchikan. With difficulties in navigating around North Pennock and the West Channel on both north and south bound cruises, the cruise lines may forgo visiting Ketchikan all together. The cruise lines have expressed this during previous comment periods. Tourism is the lifeblood of Ketchikan, without their support there will be no need to expand into Garvina Island. Options C3-4 projects a structure greater than 200 feet above MHHW. Such a structure would be necessary for cruise ship traffic though would create a significant safety and navigation impediment to floatplane operations in the harbor. Social and economic conditions have not changed enough to warrant new consideration for this project. The objections other have made are still valid. The people and businesses of Ketchikan did not want the bridge before, and this still remains the case.</p>
state	AK
email	hosley2@gmail.com
city	Ketchikan

From: m.clabby@att.net
Sent: Monday, August 12, 2013 11:33 PM
To: gravina@alaska.gov
Subject: Gravina Access Project feedback

name	Margaret Clabby
comments	<p>Ferry Alternative G4v seems to be an affordable action alternative. Both bridge alternatives are too expensive and have too many potential adverse effects. We Southeast Alaskans are blessed with our marine environment, which gives us the option of traveling by ferries. Our airport ferry is one of the unique and great things about living here. Some specific comments on details in the Draft SEIS: It appears that the true costs of the bridge options have been understated in many places, thus making it appear that the bridge options are less costly than they really will be. For example, no cost has been put in for additional parking at the airport. Currently, I drive from south of town to the airport ferry parking lot where I leave my car and hop on the ferry to the airport. (If I lived in town, I would take the city bus to the ferry parking lot). Nobody will be able to do that anymore. . . We'll all be driving to the airport, so of course the cost of additional parking lots over there needs to be included (and it's not). Also, I believe that the annual maintenance costs for the bridge and road have been understated. Currently, ADOT is unable to keep up with maintenance and repair on existing roads in Ketchikan. To keep a bridge and additional highway free of ice and snow will require additional equipment and workers. Bridge option F3 is particularly disturbing to me due to its effect on the Tongass Narrows West Channel. I lived over near there for many years and am familiar with the kelp beds, the eelgrass, the fish and whales in that channel, the boat traffic and the weather and tides. Blasting and dredging that channel (including 184,000 cubic yards of material over 16 acres) would be a terrible environmental action. That channel has unique and environmentally significant intertidal and subtidal habitat which supports aquatic life--not just in the channel, but also beyond. The combination of the dredging and the ! support pilings would change forever the habitat and water flow. The safety of ships, towed barges, cruise ships, small boats is also at risk in that channel. I commuted across there in a small skiff for many years and vividly remember 50-90 mph winds, fogs that reduced visibility to nothing, currents and boat wakes, etc. It is a bad idea to purposefully obstruct navigational width and height in an area frequented by large and small vessels. The environmental consequences of adding the ferry terminal at Lewis Point (option G-2?) concerns me due to the intertidal aquatic life in that area (e.g clams, mussels, cockles). 4.10.2.1.2 says that the proposed project alternatives would incorporate designs that are expected to reduce the use of single occupant vehicles. The bridge options do just the opposite of this, and your charts show this. . . That you expect one way vehicle trips to increase up to 4000 or 5000 per day (table 4-27)! In this day and age, transportation planning (especially multimillion dollar planning) should include serious attempts to reduce single occupant travel. Note that adding passenger vans to the improved ferry options does help with this. Bridge alternative F3 would create traffic nightmares through town and at the intersection with Tongass Hwy. Section 4.23 Visual impacts-- The photo simulations of adding what the bridges would look like from various places</p>

	<p>are bizarre. It 's like someone decided to show what the bridge would look like from over a mile away on a hazy day. The reality is that these bridges are of a scale that they would very much dominate the visual landscape from many places.I am disappointed in how the cumulative environmental effects are characterized and minimized. For example, the effects on wetlands and tidal habitat are brushed off by saying that they are just a small part of the wetlands and habitat in the area. This is exactly why the lower 48 has decimated its coastal lands, tidelands, etc--each project just being a small part. Same for the discussion of vehicle emissions and greenhouse gases, saying that it would only ! be a small percentage of the GHGs emitted in Alaska.One of the most important details in the report is the population numbers for the Ketchikan Borough. . .12,984 in 2009 and expected to decline to 9878 by 2033. This population does not need a 500 million dollar bridge. Nor do we need much expansion to Gravina.Enough of the details. . .Please recommend an improved ferry option (such as G4v or one with less bells and whistles) and suggest that the state provide sufficient operating and maintenance funding for the ferries.Thanks.</p>
state	AK
email	m.clabby@att.net
city	Ketchikan

From: Margaret Clabby <m.clabby@att.net>
Sent: Monday, August 12, 2013 11:42 PM
To: gravina@alaska.gov
Subject: Comments on Gravina Access Project Draft SEIS

Ferry Alternative G4v seems to be an affordable action alternative. Both bridge alternatives are too expensive and have too many potential adverse effects.

We Southeast Alaskans are blessed with our marine environment, which gives us the option of traveling by ferries. Our airport ferry is one of the unique and great things about living here.

Some specific comments on details in the Draft SEIS:

It appears that the true costs of the bridge options have been understated in many places, thus making it appear that the bridge options are less costly than they really will be. For example, no cost has been put in for additional parking at the airport. Currently, I drive from south of town to the airport ferry parking lot where I leave my car and hop on the ferry to the airport. (If I lived in town, I would take the city bus to the ferry parking lot). Nobody will be able to do that anymore. . . We'll all be driving to the airport, so of course the cost of additional parking lots over there needs to be included (and it's not). Also, I believe that the annual maintenance costs for the bridge and road have been understated. Currently, ADOT is unable to keep up with maintenance and repair on existing roads in Ketchikan. To keep a bridge and additional highway free of ice and snow will require additional equipment and workers.

Bridge option F3 is particularly disturbing to me due to its effect on the Tongass Narrows West Channel. I lived over near there for many years and am familiar with the kelp beds, the eelgrass, the fish and whales in that channel, the boat traffic and the weather and tides. Blasting and dredging that channel (including 184,000 cubic yards of material over 16 acres) would be a terrible environmental action. That channel has unique and environmentally significant intertidal and subtidal habitat which supports aquatic life--not just in the channel, but also beyond. The combination of the dredging and the support pilings would change forever the habitat and water flow. The safety of ships, towed barges, cruise ships, small boats is also at risk in that channel. I commuted across there in a small skiff for many years and vividly remember 50-90 mph winds, fogs that reduced visibility to nothing, currents and boat wakes, etc. It is a bad idea to purposefully obstruct navigational width and height in an area frequented by large and small vessels.

The environmental consequences of adding the ferry terminal at Lewis Point (option G-2?) concerns me due to the intertidal aquatic life in that area (e.g clams, mussels, cockles).

4.10.2.1.2 says that the proposed project alternatives would incorporate designs that are expected to reduce the use of single occupant vehicles. The bridge options do just the opposite of this, and your charts show this. . . That you expect one way vehicle trips to increase up to 4000 or 5000 per day (table 4-27)! In this day and age, transportation planning (especially multimillion dollar planning) should include serious attempts to reduce single occupant travel. Note that adding passenger vans to the improved ferry options does help with this.

Bridge alternative F3 would create traffic nightmares through town and at the intersection with Tongass Hwy.

Section 4.23 Visual impacts--The photo simulations of adding what the bridges would look like from various places are bizarre. It 's like someone decided to show what the bridge would look like from over a mile away on a very hazy day. The reality is that these bridges are of a scale that they would very much dominate the visual landscape from many places.

I am disappointed in how the cumulative environmental effects are characterized and minimized. For example, the effects on wetlands and tidal habitat are brushed off by saying that they are just a small part of the wetlands and habitat in the area. This is exactly why the lower 48 has decimated its coastal lands, tidelands, etc--each project just being a small part. Same for the discussion of vehicle emissions and greenhouse gases, saying that it would only be a small percentage of the GHGs emitted in Alaska.

One of the most important details in the report is the population numbers for the Ketchikan Borough. . .12,984 in 2009 and expected to decline to 9878 by 2033. This population does not need a 500 million dollar bridge. Nor do we need much expansion to Gravina.

Enough of the details. . .Please recommend an improved ferry option (such as G4v or one with less bells and whistles) and suggest that the state provide sufficient operating and maintenance funding for the ferries.

Thanks.
Margaret Clabby
Ketchikan, Alaska

From: alaskancelt@hotmail.com
Sent: Tuesday, August 13, 2013 11:13 AM
To: gravina@alaska.gov
Subject: Gravina Access Project feedback

name	Susan Walsh
comments	To Whom It May Concern:Thank you for this opportunity to once again comment on the Gravina Access project. It is heartwarming to see that our local elected officials have finally seen the light and the folly of any bridge. I have commented ad nauseum in the past and concur and whole heartedly agree with the very cogent arguments submitted by Michael Spence for the Seapilots Association. I do support expanding services on the Ketchikan side and would support a check-in baggage/cart service similar to what exists for the state ferry.I surveyed many locals years ago and their number complaint with the ferry is lugging their bags up the ramp at low tide in gale force winds,the carts now available have definetly contributed to the ease however I believe the cart would satisfy that concern.I also would like to state that I am a homeowner on Gravina and would not dare ask the government to assist me in accessing my home as I choose to live there and see it! as my responsibilty to make my own arrangements.Thank you for your time and consideration of my comments.SincerelySusan Walsh
state	AK
email	alaskancelt@hotmail.com
city	KETCHIKAN

From: Kay Sims <bwlanding@kpunet.net>
Sent: Tuesday, August 13, 2013 12:44 PM
To: gravina@alaska.gov
Subject: Gravina Access

Sirs: I want to go on record as being in complete support of a hard link (a bridge) from Ketchikan to Gravina. I have lived here for the past 61 years and have supported the bridge option at all times. You might have one of my letters of support in your back files. I have been out of town for medical reasons so did not have time to draft a good long letter but you have to be able to visualize all the folks that arrive at our airport for Ketchikan and realize how difficult it is to get down to the ferry, just think of a young mother with three children in town along with luggage arriving here with no transportation at the airport, or someone elderly (like myself) it is awful. Please take this as my letter of support for a bridge. Thank you in advance. I also represent the 73 families that I have employed here at the Best Western Landing, they also would like the bridge option. Kay Sims, Owner The Best Western Landing Hotel and Restaurant.

From: mikesallee@gmail.com
Sent: Tuesday, August 13, 2013 1:34 PM
To: gravina@alaska.gov
Subject: Gravina Access Project feedback

name	MICHAEL SALLEE
comments	<p>I?ve spent years living on Gravina since 1956 when my mother started to homestead property at Vallenar Point. Never did my mother ask or expect her government to provide her access to the remote property she chose to live on. Nor have I. For first-time visitors a ride on the airport ferry is a good introduction to the water travel so prevalent in SE Alaska. For residents of Ketchikan the disruption caused by a bridge or bridges to existing Tongass Narrows air and water traffic remains as one of several flaws in a fiscally irresponsible idea. I?m very skeptical of the assertion that numerous vehicle trips over bridges and miles of road to and from Ketchikan?s airport is cheaper, safer, and more environmentally benign than the short ferry rides we currently have. That being said, I would like to see improved baggage handling for the ferry crossing the Narrows both directions, and perhaps even baggage check-in being done on the Ketchikan side. People throughout the world live on islands or remote places that don?t have road access to a major airport. I?m weary of the continued pouring of money into the Gravina Access Project. It?s long past time to put this bridge boondoggle to rest and dedicate hard-earned tax dollars to making the airport ferries more user-friendly.</p>
state	AK
email	mikesallee@gmail.com
city	KETCHIKAN



SouthEast Alaska Pilots' Association

1621 Tongass Avenue, Suite 300 • Ketchikan, Alaska 99901 • 907-225-9696 • fax 907-247-9696 • pilots@seapa.com

July 31, 2013

Commander
Seventeenth Coast Guard District
Waterways Management Branch
P. O. Box 25517
Juneau, Alaska 99802-5517

Attn: Mr. James Helfinstine

RE: Gravina Access Project (GAP) Draft Supplemental Environmental Impact Statement
(EIS) State of Alaska DOT&PF Project No: 67698 dated June 2013

Dear Sir;

The Southeast Alaska Pilots Association (SEAPA) writes this letter to you with the understanding that the Coast Guard, under the Rivers and Harbors Act Section 9, is the issuing agency for permits of bridges or structures that cross or could otherwise affect navigation on waters of the U.S. SEAPA has serious concerns for unacceptable impacts to the safety of marine navigation associated with proposed over-water crossings of Tongass Narrows (presented as alternatives F3 and C3-4 in the GAP EIS). As waterway users specifically charged by the State of Alaska with the primary duty to safely navigate vessels and to protect the life, property and marine environment of the State, we believe the alternatives as proposed do not adequately provide for the existing needs or reasonable projections of future needs of safe navigation in this waterway.

In general, any proposal that closes portions of Tongass Narrows to major marine traffic (e.g. cruise ships, AMHS vessels, tug & tows, etc.) creates unacceptable and unreasonable safety and efficiency of marine traffic issues. Tongass Narrows exists as a safe and commercially viable waterway due to the access from multiple routes and natural traffic separations afforded by those routes. Restricting channel and harbor navigation, specifically as proposed in Alternative F3 (proposed low bridge crossing over East Channel) creates several unsafe conditions that are presently nonexistent by completely changing the existing safe linear traffic pattern of major marine traffic in Tongass Narrows.

The navigational clearances for both proposed channel crossing alternatives C3-4 and F3 (550 feet horizontal clearance and 200 feet vertical clearance MHHW) do not provide adequate clearance for the largest existing ships in conditions of winds over twenty (20) knots and current over one (01) knot or tidal heights over MHHW (all conditions that exist on regular occurrence). Five (05) of the ships currently calling in Ketchikan have air drafts from 190 feet to 200 feet, and the swept horizontal paths exceeds 400 feet at normal operating speeds, leaving unsafe clearances for those vessels (one existing vessel calling in Southeast has an air draft greater than 200 feet).

The GAP EIS dated June 2013, relies on ten-year-old simulator studies using incomplete information including no simulation of local current effects, bank effects, reduced visibility in rain and fog and interactions with other waterway users. The data provided in the EIS is incorrect, citing waterline beam, where it says "maximum beam", for all vessels. The maximum beam of these large ships is on the order of 50 feet wider than the water line. The swept path calculations in the EIS derived from these figures are incorrect in their entirety.

Additionally, the draft EIS incorrectly identifies the largest vessels operating in Tongass Narrows as having an air draft of 165 feet, and averaging 71,000 gross tons. In fact 15 out of 27 (over half) of the ships currently calling in Southeast Alaska, have air drafts over 165 feet, and five (05) have air drafts of 189 feet or more and tonnages of over 100,000 gross tons. The draft EIS attempts to mitigate these issues with outdated comparisons to the Lions Gate Bridge in Vancouver, BC and the cable crossing at Seymour Narrows with the assertion that nearly all cruise ships calling at Ketchikan pass under the Lions Gate Bridge and/or the Seymour Narrows Cable. In 2013 nearly half of the ships calling at Ketchikan go via the Straits of Juan de Fuca, bypassing both of those areas.

The proposals neglect to take into consideration the actual 30-year trend of larger ships and projection that even larger ships will be the norm. Recent and projected new builds identified to join the Alaska cruise market have over 200 feet air draft and swept path widths approaching 450 feet under regularly occurring conditions.

The EIS also neglects to consider or assess directly relevant safety issues including the 1994 grounding of the Nieuw Amsterdam while making a sharp turn in dense fog at Gravina Point, or the allisions of large ships with bridges in Tampa Florida and in San Francisco Bay. The EIS does not address the previous simulations (with smaller vessels) that required harbor speed limits to be regularly exceeded to maintain steerage, the high ratio of groundings that occurred in the studies and the recommendations by pilots to increase the horizontal clearance at least 100 to 150 feet (again based on simulations with smaller ships).

The proposal states that DOT&PF modified Alternative F3 in response to USCG concerns over potentially hazardous navigation conditions in the West Channel for cruise ships and that with these modifications considers Alternative F3 a reasonable alternative with respect to marine navigation through West Channel. Can the USCG advise SEAPA specifically which hazardous navigation concerns of theirs DOT&PF have addressed, how they have been addressed and if the USCG is satisfied? Even with understated data, the study suggests that the statistically expected number of groundings or allisions of large ships in a fifty-year period would increase by a factor of three ... is that acceptable?

Attached are representative examples of analysis on swept path width that SEAPA has done to support our concerns. While these are preliminary projections, we would be pleased to review them in more detail should you find that useful and appropriate.

SEAPA supports reasonable economic development efforts however we have strong concern for the existing or reasonable projections of safe navigation. We believe the consequences for a marine mishap with a bridge over the navigable channel as proposed are unacceptable. As one of the primary waterway users and a business that would be significantly impacted by these proposals, SEAPA is quite willing to sit down with all parties to discuss alternatives to promote safer proposals from a freedom of navigation perspective.



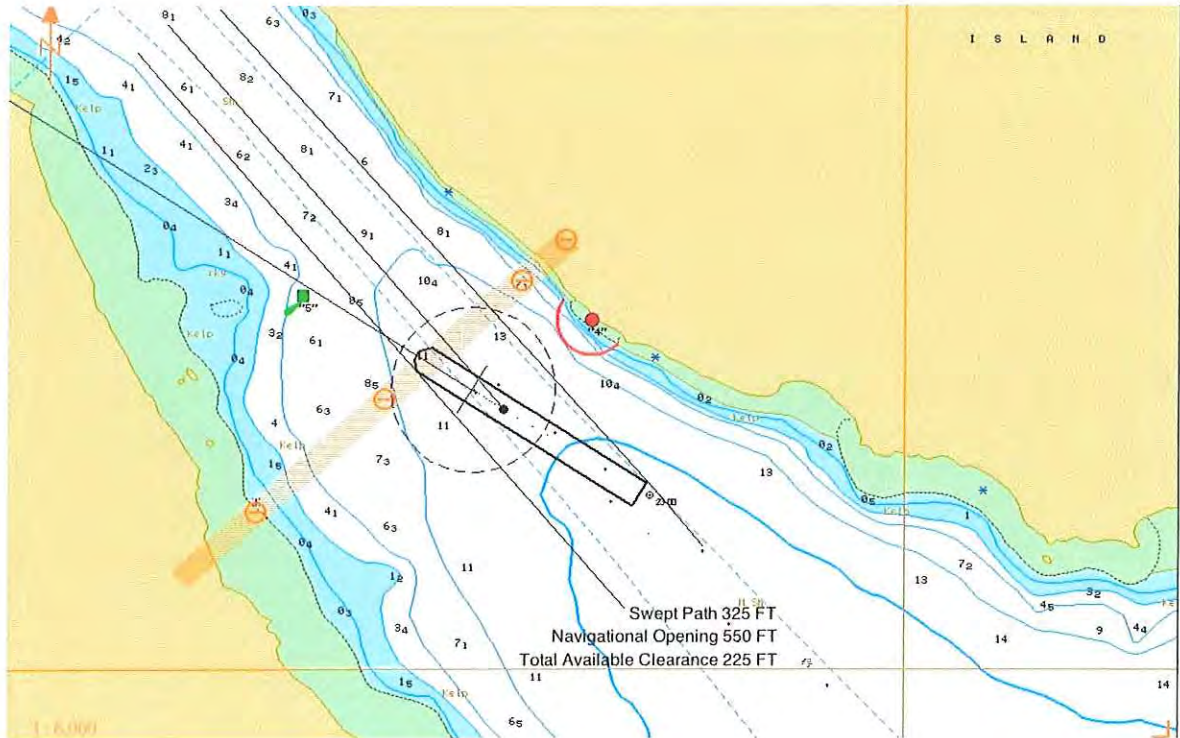
Captain Larry D. Pullin
President
South East Alaska Pilots Association

CC:

State of Alaska DOT&PF
Ketchikan Harbor Master

Attach: Swept path examples Alternatives C3-4 and F3 (one each).

Projected Swept Path and Horizontal Clearance for
Gravina Access Project Alternative F3: Pennock Island Bridges



Ship Size: LOA: 965 FT / 294.13 m
ships

Fourteen (14) EXISTING

Beam: 105.6 FT / 32.20 m
Draft: 27.6 FT / 8.40 m

fit this approximate profile.

Approximate Environmental Conditions:

South-southeasterly Wind 30 Knots or

South-southeasterly Wind 25 Knots and 1.0 Knot of Flood Current.

Ship Speed 6 Knots through the water, Thirteen (13) degree crab angle.

Projected Swept Path: 325 FT / 99 m

Total Available Horizontal Clearance: 225 FT / 69 m

Does NOT account for squat.

Does NOT account for bank suction / bank cushion effect.

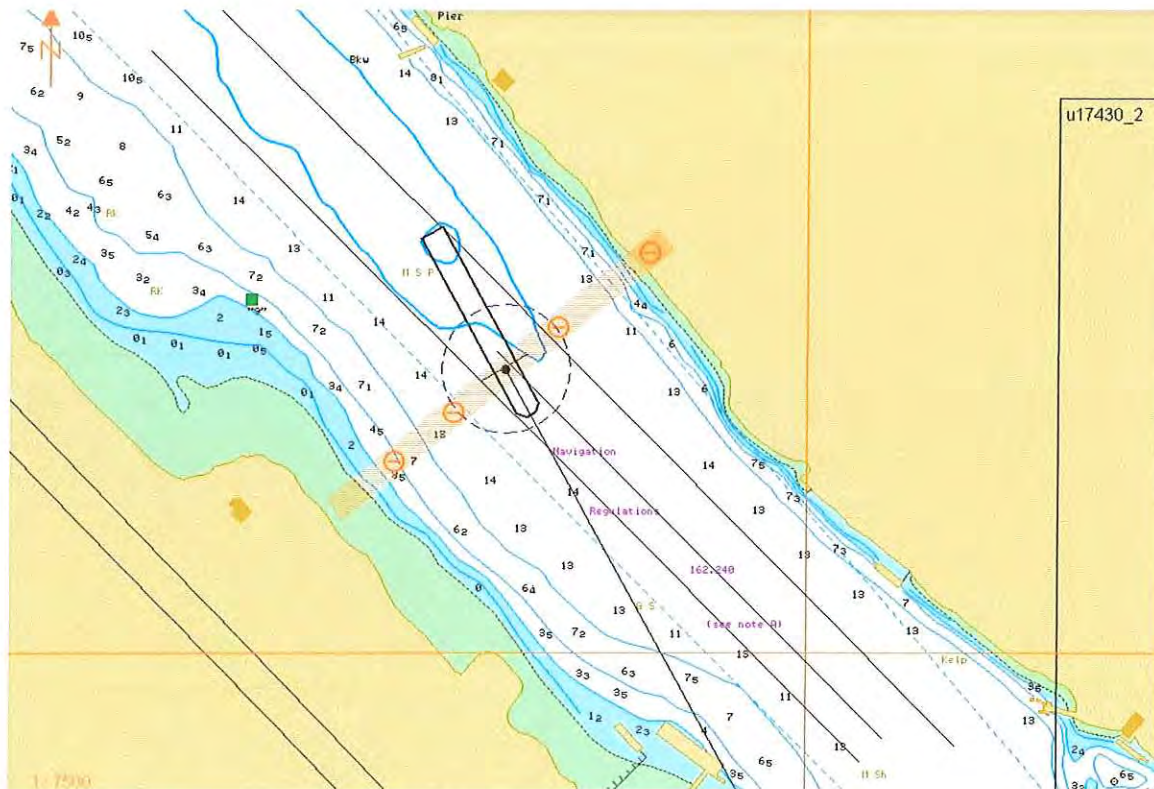
Does NOT account for proposed angle in cut channel.

Does NOT allow for traffic

Estimates based on local knowledge and experience in the area.

Not for navigation purposes. Data is preliminary and subject to change. Based on standard industry formulas.

Projected Swept Path and Horizontal Clearance for
Gravina Access Project Alternative C3-4: Airport Bridge



Ship Size: LOA: 965 FT / 294.13 m Fourteen (14) EXISTING
ships
Beam: 105.6 FT / 32.20 m fit this approximate profile.
Draft: 27.6 FT / 8.40 m

Approximate Environmental Conditions:
Westerly Wind 30 Knots or
Westerly Wind 20 Knots and 1.0 Knot of Ebb Current.

Ship Speed 6 Knots through the water. Thirteen (13) degree crab angle.

Projected Swept Path: 325 FT / 99 m

Total Available Horizontal Clearance: 225 FT / 69 m

Does NOT account for squat.
Does NOT account for bank suction / bank cushion effect.
Does NOT account for proposed angle in cut channel.
Does NOT allow for traffic

Estimates based on local knowledge and experience in the area.

Not for navigation purposes. Data is preliminary and subject to change. Based on standard industry formulas.

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TESTIMONY OF MICHAEL SPENCE

MR. SPENCE: My name is Michael Spence. My address is 3736 Justice Court, Ketchikan.

MS. JESSEN: And would you spell your last name for the record?

MR. SPENCE: S-p-e-n-c-e.

MS. JESSEN: Thank you. And your time will begin.

MR. SPENCE: I represent the Southeast Alaska Pilots Association, a state recognized organization of marine pilots for the Southeast Alaska region, charged with the safe and efficient navigation of ships in Southeast Alaska. Briefly, my background in making these remarks is I've been practicing pilotage in Ketchikan and throughout Alaska for over 30 years as an Alaska licenced pilot as it relates to the navigation of large vessels under bridges. And I'm also a US Coast Guard licenced pilot of unlimited tonnage vessels in New York Harbor, San Francisco Bay and Puget Sound.

I have practiced as a marine pilot, vessels up to 80,000 tons under various bridges in New York Harbor in the early years in my career. I also served 10 years as a reserve officer in the US Navy and have served active duty for training in the

1 pilotage of large navel vessels up to the size of
2 aircraft carrier under the bridges of San Francisco
3 Bay. I represented the Southeast Alaska Pilot's
4 Association and public hearings related to Gravina
5 access as early as 1983. And I have commented and
6 written proposals -- in writing to proposals since
7 then.

8 In summary, Southeast Alaska Pilots have serious
9 concerns about the marine navigational safety and
10 secondarily the navigational efficiency of the bridge
11 proposals now under consideration described in the
12 June 2013 Draft SEIS. Our association recommends
13 against the F3 and the C3-4 bridge proposals for the
14 following reasons:

15 One, the F3 bridge proposal completely changes
16 the linear traffic pattern of large vessels in the
17 Tongass Narrows without adequately addressing the
18 navigational safety of large vessels and tugs and
19 tows and ferries meaning a maneuvering in close
20 proximity to each other. This proposal neglects to
21 state the hazards that are introducing so many turns
22 in the approaches to Ketchikan's harbor for very
23 large vessels and how those turns will be safely
24 executed at times of winds are over 20 knots or
25 reduced visibility.

1 Two, the F3 proposal effectively closes the
2 preferred east channel of Tongass Narrows for larger
3 vessels, forcing these vessels to instead share the
4 west channel with ferries, tugs and tows, and smaller
5 vessels. The west channel has already been fully
6 utilized as a traffic separator from northbound from
7 southbound traffic at peak times. Forcing the
8 largest ships into the west channel will create
9 hazardous traffic situations in that channel.

10 Three, the F3 proposal neglects to consider the
11 adverse effects of reduced visibility in rain and fog
12 as it relates to traffic or navigation by large
13 vessels under either of the bridge crossings.

14 Four, the F3 proposal neglects to consider the
15 adverse effect of the revised traffic patterns in the
16 harbor on the use of the main anchorage area for a
17 fifth vessel in the anchorage.

18 Five, page 4-27 of the F3 proposal misrepresents
19 the economic costs incurred in turning large vessels
20 around Pennock Reef to approach the downtown berths
21 in Ketchikan and then turn it again to head out of
22 the harbor, suggesting that the 1.8 miles, quote,
23 unquote, adds approximately three minutes in running
24 times. In fact, 30 to 40 minutes will be lost in
25 each port call by each ship just by going around

1 Pennock Reef. And if a detour around Guard Island is
2 required, one hour and 40 minutes will be lost on
3 each port call. This lost time will have to made up
4 either in reduced port time or the same amounts of
5 time at high fuel consumption speeds.

6 Number six, the F3 and C3-4 bridge proposals
7 both fail to provide adequate horizontal or vertical
8 clearance for the largest ships in conditions of
9 winds over 20 knots or tidal heights over a mean high
10 or high water. For five of the ships currently
11 calling in Ketchikan, the air drafts are 190 feet to
12 200 feet and the swept horizontal paths exceed 400
13 feet at normal operating speeds, leaving an
14 inadequate clearance for those vessels.

15 Number seven, the math in table 3-12 is
16 incorrect, citing waterline beam, where it says,
17 quote, unquote, maximum beam. For all of the vessels
18 in the table, these maximum depths -- these maximum
19 beams, excuse me, of large vessels are on the order
20 of 50 feet wider than the waterline depth -- width.
21 The swept path calculations thus derived from these
22 figures are incorrect in their entirety.

23 Number eight, the assertion made on pages 3-39
24 of the 2013 SEIS say that, quote, as a result, nearly
25 all cruise ships calling in Ketchikan pass under the

1 Lions Gate Bridge and/or the Seymour Narrows Cable,
2 unquote. But this is incorrect. In fact, in 2013,
3 nearly half of the ships calling at Ketchikan go to
4 Seattle via the Straits of Juan De Fuca and pass
5 through neither of those areas.

6 Number nine, the C4 -- C3 and the C3-4 proposals
7 cite the 200 by 550 foot opening in both
8 proposals.....

9 (Bell rings)

10 MS. JESSEN: If you'd please conclude your
11 comments.

12 MR. SPENCE: May I continue?

13 MS. JESSEN: If you would, wrap up your comments
14 please.

15 MR. SPENCE: I will. The C3 and C3-4 proposals
16 cite that 200 foot by 550 foot openings in both
17 proposals as adequate because they are like the Lions
18 Gate Bridge. In fact, the Lions Gate Bridge Channel
19 width is 1260 feet, or more than twice as wide as
20 either of these proposals. The tidal range is less
21 than the tidal range of Ketchikan, and thus cannot be
22 realistically compared.

23 MS. JESSEN: Thank you very much for your
24 testimony.

25 MR. SPENCE: Okay. Thank you. And I appreciate

1 your allowing me to speak.

2 MS. JESSEN: All right. Mr. Klingelhut, you're
3 next. And then on deck, we have Karyle Beitman. I'm
4 sorry if I'm mispronouncing your name, Karyle --
5 Kyle? If you would please.....

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TESTIMONY OF WALLY KLINGELHUT

MR. KLINGELHUT: Wally Klingelhut. K-l-i-n-g-e-
l-h-u-t, 1731 Fairy Chasm, Ketchikan.

MR. HUGHES: Are you speaking on behalf of an
organization?

MR. KLINGELHUT: Pardon me? Just myself. I'm
not representing -- I just wanted to come and say
that I've been coming to these meetings for a long
time. We've chosen that bridge alternative and
somebody along the line ixnays [sic] it and they
bring us back another proposal and they have a public
hearing on it and we choose the bridge alternative.
And somebody along the line says, no, we can't do it.
And any young people here tonight, I hope that they
don't have to wait as long as I have. You know, if
this goes any -- on any longer, I'll never see that
bridge.

It's important when they said the bridge to
nowhere, that's exactly where Ketchikan is going
without a bridge; nowhere. We have -- you know, you
can't expand up the mountain. And we -- and the
first time that we have some catastrophic event on
Gravina with that busy airport, we won't be able to
build a bridge fast enough.

And right now what we're doing is putting a few

1 dollars and cents in a lot of hearings and spending a
2 lot of state money to -- and federal money on
3 hearings when we could have got that bridge already.
4 There's no excuse for that. And as far as going
5 around or whatever, it's an inconvenience to the
6 ferries and -- I mean, to the navigation to the
7 cruise ships and everything, but I don't see anybody
8 going up Douglas Channel going north. You know, I
9 mean, we have two accesses to Gravina. If the
10 weather is so bad that they can't navigate under the
11 bridge, they can go around Gravina Island and come in
12 from the other direction. That's all I want to say.

13 MS. JESSEN: Thank you very much.

14 (Applause)

15 MS. JESSEN: Please, no. Please -- thank you.
16 No interruptions, thank you. Carol [sic] Burtman
17 [sic].

18 MS. BEITMAN: Beitman.

19 MS. JESSEN: Beitman, I'm sorry.

20 MS. BEITMAN: Karyle.

21 MS. JESSEN: Karyle. I apologize. Thank you.

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TESTIMONY OF KARYLE BEITMAN

MS. BEITMAN: Gentlemen. I am not a public speaker, but I am here just to let you folks know that I'm a resident of Gravina Island, have been for 15 years, commuted back and forth by boat in all types of weather. I have vantage points, since I'm on the water os seeing the LITUYA and a tug boat not be able to make it through that channel side by side. Depends on the tide. There has been no growth whatsoever in 15 years; not a house has been built in my neighborhood.

We have all this wonderful land over there to develop for camping, state parks. Currently, I have to bring my children over by boat for Easter dinner - - two boatloads over. And that just depends on weather. I have no access for emergency vehicles to get to us. Currently there is a road to nowhere that none of us, not a resident, can access. You might take that into consideration while you're doing your planning, too. So, that's all I have to say. Thank you.

MS. JESSEN: Thank you. All right. That is all the folks that we've had sign up to testify. Is there anyone present who wishes to testify at this time?

1 (No audible responses)

2 MS. JESSEN: All right. With that, we will go
3 off the record until such time as there are others
4 who wish to testify publicly. We do have open house
5 materials in the other half of the room. Again, if
6 you have specific questions about the draft SEIS, the
7 alternatives, the process, please do ask one of our
8 project team members with a name tag. And again, we
9 will go off the record until such time others wish to
10 testify in public. Thank you.

11 (Off record)

12 MS. JESSEN: Okay. Just as a reminder, this
13 hearing is to take comments on the record on the
14 Draft Supplemental Environmental Impact Statement for
15 the Gravina Access Project. Individuals have three
16 minutes to testify. Organizational representatives
17 or agency representatives do have five minutes. We
18 have had one person sign up to testify, so we will
19 resume our on the record portion of this evening,
20 this public hearing. And please, for the record, if
21 you would state your name, spell your name, and your
22 address, and then your three minutes will begin.
23 Great.

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TESTIMONY OF RENEE SCHOFIELD

MS. SCHOFIELD: My name is Renee Schofield. R-
e-n-e-e. Schofield is S-c-h-o-f-i-e-l-d. I'm a
resident of Pennock Island and I've lived in
Ketchikan for a lot of years. I'm going to speak in
favor of a bridge, and not even really a particular
one, but my comment would be that the people of
Ketchikan are struggling to grow and to have future
development. And a lot of our development potential
is on Gravina Island. And I strongly feel that part
of the process is delayed -- the development process
is delayed because people don't have readily
available access to just drive over there and get
back and forth.

So, as somebody who travels from Pennock to
Ketchikan daily on a boat, some days that's
challenging. Some days it's very interesting. And
on days like today, 80 and sunny and calm, it's a
piece of cake. But having a bridge, no matter where
it ends up being from me, and having access to land
on Gravina, and we do own land on Gravina as well,
the ability to develop and grow is really important
to me.

So, as we've been through this process, we've
been talking for a lot of years, it's really time to

1 get on it, get it built, and make something happen
2 and stop dragging our feet with, you know, public
3 meetings all the time. I realize it's a valuable
4 process and that's fine, but it's time to really make
5 something happen so that Ketchikan can move forward
6 and continue its growth. Thank you.

7 MS. JESSEN: Thank you very much. Are there
8 others that wish to testify at this time? All right.
9 If you would please -- go ahead. Have a seat. If
10 you would please state your name, spell your name for
11 the record, and your address. And are you
12 representing an organization?

13 MR. COOSE: Not at this time.

14 MS. JESSEN: You'll have three minutes. Please
15 state your name and spell it.

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1 TESTIMONY OF DICK COOSE

2 MR. COOSE: Do I get longer if I represent an
3 organization? My name is Dick Coose, and that's C-o-
4 o-s-e. 805 Anderson Drive, Ketchikan, Alaska. Okay.
5 I guess I've been at this game since day one when we
6 started doing this several years ago. And it's time
7 to build a bridge. And my preference on this whole
8 thing is the -- I guess you call it F3, which is the
9 two-bridge alternative. And there's a lot of reasons
10 for it and a lot of it's economic development.

11 We've got the middle of Pennock, which is
12 Borough land, which could be fully developed,
13 probably by a developer. We've got a \$40 million
14 road on the -- between the airport and that
15 particular alternative. There's land on that side to
16 do it. You've got little to no parking on the north.
17 If you come from the north, there's little to no
18 parking. There's just too many things that I think
19 are for the south bridge. And I know there's some
20 people worried about getting through the west
21 channel, but at different times, they've said that
22 that can be done and safely, and nobody's looking for
23 it to be unsafe.

24 But it's time for this community to be able to
25 have access to that particular island and then we can

1 move development on further north. The -- some of
2 the cruise lines have said if we can get a bridge
3 hard link that they may end up putting airplanes in
4 here with however many thousands of passenger, which
5 is going to be talking about a terminal, which
6 probably is not adequate to handle that; parking
7 can't handle it. And like I say, to me the two-
8 bridge alternative is the best one. It looks like
9 timing's about the same.

10 And for me, I noticed up there on one of those
11 charts, you have a toll bridge, and some people don't
12 want a toll bridge. But you know, two or three bucks
13 a pop to go across there is not much to deal with.
14 And it helps deter the -- the maintenance on the
15 whole thing. I also recognize that it -- there's --
16 money's not right there in the pot right now because
17 it got siphoned off in different places and it's a
18 political game that's been played by people.

19 But at some point in time, the state oil is
20 going to come back and we're going to have money.
21 And it's time to -- it's just time to access that
22 community -- or that side over there for probably
23 what's a whole lot more than 50 people. So, anyway,
24 thank you and let's build a bridge.

25 MS. JESSEN: Thank you very much. Thank you.

1 Are there others who wish to speak? Again, if you
2 would please state your name, spell it for the
3 record, and your address. And you are an individual
4 this evening?

5 MR. SCHOFIELD: Individual, correct.

6 MS. JESSEN: You will have three minutes.

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TESTIMONY OF ED SCHOFIELD

MR. SCHOFIELD: Ed Schofield. That's S-c-h-o-f-i-e-l-d. I know what -- I'd like to speak to the ferries. I know that's one of the options is improving the ferry system. I don't see that as being feasible for the community of Ketchikan to maintain and operate these ferries. The -- if the true cost to the ferries is put to the passengers, I don't think that that's feasible for -- to look at that as a long term solution to a bridge.

Other communities in Alaska and the rest of the United States have bridges. Cruise ships visit those towns as well. Those issues can be resolved. So, we've got potential for mining, to develop industrial property on Gravina. Without a convenient and predictable way to access Gravina, I think that maybe -- slow that growth. So, a bridge would -- has to help in that process as well. So, thank you.

MS. JESSEN: Thank you very much. Any others at this time?

(No audible responses)

MS. JESSEN: With that, then, we'll close the record for the time being and should others sign up to testify, we will reopen the public record to allow them to speak at that time. At this moment, the

1 public record will be order -- the public testimony
2 will pause. And if you do have questions or
3 comments, please see one of the project team members
4 with the name tags and we'll try to answer any
5 questions you may have for you. Thank you.

6 (Off record)

7 MS. JESSEN: Okay. We have had someone sign up
8 to testify. As a reminder, individuals have three
9 minutes in which to speak. If you would please state
10 your name, spell your name, and your address. And
11 your time will begin after you give your address.

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TESTIMONY OF DIANA CHAUDHARY

MS. CHAUDHARY: Start? Okay. My name is Diana Chaudhary. Last name is spelled C-h-a-u-d-h-a-r-y. I live at 862 Forest Park Drive. And I am talking to you as a property owner in the Forest Park area. I am against the Pennock link of the bridge -- portion of the bridge. I own some of the waterfront down there and I'm concerned that it will affect how I can develop my property or if I can develop my property, especially if I wanted to put in, like, a floatplane dock or something. And I'm also concerned about the effect it'll have on my view and my property values. So, I wanted to just speak out and say that I am not in favor of this project and I hope that you decide on some other option. Thank you.

MS. JESSEN: Thank you very much. Is there anybody else who wishes to testify at this time?

(No audible responses)

MS. JESSEN: We will pause in our public record. We will pause our testimony until such time as others sign up to speak. We will be off the record. And if you do have questions, please see one of our project team members and we'll answer questions for you. Thank you.

(Off record)

1 MS. JESSEN: We'll be open to public record. Is
2 there anyone else who wishes to testify that hasn't
3 had a chance to do so?

4 (No audible responses)

5 MS. JESSEN: Seeing that no one has signed up
6 and no one is raising his or her hand, I'll ask once
7 more; does anybody wish to testify?

8 (No audible responses)

9 MS. JESSEN: In that case, thank you for your
10 cooperation and your participation. I'll remind
11 everybody that you have until August 13th to submit
12 your written comments. They must be received by DOT
13 by August 13th. Everybody is encouraged to give
14 written comments, which can be mailed, emailed, or
15 faxed to the Gravina Island Access Project Draft
16 SEIS, care of the Department of Transportation and
17 Public Facilities, P.O. Box 112506, Juneau, Alaska,
18 99811-2506. They can be emailed to
19 gravina@alaska.gov or faxed to 907-465-2016. There's
20 also a project website where you can submit your
21 comments online. That address is [www.do -- or sorry,](http://www.dot.alaska.gov/sereg/projects/gravinaaccess)
22 dot.alaska.gov/sereg/projects/gravinaaccess.

23 Thanks again for all of you who attended
24 tonight. And thank you to our reporter, Clyde, for
25 your work during the meeting. Appreciate it. The

1 July 17th, 2003 [sic] public hearing on the Gravina
2 Access Project Draft Supplemental Environmental
3 Impact Statement is hereby adjourned.

4 (Off record)

5 (Public hearing concluded)

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From: kd5bvq@hotmail.com
Sent: Tuesday, January 07, 2014 1:59 PM
To: gravina@alaska.gov
Subject: Gravina Access Project feedback

name	Greg Parks
comments	Build access to Gravina and commerce will increase. Many times, toll roads are instituted to help pay the cost. Build this road/bridge and things will blossom, Ketchikan needs it. My gosh, cant get to the airport on a road? You folks need to quit thinking like Gravina is just a little fish camp we can boat over to. Thats where the 737's land.Government wants and need to expand infrastructure and this project is ripe. Do it.ThanksGreg Parks
state	TX
email	kd5bvq@hotmail.com
city	Abilene