

shuttle ferry service and terminal would take passengers and vehicles to Haines and to Skagway. If the road is built northbound ferry service would generally end in Juneau.

The ADOT&PF Southeast Alaska Transportation Plan is being updated in 2011-2012. The State is anticipating a 30% reduction in federal funding and steady or declining State funding for operations and maintenance. This coupled with rising fuel costs, four mainline ferries that are 50 years old, and the fact that Southeast's ferry system (including IFA) moved more people and cars in 1992 with fewer ferries than it does today, challenge the system. ~~For all these reasons it is likely that the 2012 SATP's Preferred Alternative for Lynn Canal will continue to favor construction of a road from Juneau to Katchikan and frequent shuttle ferry service to Haines and Skagway from there.~~

~~In November 2011 Haines Borough reaffirmed its preference for improved Alaska Marine Highway service in the Lynn Canal and opposition to development of an East Lynn Canal Highway (Resolution 11-11-316). Concerns that in the past Haines residents have expressed in the past include varied and mixed opinion on the road. Opinions include support for it, a preference instead for a West Lynn Canal Road, concern that the road could divert tourists to Skagway (though the shuttle ferry would be quicker to and from Haines), that some local spending would shift to Juneau if it was less expensive to get there with a vehicle, an objection to losing the option of thorough ferry service to Juneau, that the road would be too costly to maintain and too dangerous in the winter given the avalanche crossings, concern over potential visual and environmental impact to Lynn Canal and Berners Bay, and concern that the hardships for a foot traveler would be difficult to overcome and that no commercial businesses likely to pick-up foot passenger transport between distant ferry terminals and communities.~~

6.1.4 IFR Air Service

In the last few years small commercial airplane services in southern Southeast Alaska have started flying Caravan-size Instrument Flight Rule (IFR) capable planes on scheduled flights between Ketchikan and Prince of Wales Island and between Sitka and smaller communities. These instrument rated planes and pilots can fly through weather and have increased reliability of air service in central and southern Southeast; anecdotal reports are that it is reducing both resident's ferry and floatplane travel. It is likely that over the next decade IFR capable service will come to Juneau as well, increasing reliability of air travel between Juneau and surrounding communities including Haines.

6.1.5 Freight & Transshipment Opportunity (including Rail)

Two related studies in 2005 and 2007 by the Yukon Government¹ investigated the demand for supplies and commodities transshipment that can be reasonably expected from Northern and Interior Alaska and the Yukon over the next 50 years. The purpose is to assist the Yukon in

¹ Yukon Ports Access Strategy for Yukon Economic Development, KPMG, 2005; Rails to Resources to Ports: The Alaska Canada Rail Link Project Phase I feasibility Study, ALCAN RaiLink Inc., 2007

6.2 Aviation

6.2.1 Current Conditions

The state-owned Haines Airport is located on the Haines Highway approximately three miles from downtown. In 1992, ADOT&PF completed construction of a five million dollar expansion to the airport. Improvements included a new runway, improved taxiway and aircraft parking. The airport is on a 126-acre parcel with a 4000 ft x 100 ft paved runway, apron and lease lot area. One lease lot has a private air carrier's terminal building (formerly built and owned by City), several others have private hangars, and there are XX (or acres) of vacant lots available to lease for future development. Two companies (Wings of Alaska and Air Excursions) provide daily scheduled air service to Juneau and Skagway; several businesses offer flight seeing and charter service. Future airport expansion is physically limited by an historical site, the Haines Highway, and the Chilkat River.

There are currently two public floatplane docks in the Borough, one in the Portage Cove small boat harbor and a one at Excursion Inlet. The seaplane float in the boat harbor was originally built in 1978 and turned over to the Borough along with the rest of the harbor in 1997. It was replaced in 2010. The Excursion Inlet float for seaplanes was upgraded with a used float several years ago. [current ownership appears to be Borough].

6.2.2 Concerns and Opportunities

ADOT&PF is currently in the design phase of a project to improve drainage and rehabilitate failing pavement on the apron, taxiways and runway. Fencing and lighting to improve safety and security may be part of this project. A building to store sand, chemicals, and maintenance equipment is also needed to improve airport operations. The runway is long enough for most private jets and the planes currently used for medivac; no extension is planned at this time. In the longer term an apron expansion is desired to provide additional capacity for future needs.

The seaplane float at Portage Cove is exposed to waves and thus not well-used. Protecting the seaplane by including it within the harbor's future wave barrier will increase its utility and use.

6.3 Harbors and Docks

6.3.1 Current Conditions

Haines Borough operates ~~three~~ harbor facilities (Portage Cove, Letnikof Cove, Swanson Harbor), two docks (Lutak Dock, Port Chilkoot Dock), and three boat launch ramps (at Lutak Dock, Portage Cove and Letnikof Cove). See Table 6-5. All facilities are managed by the Borough's harbormaster, two assistants and other public works department staff. Harbors and Ports are separate enterprise funds. A Small Boat Harbor Advisory Committee helps set