

Kiersten Long

From: Andrew Letchworth <aletchworth.cca@gmail.com>
Sent: Thursday, January 4, 2024 4:54 PM
To: Dg_clerk
Subject: Letter for 1.8.23 Assembly packet.

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Hello, Kirsten (Deputy Clerk) and Alekka (Clerk),

Please include the following in the Assembly packet:

As the former Assistant Director and then Director of the Haines Chamber of Commerce, I closely followed the Lutak Dock project. When I began my work at the above, I asked local business owners about the greatest hindrance to doing business. Repeatedly, I received feedback that freight cost was the linchpin issue to Haines' business growth. These conversations led to a survey on business needs using a random sample of 75 local businesses in February 2021. This survey was diversified in industry, size, and locations throughout the borough. Statistically, it is a sufficient sample size to make inferences. The survey showed that transportation and freight costs (which have continued to rise) were again the point of most grief in our local economy. You can see this in the current reports from Raincoast Data's work in the new Haines Comprehensive Plan. Furthermore, 79% of the survey respondents supported Lutak Dock's project, and 30% directly referenced Lutak Dock as a significant concern or a direct need.

I am responsible for the Ports and Harbor AC meeting in March 2022, which caused much grief and broken trust. I organized the meeting to find economies of scale through servicing Canadian needs in conjunction with a new company (OpenTug) that intended to sell discounted freight on barges near the Haines/Juneau waterways. It was a way to lower our freight cost, and I pursued it passionately. Unfortunately, I did not foresee the damage that would be caused when several mining executives showed up to the meeting (off the agenda). I also added to the pain of the meeting by encouraging partnership since the executives communicated that they were transitioning their transportation methods to sealed containers. I heard containers, which meant more opportunities to lower our freight costs. As you know, Skagway renewed its commitment to serving the Yukon mining needs following that PHAC meeting. Seeing the conservation community's reaction from that meeting, I stopped further contact with the Yukon about partnering to lower our freight prices. While suspicion has passed through rumors in the community, these conversations have stopped.

The Borough has a big problem. The dock that we depend on is failing. Before I left the Chamber, I was working on a project called "Understanding Lutak Dock" These included several pictures to illustrate to the community the issues surrounding the dock. I have included those below. I will also post these online to help the community understand the issues. We do not interlay rely on the AML dock. And we have missed opportunities with OpenTug and gravel transport due to its limitations.

Many people have poured their energy into fixing this dock in a sustainable way. Countless hours and local government dollars have been poured into this project. Good people, namely Doug Olerud (who showed impartiality and fair treatment as mayor), worked really hard to make this happen. Please recognize that good

people have worked on this project and attempted to make it transparent after my actions. I hate that my work cast a shadow on people who were working to fix a real problem and were not

I have friends who work on this dock, and it is a safety hazard to them. It is a significant liability to the borough. Lawsuits have been won for less than a neglected piece of infrastructure collapsing. There are real issues here that are disconnected from the ore narrative.

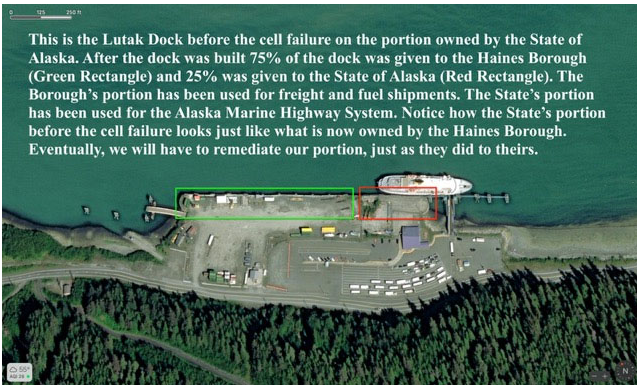
PLEASE NOTE WE HAVE 18 BUSINESSES THAT ARE CLOSED, VACANT, FOR SALE, OR ABOUT TO BE FOR SALE ON OR WITHIN A BLOCK OF MAIN ST.

THE GREATEST IMPEDIMENT TO BUSINESS IS THE COST OF TRANSPORTATION AND FREIGHT.

YOU HAVE \$23 MILLION DOLLARS TO FIX SOMETHING THAT IS BROKEN AND NEEDS TO BE FIXED THAT RELATES TO OUR GREATEST ECONOMIC NEED.

YOUR DECISION HAS GREAT GRAVITY ON THE COMMUNITY. PLEASE DO YOUR DUE DILIGENCE, AS YOU CAN HURT OR HELP OUR COMMUNITY WITH YOUR WORK.

Andrew Letchworth.



The Haines Borough owns what was 75% of the original Lutak Dock. Just like what happened to the State of Alaska, Our Dock is in danger of a cell failure, which would in the best case scenario just disrupt the delivery of freight and fuel, but in the worst case scenario, could cause damage to the property or employees working on the dock. In either case, the Borough would be liable for the damages, and clean-up. That price tag would probably have seven 0's attached to it (in the millions of dollars). This would likely cut into the pool's budget. The State of Alaska owns what was once 25% of the original Lutak Dock. Following a cell failure, the State demolished its portion, rip-rapped (large stones that create a new bank), and extended metal dolphins to tie ferries off of. You can see the last cell in the left corner of the red rectangle.



