

Seward Highway to Glenn Highway Connection

Scoping Summary Report

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Seward Highway to Glenn Highway



MULTIMODAL SOLUTIONS
moving people and goods

EXECUTIVE SUMMARY

Introduction

The Seward Highway to Glenn Highway Connection project is being undertaken by the Federal Highway Administration (FHWA) (Federal Lead Agency), the Alaska Department of Transportation and Public Facilities (DOT&PF) (Joint Lead Agency), and the Federal Transit Administration (FTA) (Joint Lead Agency) in cooperation with the Municipality of Anchorage (MOA) (Cooperating Agency) and the U.S. Army Corps of Engineers (USACE) (Cooperating Agency). FTA joined the process as a result of comments received during the first scoping meeting. The agencies propose to improve mobility and access for people and goods using the arterial connection between the Seward and Glenn highways in Anchorage, Alaska. The proposed action, also referred to as the Highway-to-Highway or H2H project, would use federal transportation funds making the project a federal action. To comply with the National Environmental Policy Act (NEPA), an environmental impact statement (EIS) is being prepared.

One of the process requirements of NEPA is the need to conduct “scoping.” Scoping is defined as “an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action” (40 Code of Federal Regulations [CFR] 1501.7). Council on Environmental Quality (CEQ) Guidance also states that “[t]he scoping process should identify the public and agency concerns; clearly define the environmental issues and alternatives to be examined in the EIS including the elimination of non-significant issues” (CEQ 1983).

This *Scoping Summary Report* (SSR) has been prepared to document the scoping activities conducted to solicit input from the public, agencies, and tribes during scoping periods for the H2H project, to identify public and agency concerns and to define the environmental issues and alternatives to be examined in the EIS. This report covers outreach conducted from March 2008 to November 2008. Public, agency and tribal outreach efforts will continue and be documented throughout the project development process.

Scoping activities for the H2H project summarized in this report took place during a nine-month period, and a wide variety of outreach tools were used. This scoping process allowed the project team¹ to gather a diversity of comments from the public, agencies, and tribes to provide critical information for project development, including the Purpose & Need (P&N) Statement.

Scoping Activities

The project team made a significant effort to develop and implement a comprehensive public participation program. Special efforts were made to understand and overcome potential barriers to participation; consequently, a wide variety of outreach tools were used. Section 2 describes the development of the public participation program and documents outreach activities. For those interested in people had to say, public comments and the results of scoping are presented in Section 5.3.3.

The importance of agency coordination is emphasized throughout both the NEPA and in the most recent highway bill, Safe Accountable Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The lead agencies’ approach to interaction with other agencies and public was first described in the H2H project’s *Coordination Plan* and is briefly summarized in Section 3. This section also describes the

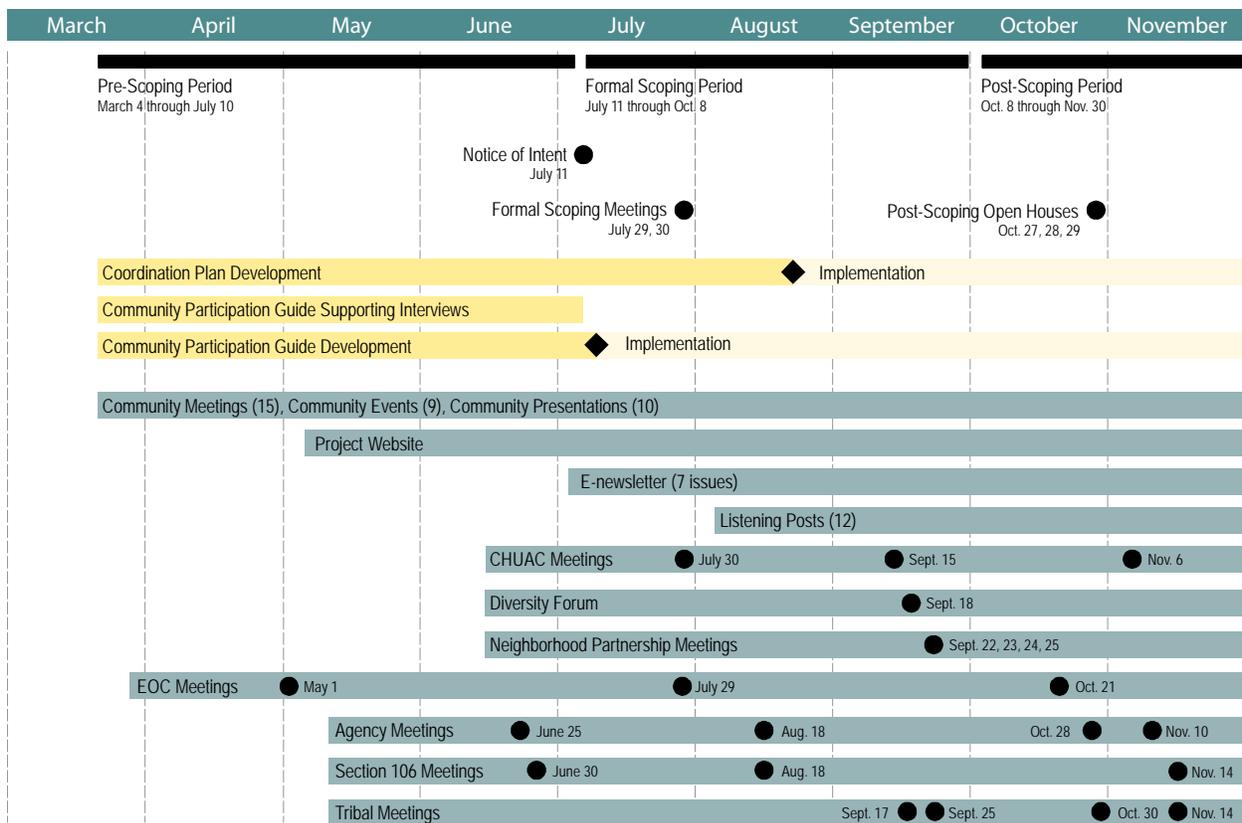
¹ Outreach activities in this report were conducted by the H2H project team. In this document the project team generally refers to DOT&PF, their consultants, FHWA, FTA and the MOA. When one agency took a specific action, that organization is specifically called out in the document.

agencies role's and documents all group and one-on-one agency meetings. Agency comments are summarized and presented in Section 5.3.4.

The lead agencies recognize the sovereignty of tribal governments and developed the *Coordination Plan* to comply with Executive Order 13175 *Consultation and Coordination with Indian Tribal Governments*. Section 4 presents tribes and Alaska Native Claims Settlement Act (ANCSA) Corporations that were invited to participate in the NEPA and Section 106 processes. This section also describes and documents all meetings and coordination activities. Tribal comments are summarized and presented in Section 5.3.5.

Public, agency, and tribal outreach activities are summarized in Figure ES-1 below.

Figure ES-1. Pre-Scoping, Formal Scoping, and Post-Scoping Outreach Activities in 2008



Alternatives

Comments received regarding alternatives addressed design features, cut and cover concepts, modes of travel (bike, highway, pedestrian, rail, and transit), and routes. Comments also suggested that a land use and transit alternative be studied. Section 5.1 summarizes scoping participants' ideas for alternatives to be examined in the EIS.

Public, Agency and Tribal Concerns

About 1,275 total comments were received from more than 400 individual commenters on topics ranging from current transportation problems to alternative solutions. Areas of concern raised by the public included the need for the project, how the project would be funded and potential impacts to the community. Community impact concerns included community cohesion, the potential need for property and business acquisitions, air quality and noise impacts.

Agency comments varied and often focused on the particular agencies jurisdiction and how topics should be analyzed in the EIS. Comments from the tribes focused mainly on the identification and analysis of cultural resources. Appended to this SSR is a comprehensive, chronological record of outreach activities conducted and original comments received from the public, tribes, and agencies.

Environmental Issues

Through scoping, a wide range of environmental issues, both in the built and natural environment, were identified to be examined in the EIS. With few exceptions, all NEPA resource categories will be fully documented in the EIS. Non-applicable categories include farmland, coastal barriers and wild and scenic rivers. The full range of environmental issues and how they relate to H2H project are presented in Section 5.4.

There was a wide range of concerns brought up during the scoping period; however the primary significant issues to be addressed by the proposed H2H project are related to the desire by some for a land use and transit alternative and the potential for significant community impacts.

An alternative that decreases traffic congestion by reducing traffic through implementing land use controls and increased transit is being advocated by several citizen groups. These groups desire a major reexamination of the MOA's Anchorage 2020 Comprehensive Plan and Long Range Transportation Plan (LRTP) to develop land use controls and transit strategies that will eliminate the need to construct a major new connection between the Seward and Glenn highways.

With respect to other significant environmental concerns identified in the scoping process, impacts to neighborhoods and communities were the most frequent. The proposed project would affect numerous neighborhoods several that contain low income populations and minority populations.

Additional project challenges will be to provide a project that considers the context of its setting and minimizes environmental impacts and enhances community vitality and health. To address these issues, a community impact assessment will be conducted and presented in the EIS. This assessment will address the foreseeable effects of the proposed alternatives on adjacent communities and community resources and will be used to propose mitigation and a context sensitive solution.

Future reports will cover the remainder of the EIS evaluation process, including identification of reasonable alternatives to be examined in the Draft EIS.

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List of Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ACE	Alaska Center for the Environment
ACHP	Advisory Council on Historic Preservation
ACMP	Alaska Coastal Management Program
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
ADHSS	Alaska Department of Health and Social Services
ADNR	Alaska Department of Natural Resources
AFACT	Alaska Faith and Action Congregation Together
AFN	Alaska Federation of Natives
AHFC	Alaska Housing Finance Corporation
AMATS	Anchorage Metropolitan Area Transportation Solutions
ANCSA	Alaska Native Claims Settlement Act
ANSEP	Alaska Native Science and Engineering Program
APE	area of potential effects
ARRC	Alaska Railroad Corporation
AARP	American Association of Retired Persons
ASD	Anchorage School District
ATPP	Alaska Transportation Priorities Project
BLM	Bureau of Land Management
CC	Community Council
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CHUAC	Citizen's and Highway Users Advisory Committee
CIRI	Cook Inlet Region, Incorporated
CO	Carbon Monoxide
CRC	Cultural Resource Consultants, LLC
CSS	Context Sensitive Solutions
DCOM	Division of Coastal and Ocean Management
DHHS	Department of Health and Human Services
DOI	Department of the Interior
DOT&PF	Alaska Department of Transportation and Public Facilities
EAFB	Elmendorf Air Force Base
EEO	Equal Employment Opportunity
EFH	essential fish habitat
EIS	environmental impact statement
EJ	Environmental Justice
E-mail	electronic mail
E-newsletter	electronic newsletter
EO	Executive Order
EOC	Executive Oversight Committee

ESL	English as a Second Language
FAA	Federal Aviation Administration
FAQ	Frequently Asked Questions
FHWA.....	Federal Highway Administration
FTA.....	Federal Transit Administration
H2H.....	Seward Highway to Glenn Highway Connection Project
HACA	Hispanic Affairs Council of Alaska
HUD.....	U.S. Department of Housing and Urban Development
KABATA.....	Knik Arm Bridge and Toll Authority
LEP	Limited English Proficiency
LRTP.....	Long Range Transportation Plan
MASCOT.....	Matanuska-Susitna Community Transit
Mat-Su	Matanuska-Susitna
MMPA	Marine Mammal Protection Act
MOA	Municipality of Anchorage
MOU	Memorandum of Understanding
MPO.....	Metropolitan Planning Organization
MSB	Matanuska-Susitna Borough
NAACP	National Association for the Advancement of Colored People
NEPA.....	National Environmental Policy Act
NHS	National Highway System
NMFS.....	National Marine Fisheries Service
NOI	Notice of Intent
NPDES.....	National Pollutant Discharge Elimination System
NPS	National Park Service
NRHP.....	National Register of Historic Places
P&N	Purpose and Need
PPG	<i>Public Participation Guide</i>
PSA	public service announcement
ROW	right-of-way
RuralCAP.....	Rural Alaska Community Action Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
S&B	Social & Built
SHPO	State Historic Preservation Office
SOV	Single Occupancy Vehicle
SSR	<i>Scoping Summary Report</i>
TDM.....	Transportation Demand Management
TSM.....	Transportation System Management
UAA.....	University of Alaska Anchorage
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
USEPA.....	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service

1 INTRODUCTION

The Seward Highway to Glenn Highway Connection project is being undertaken by the Federal Highway Administration (FHWA) (Federal Lead Agency), the Alaska Department of Transportation and Public Facilities (DOT&PF) (Joint Lead Agency), and the Federal Transit Administration (FTA) (Joint Lead Agency)* in cooperation with the Municipality of Anchorage (MOA) (Cooperating Agency) and the U.S. Army Corps of Engineers (USACE) (Cooperating Agency). The agencies propose to improve mobility and access for people and goods using the arterial connection between the Seward and Glenn highways in Anchorage, Alaska. The proposed action is necessary for reducing congestion and improving travel efficiency, neighborhood connections, safety, and multimodal connections. The proposed action, also referred to as the Highway-to-Highway or H2H project, would use federal transportation funds making the project a federal action. To comply with the National Environmental Policy Act (NEPA), an environmental impact statement (EIS) is being prepared. Refer to Section 1.1 for an overview of the H2H project.

One of the process requirements of NEPA is the need to conduct “scoping.” Scoping is defined as “an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action” (40 Code of Federal Regulations 1501.7). Council on Environmental Quality (CEQ) Guidance also states that “[t]he scoping process should identify the public and agency concerns; clearly define the environmental issues and alternatives to be examined in the EIS including the elimination of non-significant issues” (CEQ 1983).

This *Scoping Summary Report* (SSR) has been prepared for two main purposes:

To provide a comprehensive, chronological record of the scoping process that took place during the pre-scoping, formal scoping, and post-scoping periods used to support the EIS environmental and engineering analysis.

To report the results of the scoping process conducted during the pre-scoping, formal scoping, and post-scoping periods including identification of significant issues to be addressed in the Draft EIS; alternatives suggested by scoping participants; and progression of the Purpose and Need (P&N) Statement.

Section 1.1 of this introduction provides an overview of the H2H project. Section 1.2 identifies the project team and describes the team mission statement. Section 1.3 of this introduction describes how the scoping process is divided into three distinct periods; pre-scoping (March 4, 2008, until July 10, 2008), formal scoping (July 11, 2008, until October 8, 2008), and post-scoping (October 9, 2008, until November 30, 2008); and lists highlights of each period.

Section 2.0, Public Outreach, focuses on outreach efforts to solicit public comments. This section briefly documents the guiding regulations; the *Coordination Plan*; the development of the *Public Participation Guide* (PPG), which guided subsequent public outreach; the implementation of the EJ and limited English proficiency (LEP) approach; the implementation of public outreach committees; and the implementation of public outreach tools. There are two appendices associated with public outreach. Appendix A provides copies of all comments received (public, agency, tribes). Appendix B provides copies of all public outreach materials such as meeting minutes, handouts, display boards, etc.

* FTA joined the process as a result of comments received during the first scoping meeting in July 2008. FTA formally became a joint lead agency in March 2009. Activities undertaken during scoping summarized in this report were conducted by FHWA and DOT&PF, in cooperation with the MOA and USACE.

Section 3.0, Agency Outreach, focuses on outreach efforts to solicit agency comments. This section briefly documents the guiding regulations; the *Coordination Plan* and agency roles; identifies the agencies invited to participate; and documents implementation of agency outreach activities, including meetings and correspondence. There are two appendices associated with agency outreach. Appendix A provides copies of all comments received (public, agency, tribes). Appendix C provides copies of all agency outreach materials such as meeting minutes, correspondence sent and received, etc.

Section 4.0, Tribal Outreach, focuses on outreach efforts to solicit tribal comments. This section briefly documents the guiding regulations and the *Coordination Plan*; identifies the tribes and Alaska Native Claims Settlement Act (ANCSA) Corporations invited to participate; and documents implementation of tribal outreach activities including meetings and correspondence. There are two appendices associated with tribal outreach. Appendix A provides copies of all comments received (public, agency, tribes). Appendix D provides copies of all tribal outreach materials such as meeting minutes, correspondence sent and received, etc.

For interested in comments and what people had to say, Section 5.0, Results of Scoping, identifies the concerns of the scoping participants, and defines environmental issues to be addressed in the Draft EIS; identifies alternatives suggested; summarizes the development of the P&N Statement; and the scope of issues to be studied in the Draft EIS. This section summarizes comments received from scoping participants, briefly describes the methodology used to process comments, and provides a short analysis of comments. Appendix A provides a description of the comment database methodology, a report of commenters by name, copies of all comments received, and a report of commenters organized by period and topic.

Section 6.0 contains the bibliography for the SSR. Outreach and public involvement will continue beyond the post-scoping period throughout project development. Many opportunities will be provided for agency, tribal, and public comment. Future reports will document those comments and associated outreach activities.

1.1 Project Overview

The proposed project is identified in the *Anchorage Bowl 2025 Long Range Transportation Plan, With 2027 Revisions*, which was adopted by the policy committee of the Anchorage Metropolitan Area Transportation Solutions (AMATS). The development of the LRTP included extensive public involvement and study of existing transportation problems, planned land use development patterns, and transportation needs in Anchorage, which led to the identification and inclusion of the H2H project (AMATS 2007).

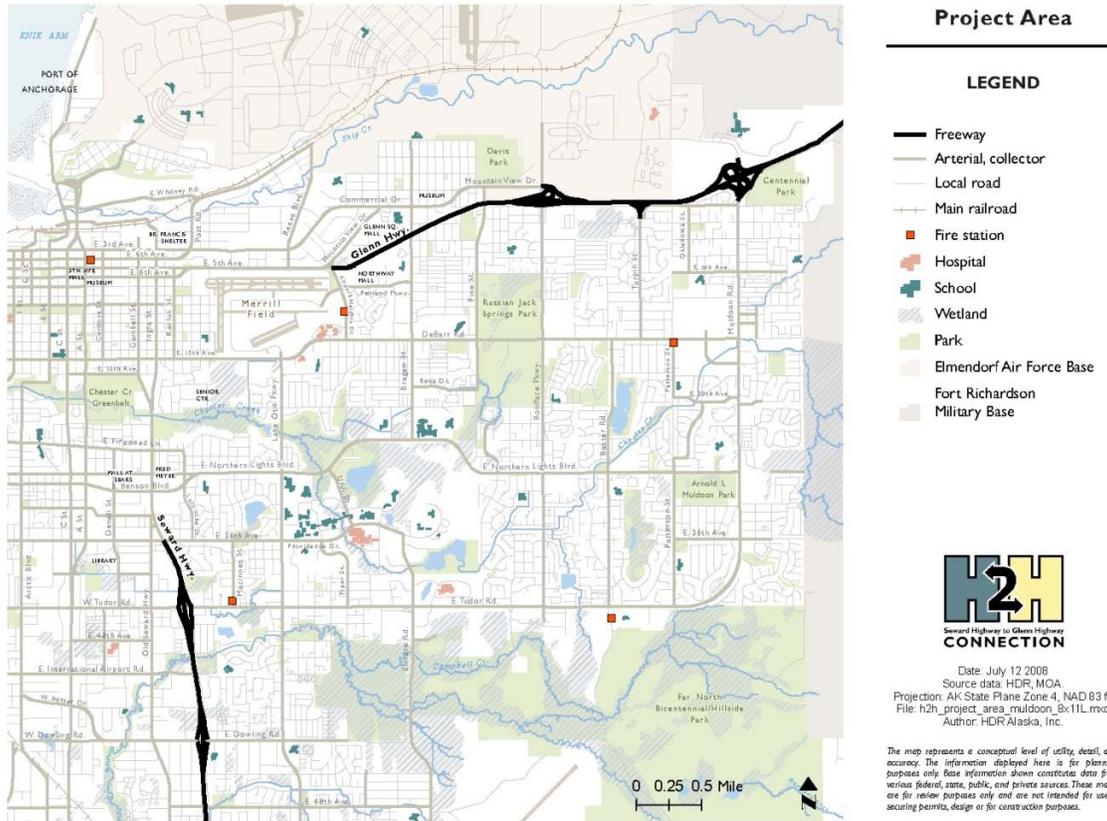
The H2H project proposes to improve mobility and access for people and goods using the arterial connection between the Seward and Glenn highways. The term “mobility” is defined by FHWA as “the ability to move or be moved from place to place” (www.fhwa.dot.gov/glossary). In fact, it is FHWA’s mission to “improve mobility on the Nation’s highways” (www.fhwa.dot.gov/mission.html). This “ability to move or be moved” is not mode dependent but applies to vehicles, transit, pedestrians, and bicyclists. According to FHWA, mobility can be measured in terms of “travel times, level of traffic congestion, or duration of congestion—all of which focus on how long it takes to get from place to place” (www.fhwa.dot.gov/environment/cmaqpgs/amaq/03cmaql.html). The term “access” is a feature of roads that serve the start and end of a trip, where access to adjacent property is the primary function. For a discussion on the dual roles of mobility and

access played by the highway network, see www.fhwa.dot.gov/planning/fcsec2_1.htm.

The H2H project improvements are necessary for reducing congestion and improving travel efficiency, neighborhood connections, safety, and multimodal connections on the existing arterial segments of the Seward and Glenn highways, which are part of the National Highway System (NHS) and are designated as Interstate Highway Routes.

These NHS routes provide access to major employment centers in downtown and midtown Anchorage and to major intermodal port, rail, and airport facilities. The Seward and Glenn highway routes are divided highways approaching the downtown and midtown areas of Anchorage, where they transition to urban arterial streets with connecting roads, stop lights, and commercial and residential access. The urban arterial segments of the routes are characterized by high travel demand, congestion, and safety issues caused by traffic levels that have exceeded the capacity of the existing arterial street network. Figure 1-1 shows the general project area.

Figure 1-1. Project Area



1.2 Project Team

Outreach activities in this report were conducted by the project team. In this document the project team refers to DOT&PF, their consultants, FHWA, FTA, and MOA. When one agency took a specific action, that organization is specifically called out in the document.

The project team mission statement is, “Balancing transportation needs with community values.” The project team has agreed to approach the project development process as a collaborative effort involving residents, businesses, and agencies in a meaningful dialog. The project team has agreed to develop context sensitive design and mitigation approaches to avoid and minimize community and natural resource impacts and balance community values. The project team will develop a project that best meets the purpose and needs for the improvement, incorporates measures to avoid, minimize, and mitigate adverse effect on important community resources, and preserves or enhances community values.

Project team objectives, in the context of our study area and problems, include:

Develop a project that is consistent with the transportation goals of the Anchorage 2020 Comprehensive Plan and 2025 LRTP.

Develop streets that integrate the travel needs of all users, including bicyclists, pedestrians, and transit.

Consider land use goals and neighborhood values as part of the context integrated into the completed project.

1.3 Scoping Outreach and Coordination Periods

The contents of the SSR are organized chronologically according to the three periods described in the paragraphs below. Outreach and involvement will continue to be conducted beyond the post-scoping period throughout project development. Many opportunities will be provided for agency, tribal, and public comment. Future reports will document those comments and associated outreach activities.

Pre-Scoping Period: March 4, 2008, until July 10, 2008

This pre-scoping period consisted of planning and coordination activities conducted from March 4, 2008, to the publication of the Notice of Intent (NOI) in the Federal Register on July 11, 2008. The project team met with agencies, tribes, and interested parties to initiate project discussions and introduce changes to NEPA project development requirements identified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Due to the size and complexity of the project, extra effort was expended to develop a comprehensive public outreach program and define the study area’s demographics. During this period, the project team developed both the PPG and the *Coordination Plan*, each of which is available on the H2H Web site (www.highway2highway.com).

Formal Scoping Period: July 11, 2008, until October 8, 2008

The formal scoping period began on July 11, 2008 (publication of the NOI in the Federal Register), and provided agencies, tribes, and the public the opportunity to comment on the scope of issues to be addressed in the EIS process. The FHWA and DOT&PF set the formal scoping period as 90-days after the publication of the NOI in the Federal Register, ending this period on October 8, 2008.

During this period, the project team met with agencies, tribes, and the public to initiate coordination. Comments were requested from agencies, tribes, and the public on the significant issues to be addressed in the Draft EIS; previously studied alternatives and suggestions for alternatives to be studied in the Draft EIS; existing data; and the draft P&N Statement.

Coordination highlights of this period included:

Presenting a draft P&N Statement for review and comment

Promoting project awareness and kick-off for the project

Introducing the concept of Context Sensitive Solutions (CSS)

Identifying the project context, or the environment in which the project is conducted through a collaborative process

Presenting preliminary traffic and safety data to the public and agencies to define transportation problems and develop problem statements

Reviewing previously studied alternatives

Presenting existing data about the social, built, natural, physical, cultural and recreational environment

Initiating Section 106 of the National Historic Preservation Act process

Post-Scoping Period: October 9, 2008, until November 30, 2008

Following the close of the formal scoping period and in response to comments received during the formal scoping period, the P&N Statement was revised, more data was gathered to support the P&N Statement, data was gathered on modes of travel, and revisions to the project logo and slogan were suggested. The post-scoping period was launched to present these revisions and new data to the agencies, tribes, and the public. Post-scoping extended from the end of the formal scoping period through November 30, 2008, which was the 30-day comment period on materials presented at the October 27, 28, and 29, 2008 post-scoping open houses.

Comments were requested from agencies, tribes, and the public on these proposed revisions, as well as additional comments on the scope of issues to be addressed in the Draft EIS; previously studied alternatives and suggestions for alternatives to be studied in the Draft EIS; and existing data. This step allowed input to the revised P&N and afforded parties an opportunity to ensure that the project team understood the intent of their comments.

Coordination highlights of this period included:

Presenting summary of comments heard regarding the draft P&N Statement, alternatives to be studied, environmental impacts, and significant issues

Presenting a revised P&N Statement

Introducing the idea of screening criteria to be utilized to determine reasonable alternatives to be studied in the EIS

Presenting information on highways, transit and how mixed modes might work together

Explaining Transportation System Management (TSM) and Transportation Demand Management (TDM) as part of the alternatives that will be evaluated in the EIS

Revising the project logo/identity to better represent the more comprehensive purpose of the project

Outreach and coordination will continue throughout project development and will be documented in future reports.

2 PUBLIC OUTREACH

This section briefly documents the guiding regulations; the development of the PPG, which guided subsequent public outreach; the implementation of the EJ and LEP approach; the implementation of public outreach committees; and the implementation of public outreach tools.

The H2H project is large and complex. Because of its far-reaching impacts, the project team made a significant effort to develop a comprehensive public participation program and to define the study area demographics. The demographic analysis of the study area indicated that EJ would be an important consideration for the entire project. FHWA Order 6640.23, *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, published on December 2, 1998 explains, “Executive Order (EO) 12898 requires Federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low income populations in the United States”

(www.fhwa.dot.gov/legsregs/directives/orders/6640_23.htm, accessed January 27, 2009). For this reason, the project team began early planning for public involvement to give special attention to underserved and underrepresented populations. In many ways, EJ shaped all aspects of H2H public, agency, and tribal coordination and outreach as will be described in each section of this report.

2.1 Regulations

Both state and federal regulations require public involvement in the environmental review process. For example, CEQ requires that “environmental information is made available to citizens before decisions are made and before actions are taken” (Code of Federal Regulations (CFR) 1500.1); that the public be invited to participate in scoping (CFR 1501.7); and that the lead agency solicit comments from the public on the Draft EIS and the Final EIS (CFR 1503.1). Examples from SAFETEA-LU include requirements that the public, tribes, and agencies have the opportunity to be involved in the environmental review process, including: defining the P&N for the project, determining the range of alternatives to be considered, reviewing the Draft EIS, and the Final EIS (23 USC 139). The FHWA’s policy, and by extension that of the FTA and DOT&PF, is to “aggressively support proactive public involvement at all stages of planning and project development” (FHWA, *Interim Policy on Public Involvement*, www.fhwa.dot.gov/environment/pi_pol.htm). More information about the regulations used to govern public outreach can be found in the PPG available on the project Web site.

2.2 Coordination Plan and Public Participation Guide

SAFETEA-LU requires the development of a *Coordination Plan* by the project’s lead agencies. The *Coordination Plan* identifies key coordination points; supports timely and collaborative involvement with the public, tribal governments, and agencies at key milestones; and is made available for review. In addition, the *Coordination Plan* documents the lead agencies’ structured interaction with other agencies and the public.

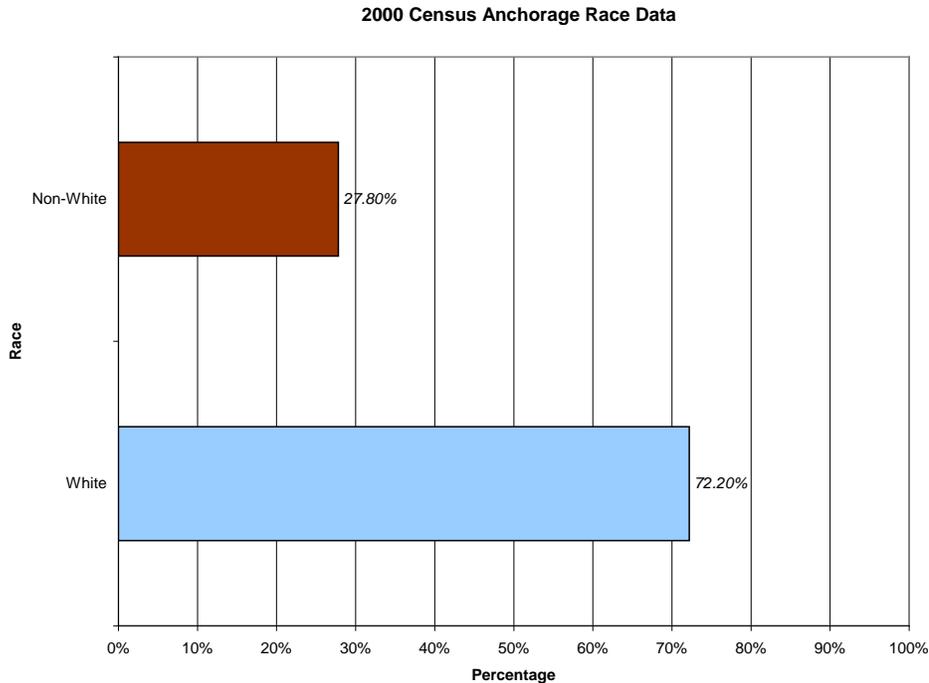
The *Coordination Plan* is intended to be a “living” document that will be updated as the project moves forward. The *Coordination Plan* is published on the H2H Web site and will be updated throughout the life of the project.

As a supplement to the *Coordination Plan*, the project team developed a thorough approach to public outreach through the development and implementation of a PPG, which describes the plan for public outreach during the H2H EIS process. A goal of the pre-scoping period was PPG preparation. The PPG provides direction on the public outreach committees and tools described in Sections 2.4 and 2.5 of this document. It also describes the legal requirements and guidelines that shape the public involvement process; describes public involvement tools; describes how the project team will collect and respond to comments; and includes an evaluation strategy to update and revise the public involvement approach as the project progresses.

2.2.1 Demographics Study

One of the first tasks completed as a basis for the PPG was to define the study area demographics. There was a common understanding that Anchorage is an ethnically diverse and rapidly-changing city, and that EJ and LEP could play a significant role in project development. The project team realized that an accurate picture of Anchorage's demographics would be an important first step in designing an outreach program that could effectively reach and involve EJ and LEP populations. A white paper was written specifically to identify ethnic communities, low-income populations, and those with limited English proficiency. Refer to the *Environmental Justice and Limited English Proficiency White Paper* which is included as Appendix B of the PPG for complete details about the populations that were identified in the project area. Figure 2-1 shows 2000 U.S. Census demographic information for the Anchorage Bowl.

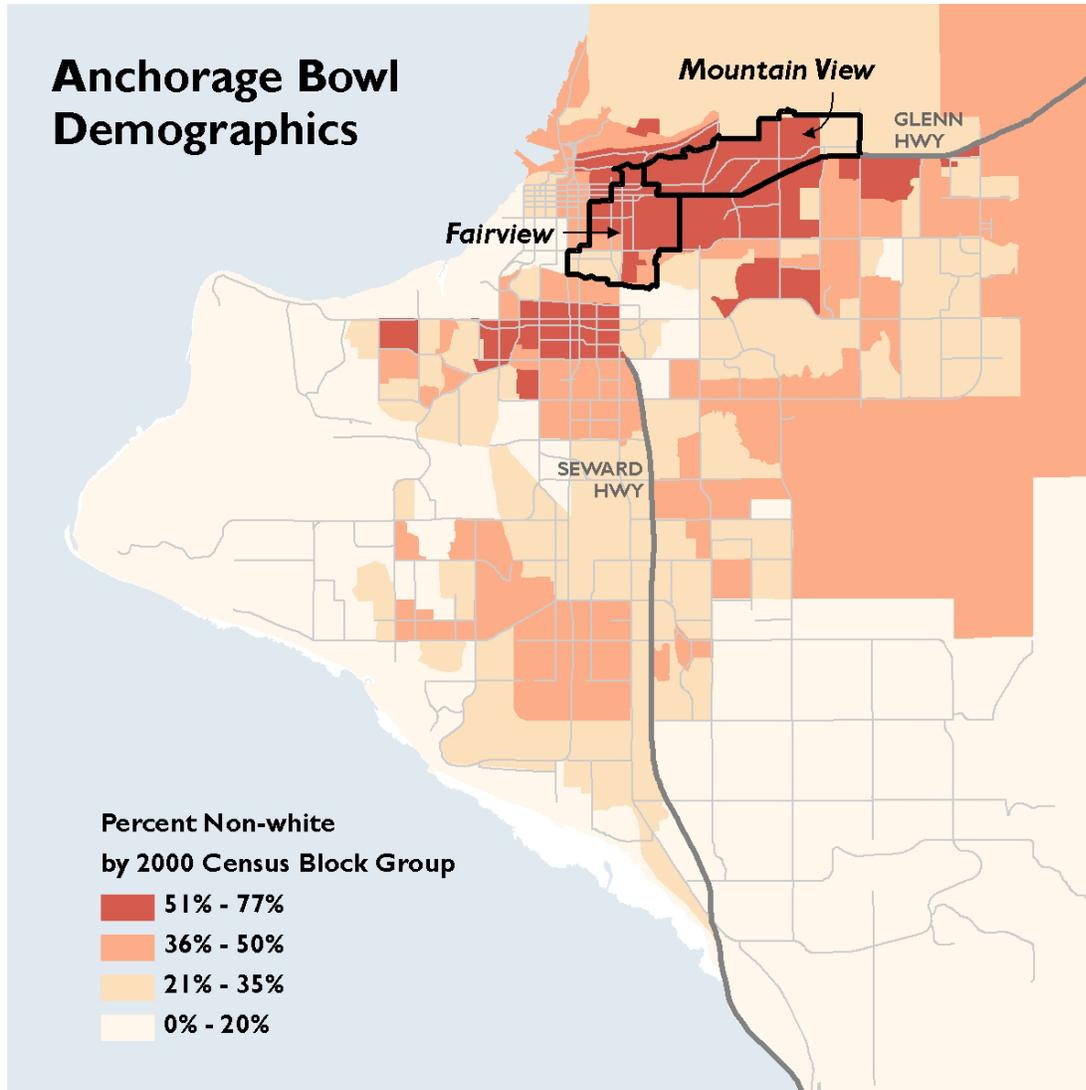
Figure 2-1. Anchorage Bowl Demographic Data



As depicted in Figure 2-1, 27.8 percent of the Anchorage population is non-white. Data from the 2000 U.S. Census was used to identify where these individuals resided in relation to the project area. The

statistics established that the majority of non-white Anchorage residents lived in the Mountain View and Fairview neighborhoods. Figure 2-2 outlines the project area demographics in relation to the Mountain View and Fairview neighborhoods.

Figure 2-2. Anchorage Bowl Demographics (2000 Census Data)



Once the project team identified the EJ and LEP populations and their locations, potential barriers to those populations' participation were defined. These barriers were then linked to public outreach tools that could overcome those obstacles. These barriers and tools are described in Section 2.3 of this document.

2.2.2 PPG Development Interviews and Meetings

Concurrent with the demographics study, the project team conducted 30 pre-scoping interviews with community leaders, cultural organizations, the Anchorage School District (ASD), faith-based organizations, social services, and project stakeholders. The goal of the pre-scoping interviews was to gather input for the preparation of the PPG. A list of meetings can be found in the PPG, and

lists the date, agency, and representative interviewed by the project team. Meeting notes for each interview can be found in Appendix B.1.

Table 2-1. Pre-Scoping Interviews

Date (2008)	Organization	Representatives
May 7	DOT&PF	Valerie Fletcher-Mitchell, Civil Rights Office Title VI Specialist
May 7	MOA Department of Health and Human Services	Jayson Smart, Deputy Director Chris Tofteberg, Acting Division Manager
May 8	Airport Heights Community Council (CC)	Mark Fish, Former Chair
May 8	Rogers Park CC	Jim Wright, Chair Heather Ireland, Former Chair
May 12	MOA Office of Equal Opportunity	Celeste Hodge, Director
May 12	Rural Alaska Community Action Program (RuralCAP)	Ken Scollan, Anchorage Services Division Manager
May 13	MOA Department of Health & Human Services, Air Quality Division	Anne Schlapia, Air Quality Project Manager Steve Morris, Environmental Engineer II
May 14	Alaska Immigration Justice Project	Robin Bronen, Executive Director Barb Jacobs, Program Manager
May 14	Federation of Community Councils	Mark Butler, Manager
May 14	Mountain View CC	Don Crandall, Chair
May 14	North Star CC	Mike Mitchell, Former Chair
May 15	Anchorage Senior Center	Celeste Benson, Executive Director
May 15	ASD	Michelle Egan, Communications Director
May 16	Tudor CC	Sheli Dodson, Chair
May 19	MOA Project Management & Engineering	Teri Albrecht, Community Capital Coordinator
May 19	MOA Public Transportation	Jodi Karcz, Director Alton Staff, Operations Supervisor Gary Taylor, Operations and Maintenance Superintendent Paula Kangis, Marketing/ Ride Share Manager Randy Bergt, Grant Projects Coordinator Jouri Alateew
May 20	Alaska Language Bank	Joann Goyne, President

Date (2008)	Organization	Representatives
May 23	Clark Middle School	Cessilye Williams, Principal
May 23	Fairview CC	Sharon Chamard, Chair
May 23	Russian Jack CC	Ed Leach, Chair
May 27	Anchorage Faith and Action Congregations Together (AFACT)	Angela Liston, AFACT Staff Gloria (<i>Last Name Unknown</i>) Central Lutheran Robert Evans, Bethel Chapel
May 27	Airport Heights Elementary	Mike Webb, Principal
May 27	Fairview Elementary School	Marc Robinson, Former Principal Carolyn Watkins, Vice-Principal
June 2	Alaska Language Bank	Yolanda Cleary, Interpreter
June 5	Alaska Center for the Environment (ACE) and Alaska Transportation Priorities Project (ATPP)	Valerie Connor, Forest Conservation Director SaraEllen Hutchinson, Sustainable Communities Program Manager
June 6	University of Anchorage Alaska (UAA) Polynesian College Council	Fa'aana Tosi, Advisor
June 9	Alaska Literacy Project	Polly Smith, Executive Director
June 10	Anchorage Urban League	Eleanor Andrews, Board Member
June 12	Catholic Social Services	Mary Beth Bragel Dewayne Harris, Brother Francis Shelter Program Director Karen Ferguson, Program Director/State Refugee Coordinator Jennifer Nieves, Program Director Irene Lee Janelle O'Donnell, Special Needs Services Program Director Karen Hollar Dr. Susan Bomalaski, Executive Director
July 8	Southcentral Foundation	Dr. Ted Mala James Sears, Project Manager

In addition to the interviews, the project team delivered presentations at stakeholder meetings. Table 2-2 details each pre-scoping meeting that the project team attended and the activities conducted at each meeting. The first three pre-scoping meetings were spent with the Fairview Community Council and its Neighborhood Revitalization Committee. The council

“There’s been a lot of meaningful thought on how to address the impacts of the project to enable [Fairview] to accept the project as a community.”
– Allen Kemplen, 5/16/08 Fairview Community Council Revitalization Committee

actively participated in the public involvement process that led to the adoption of the H2H project in the 2005 LRTP. As a result of this earlier involvement, the council members wanted to ensure that all of their hard work was considered during project development. At a May 16, 2008, Fairview Community Council Revitalization Committee meeting council member, Allen Kemplen, said, “It’s important for people to have a sense of what’s gone before. [The Highway-to-Highway project is] not a blank slate. There’s been a lot of meaningful thought on how to address the impacts of the project to enable [Fairview] to accept the project as a community.”

Table 2-2. Pre-Scoping Community Meetings Attended and Meeting Activity

Date (2008)	Council Meeting Attended	Activity	Purpose
March 25	Fairview CC	Presentation, Discussion	Introduce project, gather feedback and answer questions
March 30	Fairview CC Revitalization Committee	Discussion	Gather feedback and answer questions
May 8	Fairview CC	Project Update	Update residents on status of the project and request that the council become involved with the Citizens and Highway Users Advisory Committee (CHUAC)
May 14	Midtown CC	Presentation	Provide project updates
May 16	Fairview Revitalization Committee	Discussion	Project update and response to May 14 electronic mail (E-mail)
May 21	Government Hill CC	Presentation, Discussion	Introduce project, gather feedback and answer questions

As a result of this interest in the various iterations of the project, the project team included historical data on previously-studied alternatives at all public meetings, listening posts, and on the project Web site. The H2H concept has been studied since the 1960s, and the accumulated data was presented on meeting boards, white papers, using past publications, and was made available on the Web site and at meetings.

The pre-scoping meetings and interviews also contributed to the initial P&N Statement development. Stakeholders voiced concerns about neighborhood safety and accidents in the area. The majority of stakeholders talked about congestion and associated environmental impacts, local trips, and commuter frustration (Appendix B.1).

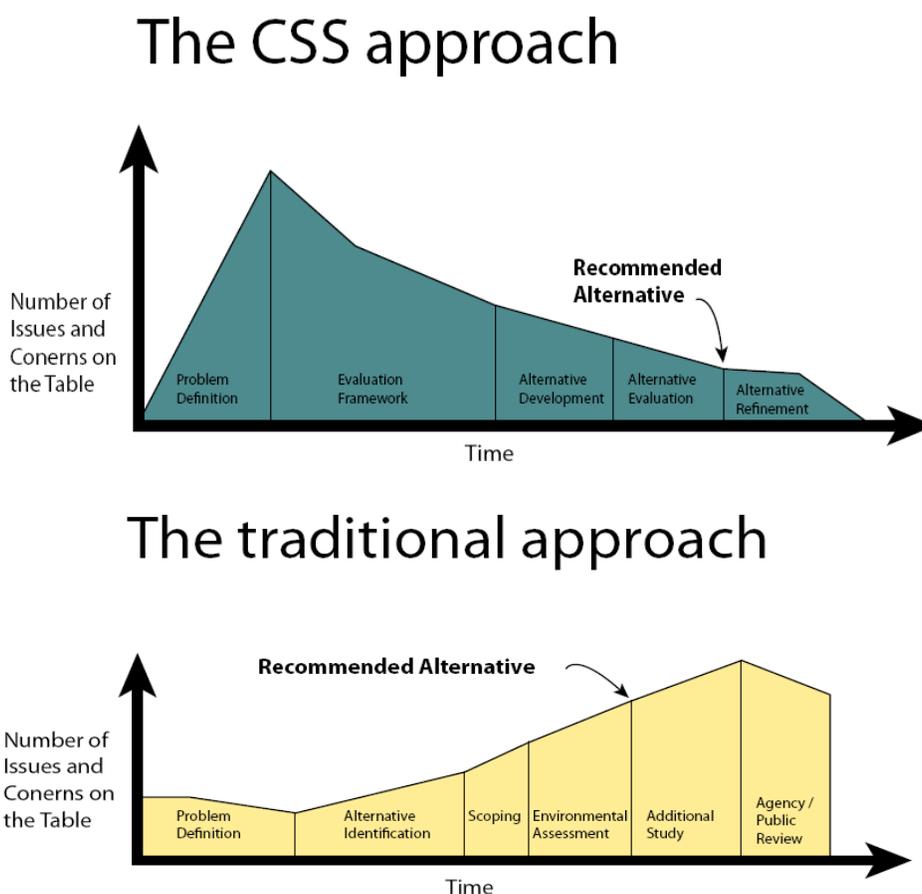
2.2.3 Highlights of the Public Participation Guide (PPG)

As a result of stakeholder suggestions, the project team decided to hold public meetings at easy-to-access and neutral neighborhood locations. All meetings were advertised using a wide variety of media to reach a broad audience including newspaper advertisements; legal ads; community calendar notices; community E-mail distribution lists, or E-mail lists (e.g., What’s Up, AMATS, Federation of Community Councils); project Web site; project electronic newsletter (E-newsletter); local radio; stakeholder group newsletters; announcements at other community events and gatherings; and listening post information distribution. Public meetings and open houses were held in the evening and provided food, door prizes, and a kids’ station. The following section details the manner in which these suggestions have continued to define the

outreach conducted in the H2H project. See the PPG published on the H2H Web site at www.highway2highway.com for the complete list of tools and outreach.

The PPG used CSS to guide all public outreach tool and committee development. CSS is a collaborative effort involving citizens and agencies that encourages clear identification of transportation issues and important community values, and then uses creative design solutions to balance varied needs. CSS gives the public an opportunity to shape the project from the beginning rather than changing a project at the last minute due to public objections (Figure 2-3). Utilizing CSS, stakeholders, neighborhoods, and agencies develop solutions to transportation challenges together through open dialogue and communication.

Figure 2-3. Context Sensitive Solutions vs. Traditional Approach Diagram



2.3 Implementation of the Environmental Justice (EJ) & Limited English Proficiency Approach (LEP)

EJ serves to “identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations,” (EO 12898, § 1-101). According to DOT&PF, “limited English proficiency is a term used to describe individuals who are not proficient in the English language,” in that they do not have the training or experience required to effectively communicate in either written or spoken English. The federal guidance also highlights low literacy as a related concern to LEP. FHWA, FTA, and DOT&PF

acknowledge and seek to recognize and overcome barriers to meaningful participation, so the project team addressed these issues in the H2H PPG and developed methods to meet these recognized challenges to public outreach.

The community events, interviews, and stakeholder meetings identified as pre-scoping throughout this report facilitated the identification of five initial barriers to meaningful public participation during the scoping process. The five identified barriers are linguistic, cultural, institutional, geographic, and time commitment barriers. A detailed discussion of each barrier can also be found in the *Environmental Justice and LEP White Paper* published as Appendix B of the PPG, which is available on the project Web site.

The following sections provide a summary of each barrier and the public involvement methods used to address it by scoping period.

2.3.1 Linguistic Participation Opportunities

Based on stakeholder interviews and data from the 2000 U.S. Census, the ASD, and the Alaska Literacy Program, it is highly likely that for the H2H project language and literacy could be a barrier to equal opportunities for participation.

Pre-Scoping

In a pre-scoping interview on May 7, 2008, Valerie Fletcher-Mitchell, DOT&PF Civil Rights Office Title IV Specialist, referred the project team to the U.S. Department of Justice Safe Harbor guidelines for Limited English Proficiency (for complete meeting notes see Appendix B.1). The U.S. Department of Justice Safe Harbor guidelines suggest that a project sponsor should provide “written translation of vital documents for each eligible LEP language group that constitutes 5 percent or 1,000 people, whichever is less of the population of persons eligible to be served or likely to be affected or encountered.”

These guidelines helped identify Spanish, Samoan, Hmong, and Tagalog for interpretation and translation of vital documents, in addition to documents published in English. The ASD reports that each of these languages is spoken by 5 percent or more of the general population in the project area. The U.S. Census data only reports levels of English proficiency and not primary languages spoken. In addition, the project team developed the following solutions to aid in outreach to LEP populations: translate project documents, provide interpretation, and de-emphasize written communication.

Formal Scoping

During the formal scoping period, the following tools were used to address linguistic barriers:

Translated project fact sheets (see example

Figure 2-4, Samoan Fact Sheet), comment sheets, and the formal scoping meeting invitations.

Provided the opportunity to translate additional project materials by request.

Provided Spanish, Samoan, Hmong, and Tagalog interpreters at the formal scoping meetings. The project team offered to provide interpreters at other scoping meetings if a need was identified, or upon request, but did not receive additional requests.

Provided opportunities for public participation through means other than written communication to describe the project and solicit input. Project staffers were available at each July scoping meeting station to explain and discuss the meeting boards with the public and a court reporter was available to record verbal comments. In addition, personal interviews were held with community leaders and

photographs, graphics, and maps were used in public materials. Also, radio advertisements were used to broadcast formal scoping meeting information and listening posts were created at local community gathering places with project team members available to write down comments from the public.

Figure 2-4. Samoan H2H Fact Sheet



PEPA O FAAMATALAGA MONI
Auala tele i le Auala tele (H2H) Poroketi
Sosooina o Seward Highway i le Glenn Highway
Federal Project No: NH-0005(588)
AKSAS Project No: 58544



Pe e te mana'o e faapupu taimi o lou fealua'i? Ni ala tele e saogalemu? Faailiita taavale i auala 'alo i ou tusa'i? O le a iloilu e le poroketi (H2H) a le Sootaga o le Seward Highway i le Glenn Highway ni fesoota'iga o nei ala tetele aga'i i nofoaga aupitoa'i tele ai galuega ma le tauloga i Anchorage ma uafu autu, ala nofoaafi, ma malsevialele. O le a iloilu e H2H fofu mo le tele, mana'oga o femalaga'iga, saogalemu, ma fausia se fesoota'iga fou i o tatou ala tele. O le limalima faatasi i lenei galuega tele tau femalagaiga o se avanoa lelei lea e fausia ai le lumanai o Anchorage.

Amataga: O le faafesoota'iga o Seward Highway ma le Glenn Highway na amata talanoaina i le 1972 Long Range Transportation Plan (LRTP). I le 2001, na faia ai le faaiuga a le East Anchorage Study of Transportation o le faafesoota'iga o Seward ma Glenn Highways ua tatau a'ia'i ma mana'omia mo le faailiita o taavale i luga o auala tele i totonu o Anchorage. I le 2006, na avea ai ma vaega o le 2025 Anchorage Bowl Long Range Transportation. O lea ua amatalia le iloiloga faasi'osi'omaga. O le a faamautu e ala i le National Environmental Policy Act (NEPA) vaega su'esu'eina o le poroketi, auala eseese, ma le faaiuga mo le poroketi.

Faagasologa: O fono mo le lautele ma vaega maoti e faatatau i le poroketi o le a faia i le tau mafanafana ma le tau afu o laau o le 2008. O le pepa tau le iloiloga faasi'osi'omaga o le a faamae'a i le 2011, ma o le a sofia ai ni avanoa e tele mo faapoopoga ma manatu o le mamalu o le lautele. O loo fuafua e amatama galuega i le amataga o le 2013 se'i pa'ia le 2015.

Paketi: E tusa ma le su'esu'eiga a le LRTP, o le tauaofa'i o le poroketi H2H e \$581 miliona i tala faaletupe o le 2005. O le fuafaatatau o le a toe maua se faapoopoga fou i le taimi o le iloiloga a le NEPA.

Ia auai: O le galulue faatasi ma le mamalu o le lautele ina lafo sou taofi ma manatu o le tasi lea o vaega taua o lea poroketi. O manatu mai le mamalu o le lautele e matua taua i le fausia o se vaaiaga mamao ma se paketi e i'u ma le manuia. O loo fia faalogo le vaega o le poroketi i ou manatu. Afai o loo e mana'omia se isi faapupulaga auailiti po o se se isi faailiiga, faamolemole faafesoota'i mai.

Julianne Hanson, P.E.
Public Involvement Lead
HDR Alaska, Inc.
Phone: (907) 865-2202
contact@highway2highway.com
www.highway2highway.com

"O le sosooina o auala tele ua matua tatau i le faataunuuina o mana'oga tau femalagaiga i totonu o Anchorage." — Anchorage LRTP

Post-Scoping

During the post-scoping period, two local TV programs that broadcast in Tagalog (FilAM) and in Spanish (Telemundo) were contacted to request that they include meeting notifications in their transmissions; however, neither program decided to run coverage. During the post-scoping period, the following tools were used to address linguistic barriers:

Translated project fact sheets, comment sheets, and the post-scoping open houses invitations.

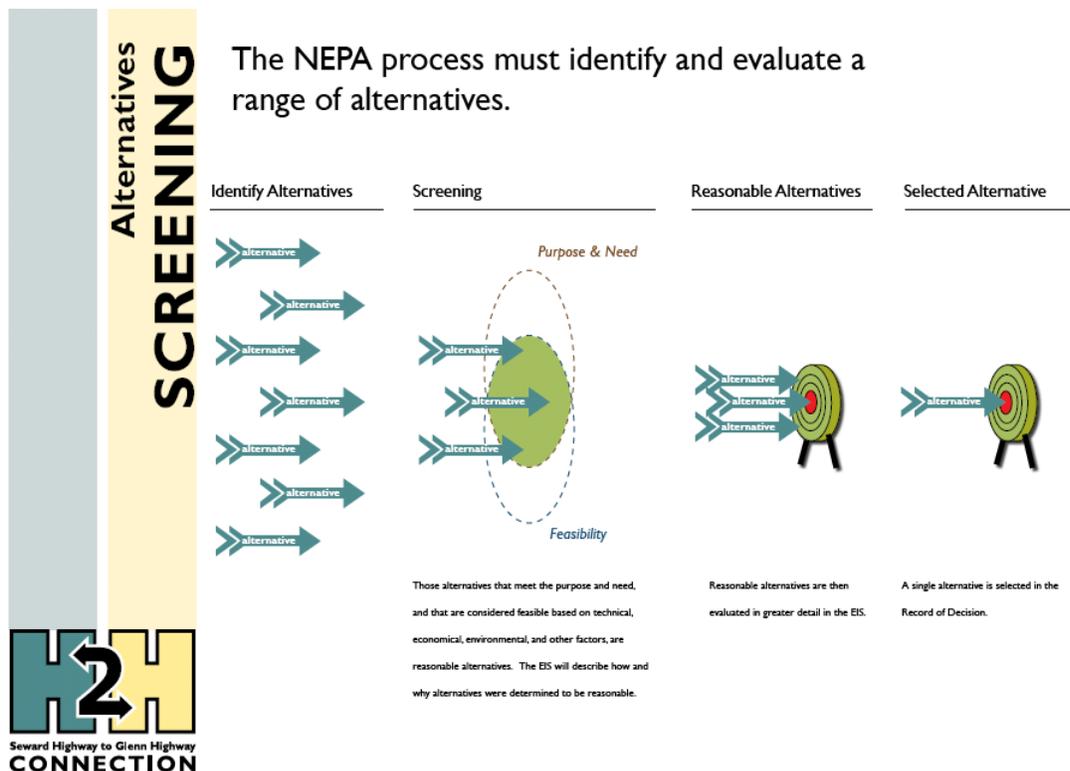
Provided the opportunity to translate additional project materials by request.

Provided Spanish, Samoan, Hmong, and Tagalog interpreters at the post-scoping open houses and other meetings by request.

Provided opportunities for public participation through means other than written communication to describe the project and solicit input. Project staffers were available at each post-scoping open house station to explain and discuss the meeting boards with the public and a court reporter was available to record verbal comments. Photographs, graphics, and maps were used in public materials. Figure 2-5

is an example of graphics used during the post-scoping open houses to describe the alternatives screening process. Radio stations broadcast the post-scoping open house meeting information and listening posts were created at local community gathering places with project team members available to write down comments from the public.

Figure 2-5. Example of Graphics on Project Meeting Board from the Post-Scoping Open Houses



2.3.2 Cultural Participation Opportunities

The MOA and the project area are home to a range of diverse cultural groups, and an approach that resonates with one group may or may not resonate with another. Some cultures may be unfamiliar and uncomfortable participating in public projects, public meeting attendance, or providing comments, and some cultures may be unfamiliar and uncomfortable mixing with cultures outside of their own.

Pre-Scoping

During the pre-scoping period the project team identified the following solutions to cultural barriers: present at local venues and events, form alliances, and involve local schools. The project team began cultural outreach by presenting at the following local venues and events during the pre-scoping period:

Table 2-3. Pre-Scoping Local Events

Date (in 2008)	Event
April 28	Mayor's Open House
June 5	Alaska Housing Finance Corporation (AHFC) Parkview/Fairview Community BBQ
June 13	Destination Downtown Event

In addition, the project team approached existing healthcare, faith-based, and community based organizations during the pre-scoping interviews and meetings to establish relationships. These alliances have been formed to encourage the dissemination of project information and promote increased project participation. Table 2-4 lists organizations that have an established relationship with the H2H project team through project activities.

**Table 2-4. Alliances Formed with Local Organizations**

Government	Multi-Cultural
Airport Heights Elementary	Bridge Builders
Alaska Railroad	Alaska Native Justice Center
Anchorage Assembly	Alaska Native Science and Engineering Program
Anchorage Community Police Relations Task Force	Anchorage Latino Lions
Anchorage Equal Rights Commission	Anchorage Urban League
Anchorage International Airport	Faces of Community Services
ASD Equal Employment Office	Fil-Am Showtime
Clark Middle School	Hispanic Affairs Council of Alaska (HACA)
MOA Department of Health and Human Services Air Quality Division	Honorary Mexican Consulate
East Anchorage High School	Leadership Anchorage Program
Fairview Elementary School	Maharlika Inc.
Loussac Library	Na Keiki O Hawaii Hawaiian Civic Club
Mat-Su Borough Planning	National Association for the Advancement of Colored People (NAACP)
MOA Office of Equal Opportunity	ASD Samoan Cultural Liaison
Office of the Mayor	UAA Polynesian College Council

Port of Anchorage	
Health Care	Community-Based
Alaska Native Medical Center	Airport Heights CC
Alaska Regional Medical Center	ACE
Chugach View/Chugach Manor Senior Housing	ATPP
MOA Department of Health and Human Services	Anchorage Citizen's Coalition
Good Faith Home Health Services	Bicycle Commuter Alliance of Anchorage
Mat-Su Valley Medical Center	Campbell Park CC
Providence Hospital	Downtown CC
South Central Foundation	Fairview CC
	Federation of Community Councils
Tourism/Business Groups	Government Hill CC
AK Trucking Association	Midtown CC
Alaska General Contractors	Mountain View CC
Anchorage Chamber of Commerce	Northeast CC
Eagle River Business/Lumen Christi High School	North Star CC
Eagle River Chamber of Commerce	Rogers Park CC
Greater Palmer Chamber of Commerce	Russian Jack CC
Greater Wasilla Chamber of Commerce	Scenic Foothills CC
Holland America	South Anchorage Rotary
Social Service Providers	Trails and Greenway Coalition
Alaska Immigration Justice Project	Tudor Area CC
Alaska Language Bank	University CC
Alaska Literacy Project	
Anchorage People First	Faith-Based
Anchorage Senior Center	AFACT
Bean's Café	Alaska Native Lutheran Church
Catholic Social Services Refugee Assistance & Immigration Services Program	Bethel Hispanic Church of God
MOA Anchor Rides	First Christian Methodist Episcopal Church
Nine Star Enterprises	Greater Friendly Baptist Church

RuralCAP	Korean American Coalition
Salvation Army Older Alaskans Program	Shiloh Baptist Church
United Way	

Formal Scoping

The project team continued cultural outreach by attending the following events during the formal scoping period:

Table 2-5. Formal Scoping Local Events

Date (in 2008)	Event
April 28	Mayor’s Open House
July 19	Fairview Community Picnic
July 25	Mayor’s Diversity Picnic
August 21 through September 1	Alaska State Fair, DOT&PF Booth
September 25	Mat-Su Transportation Fair

In addition, the project team identified that local schools were a great way to reach the community, because they function as the primary community access point for many families. School was not in session for the formal scoping meetings therefore meetings were held at Fairview Elementary School and the Mountain View Boys and Girls Club.

Post-Scoping

The project team attended two community events to improve cultural relationships during the post-scoping period:

Table 2-6. Post-Scoping Local Events

Date (in 2008)	Event
October 20	Community Police Relations Task Force Public Forum
October 22	DOT&PF Regional Transportation Forum

In addition, the project team met with Margo Bellamy, ASD Director of the Equal Employment Office and Title IX Coordinator, for the ASD, on September 30, 2008, regarding the H2H Project (Appendix B.2). Bellamy coordinated a follow-up meeting with ASD Superintendent Carol Comeau and Director of Communications Heather Sawyer. All three individuals supported working with the project team to disseminate the H2H information to ASD staff and families.

The ASD took the following steps to share information during the post-scoping period:

- Requested that all principals include the H2H information in their October newsletter
- Asked all principals to post an H2H flyer in conspicuous locations in their building
- Highlighted all of the open houses in the October edition of *Inside the ASD*, the biweekly employee newsletter

Advertised meetings on the ASD Channel 14

Margo Bellamy personally contacted the following principals in the H2H project area to ensure that the information was provided in their newsletter and/or sent home and posted in their buildings:

East High School*	Wendler Middle School*
Begich Middle School*	Bartlett High School*
Central Middle School*	Clark Middle School*
Wonder Park Elementary School*	Airport Heights Elementary School
Mt. View Elementary School*	Fairview Elementary School*
Muldoon Elementary School*	Creekside Park Elementary School
Chester Valley Elementary School	King Career Center
Ptarmigan Elementary School*	Government Hill Elementary School
Nunaka Valley Elementary School*	Tyson Elementary School*

* The project team reviewed English as a Second Language (ESL) student data and identified these schools as good locations for translated material distribution. The project team followed up by dropping off project and meeting information for the post-scoping open houses during the week of parent/teacher conferences.

The post-scoping open houses were all held at ASD locations: Tyson Elementary School in Mountain View, Fairview Elementary School, and Bartlett High School located in Muldoon.

2.3.3 Institutional Participation Opportunities

People hold opinions about their roles in society and have patterns of behavior regarding appropriate interactions with the government and civil servants. These institutional beliefs may be barriers to engaging in the public process and may include fear of government, fear of deportation, or beliefs that citizen input does not matter.

Pre-Scoping

During the pre-scoping period, the project team conducted interviews to identify solutions to institutional barriers to public participation. In a May 14, 2008, interview, Robin Bronen and Barb Jacobs of the Alaska Immigration Justice Project said that the project team should consider neutral locations, such as schools, for presentations and meetings. Also, during a May 19, 2008, interview with the management team at the MOA Public Transportation Department, the following sentiment was mentioned, “Sometimes public comments seem to disappear. If you take public comment, it would be great for people

to be able to see what people are saying.” Complete meeting notes for both interviews are located in Appendix B.1.

The project team identified the following tools to overcome institutional barriers during the pre-scoping period: hold meetings in familiar surroundings, hold small meetings, and provide follow-up.

Formal Scoping

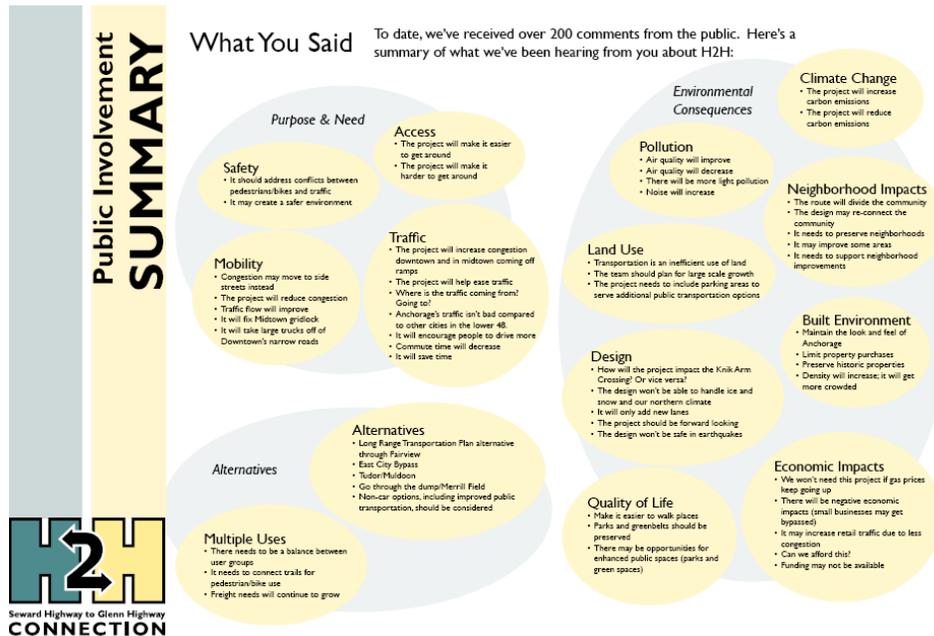
During the formal scoping period, the project team made a special effort to hold meetings in venues that were familiar and comfortable to stakeholders. Venues for meetings held during the scoping period included the Mountain View Community Center, Fairview Elementary School, Cook Inlet Region, Incorporated (CIRI) Building, and the Fairview Recreation Center. The project team also held small group meetings for the Diversity Forum and Neighborhood Partnership Groups (Section 2.4). Additionally, the project team conducted a number of small group presentations to individual stakeholder groups and community council meetings by request (see Section 2.5.12).

Post-Scoping

During the post-scoping period, the project team continued to hold meetings in familiar venues such as Tyson Elementary School, Fairview Elementary School, Bartlett High School, and RuralCAP.

During the post-scoping period the project team had the opportunity to provide the public feedback on their comments given during the formal scoping period. The project team demonstrated the manner in which input was used through the open houses, verbal responses, electronic mail and in newsletters. Figure 2-6 provides an example of follow-up using a meeting board to display a summary of public comments that the project team received about H2H.

Figure 2-6. Public Meeting Board that Provides Follow-up to Public Comment



2.3.4 Geographic Participation Opportunities

People may encounter difficulties accessing transportation to attend meetings. Many residents of the project area do not own cars and rely on public transit and non-motorized transportation (2000 U.S. Census, Vehicles per household by U.S. Census Tract). Therefore, the project team brought the project to the public by attending community picnics, fairs, and events to distribute information about the project and gather feedback.

The project team also understood that geographic location is especially important during the winter months. During this time winter can make accessing transit, walking, or biking difficult and potentially unsafe due to darkness and unplowed sidewalks.

Pre-Scoping

The pre-scoping interviews provided the project team with suggestions that helped them identify the following tools to overcome geographic barriers: conduct listening posts, encourage informal visits, establish a project Web site, and provide transportation.

On May 5, 2008, the H2H project Web site was established, and is an outreach method that doesn't require travel. The Web site included a complete archive of past-event materials, including handouts, presentations, meeting display materials, and meeting minutes. The Web site also includes opportunities to contact the project team, ways to comment, and other ways to be involved.

Formal Scoping

During the formal scoping period the project team held formal scoping meeting on July 29 and 31, 2008. Meetings were held in locations within the community, along Anchorage People Mover bus routes, and accessible to pedestrians. After the formal scoping meetings, all meeting materials were posted on the H2H Web site for those who could not attend the meetings. The project team also began a series of listening posts at grocery stores and local shopping centers to promote project awareness, answer questions, and solicit feedback (Table 2-33). The listening posts were composed of a table with easy-to-understand project displays and information. Project team members proactively engaged passersby to share project information and asked simple questions to solicit feedback. Listening post staff distributed project handouts, comment sheets, and a sign-up for the project newsletter.

Post-Scoping

Post-Scoping open houses were held on October 27, 28, and 29, 2008, to present revised materials. Again, the project team made sure that the meetings were held within the communities, accessible by Anchorage People Mover bus routes and pedestrians. For these meetings, bus routes to each meeting location were published on open house advertisements. The team advertised the meetings on fifty-five People Mover buses from October 22 through October 30. Figure 2-7 is an example of the signs posted in the People Mover buses.

Figure 2-7. People Mover Bus Sign

Tired of traffic in Anchorage?

Get Involved! The H2H project is exploring solutions to improve mobility between the Seward and Glenn Highways for **ALL MODES OF TRAVEL**. Help shape Anchorage's future! Get involved by attending one of the upcoming public open houses.

H2H
Seward Highway to Glenn Highway
CONNECTION

OPEN HOUSE 6-8 P.M. / PRESENTATION @ 7 P.M.

MONDAY, OCT. 27 Tyson Elementary School Take People Mover Route 45	FOOD!	TUESDAY, OCT. 28 Fairview Elementary School Take People Mover Route 13	DOOR PRIZES!	WEDNESDAY, OCT. 29 Bartlett High School Take People Mover Route 75
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CALL 865-2202 FOR MORE INFORMATION OR GO ONLINE:
www.highway2highway.com

The project team arranged for meeting flyers to be distributed throughout the community. Over 4,000 flyers were dropped off at community events and locations including the Alaska Federation of Natives (AFN) Convention, AnchorRides, Anchorage Senior Center, Fairview Recreation Center, Anchorage Chamber of Commerce, and at 11 different schools during parent-teacher conference nights.

After the post-scoping open houses, meeting materials were posted on the project Web site and informal visits to the project office were encouraged to allow those who were not able to attend the meeting a chance to review materials. The project office was under renovation, but the project team was able to setup a small, visible, window-front space for visitors. The office is located at 804 E. 15th Street, Suite #1 and was open November 3-7, 2008, from 11 a.m. to 2 p.m. each day. The temporary opening of the office was advertised on the project Web site, in Issue 7 of the E-newsletter, and on signs posted in the project office windows. Two project team members staffed the office and used display boards and handouts to provide information to visitors.

2.3.5 Time Commitment Participation Opportunities

Busy schedules, multiple jobs, work that includes late/night/double shifts, and primary childcare/household responsibilities may preclude people from attending meeting or participating.

Pre-Scoping

Many of the individuals interviewed during the pre-scoping period identified the time commitment involved in participating in the project as a barrier. The project team used the following tools to overcome barriers due to time commitments: varied meeting times, provide food at meetings, and childcare.

The project team began the practice of holding and attending meetings during different times and days of the week during the pre-scoping period. Table 2-7 provides a brief sampling of events that the project

team attended during the pre-scoping and early formal scoping period of the project. The project team continued this practice through all three periods of scoping.

Table 2-7. Example of Meeting Times

Date (2008) and Name of Event	Weekday or Weekend	Morning, Afternoon, Evening, All Day
Gateway Learning Center Community Picnic, June 5	Weekday	Evening
Fairview CC Picnic, July 19	Weekend	Afternoon
MOA Diversity BBQ, July 25	Weekday	Afternoon, Evening

Formal Scoping

The project team continued to attend events during the formal scoping period that were on weekdays and weekends and held at various times of day. In addition, the project team provided a kids' station during the formal scoping meetings in the middle of each room that included a project staffer, transportation related games and coloring books.

The project team also provided food at the following formal scoping meetings:

CHUAC Meetings—dinner of sandwiches and chips provided by Bean's Café

Formal Scoping Meetings—dinner of sandwiches and chips provided by Bean's Café

Listening Posts—bowl of candy

Post-Scoping

At the post-scoping open houses, the project team provided another staffed kids' station. The post-scoping open houses were held in the evenings and the post-scoping listening posts covered the lunch hour and continued until the evening hour. Food continued to be a great catalyst for attendance at meetings. A meal was provided at the following post-scoping H2H meetings:

Diversity Forum meeting—lunch of soup and cornbread provided by Bean's Café

Neighborhood Partnership meetings—dinner of sandwiches and chips provided by Quizno's or Dianne's catering

Citizen and Highway Users Advisory Council (CHUAC) Meetings—dinner of sandwiches and chips provided by Bean's Café

Post-Scoping open houses—dinner of soup and cornbread provided by Bean's Café

Listening Posts—bowl of candy

2.4 Public Outreach Committees

The CHUAC was established in a Memorandum of Understanding between the MOA and DOT&PF. The PPG contains suggestions for a Diversity Forum and Neighborhood Partnerships. The following sections detail the development of each committee and advisory group throughout the three scoping periods of the project.

2.4.1 Citizen and Highway Users Advisory Committee (CHUAC)

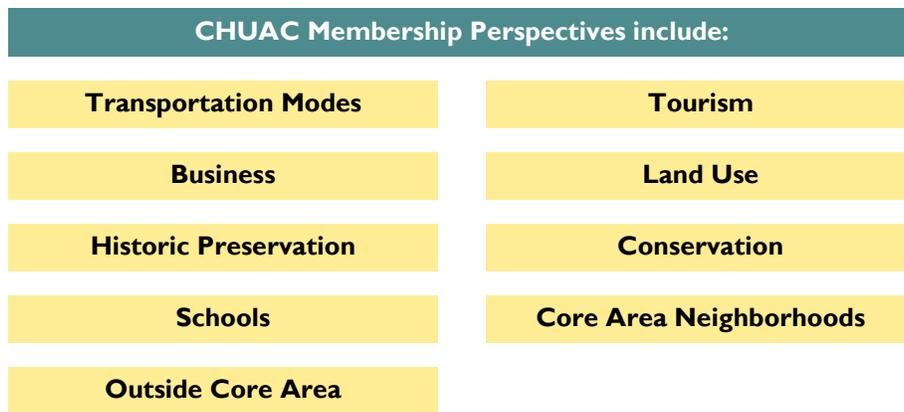
Pre-Scoping

On September 28, 2007, the DOT&PF and the MOA signed a Memorandum of Understanding (MOU) for the development of the H2H Project. This MOU also established a CHUAC as a project team alliance.

A *CHUAC White Paper* was developed that identified the purpose, membership, and operational details for the CHUAC (Appendix C of the PPG). Members were then selected by the Director of the Central Region for the DOT&PF and the Mayor of Anchorage. The CHUAC represents a wide cross-section of interest groups and segments of the citizenry.

Figure 2-8 details the variety of perspectives represented in the CHUAC group.

Figure 2-8. CHUAC Membership Perspectives



The CHUAC is not a decision-making body. The purpose of the CHUAC is to gain stakeholder input to the NEPA process through regular meetings with the project team. At these meetings, information brought forth by the CHUAC will be considered as citizen input with the intent of providing information to the decision-making process. All CHUAC meeting materials and minutes are available in Appendix B.

Formal Scoping

The CHUAC membership list was developed by DOT&PF and MOA. On July 14, 2008, letters were sent to potential CHUAC members, requesting their participation on the CHUAC. The letters included a description of the CHUAC's purpose, the project fact sheet, a questionnaire, and a copy of *A Citizen's Guide to NEPA*. Copies of the letters are located in Appendix B.2.

The first CHUAC meeting (Table 2-8) included a welcome, an introduction to the project team, and the H2H project. The project team facilitator introduced the CSS concept and mitigation approaches to avoid and minimize community and natural resource impacts, and balance community values. The facilitator then led the CHUAC through a group exercise in which the group was asked to identify what it values in its community. The results of this exercise are located in Appendix B.2.

Congestion, pedestrian safety, and requests for the project team to look at transit solutions dominated the discussion (Appendix B.2). The CHUAC requested that the next meeting focus on a review of data supporting the P&N Statement.

Table 2-8. First CHUAC Meeting Location and Attendance

Date (2008)	Venue	Attendance
July 30	CIRI Conference Room	24

The second CHUAC meeting (Table 2-9) began with project update presentations that included an overview of public comments, and a revised P&N presentation. Table 2-9 describes the second meeting location and number of attendees.

Following the project status presentations, the remainder of the meeting focused on the CHUAC's previous request to review data that supported the P&N Statement. Four topical experts from the MOA and the DOT&PF were invited to present on the following topics:

AMATS Traffic Modeling presented by Teresa Brewer, Associate Transportation Planner, MOA Traffic Department

Accidents and Safety presented by Scott Thomas, Technical Engineer/Architect, DOT&PF

Air Quality presented by Steve Morris, Environmental Engineer, MOA Department of Health and Human Services

Transit Trends presented by Jody Karcz, Director, MOA Transit Department

Following the P&N data presentations, members were asked if the project team was on the right track. Suggestions included considering a multimodal corridor, making sure the improvements last longer than 20 years, and studying how people will move around Anchorage with current traffic modeling data. The facilitator asked the CHUAC if the project team had captured the problems accurately. The CHUAC suggested that the team reconsider the H2H logo which may give the impression the purpose of the project is a highway bypass.

Table 2-9. Second CHUAC Meeting Location and Attendance

Date (2008)	Venue	Attendance
September 15	CIRI Conference Room	30

Post-Scoping

The third CHUAC meeting (Table 2-10) began with an announcement that the FTA was being invited to join the project team. The project team also briefed the CHUAC on how the P&N had changed based on public comment, including suggestions from the CHUAC. An informal P&N discussion followed the presentation.

H2H logo tagline options were then presented to the group as a result of the highway connection discussion from the previous meeting. Members of the CHUAC suggested that the logo did not capture the purpose of the project. The group suggested and stated that it would approve "Multimodal Solutions:

Moving People and Goods.” The project team agreed to provide the CHUAC’s recommendation to the Executive Oversight Committee (EOC) for consideration.

Table 2-10. Third CHUAC Meeting Location and Attendance

Date (2008)	Venue	Attendance
November 6	CIRI Conference Room	28

2.4.2 H2H Diversity Forum

The Diversity Forum is a group of community leaders that represent the demographics of the project area. Diversity Forum members are tasked with raising and discussing issues important to their constituents, acting as information conduits to the project team, and helping identify issues and opportunities for improving the project team’s outreach approach to encourage a broad range of opinions and voices to be heard.

Pre-Scoping

Members of the Diversity Forum were identified through pre-scoping interviews; recommendations from Diversity Forum members; phone calls and letters to cultural and faith-based groups identified in the *Guide to Alaska’s Cultures* (Alaska Conservation Foundation 2006); and open invitations to the Bridge Builders, Leadership Anchorage, MOA Diversity Commission, and the Anchorage Assembly membership E-mail lists (see Appendix B.1).

Formal Scoping

The Diversity Forum has provided critical input to the project team to reach people that fall within the EJ criteria.

The project team communicates with the advisory group using one-on-one meetings and an E-mail list. The Diversity Forum met once during the formal scoping period on September 18, 2008, to kick off the development of the advisory group. Table 2-11 provides details on the location and attendance for this meeting. The Diversity Forum meeting was advertised by phone calls to potential members identified during the pre-scoping interviews, as well as cultural and faith-based groups identified in the *Guide to Alaska’s Cultures* (ACF 2006). Representatives from the following 28 organizations were contacted by phone and received a follow-up E-mail regarding the Diversity Forum meeting:

Urban League	Polynesian Pride Club
Bridge Builders	First Christian, Methodist Episcopal Church
Anchorage Assembly	HACA
Catholic Social Services Refugee Assistance & Immigration Services Program	Maharlika Inc.
Na Keiki O Hawaii Hawaiian Civic Club	Fil-Am Showtime
Honorary Mexican Consulate	Mt. View Boys and Girls Club
Nine Star Enterprises	Mountain View Business (Good Faith Home Health Services) Owner
ASD Samoan Language and Cultural Liaison	MOA Diversity Advisory Council

Maharlika Inc.	MOA Department of Health and Human Services
MOA Anchor Rides	Southcentral Foundation
Anchorage Latino Lions Club	ASD Hispanic Language and Cultural Liaison
Alpha Kappa Alpha Sorority	Leadership Anchorage
St. Anthony's Catholic Church	MOA Deputy Municipal Ombudsman
Salvation Army, Meals on Wheels Program	El Grito Committee

Additionally, representatives from groups such as Bridge Builders, Leadership Anchorage, and the MOA Diversity Council sent meeting information out to their membership E-mail lists that included hundreds of people. The project team received 15 RSVPs and two tentative responses. Nine people attended the meeting. The meeting was a luncheon held from noon to 1:00 p.m. with soup and corn bread provided by Bean's Café.

Table 2-11. Diversity Forum Meeting Summary

Date (2008)	Venue	Attendance	Topic
September 18 (Kickoff)	HDR 4 th Floor Conference Room	9	Project introduction, Environmental Justice and limited English proficiency barriers, participation information.

At the meeting, the project team provided a brief project introduction, introduced the project team and defined the role of the Diversity Forum before delivering a presentation about the project, the potential impacts to the community, and identified public participation opportunities. A question-and-answer session followed in which the group voiced concerns and provided feedback. The group provided the following suggestions that have helped refine H2H project outreach efforts:

Attend school open houses, Saturday markets, Wednesday markets, and Laundromats to distribute information.

Look at libraries as a place to reach the public because they often offer low-cost entertainment.

Provide bus route information on outreach materials.

Use Matanuska-Susitna Community Transit (MASCOT) for valley commuter outreach.

List Spanish, Hmong, Tagalog, and Samoan speakers on the translated project flyers.

Contact the ASD Children in Transition office for additional community outreach.

Contact churches to distribute information.

Advertise on the radio.

Contact the Chamber of Commerce, Big Brothers/Big Sisters and the non-profit TeleMundo TV station to reach people.

Talk to staff at local hospitals.

Coordinate with the 2010 Census Office that will be located in Fairview.

Advertise in the Bridge Builders Newsletter.

The group asked the project team to examine the following concerns with the project:

Construction could cause negative impacts to local businesses.

The project area may be subject to noise and air pollution, specifically in the Mountain View area.

Consider how the current bus routes affect an individual's ability to attend meetings.

Look at statistics of the number of commuters that avoid the area by cutting through the military base.

Consider including a person of color as a representative on the project team.

Post-Scoping

The project team followed up on many of the group's suggestions to advertise the post-scoping open houses and sent the group an E-mail informing them that their suggestions were impacting the project on September 19, 2008 (see Appendix B.2). Bartlett High School was added as a venue that was accessible to Muldoon area residents and Mat-Su/Eagle River commuters. Meetings were advertised in the Mat-Su Valley to include listening posts at stops for commuters using the public transportation system, MASCOT. Additionally, meeting information was sent to all of the major hospitals to distribute to their staff as well as the Anchorage Chamber of Commerce, Bridge Builders, Leadership Anchorage, and the HACA.

Translated phone lines were established for individuals that wanted to ask a question or leave a comment for the project team. These phone lines were advertised on the translated meeting flyers, fact sheets, and on the Web site.

Margo Bellamy, ASD Equal Employment Opportunity (EEO) Director, organized a one-on-one interview with the project team because she could not attend the luncheon. Section 2.3.2 details all of the activities that occurred with the school district following the meeting.

2.4.3 Neighborhood Partnerships

Neighborhood Partnerships provide a forum for residents from multiple community councils in (close proximity) to meet together to discuss opportunities, issues, and concerns regarding the H2H Project. The Neighborhood Partnership idea was discussed during the pre-scoping interviews with community council members. Mark Fish, former president of the Airport Heights CC, stated in a May 8, 2008, interview that he liked the Neighborhood Partnership idea because many community councils have adjoining interests. For example, Fairview CC had reached out to Airport Heights CC on crime issues.

These geographic groupings provide the opportunity for the project team to establish long-term working relationships among the community councils to improve outreach and develop CSS information. The geographic area was based loosely on the range of alternatives suggested during pre-scoping efforts. Partnerships will allow neighborhoods to work together to develop joint solutions and compromises between different community councils and neighborhoods as the project moves forward.

Pre-Scoping

The Neighborhood Partnerships were not established or convened during the pre-scoping period.

Formal Scoping

During the formal scoping period, Neighborhood Partnerships were established and convened for their first meetings (Table 2-12). The four Neighborhood Partnerships established are:

Central: Anchorage Downtown Partnership, Fairview CC, Downtown CC, Government Hill CC

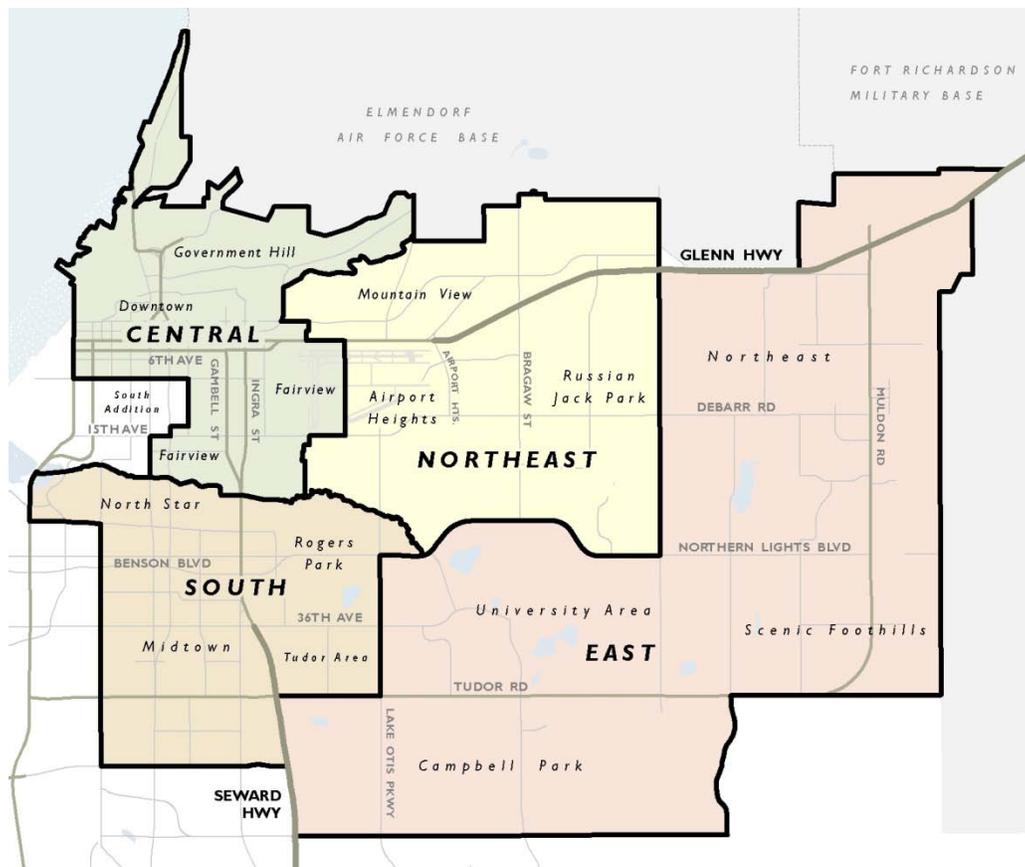
East: Campbell Park CC, Northeast CC, Scenic Foothills CC, University Area CC

North East: Mountain View CC, Airport Heights CC, Russian Jack CC

South: North Star CC, Rogers Park CC, Tudor Area CC, Midtown CC

Figure 2-9 displays the Neighborhood Partnership boundaries on a map of Anchorage.

Figure 2-9. Neighborhood Partnership Boundary Map



Neighborhood Partnership discussions focused on neighborhood specific issues. The discussion for the initial round of Neighborhood Partnership meetings included a project overview, CSS overview, and the creation of a community issues/context map. Attendees used a map provided by the project team and pointed out areas of interest, traffic hot spots, and areas of concerns in their respective neighborhoods. The community map was an example of an interactive tool that the project team will use on a broader scale in future phases such as alternatives development and screening. Table 2-12 details the four Neighborhood Partnership meeting dates, locations, and attendance.

Table 2-12. Neighborhood Partnership Meetings

Group	Date (2008)	Venue	Community Council Attendance (Number of Representatives)
East	September 22	HDR 3 rd Floor Conference Room	Campbell Park CC (1) Scenic Foothills CC (1) University Area CC(1)
South	September 23	HDR 3 rd Floor Conference Room	Rogers Park CC (1) North Star CC (1) Community Member (1)
Northeast	September 24	CIRI Conference Room	Airport Heights CC (2) Russian Jack CC (3) Mountain View Community Member (1)
Central	September 25	CIRI Conference Room	Anchorage Downtown Partnership (1) Government Hill CC (1) Downtown CC (1) Fairview CC (2)

Primary concerns voiced at the Neighborhood Partnership meetings included congestion, safety issues related to cut-through traffic, economic impacts to land values/housing prices, pedestrian safety, and environmental impacts to air quality and noise pollution. The attendees generally valued the green space in their community and the ability to access nearby parks and trails. As a result of the comments received at the Neighborhood Partnership Meetings, listening posts, and subsequent community council meetings, the project team included “neighborhood connections” in the revised P&N Statement presented at the post-scoping open houses.

Post-Scoping

Utilizing the Neighborhood Partnership E-mail list, an invitation to the post-scoping open houses was sent to all community councils in the project area. During the Neighborhood Partnership meetings members agreed to share project information with their community council E-mail lists and during their regular community council meetings. Additionally, the project team followed up on requests from Neighborhood Partnership members to introduce the project to individual community councils.

2.5 Public Outreach Tools

This section describes the public outreach tools used during the pre-scoping, formal scoping, and post-scoping periods for the H2H project. Outreach during the pre-scoping period provided the project team with comments on the initial project P&N, and helped shape the PPG and the *Coordination Plan*. During the formal scoping and post-scoping periods, and using the recommended tools in the PPG, the project team continued to refine outreach approaches; identify additional outreach methods to gather public input for the P&N, PPG, *Coordination Plan*; and outreach to EJ and LEP populations.

This section is organized by outreach tools and presents how tools were enhanced and refined to meet the public’s needs based on comments received during each scoping period.

2.5.1 Public Meetings

Pre-Scoping

During the pre-scoping period, no public meetings were held. However, the interviews conducted identified ways to encourage public participation during project meetings. For example, in a May 15, 2008, an interview with ASD Communications Director Michelle Egan suggested that the project team provide incentives for meeting attendance such as food and door prizes. The project team used this suggestion and provided food from Bean's Café Catering and transportation-themed door prizes at all meetings.

In a May 27, 2008, during an interview with members of AFACT, a need was expressed for childcare during the pre-scoping interviews to facilitate busy working families' attendance at the meetings. Therefore, a children's table with coloring books, transportation-related games, and a project staffer were available to parents that wanted to attend the meetings. The project team also used FHWA guidance from *How to Engage Low-Literacy and Limited-English Proficiency Populations in Transportation Decision Making* to make project team members easily identifiable during the meetings. Representatives of the H2H project wore light-blue H2H vests at each meeting.

Formal Scoping

The first formal scoping meetings were held July 29 and 31, 2008. Table 2-13 summarizes the number of individuals that attended each meeting. The purpose of the formal scoping meetings were to describe the H2H project to the public, explain the NEPA process, and to solicit input and comments on the draft P&N Statement, alternatives previously evaluated by AMATS, data and issues, and community context for the project.

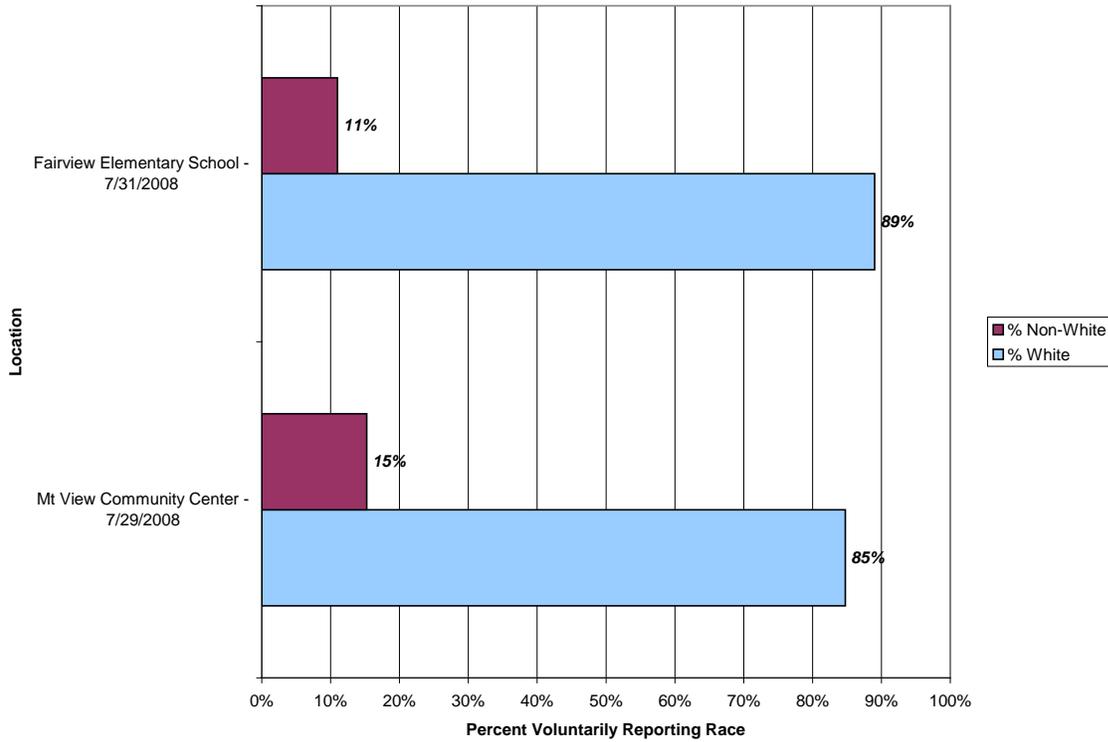
Table 2-13. Formal Scoping Meetings Attendance

Date, Time, Location and Venue	Number of Attendees
July 29, 2008; 5-8 p.m. Mountain View Boys and Girls Club	76
July 31, 2008; 5-8 p.m. Fairview Elementary School	102
Total	178

The project team used the most recent route recommendation for the H2H project represented in the AMATS LRTP and walk-ability needs to locate these meetings. The project team wanted to reach the entire project area while focusing on the areas in which walking needs were the greatest. In the Fairview and Mountain View communities, there is an even greater reliance on walking and transit for transportation than in the greater Anchorage Bowl area. According to the 2000 U.S. Census, the number of vehicles per household in the Anchorage Bowl is lowest in the Fairview, Mountain View, and Downtown areas (less than one vehicle per household). The wide, busy corridors cause particular concerns because people must cross the transportation infrastructure on foot to reach destinations or transit stops (2000 U.S. Census, Vehicles per household by U.S. Census Tract).

As a result of these considerations, the project team located the first two public meetings in the diverse neighborhoods of Mountain View and Fairview. The project team assured other interested members of the public that they could drive to these meetings if they wanted to attend. Figure 2-10 shows the demographic distribution of the 79.2 percent of individuals who reported race on the public meeting sign-in sheets. One person took advantage of the interpretation available at the meeting.

Figure 2-10. Formal Public Scoping Meeting Demographics



The format for the formal scoping meetings was that of an open house, with informational opportunities and a presentation incorporating a question- and-answer session (supported by a use of a court reporter to ensure comments, questions, and answers were captured accurately). The following stations were at the formal scoping meetings:

Welcome table/sign-in station: Project staff distributed the meeting agenda and project fact sheet.

Meeting participants were asked to place a dot on a map to identify their neighborhood.

Project introduction station: Individuals were given time to review meeting boards that introduced them to the project, the NEPA process, the project schedule, draft alternatives screening concepts, and project notices.

Community context station: This station presented information about the CSS process, asked the public to identify what they valued in their community, and the project team’s mission statement.

P&N Statement station: The draft P&N Statement was presented with a detailed description of each need. The public was asked to provide feedback on the draft P&N Statement and if it correctly captured the transportation problems.

Previously studied alternatives station: Previously studied freeway and non-highway alternatives from AMATS LRTP were presented. The public was encouraged to ask questions and identify any routes that they did not see on the meeting boards but that they thought should be considered.

Data and issues stations: Discipline experts were available to present and discuss the following H2H data and issues with the public:

socioeconomic environment

physical environment

natural environment

Section 4(f) and 6(f) (primarily publicly owned recreational facilities)

cultural environment

Section 106 (historic properties)

Comment station: Comment sheets and a comment box were available at this station. Additionally, staff members took notes at each meeting station and written comment forms were available at each table. The comment forms could be deposited in the comment box, mailed, or faxed to the project team by August 31, 2008. The project team also advertised project Web site during the meeting in the event that the public wanted to review additional materials before providing a comment. An H2H business card was also distributed at the meeting sign-in table with a project physical address and E-mail address.

A presentation followed the open house. The presentation introduced the project and the project team members, reviewed the draft P&N Statement for the project, presented the project schedule, and provided ways to stay updated and involved in the H2H project. A question and answer session followed the presentation and was transcribed by a court reporter.

Table 2-13 summarizes meeting attendance for the formal scoping meetings. Copies of meeting materials are included in Appendix B.2.

Concerns about congestion and safety issues were raised through the scoping meetings. The community asked the project team to look at local trips in addition to commuter trips when studying congestion and safety in the project area. This was evident at the community context station where the public was encouraged to share community values and their concerns about the project. Commenters valued safety, green space, trails, and quiet communities and wanted to see those items preserved, if not enhanced, if the H2H project impacted their community.

The project team learned that the public wanted a project that could accommodate needs beyond the typical 20-year design life. Comments encouraged the project team to be forward thinking suggesting that the project should have enough capacity so that when it opens it is not already obsolete.

At the public meetings, citizens wanted to make sure the project team looked at modes that might not be reasonable now, and encouraged that the corridor should be planned to evolve over time beyond how Anchorage residents currently travel. Many commenters deemed that looking at different modes is an important response to evolving travel needs given recent volatile changes in gas prices and energy supplies.

In addition to the comments about transit, the project team received a number of recommendations regarding alternatives. The three routes that received the most comments were the LRTP route recommendation consisting of cut-and-cover tunnels through Fairview, an alignment along Merrill Field,

and an East Side Bypass along Muldoon and Tudor Road. Additional alternative suggestions included evaluating a transit and land use alternative and seeking opportunities to reduce congestion by reducing demand. In addition, the public submitted comments that identified key issues including transit, right-of-way (ROW), and traffic congestion. For a full list of key issues see Table 5-1.

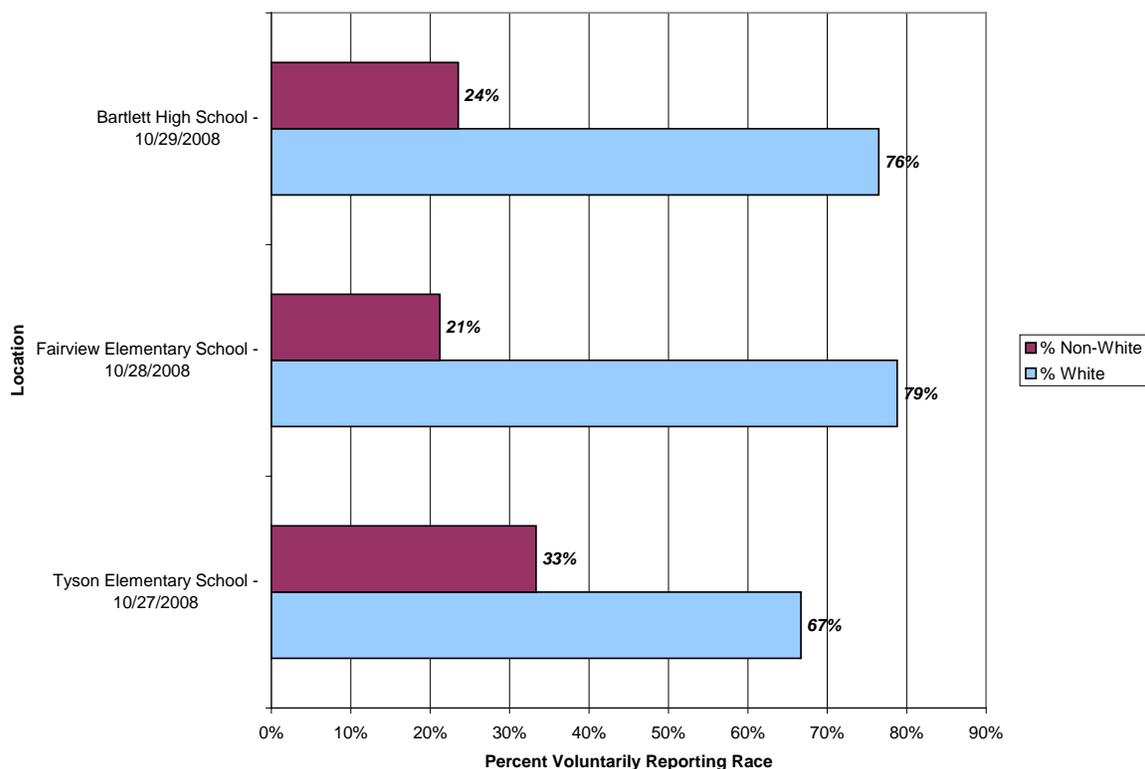
Post-Scoping

A follow-up series of open houses were held on October 27, 28, and 29, 2008, during the post-scoping period to present the revised P&N Statement and introduce a range of concepts—from doing nothing to highway, transit, TSM, TDM, roadway, pedestrian, and bike improvements. Table 2-14 details the number of attendees per open house location.

Figure 2-11 illustrates the voluntary demographic information collected from open house attendees who attended the three post-scoping open houses. The project team added a venue, Bartlett High School in the Muldoon area, due to public comments requesting further evaluation of the East Side Bypass as a potential route and to provide access for commuters leaving the Anchorage Bowl at the end of the work day. Additionally, all meeting flyers and advertisements provided information on which bus routes could be used for transportation to open house locations to encourage individuals that may depend on public transit to attend the post-scoping open houses.

Table 2-14. Post-Scoping Open Houses

Date, Time, Location and Venue	Number of Attendees
October 27, 2008; 6-8 p.m. Tyson Elementary School	35
October 28, 2008; 6-8 p.m. Fairview Elementary School	82
October 29, 2008; 6-8 p.m. Bartlett High School	50
Total	167

Figure 2-11. Post-Scoping Open House Demographics

The format of the post-scoping open houses included meeting stations with project staff available to answer questions and take comments. The following stations were at the public meetings:

Welcome table/sign-in table: Project staff distributed the H2H Meeting Passport (Appendix B.3), H2H business cards, and a project fact sheet. Meeting participants were asked to place a dot on a map to identify where they lived, and a dot on a meeting board that described to the project team how they heard about the meeting.

Project introduction table: Individuals were given time to review meeting boards that introduced them to the project, the NEPA process, CSS, the project schedule, a summary of public comments and public outreach tools.

P&N table: The revised P&N Statement was presented with a detailed description of the revisions for public comment.

Screening Criteria table: A brief introduction to the screening criteria development process that will be utilized to identify reasonable alternatives was presented on a meeting board to the public with a project staffer available for questions.

Alternatives table: The public was asked to give the project team ideas on what alternatives it should study. Meeting boards presented the spectrum of modal alternatives that the project team had developed in response to public comments to include transit options in the EIS.

Data and issues station: The topics that the EIS will examine were presented on a meeting board: social and built environment; physical environment; natural environment; historic and cultural environment;

and recreational environment. Additionally, the project team provided feedback to the public on how public comments have driven many of the studies that were underway for H2H.

Comment station: Comment sheets and a comment box were available at this station. Additionally, staff members took notes at each meeting station and written comment forms were also available at each table. A map summarizing public comments on alternatives was available at this station. The public was also asked to provide feedback on a new tagline for the H2H project logo.

The post-scoping open house was followed by a presentation by the project team. The presentation provided a project overview, a summary of public outreach since the formal scoping meetings, the project team's responses to comments heard from the public to date, a discussion on the revised draft P&N Statement, descriptions of the different modal alternatives, and a question-and-answer session supported by a court reporter.



Many of the comments received during these open houses reflected previously-identified transportation needs, including a significant interest in transit. The week before the post-scoping open houses, the Mayor of the Mat-Su Borough and the Mayor of Anchorage announced that the two cities had agreed to form a Regional Transit Authority on October 24, 2008. All meeting materials are available in Appendix B.3.

2.5.2 Formal Scoping Public Meetings Notification

The project team conducted a variety of activities to advertise the formal scoping meetings that were held on July 29 and 30, 2008. Notification included radio ads, flyer distribution, mailings to local churches, outreach events attendance, postcard (mailing to 46,092 contacts), Internet advertisements, print media advertisements, and earned media coverage. The tables in this section summarize all notification activities by topic.

Radio

Table 2-15 provides a detailed list of the radio stations targeted with a public service announcement (PSA) during the scoping periods. The text from the PSA is available in Appendix B.2, dated July 16, 2008.

Table 2-15. Radio Stations that Advertised Formal Scoping PSAs

Date (2008)	Station	City
July 16	Submitted to the following 12 stations: KAFC-FM (93.7), KASH-FM (107.5), KATB-FM (89.3), KBBO-FM (92.1), KBFX-FM (100.5), KBYR-AM (700), KENI-AM (650), KFAT-FM (92.9), KFQD-AM (750), KGOT-FM (101.3), KHAR-AM (590), KLEF-FM (98.1), KMXS-FM (103.1)	Anchorage
July 17	Submitted to the following seven stations: KNIK-FM (105.7), KRUA-FM (88.1), KSKA-FM (91.1), KTZN-AM (550), KWHL-FM (106.5), KYMG-FM (98.9), KSND-FM (95.1)	Anchorage
July 18	Submitted to KMBQ-FM (99.7)	Wasilla

Public Outreach

Table 2-16 provides a list of public outreach events attend by the project team. Copies of the flyers, translated materials, church announcements, and postcards are included in Appendix B.2.

Table 2-16. Public Outreach Conducted to Advertise Formal Scoping Meetings

Date (2008)	Public Outreach
July 10	Attendance at Fairview CC meeting to provide meeting advertisements
July 17 (began on July 7)	Called more than 80 area churches for inclusion in service announcements
July 18	Distributed English and translated information flyers and meeting announcements throughout Mountain View and Fairview neighborhoods
July 18	Postcard Mailing to 46,092 contacts (project mailing list and zip codes 99501, 99503, 99504, and 99508)
July 19	Booth at Fairview Community Picnic to distribute meeting advertisements
July 22	Distributed English and translated information flyers and meeting announcements throughout Mountain View and Fairview neighborhoods
July 25	Booth at Mayor's Diversity BBQ to distribute meeting advertisements

Web site

Table 2-17 provides a schedule of Web site updates used to advertise formal scoping meetings, including E-newsletter mailings and E-mail notifications. Copies of the materials are included in Appendix B.2.

Table 2-17. Formal Scoping Internet Advertisements

Date (2008)	Action
	Web Updates
July 11	H2H Web site updated with meeting information
July 14	H2H Web site linked to Municipality Web site
July 22	H2H Web site updated with meeting information
July 29	H2H Web site updated with meeting information
July 30	H2H Web site updated with meeting information
August 4	H2H Web site updated with meeting information
August 19	H2H Web site updated with meeting information
August 20	H2H formal scoping meeting feedback survey completed
August 20	H2H Web site updated with meeting information
	Newsletters
July 9	H2H E-newsletter Issue 1 published
July 23	H2H E-newsletter Issue 2 published
	E-mail Notification
July 14	Meeting announcement sent to Federation of Community Council E-mail list
July 15	Meeting announcement sent to Lance Wilber, MOA Traffic Department, for distribution
July 16	Meeting announcement published in AMATS Hot Topic Bulletin (265 contacts)
July 16	Publication in <i>What's Up</i> E-mail list
July 21	Meeting announcement sent to MOA contacts publication (64 contacts)
July 22	Meeting announcement sent to Bridge Builders E-mail list in five languages
July 23	Publication in <i>What's Up</i> E-mail list
August 4	Publication in <i>What's Up</i> E-mail list
August 28	Publication in <i>What's Up</i> E-mail list

Print Media

Table 2-18 provides a detailed schedule of publications utilized in printed media. Copies of the formal scoping meeting notifications are included in Appendix B.2.

Table 2-18. Print Media Formal Scoping Advertisements

Date (2008)	Print Media
July 8	(NOI legal ad) Anchorage Daily News
July 12	Anchorage Daily News
July 15	Anchorage Daily News
July 18	Anchorage Daily News
July 18	Mat-Su Valley Frontiersman
July 24	Alaska Star
July 25	Anchorage Daily News
July 25	Mat-Su Valley Frontiersman
July 27	Mat-Su Valley Frontiersman
July 28	MOA Press Release to media about formal scoping meetings
July 28	Anchorage Daily News
July 29	Community Datebook (Anchorage Daily News, A Section) print and online
July 30	Community Datebook (Anchorage Daily News, A Section) print and online
July 31	Community Datebook (Anchorage Daily News, A Section) print and online

Earned Coverage

Table 2-19 provides a list of news stories generated by the outreach activities and the July formal scoping meetings. Copies of the articles are included in Appendix B.2.

Table 2-19. Formal Scoping Earned Media Coverage

Date (2008)	Reporter/Media Outlet	Coverage
July 29	Maria Downey/KTUU	"Highway Connection Project Rolls On"
August 4	Muni News	"Local Residents Advise on Highway-to-Highway Project"
August 6	Beth Bragg/Anchorage Daily News	"Costly Connection: The Cross-town Highway"

2.5.3 Post-Scoping Open Houses Notification

The project team conducted a variety of activities to advertise the post-scoping open houses that were held on October 27, 28, and 29, 2008. Notification included radio ads, flyer distribution, mailings to local churches, outreach events attendance, postcard (mailing to 46,350 contacts), Internet advertisements, print media advertisements, and earned media coverage. The tables in this section summarize all notification activities by topic.

Radio and Television Advertising

Table 2-20 provides a list of radio and television advertisements for the post-scoping open houses. Copies of the advertisements are included in Appendix B.3. The project team contacted two local programs on October 6, 2008 (FilAM and Telemundo) to encourage them to include meeting notifications in their transmissions; however, neither program decided to run coverage.

Table 2-20. Radio and Television Advertisements for Post-Scoping Open Houses

Date (2008)	Station	City
	Radio	
October 25-27	Advertised on Clear Channel Radio Stations: KFQD-AM (750), KMXS-FM (103.1), and KBRG-FM (104.1).	Anchorage
	Television	
October 2-30	Advertised on ASD Channel 14	Anchorage
October 10-30	Advertised on MOA Channel 10	Anchorage

Public Outreach

Table 2-21 provides the schedule followed during public outreach activities during post-scoping. Copies of the flyers, translated materials, church announcements, and postcards are included in Appendix B.3.

Table 2-21. Public Outreach Conducted to Advertise Post-Scoping Open Houses

Date (2008)	Public Outreach
October 1	Meeting announcement sent to Neighborhood Partnership groups
October 1	Meeting announcement sent to MOA Ombudsman's Office
October 2	Meeting announcement sent to ASD principals
October 2	Meeting announcement for publication on ASD Channel 14
October 6	Meeting announcement sent to Alaska Regional Hospital, Alaska Native Medical Center, and Providence Hospital
October 9	AARP announcement
October 10	Faith-based mailing of meeting announcement to 88 churches and cultural groups in the project area
October 14	Meeting announcement sent to Matanuska-Susitna Borough (MSB) contacts
October 10	Community Police Relations Task Force presentation
October 15	Federation of Community Councils presentation to advertise meetings
October 15	Postcard Mailing to 46,350 contacts (project mailing list and zip codes 99501, 99503, 99504, and 99508)
October 13-23	Flyer Drops: Distributed more than 4,000 English and translated flyers to 11 ASD schools within the project area (on parent-teacher conference night), the AFN convention, Anchor Rides, senior housing complexes Chugach View and Chugach Manor Senior Housing, Anchorage Senior Center, Fairview Recreational Center and the Anchorage Chamber of Commerce
October 20	Attendance at Community Police Relations Task Force to distribute meeting information
October 22-30	Signs posted in 55 People Mover buses
October 22	Language Phone lines go live, providing translated meeting messages in Spanish, Samoan, Hmong, and Tagalog
October 23	Interpreters distribute translated material among their four communities: Spanish, Samoan, Hmong, and Tagalog
October 24	Press Release "H2H Hosts Public Open Houses"
October 27	Press Release "H2H Hosts Public Open Houses"

Web

Table 2-22 provides a schedule of post-scoping Web site updates, E-newsletter mailings, and E-mail notifications. Copies of the E-newsletters are included in Appendix B.3.

Table 2-22. Post-Scoping Open House Internet Advertisements

Date (2008)	Action
	Web Updates
September 3	H2H Web site update, including meeting information
September 17	H2H Web site update, including meeting information
September 25	H2H Web site update, including meeting information
September 29	H2H Web site update, including meeting information
October 3	H2H Web site update, including meeting information
October 14	H2H Web site update, including meeting information
October 30	H2H Web site update, including meeting information
November 5	H2H Web site update, including meeting information
November 6	H2H Web site update, including meeting information
November 7	H2H Web site update, including meeting information
November 10	H2H Web site update, including meeting information
	Newsletters
August 13	H2H E-newsletter Issue 3 published
August 25	Printed version of E-newsletter Issue 3 sent via mail (29 contacts)
Sept. 22	H2H E-newsletter Issue 4 published and sent hardcopy via mail (30 contacts)
October 2	H2H E-newsletter Issue 5 published and sent hardcopy via mail (35 contacts)
October 2	Meeting information published in Bridge Builders E-mail newsletter
October 7	Meeting information published in Anchorage Chamber of Commerce E-mail newsletter
October 8	H2H EE-newsletter Issue 5 sent to municipal contacts
October 10	Meeting information published in <i>Inside Anchorage School District</i> EE-newsletter
October 28	H2H EE-newsletter Issue 6 published
	E-mail Notifications
October 1	Meeting announcement sent to Neighborhood Partnerships E-mail list
October 2	Meeting announcement sent to Diversity Forum E-mail list
October 6	Meeting announcement sent to Leadership Anchorage E-mail list

Date (2008)	Action
October 6	Meeting announcement sent to HACA E-mail list
October 6	Meeting announcement sent to Catholic Social Services Refugee Assistance and Immigration Services E-mail list
October 7	Meeting announcement sent to AMATS Hot Topic Bulletin
October 7	Meeting announcement sent to Federation of Community Councils E-mail list
October 8	Meeting announcement sent to HACA E-mail list
October 8	Meeting announcement sent to Leadership Anchorage E-mail list
October 9	Publication in <i>What's Up</i> E-mail list
October 9	Meeting announcement to AARP
October 14	Meeting announcement sent to MSB contacts
October 17	Publication in <i>What's Up</i> E-mail list
October 22	Publication in <i>What's Up</i> E-mail list

Print Media

Table 2-23 provides a detailed schedule of printed media advertisements for post-scoping activities. Copies of the public meeting notifications are included in Appendix B.3. The open house announcement was submitted to the Anchorage Daily News Community Datebook, but the newspaper did not publish the information.

Table 2-23. Print Media Post-Scoping Open House Advertisements

Date (2008)	Print Media
October 6	Anchorage Daily News (legal ad)
October 11	Anchorage Daily News
October 17	Mat-Su Valley Frontiersman
October 23	Eagle River Alaska Star
October 24	Anchorage Daily News
October 25	Mat-Su Valley Frontiersman
October 26	Anchorage Daily News

Earned Coverage

Table 2-24 provides a list of news stories generated by the outreach activities for the post-scoping open houses. Copies of the articles are included in Appendix B.3.

Table 2-24. Post-Scoping Open House Earned Media Coverage

Date (2008)	Reporter/Media Outlet	Coverage
October 15	Compass Piece by Peter Mjos, Anchorage Citizens Coalition/ Anchorage Daily News	"City Has Good Blueprint for Growth but Doesn't Follow It"
October 28	News Brief/ Anchorage Daily News	"Open Houses Focus on Connection of Seward and Glenn Highways"
October 29	Lori Tipton/ KTUU Channel 2	"Highway 2 Highway Project Host Additional Public Hearings"

2.5.4 Project Logo

An initial project logo was developed in March 2008 with the purpose of having an easily recognized symbol of the project. The logo was used on the Web site and on all project materials to maintain consistency and build project recognition.

Figure 2-12. Initial Project Logo



Comments about the logo and project name were raised during the scoping process. Some considered the word "connection" oversimplified the project and implied highway-only or bypass only solutions. Others wanted a more multimodal focus. In response, the project team developed two alternative ideas for changing the tag line to better reflect the direction of the P&N Statement. The possibility of changing the logo and /or tag line was brought to the CHUAC for consideration at their November 11, 2008, meeting. The CHUAC identified four possible tag lines and, following a vote, recommended that the logo depicted in Figure 2-13 be brought to the EOC for acceptance.



2.5.5 Web Site

A public Web site for H2H launched on May 5, 2008, at <http://www.highway2highway.com>. The site is linked to other pages including the DOT&PF Central Region page; MOA Traffic Department; MOA Project Management and Engineering page; and the AMATS page. As the project developed, the site was updated regularly (weekly, if not daily). The Web site includes a custom Google Search bar to facilitate searching on the site.

The Web site address was distributed on handouts, business cards, newspaper advertisements, project ink pens, fact sheets, and all print media. Additionally, listening posts, which were typically in high traffic locations, provided visitors with the Web site information to review materials when they had additional time.

The site included the following pages:

Home: project area map, quick overview, briefs on news and upcoming events, sign-up for E-newsletter, links to ways to comment

Project Overview: overview of the project, background, scope, schedule, and status

Environmental Process: details on the phases of the EIS, links to materials

Get Involved: upcoming events page, past events page, EOC page, CHUAC page, Neighborhood Partnerships page; Agency Involvement page

Library: project documents, news archive, historic planning documents, maps

FAQs: frequently-asked questions and answers

Links: Web links to lead and cooperating agencies, background Web sites

Contact: E-mail, fax, phone, mailing address contact for H2H team

Pre-Scoping

During the pre-scoping period, the public Web site contained simple information on project history, copies of studies done to date, and an opportunity to sign up for the H2H E-newsletter. In May 2008, 57 unique visitors viewed the Web site; in June there were 339 visitors. See Figure 2-14 for statistical information about the Web site.

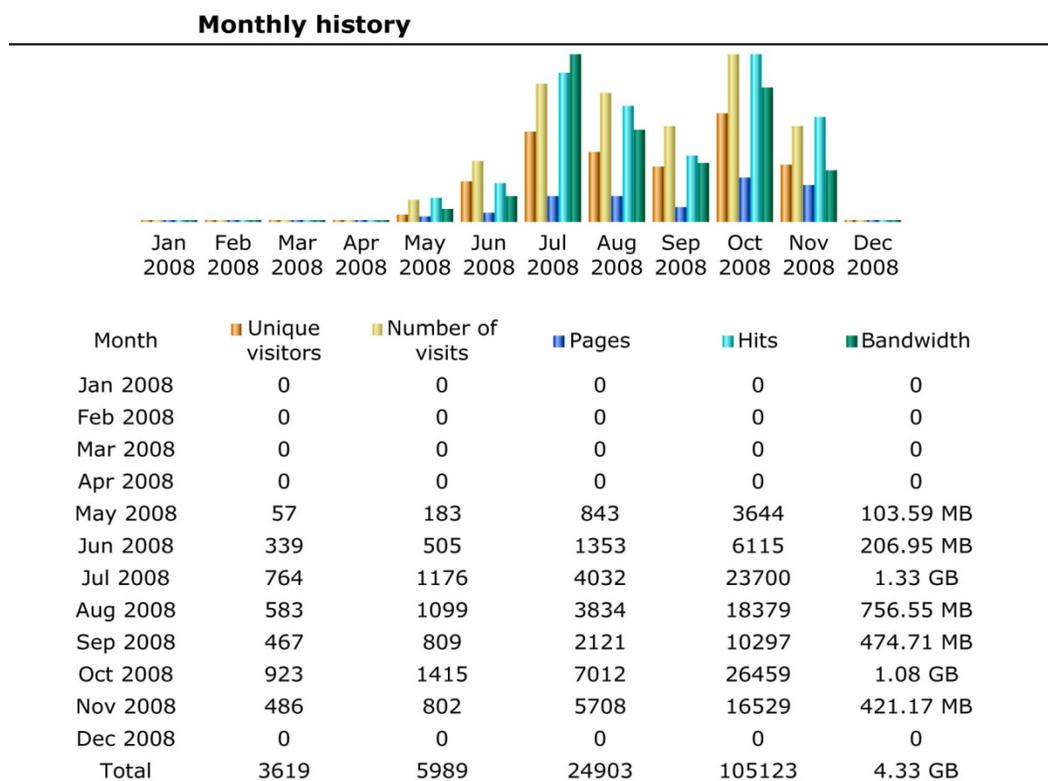
Formal Scoping

During the formal scoping period, the Web site was updated regularly. An online comment form was added, as well as copies of comment forms that could be mailed in to the project team. Project updates, public meeting information, and P&N Statement data were posted. Following the formal scoping meetings, all meeting materials were uploaded on the Web site, and opportunities to comment were added. The deadline for scoping comments was published on the home page. During formal scoping, 20 public comments were received from the Web site comment form. In July 2008, 764 unique visitors viewed the Web site; in August, 583 Web site visitors; and in September, 467 Web site visitors.

Post-Scoping

During the post-scoping period, the Web site was continually updated with meeting materials, opportunities to comment, upcoming events, and the November 30, 2008 public comment deadline following the post-scoping open houses. During post-scoping, 16 public comments were received from the Web site comment form. In October 2008, 923 unique visitors viewed the Web site; and in November, 486 Web site visitors.

Figure 2-14. H2H Web Site Statistics



Source: H2H Web site host, Network Solutions

2.5.6 Project Phone Line

A dedicated phone line was set up in April 2008 (907-865-2202) to allow the public to contact the project team to ask for information on upcoming events, provide comments, or request additional materials. The phone line is checked weekly.

On October 22, 2008, four additional phone lines were established with messages in Samoan, Tagalog, Spanish, and Hmong. These phone lines were advertised on the translated meeting flyers, fact sheets, and on the Web site. The phone lines are checked weekly. If a message is received, an interpreter is contacted to translate the message and facilitate communication between the project team and the caller. See Appendix B.3 for details about the translated phone lines.

2.5.7 Awareness-Building Materials

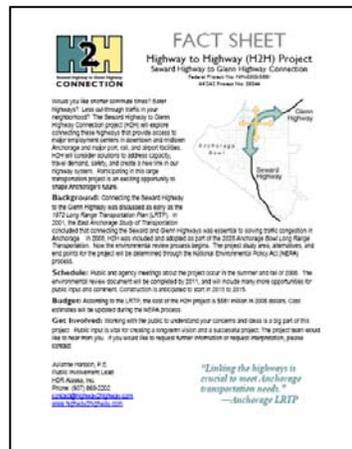
At the beginning of the project, a host of project materials were developed to provide basic information. A project business card was developed to provide the Web site address and contact information. A one-page fact sheet was developed to provide background, scope, schedule, budget, status, and contact information. A list of Frequently Asked Questions (FAQs) and answers was compiled and distributed. Pens were created with the project logo and Web site address to give away to members of the public. Vicinity maps were developed to show the existing arterial connections and general vicinity. These materials were distributed at all events and have been updated regularly throughout the entire scoping process. Copies of these materials can be found throughout Appendix B.

Blue vests bearing the H2H logo were purchased for project team members to wear at public events, which made them easily identifiable and approachable (a tool specifically recommended for project LEP outreach in FHWA's publication *How to Engage Low-Literacy and Limited-English-Proficiency Populations in Transportation Decision-making*). The vests were also used at all community events.

2.5.8 Project Office

DOT&PF purchased a building at 804 E. 15th Avenue, which will eventually serve as a full-time office for the project team. This building is at street level, near the existing arterial connection between the Seward and Glenn highways, and is easily accessible to community members and others who would like to stop by to pick up project materials, speak to staff, or see current display materials. As of March 2009, renovations are in progress and the building should be open to the public on a permanent basis by June 2009.

Although the building was not yet open officially during the pre-scoping, formal scoping, and post-scoping periods, the site was used to advertise upcoming public events. Posters advertising public open houses were hung in the building's windows prior to each event. The building was open and staffed on a temporary basis for a week following the post-scoping open houses for those individuals who wanted additional information about the project.



Fact sheet



Project business card



Project team members wearing H2H vests

2.5.9 Wikipedia

Wikipedia is a free-content encyclopedia Web site used by many people to find information on the Internet. The project team prepared and published an article for Wikipedia during the formal scoping period on September 2, 2008, that summarized project information and directed visitors to the project Web site (http://en.wikipedia.org/wiki/Seward_Highway_to_Glenn_Highway_Connection). The project team checks the Wikipedia article on a monthly basis to make any updates necessary. The Wikipedia article provides another outlet for project information and helps point web traffic to the project Web site. A copy of the Wikipedia article is available in Appendix B.2.

2.5.10 E-newsletter

An electronic mailing list was established for people who expressed an interest in receiving information on the H2H project. The general public can subscribe to the E-newsletter in a number of ways, including on the Web site; comment sheets; sign-in sheets at public meetings and events; and listening posts. Additionally, individuals without E-mail or Internet access can request a hard copy of the E-newsletter to be mailed to their physical location. All E-newsletters are also archived on the project Web site. When people subscribe to the E-newsletter, they also receive a confirmation E-mail and are able to unsubscribe anytime. Table 2-25 is a chronological listing of newsletters, topics, and the number of recipients on the mailing list.

Table 2-25. E-newsletter Issue, Topic, and Number of Recipients

Issue No., Date (2008)	Newsletter Topic	Number of Recipients
Pre-Scoping		
#1, July 9	Announced upcoming H2H public scoping meetings and Web site launch.	111
Scoping		
#2, July 23	Public scoping meetings reminder.	142
#3, August 13	Follow-up to public scoping meetings – meeting material online, public meeting survey, and CHUAC meeting #2 announcement.	292
#4, September 22	H2H Team at Mat-Su Transportation Fair, approaching scoping comment deadline on October 8, and CHUAC meeting #2 materials.	336
#5, October 2	Public open houses announcement, listening post locations, and CHUAC meeting #3.	385
Post-Scoping		
#6, October 28	Public open house meeting reminder and meeting materials.	432
#7, November 3	Project office preview, Web site updates, listening post locations, and CHUAC meeting #3 reminders.	433

As of November 2008, seven issues of the E-newsletter have been published, and the mailing list consists of 433 online subscribers and 38 hard-copy subscribers.

2.5.11 Interviews

Throughout the pre-scoping and formal scoping periods the project team conducted interviews with community, faith, and civic organizations. The purpose of these interviews was to learn from community leaders how best to engage various populations in Anchorage in the project and points of contact. As mentioned in Section 2.2.2 the pre-scoping interviews were conducted to help guide the production of the PPG (Table 2-1).

The interviews detailed in Table 2-26 were conducted during the formal scoping period of the project in order to further refine public outreach. These interviews led to suggestions of more people to contact to conduct stakeholder outreach and help develop the Diversity Forum described in Section 2.4.2. The Diversity Forum is a group of community leaders that represent the demographics of the project area. The scoping interviews also provided additional leads for listening posts and public outreach ideas such as advertising using the Leadership Anchorage E-mail list. All scoping interview notes can be found in Appendix B.2.

Table 2-26. Formal Scoping Community Interviews

Date (2008)	Organization	Representative
August 7	Hispanic Affairs Council of Alaska (HACA)	Angelina Estrada-Burney
August 20	Bethel Hispanic Church of God	Moyce Polanco, Pastor
August 22	Anchorage Urban League	Eleanor Andrews, Director
August 25	Anchorage School District	Candie Saena, Samoan Cultural Liaison
August 25	Leadership Anchorage	Jim MacKenzie, Director
August 28	First Christian Methodist Episcopal Church	Paul Everett, Pastor
September 9	Mexican Consulate	Lina Mariscal
September 30	Anchorage School District, Equal Employment Office	Margo Bellamy, Director

2.5.12 Community Meetings Attendance

Pre-Scoping

During the pre-scoping period, members of the project team presented project information to community councils and groups in the project area. Table 2-27 details the pre-scoping meetings attended and the activities conducted at these meetings. The project team stressed the importance of public involvement during the scoping process and gathered input about the manner in which the public would like to participate in the project. A discussion was held after each presentation to gather feedback from the group. Meeting summaries can be found in Appendix B.1.

Table 2-27. Pre-Scoping Community Presentations

Date (2008)	Meeting Attended	Purpose
March 25	Fairview CC	Introduce project, gather feedback, and answer questions.
March 30	Fairview CC Revitalization Committee	Gather feedback and answer questions.
May 8	Fairview CC	Update residents on status of the project and request that the council become involved with the CHUAC.
May 14	Midtown CC	Introduce project, gather feedback, and answer questions.
May 16	Fairview CC Revitalization Committee	Develop PPG Plan and respond to Fairview CC Revitalization Committee comments
May 21	MOA Diversity Council	Introduce project, gather feedback, and answer questions.
May 22	Government Hill CC	Introduce project, gather feedback, and answer questions.

Formal Scoping

Table 2-28 details the meetings held throughout the formal scoping period. The project team attended community meetings to continue to introduce the project, advertise the July formal scoping meetings, answer questions about the project development process, and encourage public comment. Meeting summaries are located in Appendix B.2.

Table 2-28. Formal Scoping Community Presentations

Date (2008)	Meeting Attended	Purpose
August 6	Anchorage Chamber of Commerce Business and Economic Development Subcommittee	Present project, promote awareness and answer questions
August 14	Fairview CC	Provide project updates
September 9	2008 American Association of State Highway and Transportation Officials (AASHTO) National Civil Rights Conference	Present project, EJ/LEP data collection and outreach
September 9	Rogers Park CC	Present project, promote awareness and answer questions
September 18	South Addition CC	Present project, promote awareness and answer questions
October 1	University Area CC	Present project, promote awareness and answer questions

Post-Scoping

Table 2-29 details the meetings attended during the post-scoping period. At these meetings, the project team presented the revised P&N Statement, showed examples of how public comment had shaped the project to date, and requested feedback. Meeting summaries can be found in Appendix B.3.

Table 2-29. Post-Scoping Community Presentations

Date (2008)	Meeting Attended	Purpose
October 9	Campbell Park CC Meeting	Present project, promote awareness and answer questions
October 10	Community Police Relations Task Force	Present project, promote awareness and answer questions
October 15	Federation of Community Councils Meeting	Present project, promote awareness and answer questions
October 16	Alaska Public Works Association Luncheon	Present project, promote awareness and answer questions
November 6	Scenic Foothills CC Meeting	Present project, promote awareness and answer questions
November 10	UAA Engineering Class	Present project, promote awareness and answer questions
November 12	Housing and Neighborhood Development Commission	Present project, promote awareness and answer questions
November 12	North Star CC Meeting	Present project, promote awareness and answer questions
November 13	Fairview CC Meeting	Provide a project status report.
November 14	Alaska Native Science and Engineering Program (ANSEP) Introduction to Engineering Class	Present project, promote awareness and answer questions
November 19	Chugiak-Eagle River Chamber of Commerce	Present project, promote awareness and answer questions

2.5.13 Community Events Attendance

In an effort to reach out to large numbers of community members in a relaxed setting, project team members participated in a number of neighborhood and regional events. The purpose of attending these informal events was to continue to publicize the project, encourage participation, advertise formal meetings, and solicit input on the project. Copies of event materials, handouts, and summaries are available in Appendix B.

Pre-Scoping

The project team attended three pre-scoping community events. The goal of participating in these events was to introduce the project to the public and gather suggestions from participants to incorporate into the PPG. The team wore project vests, created a CSS game to engage the public, and brought the



A project team member discusses H2H with the public at the MOA Diversity BBQ.

most relevant project data with them. Fact sheets, FAQs, and comment sheets were available. Table 2-30 lists the pre-scoping events attended by the project team. These events focused on the promotion of project awareness, answering questions about the project and the creation of a mailing list for the H2H E-newsletter.

Table 2-30. Pre-Scoping Community Event Attendance and Purpose

Date (2008)	Event Attended
April 28	Mayor's Projects and Plans Fair
June 5	Gateway Learning Center AHFC Community Picnic
June 13	Destination Downtown Event

Formal Scoping

The project team attended four events during the formal scoping period (Table 2-31). These events provided opportunities to promote project awareness, answer project questions, continue to enroll subscribers for the E-newsletter, and gather feedback during the formal scoping process.

Table 2-31. Formal Scoping Community Event Attendance and Purpose

Date (2008)	Event Attended
July 19	Fairview Community Picnic
July 25	Mayor's Diversity Picnic
Aug. 21- Sept. 1	Alaska State Fair, DOT&PF Booth
September 25	Mat-Su Transportation Fair

Post-Scoping

The project team attended one community event during the post-scoping period (Table 2-32) primarily to distribute information about the post-scoping open houses and associated project materials.

Table 2-32. Post-Scoping Community Event Attendance and Purpose

Date (2008)	Event Attended
October 20	Community Police Relations Task Force Public Forum on Disproportionate Minority Contact in the Juvenile Justice System

2.5.14 Listening Posts

To reach community members who did not attend public meetings, and to answer or identify any questions, comments, or concerns that were not recorded at the public meetings, the project team organized listening posts.

Listening posts located at community grocery stores and malls consisted of two project team members



A project team member staffs the Carrs Gamble Listening Post

and a booth with information. The first round took place in August 2008 at local grocery stores and community centers. Information sheets were distributed and project team members answered project questions and recorded comments from the community. A total of 500 comments were received and recorded at the project listening posts (Table 2-33). During the formal scoping period, 219 comments were received that accounted for 25 percent of the total comments received in the formal scoping period. The listening posts collected 281 comments during the post-scoping period that accounted for 67 percent of the post-scoping comments received. Additionally, the public had the opportunity to register for the E-newsletter list, take information on upcoming events, and take/complete comment sheets.

When possible, listening post locations and times were advertised on the project Web site and E-newsletters.

Table 2-33. Project Listening Posts

Date (2008)	Location (Neighborhood)	Time
August 11	Carrs Quality Center (Fairview) 1340 Gambell Street	11 a.m. – 2 p.m. 3 hours
August 12	Red Apple Market (Mountain View) 131 S. Bragaw Street	11 a.m. – 2 p.m. 3 hours
August 18	Carrs Quality Center (Muldoon) 7731 E. Northern Lights Blvd.	11 a.m. – 2 p.m. 3 hours
August 19	Carrs Quality Center (Sears Mall) 600 E. Northern Lights Blvd.	11 a.m. – 2 p.m. 3 hours
August 21	Mountain View Community Center 315 Price Street	5 – 6:30 p.m. 1.5 hours
September 3	Northway Mall (East Anchorage) 3101 Penland Parkway	10 a.m. – 7 p.m. 9 hours
October 3	Northway Mall (East Anchorage) 3101 Penland Parkway	10 a.m. – 6 p.m. 9 hours
Post-Scoping Date (2008)	Location	Time
October 13	Fred Meyer (Muldoon) 7701 DeBarr Road	10 a.m. – 2 p.m. 4 hours
October 14	Fred Meyer (Midtown) 1000 E Northern Lights Blvd.	11 a.m. – 2 p.m. 3 hours
October 17	Sears Mall (Midtown) 600 E. Northern Lights Boulevard	10 a.m. – 6 p.m. 8 hours

Date (2008)	Location (Neighborhood)	Time
November 13	Carrs Grocery Store (Palmer) 535 W. Evergreen Avenue	11 a.m. – 1 p.m. & 4 – 7 p.m. 5 hours
November 18	Carrs Grocery Store (Wasilla) 595 East Parks Highway	Noon – 5:30 p.m. 5.5 hours
November 19	Carrs Grocery Store (Eagle River) 11409 Business Boulevard	Noon – 6 p.m. 6 hours

This concludes the public outreach section for the SSR. For a complete list of all public outreach in chronological order please see the *Public Involvement Chronology* CD. Opportunities for public comment and participation will continue throughout the EIS phase of the project.

3 AGENCY OUTREACH

This section briefly documents the guiding regulations, the *Coordination Plan*, and agency roles; documents implementation of agency outreach activities including meetings and correspondence; and identifies the agencies invited to participate.

The NEPA process emphasizes the importance of coordination with government agencies throughout the project. The agency coordination process runs parallel with the public involvement process. The project team will continue to meet with and involve agencies throughout the EIS phase of the project to identify issues, receive feedback, and work towards solutions.

The pre-scoping period began on March 4, 2008, and continued until the NOI was published in the Federal Register on July 11, 2008 (see Appendix B.2). Pre-Scoping activities were conducted to introduce the project and obtain initial input from local, state, and federal agencies, tribes, and governments; community organizations; and the public. This period was not part of the 90-day formal scoping period. However, meetings and agency coordination during this time were conducted to inform agencies of recent changes in the environmental review process for transportation projects based on SAFETEA-LU; to identify which agencies were interested in participating; and to discuss initial concerns or questions regarding agencies' jurisdiction or interests in the project area that may be impacted as a result of the project. The result of this effort was the preparation of the *Coordination Plan* and the PPG. Both of these documents can be found on the H2H Web site at www.highway2highway.com.

Agency-related activities conducted before the filing and publication of the NOI, during the 90-day formal scoping period, and through the post-scoping period are summarized below and materials are presented in Appendix C.

3.1 Regulations

The SAFETEA-LU, passed by Congress in 2005, made changes to how FHWA, FTA, and DOT&PF involve agencies during the environmental review process. SAFETEA-LU requires additional steps during the environmental review process. One requirement is the development of a "Coordination Plan" by the lead agencies. The purpose of the *Coordination Plan* is to clearly identify roles, responsibilities, opportunities, procedures, and a schedule that will be used to coordinate the environmental review and decision-making process. The development of the *Coordination Plan* is detailed in Section 3.2 below.

SAFETEA-LU also created a new category of involvement in the environmental review process termed "participating agency." FHWA Section 6002 Guidance requires the lead agencies to invite all federal, state, tribal, regional, and local government agencies with an interest in the project to be participating agencies. Therefore, at the beginning of the environmental process, the lead agencies (FHWA and DOT&PF) invited all agencies with an interest in the project to be participating agencies, including federal, state, tribal, regional and local governmental agencies. This process is detailed in Section 3.3.

While SAFETEA-LU supplements existing practices, it does not supersede any previous guidance or regulations promulgated under NEPA. The FHWA issued Final Guidance for the SAFETEA-LU Environmental Review Process on November 15, 2006 (Section 6002 Guidance), which is codified in 23 USC §139.

3.2 Coordination Plan

SAFETEA-LU requires the development of a *Coordination Plan* by the project's lead agencies. The *Coordination Plan* identifies key coordination points; supports timely and collaborative involvement with the public, tribal governments, and agencies at key milestones; and is made available for review. In addition, the *Coordination Plan* documents the lead agencies' structured interaction with other agencies and the public.

The *Coordination Plan* is intended to be a "living" document that will be updated as the project moves forward. During the pre-scoping period of the project, agencies were invited to a meeting where the project team introduced the project and the SAFETEA-LU requirement to create a "Coordination Plan." Agencies were invited to review and suggest changes to the *Coordination Plan* during the formal scoping period of the project. A second revision occurred in the post-scoping period where agencies were invited to review changes that were made as a result of scoping feedback and ensure that the project team accurately captured their comments. The *Coordination Plan* is published on the H2H Web site and will be updated throughout the life of the project.

3.3 Agency Roles

NEPA and SAFETEA-LU emphasize the importance of agency coordination early in the NEPA process. To enhance interagency coordination and ensure that issues of concern are identified, SAFETEA-LU created a new category of involvement in the environmental review process termed "participating agency" (SAFETEA-LU 23 USC §139d). The intent of the new category is to encourage governmental agencies at any level with an interest in the proposed project to be active participants in the NEPA process, especially at key decision points. Section 6002 Guidance requires the lead agencies (in this case, FHWA, FTA, and DOT&PF) to invite all federal, state, tribal, regional, and local government agencies with an interest in the project to be participating agencies.

The key responsibilities of the participating agencies are to:

Identify, as early as practicable, any issues of concern regarding the project's potential environmental impacts that may substantially delay the project or result in a denial of a required permit for the project.

Provide meaningful and timely input on the P&N Statement and on the determination of the range of alternatives. This also includes the methodologies and level of detail for the analysis of alternatives.

Participate in appropriate coordination meetings, workshops, scoping meetings, and field review meetings.

Work cooperatively and participate in issue resolution processes.

Cooperating agencies:

SAFETEA-LU does not change the traditional CEQ concept of "cooperating agencies." According to Section 6002, cooperating agencies also serve as participating agencies. The roles and responsibilities of cooperating and participating agencies are similar, but cooperating agencies have a higher degree of authority, responsibility, and involvement in the environmental review process. In accordance with CEQ (40 CFR 1508.5), cooperating agencies are any federal agency, other than the lead agency, that have jurisdiction by law or special expertise with respect to any potential environmental impact to be addressed in the project EIS. State, regional, local, or tribal governments with similar qualifications may, by

agreement with the lead agencies, become cooperating agencies. Cooperating agencies are determined by the lead federal agencies and invited by mail to be cooperating agencies in the process. Section 4 further details outreach to tribes.

FHWA and DOT&PF invited the USACE and the MOA to participate as a cooperating agency in separate letters dated July 28, 2008 (see Appendix C.2); both of them responded affirmatively to becoming cooperating agencies for the project.

Federal agencies:

SAFETEA-LU 23 USC §139d3 requires that if a federal agency declines the role of a participating agency, it must respond by letter that it: (1) has no jurisdiction or authority with respect to the project, (2) has no expertise or information relevant to the project, and (3) does not intend to submit comments on the project. If the invited federal agency's response does not state the agency's position in these terms, or if no agency response is provided within 30 days, then the federal agency will be treated as a participating agency.

Following SAFETEA-LU guidelines, FHWA and DOT&PF solicited participation from federal, state, and local agencies that have jurisdiction by law or special expertise related to environmental issues to be addressed in the EIS. The following federal agencies responded affirmatively in writing to FHWA and DOT&PF's July 30, 2008, letter to become a participating agency (see Appendix C.2):

Advisory Council on Historic Preservation (ACHP);
National Park Service (NPS);
U.S. Department of Housing and Urban Development (HUD);
U.S. Environmental Protection Agency (USEPA);
U.S. Fish and Wildlife Service (USFWS).

The Federal Aviation Administration (FAA) gave a verbal acceptance to become a participating agency. The National Marine Fisheries (NMFS) did not respond which requires that the lead agencies designate them as a federal participating agency pursuant to SAFETEA-LU. No federal agencies declined the role to become a participating agency.

As a result of comments made during scoping expressing interest in alternatives routed to the east of Anchorage, the FHWA and DOT&PF also invited the Bureau of Land Management (BLM), Elmendorf Air Force Base (EAFB), and Fort Richardson Army Base to become participating agencies through a letter sent on December 2, 2008. EAFB responded affirmatively in writing to FHWA and DOT&PF's letter to become a participating agency (see Appendix C.4). At the time of publication, the lead agencies had not received a formal response from BLM or Fort Richardson.

Other agencies:

A tribal government, state, or local agency must respond affirmatively to the invitation to be designated as a participating agency. If the tribal government, state, or local agency fails to respond within 30 days or declines the invitation, regardless of the reasons for declining, the agency should not be considered a participating agency.

The following state or local agencies responded affirmatively to DOT&PF's July 28, 2008, letter to become a participating agency (see Appendix C.2):

Alaska Department of Environmental Conservation (ADEC)

Alaska Department of Fish and Game (ADF&G)

Alaska Department of Health and Social Services (ADHSS)

Alaska Department of Natural Resources, Office of State Historic Preservation (SHPO)

Alaska Housing Finance Corporation (AHFC)

Alaska Railroad Corporation (ARRC)

Knik Arm Bridge and Toll Authority (KABATA)

Additionally, the Matanuska-Susitna Borough (MSB) responded affirmatively to DOT&PF's November 19, 2008, letter to becoming a participating agency (see Appendix C.3). The DNR-Division of Coastal and Ocean Management (DCOM) and the Alaska Department of Corrections did not provide a response, which means through SAFETEA-LU, these two agencies will not be considered participating agencies.

3.4 Agency Activities

The primary pre-scoping agency effort was a kickoff meeting for potentially interested agencies in June 2008. One agency scoping meeting was held during the formal 90-day scoping period in August 2008. Two additional meetings were held in October and November 2008. Details of these meetings are provided below.

3.4.1 Agency Meetings

Pre-Scoping

A participating agency kickoff meeting was held on June 25, 2008, from 10:00 a.m. to 12:00 p.m. at the CIRI Building 4th floor conference room. The purpose of this meeting was to familiarize potential participating agencies with the project and potential roles that those agencies might have in the project. In particular, the project team wished to inform agencies about the new SAFETEA-LU guidelines that affect agencies' involvement in the environmental review process of this project. The project team provided information about key agency coordination points for the project and introduced SAFETEA-LU terminology, such as "participating agency" and the *Coordination Plan*. Thirteen agencies were represented at the meeting. A follow-up E-mail that included meeting minutes and handouts was sent on July 10, 2008, to all invited agencies. Meeting materials can be found in Appendix C.1.

Table 3-1. Agency Pre-Scoping Meetings

Date (2008)	Venue	Attendance
June 25	CIRI 4 th Floor Conference Room	13 agencies

Formal Scoping

The first agency formal scoping meeting was held on August 18, 2008, from 10:00 a.m. to 12:00 p.m. at the CIRI Building 4th floor conference room. Agenda items at this meeting included the following: review of public scoping comments and efforts of July 2008 public scoping meetings; discussion of the

Coordination Plan (the draft *Coordination Plan* was E-mailed out to the agencies a week prior); review of the P&N Statement; and agency comments. Fourteen agencies were represented at the meeting. A follow-up E-mail that included meeting minutes, meeting handouts, and an invitation for the next agency meeting to be held in October 2008 was sent on September 30, 2008. Meeting materials can be found in Appendix C.2.

Table 3-2. Agency Formal Scoping Meeting

Date (2008)	Venue	Attendance
August 18	CIRI 4 th Floor Conference Room	14 agencies

Post-Scoping

A post-scoping agency meeting was held on October 28, 2008, from 10:00 a.m. to 12:00 p.m. at the CIRI Building 1st Floor conference room. Agency representatives received an update on the following topics: purpose and need development; participating and cooperating agency status, agency scoping comments; and *Coordination Plan*. Ten agencies were represented at the meeting. For those agencies who could not attend this meeting, a second meeting was scheduled for two weeks later with the same agenda. An E-mail meeting reminder was sent to the agencies on October 23, 2008. Meeting materials can be found in Appendix C.3.

The second post-scoping agency meeting was held on November 10, 2008, from 1:00 p.m. to 2:30 p.m. at the CIRI Building 4th Floor conference room for those agencies that were not able to attend the October 28th meeting. The agenda at this meeting was the same as the October 28 meeting. Ten agencies were represented at the meeting. An E-mail meeting reminder was sent to the agencies on November 5, 2008. Meeting materials can be found in Appendix C.3.

Table 3-3. Agency Post-Scoping Meetings

Date (2008)	Venue	Attendance
October 28	CIRI 1 st Floor Conference Room	10 agencies
November 10	CIRI 4 th Floor Conference Room	10 agencies

3.4.2 Section 106 Meetings

As a federally-funded undertaking, the H2H project is subject to the review process of Section 106 of the National Historic Preservation Act and the Alaska Historic Preservation Act. Under Section 106, federal agencies are required to identify historical or archaeological properties that may be affected by their project, including properties listed on the National Register of Historic Places (NRHP) or properties that the agency and the SHPO Officer agree are eligible for listing. Section 106 consultation will take place during the NEPA process. A pre-scoping meeting with SHPO and project team staff was held in June 2008. A second SHPO meeting was held in August 2008 during the formal scoping period.

Pre-Scoping

A pre-scoping meeting with SHPO was held on June 30, 2008, from 10:00 a.m. to 12:00 pm at the CIRI Building 4th floor conference room. The purpose of this meeting was to initiate dialogue with SHPO on the Section 106 process for the project. Issues discussed include: identifying consulting parties; development of the Section 106 methodology; existing studies to obtain; parameters on defining the area of potential effects (APE); and plans for Section 106 and public outreach. E-mails were sent on June 18, 2008, and June 27, 2008, in preparation for the meeting. Meeting materials can be found in Appendix C.1.

Table 3-4. Pre-Scoping Section 106 Meeting

Date (2008)	Venue	Attendance
June 30	CIRI 4 th Floor Conference Room	SHPO

Formal Scoping

A meeting with SHPO was held on August 18, 2008, from 2:00 p.m. to 4:00 p.m. at the CIRI Building 4th floor conference room. The purpose of this meeting was to gain input from SHPO on the following topics: Section 106 process; potential consulting parties; and broad themes for historic context statements. Meeting materials can be found in Appendix C.3.

Table 3-5. Formal Scoping Section 106 Meeting

Date (2008)	Venue	Attendance
August 18	CIRI 4 th Floor Conference Room	SHPO

3.4.3 Other Agency Meetings

One-on-one meetings between the FAA and ARRC and members of the project team were held, mainly because these two agencies could not participate in the August 18, 2008, agency formal scoping kickoff meeting. The purpose of these meetings was to inform the agency representatives of the recent efforts of the project and to determine the level of participation of that agency. One-on-one meetings between project staff and agencies will continue to occur throughout the development of the EIS. In addition, the project team gave presentations to several departments within the MOA, which is a cooperating agency. In addition to making presentations, project staff solicited input and comments from municipal staff. See Appendix C.2 for one-on-one agency and MOA meeting materials. Table 3-6 summarizes these one-on-one agency meetings and presentations.

Table 3-6. One-on-One Agency Meetings and Presentations

Date (2008)	Agency
Formal Scoping	
August 21	FAA
August 28	ARRC
August 28	AMATS Technical Advisory Committee
September 5	MOA Assembly work session
September 11	AMATS Policy Committee meeting
September 22	MOA Departments briefing
Post-Scoping	
November 6	Municipal Airports Aviation Advisory Committee meeting

Table 3-7 presents a list of federal agencies and Table 3-8 presents a list of state, and local agencies that were invited to formally participate in the H2H project. These agencies were identified as affected agencies based on environmental resources in the project area under the jurisdiction, interest, and/or expertise of the agency. The table lists these agencies, the status of each agency's role in the project, and meeting attendance throughout pre-scoping, formal scoping, and post-scoping periods. Some agencies were not invited until later in the process, which may have caused their absence at one or more of the agency meetings.

Table 3-7. Federal Agencies Invited To or Involved In the H2H Project

Federal Agency	Jurisdiction/ Interest	Role	Meeting Attendance (2008)*		
			June 25	August 18	Oct. 28/ Nov. 10
Advisory Council on Historic Preservation (ACHP)	ACHP provides technical assistance on historic preservation and Section 106 of the National Historic Preservation Act. This project will be required to comply with Section 106.	Participating			

Federal Agency	Jurisdiction/ Interest	Role	Meeting Attendance (2008)*		
			June 25	August 18	Oct. 28/ Nov. 10
U.S. Department of the Interior, Bureau of Land Management (BLM)	BLM may have interest in the project because they manage and/or own land that is in the project area.	Participating (no formal response received)			
Department of the Air Force, Elmendorf Air Force Base (EAFB)	EAFB may have interest in the project because they manage and/or own land that is in the project area.	Participating			
Federal Aviation Administration, Alaska (FAA)	Merrill Field is within the study area and may be affected by the proposed project. FAA oversees airspace and may be involved if the project affects airport land purchased or improved with FAA funds or impacts airport operations.	Participating			
Federal Highway Administration (FHWA)	Responsible for oversight and decision-making authority for the EIS/NEPA document signatory. Responsible to ensure federal funding requirements and NEPA processes are met, along with numerous other federal acts, regulations, and executive orders.	Federal Lead	√	√	√
Federal Transit Administration (FTA)	Responsible for oversight and decision-making authority for the EIS/NEPA document signatory. Responsible to ensure federal funding requirements and NEPA processes are met, along with numerous other federal acts, regulations, and executive orders. In addition, FTA will have approval authority over their actions.	Joint Lead			√
U.S. Army Military Base, Fort Richardson Military Base	Fort Richardson may have interest in the project because it manages and/or owns land that is in the project area.	Participating (no formal response received)			

Federal Agency	Jurisdiction/ Interest	Role	Meeting Attendance (2008)*		
			June 25	August 18	Oct. 28/ Nov. 10
National Marine Fisheries Service, Protected Resource Division (NMFS)	NMFS is responsible for enforcing the Marine Mammal Protection Act (MMPA) and the Magnuson Stevens Fishery and Conservation and Management Act under which essential fish habitat (EFH) is managed. Chester Creek is an anadromous fish stream containing EFH, and will be crossed by the proposed project. Ship Creek is an anadromous fish stream directly north of the project area. NMFS also has potential Endangered Species Act jurisdiction.	Participating		√	
National Park Service (NPS)	The NPS is required to review Individual Section 4(f) Evaluations as a unit of the US Department of the Interior (DOI). NPS usually serves as the DOI's lead bureau for preparing DOI's comments in transportation projects that may affect park resources. The NPS grants approvals for land conversions under Section 6 (f) of the Land and Water Conservation Fund Act. There are numerous parks and recreational facilities within the project area.	Participating	√	√	√
U.S. Army Corps of Engineers (USACE)	USACE issues permits under Section 404 of the Clean Water Act for impacts to wetlands or other waters of the United States, and under Section 10 of the Rivers and Harbors Act of 1899 for areas subject to the ebb and flow of the tide. There are wetlands in the study area.	Cooperating	√		√

Federal Agency	Jurisdiction/ Interest	Role	Meeting Attendance (2008)*		
			June 25	August 18	Oct. 28/ Nov. 10
U.S. Department of Housing & Urban Development, Office of Community Planning & Development (HUD)	Several HUD Section 8 properties (subsidized housing for low-income renters) are located in the project area and may be affected by the proposed project.	Participating		√	√
U.S. EPA, Region 10 Alaska Operations (USEPA)	USEPA reviews, rates, and publicly comments on the environmental impacts of major federal actions, including actions that are the subject of EIS under Section 309 of the Clean Air Act. USEPA is responsible for issuing National Pollutant Discharge Elimination System (NPDES) permits as authorized in Section 402 of the Clean Water Act, although this program is currently being delegated to the State of Alaska. USEPA has a major role in reviewing Section 404 permit applications and ensuring 404 compliance.	Participating	√	√	
U.S. Fish and Wildlife Service, Alaska Region (USFWS)	USFWS administers the Endangered Species Act, manages migratory bird populations, restores nationally significant fisheries, and conserves and restores wildlife habitat such as wetlands. Migratory birds and wetlands are located in the project area. USFWS enforces the Migratory Bird Treaty Act and often must be consulted under the Fish and Wildlife Coordination Act.	Participating	√	√	√
*Note: Some agencies were not invited until later in the process, which may have caused their absence at one or more of the agency meetings.					

Table 3-8. State or Local Agencies Invited To or Involved In the H2H Project

State or Local Agency	Jurisdiction/ Interest	Role	Meeting Attendance (2008)*		
			June 25	August 18	Oct. 28/ Nov. 10
Alaska Department of Corrections	The Anchorage Jail is located directly north of 5 th Avenue in the project area, and may be affected by the proposed project.	No formal response			
Alaska Department of Environmental Conservation (ADEC)	ADEC is responsible for issuing Water Quality Certifications under Section 401 of the Clean Water Act; implementing and permitting under the 1970 Federal Clean Air Act; and managing the cleanup of contaminated soil and groundwater in Alaska. The project will require a 401 certification. It will also require Air Quality conformity. The project area is located within the MOA Carbon Monoxide (CO) Maintenance Area Boundary. Contaminated soil is likely to be encountered.	Participating	√	√	√
Alaska Department of Fish and Game, Division of Habitat (ADF&G)	ADF&G is charged with the management of fish and wildlife in the state. This agency has jurisdiction under the Title 16 of Alaska Statutes regarding fish and wildlife resources in the project area. Division of Habitat is charged with protecting Alaska's fish and wildlife resources and their habitats.	Participating	√	√	√

State or Local Agency	Jurisdiction/ Interest	Role	Meeting Attendance (2008)*		
			June 25	August 18	Oct. 28/ Nov. 10
Alaska Department of Health and Social Services, Division of Public Health (ADHSS)	ADHSS is responsible for children services; juvenile justice; public assistance; senior and disabilities services; and behavioral health. ADHSS serves the Mountain View and Fairview neighborhood areas. The Division of Public Health provides programs for family health, chronic disease prevention, injury prevention, and emergency medical services, and community based health promotion activities. The Division of Public Health will assist with and give input on local health concerns related to the built environment. Such health concerns within the H2H project area can include air quality and the promotion of walk-able streets.	Participating	√	√	√
Alaska Department of Natural Resources (ADNR), Division of Coastal & Ocean Management (DCOM)	DCOM is responsible for project permitting and the Alaska Coastal Management Program (ACMP). DCOM would determine whether the project is consistent with federal, state, and local coastal management plans. The project is located within the Anchorage Coastal Zone.	No formal response			
Alaska Department of Natural Resources (ADNR), Office of State Historic Preservation (SHPO)	SHPO is consulted during the process for Section 106 of the National Historic Preservation Act. This project will be required to comply with Section 106.	Participating	√	√	√
Alaska Department of Transportation and Public Facilities (DOT&PF)	DOT&PF is responsible for decision-making; EIS development and preliminary engineering; and will own the facility when complete. It will also own the future ROW. It will ensure state funding requirements are met.; act as contract manager for consultants; be responsible for engineering and construction; be responsible for NHS requirements; and act as a NEPA document signatory.	Lead	√	√	√

State or Local Agency	Jurisdiction/ Interest	Role	Meeting Attendance (2008)*		
			June 25	August 18	Oct. 28/ Nov. 10
Alaska Housing Finance Corporation (AHFC)	AHFC provides affordable housing and administers Section 8 properties (subsidized housing for low income renters). Several subsidized housing properties are located in the project area.	Participating		√	√
Alaska Railroad Corporation (ARRC)	The ARRC is a for-profit organization that provides freight and passenger service, and manages ARRC owned land. The ARRC tracks are at the north end of the project area.	Participating	√		√
Knik Arm Bridge and Toll Authority (KABATA)	KABATA has state legislative authority to construct a bridge across Knik Arm connecting the MOA and the MSB. Long-term planning for that project includes a connection to the H2H facility.	Participating	√	√	√
Matanuska-Susitna Borough (MSB)	People and goods are moved between Anchorage and the MSB. The MSB may also have input on transit-related topics.	Participating			
Municipality of Anchorage (MOA)	The MOA is responsible for land use planning and regulation; owns and maintains municipal facilities and streets; and provides municipal services (police, emergency, social services, maintenance, etc.) and provides transit service. It is a recognized Metropolitan Planning Organization (MPO) and Air Quality Planning Agency, and has a position on the AMATS Policy Committee. In cooperation with DOT&PF, the MOA is responsible for drainage and traffic operations, and is the owner and manager of Merrill Field. MOA maintains the traffic model and traffic forecasting information. The MOA is responsible for the Municipality's Coastal Zone Management; health and human services; responsible for parks, recreational and cultural facilities and services; owner and operator of the Port of Anchorage, serving 80% of Alaska's residents.	Cooperating	√	√	√

State or Local Agency	Jurisdiction/ Interest	Role	Meeting Attendance (2008)*		
			June 25	August 18	Oct. 28/ Nov. 10
*Note: Some agencies were not invited until later in the process, which may have caused their absence at one or more of the agency meetings.					

3.5 Executive Oversight Committee (EOC)

The DOT&PF and the MOA developed and signed an MOU on September 28, 2007 (see Appendix C.1), for the development of the H2H project. Specifically, the MOU identified an EOC. The EOC is composed of the DOT&PF Central Region Director, the Mayor of Anchorage, and the Division Administrator of the FHWA. Each entity provides unique expertise, authority, and responsibilities to the project. The EOC is responsible for identifying issues that could impact or delay the project, strategizing resolutions of identified issues, providing guidance to the project team, and assigning additional staff resources, if needed, to work toward resolution of identified issues.

Pre-Scoping

The first EOC meeting was held on May 1, 2008, from 1:30 p.m. to 3:30 p.m. at the Fairview Recreation Center Multipurpose Room (Table 3-9). The purpose of the first meeting was to introduce H2H team members, discuss project status, and provide policy level guidance to the project team.

Dave Miller, FHWA's representative, noted that the structure for the EOC meetings is important. He stated that FHWA, DOT&PF, and MOA all complement each other and support the project. He announced that Mike Vanderhoof will manage the environmental phase of the project for FHWA.

Mayor Begich, the MOA's representative, stated that the LRTP is important to reduce traffic congestion, improve community revitalization, and to help implement the community's vision. The three agencies will work together on this "generation project" and that support from the public is crucial. Mayor Begich announced that John Tolley will be the MOA Project Manager. He noted that coordination with Mat-Su is also an important part of this project.

Gordon Keith, DOT&PF's representative, said that the project is part of Connect Anchorage and will help with traffic congestion, and reconnect neighborhoods bisected by heavy surface traffic. He noted that Governor Palin supports the project and that she feels it is good for all of Southcentral Alaska. The project needs to gain the legislature's support.

Meeting materials are located in Appendix C.1.

Table 3-9. EOC Meeting #1

Date (2008)	Venue	Attendance
May 1	Fairview Recreation Center	FHWA, MOA, DOT&PF

Formal Scoping

The second EOC meeting was held on July 29, 2008, from 10:00 a.m. to 11:00 a.m. at the Fairview Recreation Center Multipurpose Room (

Table 3-10). The purpose of this meeting was to provide a project status update to include the formal scoping meeting, permanent project office status, and announce CHUAC membership.

Mayor Begich recommended the EOC notebook be duplicated for the assembly and for the project team to schedule a work session to introduce the project.

The project team established the EOC meeting schedule. Quarterly EOC meetings are to be held, with the potential to tie into project milestones. This meeting's milestone was the beginning of the formal NEPA process. The next meeting may coincide with opening of the project office or the receipt of the results of financing options.

An FHWA representative asked about the schedule for sending out scoping letters. The project team responded that letters to federal cooperating agencies and other agencies are being mailed this week. Another FHWA representative said that we are currently working on the tribal letters. The meeting concluded with an announcement that the formal agency scoping meeting is scheduled for August 18.

Meeting materials are located in Appendix C.2.

Table 3-10. EOC Meeting #2

Date (2008)	Venue	Attendance
July 29	Fairview Recreation Center	FHWA, MOA, DOT&PF

Post-Scoping

The third EOC meeting was held on October 21, 2008, from 10:00 am to 11:00 am at the RuralCAP Conference Room (Table 3-11). This meeting introduced representatives from the FTA, their role in the project, and provided members with a project update. Rick Krochalis, the Regional Administrator from FTA Region 10, explained that he understands that the public is looking for transportation choices; therefore, it is beneficial for FTA to be involved early in this project. He also said that currently the MOA does receive FTA funds.

The MOA Municipal Manager said that the MOA is working internally to develop a letter of agreement to commit to project sponsorship. The DOT&PF representative said that the project team will wait for the commitment from the MOA before pursuing a co-lead commitment from the FTA. FHWA agreed.

The project team provided project status updates, briefed the group on the October 27-29 post-scoping open houses, and discussed the budget and the opening of the project office. The MOA representative said the MOA has had internal meetings to review the P&N Statement. The FHWA representative asked the project team to assess the MOA CSS policy for consistency with project plans, including non-motorized transportation, such as walking and biking.

The meeting ended with a discussion about scheduling the next EOC meeting (early Jan 2009 before the public meetings), and the best way to reinforce that the EOC meeting is a public meeting. A public comment bullet will be added to the next EOC agenda and the team agreed to do additional advertising for the EOC meetings. The MSB is to be added to the contact list so that they are kept informed about project status.

Meeting materials are located in Appendix C.3.

Table 3-11. EOC Meeting #3

Date (2008)	Venue	Attendance
October 21	Fairview Recreation Center	FHWA, FTA, MOA, DOT&PF

4 TRIBAL OUTREACH

This section briefly documents the guiding regulations and the *Coordination Plan*; identifies the tribal governments and ANCSA Corporations invited to participate; and documents implementation of tribal outreach activities including meetings and correspondence.

FHWA, FTA, and DOT&PF recognize the sovereignty of tribal governments and worked to coordinate communication and outreach efforts under EO 13175 *Consultation and Coordination with Indian Tribal Governments*. EO 13175 uses the term “Indian tribe” to describe an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, 25 USC 479a, and as expanded by the Omnibus Trade Act of 2000. EO 13175 outlines the methods by which each federal agency must ensure that it operates with a government-to-government relationship with the Indian tribe and also directs agencies to consult with the Indian tribe before taking actions that affects tribal lands, resources, and members.

A unique government-to-government relationship exists between the federal government and tribes. The tribes requested to have all meetings held separately from other consulting parties. Further, the tribes determine when and if meeting notes will be made publically available. Therefore, meeting notes are not included in the appendices to this report.

This section describes the tribal outreach process for the three scoping periods of the H2H project, including the tribes participating and tribal involvement activities:

Pre-Scoping: March through June 2008—developed *Coordination Plan* and introduced SAFETEA-LU regulations.

Formal Scoping: July through October 2008—identify of issues and concerns, gathered feedback on the P&N Statement and alternatives.

Post-Scoping: October through November 2008—presented revised P&N Statement, comments received from agencies, and introduced the spectrum of travel modes to be analyzed.

4.1 Regulations

Both state and federal regulations govern outreach during the environmental review process, specifically, EO 13175, *Consultation and Coordination with Indian Tribal Governments*; the President’s executive memorandum of September 22, 2004; and EO 12898 on EJ. Detailed information about these regulations can be found in the H2H project *Coordination Plan* on the project Web site, www.highway2highway.com.

4.2 Coordination Plan

The Tribal Methodology defined in the *Coordination Plan* adheres to EO 13175, which recognizes the sovereignty of the tribal government while working to coordinate communication and outreach efforts. The Tribal Coordination Methodology detailed in the plan is used to describe tribal roles and responsibilities; NEPA coordination points; and coordination methods.

4.3 Tribes and ANCSA Corporations

To meet the requirements of Section 106 of the National Historic Preservation Act (16 USC 470) and EO 13175, federally recognized Upper Cook Inlet tribes and ANCSA Corporations were invited to participate in the NEPA and Section 106 process for the proposed H2H project. Following is a list of tribes and corporations identified by FHWA and DOT&PF as having a potential interest in the H2H project because of potential affected lands, concerns relating to environmental impacts and impacts, or impacts to places of traditional religious or cultural importance within the vicinity of the project. Table 4-1 lists the federally recognized tribal governments, ANCSA Corporations, and their approximate distance from the project area.

Table 4-1. Federally Recognized Tribes and ANCSA Corporations and Approximate Distance from Project Area

Tribal Government	Location	Approximate Distance from Project Area
Native Village of Eklutna	Eklutna, Alaska	30 miles by car
Knik Tribal Council	Knik, Alaska	60 miles by car
Chickaloon Village Traditional Council	Chickaloon, Alaska	75 miles by car
ANCSA Corporation	Location	Approximate Distance from Project Area
Cook Inlet Region, Inc.	Anchorage, Alaska	0 miles by car
Eklutna, Inc.	Eagle River, Alaska	16 miles by car
Knikatu, Inc.	Wasilla, Alaska	45 miles by car

4.4 Tribal Meetings

The following section describes the meetings and activities conducted to obtain input from federally recognized tribes and the ANCSA Corporations during the pre-scoping, formal scoping and post-scoping periods of the project.

Pre-Scoping

The project team initiated the coordination with tribes on June 30, 2008, with an E-mail inquiring about their availability and interest in an informal informational meeting (see Appendix D.1). The purpose of the meeting was to discuss a formal scoping kickoff meeting and provide information about changes to the regulations that govern the EIS process (SAFETEA-LU).

Chickaloon Village Traditional Council officially declined to participate in the EIS process in a government-to-government role. They indicated the Council policy is to only participate in projects within their geographic area of interest (area between Sutton and Palmer proper) and deferred to the Native Village of Eklutna and Knik Tribal Council on issues pertaining to the H2H project.

Formal Scoping

The first formal scoping meeting was held on July 31, 2008, from 9:00 a.m. to 11:00 a.m. at the HDR Office located at 2525 C Street, Anchorage, AK 99503 in the Denali Conference Room. The purpose of the meeting was to provide an overview of the project and discuss the Knik Tribal Council's and the Native Village of Eklutna's participation in the project.

The project team explained regulations changes under SAFETEA-LU. One of the significant changes included the invitation letter to the tribe inviting them to be a "participating agency." The project team also explained to the participants that even if they do not act as a "participating agency" they still have the opportunity to participate in government-to-government coordination and the Section 106 process. The tribes also have the opportunity to participate in the entire NEPA process that analyzes transportation needs and alternatives. Both tribal representatives said they would consult with their tribal members and notify the project team of their decision.

SAFETEA-LU states that tribal governments should be invited to participate as agencies. Native corporations are separate entities and would not be invited to participate as agencies, but could be considered stakeholders in the Section 106 and NEPA processes.

The tribes requested an introductory meeting with the cultural resources contractor, and a presentation introducing the H2H project to the Native Village of Eklutna Tribal Council. Additionally, initial concerns were raised about the need to streamline tribal participation on the multiple projects sponsored by FHWA and DOT&PF, as well as the request to provide financial support to the tribes to participate in the projects.

Two consultation meetings were held as a result of needs identified during the formal scoping meeting. In response to concerns relating to historic and cultural resources site identification, FHWA and DOT&PF held a meeting on September 17, 2008, to introduce the cultural resources contractor, Linda Yarborough with Cultural Resource Consultants, LLC (CRC). The meeting was called at the request of the Knik Tribal Council to discuss the involvement of the tribe and to become familiar with the cultural resources consultant. There was concern expressed over the ability of the tribes to dedicate time to the project with limited resources. Comments are captured in Section 5.3.5 entitled Tribal Comments.

The Native Village of Eklutna requested a presentation of the H2H project to the full tribal council. On September 25, 2008, the Native Village of Eklutna received a project update and was encouraged to participate in the project, especially in the historic context paper. The Tribal Council made suggestions regarding potential information resources. These are summarized in Section 5.3.5 of the SSR.

The council expressed concerns about their ability to participate in the many area transportation projects. Table 4-2 details the formal scoping tribal meetings. See Appendix D.2 for the meeting materials.

Table 4-2. Formal Scoping Tribal Meetings

Date (2008)	Venue	Attendance
July 31	CIRI Building	Knik Tribal Council, Native Village of Eklutna
September 17	CIRI Building	Knik Tribal Council
September 25	Native Village of Eklutna	Native Village of Eklutna, Cook Inlet Tribal Council

Post-Scoping

Project initiation letters were sent to the ANCSA Corporations and tribes listed in Table 4-1 on October 28, 2008. These letters initiated the National Historic Preservation Act Section 106 process to assist the project team in identifying places of significant religious or cultural importance. The letters described the project consultation options, information about the Section 106 process, a project description, and a map of the project area. Copies of each letter are located in Appendix D.3.

In response to concerns relating to historic and cultural resources site identification, FHWA, FTA, and DOT&PF held a meeting on October 30, 2008, to introduce the cultural resources contractor, CRC. The meeting was called at the request of the Native Village of Eklutna to discuss the involvement of the tribe with the historic context paper and to become familiar with the cultural resources contractor. Native Village of Eklutna representatives also discussed dates for the project team and CRC to attend the next council meeting and an Elder's lunch. See Appendix D.3 for meeting materials.

As a follow-up to the meeting with Native Village of Eklutna on October 30, 2008, FHWA, FTA, and DOT&PF held a meeting on November 14, 2008, to discuss the Native Village of Eklutna's participation in the development for the of the historic context paper and to become familiar with the cultural resources contractor. The meeting also provided the opportunity to discuss the Native Village of Eklutna's ideas on materials which could help, the importance of confidentiality and who the contractor should interview. Table 4-3 describes the tribal meetings that occurred during post-scoping. See Appendix D.3 for meeting materials.

Table 4-3. Post-Scoping Tribal Meetings

Date (2008)	Venue	Attendance
October 30	CIRI Building	Native Village of Eklutna
November 14	CIRI Building	Native Village of Eklutna

Both the Native Village of Eklutna and Knik Tribal Council provided comments at each Tribal Scoping meeting.

5 RESULTS OF SCOPING

This section describes the results of scoping outreach conducted by the project team during the pre-scoping, formal scoping, and post-scoping periods for the H2H project, including preliminary data collection results. The section identifies alternatives suggested; and summarizes the development of the P&N Statement; a summary of comments received from scoping participants; a description of the methodology used to process comments; and a short analysis of comments. Scoping participants included agencies, tribes and the public. This section concludes with a discussion of the next steps and key issues to be studied in the Draft EIS. Appendix A provides a description of the comment database methodology, a report of commenters by name, copies of all comments received, and a report of commenters organized by period and topic.

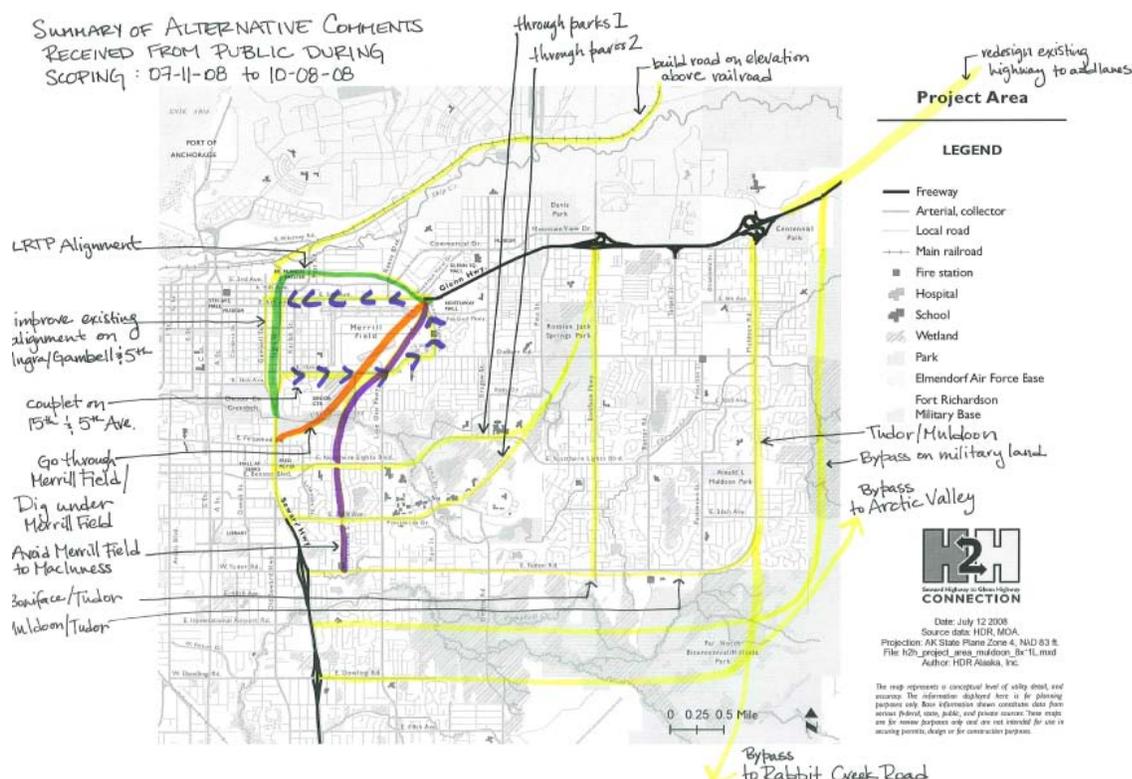
5.1 Alternatives

This section summarizes scoping participants' ideas for alternatives. Sections 5.3.3, 5.3.4, and 5.3.5 provide more in depth summaries on comments received on alternatives, and Appendix A provides copies of comments. Comments received addressed design features, cut and cover concepts, modes of travel (bike, highway, pedestrian, rail, and transit), and routes.

Many comments addressed questions and concerns about the cut and cover tunnel concept that was shown for the H2H project in the 2025 LRTP.

Scoping participant comments also addressed transit solutions such as bus, light rail, and commuter, requesting that transit is included in the alternatives development and screening process. As a direct result of these comments, FTA was invited to join the project team. See the Coordination Plan for more details on FTA's role and responsibilities.

Many comments provided suggested routes for the potential solution. Comments received regarding alternatives addressed design features, cut and cover concepts, modes of travel (bike, highway, pedestrian, rail, and transit), and routes. Figure 5-1 provides a visual summary of alternatives suggested during the formal scoping period. During the post-scoping period, these same alternatives were repeated as suggestions.

Figure 5-1. Summary of Alternative Comments Received From the Public during Formal Scoping

In addition, an alternative that decreases traffic congestion by reducing traffic demand through implementing land use controls and increased transit is being advocated by several citizen groups. These groups desire a major reexamination of the MOA's Anchorage 2020 Comprehensive Plan and Long Range Transportation Plan (LRTP) to develop land use controls and transit strategies that will eliminate the need to construct a major new connection between the Seward and Glenn highways.

Future reports will cover the remainder of the EIS evaluation process, including identification of reasonable alternatives to be examined in the Draft EIS.

5.2 Purpose and Need (P&N) Development

This section summarizes the P&N Statement development. Based on the information from the LRTP, an initial P&N Statement was reflected in the NOI which stated, "[t]he H2H improvements are considered necessary to address capacity, travel demand, safety, and system linkage to major destinations and freight mobility on the existing Seward Highway and Glenn Highway NHS routes." The draft P&N Statement, as published and made available for public and agency review as of July 29, 2008, read as follows:

The purpose of the project is to improve the connection between the Seward Highway and Glenn Highway (Highway to Highway) in Anchorage, Alaska. The proposed Highway to Highway improvements are necessary to address capacity, system continuity, system linkage, and safety along this National Highway System (NHS)/Interstate Highway System designated corridor.*

* National Highway System. According to 23 USC 103(b), the National Highway System shall – (A) serve major population centers, international border crossings, ports, airports, public

transportation facilities, and other intermodal transportation facilities and other major travel destinations;(B) meet national defense requirements; and (C) serve interstate and interregional travel

The draft P&N Statement and supporting data were presented during the formal scoping period at the first round of formal scoping meetings on July 29 and 31, 2008; at a tribal scoping meeting on July 21, 2008; and at an agency scoping meeting on August 18, 2008. These meetings are detailed in Sections 2 and 3. (See Appendices B.2, C.2, and D.2 for meeting information and advertising information for each meeting).

Based on scoping comments received during the formal scoping period, the P&N Statement was revised and shared with the agencies, tribes, and the public during the post-scoping period. The following text presents the draft P&N Statement on the left and the revised P&N Statement on the right. Important changes are bolded.

Draft Purpose and Need Statement (07-29-08)

The purpose of the project is to improve the connection between the Seward Highway and Glenn Highway (Highway to Highway) in Anchorage, Alaska. The proposed Highway to Highway improvements are necessary to address capacity, system continuity, system linkage, and safety along this National Highway System¹ (NHS)/Interstate Highway System designated corridor.

¹ *National Highway System. According to 23 USC 103(b), the National Highway System shall – (A) serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations;(B) meet national defense requirements; and (C) serve interstate and interregional travel.*

Revised Purpose and Need Statement (10-27-08)

*The purpose of the Highway-to-Highway Project is to improve **mobility for multiple modes of travel to resolve problems with the arterial connection** between the Seward and Glenn Highways within the Municipality of Anchorage. The proposed improvements are necessary for **reducing congestion and improving traffic functions, neighborhood connections, safety, and system linkages.***

¹ *Mobility. The term “mobility” is defined by FHWA as “The ability to move or be moved from place to place” (www.fhwa.dot.gov/planning/glossary). In fact, it is FHWA’s mission “to improve mobility on the Nation’s highways” (<http://www.fhwa.dot.gov/mission.html>). This “ability to move or be moved” is not mode dependent but applies to automobiles, transit, pedestrians, and bicyclists. According to FHWA, mobility can be measured in terms of “travel times, level of traffic congestion, or duration of congestion – all of which focus on how long it takes to get from place to place” (www.fhwa.dot.gov/environment/cmaqpgs/amaq/03cmaq1.html).*

The P&N Statement will continue to be revised and refined through development of the Draft EIS.

5.3 Comments

This section provides an explanation of the analysis and summaries of comments received. Provides an analysis of all comments received from scoping participants (public, agency and tribes). Appendix A provides a description of the comment database methodology, a report of commenters by name, copies of all comments received, and a report of commenters organized by period and topic.

5.3.1 Methodology

A comment process and database were developed to organize and capture comments, identify issues, and track contact information, comment resolution, and project team responses. Every comment was scanned, read, coded according to topic, and entered into the comment database by the project team. Comments were then grouped according to topic and summarized. The list of topics was developed based on the EIS topics suggested by FHWA Technical Advisory T6640.8a. The comment database was set up to identify comment trends to support development of the EIS. Coded comments and category codes can be found in Appendix A. Analysis and summaries of comments can be found below.

Comments on the H2H project were accepted via a variety of media: letters, fax, E-mail, comment forms, project Web site, public meeting transcripts, and from project staff who recorded verbal comments at a public meeting or event. All these media types were processed through the comment database described above.

Meeting minutes (i.e., from committees, community council meetings, etc.) and phone calls (unless the caller specifically requested to make a comment) were not entered into the comment database. These materials can be found in Appendices B, C, and D.

5.3.2 Analysis

Comment Analysis by Topic Category

Comments were received on a variety of topics throughout the three periods of scoping. Table 5-1 details the number of comments that were made by topic area at different stages of the project. In the pre-scoping period, comments were few and were spread evenly among topic areas.

During the formal scoping period, the majority of comments addressed alternative design features and referenced the cut-and-cover concept presented in the LRTP. Comments also addressed congestion in relation to the purpose of and need for the project. An almost equal number of comments addressed the social and built environment and the desire for transit to be considered in alternative solutions. Impacts to neighborhoods and community cohesion were also addressed by many comments.

During the post-scoping period, although fewer comments were received overall, commenters raised similar topics as those heard during the formal scoping period. Table 5-1 shows the number of comments received per topic and subtopic from most to least comments received.

Table 5-1. Written Comment Counts by Topic Category

Category	# of Comments
Pre-Scoping: 03/04/08-7/10/08	
General Opposition	3
Public Involvement	3
Alternatives-Routes-East City Bypass	2
Environmental Consequences-Social & Built-Economic Consequences	1
Environmental Consequences-Social & Built-Neighborhoods and Community Cohesion	1

Category	# of Comments
Existing Environment-Physical	1
Total Pre-Scoping Comments	11
Formal Scoping: 7/11-10/8/08	
Alternatives	
Design Features	62
Modes-Transit	44
Routes-East City Bypass	31
Modes-Pedestrian	30
Design Features-Cut and Cover	23
Routes-Other	19
Modes-Bike	18
Modes-Rail	17
Modes-Highway	13
Modes	12
Routes-LRTP	12
Other	10
Routes	9
TSM	8
Routes-Muldoon/Tudor	7
Routes-Dump/Merrill Field Route	6
Modes-Other	3
Routes-Origin/Destination	2
EIS Process	20
Environmental Consequences	
Social & Built-Neighborhoods and Community Cohesion	34
Social & Built-Relocation	20
Social & Built-Economic Consequences	19
Social & Built-Transportation, Travel Patterns, Accessibility, and Highway/Traffic Safety	18
Physical-Noise	14
Social & Built-Community Facilities and Public Services	10

Category	# of Comments
Social & Built-Land Use and Ownership	10
Social & Built	9
Social & Built-Population and Social Groups	8
Physical-Air Quality	5
Natural-Fish and Wildlife	4
Physical-Geology/Soils/Seismic Hazards	4
Social & Built-Environmental Justice	4
Natural	3
Other	3
Social & Built-Utilities	2
Historic and Cultural	1
Natural Waterbodies and Water Quality	1
Natural-Wetlands	1
Physical-Ground Water Resources	1
Existing Environment	
Social & Built	46
Physical	4
Natural	2
Funding	19
General Opposition	3
General Support	20
Miscellaneous	34
Public Involvement	30
Purpose and Need	
Congestion	47
System Linkage	43
Capacity	19
Through-Traffic	17
Other	14
Consistency with Plans	12
Rising Gas Prices	10
Safety	8

Category	# of Comments
Land Use	6
Economic Vitality	3
Modes	2
CSS	1
Total Formal Scoping Comments	857
Post-Scoping: 10/9-11/30/08	
Alternatives	
Modes-Transit	29
Routes-East City Bypass	28
Routes-Other	24
Design Features	18
Modes-Rail	16
Other	14
Modes-Highway	12
TSM	10
Routes-LRTP	9
Modes-Bike	6
Routes-Muldoon/Tudor	6
Design Features-Cut and Cover	5
Routes-Dump/Merrill Field Route	5
Modes-Pedestrian	3
Modes-Other	2
Routes-Origin/Destination	2
Modes	1
EIS Process	11
Environmental Consequences	
Social & Built-Transportation, Travel Patterns, Accessibility, and Highway/Traffic Safety	10
Social & Built-Land Use and Ownership	5
Physical	3
Social & Built	3
Social & Built-Neighborhoods and Community Cohesion	3

Category	# of Comments
Social & Built-Relocation	3
Natural-Fish and Wildlife	2
Physical-Air Quality	2
Social & Built-Economic Consequences	2
Natural-Wetlands	1
Other	1
Physical-Geology/Soils/Seismic Hazards	1
Physical-Hazardous Waste Sites/Contamination	1
Physical-Noise	1
Existing Environment	
Social & Build	18
Physical	2
Funding	8
General Opposition	2
General Support	9
Miscellaneous	32
Public Involvement	6
Purpose and Need	
Congestion	45
System Linkage	11
Capacity	10
Land Use	8
Consistency with Plans	5
Other	5
Modes	2
Safety	2
Through-Traffic	2
Economic Vitality	1
Total Post-Scoping Comments	407
Grand Total Comments	1,275

Demographics Analysis of Commenters

A demographics analysis of who was commenting also helps identify if the comments were received from a diversity of commenters. On all comment forms, demographics data was requested, but not required. Comments received during public meetings and by E-mail and fax that originated with the commenter did not include demographic data. Table 5-2 shows the numbers and percentage of commenters by gender and race.

During the pre-scoping period, 25 percent of the commenters who voluntarily reported demographics data, about 25 percent were non-white. During the formal scoping period, of the commenters who voluntarily reported some form of demographics data, about 21 percent were non-white. During the post-scoping period, of the commenters who voluntarily reported some form of demographics data, about 16 percent were non-white.

Table 5-2. Demographics Reported by Written Commenters

Demographic	# of commenters	% of commenters
Pre-Scoping: Thru 7/10/08		
Gender and Race Not Provided	3	75%
Male, White	2	50%
Female, White	1	25%
Male, Alaska Native	1	25%
Total Commenters Pre-Scoping	4	
Formal Scoping: 7/11-10/8/08		
Gender and Race Not Provided	83	45%
Male, White	40	22%
Male, Race Not Provided	18	10%
Female, White	12	7%
Female, Race Not Provided	9	5%
Male, Alaska Native	5	3%
Male, Black	4	2%
Female, Hispanic	3	2%
Male, Native American	3	2%
Male, Pacific Islander	2	1%
Female, Alaska Native	1	1%
Gender Not Provided, Black	1	1%

Demographic	# of commenters	% of commenters
Male, Asian	1	1%
Male, Other	1	1%
Total Commenters Scoping	183	
Post-Scoping: 10/9-11/30/08		
Gender and Race Not Provided	50	28%
Male, Race Not Provided	43	24%
Female, Race Not Provided	26	15%
Male, White	22	12%
Female, White	17	9%
Male, Black	6	3%
Female, Black	4	2%
Male, Alaska Native	3	2%
Male, Pacific Islander	3	2%
Male, Asian	2	1%
Female, Asian	1	1%
Gender Not Provided, White	1	1%
Male, Other	1	1%
Total Commenters Post-Scoping	179	

Comment Analysis by Media Type

More than 1,275 comments were received from more than 400 individual commenters through a variety of media types (i.e. individual commenters often provided more than one comment on the project). About 800 of these comments were received during the formal scoping period, and about 400 comments were received during the post-scoping period. As is noted in Table 5-3, the majority of comments were received through public meetings and listening post outreach activities.

Table 5-3. Public Comments by Media Type

Media Type	# of comments	% of comments
Pre-Scoping Period		
E-mail	10	83%
Agency/Tribal Meeting Minutes	2	17%
Total Pre-Scoping Comments	12	
Formal Scoping Period		
Court Reporter Transcript from Public Meetings	305	36%
Listening Post	219	26%
Technical Staff Notes from Public Meetings	128	15%
Comment Form	51	6%
Project Web site	49	6%
Letter	43	5%
E-mail	40	5%
Agency/Tribal Meeting Minutes	18	2%
Phone Message	3	0%
N/A, Not Specified, or Other	1	0%
Total Formal Scoping Comments	857	
Post-Scoping Period		
Listening Post	281	69%
Court Reporter Transcript from Public Meetings	83	20%
Project Web site	18	4%
Letter	15	4%
Comment Form	6	1%
E-mail	3	1%
N/A, Not Specified, or Other	1	0%
Total Post-Scoping Comments	407	
Grand Total Comments	1,276	

5.3.3 Public Comment Summaries

The following sections provide a summarized list by topic of public comments (see Section 5.3.4 for Agency Comment Summaries and 5.3.5 for Tribal Comment Summaries). During scoping, agencies, tribes, and the public were encouraged to ask questions and comment as early and as often as possible on topics such as purpose and need, project issues, alternatives, suggestions, and concerns. Public comments focused primarily on the P&N Statement, routes, and modal alternatives for study in the Draft EIS.

5.3.3.1 EIS Process

General

Make a decision and act. There will always be detractors.

Rather than focus so many resources on reconstructing one section of roadway, this project should provide an open public process for local land use and transportation planners to study how best to achieve the transportation goals outlined in Anchorage 2020.

In previous attempts to fix this problem, politics and bureaucracy got in the way of solving the need and connecting the highways. Concern that this will happen again.

The problem is much larger and more complex than H2H. I don't see convincing evidence of a holistic approach.

With all the new projects along the Glenn and Seward Highways, the cost approaches \$1 billion. Consider the impacts and alternatives for all these connected, cumulative and similar projects within the same EIS.

Use the study that's in place (LRTP) to get the project rolling. Less talk about transit—H2H is a highway project.

I can't believe anybody's planning a highway these days. As far as I know, we're the only industrialized nation that still builds highways.

I'm appalled that we have studied this for 40 years. If we'd built a mass transit system, it'd probably already been paid for and making a difference instead of still going over it 40 years later.

I know people say that that we are not going to re-do the LRTP. However, other cities have spent hundreds of millions on an EIS and have included an alternative that combines land use and transit. Consider an alternative that combines land use and transit.

Deadline Extension Request

The October 8, 2008, deadline on comments on the purpose and need is rushed, and extension is requested until November 25, 2008.

The November 30, 2008, deadline on comments is rushed, and extension is requested.

Questions

By my estimation this project is 25 to 30 years behind schedule. Why are the agencies just getting around to the NEPA process?

It seems like all you do is study. Can you use past studies so you don't have to rehash everything?

How much experience or modeling from other large cities is being used in your studies?

When will the information on traffic impact forecasts be available?

Who is funding the EIS process?

Who is involved locally in the project and who are outside people on the team?

Are you involving the newly formed Regional Transit Authority?

5.3.3.2 Funding

General

Don't want to see the money wasted on the EIS if funding won't be available for construction.

Look at the cost/benefit and ensure the expenditure of money would improve Anchorage.

If Anchorage is willing to make such a massive investment in our city's transportation system, it better be a good project that contributes to making this city an urban gem.

Be sure to share all cost information with the public.

The current economic climate is generating fear that no funding will be available and this is going to be another study collecting dust on a bookshelf.

The public should have an opportunity to have a discussion about project costs.

It would be beneficial if you could provide ballpark figures for each alternative you suggest, showing the difference in cost between each one.

Too Expensive

The estimate is too old.

The cost will be too high.

Spending one-third of the city's 20-year road construction budget on one project leaves fewer options in the future.

The whole state suffers when other needs go without funds.

Taxes

This can't be done without raising taxes, which should be done. Alaska pays too little for what it gets.

Questions

Who is paying for the project?

Where is the money for the consultants coming from?

The deficit in 2009 will be \$484 billion. Can the government afford a project like this?

How is the availability of construction funding of the project going to mesh with the timetable of EIS?

Where is the information about the current cost of the project?

The cost is heavy on our minds. Can you describe how a funding source drives the solution? If money is predominately federal money, does that mean it has to be a highway or can federal money be used toward light rail?

Funding Source

Concern about funding this project using tolls.

Should use money from the Knik Arm Bridge for this project.

5.3.3.3 General Opposition

H2H will be a failure like the Big Dig in Boston.

I am against this project.

5.3.3.4 General Support

I support this project.

The city is growing. We need to grow too.

Just build it before the money runs out.

5.3.3.5 Public Involvement

Good public process is valued.

Look forward to a full and fair public discussion with continued outreach to key stakeholders, affected neighborhoods, and the interested public.

I appreciate the Web site because I am not able to attend meetings.

Please make sure you involve the local communities that are going to be directly affected.

Public officials, not just private contractors, need to be present at public meetings.

No one is listening.

Materials are easy to understand.

Suggest greater weight be given to written communication; E-mail and snail mail.

Don't just put a few little things on a few people's door; involve every single household in the affected area.

This is a tough decision and I am glad the project team is getting community input.

Good public process is important.

Hold public meetings in downtown Anchorage, Eagle River, Palmer, and Wasilla.

Make this an open process, working with land use planners and citizens.

5.3.3.6 Purpose & Need

P&N—Capacity

The over-capacity arterials currently connecting the highways are a problem.

Don't assume that adding capacity will decrease congestion.

Traffic lights hinder traffic.

There aren't enough lanes.

Efficiency of travel is important too.

Consider that development will impact capacity in specific locations and address those locations.

If one of Anchorage's three main roads is blocked, traffic increases on the others; we need a new cross street through town.

P&N—Congestion

There's too much traffic/congestion.

H2H will relieve traffic problems elsewhere—finish the project as soon as possible.

Anchorage traffic isn't that bad when compared to other cities.

Is the highway connection the most effective and cost effective way to reduce congestion in the long term?

Congestion only occurs at certain locations and times during the day.

Doubling the traffic on a new route will increase congestion where the vehicles would exit onto the city's local roads.

The design should prevent traffic from becoming worse elsewhere.

Traffic isn't going to go away so we should just live with it.

This project would be a temporary solution.

People are coming to—not through—the city.

Optimizing the timing of stoplights might be helpful.

RVs going through town add to the congestion in the summer.

Traffic seems bad for how relatively few people live in Anchorage.

More people are moving to Anchorage and it will continue to grow.

No project will improve congestion situation.

Using buses or other transit will help reduce congestion.

Roadway design in Anchorage has lead to vehicles waiting to turn backing up into through lanes because the turn pockets are too small.

H2H is a good idea, but probably won't help congestion problems on 5th Avenue or other high congestion areas

It takes a long time to clear accidents on the highway(s).

The project has the opportunity to streamline our street system and reduce traffic.

P&N—Safety

Increased speeds typically result in increased mortality; traffic is too fast.

This project will save lives.

This project will prevent road rage.

Traveling between the two highways is currently dangerous.

The purpose and need statement needs more provisions for safe commuting by bicycle, such as bicycle lanes along major arterials.

H2H needs to provide trail system connectivity for commuter and recreational uses in a safe and efficient manner.

Surface vehicle through traffic degrades the quality of life and makes it unsafe for pedestrians.

Cut-through traffic leads to safety problems.

Intersections have the most accidents; therefore reduce number of intersections.

P&N—Transportation System Linkage

The project should provide a better means of moving people and goods within and through Anchorage.

Building a high-speed roadway will not make it easier for local people to cross the corridor.

Downtown is a major destination. The project needs to provide easy access to highways from downtown;

The project would successfully decrease cut-through traffic; traffic on other arterials.

Put cargo traffic between the port and the airport on the highway.

I currently cut through neighborhoods instead of traveling along the Seward or Glenn Highways because it's easier to get to where I'm going. I like taking the path of least resistance.

Have trucks use a different route than downtown commuter vehicles.

Make sure tandem trucks will be able to get on the highway.

The project should improve port and railroad connections.

Not having highways connected is long overdue.

People don't want to stop in town, they want an easier way to get between north and south.

P&N—Neighborhood Connections

Maintain community cohesion.

Community values should be included more in the purpose and need statement and not just in the vision statement.

The project should decrease neighborhood cut-through traffic.

Avoid limiting access to neighborhoods.

The project will negatively impact the city and cut it in half.

P&N—Economic Vitality

The project should restore economic vitality of the area that was destroyed by Gambell/Ingra couplet.

Concern about the project's possible negative effects on property values.

What have the higher costs for gravel, labor, and other materials done to the 2005 cost estimate?

Concern about maintaining access to local businesses during construction and at project completion.

Quicker truck transit from the port will help keep prices down.

P&N—Consistency with Plans

The project should be consistent with and support the visions of MOA planning documents and agency plans, Anchorage Comprehensive Plan [Anchorage 2020], Title 21 re-write, bike and pedestrian plans, People Mover service improvement plans, and the proposed Regional Transit Authority, and the LRTP.

Make sure the project team coordinates with MOA Planning and Zoning Department.

The project should consider the highest and best use of land in Anchorage.

The draft P&N conflicts with Anchorage 2020.

P&N—Land Use

Consideration of land use should be part of the P&N Statement.

H2H will enhance the surrounding neighborhood.

Evaluate the project's impact on land development patterns.

Evaluate the long-range impacts that transportation structures have on land use.

The city should re-zone the area to allow for more space to build new roads.

The H2H project should consider where the main business centers will be in the future.

Land use, as it affects social and economic vitality of communities, should not be vague—it needs to be unambiguous, especially as it relates to EJ issues.

Land use and transit are connected; land use must be considered in the study of multimodal alternatives.

P&N—Modes

Other modes of transportation are not being considered and should be.

More consideration should be given to the addition of bus routes.

Access is needed as well as mobility; other modes need to be included and other destinations beyond the corridor taken into account.

Provide alternatives to single occupancy vehicle travel.

P&N—Rising Gas Prices

Higher gas prices will reduce traffic/congestion; reduce recreational driving.

The traffic model projections should consider the impact of higher gas prices and be adjusted.

Higher fuel prices will impact automotive technology.

Gas is wasted while waiting in traffic.

Energy efficiency is a higher priority for governments and citizens because of current issues and should be included in P&N.

P&N—Statement Language

Explain why improving the connection is the only solution to achieving the needs/benefits of capacity, system continuity, system linkage, and safety.

The language should reflect that the project is designed to move people as well as traffic.

Language is too narrow and virtually ensures the construction of a freeway.

Clarify the purpose (e.g., is the "Intertie" meant to funnel bypass traffic through Anchorage more quickly or is it meant to decrease surface street traffic through Fairview/downtown?).

P&N should describe a benefit, not an action.

Language should reflect the MOA's Anchorage 2020 plan goals and include references to improving mobility, enhancing neighborhoods, maintaining healthy air quality, promoting community development and connectivity, promoting safe and effective alternatives to auto travel, and including stakeholders in decisions about development patterns and transportation investments.

P&N Statement should promote community values.

Recommended language "The purpose of the H2H Project is to improve mobility and access for people and goods through and between the major employment, commercial, and residential centers of the Municipality of Anchorage. The proposed improvements are necessary for reducing congestion and improving travel and energy efficiency, community and transportation mode connections, compact land development linked to transportation investments, safety, and health.

Vehicles, transit, bikes and pedestrians are not the reason for the project, but they are parts of alternative solutions.

The P&N does not go far enough to include prioritization of sustainable neighborhoods and land use planning.

The revised P&N provides for a project that worsens the problems it aims to solve.

P&N—Assumptions

Traffic projections are already out of date.

How will changes in growth in the Mat-Su Valley affect the need for H2H?

How do you figure out where traffic is going? Is it going downtown or does it want to bypass Anchorage?

Be sure to consider traffic moving east to west. This project assumes only a north south problem.

The word "Connection" in the logo oversimplifies and pigeonholes the project to a highway project.

The cost of oil and the projected cost of the project, calls into question the validity of the LRTP's conclusions.

P&N—Other

Driving in town is a mad house.

I don't see any transportation problems.

I would like slower traffic.

Anchorage's population will keep growing.

The community needs a full, objective examination of the potential health, social, safety, and environmental impacts of the proposed alternatives.

Concern about access to neighborhoods during construction.

Consider secondary routes as well as just the main route.

Plan project to work well with the Knik Arm Bridge.

Route decision has already been made in the LRTP.

By maintaining mobility and access, this project can minimize congestion; improve neighborhoods; reduce air and water pollution; protect residents' health; reduce sprawl; promote infill and redevelopment; protect low-income neighborhoods from increased traffic, noise, and pollution; ensure transportation ability regardless of vehicle ownership; relieve congestion in multiple locations; avoid growing congestion and multi-stakeholder frustration; promote multi-user safety; refine land development goals; and work with citizens to define alternatives.

The project name is confusing; name doesn't reflect the problems that need to be solved.

Differences between freight and non-freight traffic add complexity and need to be considered.

Our transportation infrastructure is old.

The project will encourage driving and produce more toxic pollution for residents near the corridor

Too little gain for too high a cost.

Will the project help redistribute traffic (moving traffic from high-usage areas to similar areas with lower amounts of traffic)?

5.3.3.7 Alternatives

Alternatives—Design Features—Cut and Cover

Like the cut and cover idea.

Cut and cover is a good idea like the example over Seattle's Hyde Park. It's good for neighborhood connections.

The underground roadway will be a good way to reduce visual and noise impacts from traffic.

It is important to have continuous parks and walkways above.

The design needs to be built in a robust fashion that encourages vitality in the corridor—it needs to add to the tax base of the community by encouraging development and add to community cohesion.

Utilize the tunnel cover as a space to attract new businesses.

Would prefer green space, like the cut and cover idea for this reason.

Neighborhood connections, parks, and walkways are valued.

Assuming H2H route ends up in Fairview, see potential for revitalization via the cut and cover design.

Make cut and cover tunnels as wide and as long as possible.

Don't want a speed tunnel.

Underground will have more problems with ground heaving than above ground features.

Not a lot of space available and housing lots are getting smaller. A tunnel makes better sense, but make sure you can accommodate side streets coming in.

I like the idea of a tunnel.

Routes—Dump/Merrill Field

Route around Merrill Field.

Route through or underneath (tunnel) Merrill Field.

Routes—East City Bypass

Consider a bypass around the city.

Consider a bypass around the east side of town.

If traffic wants to go downtown, maybe a bypass won't work.

Project team should consider the use of bridges and tunnels.

Project should look at connecting the Mat-Su Valley to South Anchorage.

East city bypass not the solution.

Bypass good idea – use park land or military land.

Routes—LRTP

Don't go through Fairview because it would cause too many negative impacts on the neighborhood.

The LRTP route through Ingra/Gambell is the best due to existing problems. It's the most logical and probably the least expensive option.

Routes—Muldoon/Tudor

Muldoon/Tudor bypass route isn't practical.

Consider a Muldoon/Tudor route. It is much more efficient, economical, requires least land acquisition and a neighborhood would not be cut in half.

Routes—Origin/Destination

Existing routes are trying to get people downtown.

TSM/TDM

Consider staggered work hours.

Consider reversible lanes.

Add carpool lanes.

Use roundabouts.

Retime stoplights/add stoplights to facilitate better traffic flow.

Sync signals, improve signals.

Eliminate traffic lights on Glenn and Seward.

Improve incentives to get people out of cars.

Add signal warning signs. More stop lights for safety.

Add toll gate at either end.

Provide efficient traffic light timing.

Modes—Transit

Improved transit would decrease traffic on the streets, improve safety by reducing vehicle accidents, improve our air quality, and our quality of life.

Mass transit must be a priority in this project. The era of cheap gas is over. Put the money into transit.

Transit won't solve all our problems.

Transit improvements to downtown and midtown should include park and ride facilities, maybe a cost free zone.

I want the MOA and the State to jointly formulate a long term plan for a transit system.

If Anchorage does not have the population density now to support certain transit options, make sure that this project does not preclude them in the future.

Spend money on sustainable mass transit with good ties to other means.

Decrease public transportation fares to encourage ridership.

Study future ridership, considering more efficient transit options.

With a \$725 million price tag, Anchorage could build 60 miles of street cars, 8 miles connecting the city to major corridors, with the interest alone. Anchorage could operate an additional 35 bus routes.

Transit is not going to work for this project.

With our rapid growth, any transit alternatives would serve in concert with, but not in lieu of the highway project.

Modes—Bus System

The bus system needs to be convenient. We need the bus system to be improved to have more buses, more frequently (every 15 minutes), on more days, cost less, and with more bus stops (downtown, midtown, Dimond, near neighborhoods, high schools, hospitals, etc.).

I like the convenience of buses, but not the noise.

In general, I prefer my car to the bus.

The bus needs to be kid-friendly.

People don't like to wait for buses, especially in winter.

Buses have undesirable riders so I will not use the bus.

Need bus commuter lanes.

Buses alone are not going to solve the problem.

People Mover is funded by property taxes, so you would have to cut something out of the budget or raise property to increase the frequency of trips. That is something that is beyond this project.

Bus is adequate now. No improvements are needed.

Modes—Light Rail

Build light rail with rail stations instead of a roadway and buses.

Light rail is needed from the Valley and Eagle River to Anchorage and so on down to the Dimond Mall and to Girdwood.

Put light rail in the median between the two highways.

If light rail is included in the project, make it connect to the Knik Arm Crossing.

We don't need light rail. Enhancing what we have is cheaper than building new rail.

Anchorage does not have sufficient population density for light rail.

Connect walkways to the light rail.

Plan for light rail, if acquiring property buy enough to accommodate light rail in the future.

Move cargo on rail out of town.

Expand existing rail from airport and construct stops and parking lots on route – to valley.

Need local rail system – with tracks all over Anchorage.

There is a problem with light rail because of military land.

Secure additional land for rail in the future.

Light rail would be nice, but problem with snow.

Research light rail in communities which are similar in size to Anchorage to see if they profit off the system.

Modes—Commuter Rail

Build a commuter rail system. Use commuter rail and bus system together.

Use Knik Bridge money to improve rail routes to and from the valley.

Modes—Bike

Bike trails separate from roads are needed.

Bike trails and connections to those trails are valued.

North/south bike connections need to be improved.

Add more bike racks on the bus.

Bike paths/trails are recreational. Bike commuters need more efficient bike routes with dedicated lanes on the roadway.

Biking in town is dangerous, especially where cars are making right turns.

Grade of bike trail is important when making connections.

Improve connections and maintenance of bike paths, especially in the winter.

Modes—Pedestrian

Consider pedestrians. Make the project pedestrian friendly.

Better, safer, pedestrian routes and connections are needed.

Many people walk to work and school, especially in the downtown area.

Non profits which depend on walk-in traffic must retain their pedestrian connections to downtown.

Build pedestrian overpasses.

Don't build pedestrian overpasses. People use the street anyway. Make safe connections with good stoplight timing at the street level.

Make pedestrian walkways and street crossings safe and accessible for the disabled and elderly.

H2H must have good pedestrian access to Fairview parks.

Noise barriers/noise control measures needed on pedestrian walkways.

More, wider sidewalks are needed.

Improve pedestrian access for kids to get to school

Improve access to transit facilities.

Modes—Highway

Build a dedicated expressway with no stops. Get rid of the stops and intersections that back up at rush hour.

Don't build any freeways. I like our small town feel.

A freeway/expressway with exits is a good idea.

We don't need another highway.

Add additional lanes along the existing Glenn Highway from Eagle River to the Valley.

Add more under/overpasses and remove stoplights.

Take down stoplights.

Build bridges and connect local streets.

Increase the speed limit to solve transportation problems.

Elevate the new highway.

Continue improvements on Glenn inbound.

A freeway through town would bypass the areas most people are trying to reach rather than efficiently dispersing the traffic out along the grid.

Modes—General

Multiple options should be provided for multiple modes of travel. It's really important to offer people choices about routes, modes, and means of travel.

If we've exhausted all our other options for building up transportation such as light rail, bus, pedestrian facilities, and we still need H2H, then let's build it in a way that complements those other modes.

Rail connections and commuter lanes are important.

Consider a land use, air quality and transit alternative that would test how changing land use and transportation options could best implement Anchorage 2020.

Make Anchorage a community where walking, biking, and transit are viable alternatives to the auto.

Consider where to concentrate multilevel parking with a connection to free downtown shuttles.

H2H will keep us from looking at other solutions such as rail, bus, and carpooling.

Don't lump together pedestrians and bicycles. They are two separate means of travel that often conflict. For example bicycle commuters can experience conflicts with pedestrians on paths that intersect bus stops where people are waiting.

Downtown Anchorage cannot handle any more traffic or parking requirements.

Other

Use undeveloped areas (like parks and green spaces) for new transportation facility.

Route through all the parks in town, from Boniface through Russian Jack Park, through the University Lakes Park to Northern Lights or 36th.

Consider a route along Boniface.

Increase spending and improve existing roads, potentially adding lanes, and provide better maintenance.

Better training for drivers and city transit workers.

Move town to solve problem.

Project should look at using railroad alignments for an elevated highway.

Project should consider alignment along Northern Lights Boulevard.

Project should consider an alignment through the University-Medical District.

Freeway along midtown/downtown and the over the bluff.

Consider business loop around town.

Project should consider an alignment through the Campbell Airstrip area

Improve access to Port and industrial area.

Improve connection from Ship Creek to Reeves.

Project should segregate port freight traffic from other traffic.

Questions

Were there any transit experts involved in previous studies that concluded "Anchorage does not have the density to support transit," and will they be involved in this study?

What pricing structure would attract the most people to use the People Mover?

5.3.3.8 Environment

Social & Built—Land Use and Ownership

Minimize impacts to home and businesses where possible.

Maintain greenbelts.

Parking downtown should be minimized to discourage inefficient use of valuable real estate.

We are going to run out of space for people and roads.

I would like to see businesses in pedestrian friendly neighborhoods.

Social & Built—Neighborhoods and Community Cohesion

Don't isolate neighborhoods or isolate houses from neighborhoods. Don't make Fairview or any other neighborhood an island leading it to become economically disadvantaged.

Impacted neighborhoods must benefit from H2H through improved parks and trails connections, enhanced street connectivity, innovative community enhancements, well landscaped roadways, which would improve the community connectivity.

Preserve the pockets of low-density, small houses in Anchorage.

Concerned that adding more parks to the neighborhood (on top of H2H) would just make the inebriate problem worse. Additionally, adding more walkways would attract the homeless.

H2H will remove houses and ruin the neighborhood character.

H2H will ruin our quality of life.

The money spent on H2H will mean fewer neighborhood improvements like safe sidewalks, neighborhood shopping centers, convenient bus service and more.

The project should restore and unite the Fairview neighborhood as it was before the Ingra/Gambell couplet was built.

Minimize impacts to my neighborhood.

Social & Built—Transportation, Travel Patterns, Accessibility, and Highway/Traffic Safety

Concerns about neighborhood cut-through traffic.

We should discourage driving and encourage transit.

Don't like trucks and freight mixed with car traffic.

Carefully plan in order to minimize construction impacts for neighbors and transit users including construction impacts, delays, and detours.

Project would improve transit mobility and bus-stop efficiency.

H2H would create a barrier to cyclists and pedestrians; consider pedestrian crossings and bicycle traffic.

Concern that H2H will increase traffic speeds as vehicles come off the highway.

Population and retail growth will change traffic patterns.

Concerns about access points, backup issues with cross streets, and intersections.

If the route itself exacerbates the problem of decades of poor land use planning, adding a transit option to an outmoded route does not make the project "green" or sustainable.

This project would further burden road maintenance that is already under funded.

Concerns about negative impacts on fire stations with street closures.

Social & Built—Economic Consequences

The Fairview area has a high concentration of affordable housing. Eliminating this housing would be a negative impact to the community.

Make sure that the EIS takes into account the economic impacts of the project.

Do not want this project to result in property value decreasing.

H2H will make access to businesses more difficult thus decreasing patrons.

Concerns about this project causing a tax increase.

Ensure that contractors comply with federal requirements for minority and women hires.

H2H will save gas.

This is prime opportunity for Alaska to lead a growing industry in cut and cover tunnels.

H2H should be a project that when finished spurs economic development and revitalization.

H2H would help with tourism.

Consider long term cost effectiveness (maintenance costs) when putting the plan together.

H2H will decrease our property values.

Freeways in cities are a bad. They drain a city's vitality.

Social & Built—Environmental Justice

Consider the potential project impacts to Anchorage’s homeless population.

Make sure EJ is considered in the EIS.

A high-speed highway through low income neighborhoods contradicts Anchorage 2020’s vision.

The proposed connection should not sacrifice low income/minority neighborhoods/populations.

Social & Built—Community Facilities and Public Services

Concerns about homeless people’s ability crossing the H2H traffic barrier on foot to access housing and food resources.

The project should increase green space and preserve parklands, bike trails, and greenbelts.

Social & Built—Population and Social Groups

H2H will reward people who want to move out of Anchorage.

Neighborhood concerns about the project resulting in stop and go traffic encouraging panhandlers, drugs, and prostitution.

The EIS should examine impact of crime patterns on high volume roadways.

Concern that social, environmental, and transportation problems can be exacerbated by the wrong transportation project.

Social & Built—Utilities

Install underground utilities during construction.

Social & Built—Relocation

Concerns about property acquisitions.

Eminent domain must be avoided.

Avoid displacing established homes in low income/minority neighborhoods.

Concern that property values will decrease while the EIS is being prepared.

Provide fair market value when purchasing properties.

Provide property owners early notice of property acquisitions to aid in more informed decisions.

Concerns about lack of affordable space/housing to relocated displaced people.

Rent out homes and small businesses before tearing them down to help pay for the acquisition.

Removing houses will improve neighborhood aesthetics of Fairview.

Concern over how many houses/buildings/businesses/land would be acquired.

Natural—Vegetation/landscaping

Avoid impacts to the natural environment.

Include landscaping with improvements.

Avoid spreading invasive species such as Red Canadian Choke Cherry trees.

Don’t cut down more trees.

Provide underground irrigation for landscaped areas.

Natural—Fish and Wildlife

Maintain wildlife crossings.

Preserve habitat without impeding community growth.

Project should consider migration corridors and evaluate the potential for animal/car collisions.

Avoid impacts to birds.

Avoid impacts to wildlife.

Physical—Geology/Soils/Seismic Hazards

Concerned about integrity of an underground highway with the effects of permafrost and its safety during earthquakes.

Physical—Air Quality

Auto exhaust is responsible for air pollution (CO pollution increases) and air quality degradation, which leads to people getting sick.

I'm concerned about the smell from air pollution.

Concerned about CO in the tunnel.

The project would reduce emissions.

H2H will increase CO₂ emissions and particulate matter (pm).

H2H will ruin our quality of life.

Global warming and CO emissions (analyze carbon emissions to see if the project would result in increased or decreased emissions).

Physical—Noise

H2H might decrease the braking noise from trucks.

General noise concerns/issues.

H2H needs to improve noise problem.

H2H might increase truck wheel noise.

Noise mitigation is needed.

There aren't that many noise issues.

Value quiet.

Natural—Wetlands

Avoid wetland losses.

Natural—Water bodies and Water Quality

Remove culverts and restore creek.

Concerns about water availability for landscaping.

Physical—Ground Water Resources

Concerns about impacts to private wells in the project corridor.

Physical—Hazardous Waste Sites/Contamination

Consider exorbitant costs when you deal with contaminated soils, waste relocation, and burning of methane.

Historic and Cultural— Historic Properties

Consider historic properties.

Maintenance

Concerns about snow maintenance in the tunnel.

We are unable to maintain the roads that we have. Need to do a better job.

5.3.3.9 Miscellaneous

The project name and logo should be changed and include a more multimodal focus.

This project should not negatively impact the University-Medical district

5.3.4 Agency Comments Summaries

The following sections provide summaries of agency comments, by topic. Agency comments focused primarily on the Purpose & Need Statement, alternative modes for consideration, environmental consequences, and suggestions for how the project team should evaluate potential impacts to the natural and built environment.

5.3.4.1 EIS Process

Include CWA Section 404 and storm water construction general permit as part of USEPA's jurisdiction on the project.

GSA (may need to be included) if federal building or buildings leased by the feds (like the USFWS Regional Office Building) may be affected. Also, maybe the Anchorage School District should be included.

Revise the characterization of USACE's jurisdiction/interest to say "wetlands and other waters of the U.S."

Consider improvements from the port to interstate highway system.

If adversely affecting historic properties or a programmatic agreement is needed, please notify ACHP.

Include NPS in 4(f) workshops/field trips.

Starting with community history is good; identify "property types" in context early.

If changes to Merrill Field are controversial enough, the FAA would have to conduct an environmental study.

ARRC could help with forecasting ridership on rail.

Work with Regional Transit Authority if it gets formed.

Look at all impacts and present benefits to the surrounding neighborhoods.

If project could affect resources of use or concern to tribal governments, please include the consultation process and issues in the EIS.

5.3.4.2 Funding

Is FTA funding being sought for this project?

Explain the relation of the environmental process, the project, and future funding – will the project die due to lack of funding and how does that influence the P&N.

5.3.4.3 Public Involvement

An explanation of the EIS process should be provided to folks currently planning to redevelop/improve their properties during the study.

Should present this project to the Merrill Field Commission.

The EIS should disclose the efforts taken to encourage effective public participation.

5.3.4.4 Purpose & Need

P&N—Consistency with Plans

The project should include consideration of the Anchorage Downtown Comprehensive Plan.

The LRTP and the Downtown Comprehensive Plan call for increased bus service and express service from south Anchorage.

The project should be compatible with the municipally adopted Merrill Field Master Plan.

P&N—Rising Gas Prices

Rising gas prices might mean that more freight may be moved by rail and not truck.

P&N—System Linkage

Need locations along the H2H corridor that allow regular bus route service to exchange passengers with the rapid transit busses.

The revised purpose and need statement is consistent with Matanuska Susitna Borough Planning Department concerns.

The definition of mobility in the footnotes does not explicitly include the movement of cargo by truck and it should.

P&N—Other

The current H2H purpose and need closely parallels the Knik Arm Crossing P&N – the H2H P&N should recognize the Knik Arm Crossing project and consider it during the EIS process.

The purpose and need looks good.

Some of the purpose and need statement may be confusing to the public and could be clarified – also the project title H2H could give the impression that this only about highways, suggest rephrase to show multimodal.

The project team should consider transportation projects that are currently planned to address the problems identified during the H2H scoping.

The concept of “forward thinking” is excellent – the Planning Department would like to be involved.

5.3.4.5 Alternatives

Routes—LRTP

The alternative routes and associated impacts are of great interest to ARRC.

Any impacts of other projects on the ARRC would be of concern.

The concept of the H2H presented in the LRTP is great, and should be considered in the environmental process.

Modes—Design Features

Encourage public transportation with a design that allows busses to exit the freeway, board and disembark passengers, and easily get back on the freeway. Consider bus high-occupancy vehicle lanes for increased effectiveness. Encourage the use of bikes and pedestrian traffic.

Modes—Pedestrian

Consider pedestrian-friendly designs, pathways and hiking trails throughout the project. The pathway along Elmore is a good example

Modes—Rail

Commuter rail cannot replace the highway, there needs to be choices. Highway and commuter rail are compatible. Consider connection to the AARC yard/terminal.

Commuter rail and light rail are not the same thing and do not integrate – consider providing an explanation for future meetings.

Commuter rail would work best between Anchorage and the Mat-Su Valley, with a stop in Eagle River.

Consider light rail from Eagle River to Dimond Center.

Modes—Transit

Include development of public transportation alternatives.

Don't want transit stops on the NHS, but transit connections to the highway.

Alternative transit/commuter rail alternative will not work as a stand alone alternative.

Enhance transit keeping with the intent of SAFETEA-LU.

There may be more funding for transit in the next transportation reauthorization bill.

Alternatives—Other

No information on alternatives has been made available.

The use of the term corridor may imply that you have a route in mind.

Are/will all roads and modes be considered, not just the NHS improvements, in the future?

5.3.4.6 Existing Environment

Social & Built

5.3.4.7 Environmental Consequences

Natural—Threatened and Endangered Species

EIS should identify threatened and endangered species, candidate species, and other sensitive species such as State Species of Special Concern in the project area.

Describe critical habitat and identify impacts.

Include consultation with USFWS and NMFS.

A Biological Assessment may be needed.

Natural—Wetlands

The EIS should describe all waters of the United States that could be affected by the project, including all required information.

Mitigation should be implemented in advance of impacts.

If likely to impact Chester Creek – fill discharge would require USACE permit.

The EIS should describe aquatic habitats in affected environment and environmental consequences section of the EIS.

Impacts to aquatic resources should be evaluated in terms of aerial or linear extent.

Natural—Historic and Cultural

Recommend Section 106 consultation start immediately.

Consider all potential effects when determining the APE.

The neighborhoods of Anchorage hold a variety of resources that will need to be identified.

This project could be a good opportunity for tribes to tell their story.

This project could be a good opportunity to use regionally appropriate tribal art and symbols in design.

Consider effects on historic properties and cultural resources when evaluating significance of environmental impacts.

Consider impacts in an orderly and systematic manner.

EPA recommends that no ROD be completed, until Section 106 is complete.

Prepare memorandum of agreement (MOA) if adverse effects to historic properties are identified.

The Section 106 MOA should be fully executed before a ROD is issued.

Natural—General

The project should avoid undeveloped natural areas of Anchorage.

The project should avoid and minimize impacts to the extent practicable.

Suggest that the EIS include existing FHWA direction for noxious weed management; EPA fully supports the control of noxious weed infestation.

When developing alternatives do not use curbs and gutters for funneling storm water – however for tunnels it would be OK. Consider using grassy swales for run-off.

Natural—Fish and Wildlife

Avoid impacts on fish and wildlife – take opportunity to restore degraded habitat and blocks to fish passage.

Analyze and disclose the extent of each alternative's potential to bisect and fragment wildlife habitat and movement – include mitigation for fragmentation.

EIS needs to focus more on ecological connectivity and mitigation.

Natural—Water Bodies and Water Quality

The EIS should disclose which water bodies meet water quality standards in the project area – fully describe the nature of potential impacts – and identify the specific pollutants that could impact these waters.

Identify water bodies on the States most current EPA approved 303(d) list (impaired water bodies).

Describe existing restoration and enhancement efforts and any mitigation measures – evaluate how Clean Water Act anti-degradation requirements will be met.

If project could impact drinking water, coordinate with ADEC.

The EIS should identify all source water protection areas in the project area.

Identify all activities and potential contaminants that could be caused by alternatives and associated activities.

Evaluate impacts of temporary roads, facilities and other infrastructure on water bodies in the project area.

Note that any project disturbing land of one acre or more requires coverage under National Pollutant Discharge Elimination System – the EIS should document consistency with applicable storm water permitting requirements and mitigation.

Physical—Air Quality

Recommend that EIS disclose whether vehicular air toxic emissions would result from project construction and operation – discuss health effects and exposure.

EIS should disclose the locations of potential emission increases.

The EIS should include an assessment or accounting of all factors that could influence the degree of adverse impact.

Recommend that the EIS include a hot spot analysis for air toxics and particulate matter and include mitigation.

Demonstrate conformity with the Alaska State Implementation Plan.

Physical—Water Resources

DEC is primarily interested in impaired water bodies – Chester Creek. Chester Creek and Ship Creek are listed as an impaired waterbody for fecal – does not see H2H impacting fecal levels.

The EIS should include a discussion of the cumulative effects of construction activities, and reasonably foreseeable future projects, which could change the hydrology, run-off characteristics, and the delivery of pollutants to water bodies.

Potentially affected groundwater basins and impacts to springs should be identified.

Physical—Hazardous Waste Sites/Contamination

Consider cost comparison between relocation and tunnel under Merrill Field, including the consideration of the cost of disposing hazardous materials.

If contamination is detected through this study, please notify ADEC. Plans may need to be submitted for clean-up.

Take into consideration all contaminated sites in the project area when developing alternatives. For example, Merrill Field sits on a landfill that contains hazardous materials.

Impacts to the closed landfill at Merrill Field should be avoided.

Social & Built—Community Facilities and Public Services

FAA would have an interest if there would be impact to Part 77 airspace.

Permit will be needed if ARRC lines are crossed.

If project limits ARRC's ability to expand, it will be rigorously scrutinized.

Social & Built—Environmental Justice

The DHSS is the right agency to help address EJ – and reducing the cost to government medical care can be furthered by beneficial improvements to the built environment.

The EIS should disclose what efforts were taken to meet EJ requirements.

Social & Built—Relocation

The EIS should disclose the number of housing units that would be impacted.

Social & Built—Transportation, Travel Patterns, Accessibility, and Highway/Traffic Safety

The EIS should consider driving habits and future growth.

Consider pedestrian numbers in traffic forecasting.

If using design build in construction there must be a requirement for optimizing transit connections.

The EIS should include data on the rate of accidents, not just the number.

Alternatives should consider the ease with which buses can enter and exit the freeway.

Other

The EIS should consider the University-Medical employment district along with the Downtown and Midtown districts.

Recommend that potential impacts from induced growth be fully evaluated and disclosed in the EIS.

Explain each alternative's potential side benefits.

NEPA requires that cumulative impacts be addressed as a summary of the individual impacts – this includes analysis and disclosure of activities on adjacent private land irrespectively of what agency/entity owns or manages the land.

Analysis should be focused on those resources that are significantly impacted.

Identify resources of concern or ecosystem components that might be affected.

Ecological requirements may extend beyond the project boundaries – reasonable limits should be set.

A summary listing of other projects occurring in the vicinity without accompanying analysis would be insufficient for the EIS.

Recommend that the alternatives be designed to include environmental inspection and monitoring program – the EIS should describe the program.

A comprehensive discussion of proposed mitigation for direct, indirect, and cumulative impacts is required – mitigation measures must be discussed in detail – a listing will not be adequate.

The EIS should address coordination efforts and funding or budget to implement/undertake monitoring/mitigation.

The EIS should consider how resources affected by climate change could potentially influence the project.

Perform a screening process to determine which aspects of health could be impacted.

A Health Impact Analysis (HIA) may be required – if so, partner with local, state, and federal health officials.

The EIS must take into consideration and evaluate the impacts of all AMATS LRTP projects.

Social & Built—Community Facilities and Public Services

Merrill Field provides medical evacuation access to one of Alaska's larger hospitals – any negative impact to safety and security at Merrill Field should be avoided.

Social & Built—Economic Consequences

Business access to businesses at Merrill Field should be enhanced with this project to increase economic contributions.

Merrill Field dates back to the 1930s its footprint should be preserved.

The Merrill Field Master Plan must be respected to encourage private development.

Social & Built—Land Use and Ownership

Land takes from Merrill Field should be avoided.

5.3.5 Tribal Comment Summaries

5.3.5.1 EIS Process

Concerns were raised about the need to streamline tribal participation on the multiple projects sponsored by FHWA, FTA, and DOT&PF.

Concern regarding ability to participate in project due to resource constraints.

What are the benefits of being a “Participating Agency” compared to the government-to-government process and participation?

5.3.5.2 Environmental Consequences

Natural– Historic and Cultural

Increase the knowledge of the tribes and their presence in the Anchorage area.

Interview Elders to develop the historic context for the project.

Use Dena’ina place names to identify the sites.

Bring appropriate materials to interview Elders. Be inclusive and aware of the different clans.

5.3.5.3 Public Involvement

Develop a curriculum to educate students about the indigenous people of the area.

5.3.5.4 Alternatives

Alternatives - LRTP

Did the traffic data compiled for the H2H project consider the current improvements being made? For example, the Glenn/Bragaw overpass and the added lane on Fifth Avenue?

Modes – General

What are you doing to get the information out to the commuters in the Mat-Su and Eagle River?

5.4 Key Issues for Study in the Draft EIS

The key issues identified through the scoping process with scoping participants (agencies, tribes, and the public) will help guide project development and will be addressed in detail in the Draft EIS. Table 5-4 lists the key issues identified by NEPA topic and the rationale for the basis of the issue.

Table 5-4. Key Issues and Next Steps for Study in the Draft EIS

Topic	Environmental Issues
Social and Built Environment	
Land Use and Ownership	Scoping participant comments suggested that a land use and transit alternative be studied. A number of comments suggested that potential land use and growth impacts be evaluated in the EIS.
Community Facilities and Public Services	Many community facilities and public services exist within the project area, including three hospitals, more than 15 schools, several shopping centers, emergency services, and utilities.
Population and Social Groups (include EJ)	Low-income, minority, and LEP persons reside in the project area. Scoping participants raised concerns about Environmental Justice and the potential for the proposed project and adverse impacts to be disproportionately borne by these populations.
Utilities	Electric, water, sewer, and storm water utilities exist within the project area. Utilities could require relocation depending on the alternative selected.
Relocation	The project area is almost entirely composed of developed land. Scoping participants have raised concerns about potential residential relocations.
Economic Environment	Scoping participants raised concerns about the potential economic impacts of the proposed project, including impacts to local businesses and property values. Concern was also expressed about the potential of negative economic impacts during construction.
Hazardous Waste Sites/Contamination	Merrill Field sits on a landfill that contains hazardous materials; other documented contaminated sites exist throughout the project area.
Recreation, Parks, and Wildlife Refuges (Section 4(f) Resources)	There are Municipal parks and trails within the project area, including the Chester Creek Green Belt and Russian Jack Springs Park. Residents commented that their access to recreational resources in the Municipality is important to them and contributes to their quality of life. Concerns were raised about the proposed project fragmenting, eliminating, or reducing access to these resources.
Visual Environment	The proposed project could change the viewshed. Some scoping participants have expressed concern about potential impacts that the proposed project would have on the visual environment.
Construction Impacts	Scoping participants raised concerns about impacts to transportation, travel, businesses, noise, and safety during construction.
Energy	Scoping participants asked how rising gas prices would affect the development of project alternatives. Others comments focused on

Topic	Environmental Issues
	non-motorized transportation modes.
Joint Development	Joint development measure which will preserve or enhance an affected community's social, economic, environmental, and visual values will be explored in the EIS.
Historic and Archaeological Preservation	Several sites listed on the National Register of Historic Places are present within the project area, including the Anchorage Cemetery, Pioneer Schoolhouse, and UAA Campus Center. Based on preliminary research and on comments from scoping participants, historic resources including pre-1966 homes and potential Dena'ina cultural sites exist within the project area. Some sites may be eligible for the National Register of Historic Places.
Physical Environment	
Air Quality	A large area of the Anchorage Bowl is a maintenance area for carbon monoxide. Scoping participants have expressed interest in how the proposed project would affect air quality in the maintenance area, including greenhouse gas emissions and particulate matter, including air toxics.
Noise	Scoping participants raised concerns about how the proposed project would affect noise levels during construction and from increased traffic. There are noise-sensitive land uses present in the project area, including schools, residences, hospitals, cemeteries, and religious institutions.
Geology/Soils/Seismic Hazards	Potential geotechnical issues may include challenging soil conditions such as soft or compressible soils, shallow groundwater or abundant surface water, permafrost/seasonal frost, slope stability issues, and seismic conditions. Scoping participants raised concerns about stability and safety of the proposed project, especially a cut-and-cover design during a seismic event.
Natural Environment	
Water Bodies and Water Quality	Ship Creek and Chester Creek are listed as impaired water bodies and are in the project area. Agencies have raised water quality concerns from storm water runoff from roadways, and also noted that the proposed project may offer opportunities to repair impeded stream flow/fish crossings and fish habitat in Chester Creek.
Wetlands	Wetlands exist within the project area, primarily along the Chester Creek greenbelt and east and south of the Muldoon-Tudor curve.
Floodplains	The project area contains areas of 100-year flood plain likely to be crossed by project alternatives.
Coastal Zone	The ACMP - Coastal Zone Management Area for the MOA runs through the project area, primarily along the Chester Creek greenbelt and through portions of Merrill Field.
Fish and Wildlife	According to preliminary research, bird habitats are present in the

Topic	Environmental Issues
	study area, including areas of Chester Creek and University Lake. Bear habitat is found along the Chester Creek greenbelt and east and south of Muldoon and Tudor Roads. Scoping participants expressed interest in how the proposed project would impact fish and wildlife and their habitats.
EFH	Chester Creek, Ship Creek, and Campbell Creek are anadromous streams within the project area. Each of these streams is considered EFH.
Coastal Zone	The ACMP – Coastal Zone Management Area for the MOA runs through the project area, primarily along the Chester Creek greenbelt and in the Merrill Field Airport area.
Threatened or Endangered Species	At this time there are no known species in the project area that are listed as threatened or endangered under the Endangered Species Act.
Transportation	
Vehicular Travel	Project alternatives would alter traffic volumes on various roads within Anchorage. Scoping participants expressed interest in examining a number of modes of travel and multimodal solutions.
Aviation Transportation	Merrill Field Airport lies within the project area, and the MOA commented that the proposed project must consider and be consistent with the airport’s master plan. FAA expressed concern about potential impacts to the airport and airspace.
Considerations Relating to Pedestrians and Bicyclists	Pedestrian and bicycle paths exist within the project area. Scoping participants have expressed an interest in including design features to accommodate and encourage pedestrians and bicycles, as well as raised concerns about the proposed project becoming a barrier for pedestrian and bicycle travel.
Travel Patterns and Accessibility, Highway and Traffic Safety	Traffic patterns throughout many parts of Anchorage could change as a result of project alternatives. Scoping participants voiced concerns about the potential for increased traffic in neighborhoods and on already-crowded roads, as well as on potential exit and entry ramps. Scoping participants raised questions about how the H2H project would interface with the Knik Arm Crossing project. The public raised concerns about traffic and public safety and about maintaining access to roads and neighborhoods for residents during construction and after the project is complete.
Cumulative, Secondary, and Indirect Impacts	
Cumulative, Secondary, and Indirect Impacts	Based on scoping participant comments, cumulative impacts due to the proposed project are an area of concern regarding multiple resource categories.

Future reports will cover the remainder of the EIS evaluation process, including identification of reasonable alternatives to be examined in the Draft EIS.

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16 USC 431-433	American Antiquities Act
16 USC 469	Moss-Bennett Act (aka Archaeological and Historic Preservation Act of 1974 or Archaeological Data Preservation Act)
16 USC 470	National Historic Preservation Act (NHPA) of 1966 (as amended)
23 CFR 774	Section 4(f) of the Department of Transportation Act
25 USC 479a	Federally Recognized Indian Tribe List Act of 1994; Omnibus Trade Act of 2000
36 CFR 60	National Register of Historic Places
36 CFR 63	Determinations of Eligibility for Inclusion in the National Register of Historic Places
36 CFR 65	National Historic Landmarks Program
36 CFR 68	Secretary of the Interior's Standards for the Treatment of Historic Properties
36 CFR 800	Protection of Historic Properties
40 CFR 1500-1517	Regulations of the Council on Environmental Quality
42 USC 4321, 4331, 4332	National Environmental Policy Act of 1969
AS 41.35	Alaska Historic Preservation Act
EO 12898	Environmental Justice
EO 13175	Consultation and Coordination with Indian Tribal Governments
FHWA T 6640.8A	FHWA Technical Advisory (19870)