# APPENDIX Y

# RESPONSES TO SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS

## JUNEAU ACCESS IMPROVEMENTS
## FINAL ENVIRONMENTAL IMPACT STATEMENT

**STATE PROJECT NUMBER: 71100**
**FEDERAL PROJECT NUMBER: STP-000S (131)**

*Prepared for*

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## ACRONYMS AND ABBREVIATIONS

| Acronym | Definition |
|---|---|
| AAC | Alaska Administrative Code |
| AASHTO | American Association of State Highway and Transportation Officials |
| ACMP | Alaska Coastal Management Program |
| ADEC | Alaska Department of Environmental Conservation |
| ADF&G | Alaska Department of Fish and Game |
| ADNR | Alaska Department of Natural Resources |
| ADT | average daily traffic |
| AHI | Avalanche Hazard Index |
| AIR | Air Quality |
| ALT | Alternatives |
| AMHS | Alaska Marine Highway System |
| APE | Area of Potential Effect |
| AVA | Avalanche/Weather |
| AWQS | Alaska Water Quality Standards |
| BMP | best management practice |
| CAR | Comment Analysis Report |
| CBJ | City and Borough of Juneau |
| CD | compact disc |
| CFR | Code of Federal Regulations |
| Coeur Alaska | Coeur Alaska, Incorporated |
| CUL | Cultural, Historical, and Archaeological Resources |
| dBA | decibels, A-weighted. "A-weighted" decibels represent the sound level of a range of frequencies modified (i.e., weighted) in a prescribed manner representative of the human hearing response to common sounds. |
| DOT&PF | Alaska Department of Transportation and Public Facilities |
| EAG | Bald Eagles |
| EDI | Editorial and Document Management |
| EFH | essential fish habitat |
| EIS | Environmental Impact Statement |
| ENV | Environment |
| EPA | United States Environmental Protection Agency |
| ERG | Energy |
| EVJ | Environmental Justice |
| FA | Federal Agency |

## ACRONYMS AND ABBREVIATIONS (continued)

| Acronym | Definition |
|---|---|
| FHWA | Federal Highway Administration |
| FSH | Fish – Marine Fish, Anadromous Fish, and Shellfish |
| FVF | fast vehicle ferry |
| FY | fiscal year |
| GEO | Geology |
| GF | (State of Alaska) General Fund |
| Goldbelt | Goldbelt, Incorporated |
| HAZ | Hazardous Material |
| HCI | Habitat Capability Index |
| $L_{10}(h)$ | sound level that is exceeded 10 percent of the time for a one-hour period |
| $L_{dn}$ | the day-night average sound level |
| $L_{eq}(h)$ | equivalent steady-state sound level in a one-hour time period that contains the same acoustic energy as a time-varying sound level during the same period |
| LA | Local Agency |
| LND | Land Use |
| LUD | Land Use Designation |
| LWCFA | Land and Water Conservation Fund Act |
| $\mu g/m^3$ | microgram per cubic meter |
| M&O | maintenance and operations |
| M/V | motor vessel |
| McDowell Group | McDowell Group, Incorporated |
| NAAQS | National Ambient Air Quality Standards |
| NEP | NEPA |
| NEPA | National Environmental Policy Act |
| NHL | National Historic Landmark |
| NHS | National Highway System |
| NMFS | National Marine Fisheries Service |
| NOI | Noise |
| NPS | National Park Service |
| NPV | net present value |
| OHMP | Office of Habitat Management and Permitting |
| OR | Group or Organization |
| ORV | off-road vehicle |
| PAN | Purpose and Need |
| PC | Public Comment |
| $PM_{10}$ | particulate matter less than 10 microns |
| PUB | Public Process |
| RIV | Wild and Scenic Rivers |
| RV | recreation vehicle |
| S4F | Section 4(f) |
| SA | State Agency |
| SATP | Southeast Alaska Transportation Plan |
| SEC | Socioeconomic Resources |

## ACRONYMS AND ABBREVIATIONS (continued)

| Acronym | Definition |
|---|---|
| SHPO | State Historic Preservation Officer |
| SOC | statement of concern |
| STIP | (Alaska) Statewide Transportation Improvement Program |
| STPP | (Alaska) Statewide Transportation Policy Plan |
| SUB | Subsistence |
| SWPPP | Storm Water Pollution Prevention Plan |
| TER | Terrestrial Habitat |
| TLMP | Tongass Land and Resource Management Plan |
| TNE | Threatened and Endangered Species |
| TRN | Transportation |
| TSM | Transportation System Management |
| UNC | Unclassified |
| USC | United States Code |
| USCG | United States Coast Guard |
| USDOT | United States Department of Transportation |
| USFS | United States Forest Service |
| VIS | Visual Resources |
| VQO | visual quality objective |
| WAT | Water Quality, Hydrology, and Floodplains |
| WET | Wetlands |
| WLD | Wildlife |

# 1.0 INTRODUCTION

On January 24, 2005, a Notice of Availability of the Supplemental Draft Environmental Impact Statement (EIS) for the Juneau Access Improvements Project was published in the *Federal Register,* marking the beginning of the public review period for the document. At the same time, copies of the Supplemental Draft EIS were made available at the Juneau, Haines, and Skagway public libraries. Printed copies of the document were also distributed to the cooperating agencies and other interested agencies. Compact disk (CD) copies were distributed to organizations and individuals who submitted comments during the 2003 scoping period or requested to be on the EIS mailing list. Printed copies of the Supplemental Draft EIS and CDs were available for free by request from the project information center in the Mendenhall Mall in Juneau, at the Alaska Department of Transportation and Public Facilities (DOT&PF), and at public hearings held in Juneau, Haines, and Skagway. The full sets of appendices were available on CD for free, or printed copies could be obtained from the DOT&PF for a $100 printing charge. The Supplemental Draft EIS and all of the appendices were also available for review or download from the project website. The public review period ended on March 21, 2005.

During the review period, public testimony was recorded at four public hearing sessions held in Juneau on February 16 and 17, in Haines on February 23, and in Skagway on February 24, 2005. Comments were also submitted by the public, organizations, and governmental agencies by letter or on comment sheets available at the project information center and at the public hearing sessions. Comments were submitted by e-mail, mail, hand-delivery, or fax to the project office. All comments received or post-marked by or on March 21, 2005 were included in a Comment Analysis Report (CAR). The CAR was published in June 2005 and placed on the project website.

This CAR summarized the submissions and testimony received during the public review of the Supplemental Draft EIS. Most of the testimony and written submittals contained multiple comments about the Supplemental Draft EIS and the alternatives considered for the project. These comments were identified and, where possible, grouped into issue categories (e.g., terrestrial habitat, air quality, transportation). Some comments did not readily fall into a specific issue category. These comments were placed into an “Unclassified” comment category.

Each comment was assigned a unique alphanumeric identifier (e.g., PC39, OR995), so that comments could be referenced back to the originator. Section 2 describes the process and methodology used to track and code comments received during the public review period. Section 3 presents a brief overview of the number of comments and the general types of comments received on the Supplemental Draft EIS.

Many comments in each issue category raised similar concerns. Therefore, it was possible to group comments into a single statement of concern (SOC). These SOCs (e.g., AIR01: A highway in Lynn Canal would increase air pollution) were provided by issue category in the CAR. In some cases, a single statement was sufficient to capture the meaning of all of the comments attributed to that SOC. In other cases, it was necessary to provide additional statements after an SOC to capture the range of meanings among a group of similar comments attributed to an SOC.

This *Responses to Supplemental Draft EIS Comments* provides responses to all comments received on the Supplemental Draft EIS. Much like the CAR, this document lists all of the SOCs by issue category, followed by clarifying statements that present the range of comments that are

included under a single SOC, where necessary, and as was done in the CAR. DOT&PF's responses to comments immediately follow each SOC and its clarifying statements, where applicable. Many SOCs have quite a few clarifying statements. Where necessary to better address the entire range of comments attributed to each SOC; there are several responses to a single SOC. In these cases, a response is provided immediately following the specific one or more clarifying statements that it addresses.

Two indices are provided at the end of this report. The first index provides an alphabetical list of individual commentors and their corresponding SOCs. The second index provides an alphabetical list of organizations (i.e., government jurisdictions and private organizations) and their associated SOCs. These two indices provide a means for commentors to locate their comments and identified SOCs.

# 2.0 COMMENT ANALYSIS PROCESS

The analysis of public comments on the Supplemental Draft EIS was a multi-stage process that included coding, sorting, and summarizing public comment submissions and testimony into SOCs. The process is described in detail below.

## 2.1 SUBMISSION TRACKING

All submissions were assigned a unique identifying number by DOT&PF in the general order received. Each person testifying at a public hearing was also assigned a unique number preceded by the letter 'H'. In addition, each comment letter or testimony was assigned an alphabetic prefix indicating whether it came from a State of Alaska or federal governmental agency (SA and FA, respectively); local agency (LA); organization or group (OR); or the general public (PC).

## 2.2 CODING

After being assigned an alphanumeric identifier, each submission or individual testimony was reviewed to identify the comments within it. Each comment was assigned a unique code number (e.g., LA1003-43), which included the alphanumeric identifier of the submission or testimony. This ensured that each comment had a unique alphanumeric description that could be readily referenced back to the originator. Once comments were identified, they were assigned to one or more issue categories that reflected the substance of the comment. After all of the submissions were coded, the comment code numbers were transferred into a database along with the name of the commentor, the date received, and contact information.

## 2.3 ISSUE CATEGORIES AND STATEMENTS OF CONCERN

The coded comments in each issue category were reviewed to identify similarities among comments. All similar comments in an issue category were grouped together and a single SOC that captured the meaning of those comments was prepared. In some cases, a simple statement sufficiently captured the meaning of all the comments attributed to the SOC. In other cases, further description was needed beyond the SOC to ensure that all facets of the comments were addressed. Finally, a global review of the SOCs was completed to minimize duplication. Similar statements were combined under one SOC where possible.

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## 3.0 PUBLIC COMMENT OVERVIEW

DOT&PF received a total of 1,373 written submissions during the public review period and oral testimony from a total of 227 individuals who attended the four public hearing sessions held in Juneau, Haines, and Skagway. Of the 1,600 submissions or individual testimony, 23 were duplicates. Approximately 79 individuals sent in multiple submissions or submitted written comments in addition to oral testimony. There were also 32 joint submissions, with multiple signatures or multiple people listed in a single submission. Two State of Alaska Legislative Resolutions were also received; they were not evaluated as comments but will be referenced in the Final EIS.

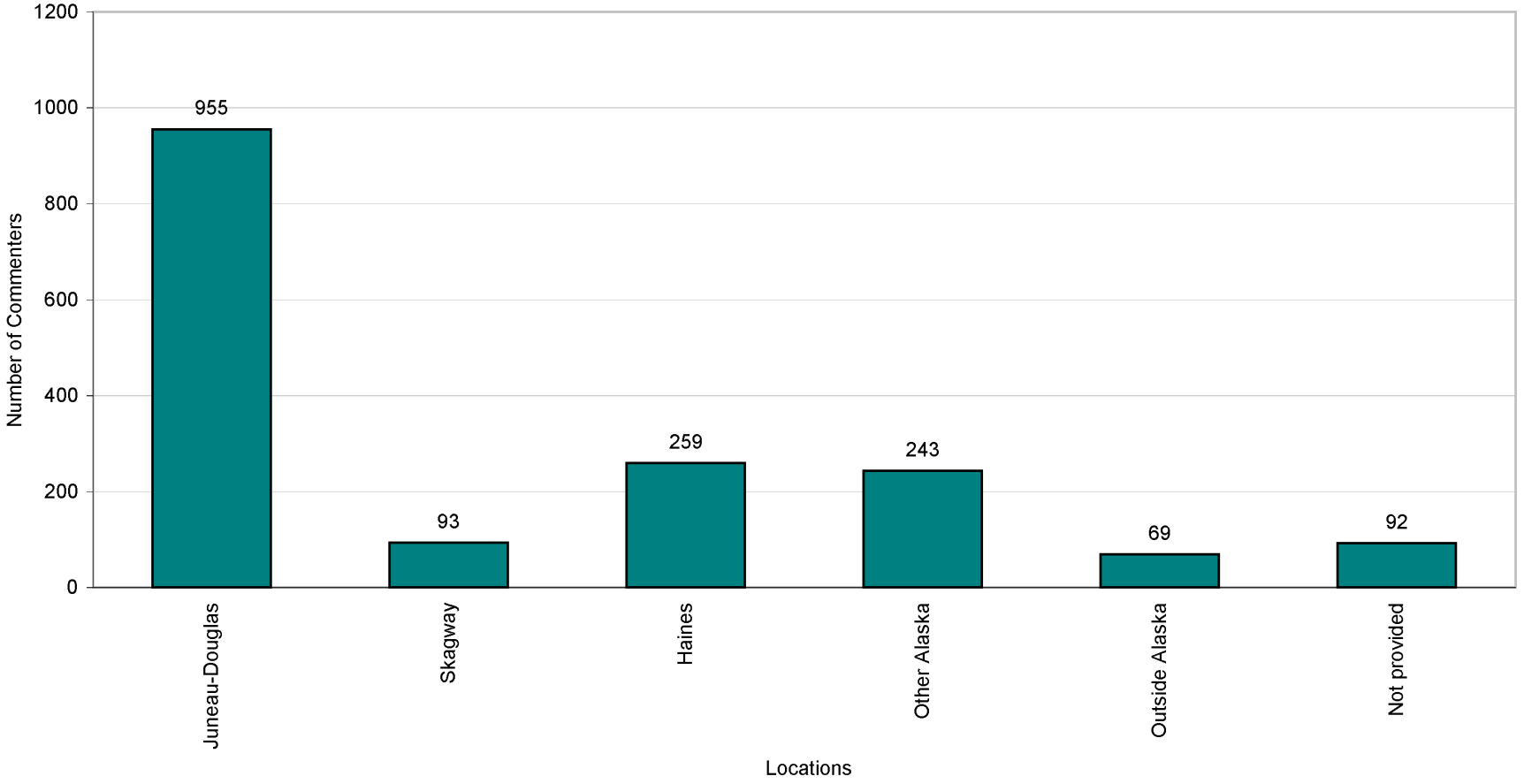
Submissions often contained comments addressing more than one issue. For example, a submission may state opposition to one alternative, support for another alternative, and reasons for that choice. Approximately 11,000 comments were identified. Comments within each submission or individual's testimony were identified and coded as described in Section 2. Individuals, agencies, or organizations could submit more than one set of comments. Each set of comments was coded, although care was taken to not duplicate identical comments from the same submitting individual, agency, or organization.

The following figures provide a general overview of the comments received. Figure 1 illustrates the geographic distribution of comments received. Figure 2 groups comments into broad topics, such as avalanche hazards, economic impacts, and wildlife impacts. This figure reflects the number of times comments regarding these topics were raised in the submissions and testimony. Figure 3 identifies the number of commentors who expressed support of one or more of the project alternatives.

Not all commentors identified a preference for a specific alternative; some indicated a general preference for a road alternative or a marine alternative, or no preference at all. Because these general preferences are of interest to decision makers, as well as the public, they have been identified in addition to the specific alternative preferences. Figure 4 provides a comparison of comments that generally favored a highway-based alternative and those that favored a marine-based alternative. These numbers represent comments that were grouped into a relevant SOC in the "Alternatives" issue category. The codes for SOCs considered to support a highway are ALT01, ALT04, ALT05, ALT06, ALT07, ALT08, ALT14, ALT15, and ALT20 (see Section 4). The codes for SOCs considered to support marine-based transportation are ALT02, ALT03, ALT09, ALT10, ALT11, ALT12, ALT13, ALT16, and ALT19 (see Section 4). Preferences for the No Action Alternative as well as suggested changes to the current system or marine alternatives were interpreted as a preference for a marine alternative, unless a statement to the contrary was made. Similarly, suggested changes to East or West Lynn Canal Highway alternatives were interpreted as a preference for a highway alternative.

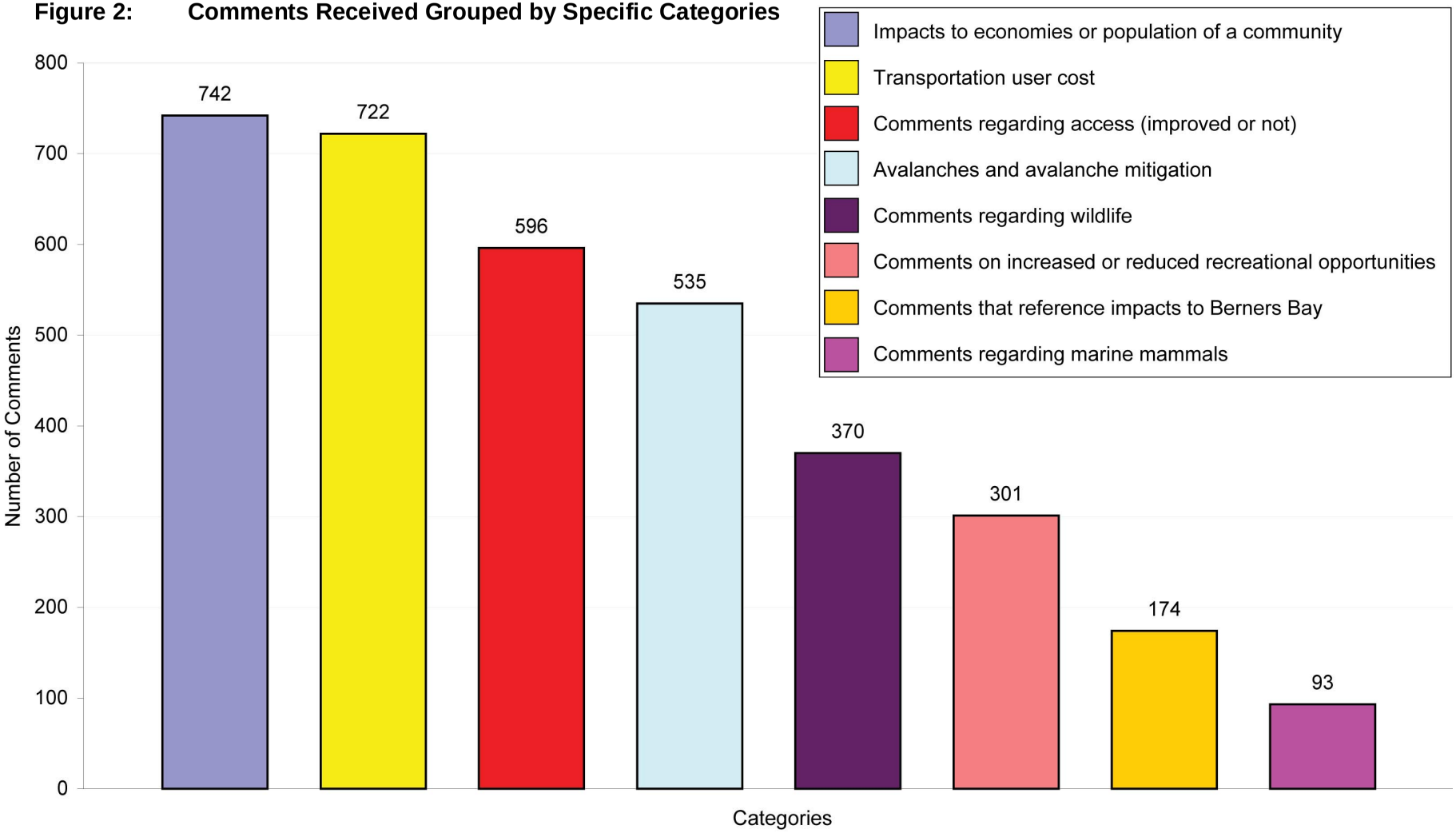
Figure 4 depicts comments in two ways. For the 'Submissions' columns, each submission was counted only once, regardless of the number of persons or organizations identified in the letter. In the "Commentors" columns, each identified commentor is counted, regardless of whether they submitted a separate or joint submission (identified commentors are those that provide a first initial or name and last name). In each comparison, an individual or organization was only counted once. The only exception was in cases where a person represented an organization during public testimony and, at a later date, provided written comments representing only him/herself.

**Figure 1: Distribution of Submissions by Location**



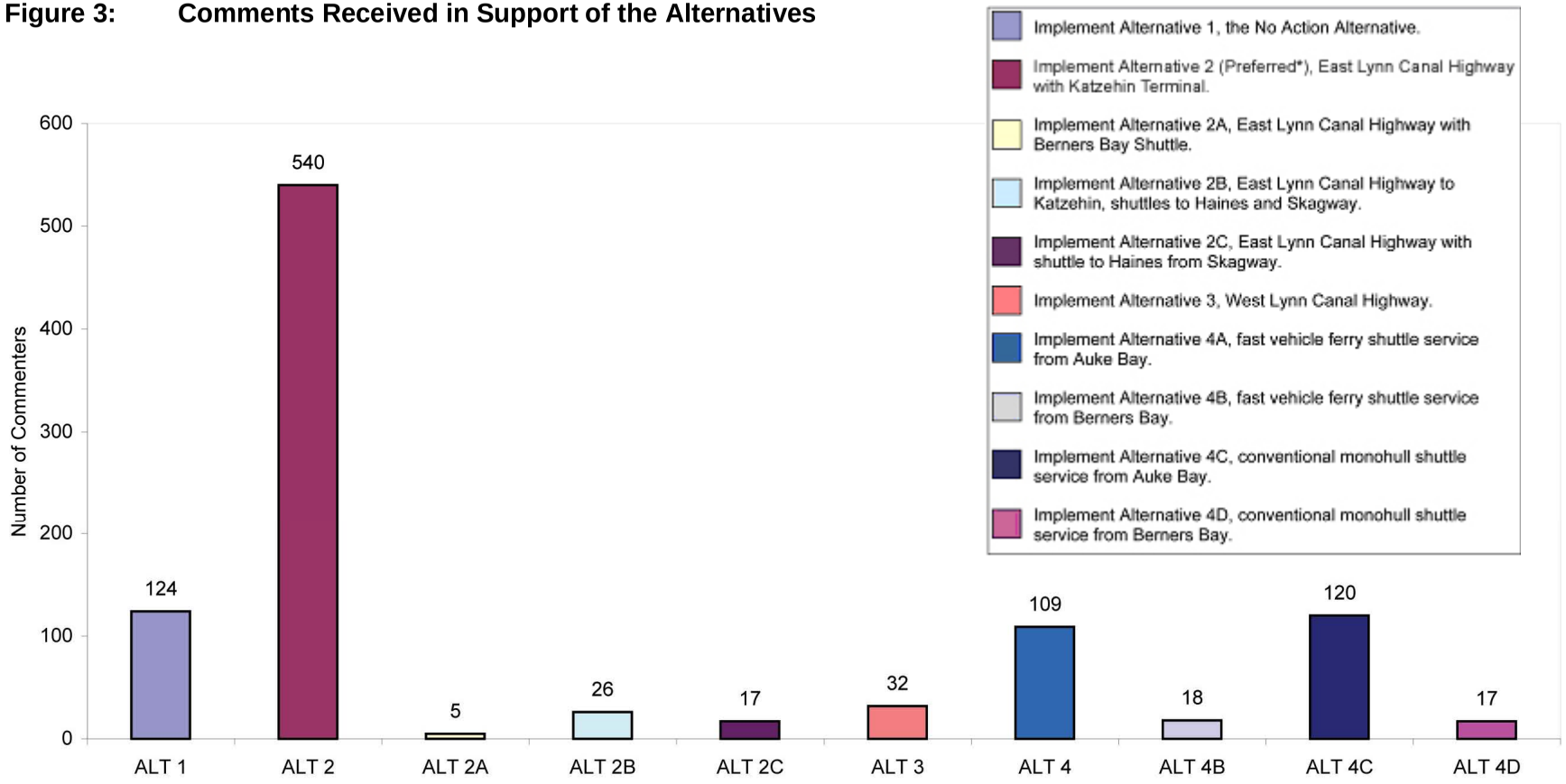

Note: Comments are summarized by geographic location of the submitter. Juneau-Douglas includes the City and Borough of Juneau; Haines includes the surrounding Haines Borough. Most of the comments included under "Other Alaska" were received from the Anchorage Bowl area.

**Figure 2: Comments Received Grouped by Specific Categories**




Note: This figure identifies some of the most prevalent issues raised in comments on the Supplemental Draft EIS. These categories are combinations of more than one SOC within a general issue category and do not necessarily correspond directly to a single issue category or SOC in Section 4 of this report.

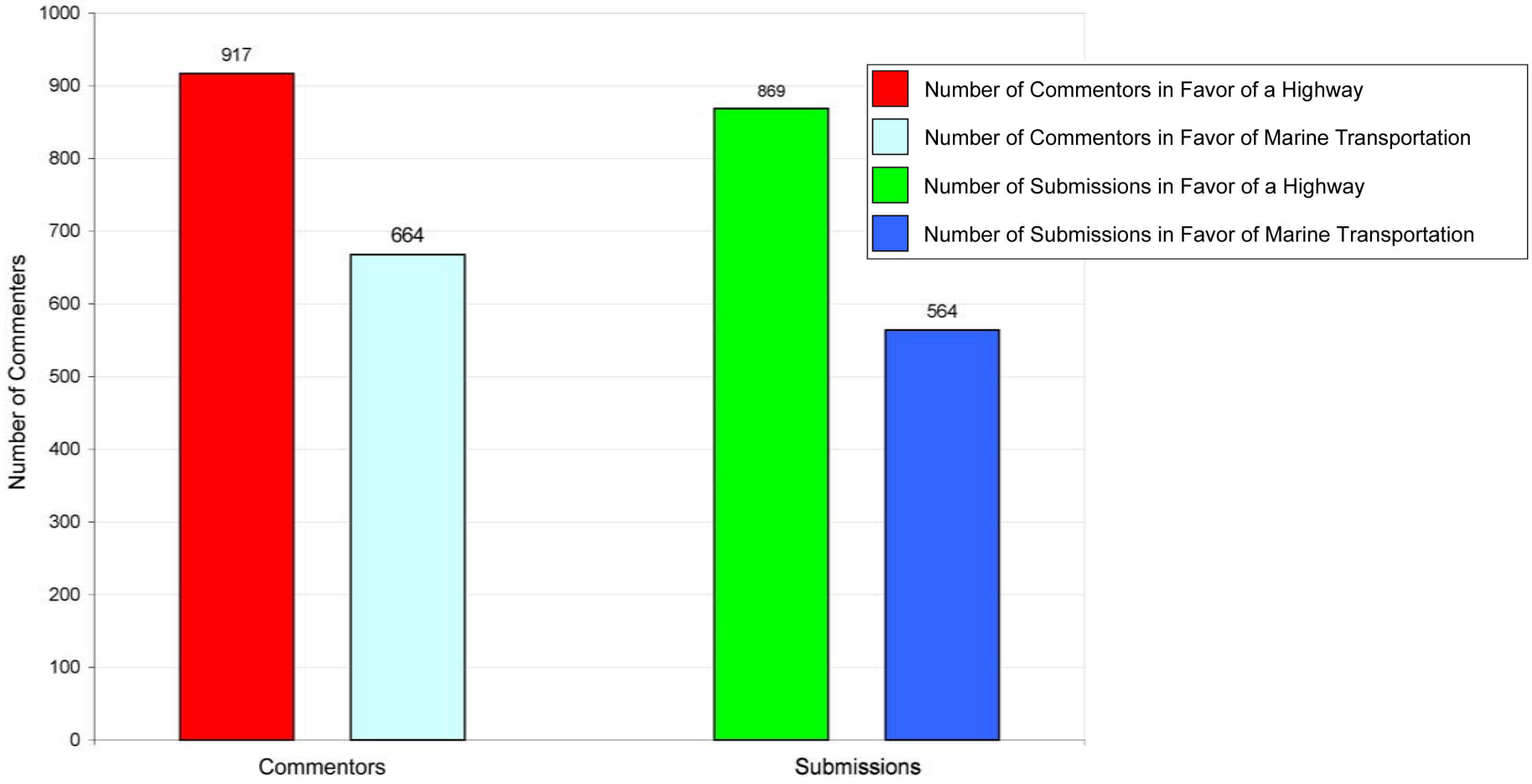
**Figure 3: Comments Received in Support of the Alternatives**




*Alternative 2 was the preferred alternative identified in the Supplemental Draft EIS.

Note: This figure relates the number of commentors that identified one of the alternatives in the Supplemental Draft EIS as the commentor's preferred alternative. It should be noted that often submissions contained no designated preferred alternative, multiple preferred alternatives, simply stated a general statement for any highway alternative, against any highway alternative, for a marine alternative, or against any marine alternatives.

**Figure 4: Comparison of Comments Received Expressing Support of a Highway or Marine Alternative**




Note: SOCs used to determine highway support include ALT01, ALT04, ALT05, ALT06, ALT07, ALT08, ALT14, ALT15, and ALT20. SOCs used to determine support of marine-based transportation include ALT02, ALT03, ALT09, ALT10, ALT11, ALT12, ALT13, ALT16, and ALT19.

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# 4.0 STATEMENTS OF CONCERN BY ISSUE CATEGORY

## 4.1 AIR QUALITY (AIR)

### AIR01: A HIGHWAY IN LYNN CANAL WOULD INCREASE AIR POLLUTION.

***A highway would increase air pollution and worsen global warming.***

***Vehicles using the highway would increase carbon dioxide emissions and affect air quality.***

**Response:** Air pollutant emissions from internal combustion engines are directly related to the volume of fuel burned. Fuel consumption was estimated for all of the project alternatives, including the No Action Alternative.

Vehicle travel is projected to increase in the Lynn Canal corridor over the 30-year study period for most project alternatives. The increased consumption in fuel resulting from this increase in vehicle travel is reflected in the calculations provided in Table 4-64 of the Final EIS. Based on traffic projections, total fuel consumption for each reasonable alternative over the 30-year study period is listed below.

| Alternative | Total Fuel Consumption 2008-2038 (million gallons) |
|---|---|
| No Action | 74.3 |
| 2B | 68.1 |
| 3 | 64.7 |
| 4A | 160.1 |
| 4B | 146.4 |
| 4C | 79.9 |
| 4D | 74.8 |

As shown, total consumption of fuel generally increases in proportion to the amount of ferry travel associated with each alternative. This is because trucks and cars are substantially more fuel-efficient than ferries. Alternatives 2B and 3 would have lower fuel consumption than the No Action Alternative and substantially lower fuel consumption than any of the marine alternatives (Alternatives 4A through 4D). Alternative 3 ferries would burn more fuel than Alternative 2B ferries, but because of the lower number of projected travelers, total highway and ferry fuel consumption would be less under Alternative 3. Because fast vehicle ferries (FVFs) consume particularly large volumes of fuel, Alternatives 4A and 4B are projected to use approximately two times more fuel than the No Action Alternative or Alternatives 2B and 3. Because of fuel consumption, the No Action Alternative and Alternatives 4A through 4D would result in greater pollutant emissions than Alternatives 2B and 3 over the 30-year study period.

Fewer vehicles are projected to travel in the Lynn Canal corridor with the No Action Alternative and the marine alternatives than with the highway alternatives. As shown in Table 4-64 of the Final EIS, fuel consumption is substantially higher per vehicle for ferry travel than for highway travel. Therefore, the No Action Alternative and marine alternatives would result in greater air pollution, including carbon dioxide emissions, and would move fewer vehicles than any of the highway alternatives considered for the proposed project.

Finally, emission controls on diesel engines used in ferries are currently less stringent than controls on passenger vehicles and trucks. Marine diesels up to 3,000 horsepower use the

same control technology as land-based non-road diesel engines. Marine diesels up to 11,000 horsepower use control technologies similar to locomotive engines. Non-road and locomotive diesel engines have higher emissions of ozone-forming pollutants, carbon monoxide, particulates, and sulfur than engines in on-road vehicles. This would remain the case until 2011 when the United States Environmental Protection Agency (EPA) will require these marine engines to conform to emission standards of on-road vehicles.

All ferries would operate with diesel engines while most vehicles using a highway alternative would be gasoline powered. Diesel combustion emits 20 times more particulates than gasoline combustion.

**AIR02: THE FERRY SYSTEM CREATES MORE AIR POLLUTION THAN A HIGHWAY.**

***Construction of the highway would result in reduced emissions because the ferry system would use more fossil fuels than the vehicles using a highway.***

**Response:** Pollutant emissions over the 30-year study period associated with any of the highway alternatives (Alternatives 2B and 3) would be less than that from the No Action Alternative or from any of the marine alternatives (Alternatives 4A through 4D). In addition, the highway alternatives would move many more vehicles through the Lynn Canal corridor than the ferry alternatives. Therefore, pollutant emissions per vehicle traveling through the corridor would be substantially less with the highway alternatives than with the marine alternatives.

***The highway could provide land access to Alaska Electric Light and Power, expanding power to Haines and Skagway and thereby reducing air pollution and dependence on existing power plants.***

**Response:** The USFS has jurisdiction over most of the lands along the east and west side of Lynn Canal and would have to grant a use permit for a utility corridor from Juneau to Haines and Skagway. There are currently no plans for Alaska Electric Light and Power to bring electricity into Haines or Skagway.

**AIR03: THE AIR QUALITY ANALYSIS IN THE SUPPLEMENTAL DRAFT EIS IS INADEQUATE.**

***Discussions on air quality should be updated with information on ambient air quality in Skagway.***

**Response:** Air quality data collected in Skagway by the Alaska Department of Environmental Conservation (ADEC) have been summarized in the Final EIS, and the reference to the 1994 air quality report has been added to the document. The National Park Service (NPS) conducted a pilot study using chemical analyses of lichen as a surrogate for directly measuring air quality.[1] The study claims that two lichens from the Klondike-Skagway area showed signs of air pollution. However, the report indicated that it was not possible to link the findings to current air quality conditions or human health standards.

***The air quality analysis of the preferred alternative for $PM_{10}$ is too simplistic and the FHWA and DOT&PF have failed to thoroughly examine air quality impacts of highway alternatives.***

[1] Furbish, C.E., L. Geiser, and C. Rector. 2000. Lichen-Air Quality Pilot Study for Klondike Gold Rush National Historical Park and the City of Skagway, Alaska. Klondike Gold Rush National Historical Park Natural Resources Management Program. NPS.

***The Supplemental Draft EIS bases all of the air quality analysis on a 1994 air quality report, which stated that "ambient air quality is good and carbon monoxide levels are well below maximum allowable levels." This report was not cited, which prevents one from verifying the information or examining its methods. Also, the report should be replaced with a new air quality study.***

**Response:** The region where the project is located has been designated an air quality attainment area or unclassifiable. There is no indication of any air quality problem in the project area. There is a $PM_{10}$ non-attainment area in the Mendenhall Valley approximately 40 miles south of the southern extent of the proposed project area. This $PM_{10}$ non-attainment was due to a combination of dust from unpaved roads and wood smoke during winter inversions. Road paving and burning bans have been successful in eliminating this problem. The population in Juneau, Haines, and Skagway grew by approximately 4,400 people from 1990 to 2000. This is a very minor increase in population over an area the size of Lynn Canal. These facts point to the conclusion that regional air quality is essentially the same as it was in 1994 and 1999. There is no evidence that current air quality conditions warrant a new, comprehensive air quality study. The 1994 *Air Quality Technical Report* that was published by DOT&PF with the Juneau Access Improvements Project Draft EIS has been updated by the *Air Quality Modeling Memorandum*, Appendix T, and provides sufficient information.

Because of the volume of traffic projected for the highway alternatives (Alternatives 2B and 3) and the excellent air quality of the region, a detailed analysis of particulate matter less than 10 microns in diameter ($PM_{10}$) is not warranted. The 24-hour and annual average $PM_{10}$ concentrations measured in 2000 on Mendenhall Loop Road in Juneau were less than 20 percent of the National Ambient Air Quality Standards (NAAQS) for this pollutant. While $PM_{10}$ concentrations would vary throughout Lynn Canal, it is not reasonable to assume that they would be substantially higher than those measured in the most urbanized area in the region that has the only $PM_{10}$ non-attainment area in Lynn Canal, or that they would approach the NAAQS for this pollutant. Peak-hour traffic on Mendenhall Loop Road was 10 times higher in 2000 than the summer peak-hour traffic for Alternative 2B, which would have the largest traffic volumes of any of the project alternatives, projected for 2038. It does not require a detailed analysis to reasonably conclude that project-related traffic would not result in a substantial increase in $PM_{10}$ concentrations.

***Information on the finding of no effects to the Mendenhall Valley non-attainment area is cursory and insufficient. Also, there should be discussion of the potential air quality impacts in places other than Mendenhall Valley.***

**Response:** As indicated above, the proposed project is located about 40 miles from the Mendenhall Valley $PM_{10}$ non-attainment area. Vehicular traffic on a highway alternative is projected to result in maximum 24-hour average and annual average $PM_{10}$ concentrations of 2.5 and 0.7 micrograms per cubic meter ($\mu g/m^3$), respectively, adjacent to the highway in 2038. To place this in perspective, the 24-hour and annual average standards for this pollutant are 150 and 50 $\mu g/m^3$, respectively. It is not reasonable to assume that the dispersion of such low concentrations of $PM_{10}$ over a distance of 40 miles would measurably change the concentration of this pollutant in Mendenhall Valley.

Neither ADEC nor the EPA has indicated that air quality is a problem in downtown Juneau. The only criteria pollutant monitored by these agencies in the Juneau area is $PM_{10}$, and the city is ranked attainment or unclassified. Project alternatives would indirectly increase vehicle traffic in downtown Juneau by less than 10 percent in 2038. There is no evidence that this would alter existing air quality in the downtown area.

## 4.2 ALTERNATIVES (ALT)

**ALT01: A HIGHWAY SHOULD BE THE MAIN MODE OF SURFACE TRANSPORTATION UNDER THE JUNEAU ACCESS IMPROVEMENTS PROJECT.**

***General support for construction of a highway is voiced but a preference for one or a combination of the highway alternatives is not stated.***

**Response:** Alternative 2B is the preferred alternative for the proposed project. Section 2.4 of the Final EIS provides a description of why this alternative was identified as the preferred alternative.

**ALT02: A HIGHWAY SHOULD NOT BE BUILT AS PART OF THE JUNEAU ACCESS IMPROVEMENTS PROJECT.**

**Response:** Alternative 2B is the preferred alternative for the proposed project. The Final EIS, Section 2.4 provides a description of why this alternative was identified as the preferred alternative.

**ALT03: IMPLEMENT ALTERNATIVE 1, THE NO ACTION ALTERNATIVE.**

**Response:** Alternative 2B is the preferred alternative identified in the Final EIS. The No Action Alternative does not meet the purpose and need for the project. The Final EIS, Section 2.4 provides a description of why this alternative was identified as the preferred alternative.

**ALT04: IMPLEMENT ALTERNATIVE 2, EAST LYNN CANAL HIGHWAY WITH KATZEHIN TERMINAL.**

**Response:** Alternatives 2, 2A, and 2C have been eliminated from further consideration because DOT&PF and the Federal Highway Administration (FHWA) have determined that these alternatives would impact property protected under Section 4(f) of the Department of Transportation Act.

**ALT05: IMPLEMENT ALTERNATIVE 2A, EAST LYNN CANAL HIGHWAY WITH BERNERS BAY SHUTTLE.**

**Response:** Alternatives 2, 2A, and 2C have been eliminated from further consideration because DOT&PF and FHWA have determined that these alternatives would impact property protected under Section 4(f) of the Department of Transportation Act.

**ALT06: IMPLEMENT ALTERNATIVE 2B, EAST LYNN CANAL HIGHWAY TO KATZEHIN, SHUTTLES TO HAINES AND SKAGWAY.**

**Response:** Alternative 2B is the preferred alternative identified in the Final EIS for the proposed project. The Final EIS, Section 2.4 provides a description of why this alternative was identified as the preferred alternative.

**ALT07: IMPLEMENT ALTERNATIVE 2C, EAST LYNN CANAL HIGHWAY WITH SHUTTLE TO HAINES FROM SKAGWAY.**

**Response:** Alternatives 2, 2A, and 2C have been eliminated from further consideration because DOT&PF and FHWA have determined that these alternatives would impact property protected

under Section 4(f) of the Department of Transportation Act.

**ALT08: IMPLEMENT ALTERNATIVE 3, WEST LYNN CANAL HIGHWAY.**

**Response:** Alternative 2B is the preferred alternative identified in the Final EIS for the proposed project. The Final EIS, Section 2.4 provides a description of why this alternative was identified as the preferred alternative.

**ALT09: IMPLEMENT ALTERNATIVE 4A, FAST VEHICLE FERRY SHUTTLE SERVICE FROM AUKE BAY.**

**Response:** Alternative 2B is the preferred alternative identified in the Final EIS for the proposed project. The Final EIS, Section 2.4 provides a description of why this alternative was identified as the preferred alternative.

**ALT10: IMPLEMENT ALTERNATIVE 4B, FAST VEHICLE FERRY SHUTTLE SERVICE FROM BERNERS BAY.**

**Response:** Alternative 2B is the preferred alternative identified in the Final EIS for the proposed project. The Final EIS, Section 2.4 provides a description of why this alternative was identified as the preferred alternative.

**ALT11: IMPLEMENT ALTERNATIVE 4C, CONVENTIONAL MONOHULL SHUTTLE SERVICE FROM AUKE BAY.**

**Response:** Alternative 2B is the preferred alternative identified in the Final EIS for the proposed project. The Final EIS, Section 2.4 provides a description of why this alternative was identified as the preferred alternative.

**ALT12: IMPLEMENT ALTERNATIVE 4D, CONVENTIONAL MONOHULL SHUTTLE SERVICE FROM BERNERS BAY.**

**Response:** Alternative 2B is the preferred alternative identified in the Final EIS for the proposed project. The Final EIS, Section 2.4 provides a description of why this alternative was identified as the preferred alternative.

**ALT13: MARINE-BASED TRANSPORTATION SHOULD BE THE MAIN MODE OF SURFACE TRANSPORTATION IN LYNN CANAL BUT NO PREFERENCE FOR ANY OF THE MARINE ALTERNATIVES IS IDENTIFIED.**

***The current ferry service is adequate and preferable to a highway.***

***Improved ferry service is preferable to a highway.***

***DOT&PF should continue or increase its support of the Alaska Marine Highway System.***

**Response:** A clear indication that the Alaska Marine Highway System (AMHS) service is not meeting demand is the lack of traffic growth in Lynn Canal compared to the population growth in the region. The population of the three Lynn Canal communities grew almost 2 percent annually from 1988 to 2002. Traffic on adjacent corridors increased at a rate of 1 to 2 percent annually. Over the same period, there was no increase in vehicular volumes in Lynn Canal. In addition to no growth, a 15-year annual average daily traffic (ADT) of 81 in Lynn Canal is extremely low for

access to a community like Juneau with a population of 30,000. The lightly traveled Dyea Road in Skagway has traffic volumes 2.5 times greater than the traffic transported by AMHS.

A traffic forecast analysis was conducted to determine transportation demand in the Lynn Canal corridor for 2008 through 2038. The forecast estimated that travel demand is over six times greater (500 vehicles per day) than what AMHS currently accommodates. The analysis also indicated that traffic demand would grow at an annual rate of about 2 percent in the Lynn Canal corridor between 2008 and 2038. At this rate, traffic demand would exceed 900 annual ADT in 2038, more than 11 times the current annual ADT in the corridor. The Final EIS, Sections 4.3.7, 4.4.7, 4.5.7, and 4.6.7 provide information regarding how well highway and marine alternatives meet elements of the purpose and need.

***The topography of the region dictates marine-based transportation over a highway.***

**Response:** The fact that a water corridor exists does not exclude a highway as a practical mode of transportation in the Lynn Canal region. There are many water corridors throughout the world that are paralleled by highways and railways. Lynn Canal is paralleled by a landmass that can be used for a highway.

**ALT14: MODIFICATIONS SHOULD BE MADE TO EAST LYNN CANAL HIGHWAY ALTERNATIVES.**

***The Juneau Access Improvements Project should include additional infrastructure, such as hiking trails, rest stops, parking areas, scenic pullouts and overlooks, campgrounds, public boat-launch ramps, emergency communication services, and right-of-way space for utility easements, along the proposed East Lynn Canal Highway routes.***

**Response:** Alternative 2B, the preferred alternative, would have 11 pullouts, including a handicap-accessible pullout and trailhead at the United States Forest Service (USFS) Berners Bay cabin, and a rest stop with public facilities at the proposed Comet maintenance building. The USFS has indicated that trails at four of the pullouts are reasonably foreseeable if the highway is constructed.

DOT&PF is responsible for providing transportation facilities. Construction and operation of campgrounds is not part of its mission and is the responsibility of property owners adjacent to the highway.

Public boat-launch facilities are not part of the proposed project at the request of NMFS. Additional boat launches in Lynn Canal could lead to harassment of Steller sea lions and other marine mammals.

Emergency communications equipment would be present at the Comet maintenance building.

Most of Alternative 2B crosses USFS land. The USFS will permit only sufficient right-of-way for construction and maintenance of a highway. In the event that a utility chose to install facilities adjacent to the highway, they would need to obtain a use permit from the USFS.

***Highway design should meet minimum standards for sight distance and width of paved shoulders to accommodate bicyclists along the East Lynn Canal Highway routes.***

**Response:** Alternative 2B would meet minimum standards for sight distances. Four-foot paved shoulders are adequate for use by bicyclists on this rural highway.

***Public bus service should be available for pedestrians along the East Lynn Canal Highway routes.***

**Response:** Public bus service between communities is not a state responsibility. The Final EIS and the addendum to the *Socioeconomic Effects Technical Report* in Appendix W include an analysis of the potential for private bus service to develop with Alternative 2B.

***The dirt road to Echo Cove should be paved.***

**Response:** This road segment has been recently resealed. See the Final EIS, Section 1.2.3 for details of improvements to the existing Glacier Highway.

***For the East Lynn Canal Highway alternatives, backup ferry service should be provided during highway closures or when avalanche hazards are high.***

**Response:** Alternative 2B would have two ferries operating between Katzehin and Haines and Skagway in the winter. These ferries would provide service between Juneau, Haines, and Skagway when the highway is closed for a day or more.

***For the East Lynn Canal Highway alternatives, highway maintenance should be suspended during winter.***

**Response:** If it were selected for the proposed project, Alternative 2B would become the National Highway System (NHS) link between Juneau and Haines and Skagway; therefore, it would be necessary for the state to maintain this link in the winter except when it is closed for avalanche control.

***For the East Lynn Canal Highway alternatives, there should be reduced or inexpensive fares for the shuttle ferry segments of the alternatives.***

**Response:** Fares for the Alternative 2B shuttles would be based on the short distances covered. See the Final EIS, Section 4.3.7.4 for fare projections and the basis of these projections.

***There should be round-the-clock maintenance workers on the East Lynn Canal Highway routes to reduce the number of highway closures.***

**Response:** The Comet maintenance station would be manned 24-hours per day 7 days per week during the winter months (approximately November through March). This station would cover the East Lynn Canal from 24 miles south of Comet to Katzehin. The remainder of the highway would be covered from Juneau.

***For the East Lynn Canal Highway alternatives, the approach into Skagway should occur further north than is planned.***

**Response:** Alternatives 2, 2A, and 2C have been eliminated from further consideration because of potential impacts to property protected under Section 4(f) of the Department of Transportation Act.

***Instead of using shuttle ferry service from the east side of Lynn Canal to Haines, East Lynn Canal Highway alternatives should include the construction and maintenance of a highway between Skagway and Haines.***

**Response:** The purpose and need for the Juneau Access Improvements Project is to improve transportation to and from Juneau in Lynn Canal. An alternative that has a very costly road

component connecting Haines and Skagway, while requiring all Juneau traffic to travel to Haines by ferry, is primarily a Haines/Skagway access project. DOT&PF has identified improved access between Haines and Skagway as an independent need.

***Under Alternative 2, include additional mitigation measures: reduce excess rock quantities by incorporating raised grades, flattened slopes, tunnel segments, and community project needs wherever practicable; identify and evaluate methods to minimize impacts of excess material wasting into the marine intertidal and subtidal areas; and, incorporate wildlife corridor crossings along the highway in areas of known wildlife movement and use, particularly Berners Bay.***

**Response:** Alternative 2 has been eliminated from further consideration. Alternative 2B is the preferred alternative identified in the Final EIS. Alternative 2B would generate approximately 2.3 million cubic yards of excess excavation material, mostly rock. Under this alternative, approximately 900,000 cubic yards of shot rock would be stockpiled at the south end of the project for future use. Up to 1.4 million cubic yards of rock would be sidecast in Lynn Canal between Comet and the Katzehin River. During design, DOT&PF would evaluate raised grades, flattened slopes, and short tunnel segments to determine locations where this would be a cost effective method to reduce excess rock quantities.

As discussed in the EIS, the intertidal areas where shot rock would be deposited were selected because they are typically narrow and steep, and the sidecast material would pass through the intertidal zone and settle in the deep subtidal zone. The intertidal areas impacted by sidecasting exhibit typical zonation with various narrow band combinations of *Fucus*, mussels, barnacles, and *Verucaria*. While these areas may support prey organisms for commercial fish species, they are not likely to serve as refuge or areas important for the spawning or growth to maturity of those species. For these reasons, direct effects on marine fish habitat due to sidecasting of materials in intertidal areas would be below measurable levels.

Bridges across streams would be designed to function as wildlife underpasses where practicable. The Lace and Antler rivers would both have 50-foot bridge extensions on each side to serve as wildlife underpasses. At the Katzehin River, an additional 100-foot section would be added to the north side of the bridge to function as a wildlife underpass. Wildlife underpasses would be located at the two identified major brown bear migration corridors on the peninsula between the Antler and Lace rivers.

***Under Alternative 2, include the construction of a combination boat-launch ramp and emergency shuttle ferry terminal at Sherman Point.***

**Response:** If Coeur Alaska, Inc. (Coeur Alaska) and DOT&PF develop a cooperative use agreement for the dock at Slate Cove, DOT&PF could use the dock in two ways: to provide interim ferry shuttle service during construction of the East Lynn Canal Highway north of Slate Cove, and to provide temporary winter ferry service during extended closures of an East Lynn Canal highway for avalanche control.

In accordance with the conditions developed for the preferred alternative as part of the National Marine Fisheries Service (NMFS) concurrence with the determination of not likely to adversely affect Steller sea lions, no public boat launch facilities would be included in the project. Under Alternative 2B, there would be no need for an emergency shuttle ferry terminal at Sherman Point. Furthermore, Sherman Point is not a practicable ferry terminal site due to its exposure.

***Under Alternative 2, include, instead of the M/V Aurora, a mainline ferry that has an open car deck and an enclosed passenger compartment.***

**Response:** As explained in the Final EIS, Section 2.3.1, the motor vessel (*M/V) Aurora* will be available for use in Lynn Canal beginning in 2007. Based on projected travel demand for the preferred alternative, Alternative 2B, there is no need to replace the *M/V Aurora* with a new vessel until at least 2028. AMHS would design any vessel for Alternative 2B, including an *M/V Aurora* replacement vessel, based upon transportation needs and economical operations.

***Under Alternative 2, include constructing a ferry terminal in the downtown Haines waterfront area instead of using the existing Lutak Terminal. It could be incorporated with the pending Haines Small Boat Harbor Expansion Project.***

**Response:** The existing Lutak Terminal is in working condition and adequately serves the needs of the AMHS. Therefore, a new ferry terminal in downtown Haines is not necessary to meet the purpose and need of the proposed project.

***Under Alternative 2, construct the highway from Juneau north in case funding is suspended, and use the M/V Aurora as a dayboat to service Skagway, Haines and Juneau until construction is completed.***

**Response:** Alternative 2B is the preferred alternative identified in the Final EIS. The road would be opened as it is completed north from Juneau. If Coeur Alaska and DOT&PF develop a cooperative use agreement for the dock at Slate Cove, the dock could be used to provide interim ferry shuttle service during construction of the East Lynn Canal Highway north of Slate Cove. Until completion of the highway, AMHS would continue to provide service to the communities of Lynn Canal, similar to that described for the No Action Alternative.

***Under Alternative 2, include bear/wildlife corridors under the highway, and include the costs of these corridors in the alternatives analysis.***

**Response:** Bridges across streams would be designed to function as wildlife underpasses where practicable. The Lace and Antler rivers would both have 50-foot bridge extensions on each side to serve as wildlife underpasses. At the Katzehin River, an additional 100-foot section would be added to the north side of the bridge to function as a wildlife underpass. Wildlife underpasses would be located at the two identified major brown bear migration corridors on the peninsula between the Antler and Lace rivers. The cost of these wildlife underpasses is provided in the Mitigation Plan presented in Chapter 5 of the Final EIS, and is included in the revised construction cost estimate.

***A bridge spanning Berners Bay should be considered as part of Alternative 2.***

**Response:** A bridge spanning Berners Bay and meeting navigational needs would be impractical from the standpoint of project cost.

***Under Alternative 2, do not include shuttle ferry service between Haines and Skagway; motorists can drive between the two communities.***

**Response:** All project alternatives include shuttle ferry service between Haines and Skagway. While there is a highway link between the two communities, the highway distance is too great to serve as the sole surface link.

***A combination of Alternatives 2A and 2B should be constructed: stop the highway at the Katzehin Ferry Terminal and run shuttle ferry service from Katzehin and from the new terminals constructed in Berners Bay.***

**Response:** As the number of ferry links and the length of ferry trips increase, the demand generated and accommodated by an alternative decreases. This alternative would require a traveler to drive from Juneau to Sawmill Cove, take a ferry from Sawmill Cove to Slate Cove, drive to Katzehin and take a ferry to Haines or Skagway from Katzehin. Such an alternative would be extremely inefficient and costly. In addition, NMFS, EPA, and the Alaska Department of Natural Resources (ADNR) Office of Habitat Management and Permitting (OHMP) have expressed concern that a ferry terminal and ferry traffic in Berners Bay could have an adverse effect on the Lynn Canal herring stock. Both NMFS and OHMP believe special conservation measures, including no operations during the herring spawning period, would be necessary. NMFS has also expressed concern that ferry traffic in Berners Bay may adversely affect Steller sea lions and humpback whales. Ferry operations in Berners Bay would necessitate formal consultation on these two species with NMFS under Section 7 of the Endangered Species Act.

***Alternative 2B should have one less ferry for upper Lynn Canal, and shuttle service between Haines and Skagway should occur every third trip.***

**Response:** Alternative 2B has been planned based on continuing a direct connection between Haines and Skagway in the summer because there is a demand for that service. In winter, only two ferries would operate, with Haines/Skagway travelers transferring at the Katzehin terminal.

***Alternative 2B should include use of the M/V Fairweather as a dayboat that would make daily round trips from Haines-Skagway-Haines-Juneau then return to homeport in Haines each day.***

***Alternative 2B should use the M/V Fairweather for shuttle service.***

**Response:** The short route between Haines and Skagway does not warrant the use of a high-speed ferry. Alternative 2B provides a large number of daily trips between Haines and Katzehin; therefore, a daily ferry from Haines to Juneau is not warranted.

***Alternative 2B should include construction of a new ferry terminal at the proposed Haines Harbor Development or at the downtown waterfront area instead of using the existing Lutak Terminal.***

**Response:** The existing Lutak Terminal is in working condition and does not need replacement. Construction of a new ferry terminal when an adequate facility exists is not warranted.

***Alternative 2B should use the Haines-Katzehin ferry as a dayboat to Juneau during times of high avalanche danger.***

**Response:** The two shuttle ferries that would operate in the winter would be used as dayboats between Juneau, Haines, and Skagway when the highway is closed for a day or more.

***Alternative 2B should include tunnels, avalanche sheds, diversion structures, and raised roadbeds to mitigate avalanche hazards.***

**Response:** The preliminary design for Alternative 2B includes raised roadbeds and diversion channels. Tunnels and sheds would be evaluated during final design, but would be included only if they were cost effective.

***Alternative 2B should include a public dock and a long-term parking area at the Katzehin Ferry Terminal.***

**Response:** The purpose of and need for the project is improved surface transportation, primarily for vehicles, not to provide a boat harbor. Also, in consultation on the proposed project, NMFS has stipulated that a highway should have no additional public boat launch or other water access facilities to protect against potential harassment of Steller sea lions and other marine mammals. Therefore, Alternative 2B would not include such facilities.

***Alternative 2B should include frequent pullouts and rest areas.***

**Response:** Alternative 2B, the preferred alternative, would have 11 pullouts, including a handicap-accessible pullout and trailhead at the USFS Berners Bay cabin, and a rest stop with public facilities at the proposed Comet maintenance building.

***Alternative 2B could include highway construction on the west side of Lynn Canal up the Ferebee River Valley. The highway could continue through a tunnel that could be cut to the creek south of Face Mountain and continue north to Skagway.***

**Response:** The purpose and need for the Juneau Access Improvements Project is to improve surface transportation to and from Juneau in Lynn Canal. An alternative that has a very costly road component connecting Haines and Skagway, while requiring all Juneau traffic to travel to Haines by ferry, is primarily a Haines/Skagway access project. DOT&PF has identified improved access between Haines and Skagway as an independent need.

***Alternative 2B should include several mitigation measures: the Katzehin Ferry Terminal should be built on the Katzehin River Delta; there should be no highway segment north of the Katzehin River; and there should be no bridge constructed over the Katzehin River.***

**Response:** As explained in the preliminary Section 404(b)(1) evaluation (Appendix X), placement of the proposed terminal south of the river is not practicable. South of the river there is no natural protection from the prevailing southeast weather and there is extensive on-going sediment deposition. Also, a terminal south of the river would add at least 4 miles to each shuttle trip.

**ALT15: MODIFICATIONS SHOULD BE MADE TO ALTERNATIVE 3, THE WEST LYNN CANAL HIGHWAY ALTERNATIVE.**

***Public bus service should be available for pedestrians.***

**Response:** The state's responsibility is to provide transportation facilities between communities, not the transportation itself. The Final EIS and the addendum to the *Socioeconomic Effects Technical Report* in Appendix W include an analysis of the potential for private bus service to develop under Alternative 2B, the preferred alternative.

***The West Lynn Canal Highway design should meet minimum standards for sight distance and width of paved shoulders to accommodate bicyclists and meet federal specifications for driving lane widths, shoulder widths, and the speed limit.***

**Response:** The highway segments of any alternative selected would be constructed according to the typical section identified in the EIS. This typical section has 11-foot-wide travel lanes, 4-foot-wide paved shoulders, and a minimum of 8 feet of traversable side slope (4:1 or flatter) on either side, except in guardrail areas. The lane width conforms to the appropriate American

Association of State Highway and Transportation Officials (AASHTO) standard, which is also the Alaska NHS standard. The shoulder width is an exception to the AASHTO recommended standard of 6 feet.

A 4-foot shoulder was determined to be best suited for the rugged terrain that the highway would cross. Cost was a consideration as well as the amount of use the shoulder would likely receive. The typical section also shows that widened shoulders would be created with excess material in upland areas. These widened areas, turnouts, and no parking signs in particular areas would minimize parking on the paved shoulders. The typical section for highway alternatives would match the width to be constructed on Glacier Highway from Amalga Road to Echo Cove. A 4-foot-wide paved shoulder would be adequate to accommodate bicyclists and pedestrians.

***Alternative 3 should use one shuttle ferry instead of two between Berners Bay and William Henry Bay.***

**Response:** Alternative 3 was planned with two cross-Lynn Canal ferries to provide a reasonable number of round trips, reduced time between sailings, and to provide an operational system in the event one ferry temporarily could not operate for any reason.

***Extend West Lynn Canal Highway to cross the Chilkat River at Mile 7 Haines Highway to reduce bridge length from over a mile to less than 700 feet.***

**Response:** A bridge at Mile 7 of the Haines Highway would add 14 miles to all Lynn Canal trips and would require construction through high value wetlands and wildlife habitat.

***Alternative 3 should include more lookouts and should not include manmade forms that would block motorists' views, except to mitigate impacts to wildlife.***

**Response:** The number of pullouts has been determined based on coordination with the USFS. No manmade forms are planned at these pullouts other than bear-proof garbage containers.

***Alternative 3 should continue the West Lynn Canal Highway north around Lutak Inlet and up the Ferebee River Valley for approximately 8 miles (where a tunnel could be cut to the creek south of Face Mountain) and continue the highway from Haines around Dyea and into Skagway.***

**Response:** The purpose and need for the Juneau Access Improvements Project is to improve surface transportation to and from Juneau in Lynn Canal. An alternative that has a very costly road component connecting Haines and Skagway, while requiring all Juneau traffic to travel to Haines by ferry, is primarily a Haines/Skagway access project. DOT&PF has identified improved access between Haines and Skagway as an independent need and is pursuing this as an independent action.

***Going up the Chilkat River several miles to where the river narrows could shorten the Pyramid Island crossing.***

**Response:** A bridge several miles further up the Chilkat River would shorten the Chilkat River crossing, but would add twice that distance to all Haines/Skagway to Juneau trips and would require construction through high value wetlands and wildlife habitat.

***Shorten the southern shuttle ferry crossing by crossing near Comet to the west side of Lynn Canal behind or south of Sullivan Island.***

**Response:** North of Berners Bay, there are no protected potential ferry terminal locations in the vicinity of Comet. Furthermore, a shuttle route from Comet to a protected location behind Sullivan Island would be, at best, marginally shorter than the route currently included in Alternative 3.

**ALT16: MODIFICATIONS SHOULD BE MADE TO THE NO BUILD ALTERNATIVE OR TO THE MARINE ALTERNATIVES.**

***Marine alternatives should include state-provided bus service to accommodate foot passengers.***

**Response:** The state's responsibility is to provide transportation facilities between communities, not the transportation itself. Private bus service may be developed as described in the transportation impact sections of Chapter 4 of the Final EIS.

***Modify ferry service routes, schedules, or changes in type of vessel used should be considered.***

**Response:** Existing marine service, including routes, schedules, and vessel types, is based on AMHS' assessment of travel demand, existing vessel sizes and speeds, crew contracts, and available funding. Marine alternatives have been planned with different vessels and routes to address the purpose and need in terms of greater capacity and/or greater frequency, reduced costs, or travel time.

**ALT17: IDENTIFY THE EXPECTED LOCATIONS OF COMPONENTS OF THE HIGHWAY ALTERNATIVES AND PROVIDE ADDITIONAL INFORMATION ABOUT THE FERRY SHUTTLE SERVICES FOR THESE ALTERNATIVES.**

***Provide information on the locations of maintenance stations, construction camps, materials staging areas, and related sites that are part of the highway design.***

**Response:** For Alternative 2B, a maintenance station would be constructed at Comet. Construction of many of the proposed project alternatives may require establishment of at least one temporary construction camp and a number of temporary materials staging areas. For Alternative 2B, it is likely that a construction camp would be set up at Comet Landing. A camp is also likely at the Katzehin Ferry Terminal site. For Alternative 3, a camp is likely at William Henry Bay at the proposed ferry terminal site. For Alternatives 4B and 4D, construction staging areas would be likely at the Sawmill Cove Ferry Terminal site. The number and location of these sites would depend on the contractor's work plans/schedule and sequencing of work areas in concert with approval by DOT&PF.

In the event that temporary construction camps and/or staging areas are needed outside of the permanent right-of-way for proposed project facilities, it would be necessary for the contractor to obtain a use permit from the USFS for sites located on Tongass National Forest land, and a lease for sites on private or local government land. These requirements would apply for any material source sites or sites required for setting up rock crushers or other material processing equipment.

***Provide details on how the East Lynn Canal Highway alignment would enter Skagway and if houses or businesses would need to be removed.***

**Response:** Alternatives 2, 2A, and 2C have been eliminated from further consideration. Therefore, none of the alternative alignments would enter Skagway.

***Include the expected cost and hours of operation of the shuttle ferries associated with the road alternatives.***

**Response:** This information is provided in the EIS (Sections 2.3.2, 2.4.2, 4.3.7, and 4.4.7) and in the *Marine Segments Technical Report* (Appendix B).

**ALT18: DOT&PF SHOULD CONSIDER RAIL TRANSPORTATION AS A MODE OF TRANSPORTATION FOR THE LYNN CANAL CORRIDOR.**

**Response:** As discussed in the EIS, a railroad would be limited in its ability to meet the purpose and need for the proposed project and it would cost about 2.5 times more to build than a highway. Therefore, it was not considered to be a reasonable alternative for the project.

**ALT19: CONSIDER NEW MARINE ALTERNATIVES.**

***Consider the marine alternative submitted by the Lynn Canal Transportation Project and for which a business plan has been provided.***

**Response:** The Preliminary Business Plan for ferry service proposed by the Lynn Canal Transportation Project provides an unrealistic assessment of crewing ferries, overestimates revenues, and underestimates costs. The plan proposes a ferry system for Lynn Canal based on an M/V *Prince of Wales* type vessel and an M/V *Lake Express* type vessel. The *M/V Prince of Wales* is a 198-foot long monohull vessel with a service speed of 15 knots operated by the Inter-Island Ferry Authority between Hollis and Ketchikan, Alaska. It is certified by the United States Coast Guard (USCG) for 160 passengers and can accommodate 30 standard automobiles. The *M/V Lake Express* is a 192-foot long high-speed catamaran with a service speed of 34 knots operated by a private company across Lake Michigan between Milwaukee, Wisconsin and Muskegan, Michigan. It has a passenger capacity of 250 passengers and 46 passenger cars.

The Preliminary Business Plan is based on the assumption that 5-person crews can operate the *M/V Prince of Wales* for 16 hours per day and 7-person crews can operate the *M/V Lake Express* for 19 hours per day. This is an assumption that is inconsistent with the operating plans of the authorities operating the *M/V Prince of Wales* and *M/V Lake Express*, as well as the AMHS, placing an unrealistic burden on crew watches, particularly when docking. It is also questionable as to whether the USCG would approve this operating procedure.

Revenues projected by the plan have been overstated by multiplying the total number of passengers by the adult fare, while the AMHS and the operators of the *M/V Prince of Wales* and the *M/V Lake Express* offer discounts for children, seniors, and groups, as well as offering seasonal specials. AMHS traditionally recovers about 80 percent of the published adult fare for all passengers transported. Overstating revenues by 20 percent adds over $860,000 to the estimated annual revenue presented in the plan. The plan understates operating costs in two ways: 1) by under-calculating costs, and 2) by not compensating crews for all hours they are on board the vessels.

The plan oversimplifies the difficulties of providing service in Lynn Canal. The *M/V Prince of Wales*, the *M/V Lake Express*, and the AMHS summer service provided by the *M/V Lituya* and the *M/V Fairweather* all provide point-to-point service. In this service mode, all vehicles board the vessel at one end and exit at or near the opposite end. Because this results in minimal vehicle maneuvering, quick turnarounds are possible. In addition, the routes these vessels are assigned to can be completed in less than a 12-hour operating day.

In Lynn Canal, service is required between three communities. Therefore, through traffic is mixed with point-to-point traffic and at the middle port in the voyage, disembarking and embarking vehicles use the same vessel door. Therefore, turnaround times are longer. The plan schedules a turnaround time of approximately 30 minutes, which is too short and not currently being done by the *M/V Prince of Wales* or the *M/V Lake Express*, both of which have turnaround times of 45 minutes. (For more detail, request DOT&PF reference memo dated April 20, 2005, from Jack Beedle to Reuben Yost.)

***Include front-opening ferries to speed the loading and off-loading processes.***

**Response:** Marine alternatives have been planned based on conventional vessels that provide reasonable loading and unloading times. During final design of the selected alternative, the merits of different vessel layouts would be evaluated.

***Buy a new vessel the size of the M/V Taku for cost savings and safety reasons.***

**Response:** Vessels required for all alternatives have been sized based on the projected travel demand and other characteristics of those alternatives, rather than duplicating existing vessels.

***The M/V Fairweather is the most appropriate ship for Lynn Canal.***

***Give Sitka the M/V Fairweather to shuttle passengers to Juneau.***

**Response:** The *M/V Fairweather* was not originally designed for operation in Lynn Canal and does not have the capacity to meet projected demands. Under all the build alternatives, the *M/V Fairweather* would no longer operate in Lynn Canal and would be available to provide more frequent service to Sitka if deemed appropriate.

***Use the M/V Fairweather in the summer, and the M/V Taku or the M/V Aurora as a winter dayboat.***

***Increase the number of ferries the size of the M/V Fairweather to service Lynn Canal.***

***Create better schedules by offering improved combinations of routes and choices between fast and slow ferries.***

***Fast ferries do not belong in Lynn Canal.***

**Response:** The marine alternatives cover a reasonable range of potential ferry operations in Lynn Canal. These alternatives consider the use of FVFs and conventional monohull vessels, as well as continued mainliner service, and shorter, less expensive ferry runs from Berners Bay, as well as the existing routes from Auke Bay. Ferries for these alternatives have been sized to meet the projected demand for each alternative.

***Run two loops per day from Juneau-Haines-Skagway-Haines-Juneau. Use one boat, such as the M/V Fairweather, and one crew. This would be a less expensive and often more appropriate ferry route/schedule (suggested by the Derecktor Shipyard) than any of the***

***four marine alternatives, which employ four boats, nearly doubling fuel and crew costs, and decreasing capacity.***

***Two vessels of the M/V Fairweather class servicing the Lynn Canal segment of the AMHS could run profitably.***

***Build two ferries for cars and passengers. Homeport one in Juneau and the other in Skagway or Haines to make daily loops of upper Lynn Canal.***

**Response:** Alternative 4A would have two high-speed ferries providing an average of 2 round trips per day between Juneau, Haines, and Skagway in the summer. This alternative would provide an average of 1.3 round trips per day between these communities in the winter.

Derecktor Shipyards of Bridgeport, Connecticut sent a letter to Commissioner Mike Barton on December 1, 2004, indicating that FVFs could be operated in Lynn Canal at a lower cost than could conventional monohull ferries. Their analysis did not compare equal levels of service for the FVF and conventional monohull ferry fleets. Some of the principal problems with the analysis are summarized below.

- Derecktor compared the cost of operating a 5-vessel conventional monohull fleet operating 24 hours per day and carrying an average of 63 vehicles per vessel to a 4-vessel fast ferry fleet operating 12 hours per day carrying 36 vehicles per vessel. Since the conventional monohull fleet would move over twice as many vehicles per day as the fast ferry fleet, there is no value to this comparison.
- Derecktor's fast ferry fleet schedule is based on 38 to 40-knot average speeds without vessel start up and shut down times included. The *M/V Fairweather's* AMHS schedule is based on a 32-knot average speed.
- Derecktor's fast ferry fleet analysis is based on an average fuel consumption of less than 600 gallons per hour (gph) (per vessel) at 38 to 40 knots. The *M/V Fairweather* consumed 855 gph at 38.5 knots during Derecktor's Performance Measure trials.
- For the Juneau/Petersburg/Sitka/Juneau fast ferry route, Derecktor increased the crew size from 10 to 14 to account for the 13-hour run. However, in Derecktor's analysis the 14-member crew is only compensated for an 8-hour workday.
- Fast ferry fleet costs provided in Derecktor's analysis do not include sewage handling, homeport electrical power usage, or ½ day per week per vessel non-operation crew training.

Using the methodology and assumptions in Derecktor's plan, the cost comparison per day for the conventional monohull vessel is $32,800 per day and for the *M/V Fairweather* it is $22,380. Using this cost comparison per day and correcting for the errors in Derecktor's presentation, the cost of operation is $1.39 per vehicle nautical mile for conventional monohull vessels and $1.62 per vehicle nautical mile for the *M/V Fairweather*.

The Derecktor plan is not a reasonable alternative for the Juneau Access Improvements Project. (For more detail, request DOT&PF reference memo dated April 5, 2005, from Jack Beedle to Pat Kemp.)

***Schedule twice-weekly M/V Fairweather service in Lynn Canal, for cheaper access than the East Lynn Canal Highway.***

**Response:** The No Action Alternative provides daily round trips between Juneau, Haines, and Skagway, but does not meet the purpose and need for the project. Twice-weekly *M/V Fairweather* service would be inadequate to meet travel needs in the Lynn Canal corridor.

***Get an M/V LeConte-size ferry; use it to service Haines and Skagway daily, departing from Echo Cove.***

***The M/V Taku should depart from Haines to Echo Cove to service the upper Lynn Canal on a daily basis.***

***Improve the road north of Juneau to Echo Cove, and build a ferry terminal there, with a day ferry service to Haines and Skagway.***

**Response:** Echo Cove is too shallow to be used for a vehicle ferry terminal. Alternatives 4B and 4D would provide ferry service with shorter runs to Haines and Skagway from Sawmill Cove, a deeper area. The proposed vessels are sized to meet projected demands rather than duplicate existing mainline or feeder vessel ferry design.

***Bring the ferry terminal back into downtown Juneau.***

**Response:** Moving the Auke Bay Terminal does not address the purpose and need for the proposed project.

***Possibly privatize or model the ferry system after the Alaska Railroad.***

***Create a ferry authority to improve profit and take care of future traffic demand.***

**Response:** Privatization or creation of a ferry authority are methods for managing transportation facilities. They are not specific proposals for improving surface transportation to and from Juneau. Therefore, they are not reasonable alternatives to the proposed project.

***Increase ferry service in the winter in upper Lynn Canal.***

**Response:** All of the build alternatives would increase winter ferry service in upper Lynn Canal relative to current service as well as the No Action Alternative.

***De-link upper Lynn Canal ferry service from the rest of the mainline service. End mainline service in downtown Juneau. Ferry shuttle service can begin at Sawmill Cove.***

**Response:** Alternatives 4B and 4D provide shuttle ferry service from Sawmill Cove to Haines and Skagway. These alternatives also include two trips per week by mainline ferries from Auke Bay to Haines and Skagway. AMHS provides service from Bellingham, Washington and many other areas of Alaska to Lynn Canal communities and would provide service twice a week under the marine alternatives.

***Provide four fast vehicle ferries to make daily runs between Juneau and Skagway/Haines.***

**Response:** All of the marine alternatives would make daily runs between Juneau, Haines, and Skagway. Projected travel demand for ferry trips between these locations does not warrant four FVFs; additional vessels would raise the construction and operating costs of these alternatives.

***Lower the costs of ferry use.***

**Response:** The state currently spends about $5.2 million annually to support transportation in Lynn Canal, and the state would spend $3.3 million under the No Action Alternative. Reducing fares would increase that cost and would not address the other elements of the purpose and need.

***Provide daily ferry service in the summer during the day.***

**Response:** All of the marine alternatives provide daily summer service during the day.

***Consider running a new, more efficient, and higher capacity mainline vessel as part of the Lynn Canal mainline component.***

**Response:** The purpose and need for the project is to improve surface transportation to and from Juneau in the Lynn Canal corridor. A mainline ferry services a much larger area than Lynn Canal; therefore, improvement in the capacity and efficiency of mainline vessels is not a part of the project purpose and need.

***Improve the ferry schedule.***

**Response:** All of the marine alternatives would improve ferry schedules relative to current service as well as the No Action Alternative.

***Offer a short ferry run and a ferry that leaves from Skagway to Haines every morning and returns every night.***

**Response:** Ferry service between Haines and Skagway has been recognized as an independent need. Therefore, the No Action Alternative as well as all of the build alternatives for the proposed project include multiple shuttle runs per day between Haines and Skagway.

***Use some type of hovercraft to improve the existing system.***

**Response:** Hovercraft are not a proven technology for vehicle ferries; therefore, they are not considered for the proposed project. The final design of vessels required for the selected alternative would include a Design Study Report evaluating the optimal vessel type.

***Research improvements done by Prince of Wales Island and model a ferry system after their success.***

**Response:** The Prince of Wales Island (Inter-island Ferry Authority) model is based on dayboats operating for 12 hours per day and returning to the homeport. The marine alternatives for the proposed project are based on the same model.

***Build a model based on the Lynn Canal traffic to better address ferry system needs and potential.***

**Response:** Current traffic volumes in Lynn Canal are not a valid basis for projecting traffic demand. As explained in Section 1.4.1.1 of the Final EIS, traffic volumes on the AMHS in Lynn Canal have remained essentially unchanged since 1988. On the other hand, the population of Lynn Canal communities has grown an average of 2 percent a year over this period. Also, traffic volumes on the Glacier, Klondike, and Haines highways are several orders of magnitude higher than the traffic on the AMHS. The AMHS is the NHS route between Juneau and Haines, the principal surface transportation route for everyone traveling between these two communities. The low annual ADT (annual ADT of 80) on this NHS route compared to the annual ADT on rural roads indicates that AMHS is not meeting the travel demand in Lynn Canal.

**ALT20: CONSIDER NEW HIGHWAY ALTERNATIVES.**

***Build a highway that would connect to the Klondike Highway but bypass Skagway.***

**Response:** The boundaries of the Skagway and White Pass District National Historic Landmark (NHL) include natural areas surrounding Skagway and the Klondike Highway all the way to the Canada border. Based on the language in the NHL nomination, the NPS position on its meaning, and existing FHWA guidance, FHWA has determined that natural areas within the NHL are protected by Section 4(f). Therefore, it would not be possible to bypass Skagway and connect with the Klondike Highway without using Section 4(f) protected lands. Alternatives that would connect to the Klondike Highway have been dropped from consideration (see the Final EIS, Sections 2.2.9 and 6.4.2).

***Build a highway that would connect Southeast Alaska with the continental highway system via the Bradfield Canal route.***

***Build a highway along the Taku River Valley or to Tulsequah to connect to a Canadian road.***

**Response:** The purpose of the proposed project is to improve surface transportation in the Lynn Canal corridor. As indicated in Section 2.2.1 of the Final EIS, a highway south of Juneau via the Bradfield Canal or a highway east of Juneau via the Taku River does not address the purpose of the project. In addition, the British Columbia Minster of Transportation has been contacted about a Taku River Valley Highway and has indicated no interest in such a project.

**ALT21: CONSIDER BUILDING A TUNNEL UNDER LYNN CANAL TO PROVIDE TRANSPORTATION WITHIN THE CORRIDOR.**

**Response:** A tunnel from Juneau to Skagway would be on the order of 60 to 70 miles long. There are no transportation tunnels of this length in the world. If the tunnel were constructed for trucks and cars, it would be necessary to provide a very extensive ventilation system with exhaust exits about every mile to avoid asphyxiating people. An extensive emergency evacuation system would also be required as long vehicle tunnels can be dangerous, particularly in the event of a fire.

Railroad tunnels can be substantially longer than vehicle tunnels because the train can be run by electricity; therefore, pollutant emissions are not a problem. There are a number of railroad tunnels in Europe that are 30 to 40 miles long. However, this alternative would require installation of an electric train as well as construction of a tunnel. A train does not meet the purpose and need, and even without the cost of a continuous tunnel, a train was determined to be too expensive to be a reasonable alternative (see Section 2.2.5 of the Final EIS).

**ALT22: CONSIDER ESTABLISHING AN INVESTMENT FUND, SIMILAR TO THE PERMANENT FUND TO FINANCE MARINE-BASED TRANSPORTATION IN LYNN CANAL.**

**Response:** Approximately 90 percent of the funding for a highway in the Lynn Canal corridor would come from the federal government. Congress established the Federal Highway Trust Fund for the construction of highways. Diverting this money to an investment fund would require an act of Congress, which is not a reasonable alternative for the proposed project. The State of Alaska does not have the monetary resources to establish such a fund. Even if a fund were established to reduce or eliminate fares, the other elements of the purpose and need for the project would not be met by this proposal.

**ALT23: EXPAND THE ANALYSIS OF THE HIGHWAY ALTERNATIVES TO VERIFY ASSUMPTIONS MADE IN THE MARINE SEGMENTS TECHNICAL REPORT AND TO INTEGRATE EXISTING AMHS ASSETS.**

**Response:** The marine segments for all reasonable alternatives, including highway alternatives, are based on the projected demand for each alternative and the optimum vessel(s) to meet that demand as well as operational parameters to limit costs. The only existing AMHS asset identified as available for the Juneau Access Improvements Project, other than the Juneau, Haines and Skagway terminals, is the *M/V Aurora*. The *M/V Aurora* has been included in every reasonable alternative. No additional analysis is necessary; the bases for the assumptions are stated and are reasonable.

**ALT24: IDENTIFY IF STAGED OR PHASED CONSTRUCTION OF HIGHWAY ALTERNATIVES IS BEING CONSIDERED AND IF SO, DISCUSS THESE SCENARIOS AND THEIR PREDICTED DIRECT, INDIRECT, AND CUMULATIVE EFFECTS IN THE EIS.**

**Response:** Project construction would be done as money becomes available. It is not possible to determine when sections of the East Lynn Canal Highway would be opened, but each section would be built to the full design width and grade before opened.

**ALT25: DISCUSS THE IMPLICATIONS OF CONSTRUCTING A HIGHWAY WITH LANE AND SHOULDER WIDTHS THAT ARE LESS THAN THE AASHTO OR NHS STANDARDS.**

**Response:** The highway segments of any alternative selected would be constructed according to the typical section identified in Section 2.3.2 of the Final EIS and illustrated in Figure 2.7. This typical section has 11-foot-wide travel lanes, 4-foot-wide paved shoulders, and a minimum of 8 feet of traversable side slope (4:1 or flatter) on either side, except in guardrail areas. The lane width conforms to the appropriate AASHTO standard, which is also the Alaska NHS standard. The shoulder width would be an exception to the AASHTO recommended standard of 6 feet.

A 4-foot shoulder was determined to be best suited for the rugged terrain that the highway would cross. Cost was a consideration, as well as the amount of use the shoulder would likely receive. The typical section also shows that widened shoulders would be created with excess material in upland areas. These widened areas, turnouts, and no parking signs in particular areas would minimize parking on the paved shoulders. The 4-foot paved shoulders would match the typical section on Glacier Highway from Amalga Road to Echo Cove.

**ALT26: CHOOSE ONE OF THE OTHER ALTERNATIVES THAT WOULD HAVE FEWER IMPACTS THAN ALTERNATIVE 2.**

**Response:** Alternative 2, 2A, and 2C have been eliminated from further consideration because of potential impacts to property protected under Section 4(f) of the Department of Transportation Act. Alternative 2B is the preferred alternative identified in the Final EIS for the proposed project.

## 4.3 AVALANCHE/WEATHER (AVA)

### AVA01: SAFETY OF THE HIGHWAY ALTERNATIVES IN LIGHT OF POTENTIAL AVALANCHE HAZARDS SHOULD BE CONSIDERED.

***Public safety and logistics of emergency vehicle response for accidents occurring as a result of avalanche hazards has not been considered.***

**Response:** The potential of travelers on an East Lynn Canal Highway being caught in an avalanche is low. The purpose of the avalanche mitigation program that would be implemented for the highway is to prevent travelers from being exposed to this hazard. The unmitigated Avalanche Hazard Index (AHI) for the Seward Highway (Anchorage-Girdwood, old alignment) is 188. This is essentially the same as the unmitigated AHI for Alternative 2B, the preferred alternative (186). There have been no deaths to the traveling public from avalanches on the Seward Highway since a full hazard mitigation program was implemented on that highway in 1981.

***Engineering can minimize or eliminate avalanche hazards for the highway alternatives.***

**Response:** DOT&PF would include appropriate hazard reduction in the project design, including elevated fills, culverts and bridges. The Alternative 2B cost estimate and closure calculations did not include snow sheds due to the high cost of these structures.

***Explain an Avalanche Hazard Index of 30 or lower being standard for a safe highway.***

**Response:** Acceptable mitigated AHI values are not absolutes, but are established by industry practice. The level of avalanche control that is done to accomplish this AHI has historically been protective of the traveling public. The three highways with the highest AHI values listed in the *Snow Avalanche Report* (Appendix J) are Rogers Pass, British Columbia at 1004, Red Mountain Pass, Colorado at 335, and the old alignment of the Seward Highway from Anchorage to Seward at 331. The unmitigated AHI for Alternative 2B is 186. Rogers Pass, Red Mountain Pass, and Seward Highway have mitigated AHI of 40, 70, and 70, respectively. There have been no fatalities to the traveling public from avalanches during the period that a state-of-the-art avalanche control program was in place for these highways, which goes back to 1962 for Rogers Pass and 1981 for the Seward Highway.

***An AHI of 24 is barely below 30; therefore, the highway would be marginally safe.***

**Response:** As stated in the EIS, the mitigated AHI for Alternative 2B is 26.5. The East Lynn Canal Highway is classified as having a very high unmitigated AHI at 186. Other North American highways that are ranked very high have AHIs ranging from 108 (Coal Bank/Molas, Colorado) to 1004 (Rogers Pass, British Columbia). The Seward Highway (old alignment) has an unmitigated AHI of 331. The average residual AHI for these existing highways following implementation of avalanche control procedures is 48. There have been no fatalities to the traveling public on any of the highways ranked very high since implementation of a full avalanche control program, even though the average residual AHI is above the North American standard of 30. The residual AHI for the East Lynn Canal Highway would be below the North American standard and substantially below the residual AHI for existing highways with very high avalanche potential.

**AVA02: THE LOGISTICS AND FEASIBILITY OF MAINTAINING HIGHWAY ALTERNATIVES DURING WINTER WEATHER AND/OR AVALANCHE CONDITIONS SHOULD BE CONSIDERED.**

***Provide additional analysis on how avalanche activity would compromise the highway's accessibility and reliability.***

**Response:** It is estimated that Alternative 2B, the preferred alternative, would be closed an average of 16.5 times per year for an average annual total of about 34 days per year. When the road is closed for a day or more, the two shuttle ferries that would operate during the winter from the Katzehin Ferry Terminal would be available to provide daily ferry service between Juneau, Haines, and Skagway. These ferries would have a total capacity to carry 87 vehicles one way. Total capacity for ferries operating in the winter under the No Action Alternative would vary between 115 and 169 vehicles one way, depending on the mainline vessel operating in Lynn Canal. However, for Alternative 2B, the two ferries would provide daily service between Juneau, Haines, and Skagway when the highway is closed for avalanche control, while there would only be two ferry trips per week to each community during the winter under the No Action Alternative.

***The duration of highway closures is underestimated.***

**Response:** The duration of highway closures was calculated using 6 years of local weather logs and avalanche observations in Lynn Canal and 100 years of local climatological data. Each avalanche cycle was evaluated to determine how long the highway would have been closed. Weather events that would have been forecasted as avalanche cycles but turned out to be false alarms were also tallied, but given lower figures for closure time once forecasters realized the expected activity was not materializing. No facts were provided by the commentor to substantiate the claim that highway closures were underestimated.

***Who would be responsible for highway maintenance?***

**Response:** DOT&PF would be responsible for highway maintenance.

***Climate forecasts should not be used to show avalanche danger would be lower in the future. Forecasting methods are inaccurate.***

**Response:** No climate forecasts were used in the avalanche study. Historical long-term climatological data and actual avalanche data have been used to evaluate the avalanche hazard for the proposed project. Fixed-wing aerial observations of avalanches along the east side of Lynn Canal were made for six of the eight avalanche seasons since the original avalanche study was done in 1995. In four of those winters (1995-96, 1997-98, 2000-01, 2001-02), flights were made on a regular basis throughout the winter, and avalanche frequencies can be reliably determined from the observations.

**AVA03: THE SAFETY AND/OR UTILITY OF A HIGHWAY ALTERNATIVE DURING ADVERSE WEATHER CONDITIONS, INDEPENDENT OF AVALANCHE ACTIVITY, SHOULD BE CONSIDERED.**

***Provide additional analysis on how ice, fog, snow, whiteouts, wind, and rain would compromise the highway's accessibility and reliability.***

**Response:** Adverse driving conditions would occur on the East Lynn Canal Highway in the winter. State maintenance crews would keep the highway open under all but the most severe

conditions. The presence of ice, fog, wind, and rain would require travelers on the highway to reduce their speed.

***The safety of persons traveling a highway during adverse weather conditions should be considered.***

**Response:** The potential for accidents on the highway segments of Alternatives 2B and 3 was estimated based on highway accident statistics for Lynn Canal from 1993 to 2003 and the projected number of miles that would be traveled. The Haines, Klondike, and Glacier (16 mile to end) highways were used for the analysis since they are located near the project area and are similar to the Alternative 2B and Alternative 3 highways in design and annual ADT. There have been four fatalities on these highways during the 11-year period of record, one on the Haines Highway and three on Glacier Highway. All four fatalities were due to speeding, and the fatality on the Haines Highway also involved alcohol. This number of fatalities over the period of record provides a fatality rate of one death per 48.7 million vehicle miles. Based on this rate, there would be approximately six traffic fatalities over the 30-year study period (2008 to 2038) for Alternative 2B and approximately four for Alternative 3. As explained in the response to AVA01, highways with higher residual AHI values have been operated with no fatalities to the traveling public; therefore, no avalanche fatalities are projected for Alternative 2B or Alternative 3.

***Discuss how emergency vehicles would respond to accidents along the highway route that are caused by adverse weather conditions.***

**Response:** Emergency vehicles would respond to accidents during adverse weather conditions as they do on other highways in Alaska, Canada, and the cold regions of the lower 48 states in the winter. Within the City and Borough of Juneau (CBJ), municipal emergency crews would be responsible, coordinated by CBJ police. North of the CBJ boundary, state police would be responsible, directing emergency personnel from the nearest location. DOT&PF maintenance crews would also patrol the road on a regular basis.

***Discuss how ice would be mitigated, how fog-related ice buildup on bridges would be mitigated, and the cost of these mitigation measures.***

**Response:** The highway would be regularly plowed and sanded as needed to provide traction in ice and snow. This is part of highway maintenance and included in the highway maintenance cost estimates provided in the EIS.

**AVA04: PROVIDE INFORMATION ON THE RISK OF TRAVELING BY FERRY AND AIR SERVICES IN ADVERSE WEATHER CONDITIONS.**

***Provide safety and logistical information on sailing and docking fast vehicle ferries in wind, high seas, waves, and fog.***

**Response:** There have been no fatalities on the AMHS system in Lynn Canal since 1975. There was a fatality in 1975 when the *M/V Malaspina* ran over a fishing boat resulting in the drowning of one person. There have been five cases over the past 10 years in or immediately adjacent to Lynn Canal where ferries ran aground or hit submerged rocks, causing substantial damage to the vessel, and there were two cases of electrical fires onboard the *M/V Columbia* that caused the ship to lose propulsion and passengers to be evacuated. None of these accidents resulted in reportable injuries to passengers.

***Provide safety and logistical information on docking ferries at the Katzehin Ferry Terminal when strong northern winds and/or waves occur.***

**Response:** The preliminary design for the Katzehin Ferry Terminal has a breakwater to the north and south of the terminal. The final design would include consideration of prevailing wind and wave conditions. Therefore, use of this terminal would be no more difficult than other ferry terminals in Lynn Canal.

***How safe is traveling by air service during adverse weather conditions?***

**Response:** Commercial air services in Lynn Canal do not operate when adverse weather conditions are below the minimums for safe operation. The safety of air travel in the Lynn Canal region is not relevant to the proposed project because the purpose of the project is to improve surface transportation. As explained in the Final EIS, construction of any of the build alternatives would divert some traffic from air taxis to the improved Lynn Canal surface transportation. For highway alternatives, an estimated 32 percent (Alternative 3) to 40 percent (Alternative 2B) of air traffic would be diverted because some air travelers would choose to use the improved surface transportation. Also, as stated in the Final EIS, when the highway is closed for a day or more, and presumably adverse weather would preclude air travel, the shuttle ferries under Alternative 2B would be available to transport travelers in Lynn Canal.

**AVA05: HIGHWAY CLOSURES IN THE EIS SHOULD INCLUDE CLOSURES ON THE KLONDIKE HIGHWAY.**

***The number of days the Klondike Highway is closed should be included in the EIS, given that these closures would impact the number of days access to Juneau would be feasible under one of the highway alternatives.***

***The EIS should include the causes for closures of the Klondike Highway and incorporate the information into the analysis of all alternatives.***

**Response:** People traveling to and from the Lynn Canal region on the Klondike Highway would be delayed equally by a closure of that highway whether they traveled by ferry or highway within the Lynn Canal corridor. Therefore, including Klondike Highway closure information in the EIS is not relevant to an evaluation of project alternatives.

**AVA06: AVALANCHE MITIGATION SUCH AS TUNNELS, SNOW SHEDS, AND BRIDGES SHOULD BE CONSIDERED; PROPOSED AVALANCHE MITIGATION MEASURES MAY BE INADEQUATE.**

***Additional mitigation measures such as snow sheds, tunnels, and bridges to avoid avalanche areas and protect highway travelers from avalanche activity should be included in the EIS.***

**Response:** DOT&PF has included appropriate hazard reduction in the preliminary design, including elevated fills, culverts, and bridges. These hazard reduction procedures have been included in the analysis of avalanche risk provided in the EIS.

***The proposed avalanche mitigation measures may be inadequate.***

**Response:** Proposed hazard reduction and control incorporated into the project reduces the calculated AHI to below the accepted North American standard for avalanche safety. Therefore, these reductions and control plans are adequate.

***Further analysis should be performed to show the effectiveness of different avalanche mitigation designs.***

**Response:** All avalanche mitigation measures that could lower the AHI were considered for the proposed project, including snow sheds. Snow sheds would lower the residual AHI for the East Lynn Canal Highway and increase the number of days the highway would be open, but would add to the construction cost. The East Lynn Canal Highway would meet the target residual AHI of 30 without snow sheds. The *Snow Avalanche Report* (Appendix J) and the addendum to the report in Appendix W were prepared by national and local avalanche professionals. The study was peer-reviewed by three other professionals, one from the Lower 48 and two from Alaska.

Snow sheds can create driving problems. The abrupt change from light to dark and back can hamper vision, and the associated temperature changes may form ice on the highway.

***Discuss how DOT&PF would deal with un-detonated explosives used for avalanche mitigation.***

**Response:** Avalanche explosives historically have dud (unexploded charge) rates of less than 1 percent. Dud locations would be noted and duds destroyed at the end of each season. A small chip that reflects a signal from a search unit, known as a RECCO tag, would be attached to each charge delivered by helicopter to help locate duds.

## 4.4 BALD EAGLES (EAG)

### EAG01: ALTERNATIVE 2B IS A GOOD OPTION BECAUSE IT AVOIDS MANY EAGLE NESTS.

**Response:** Alternatives 2, 2A, and 2C have been eliminated from further consideration because of potential impacts to property protected under Section 4(f) of the Department of Transportation Act. Alternative 2B is the preferred alternative identified in the Final EIS; this alternative would avoid the eagle nests in Taiya Inlet.

### EAG02: HIGHWAY ALTERNATIVES MAY IMPACT EAGLES.

***The highway would come within 0.5 mile of 100 eagle nests and would degrade critical nesting habitat and productivity in upper Lynn Canal.***

**Response:** Alternative 2B, the preferred alternative, would come within 0.5 mile of 92 eagle nests. Since the release of the Draft EIS in 1997, DOT&PF has revised the alignments of project highway alternatives. One of the reasons for those revisions was to avoid known eagle nests. The distances between eagle nests identified in surveys conducted by the United States Fish and Wildlife Service (USFWS) and the cut-and-fill limits of each highway alternative were calculated. Where nests were within 330 feet of the alignment, the alignment was shifted when feasible to take it out of this primary zone of protection. The alternative highway alignments would not directly take any eagle nest trees in Lynn Canal. Impacts to potential nesting habitat are not likely to have a population-level effect on bald eagles in Lynn Canal.

***The East Lynn Canal Highway alternatives would impact eagles in Berners Bay and most certainly violate the required 330-foot nest-tree buffer.***

**Response:** There is no requirement for human facilities to be 330 feet or more from eagle nests. The USFWS established a 330-foot buffer zone around eagle nest trees for construction activities. This is not a limitation on the presence of facilities, but rather a limitation on construction activities during the active use of a nest. The USFWS guidelines recommend prohibiting construction activities within 330 feet of an existing nest during the eagle's nest selection (initiation) period from March 1 through May 31. Nesting territory for a pair of eagles

may include several alternative nests in addition to the nest most recently used. Therefore, not all nests are used each year. If a nest is not being used for breeding following the nest selection period, then construction could take place within the 330-foot buffer zone. The USFWS has agreed that some highway construction activities may proceed within 330 feet of an active nest under the condition that observers monitor the nest continuously and that construction activities stop immediately if the eagles exhibit any signs of disturbance. It would be possible to construct the project within the schedule constraints established by these USFWS guidelines.

It is possible that construction of a highway on the east side of Lynn Canal could result in the ultimate loss of some buffer or nest trees as a result of "windthrow." In general, trees that have grown in protected forest environments surrounded by other trees can be less well rooted than trees that have grown in areas exposed to high winds, such as along the beachfront of Lynn Canal. When surrounding trees are removed, the trees remaining on the edge of the highway right-of-way could be susceptible to being blown down (windthrow) during one of the high winds common to the Lynn Canal region. These windthrow trees may fall into nearby eagle nest trees or expose other trees closer to a nest. In areas where clearing occurs within 100 feet of a nest tree, DOT&PF and USFWS would jointly assess the potential for windthrow and stabilize the tree or adjacent trees, if determined necessary.

***Increased human/eagle interaction may also have a negative impact on eagles. Although some eagles could habituate to disturbance from the highway, any others would be forced to relocate.***

**Response:** Vehicle and pedestrian traffic could make some eagle nest sites less attractive as these birds select a nest site. Increasing summer traffic after the nest selection period could also increase disturbance levels and decrease the value of a nest site. Although some bald eagles are likely to habituate to highway traffic and nest successfully, others may be less tolerant of disturbance and could be forced to relocate elsewhere. Displaced eagles would either have to use alternative nest sites in their own territories, compete with already established birds for nesting territories elsewhere, avoid competition by settling for a nest site in marginal habitat, or forgo breeding efforts for the season. The effects of highway operation on eagles would therefore likely change over time as some eagles habituate and others try to reestablish themselves elsewhere. Based on the bald eagle population in the Juneau area, it is clear that eagles can habituate to human activity. Based on this and the level of traffic projected for a highway in Lynn Canal, it is expected that the project would not affect the bald eagle population in the region.

***Alternative 3 would have the greatest impact on eagle nests.***

**Response:** The alignment for Alternative 3 is within 0.5 mile of 50 eagle nests. The alignment for Alternative 2B, the preferred alternative, is within 0.5 mile of 92 eagle nests.

**EAG03: THE EAST LYNN CANAL HIGHWAY SHOULD BE BUILT; EAGLES WOULD ADAPT.**

***Eagles presently live in close proximity to highways and other disturbed areas near Juneau. The highway as proposed under Alternative 2 would be far enough away from any nests that the eagles would adapt to the disturbance.***

**Response:** As explained in EAG02, vehicle and pedestrian traffic could make some eagle nest sites less attractive as these birds select a nest site. Increasing summer traffic after the nest selection period could also increase disturbance levels and decrease the value of a nest site. Although some bald eagles are likely to habituate to highway traffic and nest successfully,

others may be less tolerant of disturbance and could be forced to relocate elsewhere. Displaced eagles would either have to use alternative nest sites in their own territories, compete with already established birds for nesting territories elsewhere, avoid competition by settling for a nest site in marginal habitat, or forgo breeding efforts for the season. The effects of highway operation on eagles would therefore likely change over time as some eagles habituate and others try to reestablish themselves elsewhere. Based on the bald eagle population in the Juneau area, it is clear that these birds habituate to human activity. Based on this and the level of traffic projected for a highway in Lynn Canal, it is expected that the project would not affect the bald eagle population in the region.

**EAG04: THE SUPPLEMENTAL DRAFT EIS DOES NOT ADEQUATELY ASSESS/CHARACTERIZE IMPACTS TO EAGLES. ADDITIONAL ANALYSES ON IMPACTS AND MITIGATION MEASURES SHOULD BE CONDUCTED.**

***Discuss the impacts of windthrow on eagles and the associated mitigation measures.***

**Response:** It is possible that construction of Alternative 2B could result in the ultimate loss of some buffer or nest trees as a result of windthrow. It is not possible to quantify this possible impact. In areas where clearing occurs within 100 feet of a nest tree, DOT&PF and USFWS would jointly assess the potential for windthrow and stabilize the tree or adjacent trees, if determined necessary.

***Discuss how equipment would be moved around avoidance areas.***

**Response:** Project construction would occur simultaneously at several locations along the highway alignment. In the event that an eagle pair selects a nest within 330 feet of an area where construction is planned to occur and the USFWS determines that construction should not occur there, construction activities would be concentrated on other portions of the alignment until August.

***Provide an explanation for the assertion that the eagles go elsewhere.***

**Response:** Eagles typically have several nests that they may use in a given year. Displaced eagles would either have to use alternative nest sites in their own territories, compete with already established birds for nesting territories elsewhere, avoid competition by settling for a nest site in marginal habitat, or forgo breeding efforts for the season.

***Provide the analysis that concludes that highway impacts would cumulatively result in "no adverse effect."***

**Response:** The requested analysis is provided in the EIS and in the *Bald Eagle Technical Report* (Appendix R).

***The EIS needs to provide more discussion on how a 330-foot buffer would protect eagles from a highway. Provide justification for the 330-foot buffer and for infringement upon that buffer.***

**Response:** The 330-foot buffer was established by the USFWS based on field experience in Southeast Alaska and elsewhere. Not all eagle nests are used each year for breeding. Eagles typically have several nests within their breeding territory and will select one each season. Infringing on the 330-foot buffer of an unused nest would not impact eagle breeding.

***Discuss how DOT&PF can justify asking USFWS for authorization for highway construction activities within 330 feet of active nests for up to 57 percent of nest trees.***

**Response:** DOT&PF does not intend to ask for USFWS agreement to monitor and construct within 330 feet of all active nests. As explained in the *Bald Eagle Technical Report* (Appendix R) less than 50 percent of nests are active in a given year. In some years the active nest rate is as low as 25 percent. If construction near an active nest were necessary the active nest would be monitored to ensure that construction is not disturbing an active nest. If the eagles show any sign of disturbance, construction would cease.

***Examine best management practices for blasting and construction activities to minimize the potential for accidental damage to nest trees.***

**Response:** Construction in the vicinity of bald eagle nests would be coordinated with the USFWS to develop earth moving and blasting plans and to assess the need for nest monitoring during construction. During construction, DOT&PF and USFWS would assess the sufficiency of natural screening between the highway and any eagle nests below the elevation of the road within 330 feet of the edge of the roadway. In areas where clearing occurs to within 100 feet of a nest tree, DOT&PF and USFWS would jointly assess the potential for windthrow and stabilize the tree or adjacent trees, if determined necessary.

Staking would be done at the planned outside limits of disturbance prior to construction to ensure that impacts are limited to that area. No grubbing would be done outside of the fill footprint and only the minimum clearing required for safety would be done beyond the toe of slope.

***Discuss the procedures for procuring "take" permits under the Bald and Golden Eagle Protection Act.***

**Response:** Discussion of these procedures is not necessary since the proposed project would not take eagles.

***Conduct more analysis and provide more discussion of the potential impacts from a highway to eagles. Also, identify mitigation measures, such as screening eagle trees.***

**Response:** Adequate analysis of potential project impacts on eagles is provided in the EIS and in the *Bald Eagle Technical Report* (Appendix R). The Mitigation Plan provided in Chapter 5 of the Final EIS describes proposed eagle mitigation measures.

***Fifty-seven percent of the eagle nest trees would be within 330 feet of Alternatives 2 and 2C. Discuss why the number of trees within the 330-foot buffer has quadrupled in comparison to the 1997 Draft EIS.***

**Response:** DOT&PF has continued to fund USFWS eagle nest surveys in Lynn Canal since preparation of the 1997 Draft EIS. DOT&PF would continue to fund aerial surveys of eagle nests throughout project construction. Data on impacts to eagle nests provided in the Supplemental Draft EIS is more accurate than that provided in the 1997 Draft EIS, due to the additional surveys and more accurate topographic data. The number of buffers impacted has increased because more nests have been located and more geographic constraints have been identified.

***The EIS should address how "not likely to adversely affect the overall populations" would comply with the Bald and Golden Eagle Protection Act that protects specific individual birds and nests rather than a population.***

**Response:** Project construction plans and mitigation activities described in the EIS and in the *Bald Eagle Technical Report* (Appendix R) would ensure that the project would not take

individual birds or nests. Therefore, the project would not be likely to adversely affect the overall bald eagle population in Lynn Canal.

***The EIS needs to include specific best management practices to minimize damage to trees used for nests, perching, winter roosting, and buffer.***

**Response:** Construction in the vicinity of bald eagle nests would be coordinated with the USFWS to develop earth moving and blasting plans and to assess the need for nest monitoring during construction. During construction, DOT&PF and USFWS would assess the sufficiency of natural screening between the highway and any eagle nests below the elevation of the road within 330 feet of the edge of the roadway. In areas where clearing occurs to within 100 feet of a nest tree, DOT&PF and USFWS would jointly assess the potential for windthrow and stabilize the tree or adjacent trees, if determined necessary. Clearing for the highway would be limited to the minimum necessary for road construction and safe sight distance.

**EAG05: MODIFICATIONS TO ALTERNATIVE 2B WOULD AVOID SOME EAGLE NESTS.**

***Move the Katzehin Ferry Terminal south of the Katzehin River Delta.***

***Remove the highway segment north of Katzehin River.***

***Remove the bridge over the Katzehin River.***

**Response:** If the proposed ferry terminal for Alternative 2B were moved south of the Katzehin River delta, the proposed highway would impact one less eagle nest. However, placement of the proposed terminal south of the river is not practicable. A terminal south of the mouth of the Katzehin River would have no natural protection from prevailing southeast weather, would have on-going river sediment deposition problems, and would add at least 4 miles to each shuttle trip.

## 4.5 CULTURAL, HISTORICAL, AND ARCHAEOLOGICAL RESOURCES (CUL)

**CUL01: THE HIGHWAY WOULD AFFECT ANCESTRAL BURIAL SITES.**

***Members of the Tlingit community are concerned about impacts to their burial sites, particularly in the Berners Bay area.***

**Response:** The possible existence of burial sites in the Berners Bay area was first noted during the initial archaeological literature review for this project, conducted in 1994. Their reported locations were considered during the development of the inventory design and were a factor in the conduct of the field survey. This design was developed in consultation with archaeologists from the USFS and relied heavily on the USFS' Alaska Region Inventory Strategy, which has since been formalized in the 2002 *Second Amended Programmatic Agreement Among the USDA Forest Service, Alaska Region, the Advisory Council on Historic Preservation, and the Alaska State Historic Preservation Officer Regarding Heritage Resource Management on National Forests in the State of Alaska.* The likely presence of historic properties within the Area of Potential Effect (APE) for each alternative was established through background research, consultations, and field investigations. No known burial sites would be impacted by any reasonable alternative.

***A highway would impact Spirit Mountain (Lions Head), which is a sacred site where shaman spirits are believed to dwell.***

**Response:** Lions Head Mountain would not be impacted by the highway for Alternative 2B. No other reasonable alternative would pass through the Berners Bay area.

***The EIS should discuss reported village sites such as those near Slate Creek Cove, the mouth of Lace River, and between Lace and Berners rivers.***

**Response:** The possible existence of village sites in the Berners Bay area (Slate Cove, Lace River, and Berners River) was first noted during the initial archaeological literature review for this project, conducted in 1994. Their reported locations were considered during the development of the inventory design and were a factor in the conduct of the field survey. No village sites within the APE were identified during field or aerial surveys. Extensive surveys were conducted at Slate Cove as part of the USFS Kensington Gold Project EIS. No village site was found. The USFS determined that a group of culturally modified trees at Slate Cove are eligible for the National Register of Historic Places, but this historic property is outside the APE of all reasonable alternatives.

**CUL02: MANY PEOPLE DEPEND UPON THE TRADITIONAL, CULTURAL, AND SPIRITUAL USES OF LYNN CANAL RESOURCES. THE HIGHWAY ALTERNATIVES WOULD JEOPARDIZE THESE RESOURCES.**

**Response:** No traditional cultural property was identified within the APE of any reasonable alternative. DOT&PF consulted with the federally recognized tribes in the area before conducting the 2003-2004 field surveys. The results of the surveys, including the determination that no traditional cultural properties exist within the APE of the reasonable alternatives, was conveyed to federally recognized tribes by FHWA. No objection was made to this determination.

Evaluation of potential impacts to subsistence use areas in the EIS is based on the USFS Tongass Resource Use Cooperative Survey (1988), the Alaska Department of Fish and Game (ADF&G), Division of Subsistence *Subsistence Resource Use Patterns in Southeast Alaska: Summaries of 30 Communities* (1994), and 2003 scoping comments. As indicated in Final EIS, Sections 4.3.6, 4.4.6, 4.5.6, and 4.6.6, FHWA has determined that none of the reasonable alternatives would significantly restrict subsistence uses.

**CUL03: THE SUPPLEMENTAL DRAFT EIS UNDERESTIMATES IMPACTS ON CULTURAL AND HISTORIC RESOURCES.**

***The agencies did not gather sufficient data to evaluate eligibility of sites for the National Register of Historic Places, and agency determinations are unclear.***

**Response:** The analysis presented in the EIS is a synthesis of several technical reports and memoranda regarding historic and archaeological sites prepared for this project between 1994 and 2005. Together, these documents comprise the cultural resources record for the Juneau Access Improvements Project. In part, they include:

- *Archaeological Inventory of the East Lynn Canal Alternative, Juneau Access Road Improvement Project*. Gary Wessen, Elena Nilsson, Michael S. Kelly, and Sandra Flint. Dames and Moore, Inc., Chico, California. 1994.
- *Archaeological Survey on the West Coast of Lynn Canal: William Henry Bay to Pyramid Island*. Amy F. Steffian, Owen K. Mason, and Stacie J. McIntosh. Northern Land Use Research, Fairbanks. 1994.
- Inventory and Evaluation of Historic Properties For Lands Within the Area of Potential Effect from Addendum No. 1 to the Plan of Operation for the Kensington Gold Project Submitted by Coeur Alaska in April 2002. Brenden Raymond-Yakoubian. Integrated Concepts and Research Corporation, Anchorage. 2004.

- Juneau Access Road 2003 Cultural Resource Studies: West Lynn Canal Alternative Update and Skagway Approach Survey Results. Catherine M. Williams, Peter M. Bowers, and Lisa J. Slayton. Northern Land Use Research, Inc., Fairbanks. 2004.
- Determination of Eligibility for the Dalton Trail (SKG-052). Northern Land Use Research, Inc., Fairbanks. 2004.
- Determination of Eligibility for the Skagway Hydroelectric Complex District (SKG-189). Northern Land Use Research, Inc., Fairbanks. 2004.
- Determination of Eligibility for the Lower Dewey Lake Trail (SKG-203). Northern Land Use Research, Inc., Fairbanks. 2004.
- *Juneau Access Road 2004 Cultural Resource Studies, East Lynn Canal Alternative Update*. Michael R. Yarborough and Catherine M. Pendleton. Cultural Resource Consultants LLC, Anchorage. 2004.
- Juneau Access Road 2005 Cultural Resource Study, East Lynn Canal Alternative Update. Michael R. Yarborough and Catherine M. Pendleton. Cultural Resource Consultants LLC, Anchorage. 2005.

In order to protect sensitive site information, the data and analyses contained in these documents are only summarized in the EIS, although all of the information therein was used in making determinations of eligibility and effect.

The State Historic Preservation Officer (SHPO) has concurred with FHWA determinations of eligibility for all historic properties within the APE of reasonable alternatives.

***The analysis as presented does not comply with National Historic Preservation Act of 1966 and no details are provided regarding tribal consultation.***

**Response:** The analysis of effect was done in full accordance with Section 106 of the National Historic Preservation Act (NHPA) [36 Code of Federal Regulation (CFR) § 800.5(1)]. A *Cultural Resource Technical Report* was completed and provided to the SHPO, along with FHWA's determinations of eligibility regarding historic properties in the alternatives' APE. The SHPO has concurred with these determinations and has also concurred with FHWA's determination that no historic property would be adversely affected by Alternative 2B, the preferred alternative. Section 3.13 of the Final EIS, Historical and Archaeological Resources, contains additional information regarding tribal consultations and a reference has been added to Section 7.5 of the Final EIS, 1997 and 2003-2004 Government-to-Government Coordination.

***The analysis does not fully evaluate options to minimize impacts to historic and cultural resources.***

**Response:** Project alternatives avoid having any effect on most of the cultural resources eligible for the National Register of Historic Places; no alternative would have an adverse effect on an eligible property. The SHPO has concurred with the determination that the preferred alternative would not have an adverse effect on any historic property.

***Because a complete archaeological inventory of the proposed routes was not done, it is incorrect to state that none of the build alternatives would have an adverse effect on cultural resources or historical properties.***

**Response:** The cultural resources inventory was guided by a research design that defined high probability zones for site occurrence and selected portions of the East and West Lynn Canal

alignments for field survey. Low probability zones were investigated by boat and aerial surveys. This design was developed in consultation with archaeologists from the USFS and relied heavily on the USFS' Alaska Region Inventory Strategy, which has since been formalized in the *2002 Second Amended Programmatic Agreement Among the USDA Forest Service, Alaska Region, the Advisory Council on Historic Preservation, and the Alaska State Historic Preservation Officer Regarding Heritage Resource Management on National Forests in the State of Alaska.* The likely presence of historic properties within the APE for each alternative was established through background research, consultations, and field investigations. The level of field survey was commensurate with the likely effects of the undertaking and the views of the Alaska SHPO, the USFS, and the NPS.

**CUL04: A HIGHWAY ALTERNATIVE WOULD IMPACT THE HISTORIC NATURE OF THE KLONDIKE GOLD RUSH NATIONAL HISTORIC PARK, SKAGWAY AND WHITE PASS NATIONAL HISTORIC LANDMARK, CHILKOOT TRAIL, DYEA NATIONAL HISTORIC LANDMARK, AND THE CITY OF SKAGWAY HISTORIC DISTRICT.**

***The road would have visual and auditory effects on the Skagway and White Pass District National Historic Landmark and the Klondike Gold Rush National Historic Park. Further studies must be conducted to evaluate effects. Concerns for the National Historic Park include viewshed, change of experience, historic recreation uses, and cultural resources at Sturgill's Landing and Sawmill Site, Lower Dewey Lakes Dam site, Kastle Kern, and historical advertisements.***

**Response:** As explained in Sections 2.2.9 and 6.4.2 of the Final EIS, FHWA has determined that Alternatives 2, 2A, and 2C would require land within the Skagway and White Pass NHL that is protected under Section 4(f) of the Department of Transportation Act of 1966. Alternatives 2, 2A, and 2C have been dropped from the range of reasonable alternatives, based on original screening criteria. None of the current reasonable alternatives would impact the Skagway and White Pass NHL.

**CUL05: FORMAL CONCURRENCE ON IMPACTS HAS NOT BEEN OBTAINED FROM THE STATE HISTORIC PRESERVATION OFFICER OR THE NATIONAL PARK SERVICE, AS IS REQUIRED BY SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT.**

***Contrary to statements in the Supplemental Draft EIS, the State Historic Preservation Officer has not yet concurred on the assessment of effects. The State Historic Preservation Officer has only concurred with the FHWA findings regarding eligibility of historic properties. In addition, the Supplemental Draft EIS implies that the National Park Service has agreed with the discussion of effects on National Park Service physical property. This is not the case.***

**Response:** The wording in the Supplemental Draft EIS was not meant to imply that the SHPO has concurred on the assessment of effects for any alternative as of the time of printing. As stated in Section 4.3.4 of the Final EIS, on October 5, 2005, the SHPO concurred with FHWA's determination that Alternative 2B would have no adverse effect on any historic property. The SHPO's concurrence letter is provided in Chapter 7 of the Final EIS. The NPS position on potential effects, whether physical, visual or auditory, to the Skagway and White Pass NHL is no longer an issue, as none of the reasonable alternatives in the Final EIS would pass through the NHL.

**CUL06: INCLUDE POPULATION ESTIMATES FOR THE CHILKAT INDIAN VILLAGE TRIBE (KLUKWAN), CHILKOOT INDIAN ASSOCIATION, AND THE SKAGWAY TRIBE ORGANIZED UNDER THE 1934 INDIAN REORGANIZATION ACT.**

**Response:** Population estimates are included in the EIS for Juneau, Haines, Skagway, and Klukwan, as general information. The EIS includes minority and white population percentages, based on the 2000 Census, to facilitate evaluations of compliance with the Executive Order on Environmental Justice. Actual or estimated numbers of membership in each tribal entity are not relevant to the analysis.

**CUL07: MEANINGFUL GOVERNMENT-TO-GOVERNMENT TRIBAL CONSULTATION NEEDS TO TAKE PLACE. A LISTING OF TRIBAL LEADERS THAT DOT&PF HAS CONSULTED WITH SHOULD BE INCLUDED IN SECTION 7.5 IN THE EIS ALONG WITH THE RESULTS OF THAT CONSULTATION.**

**Response:** The required government-to-government tribal consultation has taken place. The Supplemental Draft EIS, Chapter 7 included copies of tribal consultation letters with distribution lists from both DOT&PF and FHWA. Section 3.13 of the Final EIS contains additional information about written consultation, and Section 7.5 has a reference regarding phone and in-person meetings.

## 4.6 EDITORIAL AND DOCUMENT MANAGEMENT (EDI)

**EDI01: SPECIFIC EDITORIAL COMMENTS ON THE SUPPLEMENTAL DRAFT EIS.**

***Correct the names of vehicles or services.***

***Correct misspellings.***

**Response:** Corrections have been made in the Final EIS.

***Answer questions pertaining to maps or tables in the Supplemental Draft EIS or provide additional maps and tables.***

***Provide maps so we can compare the various alternatives.***

**Response:** The maps provided in the EIS allow comparison of alternatives.

***Provide construction window times in a graph or table form – it is difficult to understand when construction would occur that would not affect fisheries resources.***

**Response:** Construction window times are described in the Mitigation Plan in Chapter 5 of the Final EIS.

***The Dewey Lakes Recreation Area should be added to Figure 3-5 and re-title/update the legend accordingly.***

**Response:** Information about the Dewey Lakes Recreation Area Management Plan has been added to the Final EIS, Section 3.1.1.6, Parks and Recreation Facilities. Figure 3-5 is titled Parks, Trails, and Historic Districts. Dewey Lakes Recreation Area is not a park and is therefore not included in the figure. Also, none of the reasonable alternatives in the Final EIS would impact this area.

***The Essential Fish Habitat Assessment should augment Figure 4 of Attachment C (see Southeast Alaska Conservation Council letter and attachments) to show the location of recent and historical herring spawning areas in Berners Bay relative to the proposed road and ferry terminals and the Kensington Gold Project marine transport facilities.***

**Response:** There is no need to alter the figures provided in Attachment C of the *Essential Fish Habitat Assessment* (Appendix N) to show the locations of proposed project components. These features are depicted on many other figures in the *Essential Fish Habitat Assessment* and the EIS, including Final EIS Figures 3-1 through 3-25.

***In some cases, references were not included, or they were inaccurate.***

**Response:** The Final EIS provides references where appropriate and includes corrected reference information.

***The Essential Fish Habitat Assessment (Section 5.9.3, page 5-43) needs clarification on the source for the statement made regarding hydrocarbon toxicity to aquatic life. It is cited as a United States Forest Service document, but it appears that the source is the Kensington Mine EIS. Also, add the citation to the list of references.***

**Response:** The correct reference is as follows: Johnson, L.L., Sol S.Y., Ylitalo, G.M., Hom T., French B., Olson, O.P., Collier, T.K. 1999. Reproductive injury in English sole (*Pleuronectes vetulus*) from the Hylebos Waterway, Commencement Bay, Washington. Journal of Ecosystem Stress and Recovery 6: 289-310.

**EDI02: THE SUPPLEMENTAL DRAFT EIS ESTIMATES THAT MITIGATION MEASURES WOULD COST $5 MILLION BUT DOES NOT INCLUDE SUFFICIENT INFORMATION FOR THE PUBLIC TO EVALUATE THE ACCURACY OF THESE COST ESTIMATES.**

**Response:** A breakdown of the mitigation costs for the preferred alternative is provided in Chapter 5 of the Final EIS.

## 4.7 ENERGY (ERG)

**ERG01: CONSTRUCTION OF THE HIGHWAY WOULD REDUCE THE AMOUNT OF FOSSIL FUELS BURNED AND GENERALLY BE MORE ENERGY EFFICIENT THAN THE FERRY SYSTEM.**

***Ferries consume more fuel than cars; the highway would reduce our consumption of fossil fuels.***

**Response:** The Final EIS, Section 4.7.6 provides the estimated energy that would be used for each alternative. Between 2008 and 2038, Alternative 2B would result in the consumption of approximately 68.1 million gallons of fuel; Alternative 3 would consume approximately 64.7 million gallons. Under the No Action Alternative, approximately 74.3 million gallons of fuel would be consumed over this same period. Alternative 4D would have the lowest level of fuel consumption over the 30-year study period of all the marine alternatives, approximately 74.8 million gallons.

**ERG02: CONSTRUCTION OF THE HIGHWAY WOULD INCREASE OUR RELIANCE ON NON-RENEWABLE RESOURCES.**

***Energy-efficient transportation is provided by the ferry system.***

***Ferries are the most energy-efficient form of mass transit.***

**Response:** Ferry transportation is less energy efficient than a highway over the 30-year study period for the proposed project. Alternatives 2B and 3 would have lower fuel consumption than the No Action Alternative and substantially lower fuel consumption than any of the marine alternatives (Alternatives 4A through 4D). Because FVFs consume particularly large volumes of fuel, Alternatives 4A and 4B are projected to use approximately two times more fuel than the No Action Alternative or Alternatives 2B and 3. In addition, fewer vehicles are projected to travel in the Lynn Canal corridor with the No Action Alternative and the marine alternatives than with Alternatives 2B or 3. Therefore, when considered on a per vehicle basis, energy consumption is as much as an order of magnitude higher per vehicle for ferry travel than for highway travel.

***The highway would force residents to use more non-renewable energy and would contribute to our dependence on oil and increased pollution.***

**Response:** As indicated above, highway travel would result in less use of non-renewable energy than the No Action Alternative and the marine alternatives.

Because the No Action Alternative and marine alternatives would use more fuel than Alternatives 2B or 3, they would also result in greater pollution since emission volumes are directly related to fuel consumption. In addition, emission controls on cars and trucks using the highway are much more stringent than emission controls on large marine diesels, such as those used in ferries. Therefore, the emissions of pollutants from ferries are higher per gallon of fuel consumed than those from cars and trucks. Finally, ferries operate with diesel engines while most vehicles using a highway alternative would be gasoline powered. Diesel combustion emits 20 times more particulates than gasoline combustion.

***Flying into Juneau would be more energy efficient than driving.***

**Response:** The purpose of the proposed project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor. Improved air access is not a part of the purpose and need and, therefore, not relevant to this project.

## 4.8 ENVIRONMENT (ENV)

### ENV01: BUILDING A HIGHWAY WOULD HAVE UNACCEPTABLE IMPACTS TO THE GENERAL ENVIRONMENT AND TO NATURAL RESOURCES.

***A highway on east or west Lynn Canal would irreversibly damage the delicate and unique natural setting and ecosystem of the Lynn Canal corridor.***

**Response:** The Final EIS contains a description of the anticipated direct, indirect, and cumulative impacts to wildlife, biota, and other natural resources using the most current available information. All practicable measures to mitigate impacts of the preferred alternative, Alternative 2B have been included in the Final EIS. For instance, DOT&PF would construct wildlife underpasses to mitigate habitat fragmentation for moose, brown bear, wolves, and other species. Also, DOT&PF has committed to funding population studies for moose, wolverines, brown bears, and mountain goats to facilitate management of the species after construction. The mitigation measures for the preferred alternative are listed in Section 5.12 of the Final EIS.

***Wilderness that has not been fragmented by development provides valuable wildlife habitat, and public lands along the proposed highway alignment should remain protected.***

**Response:** Public lands adjacent to the highway would remain under USFS management and the Tongass Land and Resource Management Plan (TLMP). The Congressionally designated Land Use Designation (LUD) II lands around Berners Bay would remain protected.

***The cost resulting from the damage to the environment of Lynn Canal from a highway does not justify the benefits.***

**Response:** Impacts to the natural resources in the project area are weighed against the importance of the purpose and need of the project by the cooperating agencies, the lead federal agency, and DOT&PF. Ultimately, the decision as to whether public transportation benefits of an alternative outweigh the environmental impacts is a public policy decision to be made by the project proponent (State of Alaska) and lead federal agency (FHWA).

***Increased traffic due to the highway would lead to trash and dumping of garbage and cutting of trees for campfires along its length.***

**Response:** DOT&PF would implement a roadside cleanup program similar to that used on the Glacier Highway currently. Further, signs would be posted that warn travelers that littering or tree cutting is against Alaska State Law. Enforcement would be by the Alaska State Troopers and the USFS.

***Environmental impacts from the No Action or marine highway alternatives would not lead to increased environmental damage and do not threaten the natural environment.***

**Response:** The Final EIS describes impacts that could be caused by the No Action Alternative (Alternative 1) and the marine alternatives (Alternatives 4A through 4D). The preliminary Section 404(b)(1) evaluation looks at impacts in relation to benefits (Appendix X of the Final EIS). While the No Action Alternative and Alternatives 4A and 4C are less damaging to the environment, they do not sufficiently meet the project purpose and need.

**ENV02: BUILDING A HIGHWAY AND FERRY TERMINALS WOULD RESULT IN UNACCEPTABLE ENVIRONMENTAL IMPACTS TO BERNERS BAY.**

***Construction of a highway or ferry terminals in and around Berners Bay would cause irreversible environmental impacts.***

**Response:** Environmental impacts are discussed throughout the Final EIS with special emphasis on Berners Bay. Alternative 2B, the preferred alternative, does not include construction of ferry terminals in or adjacent to Berners Bay. A discussion of impacts to the environment, wildlife, and marine mammals that could result from implementation of Alternative 2B are discussed in Section 4.3 and summarized in Table S-1 of the Final EIS. A discussion regarding impacts from marine alternatives 4B and 4D, which includes ferry terminal construction at Berners Bay, are discussed in Section 4.6 of the Final EIS. A discussion of short-term use of the environment and irreversible and irretrievable commitment of natural and economic resources are included in Sections 4.10 and 4.11 of the Final EIS. Cumulative impacts are discussed in Section 4.9 of the Final EIS.

***A highway and ferry terminals would damage the wild character of Berners Bay and degrade the wildlife habitat of the region.***

**Response:** The land surrounding Berners Bay is located within the Tongass National Forest and much of it is designated LUD II by Congress. The management objectives under LUD II include maintaining the wildland characteristics of the area, permitting fish and wildlife improvement actions, constructing primitive recreation facilities, and allowing construction of roads for access and transportation needs identified by the state. The wild character of land and water near the highway would change, but the majority of land surrounding Berners Bay would remain unchanged.

***Allowing traffic into the area from a highway would result in garbage dumping and trash on the beaches, ruining a wild and pristine area.***

**Response:** DOT&PF would implement a roadside cleanup program similar to that used on the Glacier Highway currently. Further, signs would be posted that warn travelers that littering or tree cutting is against Alaska State Law. Enforcement would be by the Alaska State Troopers and the USFS.

***Berners Bay is within easy access to Juneau and provides visitors with a roadless, wild area of high value for recreation, hunting, and subsistence, and should remain roadless.***

**Response:** While having a roadless area immediately accessible to Juneau residents is desired by some, Congress directed that most of the land surrounding Berners Bay be designated LUD II, which allows for roads determined necessary by the state. A majority of this designated land would remain roadless.

***Berners Bay is a Congressionally protected Roadless Area designated as wilderness.***

**Response:** Congressionally designated LUD II land is not the same as Congressionally designated wilderness. LUD II specifically allows for roads determined necessary by the state.

***Costs to the environment from highway and ferry terminal construction around and adjacent to Berners Bay need to be evaluated and included in the EIS.***

**Response:** As explained in the response to ENV01, impacts have been evaluated. Because individuals value different impacts and environments differently, this is not a cost that can be quantified in dollars.

**ENV03: A HIGHWAY THROUGH BERNERS BAY ALONG LYNN CANAL CAN BE CONSTRUCTED AND MITIGATED IN A WAY THAT WOULD AVOID SIGNIFICANT IMPACTS TO THE ENVIRONMENT.**

***Construction of a highway through Berners Bay would allow better access to views and enjoyment of the area.***

**Response:** Visual simulations and descriptions of the views from the water toward Berners Bay, as well as descriptions of views from the proposed highway alignments, are provided in Section 4.3.3 of the Final EIS. The eastern shoreline of Berners Bay is managed as Mostly Natural Setting LUDs by the USFS. These management designations are not expected to change. Also, a highway would provide views of Lynn Canal that are not currently available to most travelers.

***Environmental impacts from a highway would not be significant.***

**Response:** A discussion of potential impacts in and around Berners Bay is included in the Final EIS in Section 4.2 for Alternative 2B, the preferred alternative; Section 4.4 describes potential impacts resulting from the marine options Alternatives 4A, 4B, 4C, and 4D. These discussions

include impacts to both wildlife and habitat. An EIS has been prepared because of potential significant impacts of the alternatives. The purpose of the EIS is not to establish if there are significant impacts, but to identify what the impacts are anticipated to be.

***Modern mitigation measures and construction methods can be used to decrease or prevent impacts to the environment.***

**Response:** A comprehensive mitigation plan for the Alternative 2B, the preferred alternative, is included in Section 5.12 of the Final EIS. These measures have been developed through coordination with state and federal cooperating agencies.

***The ferry system has environmental drawbacks due to high fuel consumption, air pollution, and damage due to wakes generated by the ferries.***

**Response:** Both marine and land motorized vehicles have emissions directly related to fuel consumption. FVFs under Alternatives 4A and 4C would consume roughly twice the fuel of the No Action Alternative. Alternatives 2B and 3 would consume less fuel than any of the other alternatives, including the No Action Alternative. Wakes generated by ferries are not expected to have major impacts.

## 4.9 ENVIRONMENTAL JUSTICE (EVJ)

### EVJ01: THE HIGHWAY WOULD MAKE TRAVEL MORE AFFORDABLE FOR LOW-INCOME POPULATIONS.

***The highway would be beneficial to low-income populations who cannot afford the ferry.***

***The highway considers environmental justice concerns.***

**Response:** As discussed in Chapter 4 of the EIS, Alternative 2B would reduce travel costs in the area for all travelers, including low-income populations. Under the No Action Alternative, the cost for a family of four traveling in a 19-foot vehicle between Juneau and Haines would be $180. The cost for this family to travel between Juneau and Skagway under the No Action Alternative would be $237. The out-of-pocket cost for a family of four to travel on Alternative 2B between Juneau and Haines or Skagway would be $34 and $51, respectively. The total cost for this travel (including vehicle depreciation, insurance, and other costs of vehicle ownership) would be $77 between Juneau and Haines and $60 between Juneau and Skagway (all costs stated in 2004 dollars).

### EVJ02: THE FERRY SYSTEM IS MORE AFFORDABLE THAN A HIGHWAY ALTERNATIVE. THE HIGHWAY WOULD BE ONLY FOR THE RICH.

***The highway would disproportionately impact low-income populations who do not own cars or who own cars that are too unreliable to travel a highway to Haines or Skagway.***

***The ferry system is egalitarian and more affordable than the highway.***

***Only private vehicles would be able to use the highway.***

**Response:** The current surface transportation system in Lynn Canal is essentially an expensive toll road. The high cost of travel in Lynn Canal has an impact on low-income travelers, in some cases precluding their ability to travel outside their hometown. As indicated in the EIS, vehicle travel on the AMHS costs roughly four to six times as much as travel on a highway. FHWA has determined, based on traditional measures of environmental justice, that none of the build alternatives would have a disproportionate affect on low-income or minority communities.

Approximately 100,000 passengers travel in Lynn Canal. It is estimated that approximately 36,000 are walk-on passengers. Based on the 2000 Census, approximately 90 percent of the households in Juneau, Haines, and Skagway own at least one vehicle and 50 to 60 percent of the households own two or more vehicles. Many current walk-on passengers that own vehicles would likely choose to travel by car if a highway were available in the Lynn Canal corridor. Travelers without vehicles would be forced to rent vehicles, take a commuter flight, or travel on private carriers if they develop to accommodate this demand.

The percentage of AMHS walk-on passengers that would choose to travel in their own vehicle if Alternative 2B were selected for the project would depend on a variety of factors such as the cost, frequency, and convenience of a bus or van service. An analysis of the potential development of bus/van service under Alternative 2B was done for the Final EIS. That analysis, provided in Appendix W in the addendum to the *Socioeconomic Effects Technical Report,* indicates that a private bus/van service is likely to develop between Katzehin and Juneau with Alternative 2B. Cost would ultimately depend on the size of the market but would likely be in the range of $35 to $50 one-way between Juneau and Skagway ($0.35 to $0.50 per mile based on similar existing routes). This would place the cost roughly equal to the current (2005) AMHS adult one-way passenger fare of $44 for the Juneau/Skagway link.

## 4.10 ESSENTIAL FISH HABITAT- MARINE AND FRESHWATER (EFH)

### EFH01: HIGHWAY ALTERNATIVES WOULD ADVERSELY AFFECT ESSENTIAL FISH HABITAT.

***The construction of the highway would fragment and/or result in a loss of the most productive fish habitat in Southeast Alaska.***

**Response:** Alternative 2B, the preferred alternative, would adversely affect approximately 36 acres of essential fish habitat (EFH). Thirty-two of these acres would be intertidal and subtidal habitat that would be lost due to the placement of fill in these areas. The impact would not affect regional populations of any fish or invertebrate species. These areas are primarily cobble beaches. The most productive fish habitat, estuarine emergent wetlands, freshwater spawning area, and submerged aquatic vegetation sites have been avoided. In addition, disturbed areas would be available for recolonization. NMFS, EPA, and OHMP concur that Alternative 2B would have less aquatic impacts than Alternatives 3, 4B, and 4D.

Under Section 305(b)(4) of the Magnuson-Stevens Act, NMFS is required to provide EFH Conservation Recommendations for actions that would aversely affect EFH. NMFS' Conservation Recommendations are in addition to those proposed by DOT&PF. NMFS' Conservation Recommendations for Alternative 2B include realigning the Berners/Lace and Antler River crossings to decrease impacts on wetlands and eulachon spawning areas; to provide compensatory mitigation sufficient to compensate for the loss of intertidal, subtidal, and wetland habitats; and to develop a mitigation plan in consultation with NMFS and other resource agencies. DOT&PF has agreed to these measures.

***Highway and ferry terminal construction and operation would impact the spawning and rearing habitat for runs of herring; eulachon; sockeye, coho, pink, and chum salmon; steelhead and cutthroat trout; and Dolly Varden char.***

**Response:** Construction of the highway and/or ferry terminals under any of the action alternatives would only temporarily affect the freshwater spawning and/or rearing habitat for anadromous and resident fish due to placement of piers. Bridges would not impede fish

movement within streams, no fill would be placed in these streams, and construction would occur outside of spawning season. The ferry terminal for Alternative 2B would be spatially separated from the mouth of the Katzehin River to ensure fish passage. With the exception of the south shore of the Katzehin River, no fill would be placed in anadromous fish streams. In addition, the design for the breakwater at the Katzehin terminal would be updated to include fish passage gaps or large box culverts, thereby ensuring proper fish passage. Alignments of the approaches to the bridge over the river have been designed to reduce impact at the highly braided mouth of the Katzehin.

The increase in turbidity during construction of the multi-span bridges in the rivers would be temporary. There is no intertidal fill associated with this alternative that would affect spawning habitat in the project area.

The potential impact on water quality from ferry operations, such as potential for accidental fuel spills from ferries during operations, was evaluated. However, there have been no fuel spills associated with AMHS operations in Lynn Canal to date. Spill prevention and cleanup plans would be followed for all ferry operations to minimize potential impacts from accidental spills. NMFS concurs that highway maintenance and operations (M&O) would not be likely to degrade EFH or adversely affect federally managed fish species. A discussion of water quality impacts can be found in Appendix K (the *Hydrology and Water Quality Technical Report*) and Section 4.3.9 of the Final EIS.

***Sidecasting and filling would impact juvenile salmon habitat along the upper east side of Lynn Canal.***

**Response:** Alternative 2B would involve sidecasting up to 1.4 million cubic yards at steep underwater slopes and would fill 32 acres of unvegetated intertidal shore. All of these sites have been evaluated. Neither filling nor sidecasting would impact high value juvenile salmon habitat.

***Alternative 2 would degrade eulachon spawning runs around Antler and Berners/Lace rivers.***

**Response:** Based on NMFS and public comments regarding impacts to EFH in Berners Bay, DOT&PF has revised the East Lynn Canal Highway alignment. The alignment for Alternative 2B presented in the Final EIS would result in fewer in-water bridge piers, and would not place any bridge piers in the northern channel of the river that is documented to have a high density of eulachon spawning habitat. The Lace River crossing alignment has been moved about 700 feet upstream to further avoid the vegetated intertidal area at the end of the peninsula.

***Alternative 2 would degrade herring spawning habitat between Echo Cove and Antler River.***

**Response:** Highway construction activity under Alternative 2B would not degrade spawning habitat for herring or eulachon. No fill would be placed in marine waters of Berners Bay. The first 7 miles from Echo Cove are well inland from the shore. From Sawmill Cove to the intertidal area at the head of Berners Bay, the highway would be closer to the shore, but always at least 50 feet above sea level. Clean shot rock would be used and erosion control measures would be implemented to avoid water quality impacts.

***Fuel releases and increased sediment load would degrade the water quality and adversely affect fish spawning areas and invertebrate populations.***

**Response:** Runoff from bridges would include some sediment from winter sanding, and fuel and oil spills due to accidents near streams could cause water quality impacts. Based on studies of highway runoff in Alaska, the volume of traffic on the proposed highway under any of the road alternatives would not be sufficiently large for runoff from the highway to cause exceedances of Alaska Water Quality Standards (AWQS) in receiving waters (see Appendix K, *Hydrology and Water Quality Technical Report*).

***The highway would induce additional development in Berners Bay, further affecting the fish habitat in that area.***

**Response:** With the exception of a pending native allotment application and Coeur Alaska holdings, the land in Berners Bay is federal land managed by the USFS. The TLMP does not provide for any other development in Berners Bay. Furthermore, the land from Sawmill Cove to Johnson Creek is Congressionally designated LUD II and by law cannot be developed. The effects of reasonably foreseeable development in Berners Bay are analyzed in Section 4.9.2.10 of the Final EIS. The loss of EFH from the construction of future projects and the proposed project would not appreciably alter fish or invertebrate populations in Berners Bay or Lynn Canal.

**EFH02: THE SUPPLEMENTAL DRAFT EIS OVERESTIMATES NEGATIVE IMPACTS ON ESSENTIAL FISH HABITAT.**

***Highways that are thoughtfully planned and constructed are compatible with protecting essential fish habitat. Fish are opportunistic and adapt to habitat changes. In fact, the highway could benefit fisheries through stream enhancements as has been observed in the Chilkat River, which parallels the Haines Highway.***

**Response:** While EFH would be lost under the preferred alternative, overall negative impacts on regional populations would not occur.

**EFH03: MORE ANALYSIS SHOULD BE CONDUCTED ON THE IMPACT OF THE HIGHWAY ALTERNATIVES ON ESSENTIAL FISH HABITAT. THESE ANALYSES SHOULD INCORPORATE IMPACTS FROM THE CONSTRUCTION, MAINTENANCE, AND OPERATIONS OF BOTH EAST AND WEST LYNN CANAL HIGHWAYS, INCLUDING BRIDGES AND FERRY TERMINALS. CONCLUSIONS OF NO ADVERSE EFFECTS TO ESSENTIAL FISH HABITAT ARE UNSUPPORTED BY THE SUPPLEMENTED DRAFT EIS.**

***The effects of bridges over the Antler River and eulachon habitat are inadequately characterized. Section 4.4.6.2 of the Essential Fish Habitat Assessment should include information from the USFS and from Andrew Eller of the Juneau School of Fisheries and Ocean Sciences regarding recent studies of eulachon spawning grounds in the Antler River. This information is essential to determine how road crossings would affect eulachon spawning habitat in the Antler and Lace rivers.***

***The effects of building a bridge across eulachon spawning habitat in the Antler and Berners/Lace rivers must receive more analysis. The bridge crossing would be located above where pre-spawning adult eulachon aggregate. Eulachon spawn well above the proposed crossings in both river systems (Antler and Berners/Lace rivers).***

**Response:** Several additional references have been reviewed as suggested in comments submitted. These references include some additional and more recent research and information regarding eulachon (*Thaleichthys pacificus*), and pertinent additional data has been incorporated into the addendum to the *Essential Fish Habitat Assessment* in Appendix W. The

addendum and the Final EIS correct the misstatement that Berners Bay bridges would be above eulachon spawning locations. The highway alignment has been adjusted to avoid impacts to recently documented eulachon spawning areas. No piers would be placed in the northern channel of the Antler River, which has been documented to have a high density of eulachon spawning. Other piers would be placed at least 130 feet apart and construction would be timed to avoid impacts to eulachon and salmon.

***Changes in salinity due to runoff and the subsequent effect on essential fish habitat are not discussed.***

**Response:** The salinity of Berners Bay would not be affected. The highway would not alter the amount of freshwater that enters Berners Bay. All natural drainages would have culverts. Clean shot rock would be used, and the runoff from this fill would not change the bay's hydrology, including salinity.

***Changes in water quality due to runoff and the subsequent effect on essential fish habitat are not discussed.***

***Section 5.2.1.1 of the Essential Fish Habitat Assessment states that a road would not impact herring spawning in Berners Bay because in-water fill is not a component. Pollutants, especially hydrocarbons, in runoff from roads can reach spawning habitat.***

**Response:** The highway has been located as far from the shore as practicable. Use of equalization cross culverts and culverts in all natural drainages would minimize changes to runoff locations and quantity. Construction with shot rock would minimize changes in subsurface flow.

Highway and bridge runoff would contribute small amounts of turbidity and pollutant loads to local drainages flowing to Berners Bay. Contaminant concentrations in runoff from the proposed highway and/or bridges including de-icing chemicals, polyaromatic hydrocarbons, heavy metals, asphalt and gravel, would not exceed AWQS or adversely impact the water quality of receiving waters for the long term. Potential impacts to water quality in relation to AWQS are described in Appendix K, *Hydrology and Water Quality Technical Report*.

Based on studies of highway runoff in Alaska, the volume of traffic on the proposed highway under the preferred alternative would not be sufficiently large for runoff from the highway to cause exceedances of AWQS in receiving waters. NMFS concurs that highway M&O would not be likely to degrade EFH or adversely affect federally managed fish species.

***No scientific data supports the statement on page 5-43 of the Essential Fish Habitat Assessment that "… hydrocarbon levels near AMHS ferry terminals … would be very low." Marine transfer sites, road building, and motor traffic should not be considered in isolation. Baseline herring population data should be collected prior to construction in Berners Bay to be able to measure adverse impacts from oil toxicity on herring.***

***Section 5.9.3 of the Essential Fish Habitat Assessment must consider impacts of oil spills when analyzing effects of ferry terminal operations on essential fish habitat species.***

**Response:** AMHS reported in 2003 that since beginning operations in Lynn Canal, AMHS has had no fuel or oil spill in excess of approximately 1 cup. All ferries are refueled in accordance with standard industry spill prevention precautions at the Skagway terminal. Routine ferry maintenance is conducted in Ketchikan. Aside from an unforeseen catastrophic event, future impacts to marine water quality from fuel or oil spills/leaks would likely continue to be minimal.

Historically, accidental discharges, spills, and leaks have been minor with only minimal and temporary impacts to water quality. This low level of impact likely would continue under these alternatives. A discussion of water quality impacts is presented in Appendix K (*Hydrology and Water Quality Technical Report)* and Section 4.3.9 of the Final EIS. Furthermore, the preferred alternative, Alternative 2B, would not involve construction in Berners Bay spawning habitat.

***Actual construction windows should be provided in order to understand impacts on essential fish habitat.***

**Response:** As described in Sections 5.12 of the Final EIS, construction windows would be followed such that there would be no in-water work or disturbance during salmon, eulachon, and herring spawning runs. A preliminary in-water work window of June 16 through March 14 has been proposed by resource agencies to avoid impacts to EFH species. The exact timing of the windows would be determined at the permitting stage and would be guided by specific agency requirements.

***The direct, indirect, and cumulative effects of tidal fill on essential fish habitat are not addressed.***

***The total surface area, both intertidal and subtidal, that would be buried by the sidecast material and other fill must be accounted for.***

**Response:** Preferred Alternative 2B would cause the loss of 32 acres of intertidal and subtidal habitat due to the placement of fill in these areas. When considered against the total available habitat within the project area, these impacts would not affect regional populations of any fish or invertebrate species. In addition, disturbed areas would be available for recolonization. The loss of EFH from the construction of future projects, in conjunction with the proposed action, would not appreciably alter fish or invertebrate populations in Berners Bay or Lynn Canal.

Up to 1.4 million cubic yards of rock would be sidecast in Lynn Canal. Much of this would be large rock distributed unevenly over steep slopes and deep ledges. Sidecasting would not bury or fill a discreet area, unlike highway fill. For this reason, volume is more relevant than area.

***Critical nearshore habitats and ecological requirements of juvenile salmonids are not considered.***

**Response:** Construction of the highway and/or ferry terminal under the preferred alternative would only temporarily affect nearshore spawning and/or rearing habitat for anadromous fish due to the placement of piers. Bridges would not impede fish movement within streams; with the exception of the south shore of the Katzehin River, no fill would be placed in these streams. Construction would occur outside of spawning season. The ferry terminal would be spatially separated from the mouth of the Katzehin River to ensure proper fish passage and no fill would be placed in the streams. In addition, the design for the breakwater at the Katzehin terminal would include fish passage gaps or large box culverts, thereby ensuring proper fish passage. The approaches to the bridge over the river have been designed to avoid impact to the estuarine emergent wetlands adjacent to the Katzehin River. The rocky shores impacted by rock fill are not critical nearshore habitat for juvenile salmon.

***Not all of the critical fish activities to avoid are identified/discussed.***

**Response:** The *Essential Fish Habitat Assessment* (Appendix N) and the *Anadromous and Resident Fish Streams Technical Report* (Appendix P) reference nearly 120 peer-reviewed documents and other literature applicable to the analysis. The consequences section is based on the information in this literature. NMFS has reviewed the *Essential Fish Habitat Assessment*

and has stated that it is well written and comprehensive (see NMFS' letter to DOT&PF in Section 7 of the Final EIS). NMFS suggested three additional conservation measures that DOT&PF has agreed to implement.

***Include information on the Berners Bay's estuary circulation, as circulation is important to larval eulachon.***

**Response:** Alternative 2B, the Final EIS preferred alternative, does not include construction of ferry terminals or ferry operations in the bay. Based on NMFS and public comments regarding impacts to EFH in Berners Bay, DOT&PF has revised the East Lynn Canal highway alignment. The alignment for Alternative 2B presented in the Final EIS would result in fewer in-water bridge piers, and would not place any bridge piers in the northern channel of the river that is documented to have a high density of eulachon spawning habitat. Alternative 2B is not expected to impact estuary circulation or fish movement within the Berners Bay.

***Update the list of streams used by eulachon and salmon and the stream classifications.***

**Response:** An addendum to Appendix P, the *Anadromous and Resident Fish Streams Technical Report* has been completed to include the most up-to-date information on Streams 6E, 7E, 8E, and 9E. The addendum (in Appendix W) includes a discussion of Dewey Creek, Pullen Creek, and Sturgill's Creek. All are located north of the Katzehin River and would not be affected by the preferred alternative route. Section 4.4 of the Final EIS has been changed to indicate that Alternative 2B would cross nine anadromous streams: Sawmill Creek 5E, 10AE, Antler River 11E, Berners/Lace River 12/13E, Slate Creek 14E, Sweeny Creek 16E, Sherman Creek 17E, 18E, and Katzehin River 46E.

***Section 4.5 of the Essential Fish Habitat Assessment fails to acknowledge the estuary at the head of Berners Bay and the importance of the eulachon-spawning habitat in Antler and Berners/Lace rivers. It fails to include the remnant herring-spawning habitat in east Berners Bay.***

**Response:** Section 4.5 is the summary of the affected environment. The details regarding both eulachon and herring spawning in Berners Bay are presented in Attachment C of Appendix N (the *Essential Fish Habitat Assessment*) and summarized in Sections 4.4.6.1 and 4.4.6.2 of Appendix N. The addendum to the *Essential Fish Habitat Assessment* (in Appendix W) adds additional information on eulachon.

***Section 5.3.1.2 of the Essential Fish Habitat Assessment should state that larval eulachon and capelin and adult herring use Berners Bay in winter months, including Slate Creek Cove. Also, eulachon spawn in Lace River.***

**Response:** As explained previously, additional information regarding eulachon and herring has been added to the EFH Assessment. Alternative 2B would include no fill or construction (other than pile driving) in Berners Bay and, therefore, is expected to not impact eulachon, herring, or capelin populations that use Berners Bay in the winter months.

***Section 4.4.6 of the Essential Fish Habitat Assessment should include more of the species that feed on eulachon in Berners Bay.***

**Response:** Section 3.3 of Attachment C of Appendix N describes that sea lions, harbor seals, gulls, bald eagles, and other seabirds target spawning aggregations of eulachon in Berners Bay. Predation by Steller sea lions and salmon is most prevalent and therefore the summary of predation presented in Section 4.4.6.2 focuses on these species.

**EFH04: MODIFICATIONS TO ALTERNATIVE 2B WOULD AVOID 13 STREAM CROSSINGS, INCLUDING ONE ANADROMOUS RIVER.**

***Move the Katzehin Ferry Terminal south of the Katzehin River Delta.***

***Remove the highway segment north of Katzehin River.***

***Remove the bridge over the Katzehin River.***

**Response:** Alternative 2B has been identified as the preferred alternative; therefore, most of these modifications have been incorporated into the preferred alternative identified in the Final EIS. Alternative 2B would not include a highway segment north of the proposed Katzehin Ferry Terminal. No streams north of the Katzehin River would be crossed. The ferry terminal would remain north of the Katzehin River, and a multi-span bridge would cross the Katzehin. Piers for the bridge would be placed at least 130 feet apart and would not impede fish movement. The ferry terminal would be spatially separated from the mouth of the Katzehin River to ensure proper fish passage, and no fill would be placed in the streams. The design for the breakwater at the Katzehin terminal would include fish passage gaps or large box culverts, thereby ensuring proper fish passage. The bridge over the Katzehin has been designed to avoid impacts to estuarine emergent wetlands adjacent to the river. The highway north of the river has also been realigned to avoid estuarine emergent wetlands. As explained in the preliminary Section 404(b)(1) evaluation (Appendix X), placing the Katzehin Ferry Terminal south of the river is not practicable.

**EFH05: WITH THE EXCEPTION OF THE NO ACTION ALTERNATIVE, ALL OF THE ALTERNATIVES WOULD HAVE ADVERSE EFFECTS ON ESSENTIAL FISH HABITAT.**

**Response:** The EIS states that all build alternatives would have adverse effects on EFH.

***Ferry terminal construction at Sawmill Cove may degrade or destroy herring spawning habitat.***

***Breakwater and vessel traffic near the Sawmill Cove Ferry Terminal may degrade adjacent herring spawning habitat.***

***Vessel traffic, noise, and changes to intertidal/subtidal habitat may alter fish behavior in Berners Bay.***

**Response:** Alternatives 2B, 4A, and 4C do not include the construction of ferry terminals or ferry operations in Berners Bay. Therefore, they would have no impacts to Berners Bay from ferry terminal construction or operations. There would be no additional vessel traffic or noise in the bay under these alternatives. Alternatives 3, 4B, and 4D would have adverse impacts on EFH in Berners Bay, as described in the Final EIS.

***In-water structures and vessel traffic may alter shoreline migration patterns of forage fish and juvenile salmonids, and shift predator-prey interactions.***

**Response:** Construction of the highway and/or ferry terminal under the preferred alternative would only temporarily affect nearshore migration, spawning, and/or rearing behaviors of anadromous and forage fish due to the placement of piers. Bridges would not impede fish movement within anadromous streams. With the exception of the south abutment of the Katzehin River Bridge, no fill would be placed in these streams. Construction would occur outside of spawning and migration season. The ferry terminal would be spatially separated from the mouth of the Katzehin River to avoid impacts to the river and its estuary area. In addition,

the design for the breakwater at the Katzehin Ferry Terminal would be updated to include fish passage gaps or large box culverts, thereby ensuring proper fish passage.

***Contaminants from vessel fuel leakage, spills, and runoff may impair water quality.***

**Response:** The potential impact on water quality from ferry operations, such as potential for accidental fuel spills and leaks from ferries during operations, was evaluated. However, there have been no fuel spills associated with AMHS operations in Lynn Canal to date. Spill prevention and cleanup plans would be followed for all ferry operations to minimize potential impacts from accidental spills. NMFS concurs that highway M&O would not be likely to degrade EFH or adversely affect federally managed fish species. A discussion of water quality impacts can be found in Appendix K (*Hydrology and Water Quality Technical Report*) and Section 4.3.9 of the Final EIS.

Based on studies of highway runoff in Alaska, the volume of traffic on the proposed highway under the preferred alternative would not be sufficiently large for runoff from the highway to cause exceedances of AWQS in receiving waters.

***Essential fish habitat may be largely affected by cumulative impacts.***

**Response:** As described in Section 4.9.2.10 of the Final EIS, each reasonable alternative would have different cumulative impacts. Cumulative impacts for Alternatives 4A and 4C would occur in Auke Bay and include the loss of about 1.5 acres of nearshore intertidal and shallow subtidal habitat. Alternative 2B cumulative impacts would include the placement of fill in approximately 35 acres of marine habitat in Lynn Canal. Cumulative impacts associated with Alternatives 3, 4B, and 4D would occur in Berners Bay and consist of the placement of fill in approximately 2 acres of intertidal and subtidal habitat, the dredging of approximately 2.8 acres of subtidal habitat, and the loss of 4.4 percent of herring spawning habitat. The cumulative impact to marine habitat in Lynn Canal from Alternative 3 would include the placement of fill in approximately 15 acres.

**EFH06: PROVIDE MEASURES FOR AVOIDING MITIGATING, OR OFFSETTING THE IMPACT OF THE ALTERNATIVES ON ESSENTIAL FISH HABITAT.**

***Prohibit in-water construction activities when pre-spawning adult herring are in Berners Bay through the time of larval dispersal.***

**Response:** Alternatives 3, 4B, and 4D would have a ferry terminal in Berners Bay. If any of these alternatives were selected for the project, DOT&PF would implement this mitigation measure.

***Prohibit vessel operations from time of pre-spawning near Sawmill Cove through time of spawning completion as determined by the Alaska Department of Fish and Game.***

**Response:** If Alternatives 4B or 4D were selected for the project, this mitigation measure would be implemented. This mitigation measure places a serious impediment on Alternative 3 because it essentially eliminates operation of the transportation facility for over a month each year. DOT&PF and FHWA would further consult with NMFS regarding this measure if Alternative 3 is selected for the project.

***Prohibit vessel fueling from time of pre-spawning near Sawmill Cove through time of egg hatch, as determined by ADF&G.***

**Response:** For Alternatives 3, 4B or 4D, vessel fueling would take place at Auke Bay, Haines or Skagway during the herring spawning season.

***Institute a long-term monitoring program of the effects of construction and operation of the Sawmill Cove Ferry Terminal.***

**Response:** If Alternative 3, 4B or 4D were selected for the project, DOT&PF would implement this mitigation measure.

***Extend the east side highway to a ferry terminal north of Berners Bay with ferry service to a west side terminal north of Endicott River.***

**Response:** This is not a practicable alternative for the proposed project. The eastern coast of Lynn Canal is exposed between Berners Bay and the Katzehin River. There are no practicable locations for a ferry terminal between these points. Alternative 2B would use an existing ferry terminal on the west side of Lynn Canal (in Lutak Inlet) and a partially protected location north of the Katzehin River on the east side.

***National Marine Fisheries Service offers Essential Fish Habitat Conservation Recommendations pursuant to Section 305(b)(4)(A) of the Magnuson-Stevens Act: realign the Berners/Lace and Antler River crossings as far upstream as possible to minimize adverse effects to in-stream flows and provide compensatory mitigation for loss of intertidal and subtidal wetlands, upon consultation with NMFS and other agencies.***

**Response:** The alignment of Alternative 2B has been moved as far upstream as possible at the crossings of the Lace and Antler rivers in response to this recommendation. Compensatory mitigation has been proposed for the EFH impacts that would result from the preferred alternative based on consultation with NMFS (see Final EIS, Section 5.12)

**EFH07: UPDATE THE ESSENTIAL FISH HABITAT SECTIONS OF THE SUPPLEMENTAL DRAFT EIS TO REFLECT THE FINALIZATION OF THE NMFS BIOLOGICAL OPINION WRITTEN FOR THE KENSINGTON GOLD PROJECT.**

***Section 4.4.6.1 of the Essential Fish Habitat Assessment should be amended with additional information about herring from the NMFS Biological Opinion for the Kensington Gold Project. Preparation of a Biological Opinion by NMFS was released to the public as Appendix J of the Kensington Gold Project Final Supplemental EIS in December 2004. This Biological Opinion and its cited references should be consulted for background information and conservation recommendations to protect essential fish habitat and included in the Administrative Record of the Juneau Access Improvements Project EIS.***

**Response:** The Kensington Gold Project is considered as a cumulative effect for analysis in the Juneau Access Improvements Project and the impacts are discussed in the addendum to the *Essential Fish Habitat Assessment* (in Appendix W). Information from the Biological Opinion is included in Section 4.9.2.10 – Marine Fish Habitat (including EFH) of the Final EIS for the Juneau Access Improvements Project.

## 4.11 FISH - MARINE FISH, ANADROMOUS FISH, AND SHELLFISH (FSH)

### FSH01: CONSTRUCTION AND OPERATION OF THE HIGHWAY UNDER ALTERNATIVE 2 (PREFERRED ALTERNATIVE) WOULD IMPACT FISH STOCKS IN LYNN CANAL AND BERNERS BAY.

***A highway would affect salmon, herring, and eulachon populations.***

**Response:** Alternative 2B has replaced Alternative 2 as the preferred alternative in the Final Supplemental EIS. Effects due to intertidal and subtidal fill, sidecasting, and runoff from construction of a highway would not affect regional populations of any fish or invertebrate species. Although some EFH would be lost due to the placement of fill for the highway, none would be placed in spawning areas for salmon, eulachon, or herring under the preferred alternative.

***Even small amounts of oil from highway runoff would affect fish and fish eggs in the nearby waters.***

**Response:** In most locations where fish eggs could be impacted, the highway is set back from the shore to provide a vegetated buffer that would filter out oil and highway runoff. There are some locations where oil in runoff could impact eggs if a spill occurred in late April or May. Potential contamination from oil or hazardous substance spills would be low (would not cause exceedances of any AWQS in receiving waters) due to the rural setting of the highway and the low predicted highway traffic volume. Studies of runoff in Anchorage support this conclusion (see Appendix K, the *Hydrology and Water Quality Technical Report*). NMFS has stated that highway M&O would not be likely to degrade EFH or adversely affect federally managed fish species.

### FSH02: THE HIGHWAY WOULD OPEN UP AREAS TO INCREASED FISHING PRESSURE. THE SUPPLEMENTAL DRAFT EIS DOES NOT ADEQUATELY ASSESS THE IMPACTS OF INCREASED FISHING ON STREAMS, PARTICULARLY SALMON AND EULACHON STOCKS.

***Further analysis is required to assess impacts of increased visitation to streams formerly accessible only by boat, and increased fishing pressure on streams currently accessible on Juneau's road system.***

**Response:** Highway alternatives (Alternatives 2B and 3) would make the east side or west side of Lynn Canal substantially more accessible to recreational uses such as fishing. The ADF&G would monitor the resources along Lynn Canal and the Board of Fish and Game would adjust fish and game regulations, as necessary, to protect these resources from over utilization as they do in other readily accessible regions of the state. Also increased fishing effort in the project area could be offset by decreased effort elsewhere.

With regard to additional recreational fishing pressure on streams in the project area, the Final EIS identifies the need for additional ADF&G fish surveys, but does not specifically identify the need for additional funds to manage fisheries resources. All streams in the area, including those that currently contribute to existing commercial fisheries in Lynn Canal, would be more easily accessible for surveys, reducing costs to survey. Increased effort by new visitors would generate additional license revenue that could be used to fund the needed surveys.

**FSH03: IMPACTS OF THE FAST FERRY OPERATIONS ON EULACHON AND HERRING HAVE NOT BEEN FULLY ASSESSED.**

**Response:** Typical marine terminal facilities and ferry service activities can physically alter local habitats. Based on currently available information, including analysis of actual wave characteristics (*AMHS FVF Fairweather Acceptance Trials Report*, BMT Nigel Gee, 2004), there is nothing to suggest that the impact of FVF operations on species such as herring and eulachon would be different than that from conventional vessels. Only Alternative 4B would involve operations of an FVF in the vicinity of herring habitat. This operation would not occur during the spawning period. None of the alternatives with an FVF (Alternatives 1, 4A, and 4B) would operate near eulachon spawning habitat.

**FSH04: THE SUPPLEMENTAL DRAFT EIS PROVIDES INSUFFICIENT INFORMATION TO PROPERLY ANALYZE IMPACTS ON FISH.**

***There are additional data sources that are not included in the Supplemental Draft EIS. In particular, the Supplemental Draft EIS does not include recent life history, stock size, and run size information for eulachon.***

**Response:** The *Essential Fish Habitat Assessment* (Appendix N) and the *Anadromous and Resident Fish Streams Technical Report* (Appendix P) reference nearly 120 peer-reviewed documents and other literature applicable to the analysis. Several additional references have been reviewed and incorporated into the *Essential Fish Habitat Assessment* by addendum (Appendix W). These references include some additional and more recent research and information regarding eulachon (*Thaleichthys pacificus*). Any pertinent additional data have been incorporated into the addendum to the EFH Assessment (Appendix W).

Although the research cited provides additional information, the overall conclusions regarding impacts of the preferred alternative (Alternative 2B) on eulachon and herring as presented in the *Essential Fish Habitat Assessment* (Appendix N) and the Final EIS have not changed.

## 4.12 GEOLOGY (GEO)

**GEO01: DISCUSS POTENTIAL IMPACTS TO THE HIGHWAY ALTERNATIVES AND TO POTENTIAL USERS FROM LANDSLIDES, MUDSLIDES, ROCKSLIDES, EARTHQUAKES, OR COLLAPSE OF UNDERGROUND CAVES.**

***Safety concerns for travelers and workers along the East Lynn Canal Highway due to the following hazards should be included in the EIS: landslides, mudslides, and rockslides from construction, and the compromised integrity of the hillside/highway following construction of the highway.***

**Response:** The Final EIS contains sections on existing and potential rockslides in the project area. Preliminary geotechnical investigation did not identify potential mudslide or landslides other than rockslides. Information from on-the-ground geotechnical investigations would be incorporated into the final design of the selected alternative.

There would be no safety concerns to travelers during construction since the traveling public would not be allowed on the highway until it is complete. Final engineering design and standard specifications for safe construction in DOT&PF contracts would prevent unsafe conditions for workers on the highway. Design features including safe backslopes, rock catchment ditches,

and avalanche control measures would prevent the compromise of hillside integrity and rockfall hazards.

***Additional evaluations and data on the landslides along the Taiya Inlet should be incorporated into the EIS.***

**Response:** DOT&PF and FHWA have determined that Alternatives 2, 2A, and 2C are no longer reasonable alternatives for the proposed project; therefore, these alternatives have been eliminated from consideration. As a result, no highway alternatives are located in the Taiya Inlet.

***Additional evaluations and data on the existing active faults under or near the East Lynn Canal Highway alignment (Denali, Chatham Strait, Chilkat River and Gastineau Channel Faults) should be incorporated into the EIS***

**Response:** The faults most likely to result in the largest earthquakes along the East Lynn Canal Highway are the Queen Charlotte/Fairweather and the Chatham Strait fault systems. The Queen Charlotte/Fairweather system has the capability of producing earthquakes with magnitudes greater than 7.0 on the Richter scale. The Chatham Strait fault system has the capability of producing earthquakes of at least 6.9 on the Richter scale. Based on United States Geological Survey hazard maps published in 1999, there is a 10 percent probability of an earthquake in the next 50 years that would cause ground accelerations in the range of 0.1 to 0.2 g[2] in the project area. These types of ground accelerations would be taken into account in the design of roadway pavement and highway structures. It is probable that a maximum ground acceleration in the project area would cause damage to a highway, as is the case with many other Alaskan highways in seismic areas.

***Additional evaluations and data on the potential impacts from earthquake-triggered landslides and underwater landslides that may also produce a tsunami should be incorporated into the EIS.***

**Response:** As explained in Section 4.3.8.3 of the Final EIS, four slide areas have been identified near Alternative 2B. All of these slides are rockfall slides, with little soil movement, although the initial slides removed large amounts of vegetation. One of these slides stop above the alignment of Alternative 2B and would not pose a problem in terms of safety or maintenance. The three rockslides with the potential to reach the alignment of Alternative 2B are within avalanche paths. These rockslides would be mitigated as part of avalanche control by constructing raised embankments with large culverts. A raised roadway would prevent rock and avalanche debris from flowing onto the road, while the culverts would pass water and small debris. Other avalanche paths may also have rockslides in the spring and summer but these slides tend to be smaller than the avalanches on the same path and generally do not extend to the bottom of the path.

New slides could occur in the vicinity of the East Lynn Canal alternative due to rock conditions and steep uphill slopes. There are six identifiable slides, one of which occurred during the 11-year period after the initial geological investigation took place. A rough conservative estimate of potential new rockslide activity is approximately one per decade. Slides actually reaching the roadway would occur somewhat less often. Stabilization of all potential rockslide areas above the alignment of Alternative 2B is not practical. Geotechnical studies during design would identify appropriate locations for alignment adjustments, rockfall barriers, and slope stabilization.

[2] Seismic ground acceleration is measured in units of gravity or *g*. The acceleration of *g* is 32 feet/second/second.

These measures, along with the normal maintenance action of removing slide material from catchment ditches and shoulders, would make road closure due to slides an infrequent event.

Sudden vertical movement of the sea floor can generate a tsunami. Primary movement along the Pacific Plate and North American Plate is horizontal strike-slip. Tsunami generation due to ground movement during earthquakes is low in Southeast Alaska because vertical displacement is minor compared to the horizontal displacement of this region.

***Additional evaluations and data on the environmental impacts from landslides, mudslides, or rockslides triggered by construction activities should be incorporated into the EIS.***

**Response:** Engineering design and standard construction methods should prevent or minimize landslides and rockslides during construction. This would not result in substantial environmental impacts.

***Additional evaluations and data on the possible collapse of underground caves beneath the highway should be incorporated into the EIS.***

**Response:** There is no karst topography on the east side of Lynn Canal; therefore, there would likely be no collapse of the East Lynn Canal Highway (Alternative 2B) as a result of underground caves. Karst topography has been identified on the alignment of the West Lynn Canal Highway (Alternative 3). Although all known caves have been avoided, if Alternative 3 were selected, further geotechnical investigations of possible caves would be conducted during final design in high vulnerability areas.

**GEO02: PROVIDE ADDITIONAL INFORMATION ABOUT POTENTIAL IMPACTS TO KARST.**

***The methodology and analysis used by DOT&PF to develop its estimate of the amount of karst along the West Lynn Canal Highway alignment and its vulnerability to highway construction needs to be clarified in the EIS.***

**Response:** The karst impact assessment was conducted in four steps, incorporating guidance from the TLMP, the Tongass Plan Implementation Team vulnerability criteria, and management objectives for karst resources. The iterative four-step process for the evaluation of karst vulnerability is presented below:

- **Step 1 – Identification of Potential Karstlands and Features** – This step involved the compilation and review of available information and preliminary characterization to identify potential karst terrains and features prior to the commencement of fieldwork. This included identifying the presence or absence of carbonate rocks within the project area through United States Geological Survey and Alaska Division of Geologic and Geophysical Surveys resources. Information on known karst features and caves in the study area were obtained through the USFS' geographic information system database, site-specific karst surveys that were conducted in the site vicinity, and through a search of publications from the local chapter of the National Speleological Society, Glacier Grotto of Juneau, Alaska, and monthly newsletters on file at the Alaska State Office Library. Documents from previously published investigations for the West Lynn Canal route from 1994 were reviewed. Additionally, many mapping resources were utilized including topographic maps, global positioning system coordinates supplied by DOT&PF, stereographic aerial photographs of the West Lynn Canal route were collected as well as Light Detection and Ranging topographic data.

- **Step 2 – Field Inventory of Karst Resources** – On completion of Step 1, a field inventory of karst resources and potential karst features was completed for the segments of the West Lynn Canal Highway alignment (Alternative 3) determined to be underlain by carbonate bedrock. The objective of the inventory was to document the following information:
  - The degree of epikarst development.
  - The presence and location of potentially significant karst features, including caves, insurgences and resurgences, sinkholes, collapse channels, and other karst features.
  - The depth and nature of soil atop the karst.
  - The presence of Class I or Class II streams contributing to, or flowing from, the karst hydrologic system.
  - Sensitive habitats and features that might be adversely affected by land use changes in the area being investigated.
  - The objective of this phase of the process was to document karst features, establish an initial vulnerability rating, and identify areas that were deemed highly vulnerable and therefore unacceptable for road building without additional routing or engineering considerations.
- **Step 3 – Delineation of Karst Hydrologic System and Catchment Area** – Concurrent with Step 2, hydrologic information was collected and synthesized with other data to define, to the extent necessary and practicable for the proposed land use, the karst hydrologic system and approximate recharge on catchment areas along West Lynn Canal. The objective of this step was to understand the karst hydrologic system well enough to assess and characterize potential project-related impacts to downgradient resources.
- **Step 4 – Assessment of Vulnerability to Management Activity** – Step 4 involved the processing and synthesizing of the data from Steps 1 through 3 to assess karst sensitivity to the relevant project alternatives and adjustment of the alignment where feasible. Karst vulnerability classifications mapped during the field surveys were the primary component of Step 4. This step also included a reassessment of the initial classifications, which were based primarily on local geomorphic observations, to consider the overall boundaries of catchment areas determined in Step 3 and the location of the proposed alignment within the watersheds.

***The estimates provided in the Supplemental Draft EIS do not correlate with the karst inventory done in 1998 by members of the Tongass Cave Project, Glacier Grotto, and the United States Forest Service.***

**Response:** The analysis used to provide estimates of karst features along the Alternative 3 alignment was developed in coordination with and approved by the USFS. The USFS Region 10 karst geologist reviewed both the Glacier Grotto inventory and the *Karst Technical Report* prepared by the Juneau Access Improvements Project, and has concurred that the technical report is accurate and adequate.

***Potential archaeological and paleontological aspects of caves associated with the karst landscape should be evaluated.***

**Response:** A cultural resource inventory was conducted for the proposed alignment on the east

side of Lynn Canal. No caves were identified near or on the alignment of Alternative 2B, the preferred alternative. Caves were identified on the alignment of Alternative 3, and the alignment was adjusted to avoid these caves. Evaluation of potential archaeological and/or paleontological aspects of caves outside the alignment of Alternative 3, while of general scientific and/or historic interest, is not required to assess impacts.

***An inventory of karst landscapes should be completed along the East Lynn Canal Highway alignment.***

**Response:** Mapping studies conducted in 1994 by Shannon and Wilson, Dames and Moore, and Northern Land Use Research, Inc., for the Juneau Access Improvements Project indicate that carbonate rock, in which a karst landscape will form, exists on the western side of Lynn Canal in the area between Sullivan Island and William Henry Bay. Carbonate rock is not known to underlie the east side of Lynn Canal in the study area. Therefore, there is no need for further karst investigations along the East Lynn Canal Highway alignment.

***The potential for collapse of caves and karst topography beneath the alignment should be evaluated.***

**Response:** In response to karst issues identified during the 2003 field survey, DOT&PF shifted the original alignment of Alternative 3 as far away from high vulnerability karstlands and caves as engineering and constructability constraints (e.g., road curvature, high cliffs, open water) allow. The footprint of the alignment was shifted to avoid all caves observed during the field study with all but one cave avoided by 100 feet or more. If Alternative 3 were selected for construction, further geotechnical investigations would be conducted during final design in high probability locations.

***A better explanation of the karst vulnerability ratings should be provided in the EIS.***

**Response:** The basis for karst vulnerability criteria used to rate karst features encountered in the field was adopted from Section 4 and Appendix I of the TLMP, and a USFS internal draft Tongass Plan Implementation Team Clarification Paper, dated August 1999. The criteria, as reported in Section 3.2.1.1 of the Final EIS are as follows:

- **High Vulnerability** – High vulnerability karstlands are those areas where resource damage threats associated with land management activities could have an appreciably greater impact than those posed by similar activities on low or moderate vulnerability karstlands. These include areas contributing to or overlying significant caves, areas containing a high density of karst features and areas exhibiting openness to the subsurface. These areas are underlain by carbonate bedrock that is well drained internally. The karst systems and epikarst are extremely well developed, and collapse features may be numerous. Features of high vulnerability karstlands include collapse channels and basins, sinkholes, caves, losing streams, insurgences, open resurgences, well developed doline fields, and open grikelands (i.e., those without soil or moss infilling, and with open connections to the subsurface). The highest vulnerability features are those that could produce and transport the greatest amount of sediment, debris, and/or organics if disturbed.
- **Moderate Vulnerability** – Moderate vulnerability karstlands are those areas where resource damage threats associated with land management activities are appreciably greater than those posed by similar activities on low vulnerability karstlands. These areas are underlain by carbonate bedrock that is well drained internally. The epikarst is moderate- to well-developed, and visible at the surface. Moderate vulnerability areas

often occur on knobs and ridges and on the dip-slope of carbonate bedding planes. The surface tends to be irregular and undulating mimicking the epikarst development beneath, which is the result of solution of the bedrock surface, rather than collapse features such as sinkholes. Moderate vulnerability features are often the result of slow, diffuse processes, rather than collapse or major subsidence processes, which typify high vulnerability features. Moderate vulnerability karstlands pose little threat of organics, sediment, and debris introduction into the karst hydrologic systems beneath.

- **Low Vulnerability** – Low vulnerability karstlands are those areas where resource damage threats associated with land management activities are not likely to be appreciably greater than those posed by similar activities on non-carbonate substrate. These areas are underlain by carbonate bedrock that is most commonly internally drained, but surface streams may be present. Generally, these areas have been greatly modified by glaciation and have a covering of glacial till or mineral soil and little or no epikarst exposed at the surface. These lands pose little or no threat of organic, sediment, debris, or pollutant introduction into the underlying karst hydrologic system. Often these areas exhibit little or no slope (less than 20 percent) and tend to lie at lower elevations, i.e., less than 500 feet.

**GEO03: MITIGATION MEASURES ASSOCIATED WITH THE HIGHWAY ALTERNATIVES SHOULD BE REEVALUATED.**

***Include mitigation measures for landslides along the East Lynn Canal Highway alignment.***

**Response:** Four slide areas have been identified near Alternative 2B (Figure 3-12). All of these slides are rockfall slides, with little soil movement, although the initial slides removed large amounts of vegetation. One of these slides stop above the alignment of Alternative 2B and would not pose a problem in terms of safety or maintenance. The three rockslides with the potential to reach the alignment of Alternative 2B are within avalanche paths. These rockslides would be mitigated as part of avalanche control by constructing raised embankments with large culverts. A raised roadway would prevent rock and avalanche debris from flowing onto the road, while the culverts would pass water and small debris. Other avalanche paths may also have rockslides in the spring and summer but these slides tend to be smaller than the avalanches on the same path and generally do not extend to the bottom of the path.

New slides could occur in the vicinity of the East Lynn Canal alternative due to rock conditions and steep uphill slopes. There are six identifiable slides, one of which occurred during the 11-year period after the initial geological investigation took place. A rough conservative estimate of potential new rockslide activity is approximately one per decade. Slides actually reaching the roadway would occur somewhat less often. Stabilization of all potential rockslide areas above the alignment of Alternative 2B is not practical. Geotechnical studies during design would identify appropriate locations for alignment adjustments, rockfall barriers, and slope stabilization. These measures, along with the normal maintenance action of removing slide material from catchment ditches and shoulders, would make road closure due to slides an infrequent event.

***Geotechnical studies along the alignment are necessary to better evaluate potential landslides and determine mitigation measures.***

***A geotechnical evaluation and resulting costs of mitigation measures should be included in the EIS.***

**Response:** Adequate geotechnical data are available for the alignment to conduct an environmental assessment of this geologic hazard. Further geotechnical evaluations would be done for final engineering design.

## 4.13 HAZARDOUS MATERIALS (HAZ)

### HAZ01: SPILLS OF HAZARDOUS MATERIALS COULD OCCUR DURING TRANSPORT ALONG A LYNN CANAL HIGHWAY, AND RESPONSE WOULD BE REQUIRED.

**Response:** Alaska law requires the reporting of oil and hazardous spills under Alaska Statute 46.03.755 and Title 18 of the Alaska Administrative Code (AAC), Chapter 75.300. Federal law also requires reporting of hazardous materials spills to the National Response Center for any materials reportable under Title 49, Chapter 171 of the CFR.

The Alaska Regional Response Team would respond to major spills of hazardous materials from highway or marine traffic. The Southeast Subarea Contingency Plan is the guideline for establishing operations in the event of a major response effort to an oil spill or hazardous material release. The ADEC Southeast Area Response Team would act as the State On Scene Coordinator for coastal or inland spills in the Lynn Canal area. The Federal On Scene Coordinator for spills inland and along coastal zones would be the EPA and the USGG, respectively. Construction of a new highway or addition of AMHS vessels would be covered under the same contingency planning and emergency response systems.

Transport of hazardous materials via highway and marine vessels is also regulated by the United States Department of Transportation (USDOT) under 49 CFR to provide for safe transport of hazardous materials by rail, marine, and public highway. These regulations stipulate packaging, volume limitations, compatibility, vehicle safety, and operator training requirements. The Federal Motor Carrier Safety Administration also has specific requirements for motor carriers transporting hazardous materials.

For the purposes of comparing the various EIS alternatives, the types and volumes of hazardous materials shipped via existing Lynn Canal barge and AMHS traffic, or via a proposed highway are not expected to be substantively different. Therefore, the existing contingency planning and hazardous materials spill emergency response systems within the Lynn Canal area not likely to require substantial alterations from present capabilities based on the proposed highway or marine alternatives.

## 4.14 LAND USE (LND)

### LND01: A HIGHWAY ALTERNATIVE WOULD IMPROVE ACCESS TO RECREATION OPPORTUNITIES THROUGHOUT SOUTHEAST ALASKA AND THE INTERIOR.

***The highway would improve access to Berners Bay and other areas adjacent to the East Lynn Canal Highway alignments, as well as improve access to recreation opportunities along the West Lynn Canal Highway alignments. Specific recreation opportunities include camping, hiking, mountain biking, horseback riding, snowmachine riding, trail running, fishing, hunting, kayaking, skiing, exploring, picnicking, wildlife viewing, gold panning, recreational mining, and photography.***

***The highway alternatives would allow access to surrounding communities as well as to the rest of Alaska for recreation; sporting, arts, and other events; road biking and running; and motorcycle, recreational vehicle, and automobile trips.***

***Improved access to recreation opportunities benefits people who have economic or physical disadvantages.***

**Response:** Alternative 2B, the preferred alternative, would improve access to recreation opportunities in Lynn Canal, and also provide improved access to the continental highway system, making other recreational opportunities more accessible to people residing in Juneau. DOT&PF proposes to construct 11 pullouts along the proposed highway for Alternative 2B. One of the planned pullouts would be at the existing USFS Berners Bay cabin. That pullout would be handicap-accessible and a trail would be built from the highway to the cabin. The USFS has indicated that trails at four of the pullouts are reasonably foreseeable if the highway is constructed. DOT&PF also has committed to construct a water-access only public use cabin in Berners Bay to provide a remote wilderness experience for users desiring that type of recreation.

Recreational uses on federally managed public lands would be limited to uses consistent with area land management plans such as the TLMP which may restrict off road vehicle use and some other recreation activities.

**LND02: A HIGHWAY ALTERNATIVE WOULD DIMINISH RECREATION OPPORTUNITIES AND/OR EXPERIENCES IN AREAS CROSSED BY OR ADJACENT TO THE HIGHWAY.**

***Project alternatives that would improve access to Berners Bay, natural and wilderness areas in the Tongass National Forest, or other potential recreation areas along any of the newly constructed highways (East and West Lynn Canal Highway alignments, as well as highways constructed for access to new ferry terminals) would degrade the quality of natural, pristine, and peaceful recreation in these areas.***

**Response:** Opening up the recreation opportunities of the coastline along the east side of Lynn Canal would be perceived as a negative impact to the quality of the experience by those who enjoy the existing remote nature of the region, including some outfitters who currently provide wilderness trips there. Current users of Berners Bay who travel there by kayak, canoe, small boat, or float plane would find the experience there different. As mitigation for impacts to remote recreation, DOT&PF would construct a new remote-access cabin to be managed by the USFS at a location selected in consultation with the USFS.

A section titled “Roadless as a Resource” has been added to Chapter 4 of the Final EIS and to the addendum to the *Land Use and Coastal Management Technical Report* provided in Appendix W to address impacts to the USFS-identified Roadless Areas.

**LND03: THE EIS MUST COMPLY WITH OTHER MANAGEMENT PLAN DESIGNATIONS AND ALLOWED USES WHEN DETERMINING THE PREFERRED ALTERNATIVE.**

***Highway development would conflict with the Dewey Lakes Recreation Area designation in the Skagway Area Plan (1999).***

**Response:** Alternatives 2, 2A, and 2C, which cross the Dewey Lakes Recreation Area, have been eliminated from further consideration. No other reasonable alternative would impact this recreation area.

***Highway development would conflict with the Tongass Land and Resource Management Plan designations: LUD II Roadless and Wild designation of Berners Bay; Berners Bay cabin; Semi-Remote/Remote Recreation; Semi-Primitive; and Old Growth Reserve Forest.***

**Response:** Both highway alternatives (Alternatives 2B and 3) are consistent with the TLMP. The TLMP LUD II permits roads for transportation needs identified by the state. The TLMP includes Transportation and Utility System corridors on both the east and west sides of Lynn Canal that overlay all LUDs that these corridors cross. If Alternative 2B, the preferred alternative, or Alternative 3 were constructed, the USFS would change the management of the highway corridor to the Transportation and Utility System LUD.

The USFS has indicated that the Berners Bay cabin is a water-oriented cabin and therefore the hillside behind the cabin is not part of the facility. The USFS has also indicated that the recreation facility is the cabin itself, not the land it occupies, as the cabin could be relocated, and in fact was placed with the knowledge that it may be moved in the future. The USFS has determined that a handicap accessible cabin on the Juneau road system would be a desirable development and has requested that DOT&PF design the alignment of applicable alternatives such that a handicap accessible trail could be constructed from the highway to the cabin. DOT&PF has mapped the discernible use areas (e.g. trails, outbuildings, cleared areas) at the cabin and would avoid any disturbance within 100 feet of these areas. The nearest point of disturbance (toe of slope) would be approximately 100 feet from this boundary, resulting in approximately 200 feet between the highway and closest use area other than the access trail itself.

An analysis of roadless areas as a resource has been added to the Final EIS and to the addendum to the *Land Use and Coastal Management Technical Report* provided in Appendix W. Alternative 2B would not substantially change the natural integrity and appearance or opportunities for solitude in any mapped roadless area. Alternative 2B would impact 10,375 acres largely along the eastern boundary of Roadless Area 301. This represents less than 1 percent of the land encompassed by that roadless area. Repositioning the boundary of the roadless area to exclude the area of highway influence would not substantially reduce the amount of land remaining roadless that would appear natural and these areas would still provide opportunities for solitude, self-reliance, adventure, and primitive recreation.

Only Alternative 2B would impact mapped old-growth reserves in the Lynn Canal area. A description of these impacts is provided in Section 4.3.14 of the Final EIS and in the addenda to the *Land Use and Coastal Management Technical Report* and the *Wildlife Technical Report* in Appendix W. Alternative 2B would impact less than 2 percent of any of the mapped old-growth reserves that it crosses. The USFS in consultation with ADF&G and USFWS would adjust boundaries to make the old-growth habitat LUD meet the requirements of the old-growth reserve system established in the TLMP.

***Highway development would conflict with the Gilkey and Katzehin River Wild and Scenic River recommendations.***

**Response:** The Gilkey joins the Antler River upstream of where the Antler is crossed by the proposed alignment for Alternative 2B. Therefore, the proposed project would not affect the status of the Gilkey River. The Katzehin River is crossed by the proposed alignment for Alternative 2B near its mouth. The lower 2 miles of the river have been excluded from recommendation as Wild and Scenic because that reach was reserved in the TLMP for a possible transportation corridor crossing. Therefore, no alternative would affect the proposed Wild and Scenic status of the Katzehin River.

***The Supplemental Draft EIS fails to evaluate the alternatives for consistency with the Alaska Coastal Management Program standards, including the habitat standard.***

**Response:** Final determination of consistency with the Alaska Coastal Management Program (ACMP) would occur at the time of application for permits and authorizations necessary for construction of the road and/or ferry terminal construction or modification. A brief description of how project alternatives would be consistent with the major statewide standards and district coastal management enforceable policies is provided in the alternatives sections of Chapter 4 in the Final EIS and in the addendum to the *Land Use and Coastal Management Technical Report* provided in Appendix W. This discussion is based on existing statewide standards and coastal district policies. ADNR is currently in the process of obtaining federal approval of revised ACMP statewide standards and is currently working with coastal districts to revise coastal district enforceable policies. The enforceable policies under 6 AAC 80 are currently used until ADNR receives approval on the amendment to the ACMP from the National Oceanic and Atmospheric Administration, Office of Coastal Resource and Ocean Management.

***Highway development would conflict with the historic nature of the Klondike Gold Rush National Historic Park.***

**Response:** Comments from the Office of the Secretary, United States Department of the Interior, in response to the Supplemental Draft EIS established the NPS position that all natural areas within the NHL contribute to the factors that make the landmark historic. Based on the language in the NHL nomination, the NPS position on its meaning, and existing FHWA guidance, FHWA has determined that natural areas within the NHL are protected by Section 4(f). Consequently, Alternatives 2, 2A, and 2C have been dropped from the range of reasonable alternatives, based on original screening criteria. The historic nature of the Klondike Gold Rush National Historic Park is no longer potentially affected by any reasonable alternative.

***Changing LUDs in the highway footprint to Transportation Utility Systems does not affect the obligation to meet Old Growth Habitat and LUD II standards. The EIS needs to discuss how the road would be compatible with the theme of the Old Growth Habitat LUD. The ferry alternatives would meet LUD standards.***

**Response:** As discussed previously, a discussion of potential impacts of the preferred alternative on old growth forest reserves is provided in Section 4.3.14 of the Final EIS and in the addendum to the *Wildlife Technical Report* in Appendix W. Compatibility with LUD II standards and guidelines is included in Section 3.1.1 of the Final EIS, which explains that Congressionally designated LUD II specifically allows roads to meet transportation needs identified by the state.

***The USFS does not have authority to grant a perpetual right-of-way without an act of Congress.***

**Response:** United States Code 23, Section 710 grants the United States Secretary of Transportation the authority to grant right-of-way to a state for a federal aid transportation facility. This is done on federal land, including National Forests, throughout the United States for federal aid transportation projects.

***Construction of the highway would violate the 2001 USFS Roadless Area Conservation Rule that precluded road building in inventoried roadless areas.***

**Response:** The 2001 Roadless Area Conservation Rule was replaced by a new rule on May 12, 2005. Construction of Alternative 2B would not violate this rule. Sections 4.3.1.3, 4.4.1.3, and 4.6.1.3 of the Final EIS include evaluations of alternatives' impacts on identified Roadless Areas.

**LND04: BUILDING A HIGHWAY MAY PROVIDE FUTURE DEVELOPMENT OPPORTUNITIES FOR COMMUNITIES AND FOR NATURAL RESOURCE PRODUCTION.**

***Areas identified for potential development include the Kensington Gold Project.***

**Response:** The decision to develop the mine and its productive life are not contingent on a highway. In fact, the mine may be fully operational before Alternative 2B could be constructed. Coeur Alaska plans to ship supplies into the mine and product out by barge to and from Seattle. Shipping would be from Slate Cove, the nearest place for a deepwater port. This method of moving most supplies would continue even if Alternative 2B were implemented, because it would be more cost-effective to ship directly to the mine rather than bear the expense of shipping to Juneau first and rehandling the materials. A highway under Alternative 2B could reduce the cost of transporting workers to the site.

***Areas identified for potential development include other mining development or resource extraction.***

**Response:** Other than the Kensington Gold Project, there are no planned mining projects or exploration activities in the Lynn Canal region. It is unlikely that a highway alone would lead to increased mining because this industry is more dependent on resource prices and development costs than access. Both Alternative 3 and Alternative 2B could facilitate future resource exploration.

***Areas identified for potential development include community expansion.***

**Response:** As discussed in the EIS, the improved access in the Lynn Canal that would result from Alternative 2B would facilitate the movement of goods and people through and to the northern Southeast Alaska region. This would create closer links between the economies of Juneau, Haines, Skagway, and Whitehorse.

In the near-term, improved access to Juneau is not expected to result in new major economic development in Alaska. Instead, improved access to Juneau would redistribute within the state some of the economic benefits received from one of Alaska's primary industries, the visitor industry. Independent visitors (i.e., non-cruise ship visitors) could shift their travel patterns, perhaps spending more time and money in Southeast Alaska, particularly in Juneau.

***Areas identified for potential development include property development.***

**Response:** Alternative 2B would require up to 1,808 acres for right-of-way. Of this total, only 60 acres are privately owned. Almost all of the land along the alignment is under the jurisdiction of the USFS (1,719 acres); therefore, there would be little new property development along the highway.

**LND05: POTENTIAL FUTURE DEVELOPMENT THAT COULD BE FACILITATED BY BUILDING A HIGHWAY WOULD DIMINISH THE NATURAL VALUES OF THIS LAND.**

***Areas of special concern include the Kensington Gold Project.***

**Response:** As explained previously, the decision to develop the mine and its productive life are not contingent on a highway. The mine may be fully operational before Alternative 2B could be constructed. Coeur Alaska plans to ship supplies into the mine and product out by barge to and from Seattle. Shipping would be from Slate Cove, the nearest place for a deepwater port. This method of moving supplies would continue even if Alternative 2B were implemented, because it

would be more cost-effective to ship directly to the mine rather than bear the expense of shipping to Juneau first and rehandling the materials.

***Areas of special concern include other mining development or resource extraction.***

**Response:** Other than the Kensington Gold Project, there are no planned mining projects or exploration activities in the Lynn Canal region. It is unlikely that a highway would lead to increased mining because this industry is more dependent on resource prices and development costs than access.

***Areas of special concern include community expansion.***

**Response:** The improved access in the Lynn Canal that would result from Alternative 2B would facilitate the movement of goods and people through and to the northern Southeast Alaska region. This could create closer links between the economies of Juneau, Haines, Skagway, and Whitehorse.

In the near-term, improved access to Juneau is not expected to result in new major economic development in Alaska. Instead, improved access to Juneau would redistribute within the state some of the economic benefits received from one of Alaska's primary industries, the visitor industry. Independent visitors (i.e., non-cruise ship visitors) could shift their travel patterns, perhaps spending more time and money in Southeast Alaska, particularly in Juneau.

***Areas of special concern include property development.***

**Response:** Alternative 2B would require up to 1,808 acres for right-of-way. Of this total, only 60 acres are privately owned. Almost all of the land along the alignment is under the jurisdiction of the USFS (1,719 acres); therefore, there would be little additional property development along the highway.

**LND06: EXPLAIN WHAT LANDOWNERS WOULD GAIN FROM ALLOWING HIGHWAY ALTERNATIVES TO CROSS THEIR LAND.**

**Response:** Private lands taken for a new highway right-of-way would be compensated at fair market value in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). Also, private landowners along the alternative alignments would receive the proceeds from the sale of timber removed from their land. Only 5 acres of privately held land would be impacted by Alternative 2B, while Alternative 3 would impact 42 acres. There is a pending native allotment application near the head of Berners Bay; however, this parcel is not within the project right-of-way and would not be impacted.

**LND07: STATE THE PERCENT OF LAND ALONG THE LYNN CANAL THAT IS IMPACTED BY EACH OF THE ALTERNATIVES.**

**Response:** The actual acres of land along Lynn Canal that would be impacted by each project alternative are provided in Sections 4.3.1.1, 4.4.1.1, and 4.6.1.1 of the Final EIS.

**LND08: HIGHWAY ALTERNATIVES WOULD IMPACT THE LOWER DEWEY LAKES AREA.**

***The loss of solitude, quietness, and natural setting due to highway construction and operation is a negative impact to users and wildlife of the Lower Dewey Lakes Recreation Area and should be considered in the evaluation of the different alternatives.***

**Response:** Alternatives 2, 2A, and 2C have been eliminated from further consideration because of potential impacts to Section 4(f) property. None of the remaining reasonable alternatives would impact the Lower Dewey Lakes area.

**LND09: ADDRESS SECTION 6(F) COMPLIANCE.**

**Response:** Section 6(f) of the Land and Water Conservation Fund Act (LWCFA), concerns outdoor recreation property purchased or enhanced with LWCFA funding impacted by transportation projects. The acquisition or development of LWCFA lands for non-recreation purposes (highway construction) must have approval from the NPS. As explained in Section 3.1.1.6 of the Final EIS, none of the reasonable alternatives would encroach on any lands purchased with LWCFA funds; therefore, there are no Section 6(f) issues associated with the project.

## 4.15 NATIONAL ENVIRONMENTAL POLICY ACT (NEP)

**NEP01: THE SUPPLEMENTAL DRAFT EIS FAILS TO DISCUSS ALL MAJOR POINTS OF VIEW ON THE ENVIRONMENTAL IMPACTS OF THE PROJECT ALTERNATIVES.**

***The Supplemental Draft EIS presents information that is consistently in favor of roads and against ferries. It provides a biased presentation of the impacts of project alternatives to favor a highway.***

**Response:** All of the alternatives carried through the environmental analysis have been evaluated and presented to a comparable level of detail. The ability of each alternative to meet the purpose and need of the project has been quantified. The EIS reports the nature and magnitude of the environmental impacts of each project alternative.

***Two federal agencies have highlighted the significance of Berners Bay, and a third federal agency has reminded DOT&PF of the importance of minimizing environmental damage. In light of these agency criticisms, there is no rationale to favor Alternative 2 (or 2B and 2C) over Alternative 2A since Alternative 2A removes nearly every impact to the productive, sensitive, diverse and very high quality habitats of Berners Bay. No discussion of Alternative 2A's avoiding specific impacts to Berners Bay occurs in the Supplemental Draft EIS. In addition, the Supplemental Draft EIS fails to fulfill 40 CFR 1502.9(a): "Discuss in the draft statement*** **all major points of view"** ***on the environmental impacts of the alternatives".***

**Response:** Section 40 CFR 1502.9(a) requires presentation of factual information supporting major points of view. The EIS provides quantitative data where available and qualitative discussions when necessary at a comparable level of detail for all project alternatives. The Supplemental Draft EIS consistently identified that Alternative 2A would avoid impacts to terrestrial habitats in Berners Bay that would result with Alternative 2B. As stated in the Final EIS, Alternative 2A was eliminated from further consideration because it would result in impacts to property protected under Section 4(f) of the Department of Transportation Act of 1966. The Final EIS also reports that NMFS as well as EPA and OHMP are concerned that the ferry terminal and ferry traffic in Berners Bay that would result from Alternatives 2A, 3, 4B, and 4D could have an adverse effect on the Lynn Canal herring stock. In addition, NMFS has expressed concern that a ferry terminal at Sawmill Cove (Alternatives 3, 4B, and 4D) would have potential adverse direct and indirect effects on Steller sea lions and humpback whales (see letter dated May 9, 2005 in Chapter 7 of the EIS). If an alternative with a ferry terminal at Sawmill Cove were selected, NMFS would require further consultation under Section 7 of the Endangered Species

Act. No federal or state resource management agency has raised a similar level of concern regarding the terrestrial habitat impacts in Berners Bay resulting from Alternative 2B. The general consensus of resource agencies before Alternative 2A was dropped, based on review comments on the Supplemental Draft EIS and during field reviews, was that the marine impacts Alternative 2A would generate were greater than the terrestrial impacts it would avoid.

***If the document were fair and balanced, as the National Environmental Policy Act requires, it would evaluate obvious benefits of ferry travel: reduction in accidents (to zero), reduction in vehicle owner and operating costs, and reduction in environmental impacts.***

**Response:** The EIS provides a quantitative comparison of the ability of reasonable alternatives to meet the five elements of project purpose and need. The focus is on surface transportation for vehicles. As the NHS link between Juneau, Haines, and Skagway, the primary responsibility of the AMHS is to provide for the movement of vehicles. If the principal purpose of the ferries were to transport passengers, then it would be most cost effective to eliminate vehicle ferries from Lynn Canal and provide only passenger ferries. However, this is not a reasonable alternative for improving the NHS.

Sections 4.3.7.5 and 4.4.75 of the Final EIS contain an analysis of the accident risk for highway alternatives. There have been accidents involving AMHS in Lynn Canal and elsewhere, although there have been no fatalities in Lynn Canal. Those accidents are also discussed in the Final EIS.

The analysis of user costs for all alternatives includes the cost of owning and operating a vehicle. The cost per mile for transporting a vehicle on a ferry is higher than the cost per mile of driving on a highway. Although not included in the EIS analysis, the cost of travel as a walk-on would include the cost to get to and from ferry terminals. Only Skagway has residential areas close enough to the ferry terminal for people to walk there. The Final EIS includes an analysis of the possible development of a bus or shuttle service with Alternative 2B for walk-on passengers.

The EIS provides a concise analysis of the environmental impacts resulting from all of the reasonable project alternatives. That analysis indicates that highway alternatives would result in more terrestrial impacts than marine alternatives, and that alternatives involving a ferry terminal in Berners Bay (Alternatives 3, 4B, and 4D) would have greater impacts to marine species, including threatened and endangered species, than alternatives that do not have a terminal in Berners Bay (Alternatives 2B, 4A, and 4C). The EIS also acknowledges that Alternatives 4A and 4C would have no terrestrial impacts and limited aquatic impacts.

***Assessing the loss of wetlands, essential fish habitat, terrestrial habitat, old growth forest, and brown bear habitat is required to emphasize the real issues and alternatives with the intended result of helping decision makers understand the environmental consequences (see 40 CFR 1500.1 {c} and .2 {b}). As irretrievable lost resources, they have a monetary value that must be added to the costs of all road alternatives.***

**Response:** The EIS provides an assessment of the biological impacts of project alternatives. This assessment is quantified where data allows. In general, there is no agreed upon methodology for placing a monetary value on the conversion of one public resource (e.g., wild land) to another (e.g., a transportation facility). One monetary value of these impacts that can be measured is the cost of mitigation. A breakdown of mitigation costs for the preferred alternative, Alternative 2B, is provided in Chapter 5 of the Final EIS.

***Due to forest and habitat loss, the United States Fish and Wildlife Service sees no enhancement of the long-term productivity of natural resources, only a loss of existing natural resources. The EIS must evaluate these environmental costs and discuss "all major points of view on the environmental impacts of the alternatives" (See 40 CFR 1502.9{a}). That is, even if DOT&PF does not share the views of United States Fish and Wildlife Service, the United States Environmental Protection Agency, and the United States Army Corps of Engineers, it must articulate these expert viewpoints and then give a rationale for disagreement.***

**Response:** The analysis presented in the EIS shows that none of the project alternatives enhance the long-term productivity of natural resources. All build alternatives would improve surface transportation to and from Juneau to some extent and all of the build alternatives would result in some loss of existing natural resources. The EIS describes the improvements to surface transportation and loss of natural resources for each alternative and then summarizes that information. Analyses are provided in quantitative terms where possible. The EIS includes the comments of the EPA and resource management agencies, as well as written responses to those comments. Where agency experts provide alternative conclusions to those of DOT&PF and FHWA, those differences are presented in the EIS.

**NEP02: THE SUPPLEMENTAL DRAFT EIS SHOULD STATE THE STATUTORY PURPOSES FOR WHICH IT WAS PREPARED.**

**Response:** The statutory purpose for the EIS is provided in Section 1.1 of the Final EIS.

**NEP03: FHWA SHOULD PROVIDE MORE OVERSIGHT OF DOT&PF PREPARATION OF THE EIS.**

**Response:** FHWA has provided oversight of all phases of scoping and preparation of the EIS.

**NEP04: THE NATIONAL ENVIRONMENTAL POLICY ACT REQUIRES AN ANALYSIS OF THE ENVIRONMENTAL IMPLICATIONS OF ALTERNATIVES WITHOUT CONSIDERATION OF COST.**

**Response:** The heart of an EIS is the evaluation of the environmental effects of project alternatives. The EIS evaluates all of the project alternatives to the same level of detail for every environmental topic, including the projected socioeconomic effects of the alternatives. An EIS must also identify the ability of the alternatives to meet the purpose and need for the proposed project. Purposes of the project include reduction in state and user costs for transportation in the Lynn Canal corridor. Therefore, it is appropriate to present an estimate of state and user costs for each alternative in the document. Capital costs also affect practicability of the alternatives and have been included in the Final EIS and the preliminary Section 404(b)(1) evaluation. Furthermore, as explained in the *Alternative Screening Report,* Appendix A, the Council on Environmental Quality (the federal oversight agency established by NEPA) has made it clear that cost is an appropriate factor in determining if an alternative is reasonable.

**NEP05: THE SUPPLEMENTAL DRAFT EIS IS NOT CLEAR, CONCISE, AND TO THE POINT OR SUPPORTED BY THE NECESSARY ENVIRONMENTAL ANALYSIS.**

***The Supplemental Draft EIS fails to accurately summarize the information provided in the technical reports and the technical reports are too cumbersome to be adequately reviewed.***

**Response:** The information provided in the technical reports has been concisely and clearly summarized in the EIS. Requests for clarifications received during the public comment period for the Supplemental Draft EIS have been incorporated in the Final EIS and addenda to the technical reports, as necessary, which are provided in Appendix W.

The scope of the technical reports were based on public comments received on the 1997 Draft EIS and scoping comments for the Supplemental Draft EIS.

***The environmental analysis is broken up into so many pieces it cannot be clearly and concisely understood.***

**Response:** The information is presented by alternative (i.e., East Lynn Canal Highway alternative, West Lynn Canal Highway alternative, ferry service from Auke Bay, and ferry service from Berners Bay). This allows the reader to review all of the impact assessment information for each set of alternatives in one location in the document. An overall summary of the ability of each alternative to meet the purpose and need of the project and a comparison of the impacts of the alternatives is presented in the Summary.

***The Supplemental Draft EIS relies on the technical reports and not the issues identified in public scoping.***

**Response:** The technical studies conducted in support of the EIS and presented in the technical reports were designed to address the substantive issues identified during the scoping process. Public and agency comments received during scoping are provided at http://dot.alaska.gov/stwdplng/projectinfo/ser/juneau_access, the Juneau Access Improvements Project website.

**NEP06: THE SUPPLEMENTAL DRAFT EIS IS SO INADEQUATE THAT MEANINGFUL ANALYSIS IS NOT POSSIBLE. THEREFORE, A NEW SUPPLEMENTAL DRAFT EIS MUST BE PREPARED AND RE-CIRCULATED.**

***The Supplemental Draft EIS failed to take a hard look at the following significant issues: noise, public safety, ice on the highway, avalanches, vehicle-wildlife collisions, and the AMHS.***

**Response:** As explained previously, the level of analysis in the EIS is based on issues raised during scoping. Responses to specific issues identified in Supplemental Draft EIS comments on noise, public safety, avalanches, and the AMHS are addressed in the Avalanche/Weather, Wildlife, and Transportation sections of this document (Appendix Y).

The Final EIS has a revised noise impact section and a public safety analysis for each project alternative. For highway alternatives, the analysis is based on accident statistics for existing highways in Lynn Canal. Therefore, the analysis includes consideration of hazards such as ice on the highway.

The *Snow Avalanche Report* (Appendix J) is very detailed and is summarized in the Final EIS. The EIS provides a qualitative analysis of vehicle-wildlife collisions. There is no valid technical method to quantitatively predict the number of vehicle-wildlife collisions.

Impacts to the AMHS are explained in the EIS for each alternative.

**NEP07: ANALYSIS OF FERRY ALTERNATIVES FAILS TO CONSIDER PRACTICABLE WAYS OF IMPROVING FERRY SERVICE WITHOUT EXPENDITURE OF SIGNIFICANT PUBLIC FUNDS.**

***Regarding maintaining and improving ferry service while reducing costs to the state, the current operation model is outmoded, and other management models exist that are worth considering.***

**Response:** As explained in Section 2.3.1 of the Final EIS, the No Action Alternative is a projection of future Lynn Canal service based on existing AMHS assets and the most recent Southeast Alaska Transportation Plan. AMHS has experimented with different levels and types of service in Lynn Canal and would likely continue to do so in the future. While there are many opinions on ways to improve ferry service in Lynn Canal, there is no way AMHS can meet the purpose and need for the project solely by making changes to the current operational model. Absent the construction of new vessels, an increase in capacity would require a reduction in service outside of Lynn Canal.

**NEP08: THE CUMULATIVE EFFECTS REVIEW IS INSUFFICIENT.**

***The cumulative effects analysis had weak or incomplete analysis and weak support for its conclusions.***

**Response:** The cumulative effects analysis is based on potential cumulative impacts identified in scoping and on reasonably foreseeable actions that may contribute to cumulative impacts. The Final EIS has a revised cumulative effects analysis that addresses specific comments regarding the Supplemental Draft EIS analysis and provides a summary of the major cumulative effects of each alternative. .

***The document fails to evaluate all reasonably foreseeable effects such as activities at the Jualin Mine, Cascade Point, and the Cape Fox land exchange.***

**Response:** Reopening the Jualin Mine was not included as a future project because there is no proposal to do this, nor is there any active exploration program for that property. The fact that Coeur Alaska owns the Jualin Mine as well as the Kensington Mine is not a compelling argument to consider reopening the Jualin Mine a reasonably foreseeable future project.

The master plan for Goldbelt, Inc.'s (Goldbelt) Cascade Point property considered two development options: low development (Option A) and high development (Option B). Based on Goldbelt activities and permitting to date, the Final EIS includes most of the activities of Option A in the cumulative impact assessment. This option includes the recently completed Cascade Point Road, a ferry terminal, gas station and related facilities, a tourist lodge, and expansion of the camping area adjacent to the existing boat launch at Echo Cove.

The Cape Fox land exchange was not used in the cumulative effects analysis because the bill has not been passed; therefore, the exchange is not reasonably foreseeable.

***The scope of the EIS violates the National Environmental Policy Act; it should include the Kensington Mine and the Cascade Point new growth area.***

**Response:** The EIS includes the Kensington Gold Project in the cumulative effects analysis. The Final EIS cumulative effects analysis also includes most of the activities in Goldbelt's Option A development plan for its Cascade Point property. Neither the Kensington Gold Project nor Goldbelt's actions are part of the Juneau Access Improvements Project purpose and need.

They are separate, independent actions and are therefore included only in the cumulative effects analysis.

***The cumulative analysis is inadequate for the following reasons: a 30-year timeframe is inappropriate; the EIS contains an inadequate analysis of growth-induced impacts of the Jualin mine, the Cascade Point development, and the Cape Fox land exchange; and the EIS needs to address the requirement to reduce habitat fragmentation in Kensington modified Old Growth Reserves, including underpasses.***

**Response:** A 30-year time frame was used for cumulative impact analysis because this represents the planning horizon for the proposed project. Land use planning is typically limited to a 10- to 20-year horizon because it is not possible to reasonably forecast development beyond that time frame. Forecasting future development and potential cumulative impacts out to 30 years is very difficult. To extend that forecast further into the future would produce meaningless results.

Growth-induced impacts of the Kensington Gold Project are based on likely increases in the Juneau resident population and related growth. Reopening the Jualin Mine was not included as a future project because there is no proposal to do this, nor is there any active exploration program for that property. The cumulative effects analysis in the Final EIS has been revised to include most of the activities in Goldbelt's Option A development plan for its Cascade Point property. The Cape Fox land exchange was not used in the cumulative effects analysis because the bill has not been passed; therefore, it is not reasonably foreseeable.

The impacts that the Juneau Access Improvements Project alternatives would have on USFS old-growth reserves are not cumulative because the USFS has already addressed the impacts of the Kensington Gold Project through boundary changes. Direct impacts of the project alternatives on USFS old-growth reserves are provided in Chapter 4 of the Final EIS.

The EIS recognizes that Alternative 2B would result in habitat fragmentation for brown bear, and provides a description of the nature and magnitude of that impact. The EIS states that bridges across streams would be designed to also function as wildlife underpasses. In addition, if Alternative 2B were the selected alternative, two wildlife underpasses would be located at the major brown bear migration corridors in the peninsula between the Antler and Lace rivers. These underpasses, as well as bridge crossings at anadromous streams, would mitigate habitat fragmentation for brown bears and other wildlife. As described in the Final EIS, the USFS, in conjunction with ADF&G and USFWS, would revise the boundaries of Old-Growth Reserves to address the impacts of the selected alternative.

**NEP09: THE ENVIRONMENTAL PROTECTION AGENCY HAS ASSIGNED A RATING OF "EO-2" (ENVIRONMENTAL OBJECTIONS – INSUFFICIENT INFORMATION) TO THE JUNEAU ACCESS IMPROVEMENTS PROJECT EIS.**

**Response:** The preferred alternative identified in the Final EIS is Alternative 2B. The specific informational needs identified by EPA have been addressed in the Final EIS (see DOT&PF response letter to EPA dated October 28, 2005 in Chapter 7 of the Final EIS). EPA will assign a new rating to the Final EIS during the 30-day review period.

**NEP10: THE EPA HAS ASSIGNED A RATING OF "EO" (ENVIRONMENTAL OBJECTIONS) TO THE ENVIRONMENTAL IMPACT OF ALTERNATIVE 2 (PREFERRED ALTERNATIVE), EAST LYNN CANAL HIGHWAY WITH KATZEHIN FERRY TERMINAL.**

**Response:** The preferred alternative identified in the Final EIS is not Alternative 2, but rather Alternative 2B. The EPA objections that are applicable to Alternative 2B have been addressed in the Final EIS.

**NEP11: THE EPA BELIEVES THAT THE AUKE BAY FERRY ALTERNATIVES (ALTERNATIVES 1, 4A, AND 4C) WOULD MOST EFFECTIVELY AVOID AND MINIMIZE POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS.**

**Response:** As described in the EIS, Alternatives 1 (No Action Alternative), 4A, and 4C would have fewer impacts to natural resources than other project alternatives. However, these alternatives do not sufficiently meet the purpose and need for the proposed project to be considered practicable under Section 404(b)(1). The preliminary Section 404(b)(1) evaluation in Appendix X demonstrates that the preferred alternative, Alternative 2B, is the least environmentally damaging practicable alternative.

**NEP12: THE SUPPLEMENTAL DRAFT EIS FAILS TO COMPLY WITH THE NATIONAL ENVIRONMENTAL POLICY ACT, THE NATIONAL HISTORIC PRESERVATION ACT, THE NATIONAL FOREST MANAGEMENT ACT, THE CLEAN WATER ACT, THE TLMP, AND OTHER STATUTORY AND REGULATORY REQUIREMENTS RELATING TO TRANSPORTATION PLANNING.**

**Response:** As explained in Section 1.1 of the Final EIS, the Supplemental Draft EIS and the Final EIS have been prepared in accordance with FHWA regulations and guidance for implementing the National Environmental Protection Act and Section 106 of the National Historic Preservation Act. The preliminary Section 404(b)(1) evaluation in Appendix X documents compliance with the Clean Water Act. Compliance with the TLMP is documented in the appropriate sections of the Final EIS, including in discussions about Land Use (Sections 4.3.12, 4.4.12, and 4.6.12), Terrestrial Habitat (Sections 4.3.14, 4.4.14, and 4.6.14) Wildlife (Sections 4.3.15, 4.4.15, and 4.6.15), and Visual Resources (Sections 4.3.3.4, 4.4.3.4, and 4.6.3.4). The National Forest Management Act governs administration of national forests. The National Forest Management Act-required management document, the TLMP, includes a transportation and utilities corridor applicable to all reasonable alternatives.

## 4.16 NOISE (NOI)

**NOI01: INCREASED HIGHWAY TRAFFIC WOULD RESULT IN ADDITIONAL NOISE CONCERNS.**

***Alternative 2 would substantially increase noise in Juneau.***

**Response:** As explained in Section 4.7.7 of the Final EIS, under the No Action Alternative, by 2038, increased traffic would result in indirect interior noise impacts (impacts on existing roads) to 123 structures in Juneau, including 122 residences and 1 school. Increased traffic would also cause indirect exterior noise impacts to 36 of these structures. By 2038, increased traffic associated with Alternative 2B would result in indirect interior noise impacts at 7 additional homes and indirect exterior noise impacts at 2 additional homes, relative to the No Action Alternative. Structures on Egan Drive and on Glacier Highway between Old Glacier Highway

and Fritz Cove Road would receive the same level of traffic noise with Alternative 2B as with the No Action Alternative.

***Alternatives 2 and 2C would disrupt residences at the northeast end of Skagway and disrupt the solitude of the recreational area around Lower Dewey Lake.***

**Response:** Alternative 2B, the preferred alternative identified in the Final EIS, would not involve any highway construction in Skagway. It would not generate enough new traffic in Skagway to noticeably increase traffic noise at any residences in the community.

***Alternative 2 would easily be heard in Haines and it would impact quiet days of boating in Taiya Inlet, Chilkoot Inlet, and Chilkat Islands State Marine Park.***

**Response:** Traffic noise associated with Alternative 2B would be approximately 30 A-weighted decibels (dBA) at the closest location in Chilkat State Park. Existing noise levels measured on the peninsula were approximately 35 dBA. Therefore, traffic noise from Alternative 2B would cause an increase of only 1 dBA to the overall noise environment at any location on the peninsula. This increase would not be perceptible to the average human ear.

Alternative 2B would not extend into Taiya Inlet; therefore, traffic noise associated with this alternative would not impact boaters in that area. People boating in the southern end of Chilkoot Inlet and in the Chilkat Islands State Marine Park would hear traffic noise from Alternative 2B if they were operating at reduced speed or not under power. At normal travel speeds, the noise created by a boat engine would make traffic noise inaudible.

***Noise from off-road vehicles accessing the east side of Lynn Canal with Alternatives 2B (Preferred Alternative) and 2C would impact wildlife.***

**Response:** No off-road vehicle (ORV) access is proposed with an East Lynn Canal Highway. If Alternative 2B is constructed, the USFS plans to develop an ORV plan to ensure unauthorized ORV use would not impact USFS lands.

**NOI02: NOISE FROM AVALANCHE CONTROL ON A HIGHWAY WOULD HAVE A NEGATIVE IMPACT ON THE QUALITY OF LIFE IN LYNN CANAL.**

**Response:** All but a few avalanche paths on the east or west sides of Lynn Canal are located many miles from Juneau, Haines, or Skagway. Therefore, avalanche control on most of these pathways would not result in noise in these communities and would therefore have no impact on quality of life. The nearest avalanche path on the Alternative 2B alignment to Lynn Canal communities on the east side of Lynn Canal is ELC035 located about 4 miles east of Haines. Avalanche control is predicted to be required at this location one to two times per year. Fifty-pound explosive charges would be dropped by helicopter. A 50-pound charge typically creates a momentary peak airblast sound level of 95 dBA at 665 feet. This would generate a sound of about 65 dBA at Haines. This would be loud enough to be heard in Haines. A total of 6 or 7 charges would be used at this location in a typical year. Seven total charges during two events per year would not create a substantial impact to the quality of life in Haines.

**NOI03: NOISE FROM FERRIES IN LYNN CANAL WOULD BE MORE DISRUPTING THAN NOISE FROM CARS ON A HIGHWAY.**

**Response:** Both ferries and highway traffic generate noise. For the project alternatives, noise from either ferries or highway traffic would largely take place in undeveloped areas where there are no traffic-sensitive receptors as defined in 23 CFR 772. Noise from ferry or highway traffic

would be most noticeable to people at the ends of the highway or marine alternatives. Traffic noise from Alternative 2B (Preferred Alternative) would have no direct noise impacts to residences in Lynn Canal. Indirect noise impacts (noise impacts to residences on an existing highway) would affect nine residences in Juneau that are next to Glacier Highway and Egan Drive. Ferry terminals at Haines and Skagway are located too far from sensitive receptors for increase ferry traffic to result in increase noise impacts to those receptors.

**NOI04: CONSTRUCTION EQUIPMENT OPERATIONS, BLASTING, AND OTHER CONSTRUCTION NOISE WOULD DISTURB THE SOLITUDE OF PEOPLE ENJOYING OUTINGS AND FISHING TRIPS.**

**Response:** People on outings and fishing trips, depending on their locations, could hear construction-related noise. Project construction would not take place throughout Lynn Canal at any one time and construction noise would last during the summer for an estimated four to five years.

**NOI05: THE *NOISE TECHNICAL REPORT* IS INADEQUATE.**

***Noise measurements are not of sufficient duration. The short-term measurements should be taken for longer than one hour, and the long-term measurements should be taken over a longer period than 7 to 10 days and over a range of seasons.***

**Response:** The noise analysis was conducted in accordance with FHWA policy, including 23 CFR Part 772, and the DOT&PF Noise Abatement Policy. These policies specify Noise Abatement Criteria for noise-sensitive land uses and are used by FHWA to make project noise abatement decisions. The short-term and long-term measurements collected during the 2003 ambient sound level survey, along with additional information (e.g., traffic forecasts, route speeds), were entered into a computer prediction model to determine traffic noise impacts. Short-term measurements (with traffic counts) of less than one-hour duration were conducted at 19 locations. The duration of these measurements was in keeping with standard professional practice. Both the duration and number of measurements were sufficient to obtain representative ambient sound levels to verify predictive model results.

Long-term measurements of approximately 24-hours duration were conducted at 6 locations over a period of 7 days (September 10, 2003 through September 16, 2003). These long-term measurements were collected to obtain the diurnal variation in ambient noise level for areas with no existing highway to provide a peak-noise-hour adjustment to the computer prediction model, as necessary, for each short-term measurement location near an existing highway. Because these measurements were collected during the tourist season, the measured ambient noise levels were most likely louder than occur during much of the year at the measured locations.

The details of the noise measurements, including measurement dates, times and locations, are contained in the *Noise Analysis Technical Report* (Appendix L) and its addendum (in Appendix W).

***The EIS should indicate when the short-term and long-term measurements were taken.***

**Response:** Appendix L, *Noise Analysis Technical Report*, provides the locations and times of the short-term and long-term noise measurements.

***Projected noise levels are not compared to EPA guidelines.***

**Response:** The EPA's *Levels Document* (1974) recommended guidelines for the exterior areas of residential land uses of 55 dBA $L_{dn}$. This is a descriptor of average noise over a 24-hour period, which is weighted to penalize noise at night when most people are more sensitive to noise. The EPA is careful to stress that these are recommendations and should not be construed as standards or regulations.

On the other hand, the noise analysis provided in the EIS is based on standards promulgated in 23 CFR 772 which are required by 23 USC 109(i). In accordance with this standard, a traffic noise impact occurs when the predicted levels approach or exceed the noise abatement criteria or when predicted traffic noise levels substantially exceed the existing noise level, even though the predicted levels may not exceed the noise abatement criteria. This definition reflects the FHWA position that traffic noise impacts can occur under either of two separate conditions: 1) when noise levels are unacceptably high (absolute level); or 2) when a proposed highway project will substantially increase the existing noise environment (substantial increase).

The noise abatement criteria are based on the noise descriptors $L_{eq}(h)$ and $L_{10}(h)$. $L_{eq}(h)$ is defined as the equivalent steady-state sound level in a one-hour time period that contains the same acoustic energy as a time-varying sound level during the same period. $L_{10}(h)$ is the sound level that is exceeded 10 percent of the time (the $90^{th}$ percentile) for a one-hour period. Therefore, the noise descriptors used in the FHWA standard are based on noise that is averaged over one hour whereas the EPA standard is based on noise averaged over an entire 24-hour day. For FHWA noise impact analyses, the one-hour period used is the estimated peak traffic hour. For the Juneau Access Improvements Project, the noise impact analysis is based on the estimated peak traffic noise hour during the summer season when the highest volumes of traffic would use the highway. In accordance with standard procedures for traffic noise impact analyses, it was assumed that 9 percent of the daily traffic projected for the highway in the summer time would occur during the peak noise hour.

The FHWA noise abatement criteria establish a higher noise level for picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals (67 $L_{eq}(h)$ and 70 $L_{10}(h)$) than the EPA guideline for these land uses (55 $L_{dn}$). But the FHWA standard is for noise averaged over just one hour at the peak traffic noise level in the day while the EPA guideline is for noise averaged over a whole day. Peak hourly traffic noise could readily exceed the FHWA noise abatement criteria by 10 or 20 dBA and still meet the EPA's 24-hour averaging noise guideline. Therefore, comparing traffic noise to the EPA guideline is not as useful for highway noise impact analysis.

***No differentiation is made between natural and manmade noise.***

**Response:** There is no reasonable method of differentiating between manmade and natural noise. Noise is unwanted sound, and sound is produced by the movement of pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. We can also describe the variability of sound with regard to frequency and intensity over discrete periods of time. Sound can be measured, estimated, and projected under future conditions based on the physical aspects of the propagation of sound pressure waves. In this regard, there is no difference between natural and manmade noise. Human beings and animals can derive perceptions from the type of noise they hear. In humans, the images conjured up with regard to a particular sound vary from person-to-person, and there is no reason to believe that this not also the case with animals. Unfortunately, there is no consistent, reproducible, and scientifically proven way of measuring the perceived meaning of a noise by the people or animals hearing it. Trying to do so would be purely speculation.

***Analysis of noise impacts on Steller sea lions is insufficient.***

**Response:** As shown in Table 1 of the *Noise Analysis Technical Report* (Appendix L), three short-term noise measurements were taken in Berners Bay in the vicinity of the USFS cabin. Those measurements ranged from 48.6 to 51.5 dBA $L_{(eq)h}$. Because all of the noise sources at the cabin were natural noises, it is reasonable to assume that these noise levels are typical of the undeveloped shoreline along the east side of Lynn Canal, including Gran and Met points. The lowest noise levels typically measured in natural environments are about 35 dBA $L_{(eq)h}$. Therefore, ambient noise at Gran and Met points is expected to range from about 35 up to about 55 dBA $L_{(eq)h}$ depending on wind and rain conditions. Both locations are relatively unprotected from wind and waves and only a few feet above sea level. Wind and water noise, therefore, would be above the 35-dBA level in most instances.

Modeling of traffic noise at Gran and Met points took into account the acoustical properties of rock and water. Based on these properties, the distance between the highway and the haulouts, and basic noise attenuation theory, modeling indicated that traffic noise during the peak hour of summer traffic would be less than 30 dBA $L_{(eq)h}$ at the haulouts. Because this worst-case traffic noise level would be about 5 to 25 dBA less than natural ambient sounds, it would not be heard above those natural sounds. Therefore, it would have no impact on Steller sea lions using the haulouts at these points. NMFS has concurred that Alternative 2B would not likely adversely affect Steller sea lions or adversely modify critical habitat.

***Measures proposed to minimize construction noise are not verified.***

**Response:** The Final EIS includes additional information on the noise abatement requirements that would be included in construction contracts for work near Steller sea lion haulouts. The construction noise mitigation measures identified in the *Noise Technical Report* are measures that could be used to reduce noise impacts to sensitive receptors, particularly residents. None of the reasonable alternatives identified in the FEIS involve construction near sensitive receptors, except at the Steller sea lion haulouts. Specific noise requirements have been established for these locations.

***Interior ambient noise is modeled instead of monitored.***

**Response:** Noise studies identified in FHWA's *Highway Traffic Noise Analysis and Abatemen*t (1995) have found that ambient exterior noise is reduced by an average of 10 dBA by modern residential structures. Therefore, there is no need to measure both interior and exterior noise levels to predict the nature and relative magnitude of future traffic noise impacts.

***There is no analysis of noise impacts in downtown Juneau from increased traffic and congestion.***

**Response:** Traffic noise is a function of speed. As speed increases, traffic noise increases. Traffic speeds are low in downtown Juneau because of the narrow, curving streets and pedestrian traffic in the summer time. Also, as discussed in the traffic impact section for each alternative in the Final EIS, Section 4.7.8, all of the reasonable alternatives would increase traffic in downtown Juneau by less than 10 percent over the No Action Alternative. Overall noise levels in the downtown area would not be perceptively different under any of the build alternatives.

***The conclusion of the cost of abatement measures is incorrect.***

**Response:** The statement indicates that given the magnitude of the potential direct noise impact in Skagway, DOT&PF should provide comprehensive modeling and abatement.

Alternatives 2, 2A, and 2C have been eliminated from further consideration as alternatives to the proposed project. None of the reasonable alternatives would result in traffic noise impacts in Skagway. Noise abatement is only considered for direct impacts (impacts from traffic on a new highway); therefore, noise abatement would no longer be necessary in Skagway.

***The analysis of noise impacts from Alternatives 2, 2A, and 2C as the highway drops off the ridge into Skagway is incorrect.***

**Response:** Alternatives 2, 2A, and 2C are no longer considered reasonable alternatives, and they have been eliminated from further consideration. None of the reasonable alternatives involve construction on the ridge above Skagway; therefore, an evaluation of noise impacts in this area is no longer necessary.

## 4.17 PUBLIC PROCESS (PUB)

### PUB01: APPRECIATION FOR PUBLIC HEARINGS

***Expressions of appreciation for holding public meetings to air concerns and opinions on project alternatives.***

**Response:** Comment noted.

### PUB02: CONCERNS REGARDING FAIRNESS OF PUBLIC PROCESS

***Expressions of hope that comments provided in the public process will be fairly considered in evaluating project alternatives.***

**Response:** The purpose of the public review process is to provide the public the opportunity to comment on the reasonable alternatives and the adequacy of the environmental analysis of those alternatives presented in the Supplemental Draft EIS. Comments received during this process have been used to prepare the Final EIS. The purpose of the EIS is to provide the public and decision makers with an understanding of the environmental impacts of constructing the project alternatives. This document will be used by decision makers to decide whether to proceed with the project, and if so, which alternative to implement.

Information presented in the document is supported by the more in-depth analyses that are presented in the technical appendices. Responses to specific questions regarding supporting evidence for conclusions presented in the EIS have been prepared in these responses to comments. Where appropriate, modifications have been made to the Final EIS to clarify and expand on information presented in the Supplemental Draft EIS.

### PUB03: VOTES HELD IN JUNEAU, SKAGWAY, AND HAINES ON THE CHOICE BETWEEN FERRY SERVICE AND A HIGHWAY IS NOT BEING CONSIDERED BY DOT&PF AND FHWA.

**Response:** A description of the advisory ballots and municipal government resolutions in Juneau, Skagway, and Haines regarding transportation preferences is provided in Section 1.2.2 of the Final EIS. This information has also been included in the Summary of the Final EIS.

The purpose of the EIS is to provide a description of the nature and magnitude of environmental impacts associated with project alternatives. Information regarding advisory votes and resolutions is included in the Final EIS and will be taken into consideration by decision makers, but is not binding on them.

**PUB04: COMPLAINTS CONCERNING THE LENGTH OF THE COMMENT PERIOD AND THE REQUIREMENT TO PAY FOR PAPER COPIES OF THE TECHNICAL REPORTS.**

**Response:** The public review period for the Supplemental Draft EIS was 60 days, longer than the 45 days required by National Environmental Policy Act regulations. The Supplemental Draft EIS and appendices were located on the Juneau Access Improvements Project website from the beginning of the review period. Hard copies of the Supplemental Draft EIS were provided free upon request. Electronic copies of the Supplemental Draft EIS and appendices were also provided free upon request. Hard copies of the Supplemental Draft EIS and appendices were available at libraries in Juneau, Skagway, and Haines. This distribution provided ample opportunity for any interested member of the public to review the Supplemental Draft EIS and its supporting technical appendices.

**PUB05: CONCERN THAT DECISION ON PROJECT ALTERNATIVE TO BE IMPLEMENTED HAS ALREADY BEEN MADE.**

***The State of Alaska has selected Alternative 2 as the preferred alternative; therefore, the decision as to which alternative to build has already been made.***

**Response:** The Supplemental Draft EIS documented that Alternative 2 was the preferred alternative of the state, as was first indicated in January 2002. This was a preliminary determination; all reasonable alternatives were evaluated to a comparable level in the Supplemental Draft EIS. Since circulation of that document, it has been determined that Alternatives 2, 2A, and 2C are not reasonable because of Section 4(f) issues involving the Skagway and White Pass District National Historic Landmark. All remaining reasonable alternatives were considered before Alternative 2B was identified as the preferred alternative for the Final EIS.

**PUB06: CONCERN THAT LEGAL CHALLENGES WILL DELAY THE PROPOSED PROJECT.**

***Stop the legal hurdles that waste money and hamper progress.***

***Conservation arguments regarding Berners Bay could delay the project in legal challenges for years.***

***Environmental groups would fight long and hard to stop the highway from crossing the rivers at the north end of Berners Bay.***

***If you proceed with Alternative 2, you would face a barrage of lawsuits that would cost lots of money and delay the project.***

**Response:** Legal challenges are always a possibility on controversial transportation projects. The purpose of the EIS is to provide the public and decision makers with a description of the environmental consequences of implementing project alternatives. Regardless of the potential for litigation, DOT&PF has taken all available information into consideration in identifying the preferred alternative for the Final EIS.

**PUB07: COOPERATING AGENCIES INDICATING THEIR WILLINGNESS TO PROVIDE INPUT TO THE FINAL EIS.**

**Response:** Cooperating agencies for this EIS are NMFS, USCG, USFWS, the United States Army Corps of Engineers (USACE), EPA, and USFS. All of these agencies have been consulted over the course of preparing the Supplemental Draft EIS and Final EIS. Their

comments on the Supplemental Draft EIS and the Preliminary Final EIS are included in Chapter 7 of the Final EIS.

**PUB08: REQUIRED CONSULTATIONS HAVE NOT BEEN DONE FOR THE SUPPLEMENTAL DRAFT EIS.**

***Consultations that must be done with Native groups, municipalities, and other agencies are inadequate. It is not enough to send these groups letters informing them that the project is ongoing.***

**Response:** DOT&PF has followed state and federal regulations as well as FHWA guidelines regarding consultation with state and federal agencies, municipal governments, and federally recognized tribes. DOT&PF and FHWA have done more than send letters informing these entities that the project is ongoing. Specific formal letters were distributed to the appropriate entities at key points in the process. Face-to-face meetings occurred when requested. No state, federal, municipal, or federally recognized tribal entity has indicated that consultation has been inadequate.

## 4.18 PURPOSE AND NEED (PAN)

**PAN01: THE PURPOSE AND NEED IS BIASED TOWARDS A HIGHWAY.**

***The purpose and need has been defined to guarantee the selection of a highway alternative. For example, the use of user and state costs as purpose and need criteria impose very narrow constraints on the decision-making process and heavily bias alternative selection in favor of a highway.***

**Response:** Reducing user and state costs are legitimate elements of the project purpose and need. The AMHS is the NHS link between Juneau, Haines, and Skagway. A typical family of four in a 19-foot vehicle traveling one way from Juneau to Skagway paid $237 on a mainline vessel and $261 on an FVF in 2004. This fare between Juneau and Haines for the same family was $180 on a mainline ferry and $198 on an FVF. This is a substantially higher cost to the travel than most other links in the NHS and it is a valid expenditure of federal funds to reduce this cost to travelers.

The State of Alaska spends approximately $40 million a year to fund maintenance and operation of the AMHS. State funding for operation of the AMHS in Lynn Canal averaged $5.2 million a year during fiscal year (FY) 01 to FY 04, but the AMHS moved an average of only 28,000 vehicles and 98,000 passengers per year. It is a valid purpose of the project to reduce this high state transportation cost.

**PAN02: THE PURPOSE AND NEED STATEMENT IS COMPLETE AND IS MET BY ALTERNATIVE 2.**

**Response:** The purpose and need statement for the proposed project addresses the transportation needs in Lynn Canal. All of the reasonable alternatives considered in the EIS address this purpose and need to some degree relative to the No Action Alternative. Alternative 2B, the preferred alternative, best meets the purpose and need, as explained in the Final EIS.

**PAN03: THE STATED PURPOSE AND NEEDS FOR THE PROJECT ARE NOT COMPELLING.**

***The AMHS service in Lynn Canal is a satisfactory mode of transportation in the corridor. The purpose and needs for the project described in the Supplemental Draft EIS are not compelling enough to warrant the cost of constructing a highway.***

**Response:** The need to improve surface transportation facilities in the Lynn Canal corridor is described in Section 1.4 of the Final EIS. DOT&PF considered the cost of each alternative, along with all environmental impacts, before identifying the preferred alternative in the Final EIS. While some users consider the current AMHS service to be a satisfactory transportation system, DOT&PF believes the low volume of vehicles transported, the high cost to the state and to travelers, as well as the low frequency of trips and long travel time, are not satisfactory and need to be improved.

**PAN04: CHANGES SHOULD BE MADE TO THE PURPOSE AND NEED OF THE PROJECT.**

***The purpose and need should include additional objectives: economic benefit to Skagway and economic benefit to Juneau.***

**Response:** The FHWA and DOT&PF are transportation agencies whose mission is to provide transportation facilities to the traveling public. Therefore, the purpose and need elements of the proposed project are related to transportation.

The economies of Juneau and Skagway are affected by the transportation network in Lynn Canal. Improved access to Juneau would not result in new major economic development in Alaska, but would reduce the overall cost of living and benefit the overall economy of the corridor. Economic impacts have been evaluated in the Final EIS, but these impacts are not a purpose of the proposed project.

***The purpose and need should include the additional objective of improved efficiency of Alaska state government operations.***

**Response:** The purpose and need of a transportation project focuses on transportation needs. Efficiency of Alaska state government operations is affected by transportation, but it is not a part of the purpose and need for the project.

***The purpose and need should include the additional objective of providing the most environmentally preferable surface transportation alternative.***

**Response:** The purpose of a transportation project is to address a transportation problem. Evaluating environmental impacts and minimizing them to the extent practicable is part of the EIS process, but not part of the purpose and need. A highway is not required in the Lynn Canal to improve environmental conditions; therefore, environmental compatibility is not a reasonable purpose for the project. Instead, a goal of project planning is to identify a project alternative that largely meets the purpose and need for the proposed project that is also sensitive to the environment.

***The purpose and need should include the additional objective of providing safe and reliable surface transportation.***

**Response:** Safety is included in the purpose and need statement for a project only if there is a demonstrable safety problem on the transportation link being considered. An example would be where there is a higher number of accidents than the state average for similar transportation

links. Safety is not a problem with the current system; therefore, safety is not a stated purpose for the proposed project.

Any transportation project proposed by DOT&PF and FHWA must meet established engineering standards and practices for safety and reliability. Therefore, all of the project alternatives are safe and reliable.

Given the typical section of the proposed highway for Alternative 2B and other highway design standards, there is no reason to believe that accident frequency on Alternative 2B would be statistically different that similar highways. The Haines (Union Street to United States border), Klondike (Sanatorium Road to U.S. border), and Glacier highways are similar in design and traffic volume to Alternative 2B. Over the past 10 years, there have been no fatalities on the Klondike Highway, one on the Haines Highway, and three on the Glacier Highway. All four of these fatalities were due to speeding and one also involved alcohol. Based on an average fatality rate of one death per 48.7 million vehicle miles, which is the average for the Haines, Klondike, and Glacier highways, there could be approximately six fatalities on Alternative 2B over the 30-year period of this analysis.

**PAN05: ALTERNATIVE 2/PREFERRED ALTERNATIVE DOES NOT ADEQUATELY MEET THE PROJECT PURPOSE AND NEED.**

***There is not enough accurate information in the Supplemental Draft EIS to support a conclusion that the Preferred Alternative would significantly improve the capacity to meet travel demand. Without accurate estimates of current and projected transportation demand, it is impossible to evaluate objectively if any of the alternatives provide the capacity to meet the demand.***

**Response:** Alternative 2 has been eliminated from further consideration for the proposed project. The state's preferred alternative is Alternative 2B. The following responses address the ability of Alternative 2B to meet the purpose and need for the proposed project.

Because there is no road linking communities in Lynn Canal, a forecast of surface transportation demand cannot be conducted in a conventional manner. Based on comments received during community surveys, comments provided on the Supplemental Draft EIS (see the Comment Analysis Report), and transportation growth in corridors adjacent to Lynn Canal, it is clear that demand is currently greater than the capacity of the existing ferry system, and that transportation demand will grow in the future. The population of the three Lynn Canal communities grew 25 percent from 1988 to 2002, almost 2 percent annually. Traffic on adjacent corridors increased at a rate of one to 2 percent annually. Over the same period, there has been no increase in vehicular volumes in Lynn Canal. One of the least used state roads in the corridor, Dyea Road in Skagway, has traffic volumes 2.5 times greater than the traffic transported by AMHS. The AMHS is the NHS route between Juneau and Haines, the principal surface transportation route for everyone traveling between these two communities. The low annual ADT on this NHS route compared to the annual ADT on rural roads in the project region indicates that AMHS is not meeting the travel demand in Lynn Canal.

The traffic forecast analysis for this project used the types of travel, origin/destination information, regional growth, and other methods and modeling to develop a reasonable estimate of transportation demand in the Lynn Canal corridor for 2008 through 2038 (specific questions regarding the assumptions and methodology for the traffic forecast are answered in the responses to transportation statements of concern). Those forecasts indicate that there is current unconstrained travel demand of about 500 annual ADT in the Lynn Canal corridor and

that unconstrained demand is projected to exceed 900 annual ADT in 2038, more than 11 times the current annual ADT for the corridor.

Alternative 2B would provide the greatest capacity of the reasonable alternatives and would substantially increase capacity relative to the No Action Alternative. The capacity of Alternative 2B is determined by the shuttle system at Katzehin. Summer service would consist of three vessels and would include a Katzehin/Haines shuttle ferry with a 34-vehicle capacity, a Katzehin/Skagway shuttle ferry with a 53-vehicle capacity, and a Haines/Skagway shuttle with a 16-vehicle capacity. During the winter, no direct Haines/Skagway shuttle would operate; this service would be provided via the Katzehin Ferry Terminal by the other two shuttle systems. The daily traffic volumes that would be accommodated by Alternative 2B would be almost six times greater than the No Action Alternative.

***There is not enough accurate information in the Supplemental Draft EIS to support a conclusion that the Preferred Alternative would significantly increase flexibility and improve travel opportunities.***

***Flexibility provided by the highway is severely compromised by its lack of reliability. Haines and Skagway residents use the AMHS to travel to Juneau at about twice the rate in the winter as in the summer, when conditions on a highway would be unsafe, unpredictable, and potentially closed.***

**Response:** Alternative 2B would also substantially increase the flexibility of travel relative to the No Action Alternative. Alternative 2B would provide 8 round trips per day in the summer from Auke Bay to Haines and 6 round trips per day in the winter. There would be 6 round trips per day from Auke Bay to Skagway in the summer and 4 round trips per day in the winter. In comparison, the No Action Alternative provides approximately 1 round trip per day in the summer from Auke Bay to Haines and Skagway and an average of 0.7 round trip per day in the winter.

Comments on the Supplemental Draft EIS raised a concern over the reliability of an East Lynn Canal highway because of ice and snow on the road in the winter as well as avalanche closures. The highway proposed for Alternative 2B is located at much lower elevations than the plateaus and passes crossed by highways north of Haines and Skagway such as the Klondike Highway between Skagway and Whitehorse. Therefore, winter road conditions are not likely to be as severe on Alternative 2B than at higher elevations to the north and certainly no more severe than many other highways located in northern climates throughout the United States and Canada. The frequency of road closures at high elevations on the Klondike Highway would provide no useful comparison to the potential for road closures on Alternative 2B.

Alternative 2B is projected to be closed an average of 16.5 times per year because of avalanche hazard, for a total of about 34 days per year. When the highway is projected to be closed for a day or more, the shuttle ferries would be used to carry vehicles and passengers between Auke Bay and Haines and Skagway. This means that there would be few days during the winter that people could not travel between Juneau, Skagway, and Haines. Under the No Action Alternative, there would be substantially fewer opportunities to travel in the Lynn Canal corridor in both winter and summer. Winter No Action Alternative service is projected to be five sailings per week. Under Alternative 2B, even during road closures, the shuttles could provide multiple daily sailings.

***There is not enough accurate information in the Supplemental Draft EIS to support a conclusion that the Preferred Alternative would significantly reduce travel times.***

**Response:** Alternative 2B would provide for the shorter travel times between Auke Bay and Haines or Skagway than the No Action Alternative when considering both check-in time and running time. It is true that travel times between Auke Bay and Haines would be as short for walk-on passengers aboard an FVF as with Alternative 2B if check-in time were ignored. However, the primary state transportation responsibility is to move vehicles and the majority of the people using the system travel that way. The AMHS is the NHS link between Juneau and Haines, which requires facilities to move vehicles.

***There is not enough accurate information in the Supplemental Draft EIS to support a conclusion that the Preferred Alternative would significantly reduce costs to the user and reduce costs to the state.***

***Operation and maintenance costs do not show full life-cycle costs. The Supplemental Draft EIS gave partial information, citing the maintenance and operations cost for the road and the No Action Alternative without discussing revenues or long-term costs.***

**Response:** The EIS provides many types of estimates of the cost of project alternatives, rather than placing emphasis on a single cost analysis method. In addition to annual M&O costs, initial capital costs, 30-year life cycle costs, Net Present Value (NPV), and the present value of capital and operating costs to the State of Alaska are presented in the document. The 30-year life cycle cost includes state and federal capital costs and state M&O expenses discounted to 2004 dollars. The life-cycle cost analysis does not address who pays; it only looks at costs. The user benefit analysis NPV includes revenues and time benefits. NPV is the sum of the user benefits minus net incremental project costs (i.e., incremental costs minus revenues). User benefits are the reduction in user costs, which consist of travel time, AMHS fares, vehicle costs, and accident costs.

The net cost to the state of Alternative 2B is approximately $88 million while the net cost to the state of the No Action Alternative is $61 million. As explained in the EIS, this is because revenues from fares and onboard ferry services generated by Alternative 2B are about 30 percent less than those generated by the No Action Alternative and Alternative 2B has a higher capital cost than the No Action Alternative. However, because Alternative 2B would move substantially more vehicles than the No Action Alternative and would have lower operating costs, the cost to the state per vehicle is substantially lower for Alternative 2B ($15) than it is for the No Action Alternative ($51).

Total user costs would be three times less and out-of-pocket costs would be four to five times less for travelers in vehicles with Alternative 2B than the No Action Alternative. The majority of the travelers in the Lynn Canal corridor travel in vehicles, and the state's primary responsibility is to provide for the movement of vehicles.

**PAN06: THE JUNEAU ACCESS IMPROVEMENTS HIGHWAY MAY OR MAY NOT AFFECT THE CAPITAL MOVE SITUATION.**

**Response:** Retaining the current location of the state capital is not an element of the project purpose and need. Improving access to and from Juneau would have the indirect effect of improving access to the capital for all Alaskan residents. To the extent that access is an issue regarding the location of the capital, Alternative 2B would improve the potential for it to remain in Juneau. Access issues associated with capital move efforts are addressed in the Final EIS, but are not part of the project purpose and need.

## 4.19 SECTION 4(F) ISSUES (S4F)

### S4F01: PROVIDE FURTHER INFORMATION AND/OR ANALYSIS ON SECTION 4(F) DETERMINATIONS REGARDING DEWEY LAKES RECREATION AREA, SKAGWAY AND WHITE PASS DISTRICT NATIONAL HISTORIC LANDMARK, KLONDIKE GOLD RUSH NATIONAL HISTORICAL AREA, BERNERS BAY, AND FEDERAL LAND DESIGNATIONS ALONG THE EAST LYNN CANAL.

***The Berners Bay area LUD II and the USFS cabin should be protected by Section 4(f) because a major emphasis for these areas is recreation.***

**Response:** As explained in Section 6.2.2.2 of the Final EIS, FHWA regulations (23 CFR 771.135) state that where public land is managed for multiple uses, Section 4(f) applies only to those portions of the land which function for, or are designated in the management plans as being for significant park, recreation, or wildlife and waterfowl purposes. FHWA guidance, based in part on case law, further states that land designated or used for dispersed recreational activities is not protected by Section 4(f). A review of the USFS management policies for LUD II indicates that it meets the definition of a multiple use area, and the recreation activities that occur and are envisioned are dispersed. Therefore, the LUD II area in Berners Bay is not protected by Section 4(f).

Three other aspects of the 1997 TLMP further support the determination that this LUD is not protected under Section 4(f). The first is that TLMP includes a LUD entitled Special Interest Areas that specifically includes designated recreation areas. In instances where the USFS has determined an area larger than a specific facility should be reserved for recreation or refuge purposes, the Special Interest Area LUD is used. No land in the project vicinity is designated as a Special Interest Area. The second point of note is that TLMP identifies a Proposed State Road Corridor on both the east and west sides of Lynn Canal; this is essentially a Transportation and Utility Systems LUD overlying the LUD II designation. A highway constructed on the east side of Lynn Canal would not be in the LUD II but in a Transportation and Utility Systems LUD. TLMP indicates that the land should be managed under the underlying LUD until a highway alternative is constructed. Furthermore, the Congressionally mandated LUD II designation specifically allows for roads to meet transportation needs identified by the state.

No land from the USFS cabin site in Berners Bay would be required for any reasonable alternative. Section 6.2.2.2 in the Final EIS includes an explanation of FHWA's determination regarding the cabin. As explained in Section 6.2.2.2, the USFS has indicated that the Berners Bay cabin is a water-oriented cabin and therefore the hillside behind the cabin is not part of the facility. The USFS has also indicated that the recreation facility is the cabin itself, not the land it occupies, as the cabin could be relocated, and in fact was placed with the knowledge that it may be moved in the future. The USFS has determined that a handicap accessible cabin on the Juneau road system would be a desirable development and has requested that DOT&PF design the alignment of applicable alternatives such that a handicap accessible trail could be constructed from the highway to the cabin. DOT&PF has mapped the discernible use areas (e.g., trails, outbuildings, cleared areas) at the cabin and would avoid any disturbance within 100 feet of these areas. The nearest point of disturbance (toe of slope) would be approximately 100 feet from this boundary, resulting in approximately 200 feet between the highway and closest use area other than the access trail itself.

FHWA has also determined that the construction of a highway in the vicinity of the cabin, with a handicap accessible trail to the cabin, would not be a constructive use under Section 4(f). The

experience at the cabin would change, but this change would not be so severe as to create a substantial impairment of the protected activities, attributes, or features of the facility. Rather than being a remote access cabin (visitors currently usually access the site by small boat or float plane), the cabin would be accessible by both road and water. Rather than hearing only boat, plane or helicopter noise, visitors would also hear vehicle traffic noise. Use of the cabin would shift somewhat from those seeking a remote, water access experience to those seeking a road accessible water view cabin. The fact that the USFS sees the creation of a road accessible cabin as desirable is an indication that substantial impairment would not occur.

***Bridges over the Jualin mine tram and the Comet/Bear/Kensington Railroad would be a constructive use of historically significant areas, and should be protected under Section 4(f).***

**Response:** FHWA has determined that construction of a highway over the Jualin Mine Tram and Comet/Bear/Kensington Railroad would not result in a constructive use. Although a highway and bridges would have an effect on both properties, the effect would not be adverse and would not be so severe as to substantially impair their qualifying activities, features or attributes. Neither of these historic properties derives a substantial part of its significance from its setting.

***The project would be a constructive and temporary use of the historic properties of Skagway and White Pass District National Historic Landmark.***

**Response:** Comments from the Office of the Secretary, United States Department of the Interior, in response to the Supplemental Draft EIS made clear the NPS position that all natural areas within the NHL contribute to the factors that make the NHL historic. Furthermore, the NPS believes this contribution is documented in the Boundary Justification of the 1999 nomination. The Boundary Justification states, in part: "sufficient natural areas have been included so as to provide an understanding for the physical setting and cultural landscape that defined the historic corridor." Based on this language, the NPS position on its meaning, and existing FHWA guidance, FHWA has determined that natural areas within the NHL are protected by Section 4(f). Consequently, Alternatives 2, 2A, and 2C have been dropped from the range of reasonable alternatives, based on original screening criteria.

**S4F02: THE CITY OF SKAGWAY SHOULD MAKE THE DEWEY LAKES RECREATION AREA SECTION 4(F) SIGNIFICANCE DETERMINATION. SECTION 4(F) REGULATIONS STATE THAT THE OFFICIAL HAVING JURISDICTION OVER THE LAND (THE CITY OF SKAGWAY) SHOULD MAKE SIGNIFICANCE DETERMINATIONS.**

***The City of Skagway values the entire area for its recreational values and passed a resolution in recognition of the trial system, picnic and camping areas, lakes, ponds, glades, alpine meadows and other sites.***

**Response:** As explained in Section 2.2.9 of the Final EIS, Alternatives 2, 2A, and 2C are no longer reasonable. No reasonable alternative in the Final EIS would require land from the City of Skagway's Dewey Lakes parcel.

**S4F03: EXPLAIN WHY ONLY TWO TRAILS IN THE DEWEY LAKES RECREATION AREA ARE CONSIDERED PROTECTED UNDER SECTION 4(F).**

***Further analysis is required on Section 4(f), because Section 4(f) applies to the entire Dewey Lakes Recreation Area. The presumption that lands managed for multiple uses are not significant recreation areas is inaccurate.***

**Response:** None of the reasonable alternatives in the Final EIS would use land from the Dewey Lakes recreation area. Therefore, no further analysis of FHWA's Section 4(f) applicability determination is necessary.

**S4F04: IMPACTS TO THE DEWEY LAKES RECREATION AREA TRAILS FROM THE HIGHWAY ALTERNATIVES CANNOT BE MITIGATED BY BRIDGES OR TUNNELS.**

***The highway would cause temporary and constructive use of the trails.***

***The highway overpass and its close proximity to the trail would result in noise-related impacts and impair esthetic attributes of a resource protected by Section 4(f).***

***Construction of the bridges would interfere with the activities and purposes of the resources because the trail would be closed during construction.***

**Response:** The project alternatives that would have crossed these trails (Alternatives 2, 2A, and 2C) have been eliminated from further consideration.

**S4F05: DIRECT AND INDIRECT EFFECTS FROM THE HIGHWAY WOULD IMPACT THREATENED AND ENDANGERED SPECIES, OTHER WILDLIFE, AND CRITICAL HABITAT PROTECTED BY SECTION 4(f), WHILE THE NO ACTION ALTERNATIVE WOULD NOT IMPACT THESE PROTECTED WILDLIFE SPECIES AND/OR HABITAT.**

***The Supplemental Draft EIS has not shown that a prudent and feasible alternative does not exist, and it has not included all possible planning to minimize harm to the threatened and endangered species and critical habitat protected by Section 4(f).***

**Response:** Section 4(f) of the Department of Transportation Act (49 USC 303 and 23 USC 138) does not apply to threatened or endangered species or their critical habitat.

***Traffic would impact wildlife and should be evaluated in the Section 4(f) portion of the EIS.***

**Response:** Section 4(f) addresses impacts to specific types of land uses, not impacts to wildlife. Potential wildlife impacts associated with traffic are addressed elsewhere in the EIS.

**S4F06: PROVIDE FURTHER ANALYSIS ON IMPACTS TO SECTION 4(f) PROPERTIES SUCH AS THE SKAGWAY AND WHITE PASS DISTRICT NATIONAL HISTORIC LANDMARK.**

**Response:** None of the reasonable alternatives would impact the Skagway and White Pass District NHL. Analysis of potential impacts to other Section 4(f) properties in the vicinity of the reasonable alternatives considered for the project are discussed in Chapter 6 of the Final EIS.

**S4F07: DOT&PF SHOULD RECONSIDER THE HAINES/SKAGWAY INTERTIE AS A FEASIBLE ALTERNATIVE OR ELIMINATE ALTERNATIVES 2, 2A, AND 2C FROM CONSIDERATION DUE TO THE COST OF THE HIGHWAY COMPONENTS AND SECTION 4(f) CONSIDERATIONS.**

**Response:** The purpose and need for the Juneau Access Improvements Project is to improve surface transportation to and from Juneau in Lynn Canal. As explained in Section 2.2.3 of the Final EIS, an alternative that has a very costly road component connecting Haines and Skagway, while requiring all Juneau traffic to travel to Haines by ferry, is primarily a Haines/Skagway access project. Therefore, it does not meet the purpose and need for the proposed project. Improved access between Haines and Skagway is an independent need. a

Alternatives 2, 2A, and 2C have been eliminated from further consideration because of potential impacts to Section 4(f) properties. Alternative 2B, the preferred alternative, would not have Section 4(f) impacts.

## 4.20 SOCIOECONOMIC RESOURCES (SEC)

### SEC01: ALTERNATIVES THAT INCLUDE BUILDING ANY FORM OF A HIGHWAY ARE TOO EXPENSIVE TO BUILD AND MAINTAIN.

***The monetary costs of construction and mitigation measures needed to construct an environmentally safe and travel-safe highway are too high.***

**Response:** The construction cost estimates provided for project alternatives include mitigation costs. Highway alternatives would have an initial capital cost roughly twice that of marine alternatives. However, the net present value (NPV) of Alternative 2B, the preferred alternative, is higher than any other alternative. All costs will be considered in selecting the alternative to be implemented for the project.

***The monetary costs related to duration of construction and completion of expensive and intensive surveys of wildlife populations are too high.***

**Response:** Construction costs take into account the duration of construction and wildlife monitoring. These costs will be taken into account when selecting the alternative to be implemented for the project.

***Monetary costs to monitor impacts during construction and operation of the highway alternatives, and costs to manage user conflicts, are too high. The EIS should include the costs to assist in evaluating the alternatives.***

**Response:** The specific costs of mitigation and monitoring are included in the construction costs for the preferred alternative as shown in addendum to the *Technical Alignment Report* in Appendix W. Mitigation items that are structural in nature are included in the unit quantity and price estimates. This includes bridging streams that could otherwise be crossed with structural plate pipe, wildlife underpasses, and screening structures. Bridges at Sawmill, Antler Slough, Slate, Sweeny, Sherman, and Independence creeks added approximately $4.2 million to the East Lynn Canal Highway estimate of $281 million reported in the Supplemental Draft EIS. Bridge extensions at the Antler, Lace and Katzehin rivers would serve as wildlife underpasses and added approximately $1.3 million to the estimate. Two wildlife underpasses at high use bear trails at the Antler/Lace Peninsula added approximately $0.9 million.

Wildlife monitoring and wetlands mitigation are estimated at $3 million and are included under the heading Mitigation in the engineers estimate. Specific details of wildlife monitoring and wetlands mitigation are provided in Section 5.12 of the Final EIS.

***Current DOT&PF maintenance on existing highways is lacking, and the ability of DOT&PF to perform maintenance during the winter on the highway is suspect. Maintenance would be costly and dangerous.***

**Response:** DOT&PF highway maintenance costs and AMHS M&O costs (after revenue) are funded from the same source, the State of Alaska General Fund. Funding is appropriated by the Legislature each year based on requests by DOT&PF, which establishes projected costs and priorities after considering traffic volumes, expected weather conditions and personnel. The highway M&O costs estimate in the *Technical Alignment Report* (Appendix D) are based on the

equipment and personnel to maintain new highway segments. While there is no guarantee of future funding levels by the Legislature, the highway and shuttles would cost less to operate than current Lynn Canal AMHS service while moving more vehicles. Based on this, there is no reason to believe adequate funding would not be available for this NHS route.

***The EIS should detail which Lynn Canal communities would be responsible for highway maintenance and how would this be funded.***

**Response:** No Lynn Canal community would be responsible for highway maintenance. As is the case with all state highways, the state would be responsible for funding and carrying out highway maintenance.

**SEC02: IT IS MORE COST EFFECTIVE TO MAINTAIN FERRY ACCESS (WITH OR WITHOUT IMPROVEMENTS).**

***The existing ferry system meets the purpose and need statement and is less expensive than building the highway.***

**Response:** The life-cycle cost of the No Action Alternative is lower than the cost of the preferred alternative, Alternative 2B, but the No Action Alternative does not meet the elements of the purpose and need statement. The Lynn Canal ferry system has an annual ADT of approximately 80 vehicles. The estimated travel demand in Lynn Canal is over six times greater (500 vehicles per day) than what AMHS currently accommodates. Therefore, the existing ferry service provides capacity for a small fraction of the transportation demand in the corridor. The No Action Alternative would provide less capacity than is currently provided.

Travel flexibility and opportunity are restricted with the existing ferry system. There have been an average of about 278 round-trip voyages each year between Juneau and Skagway with intermediate stops in Haines. Some restrictions to flexibility and opportunity to travel are as follows:

- Travelers must make reservations for vehicles in advance; travel during peak summer season periods can require making reservations within days of the summer ferry schedule release in the preceding December.
- Changing reservations can be problematic and can include cancellation charges if made within 14 days of a reservation.
- Travelers must plan trips to coincide with ferry schedule departures and arrivals.
- A 1- to 2-hour check-in time is required.
- Trips can be delayed by unforeseen events, including vessel mechanical problems, inclement weather, and last-minute requests to serve an additional port south of Juneau.
- Reservation changes are limited to regular business hours.
- Border crossings are restricted at night but ferry schedules do not always coincide with the operating hours of the United States Customs stations, inconveniencing travelers going beyond Haines and Skagway.
- When ferries do not have vehicle space available, travelers may register at the ticket counter 2 hours before sailing for standby vehicle space; however, there is no guarantee of boarding.

It is approximately 78 miles between Juneau and Haines and 93 miles between Juneau and Skagway. With the existing ferry system, it takes 7.1 hours to travel between Juneau and Haines on a mainliner and 3.5 hours to travel between these two communities on an FVF (this includes required check-in times). It takes 9.1 hours to travel between Juneau and Skagway on a mainliner and 3.8 hours to travel between Juneau and Skagway on an FVF. Therefore, travel times are substantial in the Lynn Canal corridor with the existing ferry system.

The cost to operate the AMHS in Lynn Canal is high. The cost from 2001 to 2004 was $11.2 million per year. Revenues averaged $6 million a year, requiring $5.2 million of state funds.

User costs to travel in Lynn Canal on the AMHS are also high. A typical family of four in a 19-foot vehicle traveling one way from Juneau to Skagway paid $237 on a mainline vessel and $261 on an FVF in 2004. The fare between Juneau and Haines for the same family was $180 on a mainline ferry and $198 on an FVF.

***The AMHS can be improved immediately, while highway construction would take time.***

**Response:** Based on AMHS travel in Lynn Canal over the past 16 years, improving existing ferry service would not make a substantial difference in the number of vehicles traveling in Lynn Canal. In 1988, there were 266 ferry round trips in the corridor that moved a total of 29,513 vehicles. In 2004, there were 388 ferry round trips in the corridor that moved a total of 26,971 vehicles. Changes in the number of ferry trips over the past 16 years have not substantially changed the volume of vehicles traveling on the system. This is because of the cost, travel time, and perceived inconvenience of the ferry system. Improvements in existing ferry service would not meet the travel demand in the corridor. Implementing one of the marine alternatives would involve time to construct vessels and terminal facilities.

***The ferry system has an advantage over highway construction, evident by the fact that shuttle ferries would still be necessary during highway closures and highway construction.***

**Response:** Ferries do have the advantage of being immediately available but they do not meet all the elements of the purpose and need. For instance, the traffic analysis performed for the proposed project shows that as the travel time of ferry links increases, travel demand decreases. This is because of the increased cost and travel time associated with ferries. Alternative 2B, which includes a shuttle ferry link between Katzehin and Haines and Skagway, is projected to have a summer 2008 demand of 1,190 ADT, while the No Action Alternative would have a summer 2038 demand of 460 ADT. Of the marine alternatives, Alternative 4B is projected to have the highest demand with a summer 2038 demand of 940 ADT. The preferred alternative would use short shuttle runs, which would reduce user and state costs while providing multiple trips per day. Ferries would run to Auke Bay (or Slate Cove) only occasionally in winter; during this period, demand is much lower. The No Action Alternative and the marine alternatives cannot meet the summer demand that is generated and accommodated by Alternative 2B.

**SEC03: THE HIGHWAY ALTERNATIVES WOULD BE CHEAPER THAN MAINTAINING EXISTING FERRY SERVICE.**

***Building a highway would meet the goals of reducing state transportation costs in the corridor.***

**Response:** The net state cost over the 30-year analysis period would be less for the No Action Alternative, Alternative 4C, and Alternative 4D than the preferred alternative, Alternative 2B. The

overall lower net cost to the state of the No Action Alternative and Alternatives 4C and 4D would be the direct result of higher out-of-pocket for travelers. However, Alternative 2B would carry more vehicles than the No Action Alternative and marine alternatives. Therefore, Alternative 2B would cost the state less than these other alternatives on a per vehicle basis.

***The long-term expense of the current ferry system and the continuous need for upgrades and their associated costs are too high.***

**Response:** As indicated in the response to SEC02, the long-term cost of Alternative 2B to the state is higher than the No Action Alternative. However, Alternative 2B would reduce the total travel cost by two thirds of the cost to travel on a mainline vessel under the No Action Alternative. The savings to the traveler would be greater when compared to travel on an FVF. The out-of-pocket cost (fuel and fares) would be 80 percent less for Alternative 2B than for the No Action Alternative. Alternative 2B would also improve travel flexibility and opportunity, and reduce travel time.

NPV is a method of measuring the user benefits of a project alternative minus net incremental project costs, with user benefits consisting of the reduction in user costs relative to the No Action Alternative in terms of travel time, AMHS fares, vehicle costs, and accident costs. With an NPV of zero for the No Action Alternative, Alternative 2B would have an NPV of $70 million.

***Highway costs would be lower due to the lack of permafrost in the area.***

**Response:** A lack of permafrost in the area makes highway construction less expensive than in areas with permafrost.

***Building the highway would avoid costly union labor disputes associated with the current ferry system.***

**Response:** Comments noted.

**SEC04: THE COSTS FOR THE HIGHWAY ALTERNATIVES ARE UNDERESTIMATED AND DO NOT CORRELATE WITH PAST AND CURRENT SIMILAR COST ESTIMATES (E.G., BRAGAW EXTENSION, GRAVINA ACCESS PROJECT, WHITTIER TUNNEL).**

***DOT&PF skewed the cost estimates in favor of the highway alternatives, underestimated construction and maintenance costs, and compared highway alternatives with marine alternatives using different criteria. The EIS should fairly compare alternatives using similar criteria.***

**Response:** Comments concerning the per mile cost of other recent highway projects in Alaska with the highway segments of the proposed project alternatives do not take into account the relative costs of construction in an urban and rural environment. Construction of projects such as the Bragaw Extension incurred costs for traffic control, roadway weight restrictions, utility coordination, and fill hauling from offsite that would not be required for the proposed project.

The unit costs used to develop the cost estimates for highway segments of project alternatives were based on 2002 and 2003 bids on federal aid projects in Alaska. In some instances, costs were reduced based on the premise that a large project with higher unit quantities would attract larger contracting firms with resulting lower bids. A new updated estimate has been prepared for the preferred alternative (Alternative 2B) and is provided in the Final EIS. This updated estimate includes a detailed explanation of the rationale for each unit cost. All construction contracts would be funded with federal aid requiring the payment of Davis Bacon wages.

The maintenance cost per lane mile, excluding avalanche control and associated debris removal costs, is estimated at approximately $4,568. This cost includes all typical maintenance activities, including pothole patching and other routine pavement maintenance. The cost of $4,568 is higher than the Southeast Region average cost per lane mile of $4,194, based on the colder conditions in Lynn Canal. Major repairs and pavement section replacement are funded through the state's highway capital program.

The same criteria were used for both highways and ferries with regard to capital investment requirements, maintenance costs, and operating costs.

***The EIS should go through an impartial third party review of the cost estimates.***

**Response:** DOT&PF has more experience and information on construction and operation of highways in Alaska than any other party. Cost estimates are subject to a peer review; the addendum to the *Technical Alignment Report* in Appendix W includes the basis for each major unit cost estimate. All parts of the Final EIS are available for interested parties to evaluate.

***Herrera Environmental Consultants performed an analysis indicating highway estimates were low.***

**Response:** The construction costs estimates for all build alternatives have been updated for the Final EIS. The addendum to the *Technical Alignment Report* in Appendix W provides the basis for the unit cost estimates for all major items in the construction estimate (see Attachment F to the *Technical Alignment Report* addendum). All mitigation, right-of-way, monitoring costs, and avalanche control capital costs have been included.

Many of Herrera Environmental Consultants' typical unit cost estimates were too high because they were based on much smaller projects that had extensive traffic control and utility complications. As explained in Attachment F of the addendum to the *Technical Alignment Report* in Appendix W, to estimate construction costs, DOT&PF reviewed bid tabulations for statewide projects with similar pay items and quantities. Unit prices were adjusted up or down to take into account project estimating factors and inflation. The quantities for project alternatives were then multiplied by the established unit price to obtain each pay item estimated cost.

There are several factors that effect the estimated unit bid prices for the project:

1. Large quantities would provide economies of scale that will result in unit prices significantly lower than usual Southeast Alaska unit prices.
2. Unlimited use of off road equipment would result in lower unit prices.
3. Numerous access points from which to construct the project would result in lower unit prices.
4. Barge access points at Slate Cove near the Berners/Lace and Antler/Gilkey River Crossings and at Katzehin Ferry Terminal near the Katzehin River Crossing would allow use of economical over length and overweight components in construction of the major river crossings.
5. Perhaps the most significant factor is that there would be no public access conflicts that usually slow down construction during the duration of the project. This would result in lower unit prices for almost every bid item on the project.

Working around buildings and maintaining traffic flow can impact efficiency, productivity and unit bid prices by 50 percent or more. With the exception of a less than 1-mile-long segment near the Kensington Mine, construction of highway segments of build alternatives would not contend with private vehicle traffic or work in proximity to buildings any time during construction.

The importance of this last factor is demonstrated by the Juneau Cascade Point Road Project. Bid in December 2004 and currently under construction, this 20-foot-wide by 3.2-mile-long project's total price was $810,000 or approximately $250,000 per mile. The project was constructed in the same area as the highway alternatives for the Juneau Access Improvements Project and had no private vehicle traffic or buildings to contend with. The Cascade Point Road Project included clearing, culverts, excavation and embankment. It did not include base, pavement, and guardrail. A similar project being built while maintaining traffic control would be expected to cost over $500,000 per mile.

With regard to maintenance cost estimates, the maintenance cost per lane mile, excluding avalanche control and associated debris removal costs, is higher than the Southeast Region average cost per lane mile based on the colder conditions in Lynn Canal. The EIS contains a reliable estimate of the labor required for avalanche control and debris removal. No individual employee would be required to work 24 hours per day or 7 days per week. The part-time employees stationed at the Lynn Canal station would be scheduled for normal 37.5-hour weeks. During periods of intense avalanche and snow removal operations, they would work overtime. The cost estimate includes approximately 160 hours of overtime for each operator.

The proposed staffing for the Lynn Canal Station provides for at least two operators to be on duty each day (working a 7.5-hour shift but available 24 hours for callouts), with five operators on duty for three days per week. This staffing is similar to other maintenance stations in the state, including Central Region stations located in avalanche-prone areas along the Seward Highway. Additionally, staff from the Juneau and Skagway stations can be deployed to assist with avalanche control during emergencies. The cost of additional operators for these two stations is included in the overall cost estimate.

***A geotechnical study should be done for cost purposes to determine the amount of rock excavation required, and determine the types of rockfall and landslide mitigation necessary and associated costs of those resources.***

**Response:** The preliminary geotechnical evaluation that has been conducted for the project is adequate for the level of cost estimate needed at this time. Four slide areas have been identified near the alignment of Alternative 2B. All of these slides are rockfall slides with little soil movement. Of the four slides, one does not reach the alignment; the other three are also avalanche paths. These three rockslides on avalanche paths are the only rockslides with potential to reach the Alternative 2B alignment. These rockslides would be mitigated as part of avalanche control by constructing raised embankments with large culverts. The cost of this avalanche control is included in the project cost estimates.

**SEC05: ALTERNATIVE 2B COSTS WOULD BE LESS THAN ALTERNATIVE 2/PREFERRED ALTERNATIVE COSTS.**

***Alternative 2B would be less costly to construct than Alternative 2 and would still meet the objectives of the purpose and need without building the highway all the way to Skagway.***

**Response:** FHWA and DOT&PF have determined that Alternatives 2, 2A, and 2C are not reasonable alternatives for the proposed project because of 4(f) impacts to the Skagway and

White Pass District NHL, and they have been eliminated from further consideration. The preferred alternative identified in the Final EIS is Alternative 2B.

**SEC06: ALTERNATIVE 3 COSTS WOULD BE LESS THAN ALTERNATIVE 2/PREFERRED ALTERNATIVE COSTS.**

***Alternative 3 would meet the objectives of the purpose and need, but would be less costly than building the highway on the east coast of Lynn Canal.***

**Response:** Alternatives 2, 2A, and 2C have been determined not to be reasonable alternatives for the proposed project by DOT&PF and FHWA. The preferred alternative identified in the Final EIS is Alternative 2B. The initial construction cost for Alternative 3 ($268 million) is greater than the initial construction cost for Alternative 2B ($258 million). The 30-year life-cycle cost for Alternative 3 is higher ($375 million) than that of Alternative 2B ($352 million). In addition, Alternative 2B has a substantially higher NPV ($70 million) than Alternative 3 ($32 million). To calculate NPV, all benefits and costs over an alternative's life cycle are discounted to the present, and the costs are subtracted from the benefits. If benefits exceed costs, the NPV is positive (i.e., net savings over time). Alternative 2B has the highest NPV value of all the reasonable alternatives considered for the project.

**SEC07: AUKE BAY FERRY SERVICE WOULD PROVIDE THE MOST ECONOMICAL MEANS OF TRAVEL, ESPECIALLY FOR TRAVELERS WHO ARE UNABLE TO TAKE VEHICLES UP LYNN CANAL.**

**Response:** The proposed project primarily addresses the movement of vehicles as opposed to the movement of passengers. The state's primary responsibility is to provide for the movement of vehicles. Therefore, the project must address the movement of vehicles in the corridor. A comparison of out-of-pocket costs and total costs of project alternatives for a family of four traveling in Lynn Canal in a 19-foot vehicle shows that highway alternatives would be three to six times less expensive than ferry travel from Auke Bay.

Ferry travel may be an economical means of travel for people unable to take a vehicle. However, the percentage of travelers in Lynn Canal in this position appears to be relatively small. Based on the 2000 Census, 92.6 percent of Juneau households, 91.9 percent of Haines households, and 91.8 percent of Skagway households own at least one vehicle, and 50 to 60 percent of these households own two or more vehicles. People who do not own a vehicle or who choose not to drive one would have to rely on others for transportation to and from the ferry terminals on the system, rent a vehicle, or use private carriers.

The addendum to the *Socioeconomic Effects Technical Report* provided in Appendix W of the Final EIS, provides an analysis of the possibility of private bus/van service developing between Katzehin and Juneau with Alternative 2B. The cost of bus service would ultimately depend on the size of the market, but would likely be in the range of $35 to $50 one-way. This would place the cost roughly equal to the current AMHS adult passenger fare of $44 for the Juneau/Skagway link.

**SEC08: THE DURATION OF CONSTRUCTION OF THE HIGHWAY ALTERNATIVES WOULD BE EXCESSIVE, AND PAYING FOR BOTH HIGHWAY CONSTRUCTION AND MAINTENANCE OF THE CURRENT FERRY SYSTEM DURING CONSTRUCTION AND AS BACKUP DURING HIGHWAY CLOSURES WOULD BE COST PROHIBITIVE.**

**Response:** The existing AMHS service in Lynn Canal would continue until highway construction is completed. Approximately 90 percent of the cost of highway construction would come from the Federal Highway Trust Fund. Therefore, costs of operating the ferry system and highway construction costs would not be excessive to the state. Alternative 2B, the preferred alternative, includes shuttle ferry service to Haines and Skagway from Katzehin. These ferries would be used as backup during highway closures. Both economic analyses, life-cycle cost and NPV, include maintenance and operation of the current system during highway construction. The NPV of Alternative 2B would be greater than any other alternative. NPV takes into account the life-cycle cost and user benefits of a project.

**SEC09: THE INCREASED COST OF MAINTAINING THE EXISTING FERRY SERVICE IS JUSTIFIED BY THE SERVICE'S CONVENIENCE AND RELIABILITY.**

**Response:** Highway alternatives considered for the project are substantially more convenient and reliable than the No Action Alternative and marine alternatives considered for the project. Alternative 2B would provide 8 round trips per day in the summer from Auke Bay to Haines and 6 round trips per day in the winter. There would be 6 round trips per day from Auke Bay to Skagway in the summer and 4 round trips per day in the winter. In comparison, the No Action Alternative provides approximately 1 round trip per day in the summer from Auke Bay to Haines and Skagway and an average of 0.7 round trip per day in the winter. Alternatives 4A through 4D would roughly double the number of ferry trips relative to the No Action Alternative, but would remain substantially less than Alternatives 2B.

Alternative 2B is projected to be closed an average of 16.5 times per year because of avalanche hazard for a total of about 34 days per year. When the highway is projected to be closed for a day or more, the shuttle ferries would be used to carry vehicles and passengers between Auke Bay and Haines and Skagway. This means that there would be few days during the winter that people could not travel between Juneau, Skagway, and Haines. Under the No Action Alternative and Alternatives 4A through 4D, there are substantially fewer opportunities to travel in the Lynn Canal corridor, and ferry trips under the No Action Alternative and the marine alternatives could be canceled in the winter due to scheduling problems, equipment problems, and weather conditions.

**SEC10: FERRIES ARE THE EQUIVALENT OF HIGHWAYS IN SOUTHEAST ALASKA AND SHOULD BE SUBSIDIZED, AS ARE ALL OTHER HIGHWAYS.**

**Response:** Both highways and ferries are subsidized, and ferries are required for access to many communities in Alaska. However, part of the purpose and need for the proposed project is to reduce travel costs in Lynn Canal for the state and travelers. Ferries are expensive to operate compared to highways that cover a similar distance.

The AMHS requires about $80 million a year to operate and generates about $40 million in revenue. The AMHS provides about 21.3 million vehicle miles of travel at a state cost of about $40 million each year, or $1.87 per vehicle mile. On state-owned highways, about 2 billion miles are driven each year. The maintenance budget for state-owned highways is about $70 million per year, which equates to approximately $0.035 per vehicle mile.

In addition to costing the state more money to operate, the ferry system would cost the traveler more money than a highway. Total projected costs to travel between Juneau and Skagway or Haines on Alternative 2B would be $77 and $60, respectively, for a family of four traveling in a 19-foot vehicle. Under the No Action Alternative, total costs to travel from Juneau to Skagway or Haines would be $237 and $180, respectively. The least expensive marine alternative from the standpoint of traveler costs is Alternative 4D. Total costs to travel from Juneau to Skagway or Haines would be $160 and $114, respectively, for this alternative.

In Lynn Canal, marine alternatives are more expensive than a highway per vehicle for both the state and the traveler.

**SEC11: CURRENT FERRY COSTS ARE AFFORDABLE.**

**Response:** Ferry costs are affordable to some and not affordable to others. This is indicated by the amount of latent travel demand versus actual travel in the Lynn Canal corridor; cost and convenience are factors suppressing travel demand in the corridor. As indicated in the response to SEC10, it costs a family of four traveling in a 19-foot vehicle approximately three times as much to travel by ferry than it would cost to travel on Alternative 2B (the Preferred Alternative). A round-trip cost of over $500 for a family of four to take a 100-mile vehicle trip may not be considered affordable by many Juneau, Haines, and Skagway residents.

**SEC12: HIGHWAY ALTERNATIVES WOULD DECREASE USER TRAVEL AND SHIPPING COSTS.**

***Highway alternatives would reduce user costs and facilitate less expensive travel than is provided by the current air and ferry services.***

**Response:** Highway alternatives would be substantially less expensive for vehicle travel than marine alternatives. Highway alternatives would also be substantially less expensive for travelers than air service.

***Highway alternatives would further reduce shipping costs, which would in turn reduce the cost of goods in all Lynn Canal communities.***

**Response:** As explained in Sections 4.3.7.5 and 4.4.7.5 of the Final EIS, most goods shipped from outside the Lynn Canal region by barge would continue to be shipped by barge. Fishermen and seafood processors, including the Alaska Glacier Seafood Company in Juneau, have indicated that a highway link to Skagway would allow them to ship fresh fish by truck at a lower cost than shipping by air and in less time than shipping by ferry or barge. Alternative 2B would require a 16-mile ferry link to Skagway, but a shuttle system with 6 trips a day in summer is not likely to be a major deterrent to truck shipping.

**SEC13: HIGHWAY ALTERNATIVES WOULD ALLOW FUNDING FROM SOCIAL SERVICES THAT CURRENTLY SUBSIDIZE TRAVEL FOR LOW-INCOME RESIDENTS TO BE MORE APPROPRIATELY REDIRECTED TO ASSIST CLIENTS WITH OTHER NEEDS.**

**Response:** Charity organizations and other social service organizations could move clients, staff, and supplies more inexpensively by a highway than by ferry. This would reduce the travel costs of those organizations and the resulting savings could be used to provide more assistance to those needing it.

**SEC14: HIGHWAY ALTERNATIVES WOULD FURTHER ASSIST PEOPLE IN BEING ECONOMICALLY SELF-SUFFICIENT, AND WOULD OPEN UP NEW JOBS.**

**Response:** As explained in Sections 4.3.5 and 4.4.5 of the Final EIS, highway alternatives are projected to have a greater beneficial effect on the economies of Lynn Canal communities than marine alternatives. This would result from a projected increase in tourist traffic, which would increase spending and jobs in Lynn Canal communities. Highway alternatives would also reduce transportation costs.

**SEC15: COSTS TO TRAVEL BY ANY HIGHWAY ALTERNATIVE WOULD NOT BE APPROPRIATELY LESS THAN BY FERRY ONCE ANCILLARY COSTS ARE INCLUDED. ANNUAL COSTS THAT NEED TO BE INCLUDED ARE SHUTTLE FERRIES DURING HIGHWAY CLOSURES AND CONSTRUCTION, TOLLS, TAXES, TRAVEL ACCOMMODATIONS AND FUEL COST.**

**Response:** Alternative 2B, the preferred alternative for the proposed project, includes shuttle ferries from Katzehin to Haines and Skagway. These ferries would be used to transport vehicles in Lynn Canal when the road is closed for one day or more. Therefore, the cost estimate in Section 2.3.2 of the Final EIS for operating and maintaining Alternative 2B includes the cost of shuttle ferry service during road closures.

As explained in Appendix E, the cost of operating AMHS service in Lynn Canal during project construction is included in the user benefit analysis and in the life-cycle cost analysis. It is also included in the state cost per vehicle. It is not included in the estimate of traveler cost because those are costs incurred directly by the traveler.

None of the highway segments of any project alternative are proposed as toll roads. Therefore, including a toll into the cost estimate for highway segments of project alternatives is not appropriate. Projected shuttle fares for highway alternatives have been included in all economic analyses and are reported in Sections 4.3.7.4 and 4.4.7.4 of the Final EIS.

The cost of travel accommodations has not been included in any of the project alternatives. Because there are fewer opportunities for travel and travel times are greater for marine alternatives, inclusion of those costs would increase the total travel cost for marine alternatives more than for highway alternatives.

The cost of gasoline was included in the out-of-pocket travel costs for all of the project alternatives. The cost of vehicle maintenance was included in the total cost of travel for all alternatives. Gasoline costs will change over time but so will the cost of diesel fuel to power ferries. Gasoline and diesel fuel prices mirror each other. Therefore, as gasoline costs rise and increase the traveler cost of using a highway, diesel fuel costs would also rise and increase the traveler cost of using a ferry. Marine alternatives (the No Action and Alternatives 4A through 4D) use more fuel over the 30-year analysis period than the preferred alternative so they are more affected by fuel costs.

Maintenance of a highway alternative is funded by the state and not local communities. Maintenance of a single highway 50.5-miles long would not increase the highway maintenance budget of the state to the extent of requiring increased taxes. Highway M&O costs are funded by the state gas tax, which is included in the cost of fuel for all highway users.

None of the project alternatives would impact the public utilities in Lynn Canal communities sufficiently to require expansion of those utilities. A highway on the east or west side of Lynn Canal may increase demand on the emergency services of the Haines Borough enough to require increasing those services. It is not known whether this would impact taxes paid by Borough residents.

**SEC16: HIGHWAY ALTERNATIVES WOULD HAVE POSITIVE IMPACTS TO THE QUALITY OF LIFE OF RESIDENTS OR THE UNIQUE CHARACTER OF A COMMUNITY OR AREA.**

***Highway alternatives would provide increased access and flexibility, reduce user costs, and increase tourism to the enhancement of a community's economy and its ability to strengthen inter-community ties, all of which would improve the quality of life of residents.***

**Response:** Highway alternatives would be perceived as improving the quality of life by some and decreasing the quality of life by others. Highway alternatives would increase travel flexibility and opportunity, reduce user costs, and increase tourism in Lynn Canal.

***Highway alternatives would combat depression that results from living in a remote location and would facilitate access to friends and family without costly travel expenses.***

**Response:** Highway alternatives would increase the travel opportunity and flexibility for Juneau residents and make Juneau more accessible to residents of Haines and Skagway. The ability of these factors to combat depression is unknown.

**SEC17: HIGHWAY ALTERNATIVES WOULD HAVE NEGATIVE IMPACTS TO THE QUALITY OF LIFE OF RESIDENTS OR THE UNIQUE CHARACTER OF A COMMUNITY OR AREA.**

***A highway would negatively impact communities in terms of inter-reliance, traffic, noise from traffic and avalanche control measures, wildlife, wilderness, remoteness, solitude, visual aesthetics, litter, and property values.***

**Response:** As explained in Sections 4.3.5 and 4.4.5 of the Final EIS, highway alternatives would be perceived as improving the quality of life by some and decreasing the quality of life by others. Highway alternatives would not result in substantial noise or traffic impacts to residents of Lynn Canal communities. Highway alternatives would have a negligible impact on traffic in any of the communities.

Highway alternatives would have impacts on wildlife, remoteness, solitude, and visual quality. It is expected that highway alternatives would generally increase property values in Lynn Canal. Improved transportation may positively effect the "inter-reliance" of Lynn Canal communities.

***The roadless nature of the area is why people have chosen to live in their community.***

**Response:** Even with highway alternatives, Lynn Canal would remain largely roadless. An evaluation of the impacts of project alternatives on Roadless Areas is provided in the Final EIS. This includes an explanation of the USFS inventoried Roadless Areas and an analysis of the potential impacts to these areas of project alternatives based on USFS analysis methods.

***The EIS should analyze other similar highway construction projects to determine the number of independently owned businesses in communities before and after a highway alternative is constructed and to identify the impacts of the alternatives on the locally owned small businesses.***

**Response:** The *Socioeconomic Effects Technical Report* (Appendix H) and the addendum to that report in Appendix W explain the possible economic impacts of project alternatives on different types of businesses. Improved transportation resulting from the preferred alternative may impact some small businesses by providing access to competing businesses in other locations, but would also provide more potential customers for new and existing businesses.

***The EIS should conduct a survey before and after construction of an alternative to document Lynn Canal residents' perceived changes in their quality of life.***

**Response:** Surveys have already been conducted of Lynn Canal residents and the results of those surveys as well as advisory votes taken in local communities about this project are reported in the EIS. The purpose of an EIS is to evaluate the potential environmental effects of a proposed major federal action before the action occurs. By law, the EIS process must be completed before the project can be built.

***The EIS should include an evaluation of the number of people who would move from their community if a road were built.***

**Response:** It is not possible to accurately evaluate whether people would or would not move from their community as a result of construction of a highway alternative.

**SEC18: HIGHWAY ALTERNATIVES WOULD HAVE POSITIVE IMPACTS TO THE ECONOMY OR THE POPULATION OF ONE OR MORE AFFECTED COMMUNITY.**

***Highway jobs would increase jobs during highway construction, thereby increasing the community populations.***

**Response:** As presented in Section 4.8.4 of the Final EIS, all of the project alternatives would create construction jobs, with Alternatives 2B and 3 creating the most jobs. All of the project alternatives except Alternative 4C are projected to increase employment in at least Juneau, primarily as a result of increased visitors (Final EIS, Sections 4.3.5, 4.4.5, 4.5.5, and 4.6.5). This increased employment would result in increased population.

***Highway alternatives would regain lost revenues now spent in Canada.***

**Response:** The economic evaluation provided in Chapter 4 of the EIS and Appendix H includes consideration of the potential for each Lynn Canal community to gain or lose business under highway alternatives (Final EIS, Sections 4.3.5 and 4.4.5).

***Highway alternatives would enable the redeployment of Lynn Canal ferries to improve service to other communities.***

**Response:** AMHS mainline service would terminate at Auke Bay with construction of a highway alternative. However, all highway alternatives would require shuttle ferries. Construction of a highway alternative would free up mainline ferries for deployment elsewhere but would require continued shuttle ferry service. Sections 4.3.7.5 and 4.4.7.5 of the Final EIS discuss the financial impacts that highway alternatives would have on the AMHS.

***Highway alternatives would provide affordable access, which would facilitate increased tourism.***

**Response:** All of the project alternatives except for Alternative 4C are projected to increase independent tourist visits to Lynn Canal communities. Alternatives 2B and 3 are projected to result in the largest increase in independent tourist visits (Final EIS, Sections 4.3.5 and 4.4.5).

***Highway alternatives would open up more private and commercial land for development.***

**Response:** The only private property along the Alternative 2B alignment is Goldbelt Corporation property in the Echo Cove area, a small Sealaska parcel north of Sawmill Cove, a private parcel north of the Sealaska parcel, and Coeur Alaska property and associated holdings north of Berners Bay. All the remaining property is under the jurisdiction of the USFS (see Final EIS, Figures 3-1 and 3-2). Both Coeur Alaska and Goldbelt currently have developments planned and permitted, but a road connection to these holdings would facilitate some of their development plans. The Sealaska parcel is a cultural site and no development is currently planned.

Private property along the Alternative 3 alignment consists of small Native allotments in William Henry Bay and the vicinity of the Sullivan River, some private lots at Glacier Point and opposite Sullivan Island, and a small area of land owned by the University of Alaska near Pyramid Harbor. The rest of the Alternative 3 alignment is under the jurisdiction of the USFS or the Haines State Forest (see Final EIS, Figures 3-1 and 3-2). Therefore, highway alternatives would have limited impact on private and commercial development in Lynn Canal.

***Highway alternatives would make land available to expand the Alaska Electric Light and Power grid to Haines and Skagway.***

**Response:** The purpose and need of the project is explained in Chapter 1 of the EIS. Making land available for any particular purpose is not part of the purpose and need. While a transportation corridor along the east or west side of Lynn Canal would provide a potential right-of-way for electrical facilities to be extended from Juneau toward Haines and Skagway, the cost of this capital development in relation to the small populations it would service makes it unlikely that Alaska Electric Light and Power would extend its facilities to those communities.

***Highway alternatives would facilitate commerce with other neighboring communities and Canada.***

**Response:** All of the project alternatives would improve access to Lynn Canal communities relative to the No Action Alternative. Improved access would facilitate commerce.

***Lack of access currently causes younger residents to look for jobs outside of their community. Improved access would encourage youth to stay.***

**Response:** None of the project alternatives would result in a substantial change in the economies of Lynn Canal communities. With regard to younger residents deciding whether or not to leave their community, the availability of jobs is likely a greater factor than lack of access in Lynn Canal.

**SEC19: HIGHWAY ALTERNATIVES WOULD HAVE NEGATIVE IMPACTS TO THE ECONOMY OR POPULATION OF ONE OR MORE AFFECTED COMMUNITY.**

***Highway alternatives would replace permanent ferry jobs with temporary highway construction jobs.***

**Response:** As explained in the alternatives sections in Chapter 4 of the Final EIS, Alternatives 2B and 3 would end mainline service in Lynn Canal and *M/V Fairweather* service in Lynn Canal. Mainline vessels and the *M/V Fairweather* would be deployed elsewhere in the AMHS system. Both highway alternatives would have permanent ferry and highway jobs in addition to the temporary highway construction jobs created. Both alternatives would have a three-vessel shuttle system in Lynn Canal with permanent ferry crews in addition to permanent highway

maintenance jobs and seasonal avalanche control jobs. This is reflected in the M&O costs for these alternatives. Alternative 2B, the preferred alternative, would have $7.7 million in annual AMHS operating costs and $1.3 million in highway maintenance and avalanche control costs, only $1.2 million less than the No Action Alternative AMHS operating costs.

***Highway alternatives would affect year-round employment, decrease the community populations, and facilitate losses in school enrollment, which in turn would affect school funding.***

**Response:** As explained in Sections 4.3.5.2, 4.4.5.2, 4.8.4.1, and 4.8.4.2 of the Final EIS, highway alternatives are projected to increase populations through increased employment opportunities both during and after construction, thereby increasing school enrollment. Projections of population increases and increased school enrollment for Lynn Canal communities with each project alternative are provided in Chapter 4 of the EIS.

***Highway alternatives would negatively impact subsistence and commercial fisheries.***

**Response:** DOT&PF and FHWA have determined that Alternatives 2B and 3 would not impact commercial fish populations (Final EIS, Sections 4.3.13 and 4.4.14). NMFS, EPA, and OHMP have expressed concern regarding potential impacts to Pacific herring stocks in Berners Bay that could be caused by the Sawmill Cove Ferry Terminal and marine traffic associated with Alternative 3. Pacific herring are no longer commercially fished in Lynn Canal because of the decline in the stock. Alternative 3 could potentially contribute to that decline.

Sections 4.3.6 and 4.4.6 of the Final EIS indicate that Alternatives 2B and 3 would increase access to areas for subsistence harvest activities that previously were accessible only by boat or aircraft. This access could increase competition for subsistence resources from recreational hunting and fishing. These changes to subsistence opportunities would be viewed as beneficial for some subsistence harvesters, but for others the increased competition for resources would be negative.

Based on the 1988 USFS subsistence study, the 1994 ADF&G analysis of subsistence impacts, 2003 scoping comments for the Supplemental Draft EIS, Supplemental Draft EIS hearing and written comments, and an analysis of these sources of information, FHWA has determined that Alternatives 2B and 3 would not significantly restrict subsistence uses.

***Highway alternatives would make one or more communities inaccessible.***

**Response:** The intent of the proposed alternatives is to improve access to and from Juneau within the Lynn Canal corridor. None of the alternatives would make any community in Lynn Canal inaccessible. With the exception of Alternative 3, which would route all traffic in Lynn Canal through Haines, all of the reasonable alternatives would provide relatively equal access to communities in Lynn Canal.

***Highway alternatives would increase Juneau property taxes.***

**Response:** As explained in Sections 4.3.5.2 and 4.4.5.2 of the Final EIS, property values on Glacier Highway would increase under Alternatives 2B and 3. This would increase property taxes for properties on this highway.

***Highway alternatives would devastate local businesses that rely on marine- and air-based tourist traffic.***

**Response:** In interviews conducted for the Supplemental Draft EIS, local air taxi operators noted that the addition of the Lynn Canal day ferry in 1998 reduced air passenger loads in Lynn Canal. For example, the air traffic from Juneau to Haines dropped from 10,014 passengers in 1998 to 6,939 passengers in 2001. The degree to which travelers might change their current air travel behavior would depend on travel times and costs. It is estimated that 40 percent of air traffic is likely to be diverted to vehicles with Alternative 2B (Final EIS, Section 4.3.7.5). Alternative 3 is estimated to divert 32 percent of air traffic (Final EIS, Section 4.4.7.5).

Alternatives 2B and 3 would have little impact on the cruise ship industry in Lynn Canal. The cruise ship industry is principally affected by berth facilities at points of origin (e.g., Seattle and Vancouver) and destination (Juneau, Skagway, and Haines), and is projected to grow at an annual average rate of 1 to 2 percent over the next 10 to 20 years. The NorthWest CruiseShip Association, as referenced in the SDEIS, sent a letter to the Governor of Alaska stating that construction of a highway in Lynn Canal would have no effect on members' itineraries.

As explained in Sections 4.3.5 and 4.4.5 of the Final EIS, both Alternatives 2B and 3 would increase independent tourist visits to Lynn Canal communities. This would increase business for marine-based tourist businesses such as fishing and sightseeing.

***Increased gas prices would discourage travel to communities that are accessible only by a highway.***

**Response:** As explained in Section 4.7.6 of the Final EIS, marine alternatives would use more fuel per vehicle, as well as overall, than those with highway segments. Diesel fuel required for the ferries rises at essentially the same rate as gasoline. Increased fuel costs for ferry operations would be passed on, at least in part, to travelers. Therefore, ferry prices would also rise with rising fuel prices.

***Cruise ships would likely change their ports of call, thereby destroying the economic foundation of individual communities.***

**Response:** The Operations and Technical Committee of the NorthWest CruiseShip Association, the association representing all of the major cruise lines that call on Juneau and Skagway, have discussed an East Lynn Canal Highway. Subsequently, the NorthWest CruiseShip Association sent a letter to the Governor of Alaska stating that construction of a highway would have no effect on members' itineraries.

It would not make economic sense for the cruise ships to stop in Juneau and run overland excursions to Skagway. Skagway is a major attraction to travelers taking cruise ships to Southeast Alaska. A day trip from Juneau on a highway and shuttle ferry via bus under Alternative 2B would take at least six hours for the round trip, leaving little time for tourists to enjoy the sights and activities offered in Skagway. Cruise ships gain revenues from selling excursions at their ports of call, such as train rides in Skagway. Running day trips to Skagway from Juneau would limit the opportunity for ship passengers to take these excursions. By stopping the cruise in Juneau, the cruise ships would reduce the number of days of their cruise, thus reducing their revenues.

***The EIS should conduct a survey to assess the visitor population after highway construction (people travel to* Southeast *Alaska because it has no roads) to determine impacts to the affected communities economy, especially the tourism industry.***

**Response:** Alternatives 2B and 3 would increase the number of independent visitors to Lynn Canal communities and would not impact the cruise ship industry. The purpose of an EIS is to

evaluate the potential environmental effects of a proposed major federal action before the action occurs. By law, the EIS process must be completed before the project can be built. Therefore, it is not possible for the EIS to include the results of monitoring the visitor population after the project is built.

**SEC20: HIGHWAY ALTERNATIVES WOULD HAVE NEGATIVE IMPACTS TO HUMAN AND PROPERTY SAFETY (NOT ASSOCIATED WITH AVALANCHES OR WEATHER).**

***The EIS should address the threat that wildlife-vehicle collisions pose to drivers and outline mitigation measures.***

**Response:** Sections 4.3.15.3 and 4.4.15.3 of the Final EIS discuss the potential for wildlife-vehicle collisions and related mitigation for highway alternatives. Road signs would be used to alert drivers to the presence of wildlife. Short grasses would be planted to maintain safe site distances so that motorists could spot wildlife approaching the highway. Planting short-growing grasses and removing shrub and small trees would also discourage moose from browsing near the highway, reducing the potential for collision.

***The EIS should outline the differences in safety for each alternative, in a side-by-side comparison, including mitigation costs for each alternative.***

**Response:** The Final EIS, in Sections 4.3.7.5 and 4.4.7.5, contains an accident analysis for Alternatives 2B and 3, as well as information on past AMHS safety experience. The construction and M&O cost estimates for the highway alternatives include avalanche control and snow removal costs.

***Driving on a highway of this nature would be dangerous.***

**Response:** Driving on highway segments of the reasonable alternatives would not pose any greater danger than driving on most other highways in Alaska.

***Highway alternatives would increase access to communities for unsavory people, resulting in higher crime rates.***

***Travelers could spend all of their money to get to a place and not have the money to support themselves once there. This would be a safety risk to residents of one or more community.***

**Response:** As explained in the *Socioeconomic Effects Technical Report*, Appendix H, and summarized in Sections 4.3.5 and 4.4.5 of the Final EIS, highway alternatives were discussed with the police departments of Juneau, Haines, and Skagway. It is important to note that all travelers entering Lynn Canal from the North, other than residents of Haines and Skagway, must pass through Canada and at least one border station which conducts security checks. None of the police departments believed that improved access would result in an increase in crime in their communities. Also, user costs would be less on highway alternatives, making it less likely that travelers would spend all their money en route.

***Long commutes during long dark winter nights with limited support services would facilitate vehicle accidents.***

**Response:** As explained in Sections 2.3.2 and 2.3.3 of the Final EIS, winter shuttle service under Alternatives 2B and 3 would operate less than 12 hours a day. It is unlikely that many drivers would choose to travel to or from the terminal outside of shuttle ferry hours. Furthermore, the distance between the Katzehin terminal and Juneau, as well as between Haines and the

William Henry Bay terminal, would be less than the current highway distances between Skagway and Whitehorse or Haines and Haines Junction. These distances are routinely traveled in winter without problems. A rest stop with traveler facilities is planned in the Comet area for Alternative 2B, further reducing the distance that would need to be traveled without stopping in a secure area.

***The EIS should provide documentation of the effects highway access has had on the crime rates of other communities that have been recently connected by highways.***

**Response:** Skagway is a community that was connected by a highway to Whitehorse in the mid-1970s. Based on discussions with the police in Skagway, that highway led to an increase in the number of people who were detained for disorderly behavior during Canadian holidays. As indicated above, the police departments in Juneau, Haines, and Skagway do not believe that a highway in Lynn Canal would significantly change crime rates in their communities.

**SEC21: HIGHWAY ALTERNATIVES WOULD HAVE POSITIVE IMPACTS TO THE INFRASTRUCTURE OF ONE OR MORE AFFECTED COMMUNITIES.**

***Construction of additional terminals and parking facilities would benefit communities economically.***

**Response:** Alternative 2B, the preferred alternative, would add a terminal and associated parking facilities at Katzehin. Alternative 3 would add terminals at Sawmill Cove and William Henry Bay. There would be no additional terminals or parking facilities added to any Lynn Canal community.

***Addition of crosswalks and recreational trails would benefit recreational users.***

**Response:** As shown on Figure 4-1 of the Final EIS, DOT&PF has identified 11 sites for pullouts and scenic overlooks along the Alternative 2B alignment. The USFS has indicated it would develop four trails along the alignment and DOT&PF would provide a trailhead to the USFS Berners Bay Cabin. Figure 4-11 of the Final EIS identifies the locations of the eight pullouts and scenic overlooks that would be included in Alternative 3. The USFS has also indicated that it would develop four trails along the Alternative 3 alignment.

Due to the absence of any planned pedestrian crossings, no crosswalks are envisioned for either Alternative 2B or 3.

***Construction of a highway would open up land to develop more community infrastructure.***

**Response:** There is very little private land along the alignments of highway alternatives available for development, and none of this private land is adjacent to existing communities. As shown on Figures 3-1 and 3-2 of the Final EIS, most of the land along these alternative alignments is managed either by the USFS or by the state (Haines State Forest). These lands would not be available for development.

***A highway right-of-way would allow for the placement of utilities, such as gas and electric utility rights-of-way, and improve mail service.***

**Response:** A new highway would provide an opportunity for the placement of other linear facilities; however, as explained in the response to SEC18, none are planned at this time or are likely to occur in the near future. A new highway would improve overland mail service between Lynn Canal communities by increasing trip frequency.

**SEC22: HIGHWAY ALTERNATIVES WOULD HAVE NEGATIVE IMPACTS TO THE INFRASTRUCTURE OF ONE OR MORE AFFECTED COMMUNITIES.**

***Highway alternatives would create an influx of traffic, and the lack of recreation vehicle and passenger vehicle parking at terminal locations and in communities would be a detriment.***

**Response:** The current capacity for recreation vehicle (RV) parking in Juneau is projected to be inadequate to meet the demand under Alternative 2B during peak periods, and average summer demand would exceed capacity by 2038. The CBJ and ADNR could make more RV spaces available as need arises. Also, private enterprise may expand to take advantage of increased RV-space demand. Haines and Skagway already experience unrestricted access for RVs. Neither Alternative 2B nor Alternative 3 would substantially increase RV traffic to those communities.

Adequate parking currently exists at the Haines and Skagway ferry terminals. Parking and visitor facilities would be provided at the Katzehin ferry terminal. None of these terminals would provide for or encourage overnight parking by RVs.

***The little available developable land in Juneau would need to be used as parking areas.***

**Response:** As explained in Section 4.3.5.2 of the Final EIS, Alternative 2B is projected to increase non-resident traffic in Juneau by 225 annual ADT in 2038. While additional parking may be necessary, this level of traffic increase would not require parking on all of the remaining developable land in Juneau.

***The increase of tourists and visitors from cruise ships is already overwhelming the medical, traffic, and pedestrian infrastructure (e.g., clinics, hospitals, parking, sidewalks, footbridges).***

**Response:** The increase in independent visitors resulting from Alternative 2B and 3 is not projected to have a substantial impact on medical services in Juneau, Haines, or Skagway (see Sections 4.3.5 and 4.4.5 of the Final EIS). The increase would contribute to a minor extent to existing traffic and pedestrian congestion in the downtown areas of Juneau and Skagway.

***Infrastructure to support existing or improved ferry service is already in place.***

**Response:** Marine alternatives would require modification of existing marine terminals. It would also be necessary to acquire new ferries immediately to implement any of the marine alternatives. Even under the No Action Alternative, two mainline ferries would need to be replaced during the 30-year analysis period.

**SEC23: HIGHWAY ALTERNATIVES WOULD HAVE POSITIVE IMPACTS IN ACCESS TO HEALTHCARE AND EMERGENCY SERVICES.**

***Highway alternatives would provide reliable access to hospitals and medical appointments in larger communities, and would eliminate additional costs that result from unreliable air and ferry transport, including car rental and hotel accommodations, and time lost due to unreliability of air and ferry services because of weather.***

**Response:** As presented in Section 4.3.7 of the Final EIS, Alternative 2B would improve travel times and opportunities, as well as reduce traveler costs, among the communities of Lynn Canal compared to the No Action Alternative. Alternative 3 would also increase opportunity to travel, reduce traveler costs, and reduce the travel time between Juneau and Haines (Final EIS,

Section 4.4.7). The transportation improvements provided by either of these alternatives would improve access to health care facilities. It is expected that aircraft would continue to be the primary mode of transporting emergency patients.

***Because Canada now prohibits international insurance claims, construction of the highway alternatives would allow access to needed medical care within Alaska.***

**Response:** As explained in the previous response, Alternatives 2B and 3 would improve travel costs and opportunities between Juneau and Haines or Skagway relative to the No Action Alternative, facilitating travel for medical purposes. This may reduce the demand for Alaskans to travel to Canada for medical treatment.

***Highway alternatives would enable first responders to support other communities without having to rely on air and marine transport services.***

**Response:** Aircraft are expected to continue to be the primary mode of transportation for medical emergencies, except when adverse weather prevents air travel.

**SEC24: HIGHWAY ALTERNATIVES WOULD NEGATIVELY IMPACT ACCESS TO HEALTHCARE AND EMERGENCY SERVICES.**

***Healthcare providers that rely on the ferry service to access communities on the ferry routes would not be able to provide regular healthcare.***

**Response:** Alternatives 2B and 3 would provide access to the same communities as the existing ferry service. Except during avalanche control conditions, Alternatives 2B and 3 would provide more flexibility for travel than the No Action Alternative and shorter travel times. Under Alternative 2B, when the highway is closed for one day or more for avalanche control, shuttle ferries would be used to transport vehicles in Lynn Canal. (Alternative 3 closures are predicted to be less than one day at a time.) Therefore, Alternatives 2B and 3 would provide more frequent access to Lynn Canal communities during summer and winter than current service or the No Action Alternative.

***A highway would not be as reliable as the ferry and would result in delayed medical treatment.***

**Response:** As explained in Section 2.3.2 of the Final EIS, Alternative 2B would provide 42 ferry round trips per week from Katzehin to Skagway and 56 ferry round trips per week from Katzehin to Haines during the summer. Alternative 3 would provide 84 round trips per week to Haines and 42 round trips per week to Skagway in the summer (Section 2.3.3 of the Final EIS). Under the No Action Alternative there are only 7 ferry round trips per week between Auke Bay and Skagway and 8 ferry round trips per week between Auke Bay and Haines in the summer. Under the marine alternatives, the maximum number of ferry round trips per week during the summer would occur with Alternative 4B, which would have 16 between Auke Bay and Skagway and 30 between Auke Bay and Haines. In the winter, there would be only 5 ferry round trips per week between Auke Bay and Haines or Skagway under the No Action Alternative. Under Alternative 4B, there would be 9 round trips per week between Auke Bay and Haines or Skagway. Under Alternatives 2B and 3, there would be 28 to 42 ferry round trips per week between Auke Bay and Haines and 28 ferry round trips per week between Auke Bay and Skagway. When the highway for Alternative 2B is closed for avalanche control for one day or more, shuttle ferries would be used to transport vehicles in Lynn Canal. Emergency vehicles would have first priority on these vessels. For these reasons, Alternatives 2B and 3 would provide more frequent and

reliable access for medical treatment than the No Action Alternative and any of the marine alternatives.

***Accidents on a dangerous highway would overwhelm (cost, manpower, and equipment) already overcapacity emergency services in small communities.***

**Response:** Alternatives 2B and 3 would not be more dangerous than most highways in the region, based on highway accident statistics in the region and projections of traffic volumes for the project alternatives. Emergency services on the Alternative 2B highway would mainly be provided from Juneau (Final EIS, Section 4.3.5.2); emergency services on Alternative 3 would mainly be provided by Haines and could stress this smaller system (Final EIS, Section 4.4.5.3). State troopers would patrol the Alternative 2B highway beyond the CBJ limits near Eldred Rock. State troopers would patrol the Alternative 3 highway from Pyramid Harbor to William Henry Bay.

***The EIS should outline responsibilities as to who would provide emergency services in the communities, which community would be responsible for what sections of the highway, and who would provide funding for those services.***

**Response:** As explained in Sections 4.3.5.2 and 4.4.5.2 of the Final EIS, each community would be responsible for emergency services within their community service area. For Alternative 2B, Juneau would provide emergency services for the length of the highway, although there may be times when emergencies near Katzehin would be responded to by Haines providers. Emergency response beyond the CBJ boundaries would be coordinated by the Alaska State Troopers, utilizing the closest available resources. For Alternative 3, state troopers would patrol the West Lynn Canal Highway with emergency response primarily from Haines. Each community would be responsible for funding the services it provides. The economic stimulus resulting from Alternative 2B is projected to increase tax revenues in Juneau and Haines by about $12.2 million and $4.2 million over the 30-year study period (Final EIS, Sections 4.3.5.2 and 4.3.5.3). For Alternative 3, tax revenues are projected to increase by about $4 million in Juneau and $10.2 million in Haines (Final EIS, Sections 4.4.5.2 and 4.4.5.3). These additional tax revenues could be used to fund additional emergency services for either of these alternatives.

**SEC25: THE STATE HAS SPENT TOO MUCH MONEY ON HIGHWAY STUDIES.**

***Money spent on the studies should be redirected to improve the ferry system.***

**Response:** The state has identified the need for improved access to and from Juneau in the Lynn Canal corridor, as explained in Chapter 1 of the EIS. The state intends to use federal funds to pay for these improvements. Federal law requires the study of the environmental impacts of an action prior to the construction of any improvement financed with federal funds.

***A comparison of the costs from previous studies completed over the past 20 years with running a profitable dayboat (ferry) should be included.***

**Response:** Any improvement in Lynn Canal, other than schedule changes, would require new construction, which necessitates environmental study. This is true for a dayboat system as well as for highway alternatives. Furthermore, analyses of the marine alternatives, which are based on dayboats, indicate they can reduce the cost per vehicle but are not “profitable.”

***Include the costs of conducting previous and current necessary investigations for implementing an alternative into the final cost of each alternative.***

**Response:** The cost of the studies to date is a cost common to all alternatives, including the No Action Alternative. This cost is given in Table 2-23 of the Final EIS. The cost of studies conducted to date is not included in the cost estimate to implement each reasonable alternative, as these funds have already been expended.

**SEC26: ADDITIONAL HOUSEHOLD OR BUSINESS OWNER SURVEYS SHOULD BE CONDUCTED.**

***New or additional household and business owner surveys should be conducted to accurately identify the current alternative preferences of the affected communities.***

**Response:** The most recent survey was conducted in July and August of 2003. Surveys were based on randomly selected phone interviews to be statistically accurate. The purpose of phone surveys was to gather data on travel demand. No business owner surveys were conducted. Interviews with representatives of major industries potentially affected by alternatives were conducted to acquire information to address specific issues raised during scoping.

***Data used in the Supplemental Draft EIS are misinterpreted, out-of-date, or incorrect.***

**Response:** Responses to specific comments regarding the interpretation, timeliness, or accuracy of data are provided in these responses to comments on the Supplemental Draft EIS. Where appropriate, corrections have been made to the Final EIS and addenda have been made to technical reports.

***McDowell Group surveys did not adequately represent all of the alternatives or their associated costs and hazards.***

**Response:** McDowell Group, Inc. (McDowell Group) was retained to conduct a survey in four communities to evaluate residents' current travel patterns, transportation needs, predicted frequency of travel for each access improvement scenario, and preferences for potential transportation improvements in Lynn Canal. The intent of the survey was to supplement the 1994 survey, which was primarily to assess the demand for different modes of travel but also included assessment of quality of life, spending patterns, and perceived positive and negative impacts of the alternatives. Analysis of each alternative impact and cost had not been completed at the time of the survey. The Supplemental Draft EIS was the appropriate source of information on each alternative's impacts.

***McDowell Group surveys did not include travel time comparisons for the alternatives versus the fast ferry.***

**Response:** The telephone household surveys were conducted primarily to get information in support of traffic forecasting and socioeconomic impact analysis. Travel time comparisons were not included because they had not been established at the time and were not necessary for respondents to answer basic travel frequency questions.

***DOT&PF used out-dated or inadequate data to estimate future demand when current data is available.***

**Response:** Commentors have indicated that the fact that traffic volumes have not grown on the AMHS system between 1988 and 2002 despite increases in capacity with additional ferries and reduced travel time with fast vehicle ferries is evidence that there is no latent demand for travel in the Lynn Canal corridor. The population of the three Lynn Canal communities grew 15 percent from 1988 to 2002, almost 2 percent annually. Traffic on adjacent corridors such as the Haines Highway, Klondike Highway, and Alaska Highway has also increased at a rate of 1 to 2

percent annually. Based on the 2000 Census, approximately 90 percent of the households in Lynn Canal had at least one vehicle and 50 to 60 percent had two or three vehicles. From these data, it is clear that if there were a better transportation facility in Lynn Canal it would be used more than the existing AMHS service. The lightly traveled Dyea Road in Skagway has traffic volumes 2.5 times greater than the traffic transported by AMHS in Lynn Canal. Dyea Road is a low-volume rural road used principally by local residents. The AMHS is the NHS route between Juneau and Haines, the principal surface transportation route for travel between these two communities. The low annual ADT on this NHS route compared to the annual ADT on rural roads in Lynn Canal indicates that AMHS is not meeting the travel demand in Lynn Canal.

***Economic benefits, highway conditions, travel time, travel restrictions, summer traffic conditions, and cost of ferry fees were misrepresented or missed by DOT&PF.***

**Response:** Developing traffic forecasts for the proposed project is difficult because there is currently no highway traversing Lynn Canal. As indicated above, it is clear that there is a latent demand not being met by the existing AMHS system. Projections of future demand were based partially on two household surveys. The surveys asked simple questions about transportation needs and preferences. These data are a valid way of projecting people's actions in the future. Therefore, the economic analyses based on the traffic forecasts are a best estimate of what may happen with each project alternative.

Project alternatives are not expected to cause substantial economic stimulus in Lynn Canal. They would divert some tourist travel from other parts of Alaska to the project region. It is not possible to estimate exactly where that diversion would take place in other parts of Alaska. To try and analyzes the impacts of minor modifications in the tourist economy within the whole state would be purely speculative and of no benefit to the environmental assessment provided in the EIS.

Travel times for highway segments of project alternatives assumed an average driving speed of 45 miles per hour. Highway segments would include turnouts and passing lanes. Given the expected volume of large trucks and RVs that would use a highway in the summer and the presence of pullouts and passing lanes, it is reasonable to estimate travel speeds based on highway geometry, rather than assuming slow vehicles would hinder traffic flow.

Potential shuttle ferry fares between Katzehin and both Haines and Skagway were estimated for the traffic forecast and refined for the user benefit analysis. The addenda to the *Traffic Forecast Report* and the *User Benefit Analysis* in Appendix W explain the evolution of projected fares and the relative effect of these different fares. Projected fares presented in the Final EIS are based on flat fees of $2 per passenger and $6 per vehicle plus $0.30 per mile for passengers and $0.80 per mile for vehicles (see Sections 4.3.7.4 and 4.4.7.4 of the Final EIS).

The fares on existing AMHS mainline ferries between Haines and Skagway are the highest cost per mile of the entire AMHS system. AMHS is not encouraging travel on this link at this time because there is a road connection between the two communities and space is needed for travelers going longer distances. Under Alternative 2B, there would be dedicated shuttle ferries for the Katzehin, Haines, and Skagway route. The fares projected for these ferries are based on miles traveled and the principal of recovering a reasonable percentage of the cost. These fares would be less than the current AMHS mainline ferry fares between Haines and Skagway.

***Conduct a new survey to include peoples' perception of their community before highway access and for the 5, 10, and 20 years afterward.***

**Response:** The purpose of an EIS is to evaluate the potential environmental effects of a proposed major federal action before the action occurs. By law, the EIS process, including all necessary studies, must be completed before the project can be built.

***A new survey would show that statistics on the M/V Fairweather would indicate the number of passengers has not increased despite new options and faster service.***

**Response:** Statistics on AMHS travel in Lynn Canal show that traffic has not increased over the past 16 years despite additional capacity on the ferry system and the introduction of an FVF (see Sections 1.3 and 1.4.1.1 of the Final EIS). While capacity has increased in past years, and the introduction of the *M/V Fairweather* in Lynn Canal has reduced travel time (while also reducing capacity), the cost has risen. This demonstrates that improving only one element of the purpose and need statement does not meet the overall transportation need in the corridor. Based on population growth in the region and traffic growth on adjacent highways, it is clear that the AMHS service is not addressing all of the travel demand in the Lynn Canal corridor.

The *M/V Fairweather* is not making a profit. Comments asserting the *M/V Fairweather*'s "profitability" have been based on fuel costs and wages compared to fares in the peak summer months of July and August. They did not take into account costs such as ticketing, scheduling, normal boat maintenance (e.g., pumping out waste tanks), terminal maintenance, and utility costs. Also, the *M/V Fairweather* has lower ridership in other months of the year (for more detail request *M/V Fairweather Effects on Juneau Access Improvements Estimate of Lynn Canal Corridor Revenues and Expenditures for the No Action Alternative*, DOT&PF, September 2005).

***Include statements from business owners in Skagway that reported they were not surveyed.***

**Response:** The surveys conducted for the project were household surveys. As explained in the *Socioeconomic Effects Technical Report*, Appendix H, they were designed to gain information on the preferences and expected uses of transportation facilities by households. Interviews with representatives of major industry were also conducted. The purpose of these interviews was to assess potential changes in major industries associated with each reasonable alternative. Household surveys were random surveys. It was not the intent of either the household surveys or the business interviews to contact every household or business.

***The statistics stated in the document do not express a true representative cross-section of the communities and their opinions toward Alternative 2.***

**Response:** The methodology used by McDowell Group to conduct the 2003 Household Survey is discussed in the Household Survey Report, Appendix I, of the EIS. McDowell Group conducted a telephone survey of randomly selected households in the four communities by using a random digit dial methodology to ensure statistical representation. To test whether a survey population is generally representative of a community's population, demographic data collected in the survey is compared with current Census data. In the case of the Juneau and Haines surveys, a strong correlation between the survey and 2000 Census data indicates that the survey results are generally representative of the communities' populations. There was less correlation in the Skagway data possibly due to the method of reporting income. Comments submitted during the Supplemental Draft EIS review period regarding alternative preferences indicated the surveys were fairly accurate.

**SEC27: THE COST AND BENEFITS ANALYSIS METHODOLOGY DOES NOT PROVIDE A FAIR EVALUATION OF THE ALTERNATIVES BECAUSE IT USES INADEQUATE COST/ECONOMIC DATA.**

***The following are requests for additional or more accurate data for the cost benefit analysis to provide better alternative comparisons.***

***The use of the American Association of State Highway and Transportation Officials analysis methods for comparing marine alternatives with highway alternatives is not appropriate because this is not the design of the model. The analysis should use more accurate 2004 marine highway data for mainline and M/V Fairweather costs.***

**Response:** The user benefit analysis for this project was prepared using a modified version of the AASHTO model to address the issue that the AASHTO model is not designed for comparing marine and highway alternatives. The benefit/cost analysis computed user benefits in a stepwise fashion, starting with the highest cost "build" alternative (which was Alternative 2). User benefits for the highest cost build alternative were computed by comparison to the No Action Alternative. In succession, each alternative was compared to the next lowest cost alternative to compute the incremental user benefits for the next lowest cost alternative.

The AASHTO formula computes user benefits as the cost savings per user due to an improvement times the average number of users with and without the improvement. This formula was designed primarily for evaluating highway projects that make small changes to existing highways or highway networks. Most of the improvements evaluated using the AASHTO formula cause only small changes in costs and traffic.

On the other hand, the Juneau Access Improvements Project alternatives would drop user costs as much as 70 percent and induce additional use up to 2.5 times levels expected under the No Action Alternative. For changes of magnitude this great, the AASHTO formula overestimates user benefits. The greater the savings in user costs and the greater the induced traffic, the more severe the overestimation is.

The step-wise calculation procedure used in the benefit/cost analysis minimizes the overestimation of user benefits. For example, under the AASHTO formula, user benefits for Alternative 2 for 2008 are 27 percent greater than computed according to economic theory. However, using the step-wise calculation they are overestimated by only 2 percent. This provides a more accurate estimate for comparison among alternatives.

To address concerns over the suitability of the user benefit model for this project, DOT&PF also prepared a life-cycle cost analysis. The life-cycle cost analysis is a separate economic evaluation that does not assign a monetary value to benefits; it looks only at costs regardless of who pays or benefits.

The use of 2004 marine highway data for mainline and *M/V Fairweather* costs would not vary significantly from the 2002 and 2003 data and estimates used in the benefit/cost analysis. *M/V Fairweather* costs have actually been higher than estimated, while revenues have been close to projections. While the use of 2004 actual costs would change specific numbers, the differences are not large enough to alter the comparison of benefit/cost among project alternatives (for more detail see *M/V Fairweather Effects on Juneau Access Improvements Estimate of Lynn Canal Corridor Revenues and Expenditures for the No Action Alternative,* DOT&PF, September 2005).

***Accurate costs for Alternative 1 are not reflected in the analysis and should be better presented in the EIS.***

**Response:** The costs for the No Action Alternative were estimated accurately and are presented in detail in the *User Benefit Analysis*, Appendix E of the EIS.

***There are discrepancies between appendices and the EIS regarding actual costs and the average daily traffic used in the analysis.***

**Response:** The differences in costs and ADT used for the *Traffic Forecast Report* (Appendix C) and the *User Benefit Analysis* (Appendix E) are explained in detail in the methodology section of the *User Benefit Analysis* and its addendum in Appendix W. Correcting these differences would provide a different absolute number for the benefit/cost analysis but would not modify the relative differences among the alternatives.

***The benefits of Alternative 2 are overestimated due to inflated assumptions about population growth, use rates, and the opportunity costs of travel delays and due to a failure to uniformly apply the travel delay methodology.***

***Treating all costs uniformly and consistently makes the ferry alternatives economically superior. DOT&PF used unrealistic assumptions about population growth and use rates, and minimized the effect of travel time delays. Long-term operation and maintenance costs are presented using a separate and different analysis.***

**Response:** The population forecasts developed for the project were a blended growth rate incorporating trends in key traffic markets (Juneau, Whitehorse, Haines, and Skagway) plus growth in the non-resident visitor market. Very conservative low, medium, and high growth population rates were developed for Juneau, the largest traffic market, for 30 years. Those rates were 0.5, 1.0, and 1.5 percent average annual population growth. These rates are roughly comparable to past growth rates in Juneau. Over the past 20 years, Juneau's population has grown at an annual average rate of 1.5 percent. The 10-year average was 0.9 percent and the 5-year average was 0.8 percent.

The traffic analysis indicates long-term rates of traffic growth of around 1 to 1.5 percent, given population and market trends. However, the study also noted that to the extent that each project alternative results in better transportation through Lynn Canal, each alternative has the potential to strengthen social, cultural, and economic linkages between Juneau, Haines, Skagway, and Whitehorse. Therefore, traffic growth rates assumed in the analysis were slightly higher than predicted population growth. This assumption is supported by traffic data for recent years, which show an increase in local traffic while population growth has been flat.

Comments have noted that the potential for travel delays under the highway alternatives were not considered in the traffic forecast and user benefit analysis. While there is the potential for road closures totaling up to about 34 days each winter due to avalanche conditions, these closures would occur when traffic is very low. Average winter daily traffic is predicted at 180 in 2008 for Alternative 2B. This is about one quarter of the summer daily average. In addition, within the winter season, traffic in the shoulder months of October and April would be considerably higher than the seasonal average. From November through March, when avalanche conditions could exist, traffic would be less than 180 annual ADT. If it is assumed that the highway is closed one in five days over that period (30 days total), and assuming that traffic averages approximately 120 ADT, the number of travelers affected would total a maximum of 8,280 in winter 2008. This is a very small share (2.7 percent) of the total 320,000 highway travelers for that year. If it is further assumed that each delayed traveler is delayed by

24 hours, the total time delay would be approximately 200,000 hours. Averaging this out over all traffic that year would indicate an average delay of 37 minutes per traveler. The cost of this delay would be approximately $6.50, assuming all travelers are Alaska residents. This small increase in user cost has no effect on the ranking of highway versus ferry alternatives in terms of the user benefit analysis.

***Traffic forecasts and user cost improvements are not discussed in the user benefits analysis.***

**Response:** Traffic forecasts provided in the *Traffic Forecast Report* (Appendix C) are very similar to those used for the user benefit analysis. The addendum to the *User Benefit Analysis,* included in Appendix W, explains the relationship of user costs to the user benefit analysis.

***The Supplemental Draft EIS has no costs and benefit comparison of the alternatives to other transportation needs in Alaska. The Supplemental Draft EIS claims to provide these comparisons, but there is no discussion.***

**Response:** The purpose of the EIS is to present the environmental impacts of the reasonable alternatives for the Juneau Access Improvements Project. Prioritizing highway improvements throughout Alaska is not part of this analysis. The State Transportation Improvement Program, prepared every three years by the DOT&PF, prioritizes funding for transportation projects throughout the state. The Commissioner of DOT&PF takes into account many factors in prioritizing NHS transportation projects throughout the state. Neither the Supplemental Draft EIS nor the Final EIS attempts to compare the costs and benefits of Juneau Access Improvements Project alternatives to other transportation needs in the state.

***There is no identification of net effects, where project benefits displace existing benefits elsewhere. When benefits occur in one community, the EIS needs to detail losses or impacts in other communities.***

**Response:** The economic analysis includes leakage, which is the economic loss that one community experiences due to business transferred to another community. The socioeconomic analysis for each alternative, presented in Final EIS Sections 4.3.5, 4.4.5, 4.5.5, and 4.6.5, provides tables of economic impacts to each community, including leakage to other communities.

***The EIS uses current ferry service with fast ferries as the base case, but the benefit analysis uses 2002 traffic data, before improvements were made. This does not accurately describe existing ferry service and handicaps the ferry alternatives.***

**Response:** The Supplemental Draft EIS projected traffic for 2004 and later years based on 2002 traffic data. As explained in Section 1.3 and Table 1-1 of the Final EIS, traffic did not change substantially in 2003 or 2004.

***The assessment of the increase of traffic, as related to capacity and flexibility, should reflect actual data and trends. DOT&PF predicted travel demand would increase if capacity and flexibility were improved. Since 1997, capacity and flexibility have improved through implementation of dayboat service and the start of fast vehicle service by the M/V Fairweather; however, the average daily traffic remained flat.***

**Response:** The assessment of increased traffic must consider cost and travel time as well as capacity and flexibility. While AMHS service has increased in Lynn Canal, that service, which averaged a little more than one trip per day between Juneau and Haines or Skagway during the summer of 2003, provided poor flexibility for travel at an increased cost. Furthermore, the 2004

travel time was reduced for *M/V Fairweather* travelers but capacity was decreased. Alternative 2B would provide almost as many summer round trips per day between Juneau and Haines or Skagway as the No Action Alternative does in a week. Compared to a mainline ferry, Alternative 2B would reduce travel time between Juneau and Haines by about 4.5 hours, and travel time between Juneau and Skagway by about 6 hours. Alternative 2B would also reduce travel time compared to an FVF by about one hour. The cost of using a ferry to move vehicles in Lynn Canal is very high, substantially reducing travel demand. The total cost for a family of four traveling in a 19-foot vehicle between Juneau and Haines or Skagway would cost three times as much on a ferry under the No Action Alternative than Alternative 2B.

***Assuming wasted travel time resulting from the difference in ferry and highway is a benefit does not reflect all riders. The EIS needs to incorporate the "AMHS Marketing and Pricing Study 2000," which found that most people travel for pleasure, and adjust travel delay time cost and the benefit of increased flexibility.***

**Response:** Market research performed on board AMHS vessels has confirmed that many ferry passengers consider travel in Lynn Canal and elsewhere along the Inside Passage to be a desirable way to spend their time. Travel on a particular route may be pleasurable, but for most travelers, any particular route and travel duration involves some trade off. For example, time spent in Lynn Canal cannot be spent touring Glacier Bay or hiking the Chilkoot Pass. Further, time spent in Lynn Canal after three days of Inside Passage cruising may be less valuable than time in Lynn Canal after three days of highway driving. Finally, some pleasure travelers are certainly time-constrained in that they need to make travel connections, fulfill reservations, or complete itineraries within a fixed period.

The user benefit analysis took the conservative approach of valuing non-business travel time at one-half the prevailing after-tax wage rate. This reflects AASHTO guidance. Children's time was not assigned any monetary value.

***To treat alternatives fairly, the EIS needs to discount all costs and benefits over the life of the project using one, consistent discount rate. It needs a sensitivity analysis using a wider range of discount rates, and a comprehensive sensitivity analysis for all significant factors in the user benefits analysis.***

**Response:** As explained in Section 4.1.5, different discount rates are appropriate for different types of costs. Capital costs are not the same as operating costs in terms of borrowing funds or investing funds. The user benefit analysis includes a sensitivity analysis for discount rates. Also, the life-cycle cost analysis differs from the user benefit analysis in that it does not value time savings at all.

***The prediction that highway construction would create jobs and increase revenue is not supported. Recent studies show that this economic base hypothesis is not accurate in* Southeast *Alaska towns.***

**Response:** The EIS explains that highway construction jobs are temporary, occurring only during the estimated 4- to 5-year construction period. The permanent job increases estimated to occur under each alternative are based on increased non-resident traveler-related jobs, not construction jobs.

***The EIS needs to incorporate ferry walk on passengers and their positive or negative impacts associated with each alternative.***

**Response:** Final EIS, Sections 4.3.7.5, 4.4.7.5 and 4.6.7.5 include further information on impacts to walk-on passengers.

***The EIS needs to use current fuel, labor, and material costs for ferries to provide a more accurate comparison of alternatives.***

**Response:** Costs for fuel, labor, and material used in the Supplemental Draft EIS were current at the time the analysis was completed and provide a valid comparison of alternatives. Fuel cost increases would have the greatest effect on alternatives that use the most fuel (see Section 4.7.6 of the Final EIS). Alternatives that require more steel would be impacted by increases in that commodity. It is not possible to predict how labor, fuel, and material will change relative to each other over time. The construction costs of the reasonable alternatives have been updated to 2005 dollars to accurately reflect the actual funding required. All other costs remain in 2004 dollars based on the prevailing costs at the time of the analyses.

***The EIS should include revenue earned by the M/V Fairweather in north Lynn Canal to provide a more accurate comparison of alternatives.***

**Response:** The economic analyses were based on estimates of *M/V Fairweather* revenues as well as other ferries. The comparison of actual 2004 revenue with projections shows that the projections were fairly accurate (for more detail see *M/V Fairweather Effects on Juneau Access Improvements Estimate of Lynn Canal Corridor Revenues and Expenditures for the No Action Alternative*, DOT&PF, September 2005).

***Accurate operation costs for ferries and highway maintenance need to be included in the EIS.***

**Response:** Accurate estimates of the costs of ferry and highway maintenance are included in the EIS. These estimates were prepared by highway and marine professionals based on existing costs on other highways and ferry links.

***Where applicable, the EIS needs to provide associated negative costs for non-benefits where cost benefits are included.***

**Response:** The cost benefit analysis provides information on standard transportation costs that can be estimated. Many environmental impacts cannot reasonably be given a dollar value. The environmental impacts of each project alternative are provided in the EIS.

***Annual daily traffic on the highway is overestimated in the EIS; the EIS should provide accurate annual daily traffic.***

**Response:** Commentors have indicated that the fact that traffic volumes have not grown on the AMHS system between 1988 and 2002 despite increases in capacity with additional ferries or reduced travel time (that included reduced capacity and increased fares) with FVFs is evidence that there is no latent demand for travel in the Lynn Canal corridor. Rather, this is an indication that addressing one purpose and need element while negatively impacting another does not increase demand or solve the overall transportation problem. The population of the three Lynn Canal communities grew 15 percent from 1988 to 2002, almost 2 percent annually. Traffic on adjacent corridors such as the Haines Highway, Klondike Highway, and Alaska Highway has also increased at a rate of 1 to 2 percent annually. From these data, it is clear that if there were a better transportation facility in Lynn Canal it would be used more than the existing AMHS service. One of the least used state roads in the project area, Dyea Road in Skagway, has traffic volumes 2.5 times greater than the traffic transported by AMHS in Lynn Canal. The AMHS is the NHS route between Juneau and Haines, the principal surface transportation route for

everyone traveling between these two communities. The low annual ADT on this NHS route compared to the annual ADT on roads in Haines, Skagway, and Juneau indicates that AMHS is not meeting the travel demand in Lynn Canal. The *Traffic Forecast Report* (Appendix C) provides a rationale for the projected ADT based on conservative estimates of the different traffic generators.

***The EIS should change average occupation of a vehicle to 2, not 4, passengers.***

**Response:** The EIS does not use an average of 4 persons per vehicle in the analyses. For marine alternatives (No Action Alternative, Alternative 4A through 4D) analyses are based on the AMHS average of 3.6 passengers per vehicle. For highway alternatives, analyses are based on 2.3 passengers per vehicle based on typical highway vehicle occupancy in the region. Travel cost examples in the EIS are for a family of four with a 15- to 19-foot vehicle, as this most closely matches the current average vehicle size and average of 3.6 passengers per vehicle in Lynn Canal.

***The EIS should include accurate mitigation measures and cost for the highway.***

**Response:** A mitigation plan for Alternative 2B, including compensatory mitigation, is provided in Section 5.12 of the Final EIS. The mitigation costs are included in the revised construction costs estimate for Alternative 2B.

***The EIS should include costs associated with environmental losses.***

**Response:** Many environmental impacts cannot reasonably be given a dollar value. The environmental impacts of each project alternative are provided in the EIS.

***The EIS should include non-monetary costs due to the loss of lands along and adjacent to rights-of-way.***

**Response:** Cost of the use of private land for right of way are included as construction cost in the cost estimate. Use of public lands for a transportation purpose is not considered a project cost, as it is a change from one public use to another.

***The EIS should include associated income to the AMHS from food, beverage, and room sales.***

**Response:** The revenues for the AMHS reported in the EIS include all revenues generated by the system.

***All of the highway and marine alternatives should be based on full funding from the start of construction to ensure the assumptions used in the analysis are correct.***

**Response:** All of the alternatives assume the same date of start-of-construction. The environmental analysis and permitting of projects requires several years. Beginning the environmental review of projects after all funding is in place would create unreasonable lag times in project implementation, and would not be a prudent use of transportation funds. The Final EIS Section 2.5 identifies the funding sources for full implementation of the preferred alternative.

**SEC28: THE CONSTRUCTION AND MAINTENANCE OF THE HIGHWAY ALTERNATIVES WOULD BE PAID FOR BY GASOLINE TAXES.**

**Response:** Federal gasoline taxes are used for the Federal Highway Trust Fund. This fund would finance approximately 90 percent of the construction cost of the alternative selected for the proposed project. The remaining amount would be provided by the state. The state would pay for all maintenance costs. State gasoline taxes, as well as other vehicle user fees would go into the State of Alaska General Fund, which would be used to finance the state's portion of the project, including maintenance costs.

**SEC29: INCLUDE THE PROJECTED LIABILITY AND COSTS DUE TO CONSTRUCTING A HIGHWAY IN A DANGEROUS AREA.**

***Additional information regarding the projected liability from lawsuits due to deaths on the highway and lost tourism business because of the long construction period should be noted.***

**Response:** Highway segments of project alternatives would be constructed in accordance with AASHTO and Alaska NHS standards. Avalanche control would be implemented to meet the accepted North American standards for this hazard. Highway segments of project alternatives would be as safe as most other highways in Alaska. Based on 10 years of accident statistics for the Klondike, Haines, and Glacier highways and the projected traffic volume on an East Lynn Canal Highway, traffic fatalities on Alternative 2B, the preferred alternative, are projected at six in 30 years and would be more likely to result from driver mistakes than from highway design or operation failures. It is not possible to estimate whether there would be any lawsuits brought against the state for accidents on a highway in Lynn Canal. There would be no lost tourism business during construction because the existing Lynn Canal ferry system, including the *M/V Fairweather,* would operate until the highway and Katzehin shuttle system are completed.

**SEC30: HIGHWAY ALTERNATIVES WOULD HAVE A POSITIVE IMPACT ON THE FISHING INDUSTRY.**

***A highway would allow fresh fish to get to market at a reduced price versus transport on the ferry system. There is quite a premium placed on fresh seafood and that market is growing daily.***

***It is currently expensive and logistically difficult to fly or truck fish via the ferry to markets in the Lower 48.***

***The convenience of a highway to Skagway would open up tremendous opportunities for the fishing industry.***

**Response:** Barge transport has the advantage of being relatively low cost ($0.05/pound) for shipping fish, but has the disadvantage of being slow. Alternatively, air shipment of fresh fish can have product in Seattle in a few hours, though at a cost of between $0.33 and $0.46 per pound. Highway transport offers a third option with faster delivery times than a barge to Seattle or locations in other Lower 48 states at lower cost than air freight ($0.15/pound). Neither of the highway alternatives evaluated in the Final EIS (Alternatives 2B and 3) would provide a direct highway connection to the continental highway system. However, it is likely that the higher frequency and low costs of the short shuttle links associated with these alternatives would generate some truck shipping of fresh fish and other products.

**SEC31: PROVIDE DATA TO INDICATE THE AMOUNT OF MONEY THAT THE STATE SPENDS TO SUBSIDIZE TOURISM THROUGH FERRY TRAVEL AND PROVIDE A COMPARISON OF THE COSTS AND BENEFITS OF THE SUBSIDY FOR EACH ALTERNATIVE.**

**Response:** Statistics are not available to determine the portion of AMHS funding that subsidizes tourism. The AMHS is part of the state's highway system and does not differentiate between travel purposes. AMHS requires about $80 million per year to operate and generates about $40 million per year in revenues. Travelers in the Lynn Canal corridor provided about $6.4 million in revenue to the system in 2002, and operational costs in Lynn Canal that year were $11.5 million. Therefore, state funding of AMHS in Lynn Canal in 2002 was about $5.1 million. Maintenance costs for Alternative 2B are estimated to be about $1.3 million per year.

**SEC32: THE NORTH LYNN CANAL FERRY ROUTE SUBSIDIZES THE MAJORITY OF THE SOUTHEAST ALASKA FERRY SYSTEM.**

***If you take away the north route, the state would be required to spend significantly more to subsidize service within the rest of the AMHS.***

***The impact and true costs of each alternative upon the continued operation of the whole southeast AMHS should be included in the analysis.***

***Building a highway would cause a substantial loss of AMHS revenues, which could threaten AMHS' survival.***

***Building a highway would result in decreased state subsidies for the AMHS in order to pay for highway construction or maintenance.***

***As AMHS subsidies are often a reason for building the East Lynn Canal Highway, effects of the removal of the AMHS Lynn Canal segment on overall system subsidies, needs to be discussed.***

**Response:** AMHS service in Lynn Canal does not subsidize the majority of the Southeast Alaska ferry system and its termination would provide the state with additional money to fund service elsewhere in the AMHS system. As explained in Section 1.4.4 of the Final EIS, the AMHS requires about $80 million per year to operate and generates about $40 million per year in revenues, requiring state funding of about $40 million per year. Travelers in the Lynn Canal corridor provided about $6.4 million in revenue to the system in 2002, which represents about 16 percent of AMHS system-wide revenues. The cost to operate AMHS in Lynn Canal that year was $11.5 million, or about 14 percent of AMHS system-wide operating costs. The state still had to spend about $5.1 million in 2002 to fund AMHS operations in Lynn Canal. Ending AMHS service in Lynn Canal would save the AMHS money or allow more service in other parts of the system.

**SEC33: MAINTENANCE CREWS SHOULD BE LOCATED IN JUNEAU AND SKAGWAY TO SHARE THE COSTS AND RESPONSIBILITIES OF HIGHWAY MAINTENANCE, SNOW REMOVAL, AND EMERGENCY RESPONSE IN ORDER TO DECREASE HIGHWAY CLOSURES.**

**Response:** Maintenance staff would be based in Juneau and at the Comet maintenance station under Alternative 2B, the preferred alternative. All responsibility for highway maintenance would be with the state. Juneau would not pay for maintenance or have any responsibility for maintaining the highway. Response to emergencies on the highway within the CBJ would be the

responsibility of the Borough. Response to emergencies beyond the CBJ boundary would be the responsibility of state troopers, but would often involve CBJ and DOT&PF personnel.

**SEC34: THE COSTS FOR THE MARINE ALTERNATIVES ARE INACCURATELY ESTIMATED AND DO NOT CORRELATE WITH PAST COST ESTIMATES.**

***DOT&PF skewed the cost estimates in favor of the highway alternatives by underestimating construction and maintenance costs and comparing highway alternatives with marine alternatives using different criteria.***

**Response:** The unit costs for construction of road segments of each alternative were based on 2002 and 2003 bids on federal aid projects in Alaska. In some instances costs were reduced based on the premise that a large project with higher unit quantities would attract larger contracting firms with resulting lower bids. A new updated estimate has been prepared for Alternative 2B, the preferred alternative, as well as all other reasonable alternatives. That estimate along with a detailed explanation of the rationale for each major unit cost is provided in the addendum to the *Technical Alignment Report* in Appendix W.

Costs of each highway segment and marine segment of project alternatives were estimated over the 30-year study period. The life-cycle cost of an alternative includes all the initial construction costs for highways, ferries, and terminals, the on-going maintenance cost for highways, and operation costs for ferries and terminals.

**SEC35: THE MARINE ALTERNATIVES WOULD DECREASE USER TRAVEL AND SHIPPING COSTS.**

***Implementation of the marine alternatives would reduce user costs and facilitate less expensive travel than is provided by the current air and ferry service.***

**Response:** Alternatives 4A and 4C would not reduce user costs. Alternatives 4B and 4D would make a small reduction in user costs.

Most shipping in Lynn Canal is done by barge and would continue to be done this way. The cost of any shipping done by truck would be reduced more with Alternative 2B or Alternative 3 than with the marine alternatives because ferry fares would be substantially less with Alternative 2B than with the marine alternatives.

**SEC36: THE AMHS, AS THE MAIN TRANSPORTATION SYSTEM, IS WHAT MAKES SOUTHEAST ALASKA UNIQUE AND SPECIAL.**

***A highway would eliminate unique qualities of having a ferry system as the main mode of transportation. Tourists visit Alaska because of the unique nature and quality of life in* Southeast *Alaska, which is centered on the marine highway. Residents value the quality of life and character in* Southeast *Alaska because it reflects the maritime culture of the region.***

**Response:** Southeast Alaska has many unique features in addition to AMHS service in Lynn Canal. It is unlikely that most visitors to Southeast Alaska come primarily to experience the AMHS in Lynn Canal.

**SEC37: HIGHWAY ALTERNATIVES, PARTICULARLY ALTERNATIVE 2B, SHOULD BE IMPLEMENTED TO PROVIDE BETTER ACCESS AND PROTECT THE HAINES ECONOMY.**

**Response:** Better access is the purpose of the Juneau Access Improvements Project. Economic impacts of the reasonable alternatives to each community are described in the EIS.

**SEC38: CONSTRUCTION OF THE MARINE ALTERNATIVES WOULD HAVE A POSITIVE IMPACT TO THE ECONOMY OR POPULATION OF ONE OR MORE AFFECTED COMMUNITY.**

***Improved ferry service would have a positive economic impact.***

***Reliable, convenient, affordable access would facilitate increased tourism.***

***Access would facilitate commerce with other neighboring communities and with Canada.***

**Response:** The marine alternatives considered for the proposed project would improve ferry service in Lynn Canal, providing some economic benefits and somewhat better access to Lynn Canal communities. Alternative 2B would provide more economic benefits and better access than any of the marine alternatives. Alternative 2B would provide reliable, convenient, and affordable access to Lynn Canal communities.

**SEC39: THE NO ACTION AND MARINE ALTERNATIVES WOULD HAVE NEGATIVE IMPACTS TO HUMAN AND PROPERTY SAFETY (NOT ASSOCIATED WITH AVALANCHES OR WEATHER).**

***Existing AMHS service and the marine alternatives, particularly due to the fast ferry, are dangerous; therefore, a highway alternative should be constructed.***

**Response:** While AMHS ferries have had accidents, there have been no fatalities on the system in Lynn Canal over the past 10 years. The *M/V Fairweather* has only had 1.5 years of service on which to judge safety. Based on accident statistics for the Klondike, Haines, and Glacier highways for the past 10 years and the projected volume of traffic, a highway in Echo Cove to Katzehin would have one traffic fatality every 5 years. A highway would not be safer than the AMHS. While a ferry accident has the potential to affect a large number of passengers, the same potential exists from multiple passenger vehicles on the highway.

**SEC40: CONSTRUCTION OF A HIGHWAY ALTERNATIVE WOULD HAVE POSITIVE IMPACTS TO HUMAN AND PROPERTY SAFETY (NOT ASSOCIATED WITH AVALANCHES OR WEATHER).**

***Construction of a highway alternative would have positive or negligible impacts to human and property safety.***

**Response:** As discussed in response to SEC39, both highways and ferries have the potential to impact human safety. There is no basis on which to argue that the highway would be safer than the AMHS. Based on past experience, impacts to human safety are more likely on a highway than on a ferry.

**SEC41: IMPLEMENTATION OF THE MARINE ALTERNATIVES WOULD HAVE POSITIVE IMPACTS IN ACCESS TOP HEALTHCARE AND EMERGENCY SERVICES.**

**Response:** Implementation of all project alternatives would improve access to the communities in Lynn Canal; therefore, all of the alternatives would improve access to health care facilities.

Most emergency medical situations are handled by air in Lynn Canal and this would continue regardless of the alternative selected for the proposed project.

**SEC42: DOT&PF SHOULD CONSIDER NEGOTIATING WITH ALASKA AIRLINES TO REDUCE AIRFARES IN AND OUT OF JUNEAU, OR THE STATE SHOULD SUBSIDIZE THEIR AIRFARES.**

**Response:** The purpose of the proposed project is to provide improved surface transportation to and from Juneau in the Lynn Canal corridor. Reduced airfares or subsidized airfares do not address the purpose and need for the proposed project.

**SEC43: DISCUSS IMPACTS TO OTHER TRANSPORTATION PROJECTS/MAINTENANCE ACROSS THE STATE IF $281 MILLION IS USED TO BUILD A LYNN CANAL HIGHWAY.**

**Response:** Construction costs would have no impact on maintenance elsewhere in the state. All states develop a statewide transportation improvement program that prioritizes expenditures of largely federal funds for transportation projects. The Commissioner of DOT&PF has final decision-making authority on prioritizing NHS projects included in the Alaska statewide transportation improvement program (STIP). A new three-year STIP is currently being prepared for fiscal years 2006 through 2008. Also, the STIP is frequently modified each year to account for shifting priorities around the state. It is not possible to indicate specifically which other state transportation projects may be delayed if STIP funds are allocated for the construction of the selected alternative for the Juneau Access Improvements Project.

**SEC44: DIVERT THE FUNDING ALLOTTED FOR THE JUNEAU ACCESS HIGHWAY INTO IMPROVING FERRY SERVICE; THIS WOULD BETTER MEET THE NEEDS OF LYNN CANAL COMMUNITIES.**

**Response:** Based on the analysis of all reasonable alternatives, including improved ferry service alone (Alternatives 4A and 4C), improved ferry service would not meet the purpose and need for the project as well as would the preferred alternative.

**SEC45: INVEST THE MONEY ALLOTTED FOR THE JUNEAU ACCESS HIGHWAY IN THE COMMUNITY BY FUNDING HEALTHCARE, SCHOOLS, CHILDCARE, MASS TRANSIT, AND RESEARCH.**

**Response:** Approximately 90 percent of the construction cost of the selected alternative for the project would come from federal transportation funds. These funds would come from the Federal Highway Trust Fund, which originates from federal gasoline taxes. By law, these funds must be used for transportation projects.

**SEC46: DIVERT THE $281 MILLION ALLOTTED FOR THE JUNEAU ACCESS HIGHWAY INTO OTHER TRANSPORTATION/MAINTENANCE PROJECTS AROUND THE STATE.**

**Response:** Prioritizing the use of NHS transportation funds is the responsibility of the DOT&PF Commissioner. That prioritization is done through the three-year STIP, which is published in draft form for public review and comment before approval.

**SEC47: THE LIMITATIONS OF THE FERRY SYSTEM ARE ACCEPTABLE IN ORDER TO PRESERVE THE EXISTING QUALITY OF LIFE, VIEWS, AND ENVIRONMENT OF THE AREA.**

**Response:** As discussed in the EIS, perceptions on quality of life vary. SEC47 expresses one view on the quality of life and has been taken into consideration, along with all other views expressed.

**SEC48: POTENTIAL TOLLS, POOR WINTER ROAD CONDITIONS, WINTER ROAD CLOSURES, AND VISUAL IMPACTS ARE ACCEPTABLE CONSEQUENCES OF A LYNN CANAL HIGHWAY.**

**Response:** Comment noted. There is no proposal for tolls on any highway segments of project alternatives.

**SEC49: HIGHWAY ALTERNATIVES WOULD CREATE A NEGATIVE IMPACT ON THE FISHING INDUSTRY BY DESTROYING IMPORTANT FISH HABITAT.**

**Response:** All build alternatives would impact fish habitat. The FHWA has determined that project alternatives would not have a substantial impact on essential habitat for commercial fish species. The preferred alternative, Alternative 2B, would not destroy any spawning or high value rearing fish habitat, and would not have a population-level impact on any commercial fish species.

**SEC50: FUEL CONSUMPTION SHOULD BE REDUCED AND RENEWABLE ENERGY ENCOURAGED.**

***The use of fossil fuels should be reduced.***

***The price of oil is escalating and the United States would have to reduce fossil fuel use in the near future.***

**Response:** As explained in the response to AIR01 and in Section 4.7.6 of the Final EIS, Alternatives 2B and 3 would use substantially less fossil fuels than the No Action Alternative and all marine alternatives.

***The EIS should examine Transportation System Management Options.***

**Response:** Transportation System Management (TSM) refers to activities that maximize the efficiency of an existing system with little or no new construction. The No Action Alternative is an updated version of the 1997 Draft EIS Alternative 1, titled “No Build/TSM.” Reassigning vessels to Lynn Canal may be viewed as a form of TSM, but would be at the expense of reduced service elsewhere and would increase the cost of Lynn Canal service. For this reason, the TSM alternative is not included in the EIS range of alternatives and the term TSM is not included in the Alternative 1 title.

**SEC51: THE EIS SHOULD CONSIDER THE NEED FOR ADDITIONAL FUNDS TO MANAGE THE SPORT FISHERIES IMPACTED BY IMPROVED ACCESS.**

***ADF&G currently conducts fish population surveys to manage fishery resources. The areas that would be opened up to sport fishing by constructing a highway are not currently being surveyed, and additional funds and staff would be required to manage the sport fisheries in the area.***

**Response:** Increased access may increase the need from surveys but would not necessarily create a new funding demand. The areas that would be more easily accessed for sport fishing are currently used by some sport fishermen and support commercial fisheries. The improved access that could result in an increase in sport fishing effort would also make it much easier for ADF&G to conduct surveys on the streams used. It is not possible to predict the level of change in ADF&G's overall staff needs over the next 30 years. Any increased needs would be subject to state legislature funding in annual appropriations to state agencies.

## 4.21 SUBSISTENCE (SUB)

### SUB01: THE HIGHWAY WOULD THREATEN SUBSISTENCE RESOURCES.

***Many subsistence resources have been lost due to development.***

***The pristine wilderness should be preserved for subsistence resources.***

***Many tribal entities in the area depend on the fish and wildlife for their survival and cultural heritage.***

**Response:** Most of the land crossed by the highway segments for Alternatives 2B and 3 are in the Tongass National Forest or the Haines State Park. Therefore, there is very little land along these alternative alignments available for development. The Final EIS evaluates potential impacts to subsistence users protected under the Alaska National Interest Lands Conservation Act and concludes that no alternative would significantly restrict subsistence usage. Access to areas for subsistence harvest previously only accessible by boat or aircraft would improve. This improved access to subsistence resources along Lynn Canal could indirectly affect the intensity of competition for subsistence harvest. As stated in the EIS, these changes could be viewed as beneficial for some subsistence harvesters, but negative for others.

### SUB02: THE SUPPLEMENTAL DRAFT EIS DOES NOT SUFFICIENTLY ANALYZE EFFECTS ON SUBSISTENCE.

***The highway would open up areas and provide improved access for subsistence and personal use; the Supplemental Draft EIS does not adequately analyze this increased pressure.***

***More recent use data is needed to complete and update the analysis, and information on subsistence use by tribal entities should be included.***

**Response:** Based on the 1988 USFS subsistence study, the 1994 ADF&G analysis of subsistence impacts, 2003 scoping comments for the Supplemental Draft EIS, Supplemental Draft EIS hearing and written comments, and an analysis of these sources of information, project alternatives would not significantly restrict subsistence uses. The public hearing sessions held in Haines and Skagway during the comment period provided an opportunity for subsistence users to comment on subsistence uses and the potential impacts identified in the Supplemental Draft EIS. No Haines or Skagway subsistence users indicated a specific problem with the data or analysis. The subsistence impact discussion in the Final EIS has been expanded to include a determination by FHWA that no alternative is likely to significantly restrict subsistence uses.

**SUB03: ALTERNATIVES 2 OR 3 WOULD BENEFIT SUBSISTENCE USERS BY PROVIDING BETTER ACCESS AND WOULD OPEN UP AREAS NOT PRESENTLY AVAILABLE.**

**Response:** Alternatives 2B and 3 may benefit subsistence harvesters by improving access to subsistence areas previously only accessible by airplane or boat, but as explained in the Final EIS, this increased access may increase competition from non-subsistence users. Subsistence users have first priority on federal lands; if resources become scarce for any reason, they would be reserved for subsistence users.

## 4.22 TERRESTRIAL HABITAT (TER)

**TER01: THE PRESENCE OF THE HIGHWAY WOULD CAUSE CHANGES IN TERRESTRIAL HABITAT COMMUNITY STRUCTURE. IMPACTS FROM INVASIVE SPECIES COULD RESULT FROM THE HIGHWAY ALTERNATIVES.**

***Highways create corridors that provide opportunities for invasive plant species to spread, particularly into open-canopy habitats along the highway alignments.***

**Response:** Approximately 97 and 96 percent of the alignments for Alternatives 2B and 3, respectively, cross old growth forest and other forest with little open canopy. However, a highway would allow the possibility for the spread of invasive plant species. This possibility is identified in the EIS; however, it is not possible to quantify the nature or extent of the spread of invasive species as a result of the proposed project.

***The introduction of invasive species could displace native species, resulting in ecological damage. The resulting change in vegetation could also change the community composition and structure of small mammals and birds, a potential change not addressed in the Supplemental Draft EIS.***

***Invasive species now present in Juneau would spread to Berners Bay.***

**Response:** It is possible that construction of any of the highway alternatives would result in the spread of invasive species from the Juneau area as well as from elsewhere. Invasive species are currently present along the Glacier Highway. However, these species have not resulted in substantial changes in vegetation and the composition and structure of wildlife communities outside the Glacier Highway right-of-way. Based on this, it is unlikely that the impacts of invasive plant species along a highway alternative would have a substantial impact on plant and animal communities outside the right-of-way.

***The Supplemental Draft EIS does not mention the risk or hazard of invasive species to wetlands, including such invaders as purple loosestrife.***

**Response:** The W*ildlife Technical Report* (Appendix Q) contains a list of potential invasive species, including purple loosestrife. It is difficult to quantify the magnitude and extent of the potential spread of invasive species within the project area, as very little quantifiable data is available for modeling purposes. The Alaska Committee for Noxious and Invasive Plants Management (http://cnip.org/plants.html) has developed species profiles for 24 invasive species as an informational educational tool as part of the Committee's strategic plan for noxious and invasive plants management in Alaska. In the absence of quantifiable data, the potential effects associated with the introduction and spread of invasive plants on the wildlife and vegetation communities and ecosystems of the project area are discussed qualitatively.

***Provide information on 1) proximity of invaders, 2) mode and rate of dispersal, and 3) effects of invasion in differing wetland types.***

**Response:** A list of the invasive plant species known to occur is provided in Table 4-2 of the W*ildlife Technical Report* (Appendix Q). Three species of invasive plants were identified within the project area during sensitive plant surveys conducted in the summer of 2004. Those species are reported in the Final EIS in Section 3.3.3.

As explained in the *Wildlife Technical Report* (Appendix Q) and in the EIS, vehicles traveling the highway could be a potential source of invasive species. However, the greatest potential for the introduction of invasive species occurs during construction when soils are disturbed. See Section 4.8.10 and 5.3 of the Final EIS for discussions of the potential modes of dispersal and mitigation measures to reduce the potential for invasive plant introduction.

***Evaluate the potential traffic volumes and determine the resulting probability of invasive species introduction.***

**Response:** Traffic volumes for project alternatives are provided in Chapter 4 of the EIS. It is not possible to correlate traffic volumes with the probability of the introduction of invasive species. However, it is estimated that approximately 63 percent of the traffic on an East Lynn Canal Highway would consist of residents of Lynn Canal communities, while 16 percent would be travelers from other parts of Alaska and the Yukon. The high percentage of travelers from within the region may reduce the potential for the spread of invasive species from beyond the region.

**TER02: CONSTRUCTION OF A HIGHWAY WOULD CAUSE A SIGNIFICANT LOSS OF TERRESTRIAL HABITAT, AND IN TURN, WOULD AFFECT WILDLIFE AND BIRDS.**

***A highway would result in the loss of terrestrial habitat critical to wildlife survival.***

**Response:** As described in the EIS, Alternative 2B would result in the direct loss of terrestrial habitat, habitat fragmentation for some wildlife species, and a decrease in some habitat functions and values for wetlands within the highway alignment. None of these impacts would be great enough to threaten wildlife and bird populations in Lynn Canal.

Over the past decade, DOT&PF has made many design changes, including highway alignment and ferry terminal layout changes, to avoid or reduce impacts to habitat, including anadromous streams, wetlands, bald eagle nest trees, sea lion haulouts, and marine waters.

Bridges across streams would be designed to function as wildlife underpasses where practicable. The Lace and Antler rivers would both have 50-foot bridge extensions on each side to serve as wildlife underpasses. At the Katzehin River, an additional 100-foot section would be added to the north side of the bridge to function as a wildlife underpass. Wildlife underpasses would be located at the two identified major brown bear migration corridors on the peninsula between the Antler and Lace rivers.

Before clearing takes place in the appropriate habitats, DOT&PF would conduct wolf den, amphibian breeding ponds, and bald eagle, trumpeter swan, and Queen Charlotte goshawk nest surveys. Clearing would be avoided in the vicinity of active trumpeter swan and Queen Charlotte goshawk nests. Construction in the vicinity of bald eagle nests would be coordinated with the USFWS to develop earth moving and blasting plans and to assess the need for nest monitoring during construction. During construction, DOT&PF and USFWS would assess the sufficiency of natural screening between the highway and any eagle nests below the elevation of the road within 330 feet of the edge of the roadway. During construction, DOT&PF and

USFWS would evaluate the need to provide support to any nest tree or tree in the vicinity of the nest tree against windthrow. Clearing would be avoided to the extent practicable at the sites of active wolf dens, trumpeter swan nests, or Queen Charlotte goshawk nests.

Staking would be done at the planned outside limits of disturbance prior to construction to ensure that impacts are limited to that area. No grubbing would be done outside of the fill footprint and only the minimum clearing required for safety would be done beyond the toe of slope. During construction, slope limits in wetland areas would be separately identified to ensure that workers are aware of wetlands and the need to avoid impacts beyond the slope and clearing limits.

No construction would occur within 330 feet of an eagle nest, and no blasting would occur within 0.5 mile of an eagle nest, during the March 1 to May 31 nest selection period unless agreed to by USFWS. If a nest is active, no construction or blasting would occur within these distances until after August 31, unless the USFWS approves a plan to avoid impacts while operations continue. In areas where clearing occurs within 100 feet of a nest tree, DOT&PF and USFWS would jointly assess the potential for windthrow and stabilize the tree or adjacent trees, if determined necessary.

DOT&PF would fund bear, moose, goat, and wolverine surveys before and after project construction to determine population characteristics. This would enable ADF&G and the Alaska Board of Fish to manage hunting in a manner that would ensure the continuation of viable wildlife populations. DOT&PF would continue to fund aerial surveys of bald eagles for a period of five years following project construction.

***While the Supplemental Draft EIS addresses the quantity of terrestrial habitat lost as a result of the highway, the Supplemental Draft EIS fails to examine its quality.***

**Response:** Quality of habitat is a function of its use by wildlife. The EIS evaluates the relative importance of habitat lost to the highway, as well as the impact of habitat fragmentation resulting from highway construction. Additional discussion regarding Old Growth Reserve habitat within the project area has been added to the Final EIS and the addendum to the *Wildlife Technical Report* provided in Appendix W.

***Trees and brush would not reestablish along the corridor for many years.***

**Response:** Approximately 430 acres of terrestrial habitat would be impacted by implementation of Alternative 2B. This is a small percentage of the available forest and brush areas in the project vicinity. The highway corridor would be actively managed to prevent trees and brush from being established in the cleared areas immediately adjacent to the highway. This would provide sight distance for motorists and would serve to discourage wildlife from using this area. Soil slopes in the clear zones would be seeded with low-growing native grasses. The lower slopes would be allowed to vegetate with brush over time. In areas within expected moose range, revegetation would incorporate low growing grasses to discourage the growth of moose browse, such as willow and alder. This is to reduce the likelihood of moose-vehicle collisions along the alignment.

**TER03: CONSTRUCTION ALONG THE EAST SIDE OF LYNN CANAL WOULD IMPACT OLD GROWTH FOREST HABITAT.**

***The EIS needs to better assess the impacts of the highway on old growth forests. The assessment must meet the requirements of the Tongass Old Growth Reserve System.***

**Response:** The Supplemental Draft EIS did not address the USFS Old Growth Reserve system because it was not identified as an issue during scoping or in agency review comments on the *Wildlife Technical Report* (Appendix Q) or the Preliminary Supplemental Draft EIS. The Supplemental Draft EIS did identify impacts to old growth forest as well as the LUDs of the TLMP. An analysis of project impacts relative to the Old Growth Reserve is provided in the Final EIS and in the addendum to the *Wildlife Technical Report* provided in Appendix W.

## 4.23 THREATENED AND ENDANGERED SPECIES (TNE)

### TNE01: HIGHWAY ALTERNATIVES MAY IMPACT TERRESTRIAL AND MARINE THREATENED AND ENDANGERED SPECIES. THE HIGHWAY WOULD CAUSE THE DISPLACEMENT OF FEDERALLY LISTED SPECIES.

**Response:** Steller sea lions and humpback whales are the only federally listed species that occur in the project area. A revised Biological Assessment was prepared by DOT&PF and submitted to NMFS. On September 27, 2005, NMFS concurred with FHWA's determination that Alternative 2B, the preferred alternative, is not likely to adversely affect humpback whales or Steller sea lions, or adversely modify Steller sea lion critical habitat. NMFS' concurrence letter is provided in the Final EIS.

### TNE02: HIGHWAY ALTERNATIVES MAY IMPACT STELLER SEA LIONS AND THEIR HABITAT, INCLUDING HAULOUTS AT GRAN POINT, MET POINT, AND POINT ST. MARY.

***Construction and operation activities and human interaction would disturb the sea lion haulouts and negatively affect the sea lion populations, as sea lions tend to avoid areas with construction noise and human traffic.***

**Response:** Construction activities that could impact sea lions include noise and visual aspects of helicopter surveying, construction and use of barge landings, pile driving, dredging, in-water fill placement, blasting, excavation, and earth moving.

An analysis was done for potential vibration disturbance from blasting within the Gran Point critical habitat area and within 3,000 feet of the Met Point haulout. Pre-shearing the rock face and using smaller charges can reduce the ground vibrations at the haulouts. The contractor would be required to monitor blasting effects when blasting within 3,000 feet of either haulout and avoid vibrations greater than 0.05 inch per second at the haulout while it is occupied. This would keep blasting effects well below 0.1 inch per second, the estimated vibration threshold for sea lion disturbance.

Blasting produces sound as well as vibration. Typical sound energy levels generated by construction blasting are equivalent to 95 dBA at 665 feet for 50-pound charges per delay. As with vibration, the sound energy level can be controlled by using lower weight charges per delay. The contractor would be required to monitor blasting noise and avoid noise energy levels greater than 45 dBA at the haulout when blasting within 3,000 feet of either site.

Analysis indicates that most construction noise generated at distances greater than 1,000 feet would not be detectable above the background noise levels at the haulouts. Rock drilling and excavating generally produce sounds levels of 85-90 dBA at a distance of 50 feet from the source. Because the haulouts are below rock bluffs, sounds from construction point sources would be shielded by trees, rock and earth, resulting in a decrease of 11 dBA for every doubling of distance. A sound level of 88 dBA 50 feet from the source would produce a sound level of 44 dBA at a distance of 800 feet. The 1998 assessment estimated the background noise level at

Gran Point on a calm day at 47 dBA; based on recordings at similar locations. This estimate was corroborated by sound measurements recorded in 2003 at additional similar locations. Construction noise at a level of 44 dBA would not be noticeable against the background noise at the haulout.

Based on the analysis of potential noise impacts, no construction activities that generate noise levels above 45 dBA at the haulouts would occur within 1,000 feet of the Gran and Met Point haulouts while sea lions are present. Heavy construction (rock drilling, blasting and shot rock removal) within a 1,000-foot radius of Gran Point is expected to take approximately one month. Based on the observed periods when the haulout is vacant, this construction may need to be spread over two or three years. Heavy construction within the Met Point 1,000-foot radius would be of shorter duration, as less rock cutting would be required. Construction of the East Lynn Canal Highway would take at least four years. The need to phase construction in the vicinity of the haulouts would not affect the overall construction schedule.

Helicopters used during construction, including surveying activities, would be required to avoid operating within the 3,000 feet of the haulouts while occupied. No temporary barge landings would be constructed within this radius, and no in-water fill placement would occur for highway construction within 3,000 feet of the haulouts.

Maintenance and operation activities that could impact sea lions include noise and visual aspects of highway traffic, highway maintenance, and avalanche control. Land access to the haulout areas could create an indirect impact of increased human disturbance of resting sea lions.

Operation and maintenance of the highway would not likely result in disturbance of either haulout. The highway alignment within 3,000 feet of both haulouts would be designed to prevent access to either site and maintain a visual barrier between the highway and haulouts. As discussed in the *Steller Sea Lion Technical Report* (Appendix S) and the *Noise Technical Report* (Appendix L), projected peak traffic noise levels for the year 2038 are 65 dBA at centerline of the highway, and would attenuate to 32 dBA at a distance of 280 feet. The highway would be approximately 320 feet from the Gran Point haulout and 400 feet from the Met Point haulout at its closest point. Most traffic noise would not be audible above the background noise level.

Normal winter and summer maintenance activities such as snow removal, sanding, brush cutting, crack sealing, and culvert clean out would not produce noise levels higher than those predicted from the 30-year peak hour traffic. Winter operation would also require infrequent detonation of unstable snow in the three avalanche starting zones within the 3,000-foot radius around the two sites. Detonation would be done by helicopter, with the helicopter approach made from the closest point outside the 3,000-foot radius. The three avalanche paths close to the haulouts are expected to require detonation release with one helicopter-dropped explosive charge at a frequency of once every 10 years at each path.

Alternative 2B would be located approximately 3 miles from the Point St. Mary haulout and is therefore unlikely to impact this haulout during construction or operation.

***Contaminants found in highway runoff (i.e., hydrocarbons) can have devastating effects on sea lions.***

**Response:** As indicated in Sections 4.3.9.3 and 4.4.9.3 of the Final EIS, results from research by the FHWA indicate that runoff from low to medium traffic volumes on rural highways results in minimal to no water quality impact. Studies conducted in Anchorage, Alaska, under the Municipality of Anchorage Watershed Management Program concluded that street runoff has minimal impacts to water quality and does not result in exceedance of AWQSs designed to be protective of fish and wildlife. Because of the forecast traffic on Alternative 2B are substantially below traffic volumes on many Anchorage streets, runoff from the highway would have even lower water quality impacts. Also, vegetative buffer would be retained between the highway and sea lion haulouts. Highway stormwater runoff would not result in sufficient change to water quality to impact Steller sea lion populations.

***The cumulative impacts of altering all three haulouts (Gran, Met, and Point St. Mary) would likely have severe repercussions on the* Southeast *Alaska sea lion population.***

**Response:** No Steller sea lion haulout would be altered by any of the reasonable alternatives. Alternative 2B would be approximately 3 miles form the Point St. Mary haulout. Alternative 2B would pass behind both the Gran Point and Met Point haulouts, but would not adversely affect Steller sea lions or adversely modify Steller sea lion critical habitat. The NMFS has concurred with this determination.

***The highway would have an impact on the sea lions that pull out near the Katzehin Flats.***

**Response:** There are no documented Steller sea lion haulouts on the Katzehin Flats. Steller sea lions have been seen foraging in this area. Harbor seals are known to haul out in the flats. Project-related impacts to harbor seals are addressed in the EIS.

**TNE03: HIGHWAY ALTERNATIVES MAY IMPACT HUMPBACK WHALES.**

***Humpback whales use the marine habitat within the project area. The highway is not in the best interest of the humpback whales.***

**Response:** A revised Biological Assessment was prepared by DOT&PF for Steller sea lions and humpback whales and submitted to NMFS. On September 27, 2005, NMFS concurred with FHWA's determination that Alternative 2B, the preferred alternative, is not likely to adversely affect humpback whales. NMFS' concurrence letter is provided in the Final EIS at the end of Chapter 7. Although FHWA made the preliminary determination that Alternative 3 would not adversely affect humpback whales (Section 4.4.17.2 of the Final EIS), NMFS has indicated that this alternative may adversely affect this species. Selection of Alternative 3 would necessitate formal consultation with NMFS under Section 7 of the Endangered Species Act.

**TNE04: FERRY OPERATIONS MAY IMPACT SEA LIONS AND HUMPBACK WHALES.**

***High-speed ferries increase the risk of collisions with humpback whales and sea lions.***

**Response:** The increased high-speed ferry traffic associated with Alternatives 4A and 4B would increase the risk of collisions with humpback whales. However, collisions have been rare in the past and would likely continue to be rare. Potential sea lion and ferry interactions are considered minimal. FHWA has made a preliminary determination that ferry operations are not likely to adversely affect Steller sea lions. NMFS has concurred with this determination.

***The M/V Fairweather has been reported unofficially as having sucked up sea lions in its intakes.***

**Response:** There are no substantiated reports of any sea lion mortalities due to the operation of the *M/V Fairweather*.

***Construction, maintenance, and operation of ferry terminals, particularly in Berners Bay, are likely to adversely affect the prey resources of sea lions and humpback whales.***

**Response:** Alternative 2B, the preferred alternative, would not include a ferry terminal in Berners Bay. A ferry terminal would be constructed north of the Katzehin River. The proposed Katzehin Ferry Terminal site consists of a steep boulder beach transitioning to a less steep cobble beach. Due to the steepness of the beach, potential wave exposure, and lack of subtidal vegetation, the proposed Katzehin Ferry Terminal site is less important to commercial fish and crab species than other more protected coves. For this reason, the loss of 6.4 acres of intertidal and subtidal habitat and dredging impact to 4.4 acres from construction of a new ferry terminal would not measurably alter fish populations in the Katzehin River delta area or Lynn Canal. Operations of this ferry terminal would not impact Pacific salmon, Pacific herring, or eulachon because of the spatial separation of the terminal from the Katzehin River and other areas of Lynn Canal important to these species.

Alternatives 3, 4B, and 4D would construct a ferry terminal in Berners Bay. This would impact herring spawning habitat as explained in Sections 4.4.13 and 4.6.13 of the Final EIS. NMFS has indicated these alternatives are likely to adversely affect humpback whales and Steller sea lions.

**TNE05: HIGHWAY ALTERNATIVES WOULD NOT IMPACT STELLER SEA LIONS OR HUMPBACK WHALES.**

***It is exciting that sea lion rookeries have been identified and that measures are being made to protect them.***

***The highway would have little effect on sea lions, they are resilient and would adapt to increased human interactions.***

**Response:** None of the Steller sea lion haulouts have been identified as rookeries. Although Steller sea lions can adapt to some human activity, DOT&PF has committed to avoiding actions likely to adversely affect them. Sections of the East Lynn Canal Highway within 3,000 feet of Gran Point and Met Point would be designed to include through-cuts and walls to avoid lines of sight between the haulouts and the highway and to discourage human disturbance of sea lions. Prior to beginning construction, NMFS would review and approve final detailed construction plans in these zones, including planned vegetation removal and blasting requirements. This review would include an on-site tour of the area by NMFS. As large of a buffer as possible of undisturbed vegetation would be retained between the highway and the Gran Point and Met Point haulouts. No boat launches or other boat access points would be included in the project design to further protect marine mammals from human disturbance.

No construction would occur in April or May within one mile of identified harbor seal haulouts. Construction within 1,000 feet of the Met Point or Gran Point Steller sea lion haulouts would occur during periods when sea lions are absent, unless authorized by NMFS. Independent observers would be employed to ensure that no sea lions are present during work within 1,000 feet of the haulouts. Monitoring would be done during construction within 3,000 feet of the Gran Point and Met Point haulouts to ensure neither noise levels above background nor vibration levels above 0.05 inch per second occur at the haulouts when they are occupied. Monitors for marine mammals would be done during pile driving at the Katzehin ferry terminal. Pile driving would be halted if any marine mammals come within 650 feet (200 meters) of the activity.

Video monitoring at the Gran Point haulout and aerial and ground monitoring at the Met Point haulout would continue for a period of five years following construction. Annual reports on the Steller sea lion monitoring during and after construction would be provided to NMFS and a final report would be provided to NMFS following completion of the monitoring period.

Helicopter operations during avalanche control would minimize activity within a 3,000-foot radius around the Gran Point and Met Point haulouts and would not be conducted within 1,000 feet of the haulouts when occupied.

**TNE06: THE SUPPLEMENTAL DRAFT EIS DOES NOT ADEQUATELY ADDRESS THE IMPACTS TO STELLER SEA LIONS. PROVIDE ADDITIONAL INFORMATION ON PROPOSED MITIGATION MEASURES AND MONITORING PLANS.**

***Conduct an expert biological and economic analysis of the impacts to sea lions.***

**Response:** A revised Biological Assessment was prepared by DOT&PF and submitted to NMFS. On September 27, 2005, NMFS concurred with FHWA's determination that Alternative 2B, the preferred alternative, is not likely to adversely affect humpback whales or Steller sea lions, or adversely modify Steller sea lion critical habitat. NMFS' concurrence letter is provided in the Final EIS. Neither scoping nor consultation with NMFS indicated the need for economic analyses or additional biological analyses of impacts to sea lions. The cost of Steller sea lion mitigation measures are explained in Section 5.12.5 of the Final EIS and are included in the 2005 initial capital costs shown in Table 2-3 of the Final EIS.

***Include an analysis of reasonably foreseeable actions such as the construction of boat launches or structures along the East Lynn Canal Highway and the potential adverse impacts to sea lions.***

**Response:** As indicated in the EIS, DOT&PF has committed to not constructing boat launches along the East Lynn Canal Highway. Furthermore, the State of Alaska has made a commitment to prohibit the use of tidelands adjacent to the East Lynn Canal Highway for water access unless NMFS concurs that the action would not adversely affect any threatened or endangered species. This is a mitigation measure required by NMFS as part of their concurrence with the determination that the highway would not adversely affect Steller sea lions. The Final EIS, Section 4.9.2.15 contains an analysis of the cumulative impacts to Steller sea lions for each alternative.

***Evidence provided in the Steller Sea Lion Technical Report (Table 1 in Appendix S) indicates that Steller sea lions are at Gran Point for all but about seven days of the year. Therefore, the mitigation of limiting construction only to periods when the haulout is not used by sea lions does not appear to be feasible. Conclusions regarding timing of construction work are unsubstantiated and seemingly lack authorization by NMFS. Include a discussion of the requirement for a NMFS authorization to construct at Gran Point when sea lions are present.***

**Response:** The addendum to the *Steller Sea Lion Report* (in Appendix W) indicates that there were at least 46 days in 2003 with no sea lions present at Gran Point. In 2004, there were only 12 days when sea lions were not present. The partial year of January through September 2005 had 52 days with no sea lions present. Based on 2003 through 2005 video monitoring and previous years of overflight monitoring, 2004 was an atypical year. Heavy construction (rock drilling, blasting and shot rock removal) within a 1,000-foot radius of Gran Point is expected to take approximately one month. Based on the observed periods when the haulout is vacant, this construction may need to be spread over two or three years. Heavy construction within the Met

Point 1,000-foot radius would be of shorter duration, as less rock cutting would be required. Construction of the East Lynn Canal Highway would take at least four years.

The mitigation measure states that construction within 1,000 feet of Gran Point or Met Point haulouts would occur during periods when sea lions are absent, unless authorized by the NMFS. Authorization from NMFS would be requested only if circumstances at the haulout change and would be based on a demonstration by DOT&PF that work could be conducted closer than 1,000 feet without adversely affecting Steller sea lions. On September 27, 2005, NMFS concurred with FHWA's determination that Alternative 2B, the preferred alternative, is not likely to adversely affect humpback whales or Steller sea lions, or adversely modify Steller sea lion critical habitat. NMFS' concurrence letter is provided in the Final EIS.

***Assess the ambient noise level at critical areas and provide additional information on the effect of 30- A-weighted decibel levels (dBA) of noise on sea lions. Explain how average peak hour noise level is an accurate way to evaluate noise-level impacts to Steller sea lions. Use EPA guidelines (55 dBA) for acceptable noise levels around the sea lion haulouts.***

**Response:** The noise descriptor dBA is weighted for the range of sound heard by human beings. While there is little specific data on the range of sound that marine mammals can hear, the existing data suggests it is different than the range for human beings. However, NMFS is conducting all of its research on noise impacts to marine mammals in terms of dBA, and has established underwater noise criteria for the protection of marine mammals based on the descriptor dBA.

Short-term ambient noise data was collected in Berners Bay in the vicinity of the USFS cabin. Those data, which ranged from 35 to 49 dBA $L_{eq}$ were used as the existing noise level at Gran Point and Met Point. Actual ambient noise would often be higher at the haulouts because they are exposed locations that often have wind and wave noise.

A noise level of 30 dBA is extremely low, representing conditions where there is no rain, wind, or wave action and very little sound from other sources. No references in the literature have been found that report a response by marine mammals to a sound at the level of 30 dBA.

Noise is a continuous but varying phenomenon; however, noise descriptors are always referenced in terms of an averaging time. The 1974 EPA *Levels Document* recommended guidelines for the exterior areas of residential land uses referenced in this comment is 55 dBA $L_{dn}$. This is a descriptor of average noise over a 24-hour period, which is weighted to penalize noise at night when most people are more sensitive to noise. The EPA is careful to stress that these are recommendations and should not be construed as standards or regulations. There can be numerous incidents of noise exceeding 100 dBA in a 24-hour period and the $L_{dn}$ would be at or below 55 dBA. The EIS uses a standard averaged over only 1 hour where the noise level exceeds the criteria of 67 dBA no more than 10 percent of the time, or 10 minutes. This provides a much more stringent criteria than the EPA guideline.

Regardless of what noise descriptor is used, it is true that there could be occasional traffic sounds loud enough to be distinguished from background noise by Steller sea lions at the haulouts. However, such loud noises would not be frequent enough to result in sea lions abandoning the Gran Point or Met Point haulouts. There has been no threshold established for airborne noise to protect marine mammals; however, NMFS has established an underwater noise threshold of 180 dBA at 1 meter from the source. No on-road vehicles generate this level of noise. The limited data available indicate that the group of marine mammals that includes

Steller sea lions is more sensitive to underwater noise than airborne noise. This information further indicates that traffic noise would not adversely impact Steller sea lions using the Gran Point and Met Point haulouts.

***Address the amount and effects of noise on hauled-out Steller sea lions at Gran Point and Met Point from avalanche control measures.***

**Response:** DOT&PF's proposed avalanche control option on the east side of Lynn Canal is helicopter delivery of explosive charges by hand out an open door. Gran Point is between two identified avalanche paths, LC030 & LC031, as well as close to nearby paths LC025 through LC029. LC030 is at elevation 1,500 feet, approximately 1,810 feet southeast of the Gran Point haulout. The slope distance from the haulout is 2,350 feet. LC031 is at elevation 650 feet, approximately 2,880 feet to the northeast, a slope distance of 2,950 feet. Both are small avalanche paths; one is on an old landslide scar and the other is in a narrow gully. Each avalanche starting zone is estimated to require a helicopter dropped 50-pound explosive charge once every 10 years, which would result in two explosive discharges within the critical habitat area during a 10-year period. According to FHWA's *Rock Blasting and Overbreak Control*, a 50-pound charge typically creates a momentary peak airblast sound level of 95 dBA at 665 feet. This would result in a noise of about 73 to 75 dBA at Gran Point from either of the slide areas. This noise would be noticeable at the haulout. A single momentary noise is unlikely to startle sea lions enough for them to leave the haulout. In the event it did, it is likely that sea lions would return to the haulout within a few hours if not sooner, as the noise would not reoccur. The noise and vibration created by the resulting avalanche would be no different that the naturally occurring avalanche that would eventually happen.

Met Point is near avalanche path LC004. The starting zone of avalanche LC004, 2,600 feet to the northeast of the Met Point haulout, is at elevation 1,000 feet. Slope distance to the haulout is 2,860 feet. LC004 is a small avalanche path consisting of open scrub forest and a small gully. This avalanche path is expected to require detonation release with a helicopter dropped explosive charge at a frequency of once every 10 years. The explosive charge would be a 50-pound bag of ammonium nitrate and fuel oil. A 50-pound charge dropped from a helicopter normally penetrates the snow a few feet, with the blast sound muffled by the snow surrounding the charge. As in the case of the Gran Point haulout, this noise would be noticeable at the Met Point haulout, but it is not likely to disturb Steller sea lions for more than a short period, if at all.

***Evaluate in-water effects of the alternatives on Steller sea lions, particularly the effects from Alternatives 2A, 4B, and 4D. Address the impacts of vessel activity on cooperative feeding in Berners Bay.***

**Response:** Alternative 2A has been determined not reasonable and has been eliminated from further consideration. As explained in the EIS, Alternatives 3, 4B, and 4D would involve construction, maintenance, and operation of a new ferry terminal at Sawmill Cove. These alternatives would include the noise and visual aspects of construction, use of barge landings, pile driving, dredging, in-water fill placement, excavation, and earth moving in Berners Bay. Placement of fill at the ferry terminal site is not expected to generate large in-water noise, as this activity is generally done from shore during low tides. Dredging would take place between October 1st and March 1st when there are no spawning activities of prey species in the project area; furthermore, dredging is not typically a source of loud noise. Driving 18- to 30-inch diameter piles would be done with vibratory hammers to the extent possible to reduce the intensity of sound generated. Pile driving would generally take place between mid June and mid March (to avoid impacts to fish), after peak prey spawning season. Trained observers would monitor for the presence of marine mammals and construction would be halted if any animals

come within 200 meters of the activity. For these reasons, project construction would not result in substantial impacts to Steller sea lions

As explained in the addendum to the *Steller Sea Lion Report* (in Appendix W), a study of Steller sea lions at a haulout in Glacier Bay National Park found that the proximity and behavior of approaching marine vessels affected the activity rate of these animals. Vessels that maintained a slow, steady course and kept the engines on seemed to disturb sea lions less than vessels with erratic course or speed. This study may indicate that private vessels, which are more maneuverable and whose operators may be less aware of protection rules, might disturb Steller sea lions more than larger commercial vessels. (Because the ferry traffic associated with Alternatives 3, 4B, and 4D would be relatively slow and consistent in both direction and speed, it is expected that sea lions at Point St. Mary would habituate to these vessels in the same way they have habituated to marine vessels including ferries that currently pass the Gran Point and Met Point haulouts.)

Sea lions have been observed feeding cooperatively in Berners Bay in areas where prey species concentrate. The cooperative feeding behavior involves visual and vocal cues among participants. Noise levels from ferry operations for Alternatives 3, 4B, and 4D may make cooperative feeding for sea lions less successful when foraging on prey in the vicinity of construction or vessel traffic if the noise is above ambient levels.

Based on information in NMFS' Biological Opinion for the Kensington Gold Project, Alternatives 3, 4B, and 4D, in combination with reasonably foreseeable projects, including Kensington Mine vessel traffic, commercial fishing, recreational marine traffic, and commercial marine traffic in the Berners Bay area, are likely to cause acute stress responses in some Steller sea lions exposed to this vessel traffic and noise. However, based on the conclusion in NMFS' Biological Opinion, this is not likely to impair the health of sea lions by depleting their energy reserves (see Section 4.9.2.15 of the Final EIS). However, NMFS is concerned that Alternatives 3, 4B, and 4D in combination with other reasonably foreseeable projects in Berners Bay could substantially impact populations of forage fish such as herring and eulachon. Such an impact may result in a depletion of energy reserve for some individual Steller sea lions. For example, in response to a reduction in the availability of herring or eulachon, Steller sea lions may have to behaviorally compensate by dedicating more time to foraging on species with less energetic value, which may result in a greater expenditure of energy for the same or less energy gain, or by relocating to other areas to feed which would also incur an energetic cost.

In its Biological Opinion on the Kensington Gold Project, NMFS concluded that the Kensington Gold Project in combination with Alternative 2B, the preferred alternative, and Goldbelt development would not have a subpopulation or population effect on Steller sea lions. However, NMFS has expressed concern that Alternatives 3, 4B, and 4D may adversely affect Steller sea lions and would require formal consultation to determine the cumulative impacts on this species.

***Include the exact number of sea lions in Table 1, Summary of Steller Sea Lion Monitoring at Gran Point, as determined by video camera counts and other studies. Update the current estimates of the eastern and western populations. The National Marine Fisheries Service requests a copy of the video camera monitoring log data to aid in the documentation of any future changes in sea lion abundance.***

**Response:** Table 1 was not meant to convey abundance of sea lions throughout the year; it indicates the times when the haulout was vacant or infrequently used. The site was monitored to get better information on the periods of use and non-use in order to determine when construction could occur in the area without disturbing sea lions at the haulout. It was not

intended to collect more comprehensive data. Abundance estimates were made when circumstances allowed. The video feed was provided to NMFS (Seattle) and the ADF&G (Anchorage). The addendum (in Appendix W) to the *Steller Sea Lion Report* has revised tables that include sea lion numbers to the extent that they are available. Population estimates have been updated in the addendum to the *Steller Sea Lion Technical Report* in Appendix W based on numbers provided by NMFS.

***Discuss the effects of the Slate Cove Ferry Terminal on the Slate Creek Cove haulout.***

**Response:** Alternative 2A, which included a Slate Cove Ferry Terminal, has been eliminated from further consideration for the project. None of the reasonable alternatives being considered for the project include a Slate Cove terminal.

***Mitigation measures listed on page 4-11 of the Supplemental Draft EIS are actually monitoring activities, the results of which should be used to develop necessary adaptive management actions. Mitigation measure number five for threatened and endangered species should include consultation with NMFS.***

**Response:** The mitigation measures referenced above are the three conditions added by NMFS to the mitigation measures in the 1997 Draft SEIS. The Final EIS includes a mitigation plan that includes additional mitigation and monitoring requested by NMFS.

***The EIS should not confuse adaptation of sea lions to marine vessels and human interaction as mitigation. The proposed mitigation of steep embankments and high concrete barriers is not sufficient.***

**Response:** The Supplemental Draft EIS did not state that sea lions habituating to human presence provide mitigation for potential project impacts. The proposed mitigation of providing barriers to prevent people from approaching sea lion haulouts and to prevent the highway from being visible from the haulout is a reasonable way to mitigate impacts to the Gran Point and Met Point haulouts. Additional mitigation and monitoring determined necessary by NMFS is included in the Mitigation Plan in Section 5.12 of the Final EIS. NMFS has concurred that the highway is not likely to adversely affect Steller sea lions, based in part on these additional conservation measures.

***Provide the preliminary designs and costs of the screening structures used to shield the haulouts from construction and traffic noise and disturbance, and evaluate the impact of avalanches and wind on these structures.***

**Response:** Screening structures at Gran Point and Met Point are estimated to cost $584,250 (2,800-foot concrete barrier with fence at $135/foot and 2,750-foot fence at $75/foot) and are included in the revised construction cost estimate for Alternative 2B. Standard concrete barriers and chain link with slat fencing are windfast. Only a few short sections of the screening structures would be within avalanche paths, and these two avalanche paths are neither large nor particularly active.

***Provide viewing platforms that limit the potential for people to interact with sea lions. Impose a fine to those who approach the haulouts.***

**Response:** The goal of the design for an East Lynn Canal Highway would be to prevent human contact with sea lions. All efforts would be made to make the haulouts as inaccessible from the highway as reasonably possible. Providing viewing platforms is counter to this goal.

**TNE07: THE SUPPLEMENTAL DRAFT EIS DOES NOT ADEQUATELY ADDRESS THE IMPACTS TO HUMPBACK WHALES.**

***Evaluate in-water effects of the alternatives on humpback whales, particularly the effects from Alternatives 2A, 4B, and 4D. Address the impacts of vessel activity on humpbacks feeding in Berners Bay.***

**Response:** As explained in the Final EIS, Alternative 2A is no longer under consideration.

Alternatives 3, 4B, and 4D involve construction, maintenance, and operation of a new ferry terminal at Sawmill Cove. These alternatives would include the noise and visual aspects of construction, use of barge landings, pile driving, dredging, in-water fill placement, excavation, and earth moving in Berners Bay. Placement of fill at the ferry terminal site is not expected to affect humpback whales, as this activity is generally done from shore during low tides. Dredging would take place between October 1st and March 1st when there are few whales in the project area; furthermore, dredging is not typically a source of loud noise. Driving 18- to 30-inch diameter piles would be done with vibratory hammers to the extent possible to reduce the intensity of sound generated. Pile driving generally takes place between mid-June and mid March (to avoid impacts to fish), a period during which some humpbacks may be in the terminal vicinity. A trained observer would monitor for the presence of marine mammals and pile driving would be halted if any animals were within 200 meters of the activity. For these reasons, project construction would not have substantial impacts on humpback whales.

Ferry traffic in Berners Bay would increase as a result of Alternatives 3, 4B, and 4D. The increased ferry traffic would increase the risk of collisions with humpback whales. The use of fast ferries for Alternative 4B would further increase the risk of collisions because research has shown that vessel-whale collisions increase proportionately when the speed of vessels increases above 14 knots. However, collisions have been rare in the past and would likely continue to be rare. There have been no reported whale collisions involving AMHS vessels in Lynn Canal during the 40 years of past operation.

FHWA has determined that Alternatives 2B, 3, 4B and 4D are not likely to adversely affect humpback whales. NMFS has concurred with this determination for Alternative 2B. NMFS has expressed concern that ferry traffic in Berners Bay associated with Alternatives 3, 4B, and 4D may adversely affect humpback whales. Selection of any of these three alternatives would necessitate formal consultation on humpback whales with NMFS under Section 7 of the Endangered Species Act.

***Clarify the type of effect Alternative 2A is likely to have on humpback whales and the rationale for that conclusion. The Supplemental Draft EIS says Alternative 2A may affect humpback whales, but then concludes that the build alternatives are not likely to adversely affect humpback whales.***

**Response:** Alternative 2A has been eliminated from further consideration.

***Clarify whether the humpback whales would have a 330- or 660-foot buffer from pile driving activities. Provide analysis for how this distance has been determined and provide references.***

**Response:** The construction buffer (including pile driving) for humpback whales is 660 feet. The distance of 660 feet is approximately equivalent to 200 meters. The 330 feet stated in the summary to the Supplemental Draft EIS has been corrected to 660 feet in the Final EIS. The

660-foot monitoring buffer is an agreement between NMFS and the DOT&PF and has been used on other transportation projects.

***Provide explanation for the assertion that the humpback whales would go elsewhere when disturbed.***

**Response:** The reactions of the marine mammals, including humpback whales, to underwater construction noise depends on a number of variables, including how far away they are from the disturbance and what they were doing at the time. Studies done to date give no decisive results from which to predict the response of humpback whales to various types of disturbance. Conclusions drawn by different researchers can vary. In some cases, as documented in 1996 by Todd *et al.* (*Behavioral Effects of Underwater Explosions in Humpback Whales*) and in 1999 by Borggaard *et al.* (*Assessing the Effects of Industrial Activity on Large Cetaceans in Trinity Bay, Newfoundland*) humpback whales have changed course and speed to avoid a noisy ship. In other cases, especially when they are feeding in an area of high prey availability, whales have tolerated very loud noises, which may have resulted in inner ear damage.

The data collected on response to noise for humpback whales to date is inconclusive. The trend in data indicate that humpback whales would move away from loud noises when not engaged in feeding behavior. During feeding they have shown the tendency to remain in the area despite loud construction sounds. Monitors would be present to halt construction if marine mammals come within 660 feet of construction activities.

**TNE08: UPDATE THE SUPPLEMENTAL DRAFT EIS TO REFLECT THE NMFS BIOLOGICAL OPINION WRITTEN FOR THE KENSINGTON GOLD PROJECT REGARDING STELLER SEA LIONS AND HUMPBACK WHALES.**

**Response:** Information on Steller sea lions and humpback whales from the Kensington Gold Project Biological Opinion has been incorporated into the Final EIS.

## 4.24 TRANSPORTATION (TRN)

**TRN01: LYNN CANAL COMMUNITIES NEED BETTER ACCESS.**

***Residents of Haines, Skagway, and Juneau need better access to other Lynn Canal communities or to the rest of the state, and the rest of the state and Canada should have better access to Lynn Canal communities.***

**Response:** As described in the EIS, all of the build alternatives considered for the project would improve surface transportation between Lynn Canal communities and therefore would improve access to the rest of the state.

***Some Lynn Canal residents have left or may leave the area due to poor access in and out of the communities.***

**Response:** The degree to which transportation improvements would affect residents' decisions regarding the future cannot be accurately forecasted. To the extent that costs and other aspects of Lynn Canal transportation are a factor, improvements may reduce the likelihood of residents leaving the area.

***Continued controversy surrounds the access issue.***

**Response:** Advisory ballots in Juneau and Skagway and surveys in Juneau, Haines, and Skagway have been split over providing road access to Juneau in Lynn Canal. The Skagway City Council and Haines Borough Assembly have passed resolutions opposing a highway and supporting improved marine transportation. Numerous letters, editorials, and opinion pieces in Haines, Juneau, Skagway, and Anchorage newspapers over the past two years have expressed support for or opposition to a highway in the Lynn Canal corridor. Comments submitted during the review period for the Supplemental Draft EIS that expressed a preference were approximately 60 percent in support of a highway, with 40 percent preferring a marine alternative. During the Supplemental Draft EIS review period both branches of the Alaska Legislature submitted Resolutions in support of Alternative 2, the East Lynn Canal Highway with Katzehin Terminal.

***Alaskans need to have better access to their capital city.***

**Response:** All of the build alternatives to varying degrees would provide better surface access to Juneau from other parts of Alaska than would exist under the No Action Alternative.

**TRN02: BUILD A HIGHWAY TO PROVIDE IMPROVED ACCESS FOR LYNN CANAL COMMUNITIES.**

***A highway would give Lynn Canal residents, other Alaskans, and Canadian neighbors needed access in, out, and within Lynn Canal.***

***A highway would improve access and provide several opportunities for recreation and work for young residents so that they would stay in Lynn Canal after high school or college graduation.***

***A highway would give Alaskans better access to the capital city.***

***A highway would give non-residents better access to Lynn Canal communities for recreation and commerce.***

**Response:** FHWA and DOT&PF have determined that Alternatives 2, 2A, and 2C are no longer reasonable alternatives for the proposed project. The preferred alternative is now Alternative 2B which includes a highway north from the northern end of Glacier Highway to a ferry terminal north of the Katzehin River delta with access to Haines and Skagway via shuttle ferry.

Alternative 2B would improve travel opportunity and flexibility in the Lynn Canal corridor. Under this alternative, there would be 6 round trips per day (42 round trips per week) between Katzehin and Skagway and 8 round trips per day (56 round trips per week) between Katzehin and Haines in the summer. Travel time would be the shortest of all the build alternatives. It would take about 2.5 hours to travel from Auke Bay to Haines and 3 hours to travel from Auke Bay to Skagway under Alternative 2B. Improved access would benefit all travelers in Lynn Canal, residents as well as non-residents, regardless of the purpose of their travel.

**TRN03: HIGHWAY CONSTRUCTION WOULD NOT IMPROVE ACCESS TO THE EXTENT THAT A HIGHWAY IS WARRANTED.**

***The East Lynn Canal Highway would provide Lynn Canal residents access to only a few locales, namely other Lynn Canal communities and Whitehorse, because few people have enough free time for highway travel to other locales.***

***Few people outside of Lynn Canal and neighboring Canadian towns would, due to time constraints, use the East Lynn Canal Highway to access Juneau, Haines, or Skagway.***

**Response**: The purpose of the project is to improve surface transportation to and from Juneau within the Lynn Canal corridor. It is not intended to specifically provide access to other communities outside the Lynn Canal corridor. However, there are numerous locations immediately outside of Lynn Canal that would be more easily accessed by residents in Lynn Canal if there was more frequent, faster, lower cost travel available in Lynn Canal.

***The East Lynn Canal Highway alternatives would reduce access for Haines residents by cutting Haines off from the main components of the AMHS.***

**Response**: The East Lynn Canal Highway alternatives would not reduce access for Haines residents within the Lynn Canal corridor. Alternative 2B, the preferred alternative, would provide 8 round trips per day in the summer and 6 round trips per day in the winter between Haines and Katzehin. Under the No Action Alternative, there would be an average of 1.1 round trips per day between Auke Bay and Haines in summer, and less than 1 round trip per day in winter. Alternative 2B would provide a substantial improvement in access from Haines to Juneau relative to the No Action Alternative. Therefore, access to the AMHS for travel to points south would not be cut off for Haines residents.

***The highway would not be able to meet Lynn Canal transportation needs due to the geographic challenges of the area.***

**Response:** Both highway alternatives have been developed in consideration of the geographic challenges in Lynn Canal, including steep terrain and avalanches. Alternative 2B would be closed approximately 34 days per year (an average of 16.5 closures per year) and Alternative 3 would be closed approximately 6 days per year (an average of 10.8 closures per year) for avalanche control. For Alternative 2B, when the highway is closed, the shuttle ferries proposed for this alternative would provide transportation in Lynn Canal. Landslides are not expected to be a significant hazard for Alternatives 2B or 3.

**TRN04: IMPROVED ACCESS FOR LYNN CANAL IS BEST MET WITH MARINE TRANSPORTATION.**

***The existing transportation infrastructure meets the access needs of Lynn Canal.***

**Response:** As explained in Section 1.4.1 of the Final EIS, the existing transportation infrastructure does not meet the access needs of Lynn Canal. Traffic volumes on the AMHS in Lynn Canal have remained essentially unchanged since 1988. On the other hand, the population of Lynn Canal communities has grown an average of 2 percent a year over this period. Traffic volumes on highways such as the Glacier, Klondike, and Haines highways are several orders of magnitude higher than the traffic on the AMHS. The AMHS is the NHS route between Juneau, Haines, and Skagway. The low annual ADT (annual ADT) on this NHS route compared to the annual ADT on other roads in the region indicates that AMHS is not meeting the travel demand in Lynn Canal.

***A highway would not eliminate or reduce the need for marine or air transportation.***

**Response:** All highway alternatives include a marine segment; however, by providing a long highway segment and short shuttle ferries, the capacity of the transportation system increases, flexibility and opportunity for travel increases, state cost per vehicle mile decreases, and user cost decreases relative to the No Action Alternative and marine alternatives that have either no additional highway segments or short highway segments. The purpose of the proposed project is to improve access via surface transportation, not air transportation. Air transportation would not be eliminated by any project alternative since business travelers would most likely prefer the

decreased travel time that air transport offers, and air transportation is expected to continue to play an important role in emergency response.

***Lack of highway access is preferred.***

**Response:** Lack of highway access to and from Juneau is preferred by some Lynn Canal residents but considered a problem by other residents. Providing highway access to Juneau is a contentious issue in northern Southeast Alaska. In recent advisory ballots, Juneau voters were split on whether a highway should be constructed, and Haines and Skagway voters favored improved ferry access. Numerous letters, editorials, and opinion pieces in Haines, Juneau, Skagway, and Anchorage newspapers over the past two years have expressed support for or opposition to a highway in the Lynn Canal corridor. Comments submitted during the review period for the Supplemental Draft EIS that expressed a preference were approximately 60 percent in support of a highway, with 40 percent preferring a marine alternative. During the Supplemental Draft EIS review period both branches of the Alaska Legislature submitted resolutions in support of Alternative 2, the East Lynn Canal Highway with Katzehin Terminal, indicating lack of access is not preferred by the legislature.

***Marine alternatives or improved ferry service would be the best way to improve access.***

**Response:** Some comments on the Supplemental Draft EIS indicate that improved ferry service is the best way to improve access to Lynn Canal communities. Among those comments was a Preliminary Business Plan for better ferry service submitted by the Lynn Canal Transportation Project. In addition, Derecktor Shipyards of Bridgeport, Connecticut sent a letter to Commissioner Mike Barton on December 1, 2004, indicating that fast vehicle ferries could be operated in Lynn Canal at a lower cost than conventional monohull ferries.

The ability of project alternatives to improve surface transportation has been evaluated in terms of capacity, travel flexibility and opportunity, reduced travel times, and reduced cost to the state and travelers. Highway alternatives would have three to four times the travel demand than marine alternatives. While all of the build alternatives would increase travel flexibility and opportunity in the Lynn Canal corridor, the highway alternatives would provide more opportunity for travel than any of the marine alternatives. Alternative 2B would have the shortest summer travel times between Auke Bay and Haines or Skagway at 2.5 and 3 hours, respectively, among all of the project alternatives. Alternatives with longer or additional ferry runs would have longer travel times. Alternative 2B would have the lowest M&O cost of all alternatives: approximately $9 million versus $10.2 million for the No Action Alternative. As ferry links or longer ferry runs are added to the alternatives, annual operating costs would increase, with all of the marine alternatives (Alternative 4A through 4D) having higher annual operating costs than the highway alternatives and the No Action Alternative.

One economic measure of an alternative is its NPV[3]. NPV is the total of the user benefits minus the net costs of an alternative over and above the net cost of the No Action Alternative for a given period of time. The 2004 to 2038 NPV of Alternative 2B is approximately $70 million. Other build alternatives have a NPV less than half of that of Alternative 2B. Three of the marine alternatives (Alternatives 4A through 4C) would have higher total project costs than the user benefits they would provide, resulting in a negative NPV.

[3] See *User Benefit Analysis*, Appendix E, for more information on economic analysis of alternatives.

The Preliminary Business Plan for ferry service proposed by the Lynn Canal Transportation Project provides an unrealistic assessment of crewing ferries, overestimates revenues, and underestimates costs. The plan proposes a ferry system for Lynn Canal based on an M/V *Prince of Wales* type vessel and an *M/V Lake Express* type vessel. The *M/V Prince of Wales* is a 198-foot long monohull vessel with a service speed of 15 knots operated by the Inter-Island Ferry Authority between Hollis and Ketchikan, Alaska. It is USCG-certified for 160 passengers and can accommodate 30 standard automobiles. The *M/V Lake Express* is a 192-foot long high-speed catamaran with a service speed of 34 knots operated by a private company across Lake Michigan between Milwaukee, Wisconsin and Muskegan, Michigan. It has a passenger capacity of 250 passengers and 46 passenger cars.

The Preliminary Business Plan is based on the assumption that 5-person crews can operate the *Prince of Wales* for 16 hours per day and 7-person crews can operate the *M/V Lake Express* for 19 hours per day. This is an assumption that is inconsistent with the operating plans of the authorities operating the *M/V Prince of Wales* and *M/V Lake Express*, as well as the AMHS, placing an unrealistic burden on crew watches, particularly when docking. It is also questionable as to whether or not the USCG would approve of this operating procedure.

Revenues projected by the plan have been overstated by multiplying the total number of passengers by the adult fare, while the AMHS and the operators of the *Prince of Wales* and *M/V Lake Express* offer discounts for children, seniors, and groups, as well as offering seasonal specials. AMHS traditionally recovers about 80 percent of the published adult fare for all passengers transported. Overstating revenues by 20 percent adds over $860,000 to the estimated annual revenue presented in the plan. The plan understates operating costs in two ways: 1) by under-calculating costs, and 2) by not compensating crews for all hours they are on board the vessels.

The plan oversimplifies the difficulties of providing service in Lynn Canal. The *M/V Prince of Wales*, *M/V Lake Express*, and the AMHS summer service provided by the *M/V Lituya* and the *M/V Fairweather* all provide point-to-point service. In this service mode, all vehicles board the vessel at one end and exit at or near the opposite end. Because this results in minimal vehicle maneuvering, quick turnarounds are possible. In addition, the routes these vessels are assigned to can be completed in less than a 12-hour operating day.

In Lynn Canal, service is required between three communities. Therefore, through traffic is mixed with point-to-point traffic and at the middle port in the voyage, disembarking and embarking vehicles use the same vessel door. Therefore, turnaround times are longer. The plan schedules a turnaround time of approximately 30 minutes, which is too short and not currently being done by the *M/V Prince of Wales* or *M/V Lake Express*, both of which have turnaround times of 45 minutes. (For more detail, request DOT&PF reference memo dated April 20, 2005, from Jack Beedle to Reuben Yost.)

Derecktor Shipyards' analysis does not compare equal levels of service for the FVF and conventional monohull ferry fleets. Some of the principal problems with the analysis are summarized below.

- Derecktor compared the cost of operating a 5-vessel conventional monohull fleet operating 24 hours per day and carrying an average of 63 vehicles per vessel to a 4-vessel FVF operating 12 hours per day carrying 36 vehicles per vessel. Since the conventional monohull fleet would move over twice as many vehicles per day as the fast ferry fleet, there is no value to this comparison.

- Derecktor's fast ferry fleet schedule is based on 38-40 knot average speeds without vessel start up and shut down times included. The *M/V Fairweather's* AMHS schedule is based on a 32-knot average speed.
- Derecktor's fast ferry fleet analysis is based on an average fuel consumption of less than 600 gallons per hour (gph) (per vessel) at 38 to 40 knots. The *M/V Fairweather* consumed 855 gph at 38.5 knots during Derecktor's Performance Measure trials.
- For the Juneau/Petersburg/Sitka/Juneau fast ferry route, Derecktor increased the crew size from 10 to 14 to account for the 13-hour run. However, in Derecktor's analysis the 14-member crew is only compensated for an 8-hour workday.
- Fast ferry fleet costs provided in Derecktor's analysis do not include sewage handling, homeport electrical power usage, or ½ day per week per vessel non-operation crew training.

Using the methodology and assumptions in Derecktor's plan, the cost comparison per day for the conventional monohull vessel is $32,800 per day and for the *M/V Fairweather* it is $22,380. Using this cost comparison per day and correcting for the errors in Derecktor's presentation, the cost of operation is $1.39 per vehicle nautical mile for conventional monohull vessels and $1.62 per vehicle nautical mile for the *M/V Fairweather*. Derecktor's proposal for Lynn Canal service is not a reasonable alternative for the Juneau Access Improvements Project. (For more detail, request DOT&PF reference memo dated April 5, 2005, from Jack Beedle to Pat Kemp.)

**TRN05: THE EIS SHOULD INCLUDE INFORMATION REGARDING ACCESS THAT IS NOT CURRENTLY INCLUDED.**

***Identify whom the highway alternatives are geared toward.***

**Response:** The highway alternatives are designed to meet the project purpose and need, which is improved transportation for all travelers. It is the responsibility of DOT&PF and FHWA to provide surface transportation facilities for the movement of vehicles. At present, the NHS link between Juneau and Haines and Skagway is the AMHS.

***Include a discussion on the type of person and what he/she proposed for use of the highway.***

**Response:** The *Traffic Forecast Report* (Appendix C) provides a breakdown of the types of travelers in Lynn Canal who would be expected to use the highway. All potential travelers are included in the projected travel demand for the corridor regardless of the purpose of their travel. Project alternatives have been designed to improve capacity of the transportation facility in order to meet travel demand.

FHWA and DOT&PF are responsible for providing transportation facilities and not the transportation itself. Therefore, all of the project alternatives are designed to move vehicles. Based on the 2000 Census, most people in Lynn Canal (at least 90 percent) own at least one vehicle and at least half (50 to 60 percent) own two or three vehicles. If a highway alternative were selected for the proposed project, people not choosing to use personal vehicles would have to use private sector transportation.

***Discuss how seasonal changes in access needs are assessed and how the highway alternatives would meet these needs and to what extent.***

**Response:** The AMHS is the only form of public transportation that carries vehicles and passengers in Lynn Canal and ferry schedules change according to season – lower frequency during the winter months to adapt to decreased passenger traffic. Private ferry companies provide passenger only service on a seasonal basis from mid-May to mid-September. During the peak season, i.e., summers, there is not enough space on the ferries traveling Lynn Canal to accommodate the demand. All build alternatives have ferries sized to accommodate the demand anticipated for that particular alternative. Highway alternatives would generate and accommodate greater summer demand due to shorter ferry links.

Highway segments for Alternative 2B and Alternative 3 would be maintained through the winter. It is forecast that the highway under Alternative 2B would be closed approximately 34 days per year (an average of 16.5 closures per year) for avalanche control. As explained in Section 4.3.8.2 of the Final EIS, when the highway is closed, the shuttle ferries proposed for this alternative would provide transportation between Lynn Canal communities. Therefore, this alternative would be more reliable in terms of number of trips per week than the No Action Alternative, even during highway closures.

**TRN06: CURRENT FERRY SERVICE PROVIDES RELIABLE, FLEXIBLE, AND/OR CONVENIENT TRANSPORTATION FOR LYNN CANAL USERS.**

**Response:** Current ferry service is not flexible or convenient for most travelers. There are currently only nine round-trip voyages per week to Haines and eight round-trip voyages per week to Skagway during the summer peak season and four round-trip voyages per week to both communities during the off-season. Under the No Action Alternative, there would be less total service because there would be two fewer mainline ferry trips per week in Lynn Canal than there are currently. (As explained in the 2004 SATP, two mainliners are anticipated to be retired by 2010.)

Currently, during the summer season, a traveler has a choice of one or two sailings per day. (For the No Action Alternative there would be only one sailing per day.) In the winter, a traveler has a choice of approximately four sailings per week. Ferries typically sail below vehicular capacity during winter, but in summer they are at times unable to accommodate all reserved space and standby traffic.

As explained in Section 1.4.2 of the Final EIS, the current system has restrictions to flexibility and opportunity to travel, including:

- Travelers must make reservations for vehicles in advance; travel during peak summer season periods can require making reservations within days of the summer ferry schedule release in the preceding December.
- Travelers must plan trips to coincide with ferry schedule departures and arrivals.
- A 1- to 2-hour check-in time is required.
- Border crossings are restricted at night but ferry schedules do not always coincide with the operating hours of the United States Customs stations, inconveniencing travelers going beyond Haines and Skagway.
- When ferries do not have vehicle space available, travelers may register at the ticket counter 2 hours before sailing for standby vehicle space; however, there is no guarantee of boarding.

The 1994 and 2003 household surveys included several questions on flexibility and convenience. The following information was identified in the 1994 survey:

- Households in all three communities reported having problems with ferry reservations (44 percent in Juneau, 53 percent in Haines, and 33 percent in Skagway).
- Fifty-five percent of households in Haines, 34 percent of households in Juneau, and 40 percent of households in Skagway said that they have been unable to travel in Lynn Canal due to scheduling or reservations problems.
- Forty-seven percent of Juneau households, 62 percent of Haines households, and 44 percent of Skagway households said that obtaining car space on the ferries was a problem.

The following information was identified in the 2003 survey:

- A strong majority of residents would travel more frequently in Lynn Canal if transportation were improved (72 percent in Juneau, 79 percent in Haines, and 70 percent in Skagway).
- Whitehorse households would make as many as three trips per year to Juneau with a highway connection, compared to the current average of once per year. Haines residents would take an average of eight trips to Juneau with a highway connection, and Skagway residents would take an average of 12 trips to Juneau with a highway connection.
- While ferries are generally reliable, trips can be delayed by unforeseen events, including vessel mechanical problems, inclement weather, and last-minute requests to serve an additional port south of Juneau.

**TRN07: CURRENT FERRY SERVICE DOES NOT PROVIDE RELIABLE, FLEXIBLE, AND/OR CONVENIENT TRANSPORTATION FOR LYNN CANAL USERS.**

**Response:** As indicated in the response to TRN06, there are many indications that the current ferry service does not provide flexible and convenient surface transportation in Lynn Canal. There are a limited number of sailings and reservations must be made in advance during busy periods. While ferries are generally reliable, trips can be delayed by unforeseen events, including vessel mechanical problems, inclement weather, and last-minute requests to serve an additional port south of Juneau.

**TRN08: MARINE ALTERNATIVES OR ENHANCED FERRY SERVICE WOULD IMPROVE THE RELIABILITY, FLEXIBILITY, AND/OR CONVENIENCE OF TRAVEL FOR LYNN CANAL USERS.**

***One or more of the marine alternatives, or improved ferry service in general, would provide the greatest improvement to the reliability, flexibility, and/or convenience of travel in Lynn Canal.***

**Response:** Alternative 4A would essentially double the number of summer round trips per week between Auke Bay and Haines or Skagway (16 per week) relative to the No Action Alternative. Travel times under Alternative 4A would remain the same or be slightly longer than the travel times for the No Action Alternative, due to the longer loading and unloading times for a larger fast ferry.

Alternative 4C would provide essentially no improvement in travel opportunity and flexibility in the Lynn Canal corridor. The number of summer round trips per week between Auke Bay and Haines would increase by one and between Auke Bay and Skagway by two. Travel times on mainline ferries would remain the same as the No Action Alternative, but because this alternative would use conventional monohull shuttle ferries, travel times on the shuttle between Auke Bay and Haines or Skagway would be almost twice as long as the No Action Alternative.

Travel opportunity and flexibility with Alternatives 4B and 4D would improve relative to the No Action Alternative. The alternatives would slightly more than double the number of ferry round trips per week (16) between Auke Bay and Skagway in the summer. Alternative 4B would increase the number of summer round trips per week between Auke Bay and Haines to 30, while Alternative 4A would double the round trips per week between Auke Bay and Haines (16) relative to the No Action Alternative.

Travel times would not improve with Alternatives 4B and 4D relative to the No Action Alternative. Travel times for Alternative 4B would be essentially the same as the No Action Alternative, and travel by shuttle ferry for Alternative 4D would take longer than shuttle ferry travel under the No Action Alternative.

The marine alternatives would be more reliable than existing ferry service because they would use more shuttle ferries dedicated to Lynn Canal. Under current conditions and the No Action Alternative, ferry service within Lynn Canal would continue to be dependent, in part, on mainline ferries that could be delayed because of problems outside Lynn Canal. None of the marine alternatives would substantially reduce user costs or state costs per vehicle.

**TRN09: MARINE ALTERNATIVES WOULD NOT IMPROVE THE RELIABILITY, FLEXIBILITY, AND/OR CONVENIENCE OF TRAVEL FOR LYNN CANAL USERS.**

**Response:** As discussed in the response to TRN08, marine alternatives would improve the reliability, flexibility, and convenience of travel in Lynn Canal relative to the No Action Alternative.

**TRN10: A HIGHWAY SHOULD BE CONSTRUCTED TO PROVIDE MORE RELIABLE, FLEXIBLE, AND/OR CONVENIENT TRAVEL FOR LYNN CANAL USERS.**

***One or more of the highway alternatives, or a highway in general, would provide the greatest improvement to the reliability, flexibility, and/or convenience of travel in Lynn Canal.***

**Response:** Alternative 2B would improve travel opportunity and flexibility in the Lynn Canal corridor. Under this alternative, there would be 6 round trips per day (42 round trips per week) between Katzehin and Skagway and 8 round trips per day (56 round trips per week) between Katzehin and Haines in the summer. Travel time would be the shortest of all the build alternatives. It would take about 2.5 hours to travel from Auke Bay to Haines and 3 hours to travel from Auke Bay to Skagway under Alternative 2B, making the travel time, including loading, between these points about three times faster than travel time on a mainline ferry and about an hour faster than travel time on an FVF.

**TRN11: A HIGHWAY WOULD NOT IMPROVE THE RELIABILITY, FLEXIBILITY, AND/OR CONVENIENCE OF TRAVEL FOR LYNN CANAL USERS TO THE EXTENT THAT WOULD WARRANT CONSTRUCTING ONE.**

***A highway would not provide sufficient improvements to Lynn Canal travel in terms of reliability, flexibility, and/or convenience.***

**Response:** A highway with multiple short shuttle ferry round trips per day would provide a substantial increase in reliability, flexibility, and convenience, relative to current service or the No Action Alternative. One measure of whether or not an alternative's benefits warrant constructing it is its NPV. NPV is the total of the user benefits minus the net costs of an alternative over and above the net cost of the No Action Alternative for a given period of time. The 2004 to 2038 NPV of Alternative 2B, the preferred alternative, is approximately $70 million**.** The NPV of Alternative 3 is approximately $30 million.

***Highway travel times predicted in the Supplemental Draft EIS are overly optimistic.***

**Response:** Travel times during the summer peak season were used in the evaluation because this is the period of highest travel demand in Lynn Canal. During the winter season, adverse weather would impact travel times, tending to increase time of travel. The method used to estimate travel times is explained in the Final EIS in the Chapter 2 alternatives section. The calculated travel time included highway driving time at an average of 45 miles per hour, check-in, loading and unloading time, and transit time on ferries. For all reasonable alternatives, no wait time is included; all trips are assumed to start at the time necessary to load onto a departing ferry.

***The required shuttle ferry segments of some alternatives would offset any improvements to reliability, flexibility, or convenience gained by the highway segments.***

**Response:** Alternatives 2B and 3 would result in a substantial increase in flexibility and convenience of travel over the No Action Alternative. Under Alternative 2B, there would be 8 shuttle ferry round trips per day between Katzehin and Haines and 6 round trips per day between Katzehin and Skagway in the summer. In the winter, there would be 6 round trips per day between Haines and Katzehin and 4 round trips per day between Skagway and Katzehin. Under Alternative 3, there would be 12 round trips per day to Haines and 6 to Skagway. In winter, there would be 4 round trips per day to both communities. In comparison, there would be only about 1 round trip per day between Auke Bay and Haines and Skagway (8 trips per week for Haines and 7 trips per week for Skagway) during the summer and an average of 0.7 round trips per day in the winter under the No Action Alternative.

Both Alternative 2B and Alternative 3 would provide a reliable transportation facility. In the event that the highway is closed for a day or more, the shuttle ferries that would operate between Katzehin and Haines or Skagway under Alternative 2B would be available to provide daily trips between Auke Bay and Haines and Skagway. Under Alternative 3, highway closures for avalanche control are projected to last less than one day at a time, with an average of 11 closures per year totaling 6.4 days.

***Potential environmental, economic, and social consequences from highway construction would be too great to sacrifice for more reliable, flexible, or convenient travel.***

**Response:** This is a value judgment that is based on how an individual weighs the benefits against the impacts of each alternative. The EIS provides an analysis of the environmental,

economic, and social impacts, as well as transportation benefits. Selection of an alternative in the Record of Decision will be made based on all impacts and benefits of an alternative.

**TRN12: AIR TRAVEL IS THE MOST RELIABLE, FLEXIBLE, AND CONVENIENT MODE OF TRANSPORTATION FOR GETTING IN AND OUT OF LYNN CANAL COMMUNITIES.**

**Response:** The purpose of and need for the Juneau Access Improvements Project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor. Air travel does not meet the purpose and need for the project.

**TRN13: THE EIS SHOULD PROVIDE MORE DATA OR FURTHER ANALYSIS, PARTICULARLY REGARDING TRAVEL TIMES, FOR THE ALTERNATIVES AND OTHER ELEMENTS RELATIVE TO RELIABILITY, FLEXIBILITY, AND CONVENIENCE OF TRAVEL, TO ELIMINATE DISCREPANCIES IN THE ALTERNATIVE ANALYSES.**

***There is a pro-highway or pro-East Lynn Canal Highway bias in the Supplemental Draft EIS, which affects the accuracy of the alternative analyses.***

**Response:** Currently, the AMHS is the NHS link for vehicles traveling between Juneau and Haines or Skagway. The purpose of the proposed project is to improve facilities for the movement of vehicles between these points. All of the project alternatives were evaluated equally relative to this goal based on the five elements of the purpose and need.

***Eliminate biased statements, provide further analysis, and incorporate additional information to eliminate discrepancies in the EIS.***

**Response:** The EIS evaluates all of the reasonable alternatives to a comparable level of detail. The analyses presented in the document are adequate to evaluate the ability of each alternative to meet the purpose and need for the project and the environmental consequences of each alternative. Where specific examples of perceived bias have been stated, the Final EIS has clarified the information. Where specific additional information has been requested, it has been provided in a specific comment response or an explanation of why it is not necessary has been given.

***Adjust Alternative 2 travel times to reflect both AMHS capacity limitations during winter weather highway closures, and the wait time likely to be experienced by motorists wanting to access Haines via the Katzehin Ferry Terminal.***

**Response:** Alternative 2 is no longer a reasonable alternative for the project. Planned shuttle ferries for Alternative 2B, the preferred alternative identified in the Final EIS, account for the likelihood of road closures. Capacity needs have been taken into account when sizing the vessels proposed for this alternative. When the road is going to be closed for one day or more for avalanche control, the shuttle ferries would be used to transport vehicles between Juneau and Haines or Skagway. The wait time for shuttle ferry transport would depend on the number of vehicles wishing to travel that day. Winter ADT in Lynn Canal is currently about 45 ADT. Projected winter ADT in 2038 with Alternative 2B is 310 vehicles. The two shuttles operating in Lynn Canal in the winter would have a total capacity of about 340 vehicles per day. Therefore, travel times during road closures would be essentially the same as on an AMHS mainline ferry.

As explained in Section 4.3.7.3 of the Final EIS, there would be no required check-in times for the shuttle ferry between Haines and Katzehin because the shuttles would be first come-first served with no reservations. Based on the size of the shuttle, the number of trips per day, and the projected ADT, on an average day there should be no wait at the Haines or Katzehin

terminal for the ferry. On peak days, motorists may have to wait for a shuttle ferry to recycle (1.5 hours for the Haines ferry, 2.5 hours for the Skagway ferry). Estimated travel time for each alternative is based on required check-in times for ferries, average ferry load times, and the time to travel on any highway links.

***The Supplemental Draft EIS identified benefits of the East Lynn Canal Highway alternatives that are also benefits of marine alternatives; however, this benefit is not identified in the Supplemental Draft EIS.***

**Response:** All of the benefits, costs, and environmental implications of each alternative are addressed in the EIS. The Final EIS has additional information to address specific issues that were raised in comments regarding highway and marine benefits.

***Include the number of actual runs a fast ferry can accomplish in winter because the number is too high in the Supplemental Draft EIS.***

**Response:** Based on normal running speed, in winter, the FVF under Alternatives 4A and 4B would make 2 round trips in approximately a 12-hour day. Weather conditions could cause slower running speeds, which would extend the operating day but would seldom reduce trip frequency. The design for the *M/V Fairweather* was based on the vessel handling all but 5 percent of the weather conditions in Southeast Alaska. Although it has yet to operate for a full winter, the *M/V Fairweather* has had few run cancellations due to weather. Alternatives 4A and 4B would have FVFs at least as large and sea worthy as the *M/V Fairweather*.

**TRN14: THE CURRENT AMHS SERVICE MEETS OR EXCEEDS THE LYNN CANAL TRANSPORTATION CAPACITY DEMANDS.**

***The current AMHS service provides adequate capacity, and the space on the ferries is not inordinately difficult to obtain.***

**Response:** As explained in Section 1.4.1 of the Final EIS, the household surveys conducted in 1994 and 2003 indicated that ferry reservations and obtaining car space on ferries during the summer were two problem areas for the current AMHS service. Latent demand for travel in Lynn Canal is estimated to be 500 annual ADT and forecast to reach 900 annual ADT in 2038. Also, it is important to note that the No Action Alternative, the most likely future service in Lynn Canal in the absence of a build alternative, would have less capacity than is currently provided. The No Action Alternative has a capacity of 167 vehicles per day, which represents 33 percent of current demand and 19 percent of projected demand.

***The fact that the M/V Fairweather ran well below capacity despite vastly reduced travel times, and convenient, and reliable scheduling clearly shows that AMHS capacity exceeds demand.***

**Response:** Based on household surveys and growth of traffic on other highways in Lynn Canal, AMHS ferry service does not meet latent demand. The fact that the *M/V Fairweather* ran below capacity is most likely a function of cost and convenience rather than lack of demand. The one-way cost for a family of four in a 19-foot vehicle traveling from Juneau to Haines or Skagway on an FVF would be $198 and $261, respectively, under the No Action Alternative. A round-trip cost of $400 to over $500 for a family to travel 100 miles or less may prohibit travel for many motorists. Also, the FVF did not run everyday in Lynn Canal. There was no way to return to Juneau from either Haines or Skagway on a Sunday or Wednesday or from Skagway on a Monday.

**TRN15: THE CURRENT AMHS SERVICE DOES NOT MEET LYNN CANAL TRANSPORTATION CAPACITY DEMANDS.**

***Capacity is particularly insufficient for local passengers and/or their vehicles during the summer tourist season.***

**Response:** As explained in Section 1.4.1 of the Final EIS, there are many indications that current AMHS service does not meet demand, including local residents.

**TRN16: MARINE ALTERNATIVES OR IMPROVED FERRY SERVICE WOULD MEET OR EXCEED LYNN CANAL TRANSPORTATION CAPACITY DEMANDS.**

**Response:** The capacity of Alternatives 4A through 4D would range from 303 to 511 vehicles per day in summer. Each of the marine alternatives is sized based on the forecast 2038 summer demand for these alternatives, which would range from 260 ADT for Alternative 4C to 470 ADT for Alternative 4B. This represents less than one half of the forecast demand for the preferred alternative, Alternative 2B, which would generate and accommodate a 2038 summer demand of 1,190 ADT.

**TRN17: MARINE ALTERNATIVES OR IMPROVED FERRY SERVICE WOULD NOT MEET LYNN CANAL TRANSPORTATION CAPACITY DEMANDS.**

**Response:** As indicated in the response to TRN16, marine alternatives would not generate or meet the forecast demand in the Lynn Canal corridor that Alternative 2B would provide.

**TRN18: HIGHWAY ALTERNATIVES OR OTHER HIGHWAYS WOULD MEET OR EXCEED LYNN CANAL TRANSPORTATION CAPACITY DEMANDS.**

**Response:** Based on household surveys and growth in traffic on other highways in the Lynn Canal region, it is apparent that existing AMHS service does not meet latent travel demand in the Lynn Canal corridor. Latent or unconstrained demand is the demand that would occur if the only limitations to travel were access to a vehicle and the price of gasoline. Under this condition, unconstrained demand is estimated to currently be 500 annual ADT and forecast to reach 900 annual ADT in 2038. As the number or distance of ferry links increases, travel demand decreases. All of the reasonable alternatives include at least one ferry link. Therefore, none of them would be capable of meeting forecast future unconstrained travel demand. Alternative 2B is forecast to come the closest to generating and accommodating unconstrained demand. Travel demand for Alternative 2B is forecast to be 670 annual ADT by 2038, with 2038 summer demand estimated at 1,190 ADT. Summer 2038 capacity would be 1,276 vehicles per day.

**TRN19: HIGHWAY ALTERNATIVES OR OTHER HIGHWAYS WOULD NOT MEET LYNN CANAL TRANSPORTATION CAPACITY DEMANDS.**

**Response:** Each of the reasonable alternatives would have adequate capacity to meet annual, summer, and winter demand that would be generated by its specific parameters. See the response to TRN18. None of the reasonable alternatives would have sufficient capacity to meet forecast peak week demand.

**TRN20: THE EIS SHOULD PROVIDE MORE INFORMATION OR FURTHER ANALYSIS OF LYNN CANAL CAPACITY DEMANDS AND THE CAPABILITIES OF EACH ALTERNATIVE TO ACCOMMODATE CURRENT AND FUTURE CAPACITY DEMANDS.**

***Alternative 1 would result in decreased service to the public over time; the Supplemental Draft EIS does not make this point well enough or substantiate it with hard data.***

**Response:** The Final EIS includes additional explanation of the source of the No Action Alternative. The No Action Alternative is a projection of future Lynn Canal service based on the most recent Southeast Alaska Transportation Plan (SATP). It is not a continuation of past or current service levels. As such, capacity, frequency, and cost are somewhat different from past and current service. Current service is a reduction in capacity from pre-FVF service. The No Action Alternative is a reduction below the current level of service due to reduced mainliner frequency in Lynn Canal. Mainliner frequency would be reduced because of projected reduction in the number of mainliners operating in the AMHS. The 2004 SATP envisions two mainliners operating out of Bellingham and one mainliner operating out of Prince Rupert to Whittier. The Bellingham ferries would each make a trip through Lynn Canal once a week. In order to maintain a minimum level of Lynn Canal service, the No Action Alternative includes the Prince Rupert-based ferry averaging one trip in Lynn Canal per week.

***Analysis of the marine alternatives should include consideration of higher capacity mainliners that could be deployed under any of the alternatives.***

**Response:** The ferries for each alternative have been sized to meet the demand expected for that service. As ferry links and/or distances increase, demand for travel decreases. Providing higher-capacity mainline ferries would not increase demand. Increased ferry service in Lynn Canal over the past decade has not increased demand. This is because of the cost and perceived inconvenience of ferry service. Using higher capacity mainliners for each project alternative would simply increase the cost of the alternatives to the state and travelers.

***Calculations of capacity for all marine alternatives should be based on the specifications of the mainline vessels that AMHS would be using most in the future.***

**Response:** The capacity of future mainline service was included in the total capacity calculated for the No Action Alternative and Alternatives 4A through 4D. Based on current mainliner capacity and SATP projections for replacement vessels, an average mainline vessel capacity of 90 vehicles was used. As explained in the *Marine Segments Report* (Appendix B), for Alternatives 4A through 4D, the mainline vessel capacity was subtracted from the forecasted traffic before the shuttle sizes were calculated.

***The EIS should take into account the limitations of the AMHS to provide enough capacity during extended highway closures to accommodate stranded motorists.***

**Response:** Alternative 2B would have a three-vessel shuttle system. The *M/V Aurora* would be the Katzehin/Haines shuttle ferry with a 34-vehicle capacity. The Katzehin/Skagway shuttle ferry would have a 53-vehicle capacity, and a Haines/Skagway shuttle would have a 16-vehicle capacity. During the winter, no direct Haines/Skagway shuttle would operate; this service would be provided via the Katzehin Ferry Terminal by the other two shuttles. Therefore, two ferries with a total capacity of 87 vehicles would be available to operate in Lynn Canal when the highway is closed.

## TRN21: HIGHWAY CONSTRUCTION WOULD IMPACT THE AMHS.

***Building a highway would reduce the quality and convenience of AMHS service in Lynn Canal.***

**Response:** Alternative 2B would provide a highway from Echo Cove to a new ferry terminal at Katzehin. During the summer, there would be 8 round trips per day between Katzehin and Haines and 6 round trips per day between Katzehin and Skagway. In the winter, there would be 6 round trips per day between Katzehin and Haines and 4 round trips per day between Katzehin and Skagway. Alternative 3 would provide a highway to Sawmill Cove with 12 round trips to Haines in summer via a shuttle system to William Henry Bay and a highway to Haines and 4 round trips to Skagway in summer via a second shuttle system. In winter, this alternative would provide 4 round trips per day to each community. Both of these alternatives would provide a substantial increase in service relative to the No Action Alternative, which has 1.1 and 1 round trip per day between Auke Bay and Haines or Skagway, respectively, in the summer, and 0.7 round trip per day between Auke Bay and Haines or Skagway in the winter. During periods in the winter when the Alternative 2B highway is closed, two of the shuttle ferries would provide capacity for 87 vehicles between Auke Bay and Haines and Skagway. Alternative 3 highway winter closures would be less than one day at a time. Therefore, service on either of these alternatives would be equal to or better than the No Action Alternative even when the highway is closed.

***Provide a more complete discussion of potential system-wide impacts to AMHS from highway alternatives.***

**Response:** To maintain and operate the ferry system, AMHS depends on vessel-generated revenues (fares, restaurant income, staterooms, etc.) and state funds appropriated annually by the legislature. Statewide, the system required about $90 million to operate in 2004 and generated about $46 million in revenues, for a total state cost of $44 million, which is roughly the average cost of the AMHS system to the state over the past four years. The fiscal year (FY) 2006 projected cost to operate the system is $101 million due to increases for marketing and experimental increased winter service using vessels normally laid up during the winter.

Travelers in the Lynn Canal corridor account for about 15 percent of the total AMHS revenues. Over fiscal years 2001 through 2004, the cost to operate AMHS in Lynn Canal averaged $11.2 million per year. This cost included maintenance and operation of the vessels and administrative costs, such as selling tickets, scheduling, and operating the terminals. Revenues from fiscal years 2001 through 2004 from passenger and vehicle tickets and on-ship services averaged $6.0 million. As a result, the state general fund contribution has average $5.2 million to provide surface transportation in Lynn Canal.

Alternative 2B would have an annual operating cost of approximately $9 million per year. This cost includes highway maintenance/avalanche control ($1.3 million) and shuttle ferry operations ($7.7 million) (Final EIS, Section 2.3.2). Revenues from shuttle ferries would provide approximately $4.5 million the first year of operation. The total annual state cost would be $4.5 million; the AMHS cost would be $3.2 million (Final EIS, Section 4.3.7.5). Alternative 3 would have an annual operating cost of approximately $9.2 million per year, $1.2 million for highway maintenance/avalanche control and $8 million for shuttle ferry operations (Final EIS, Section 2.3.3). Revenues from shuttle ferries would provide approximately $4.9 million; the AMHS cost would be $3.1 million (Final EIS, Section 4.4.7.5). Therefore, neither Alternative 2B nor Alternative 3 would have a detrimental impact on the AMHS.

***Highway construction would not have detrimental impacts to the AMHS.***

**Response:** As explained in the previous response, Alternative 2B and Alternative 3 would make small changes in AMHS finances in Lynn Canal. Constructing a highway for either of these alternatives would not be detrimental to the AMHS.

**TRN22: THE EIS SHOULD INCLUDE AN ANALYSIS AND DISCUSSION OF TRAFFIC IMPACTS DUE TO SLOW MOVING VEHICLES AND OTHER SIGHTSEEING TOURISTS. REVISE TRAFFIC VOLUME AND TIME ESTIMATE CONCLUSIONS BASED ON THIS DATA.**

**Response:** The highway for Alternative 2B would have many straight sections where vehicles could pass other slower moving vehicles. The highway would also have 11 pullouts and scenic overlooks where slow moving vehicles and sightseeing tourists could pull over and allow other vehicles to pass. Also, as shown on the typical section in Figure 2-7 of the Final EIS, wider shoulders would be constructed with excess material in non-wetland areas. During the final design, some of these widened shoulders would be developed as passing lanes or pullout areas. Therefore, the travel time estimates provided in the EIS are not unreasonable. Traffic volume estimates took into account the possible volume of tourist traffic that would use the road. However, the majority of traffic would be generated by people living in or adjacent to the Lynn Canal.

**TRN23: A HIGHWAY ALTERNATIVE OR MARINE ALTERNATIVES WITH SERVICE ORIGINATING IN BERNERS BAY WOULD RESTRICT TRANSPORTATION FOR CURRENT FERRY SYSTEM FOOT PASSENGERS.**

***A highway alternative would eliminate or reduce transportation options for foot passengers who currently use the ferry system.***

***Ferry foot passengers that do not own a car or have one that is suitable to drive a long distance highway could find traveling on a highway to be cost prohibitive.***

***Senior citizens and people with disabilities who are not able to drive would lose the ability to travel between Haines, Skagway, and Juneau.***

***Foot passengers would have difficulty getting from ferry terminals at Berners Bay or Katzehin because no method of transportation from the terminals to the towns of destination exists.***

***Include a discussion of travel options and public transportation and the challenges, economics and logistics, for foot passengers traveling between Juneau and new ferry terminals.***

**Response:** Skagway has the only ferry terminal in Lynn Canal that is within reasonable walking distance from residential areas. All other existing terminals must be reached by private vehicle or private carrier. The existing ferry terminals in Lynn Canal have been located based on the efficiency of ferry moorage and routes rather than the convenience of walk-on passengers. As explained in Section 1.4.1.1 of the Final EIS Section 1.4.1.1, the state's primary responsibility is to provide a transportation facility for vehicles. According to the 2000 Census, approximately 90 percent of households in Lynn Canal have at least one vehicle.

The Final EIS and the addendum to the *Socioeconomic Effects Technical Report* in Appendix W provide an analysis of the likelihood of bus or van service developing from the Katzehin Ferry Terminal. The percentage of AMHS walk-on passengers that would choose to travel in their own vehicle if Alternative 2B or Alternative 3 were selected for the project would depend on a variety

of factors such as the cost, frequency, and convenience of a bus or van service. On the other hand, the cost, frequency, and convenience of a bus or van service would depend on the size of the market. Following completion of highway construction, there would likely be a period of transition as entrepreneurs or established service providers tested the market by offering some moderate level of service, such as 1 or 2 round trips daily between communities during the summer.

For the purpose of this analysis, the initial size of the market for bus or van service was estimated at 9,000 and 18,000 annual northbound and southbound travelers (25 to 50 percent of the current walk-on passengers) if a bus service was available and reasonably affordable. This is not a measure of the number of travelers who would be unable to make a trip in the absence of ferry service between Auke Bay and Haines and Skagway, but rather an estimate of the number of travelers that would choose to use a bus service if it were available and reasonably affordable.

Assuming that this market was split roughly 70 percent into a 150-day summer season and 30 percent into a 215-day winter season, peak summer passenger traffic would be between 40 and 85 passengers per day (split equally northbound and southbound). Winter traffic would be between 12 and 25 passengers per day.

The potential for bus/van service to develop between Katzehin and Juneau with Alternative 2B was evaluated based on case studies of bus service elsewhere in Alaska and interviews with 12 land transportation service providers (see addendum to the *Socioeconomic Effects Technical Report* in Appendix W). Based on this evaluation, it is likely that Alternative 2B would result in daily summer coach service linking Juneau, Haines, Skagway, and possibly Whitehorse. Winter service would be less frequent, with bus service offered perhaps every other day to Haines/Skagway. Cost would ultimately depend on the size of the market but would likely be in the range of $35 to $50 one-way between Juneau and Skagway ($0.35 to $0.50 per mile based on similar existing routes). This would place the cost roughly equal to the current AMHS adult passenger fare of $44 for the Juneau/Skagway link. It is also likely that bus service would be developed from Sawmill Cove to Juneau and from William Henry Bay to Haines if Alternative 3 were implemented. If there is sufficient demand, bus service to Sawmill Cove in summer may develop under Alternatives 4B or 4D, although the two mainliners per week from Auke Bay under this alternative could limit demand for bus service to Sawmill Cove.

**TRN24: AN EAST LYNN CANAL HIGHWAY WOULD OPEN THE SURROUNDING COUNTRY AND MAKE IT ACCESSIBLE TO PEOPLE WITH PHYSICAL HANDICAPS.**

**Response:** The ability to drive a vehicle to access the surrounding area would be a benefit to those who are currently not able to visit the area by boat or float plane, including those with physical handicaps.

**TRN25: DUE TO BACKGROUND CHECK RESTRICTIONS ENFORCED BY CANADA, MANY ALASKANS MAY NOT HAVE ACCESS TO A NEW HIGHWAY IN LYNN CANAL.**

**Response:** Accessing the Lynn Canal highway from Lynn Canal communities does not require a Canadian border crossing. For Alaskans accessing the Lynn Canal corridor via the Haines or Klondike highways, access issues would be no different than they are now.

**TRN26: A HIGHWAY WOULD PROVIDE EVACUATION OR INGRESS ROUTES TO JUNEAU IN CASE OF A NATURAL DISASTER OR ACTS OF TERRORISM.**

***Another form of access to and from Juneau provided by a highway is necessary when air travel and marine travel are restricted due to terrorist attacks, as was evident following September 11, 2001.***

***Additional evacuation options in case of natural disasters, wildfires, or other emergencies are needed.***

***The AMHS is a target for terrorist attack due to the concentration of people in one area.***

**Response:** Alternative 2B, the preferred alternative, includes shuttle ferries between Katzehin and Haines and Skagway. Therefore, this alternative would not provide a new access mode to Juneau. It would increase capacity making it easier for large numbers of people to move to or from Juneau in any emergency that did not preclude the use of the shuttle ferry.

***Services stationed in Juneau could assist other Southeast Alaska towns in case of emergencies.***

**Response:** Improved capacity, frequency, and shorter travel time would lower user costs and would facilitate the distribution of services from Juneau to Haines and/or Skagway in emergencies.

**TRN27: A HIGHWAY IN EAST LYNN CANAL WOULD PROVIDE POTENTIAL FUTURE TRANSPORTATION BENEFITS OR OPPORTUNITIES.**

***An East Lynn Canal Highway would eliminate the need for funding the ferry service currently used for the marine route north from Juneau. These funds and services can be redirected and used to improve marine highway service in other parts of* Southeast *Alaska.***

***By improving the AMHS in Southeast Alaska, Juneau would become a hub on the ferry service for other small Southeast Alaska villages.***

**Response:** As discussed in the response to TRN21, implementing Alternative 2B and terminating AMHS service at Juneau would reduce the state M&O costs of providing transportation facilities in Lynn Canal by about $0.7 million a year. Decisions regarding use of these savings would be made by the state legislature. Decisions regarding distribution of services in the system are made by the AMHS.

***A highway alignment would also allow for a gas line right-of-way that would benefit Juneau as a cheap energy source.***

**Response:** A highway corridor in Lynn Canal could facilitate construction of other types of linear facilities, including gas and power lines. However, there are no plans for the installation of such facilities at this time.

***The highway alignment would provide infrastructure for a bus system, as well as make Juneau a logical connection point for goods and a practical place to develop a deep-water port.***

**Response:** Section 4.3.7.5 of the Final EIS and the addendum to the *Socioeconomic Effects Technical Report* in Appendix W provide an analysis of the likelihood of private bus or van service developing from the Katzehin Ferry Terminal under Alternative 2B. As explained in

Section 4.4.7.5 of the Final EIS, bus service is also likely to develop on the highway segments of Alternative 3. The Final EIS and the *Socioeconomic Effects Technical Report* (Appendix H) explained that most freight would continue to move by barge under these alternatives, although some fresh fish may be trucked north from Juneau.

***If the East Lynn Canal Highway is built, a future bridge crossing to Haines could be the next reasonable step.***

**Response:** An approximately 7,000-foot-long bridge constructed from the north end of the Katzehin River delta across Chilkat Inlet to Battery Point, south of Haines, was considered as an alternative for an East Lynn Canal Highway. Because Battery Point is located in Chilkat State Park, Section 4(f) constraints could require an even longer length bridge to connect a highway on the east side of Lynn Canal with Haines. This bridge was estimated to cost approximately $190 million during the 1994 engineering reconnaissance study for the project. More detailed estimates for recent bridge projects, when applied to this distance (ignoring the much greater depth), indicate a cost of close to $250 million. This additional cost would be prohibitive, approximately doubling the cost of an East Lynn Canal Highway. On the basis of cost, this alternative was dropped from further consideration.

The 2004 SATP calls for a highway from Juneau to Skagway. Future SATPs may indicate that a shuttle system at Katzehin is appropriate for the future or may indicate a hard link to Haines and/or Skagway is necessary.

**TRN28: RE-USE OF ROCK MATERIAL AND REDUCTION IN EXCESS ROCK QUANTITY DURING HIGHWAY CONSTRUCTION SHOULD BE EVALUATED.**

***Mine tailings generated by the Kensington Mine should be used for fill during construction of an East Lynn Canal Highway.***

**Response:** The cut and fill calculations for Alternative 2B indicate that it would generate excess material. Therefore, the use of tailings from the Kensington Gold Project, or any other material source, would not be required. Incorporating Kensington Gold Project tailings into Alternative 2B would only serve to increase the amount of excess material that would have to be sidecast.

***Rock generated by construction of a Lynn Canal highway should be used for future applications in* Southeast *Alaska, such as riprap in Yakutat, or stored for future use in paving maintenance as hard rock or asphalt mix.***

**Response:** Alternative 2B would generate approximately 2.3 million cubic yards of excess excavation material, mostly rock. Under this alternative, approximately 900,000 cubic yards of shot rock would be stockpiled at the south end of the project for future use. Up to 1.4 million cubic yards of rock would be sidecast in Lynn Canal between Comet and the Katzehin River. Transporting excess material generated between Comet and the Katzehin River to other parts of the Lynn Canal region would not be economically feasible, unless specific projects occurring at the same time are identified. Transporting, stockpiling, re-transporting, and finally placing rock at another location would be extremely expensive.

**TRN29: ALTERNATIVE 2/PREFERRED ALTERNATIVE IS NOT CONSISTENT WITH THE PLANS AND POLICIES OF THE VISION 2020 STATEWIDE TRANSPORTATION POLICY PLAN, THE STATE TRANSPORTATION IMPROVEMENTS PROGRAM, AND THE SOUTHEAST ALASKA TRANSPORTATION PLAN AND, THEREFORE, IS NOT ELIGIBLE FOR FEDERAL HIGHWAY FUNDS.**

**Response:** Alternative 2 is no longer a reasonable alternative for the project. All reasonable highway alternatives meet the SATP (August, 2004) objectives of increasing system efficiency and increasing mobility for both Alaskans and visitors traveling through Southeast Alaska by shifting the limitations of long-distance ferry service to a network of surface transportation connections, which would consist of road links and connecting ferries supplemented by long-distance ferries. Alternative 2B, with the exception of the Katzehin/Skagway shuttle link, meets the stated objective in the 2004 SATP of constructing a highway from Juneau to Skagway.

The STIP identifies specific projects proposed to meet the objectives of the SATP. In the 2004-2006 STIP, Amendment #8, the Juneau Access Improvements Project EIS is identified as Need ID 3000 and Juneau Access Improvements Project alternatives are identified as need ID 11299. Therefore, the project is consistent with the STIP. The STIP is a federally required document and was approved by the FHWA and the Federal Transit Authority on October 31, 2003, based on a reasonable expectation of available funds. The draft 2006-2008 STIP identifies funding for the preferred alternative, Alternative 2B, from currently available funding sources.

Comments state that the preferred alternative identified in the Supplemental Draft EIS, Alternative 2, does not meet Alaska's Statewide Transportation Policy Plan (STPP) policy of bringing the state's NHS and Alaska Highway System up to current national standards and similarly improve aviation and marine systems. This claim is based on the supposition that removing the Lynn Canal ferry link would deal a potentially crippling blow to ferry service in Southeast Alaska.

Travelers in the Lynn Canal corridor account for about 15 percent of the total AMHS revenues. Over fiscal years 2001 through 2004, the cost to operate AMHS in Lynn Canal averaged $11.2 million per year. Revenues for fiscal years 2001 through 2004 from passenger and vehicle tickets and on-ship services averaged $6.0 million. As a result, the state general fund contribution an average $5.2 million to provide surface transportation in Lynn Canal. Therefore, eliminating current ferry service in Lynn Canal would not burden AMHS unless the replacement transportation facility would cost more than what would be saved each year. Alternative 2 is no longer a reasonable alternative for the project; Alternative 2B is the preferred alternative identified in the Final EIS. Under Alternative 2B, shuttle ferry operations would cost approximately $3.2 million above ferry revenues and highway maintenance would cost approximately $1.3 million per year. Therefore, the annual cost of Alternative 2B would be about $700,000 less than the annual cost of AMHS service in Lynn Canal.

Comments state that a variety of STPP policies are not met because the public does not want a highway in Lynn Canal. As explained in Section 1.2.2 of the Final EIS, providing highway access to Juneau is a contentious issue in northern Southeast Alaska; however, it cannot be conclusively stated that the public opposes a highway. For instance, while the City of Skagway and the Haines Borough Assembly have passed resolutions supporting improved ferry service and opposing a road, the CBJ Assembly passed a motion supporting "completion of the EIS for the identified preferred alternative for the road into Juneau…." Also, comments submitted during the review period for the Supplemental Draft EIS that expressed a preference were

approximately 60 percent in support of a highway, with 40 percent preferring a marine alternative.

Comments state that Alternative 2 does not meet STPP policies addressing the preservation of the natural beauty of the state. Alternative 2B, the preferred alternative identified in the Final EIS, would have visual impacts to views from boats on Lynn Canal and in Berners Bay; however, this would not destroy the natural beauty of the region and it would create a major scenic highway.

Comments state that Alternative 2 does not meet the SATP goal of reducing state transportation operating expenses. Alternative 2B would have an annual operating cost of $9 million versus $11.2 million for the current system and $10.2 million for the No Action Alternative. At $88 million, the net cost to the state for the 30-year analysis for Alternative 2B would be higher than the No Action Alternative ($61 million) due to higher capital costs. However, Alternative 2B would come much closer to meeting latent travel demand in Lynn Canal than the No Action Alternative or any of the other reasonable alternatives. Therefore, substantially more vehicles would travel on Alternative 2B and the cost to the state per vehicle ($15) would be less than half of the cost per vehicle of the No Action Alternative ($51) and any of the marine alternatives ($39 to $57).

Comments state that Alternative 2 does not meet the SATP objective to reduce the time required to travel between communities. This claim is based on the shorter time that walk-on passengers would take to travel between communities on a ferry because they do not need to wait for vehicle loading and unloading. The AMHS is the NHS link between Juneau, Haines, and Skagway. As part of that system its purpose is to move vehicles. Therefore, the comparisons are based on vehicle travel times.

Comments state that Alternative 2 also does not meet the SATP policy to improve the overall safety and reliability of the regional transportation system. These comments claim the highway would be dangerous and less reliable than ferry service in winter. Based on accident statistics for existing highways in the Lynn Canal region and avalanche hazard planning, Alternative 2B, the preferred alternative, would not be dangerous. It would also be more reliable in terms of capacity and trips per week than the No Action Alternative in the winter, as the proposed shuttle ferries for Alternative 2B would be used to transport vehicles and passengers between Juneau, Haines, and Skagway when the road is closed for avalanche control.

**TRN30: THE EIS SHOULD UPDATE ALL TRAFFIC FORECASTS FOR THE MARINE OPTIONS BY USING TIME OF SERVICE, FREQUENCY, TRANSIT TIME, AND USER COST FOR AN OPTIMIZED FERRY SYSTEM.**

**Response:** Ferry links for all project alternatives would be maintained and operated by AMHS; therefore, it is appropriate to use current and historical information on AMHS operations in developing time of service, frequency, transit time, and user costs estimates for the No Action Alternative and ferry links for all other alternatives. All build alternatives involve shuttle ferry systems that have been optimized in terms of vessel size, crew size, and crew shifts to reduce cost.

**TRN31: LYNN CANAL AIR TRAVEL IS NOT A RELIABLE, FLEXIBLE, OR CONVENIENT FORM OF TRANSPORTATION FOR ACCESSING LYNN CANAL COMMUNITIES.**

**Response:** The purpose and need for the proposed project is to provide improved surface transportation to and from Juneau. Air transportation is not consistent with this purpose and need and is therefore not evaluated in the EIS, other than to evaluate the potential impact reasonable alternatives could have on air travel.

**TRN32: THE MARINE ALTERNATIVES INCLUDE A HAINES-TO-SKAGWAY SHUTTLE FERRY THAT INCREASES CAPACITY ON THAT LEG OF THE SYSTEM WAY BEYOND WHAT IS NECESSARY, RESULTING IN UNREASONABLY HIGH COSTS.**

**Response:** All of the reasonable alternatives, including the No Action Alternative, require a Haines/Skagway shuttle. The No Action Alternative and the marine alternatives include the *M/V Aurora* as the Haines/Skagway shuttle because the 2004 SATP identifies it as available to fulfill that role and current AMHS planning is for this vessel to be deployed there in 2007. As demonstrated in the Marines Segment Report (Appendix C), the *M/V Aurora* would cost approximately $200,000 more per year to operate than the optimum sized vessel, but the optimum vessel would cost approximately $10 million to construct.

**TRN33: BASE TRAFFIC DEMAND PROJECTIONS ON DATA RATHER THAN SPECULATIONS.**

***The Supplemental Draft EIS relies on a prediction of increased demand, but data would show a predicted flat to decreasing demand.***

***Data shows that with improved marine access ADT from 1998 to 2002 remained flat, but the Supplemental Draft EIS predicted ADT would be greater than double 2004 peak summer months. This discrepancy should be explained.***

**Response:** Traffic demand projections were based on existing Lynn Canal traffic, household surveys, and traffic demand models, as described in the *Traffic Forecast Report* (Appendix C). The AMHS data from 1998 to 2002 actually demonstrates that increasing capacity alone does not increase demand. The projected demand for Alternative 2B is based on reduced user cost, shorter travel time, and greater frequency/opportunity to travel, in addition to increased capacity.

**TRN34: INCLUDE ALL SOURCES OF TRAFFIC AND THE EFFECT ON SURROUNDING ROADS AND HIGHWAYS.**

***Traffic analysis should include residents traveling to Juneau from Anchorage and Fairbanks.***

**Response:** The analysis includes estimates of traffic associated with residents from all parts of Alaska traveling to and from Juneau.

***Include traffic volume in Skagway and Haines.***

**Response:** Section 4.7.8 of the Final EIS provides traffic volume projections for each Lynn Canal community. Peak-hour summer traffic in Haines at Front and Main streets is currently 105 vehicles. In 2038 under the No Action Alternative, peak-hour summer traffic at this location is projected to be 150 vehicles. Alternative 2B would increase this traffic by 54 vehicles to 204. This would not alter the level of service of these roads.

Peak-hour summer traffic in Skagway between 1st Avenue and 6th Avenue is currently 273 vehicles. In 2038 under the No Action Alternative, peak-hour summer traffic at this location is projected to be 389 vehicles. Alternative 2B would increase this traffic by 56 vehicles to 444. This would not alter the level-of-service on Broadway Street.

***Reanalyze Dyea traffic.***

**Response:** This comment raised the issue that Dyea Road, which has one of the lowest annual ADT counts and is a state-maintained route, is not used by only local Skagway residents. The comment pointed out that Dyea has 12,000 visitors every year. The point being made in Section 1.4.1.1 of the EIS is that even the lowest used state roads in the region have much higher annual ADTs than the NHS route between these communities. The contribution of 12,000 annual visitors to the overall ADT is only about 30 ADT, if traveling at the region average of 2.3 passengers per vehicle. Nevertheless, to address this comment, the statement in the Final EIS, Section 1.4.1.1 mentions both local residents and summer tourists in reference to Dyea Road.

***Provide more analysis on changed use of the Haines and Klondike Highway.***

**Response:** Alternative 2B would have an annual ADT of 670 in 2038, with a summer ADT of 1,190 and a peak week ADT of 2,350. Even if all of this traffic used the Haines and Klondike highways, it would not substantially change the level-of-service of these highways. No further analysis is required.

## 4.25 VISUAL RESOURCES (VIS)

**VIS01: A HIGHWAY WOULD HAVE NEGATIVE IMPACTS ON VISUAL RESOURCES, THE FERRY SYSTEM SHOULD CONTINUE AS THE MAIN MODE OF TRANSPORTATION TO PRESERVE THE AESTHETIC BEAUTY OF LYNN CANAL. VISUAL IMPACTS WOULD BE HARMFUL TO THE TOURIST INDUSTRY IN THE AREA AND ARE NOT WELL CAPTURED IN THE SUPPLEMENTAL DRAFT EIS.**

***The highway would have substantial aesthetic impacts on the pristine area of Lynn Canal. The highway would scar the beautiful scenery, interrupt the unspoiled wilderness and destroy the world-class views for thousands of tourists who come to Alaska every year.***

**Response:** Visual impacts of highway alternatives are addressed in the EIS including visual simulations of a highway on the east and west sides of Lynn Canal. While a highway would be visible at numerous locations from boats, ferries, and cruise ships on Lynn Canal, a highway would also open world-class views currently unavailable to tourists and local residents.

Members of the NorthWest CruiseShip Association, which includes all of the major cruise ship lines with ports of call in Lynn Canal, discussed an East Lynn Canal highway during association committee meetings and sent a letter to Governor Murkowski stating construction of an East Lynn Canal highway would not impact itineraries of the association members. The amount of cruise ship traffic entering Lynn Canal and docking in Skagway is anticipated to grow by 3 to 4 percent annually for the next 10 years.

***The existing ferry system would help protect one of the most scenic, wild fjords from being scarred by a highway.***

**Response:** As discussed in the EIS, the No Action Alternative and Alternatives 4A and 4C would not have visual impacts, maintaining the same scenic views as the existing system. Alternatives 4B and 4D would have visual impacts to views from boats in Berners Bay.

***The Supplemental Draft EIS downplays the adverse impacts to visual resources.***

**Response:** Visual simulations were developed using proven computer modeling techniques to aid in comparison of views with and without project alternatives. Three primary components were used to predict potential visual impacts including characterization of visual quality within the landscape setting, locations and sensitivities of viewers, and adopted USFS visual quality objectives (VQOs) included in the TLMP.

**VIS02: A LYNN CANAL HIGHWAY WOULD HAVE MINIMAL IMPACTS ON AREA AESTHETICS AND TOURISM, AND WOULD BE ONE OF THE MOST SCENIC HIGHWAYS IN THE WORLD. VISUAL IMPACTS THAT POTENTIALLY OCCUR COULD BE MITIGATED AND MINIMIZED. THE HIGHWAY WOULD OFFER AFFORDABLE AND INCREASED ACCESSIBILITY FOR PEOPLE WANTING TO SEE THE BEAUTIFUL SCENERY IN SOUTHEAST ALASKA.**

***The highway would have minimal impacts on visual resources along Lynn Canal and would not be seen by cruise ships traveling the Inside Passage.***

**Response:** Alternative 2B (Preferred Alternative) would be visible from cruise ships and other vessels at numerous locations between Point St. Mary and the Katzehin Ferry Terminal. Alternative 3 would be visible from cruise ships and other vessels, primarily at bridge crossings of the Endicott and Chilkat rivers. The EIS includes visual simulations that illustrate these impacts.

***The highway would provide residents and tourists an incredible opportunity for an awesome sightseeing drive and be eligible for designation as a national scenic highway.***

**Response:** Views from the Alternative 2B highway would range from restricted and close to open and panoramic scenes of Lynn Canal and the Chilkat Range across the canal. Views from the Alternative 3 highway would also range from restricted and close to open with scenic views of the east side of Lynn Canal, Sullivan Island, and the Chilkat Peninsula. Although impacts associated with the construction of a highway would change current view sheds, other scenic view sheds or viewing opportunities would be created for potential future travelers along the highway.

***National parks in other parts of the United States have highways and are still beautiful.***

**Response:** Comment noted.

**VIS03: HIGHWAY ALTERNATIVES WOULD HAVE VISUAL IMPACTS TO SKAGWAY AND TAIYA INLET, INCLUDING IMPACTS TO NATIONAL HISTORIC DISTRICTS IN THESE AREAS. THE SUPPLEMENTAL DRAFT EIS PHOTOS MISLEAD THE PUBLIC ABOUT THESE IMPACTS AND ARE THEREFORE INADEQUATE.**

***The Supplemental Draft EIS states that there are no impacts to the Klondike Park or Skagway Historic District, which is a blatant misrepresentation of the findings in the Visual Technical Report that states visual impacts would be very high.***

***The highway would cause cumulative effects on the visual aesthetics of the Skagway Historic District.***

***Include a visual representation of the bridge over White Pass rail yards in Skagway.***

**Response:** There are no National Historic Districts in the vicinity of Haines. The only such district is at the head of the Taiya Inlet. FHWA has determined that Alternatives 2, 2A, and 2C would result in impacts to Section 4(f) properties in the Skagway area. Therefore, these alternatives have been eliminated from further consideration.

**VIS04: THE HIGHWAY IS NOT VISUALLY COMPATIBLE WITH THE USES OF THE DEWEY LAKES AREA. ADDITIONAL VISUAL REPRESENTATIONS OF DEWEY LAKES USERS' PERSPECTIVE SHOULD BE INCLUDED IN THE EIS.**

***The Lower Dewey Lakes area should be set aside and protected from visual impacts from the highway.***

***Visual representations of the Dewey Lakes Area should include the hiker's perspective, trail perspectives, and all bridges and tunnels for that area.***

**Response:** FHWA has determined that Alternatives 2, 2A, and 2C would result in impacts to Section 4(f) properties in the Skagway area. Therefore, these alternatives have been eliminated from further consideration. None of the reasonable alternatives evaluated in the Final EIS, including the preferred alternative, Alternative 2B, impact the Dewey Lakes area.

**VIS05: THE SUPPLEMENTAL DRAFT EIS DOES NOT INCLUDE MITIGATION FOR VISUAL IMPACTS THAT WOULD BE CREATED BY A HIGHWAY.**

***The Supplemental Draft EIS states that Visual Quality Objectives would not be met if the highway were built; and yet no mitigation is proposed in the document.***

**Response:** The TLMP has assigned VQOs for each LUD. The highways for both Alternatives 2B and 3 would be in a Transportation and Utility Systems LUD. The VQO for this LUD is Modification with only the foreground of views considered. This VQO should be achieved within one year of construction. Alternatives 2B and 3 would be consistent with this VQO. The USFS also has a guideline that projects should meet the VQO of adjacent LUDs to the extent feasible. The Final EIS includes a discussion on the ability of project alternatives to meet the VQO of the Transportation and Utility Systems LUD and the VQO of adjacent LUDs, including proposed mitigation measures.

***Specific design elements to mitigate visual impacts to historical and recreational resources in Skagway should be included in the EIS and concurrence with other agencies on mitigation measures for visual impacts should be obtained.***

**Response:** None of the reasonable alternatives would include highway construction in Skagway or Taiya Inlet. The alignments of highway segments for project alternatives have been located to maintain a buffer between the highway and the shore to reduce the visibility from Lynn Canal as much as practicable. The only standard for mitigating visual impacts is the TLMP provision that the VQO of adjacent LUDs should be met to the extent feasible. The Final EIS identifies vegetation retention and seeding soil slopes as feasible mitigation measures. The concurrence of other agencies is not required.

**VIS06: THE VISUAL RESOURCES DISCUSSION SHOULD BE MORE ACCURATE WITH RESPECT TO THE TLMP LUDS AND VISUAL QUALITY OBJECTIVES.**

**Response:** The Final EIS has been revised to include more accurate discussion of the ability of project alternatives to meet the VQO of the Transportation and Utility Systems LUD and LUDs adjacent to the alignment for Alternatives 2B and 3.

## 4.26 WATER QUALITY, HYDROLOGY, AND FLOODPLAINS (WAT)

**WAT01: IMPACTS TO WATER QUALITY WOULD OCCUR IF A HIGHWAY WERE CONSTRUCTED.**

***Impacts to water quality, such as the deposition of hydrocarbons, heavy metals, and sediment, would occur if the highway were constructed.***

***Water quality impacts are understated in the Supplemental Draft EIS.***

***DOT&PF, in failing to discuss compliance with the Clean Water Act and severity of water quality violation, violates the National Environmental Policy Act.***

**Response:** As stated in the EIS, results from stormwater research by the FHWA indicate that stormwater runoff from low to medium traffic volumes (under 30,000 vehicles per day) on rural highways results in minimal to no impact on the aquatic components of most receiving waters. Studies such as those in *Anchorage Street Deicer and Snow Disposal: 2000 Best Management Practices Guidance*, conducted in Anchorage, Alaska, under the Municipality of Anchorage Watershed Management Program similarly concluded that street runoff has minimal impacts to the quality of receiving waters from most potential pollutants. These studies showed dissolved concentrations of calcium, chromium, magnesium, and zinc to be below the AWQS. Because of the rural setting of either Alternative 2B, the preferred alternative, or Alternative 3 and forecast annual ADT (670 in 2038 for Alternative 2B, 530 in 2038 for Alternative 3), stormwater runoff would not measurably impact water quality. For much of its length, either highway would be located at least 100 yards inland from Lynn Canal. In these areas, runoff would be filtered by vegetation. For all areas, the size of the receiving waters and the small projected traffic volumes make it unlikely that highway pollutants would be measurable in Lynn Canal waters. DOT&PF would comply with the Clean Water Act. Water quality violations are not anticipated.

**WAT02: CONSTRUCTION OF THE HIGHWAY WOULD HAVE SIGNIFICANT IMPACTS ON HYDROLOGY, SUCH AS REDIRECTION OF FLOW DUE TO BRIDGE PILINGS.**

***Site-specific hydrological information and analysis should be included in the EIS for the Lace/Berners, Antler/Gilkey, and Katzehin rivers in order to ensure proper design of the bridge crossings.***

**Response:** All of the bridges for highway alternatives would be designed to pass the 100-year flood. For all but the largest rivers, bridge abutments would be outside the 100-year floodplain. Bridge pilings in rivers requiring in-water support would be placed a minimum of 130 feet apart, impacting 2 percent or less of the channel width. With the exception of the south abutment of the Katzehin River Bridge, bridges with in-water pilings would have abutments set back from the existing bank. This would be, at most, a minor impact on river hydrology. Detailed analysis and site-specific information is not necessary to determine that bridges spanning the entire widths of these braided rivers would not have substantial hydrologic impacts.

**WAT03: DEGRADATION OF WATER QUALITY DUE TO HIGHWAY RUNOFF WOULD OCCUR WITH THE HIGHWAY.**

***Pollutants such as de-icing chemicals, polyaromatic hydrocarbons, heavy metals, asphalt and gravel would negatively impact water quality.***

**Response:** DOT&PF does not anticipate the use of de-icing chemicals for highway maintenance in the winter. Clean sand would be used for icing conditions on road. This sand would contain a small amount (less than one percent) of salt to keep it from sticking together while it is stored. This amount of salt would not impact local freshwaters or Lynn Canal.

Polycyclic aromatic hydrocarbons found in highway runoff are typically composed of a mixture of both petrogenic (petroleum origin) and pyrogenic (combustion related) hydrocarbons including lubricating oils from engine crankcases and combustion products of gasoline and other fuel oils. The relative concentration of polycyclic aromatic hydrocarbons in stormwater at any particular location is a function of traffic volume, weather, and the energy of the depositional environment. In national studies, FHWA has found that hydrocarbon pollutants from the low traffic volumes on rural highways results in minimal to no impact on the aquatic components of most receiving waters.

The stormwater pollution research conducted for the Anchorage Watershed Management Program found that heavy metals associated with vehicle traffic did not exceed AWQSs designed to be protective of aquatic life. Traffic volumes are typically one or more orders of magnitude higher in Anchorage than projected for a highway alternative in Lynn Canal.

Asphalt and gravel are not water pollutants. Asphalt is an extremely long-chained hydrocarbon that is not soluble in water. Asphalt is used on roads throughout North American with no evidence that it causes water quality impacts. Gravel is also not soluble in water and too heavy to increase turbidity in stormwater. Most gravel and traction sand would be captured in roadside ditches and periodically (approximately once every 5 to 10 years based on maintenance experience) removed by maintenance crews.

**WAT04: ASSESS POTENTIAL WATER QUALITY IMPACTS RESULTING FROM THE RELEASE OF FERRY FUEL INTO WATERS OF THE UNITED STATES.**

**Response:** Operation of ferries has the potential to impact water quality, particularly marine waters, through the following means:

- Spills or leaks
- Fuel transfers
- Collisions
- Wave action
- Accidental discharges
- Prop wash from propellers, jet wash from FVF jet engines, and bow thrusters

Since beginning operations in Lynn Canal, AMHS has had no reported fuel or oil spill in excess of approximately 1 cup (see the *Hydrology and Water Quality Technical Report*). All ferries are refueled in accordance with standard industry spill prevention precautions at the Skagway terminal. Routine ferry maintenance is conducted in Ketchikan. Aside from an unforeseen

catastrophic event, future impacts to marine water quality from fuel or oil spills/leaks would likely continue to be minimal. Historically, accidental discharges, spills, and leaks have been minor with only minimal and temporary impacts to water quality. This low level of impact likely would continue under all of the reasonable alternatives, including the No Action Alternative.

**WAT05: EFFECTIVENESS OF BMPS ADMINISTERED BY DOT&PF ON WATER QUALITY SHOULD BE DOCUMENTED.**

***The EIS should include any research or monitoring on whether DOT&PF's BMPs are effective in protecting water quality in Alaska, particularly related to erosion and sediments. If no research on these topics exists, the degree of uncertainty regarding best management practices should be noted in the EIS.***

**Response:** Best management practices (BMPs) would be based on the EPA's 1992 guidance document *Storm Water Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices,* DOT&PF's most recent stormwater manual, and ongoing DOT&PF and contractor experience. The BMPs suggested in the EIS are commonly used by DOT&PF throughout Alaska as an effective means of protecting water quality. No research or scientific monitoring of BMP effectiveness has been conducted for DOT&PF construction projects. Both FHWA and DOT emphasize the importance of avoiding impacts to water quality during construction. There have been no citations for general permit violations by DOT&PF on Southeast Region construction projects since the beginning of NPDES stormwater discharge permitting.

**WAT06: THE EIS MUST ADDRESS THE EFFECTS OF THE ALTERNATIVES ON THE 100-YEAR FLOODPLAINS.**

***The Supplemental Draft EIS fails to comply with Executive Order 11988, as it only addresses the effects on navigation and the location of bridge piers above the predicted 100-year-flood elevation.***

***Include an analysis of the fish and wildlife habitats of the area floodplains, as well as other floodplain functions.***

**Response:** The Supplemental Draft EIS contained sections addressing the floodplain impacts of each reasonable alternative. The Final EIS has updated floodplain impact sections, including compliance with Executive Order 11988, floodplain management. As described in Section 4.3.9 of the Final EIS, the highway proposed for Alternative 2B would cross 46 streams. Most of the streams are less than 50 feet wide. Bridges would be used to cross 19 streams, including all anadromous fish streams. Most of these bridges would span the 100-year floodplain of the streams they cross. The Katzehin, Lace, and Antler rivers would be crossed by multi-span bridges with supports at a spacing of 130 feet. These supports would be spaced and designed to accommodate the predicted 100-year flood volume with no more than a 1-foot rise in backwater. Remaining streams would be crossed with culverts, sized in accordance with the standard State of Alaska design flood frequencies established in the DOT&PF's *Alaska Highway Drainage Manual* (1995).

Impacts to fish and wildlife habitats are addressed in the fish and wildlife sections of the EIS. Only pilings would be placed within fish habitat. Bridges would be designed with extensions over land to serve as wildlife underpasses to reduce impacts to wildlife habitat in floodplains.

## 4.27 WETLANDS (WET)

### WET01: HIGHWAY ALTERNATIVES WOULD IMPACT WETLANDS.

***Highway construction would result in the loss of critical wetland habitat, of which the greatest loss would result from Alternative 2.***

***The loss of and impacts to wetlands would adversely affect the ecological functions of* Southeast *Alaska.***

**Response:** Alternative 2 is no longer a reasonable alternative for this project. In response to agency comments on the Supplemental Draft EIS, the alignment for Alternative 2B, the preferred alternative identified in the Final EIS, has been adjusted to avoid impacts to palustrine emergent wetlands and to reduce impacts to estuarine emergent wetlands. The current alignment for Alternative 2B (Preferred Alternative) would result in the loss of 70 acres of wetlands, 69.1 acres of which would be palustrine forest. Only 0.7 acre of palustrine scrub-shrub and 0.2 acre of estuarine emergent wetlands would be impacted. Forested wetlands are the most common wetlands in the project area. There are over 11,000 acres of wetlands on the east side of Lynn Canal, most of which is palustrine forest wetlands. Principal wetland functions and values that would be affected by the highway include a reduction in groundwater recharge and discharge, lateral flow, surface hydrologic control, wildlife habitat functions, and riparian support. None of the wetland habitat affected by Alternative 2B is considered critical by federal or state resource agencies to the continued maintenance of wildlife species in the project area.

***Sedimentation from highway construction and pollution from highway use and maintenance (i.e., highway salt, deicers, petroleum products, exhaust, vehicle brake fluid, and chemical spills) would adversely affect adjacent wetlands.***

**Response:** No use of de-icing chemicals on the highway is anticipated. The sand that would be used would contain a small amount of salt to keep the sand friable. Highway and bridge runoff would contribute small amounts of turbidity and pollutant loads to local drainages flowing to Lynn Canal. Contaminant concentrations in runoff from the proposed highway and/or bridges including polyaromatic hydrocarbons, heavy metals, asphalt and gravel, would not exceed AWQS or adversely impact the quality of receiving waters. During the design of the selected alternative, erosion and sediment control plans would be developed. These in turn would be used to develop Storm Water Pollution Prevention Plans (SWPPPs). These plans use BMPs to prevent construction activities from jeopardizing area water/wetlands.

***The Draft Supplemental EIS fails to comply with Executive Order 11990. If DOT&PF selects any road alternative in the final decision, the EIS would have to show why non-road alternatives are not practicable, according to Executive Order 11990.***

**Response:** The Final EIS includes a preliminary Section 404(b)(1) evaluation and Wetlands Finding in compliance with Executive Order 11990 and Section 404(b)(1) of the Clean Water Act (see Appendix X). Marine alternatives do not sufficiently meet the purpose and need for the proposed project to be considered practicable under Section 404(b)(1).

***A highway should not be constructed on wetlands.***

**Response:** It is not possible to construct a highway along most of the length of the east or west side of Lynn Canal without impacting wetlands. The alignment for Alternative 2B has been adjusted to reduce wetland impacts to the extent practicable. All palustrine emergent wetlands and all but 0.2 acre of estuarine emergent wetlands have been avoided (see Section 4.3.12 of the Final EIS).

**WET02: THE HIGHWAY WOULD RESULT IN NEGLIGIBLE IMPACTS TO WETLANDS.**

**Response:** Alternative 2B, the preferred alternative, would result in the loss of 70 acres of wetlands: 69.1 acres of palustrine forest, 0.7 acre of palustrine scrub-shrub, and 0.2 acre of estuarine emergent. While this is not a negligible amount, it is a small percentage of the existing wetlands in the project area. There are over 11,000 acres of wetlands on the east side of Lynn Canal, most of which is palustrine forest wetlands.

**WET03: THE DRAFT SUPPLEMENTAL EIS DOES NOT ADEQUATELY ADDRESS THE HIGHWAY-RELATED IMPACTS TO WETLANDS. CONSIDER ADDITIONAL MITIGATION MEASURES AND COMPENSATORY PROJECTS.**

**Response:** Avoidance and minimization has been aggressively pursued and the alignments of the highway segments of reasonable alternatives have been adjusted many times over the past decade to reduce impacts to wetlands and other waters of the U.S. The alignment for Alternative 2B avoids all palustrine emergent wetlands and all but 0.2 acre of estuarine emergent wetlands.

The roadway would be designed with a low-profile embankment to limit embankment heights and side slopes so that the fill footprint is minimized. Culverts would be designed through fill slopes in appropriate locations to maintain natural flow patterns for surface water. Roadway swales would be designed to keep surface water within the natural drainage basins.

DOT&PF and the contractor would file Notices of Intent to use the NPDES General Permit for stormwater discharge during construction. The construction contractor would be required to prepare an SWPPP that describes the BMPs to be used to avoid water quality impacts. This plan would be made available to ADEC for review and comment and approved by DOT&PF before being included in project construction plans. The SWPPP would include procedures for locating and installing silt fences and sediment traps and use of temporary erosion controls such as mulching and hydroseeding.

The construction contractor would provide plans for DOT&PF approval for any construction camps. These plans would include procedures to avoid water quality impacts from wastewater discharges and stormwater runoff from the camps. They would also include procedures for handling food, trash, and other potential wildlife attractants. Construction camps, staging sites, borrow pits, and waste areas would be located in upland areas and stabilized during and after use to avoid water quality impacts.

Staking would be done at the planned outside limits of disturbance prior to construction to ensure that impacts are limited to that area. No grubbing would be done outside of the fill footprint and only the minimum clearing required for safety would be done beyond the toe of slope. During construction, slope limits in wetland areas would be separately identified to ensure that workers are aware of wetlands and the need to avoid impacts beyond the slope and clearing limits.

DOT&PF and resource agencies have not identified potential onsite mitigation, other than wildlife underpasses. DOT&PF is proposing fee in lieu for estuarine wetland and unvegetated marine area impacts, to be used for offsite restoration and/or preservation. A compensatory mitigation plan is provided in Section 5.12 of the Final EIS.

***Include an analysis of highway maintenance impacts on subsequent or cumulative wetland degradation.***

**Response:** An analysis of highway maintenance impacts on wetlands and cumulative wetland impacts in provided in the EIS.

***Consider a mitigation bank to mitigate the loss of wetlands.***

**Response:** A compensatory mitigation plan including in lieu fee for impacts to wetlands and other waters of the U.S. is provided in the Final EIS. DOT&PF is proposing fee in lieu for impacts to wetlands and other waters of the U.S. (other than forested wetlands).

***Consider local projects, including the full restoration of Duck Creek, or accretion of lands along the Mendenhall Wildlife refuge.***

**Response:** DOT&PF and resource agencies have investigated several potential compensatory mitigation projects. The mitigation plans in Section 5.12 of the Final EIS provides the consensus regarding the best use of compensatory mitigation funds.

***The USFWS is available to assist in identifying and implementing BMPs and other conservation measures, such as mitigation for the loss of wetlands.***

**Response:** DOT&PF have worked with the USFWS, USACE, and the EPA to develop BMPs, avoidance, and mitigation strategies to have the least possible impacts to wetlands for implementing Alternative 2B (Preferred Alternative).

***Assess the loss of 31 acres of essential fish habitat.***

**Response:** Alternative 2B, the preferred alternative, would result in the direct loss of 32 acres of essential fish habitat (EFH) as a result of filling for highway and ferry terminal construction, as well as the modification of subtidal habitat resulting from dredging and sidecasting shot rock. As described in the Final EIS, Alternative 2B would avoid high value vegetated intertidal and subtidal habitats. The habitat that would be impacted is very common in Lynn Canal; the impacts to EFH would not substantially affect any fish and invertebrate populations in Lynn Canal.

DOT&PF has agreed to the EFH conservation measures suggested by NMFS. The bridges over the Berners/Lace and Antler rivers have been realigned as far upstream as possible in response to the conservation recommendations (see Section 4.3.13 of the Final EIS). A compensatory mitigation plan has been developed to address impacts to intertidal, subtidal, and wetland habitats (see Section 5.12 of the Final EIS).

***Consider the unique values and ecological functions of these wetlands and what it means to lose 93 acres of wetland***

**Response:** Alternative 2B (Preferred Alternative) would result in the loss of 70 acres of wetlands. These wetlands are primarily forested wetlands and are not unique. All palustrine emergent wetlands have been avoided, and all but an isolated 0.2-acre estuarine emergent wetland has been avoided. As described in the EIS, the principal wetland functions and values that would be affected by the highway include a reduction in groundwater recharge and discharge, lateral flow, surface hydrologic control, wildlife habitat functions, and riparian support. None of the wetland habitat affected by Alternative 2B is critical to the continued maintenance of wildlife species in the project area.

***Demonstrate compliance with Executive Order 11990, which orders the FHWA to avoid to the extent possible the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.***

**Response:** Appendix X of the Final EIS includes a preliminary Section 404(b)(1) evaluation that compares impacts to wetlands for each of the project alternatives. As indicated in the Final EIS and Appendix X, Alternative 2B is the least environmentally damaging practicable alternative. DOT&PF has worked with resource agencies to limit or avoid impacts to wetlands to the extent practicable. Appendix X includes a Wetlands Finding in compliance with Executive Order 11990.

***The Supplemental Draft EIS states that approximately 67 percent of the wetlands within the project area have been field verified. Field-verify the remaining wetlands and adjust the wetland impact estimates as appropriate.***

**Response:** The areas to be field verified during wetlands assessments were identified by resource agency representatives, including the EPA, during a May 29, 2003 meeting scheduled specifically for that purpose. Areas were selected based upon agency concerns for potentially high value wetlands that might have been missed in the 1994 fieldwork. The areas identified for additional fieldwork on the east side of Lynn Canal were Berners Bay and the Katzehin River area. The bulk of the wetlands identified from the National Wetlands Inventory and verified by checking recent aerial photographs (rather than field verification) are in two locations: Echo Cove to Cascade Point and Slate Cove to Sherman Point. The wetlands in the first group of 10 wetland areas were field verified for the Cascade Point Road project, and represent only one acre of proposed fill. The second group of 17 wetlands is largely palustrine emergent wetlands that are easily identified on aerial photographs. Only one of them, a forested wetland (1220-1) would be impacted by 1.8 acres of fill. For the preferred alternative, all but 4 acres of the 70 acres of fill would be in areas that were field verified.

***Update the base maps used for wetlands classification.***

**Response:** New alignment changes for Alternative 2B (Preferred Alternative) are included in the maps provided in the Final EIS and the addendum to the *Wetlands Technical Report* in Appendix W.

***Discuss the indirect impacts to wetlands throughout Chapter 4.***

**Response:** A discussion of indirect and cumulative impacts to wetlands that would result from each reasonable alternative is included in the appropriate sections of Chapter 4 of the Final EIS, including Section 4.9, Cumulative Impacts.

**WET04: MODIFICATIONS TO ALTERNATIVE 2B WOULD AVOID 4.7 ACRES OF ESTUARINE WETLANDS.**

***Suggested modifications to Alternative 2B include moving the Katzehin Ferry terminal south of the Katzehin River Delta, removal of the highway segment north of Katzehin River, and removal of the bridge over the Katzehin River.***

**Response:** Moving the Katzehin Ferry Terminal south of the Katzehin River Delta is not practicable, as discussed in the preliminary Section 404(b)(1) evaluation in Appendix X. The alignment on both sides of the Katzehin River has been adjusted to avoid all but 0.2 acre of the 4.7 acres of estuarine emergent wetlands referred to in the comment.

**WET05: THE DRAFT SUPPLEMENTAL EIS INCLUDES INSUFFICIENT INFORMATION TO DEMONSTRATE THAT ALTERNATIVE 2/PREFERRED ALTERNATIVE IS THE LEAST ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE IN COMPLIANCE WITH THE SECTION 404(b)(1) GUIDELINES.**

**Response:** The Supplemental Draft EIS purposely did not include a preliminary Section 404(b)(1) evaluation because identification of the preferred alternative was preliminary. The Final EIS includes a preliminary Section 404(b)(1) evaluation demonstrating that Alternative 2B is the least environmentally damaging practicable alternative.

**WET06: INCLUDE A PRELIMINARY SECTION 404(b)(1) EVALUATION IN THE EIS SO THAT THE PUBLIC CAN REVIEW AND COMMENT ON IT PRIOR TO PUBLICATION OF THE RECORD OF DECISION.**

***The EPA offers technical assistance in developing the preliminary Section 404(b)(1) evaluation and compensatory mitigation package.***

**Response:** The Final EIS includes a preliminary Section 404(b)(1) alternatives evaluation as well as a compensatory mitigation plan developed in consultation with EPA.

## 4.28 WILD AND SCENIC RIVERS (RIV)

**RIV01: THE HIGHWAY MAY IMPACT WILD AND SCENIC RIVERS AND FUTURE WILD AND SCENIC RIVER DESIGNATIONS FOR RIVERS WITHIN THE PROJECT WOULD BE COMPROMISED IF THE HIGHWAY IS BUILT.**

***A highway would degrade the Katzehin River, a National Wild and Scenic River, thereby rendering the protected status insignificant.***

**Response:** The Katzehin River is not designated as a Wild and Scenic River under the Wild and Scenic Rivers Act of 1968. The USFS has recommended that the river be designated a Wild and Scenic River beginning 2 miles upstream from its mouth. Alternative 2B, the preferred alternative, would be located below the reach recommended for designation by the USFS and would therefore not impact the potential designation of this river as Wild and Scenic.

***Alternative 2 (Preferred Alternative) would not safeguard the potential Wild and Scenic River designations for the Gilkey and Katzehin rivers.***

**Response:** Based on the USFS recommendations, the Wild and Scenic designations for these two rivers would begin 2 miles upstream from their mouths. Alternative 2 is no longer a reasonable alternative for this project. Alternative 2B, the preferred alternative identified in the Final EIS, would cross these rivers below these points. Therefore, the alternative would not impact the status of the Wild and Scenic designations of the Gilkey and Katzehin rivers.

***The USFS has recommended that all rivers within the project area be considered eligible for Wild and Scenic River designations, DOT&PF and FHWA should apply the Alaska National Interest Lands Conservation Act standards to these rivers.***

**Response:** The USFS has only recommended the Gilkey and Katzehin rivers for designation as Wild and Scenic Rivers. The reaches of these rivers recommended for this designation are above the crossing of the Alternative 2B alignment. Therefore, none of the reasonable alternatives would impact the status of the Wild and Scenic designations and the standards of the Alaska National Interest Lands Conservation Act do not apply.

***The EIS should indicate that the upper reaches of the Sullivan River are eligible for a Wild and Scenic River designation and that the highway would not adversely affect it.***

**Response:** A discussion of the eligibility of the Sullivan River for designation as a Wild and Scenic River has been included in Section 4.7.1 of the Final EIS.

## 4.29 WILDLIFE (WLD)

### WLD01: HIGHWAY ALTERNATIVES WOULD IMPACT WILDLIFE, HABITAT, AND/OR ECOLOGY.

***Highway alternatives would destroy habitat and exert pressure on wildlife and lead to a decrease in wildlife populations.***

***There is no guarantee that habitat would not be impacted. The highway would create impacts to habitat that cannot be mitigated.***

**Response:** The EIS clearly states that highway alternatives impact wildlife habitat and discusses the potential impacts to wildlife species that would result from both habitat loss and fragmentation as well as increased hunting pressure. As indicated in the EIS, Alternative 2B, the preferred alternative, would result in the loss of 428 acres of terrestrial habitat (286 acres of old-growth forest, 128 acres of other forest, 13 acres of open shrub and meadow, and 1 acre of rock), 70 acres of wetlands, principally palustrine forested wetlands, and 32 acres of unvegetated marine areas within the cut-and-fill limits of the highway and a narrow band of right-of-way clearing adjacent to the highway, and at the Katzehin Ferry Terminal. Alternative 3 would result in the loss of 395 acres of terrestrial habitat (286 acres of old-growth forest, 95 acres of other forest, 14 acres of open shrub and meadow), 26 acres of wetlands, and 13 acres of unvegetated marine areas. These losses of habitat alone would not substantially impact wildlife populations in the project area. The loss of habitat in combination with habitat fragmentation would impact some wildlife species, particularly brown bear. Wildlife underpasses would partially mitigate this impact. Detailed wildlife monitoring proposed for the preferred alternative and subsequent management by ADF&G and the Alaska Board of Game would ensure populations remain viable.

***There would be changes to the wild and biologically rich stretch of coastline.***

**Response:** The EIS discusses the changes that would result from highway segments of all reasonable alternatives in terms of habitat loss, habitat fragmentation, and potential impacts to wildlife populations. Behavioral avoidance of highway segments or physical features of the highway such as steep embankments or retaining walls may function as a barrier to movement for some species and may fragment their habitat by limiting their ability to use all of their range. Alternatives 2B and 3 would have little effect on the movement of moose. Moose readily cross highways; therefore, habitat fragmentation is not an issue for that species. Mountain goat habitat is primarily at higher elevations than the proposed highway alignment; however, they often venture down to low elevations, including rock bluffs close to shore, in winter. They seldom venture far from steep escape terrain. Because the highway would be close to the water in areas where mountain goats winter, most of the known winter range for this species would not be affected by most highway segments.

Black bears in Southeast Alaska tend to migrate seasonally between winter dens at higher elevations and summer feeding grounds at lower elevations. For this reason, many bears would likely have to cross portions of the proposed highway alignment at least twice a year. A lack of escape cover near some portions of highway segments and traffic disturbance could block

some bears from portions of their existing home ranges. Because black bears are highly adaptable and often learn to coexist near human development, a highway is not expected to result in a substantial effect on black bear populations in the study area. The highway would likely result in mortality of some black bear from vehicle collisions.

Brown bears also move seasonally between higher elevation dens and lower elevation foraging habitat, for example, in Berners Bay in the peninsula between the Lace and Antler rivers. Brown bears tend to avoid highway traffic more than black bears. One study found that brown bears avoided roads regardless of traffic volume. Thus, they would be more likely than black bears to abandon certain parts of their range rather than cross a highway. Because Alternative 2B would separate higher elevation habitats from beach fringe and estuary habitats and because those areas often contain important resources for brown bears, the effective loss of habitat could reduce the reproductive success or survival of some bears. The Habitat Capability Index (HCI) model results for the 1997 Draft EIS predict that the Alternative 2B highway would decrease brown bear habitat capability on the east side of Lynn Canal by 26 percent compared to present conditions. The HCI-predicted reduction for the Alternative 3 highway is 21 percent. To reduce this habitation fragmentation, bridges over streams would be designed to provide underpasses for wildlife migration. In addition, if Alternative 2B were constructed, two wildlife underpasses would be included for the major brown bear migration corridors identified in the inland area between the Lace and Antler rivers.

A highway on the alignment for Alternative 2B or Alternative 3 is not likely to fragment the range of marten, as they would readily cross the road to access favorable habitat. The largest impact of these alternatives on marten would be the indirect impact of trapping. Marten are highly desirable as a furbearing species and are relatively easy to trap. Alternatives 2B and 3 would increase human presence and access in the region surrounding the highway, probably increasing the number of marten trapped in the highway vicinity. The HCI model results for the 1997 Draft EIS predict that the Alternative 2B highway could decrease marten habitat capability on the east side of Lynn Canal by 32 percent, primarily because of trapping. The HCI prediction for Alternative 3 is a 30 percent reduction. The effects of this increased pressure could be controlled by ADF&G and the Alaska Board of Game through season duration, take limits, lottery drawings, and other measures.

Wolves travel widely in pursuit of prey and strongly avoid areas of human activity. Some wolves use estuarine areas but the importance of these areas for wolves in the Berners Bay area is not known. The proposed highway would provide more access for people to beaches and riparian areas, potentially inhibiting the use of these areas by wolves.

***Undisturbed wilderness areas are shrinking and have higher value than a highway. Wild areas should be preserved and manmade forms should only be used to reduce wildlife impacts.***

**Response:** Almost all of the Alternative 2B alignment and much of the Alternative 3 alignment crosses Tongass National Forest land, and little of this land is available for development. The East Lynn Canal Highway would use about 500 acres in a remote area covering over 13,000 acres; the West Lynn Canal Highway would use a similar amount. This would not substantially reduce the wild character of the region. Valuation of undisturbed wilderness areas versus transportation facilities is subjective and varies from person to person. The purpose of an EIS is to document the impacts and benefits of each reasonable alternative. All impacts and benefits are considered when the final decision is made.

***There would be potential impacts to habitats associated with the edge zone adjacent to the highway.***

**Response:** As explained in the EIS and the *Wildlife Technical Report* (Appendix Q), the proposed highway corridor would require a clearing of forest vegetation and a break in the forest canopy, which would alter sun and wind penetration, as well as precipitation to the cleared area. These alterations are consistent with the change in microclimates associated with forest edges, which can affect the native flora and fauna and result in less valuable wildlife habitat for some species. Wildlife species that require forest interior conditions could also be affected by increased predation, competition, and parasitism that may result from the "edge effect." Because the edge effect created by the East Lynn Canal Highway would be small in relation to the area of undisturbed habitat in the region, this would not result in a substantial impact to wildlife populations.

***Subtidal and intertidal habitat would be impacted due to dredging.***

**Response:** Alternative 2B would generate approximately 2.3 million cubic yards of excess excavation material, mostly rock. Up to 1.4 million cubic yards of rock would be sidecast in Lynn Canal between Comet and the Katzehin River at steep underwater locations identified as having low marine habitat value. The approximate loss of essential fish habitat (intertidal and subtidal habitat) due to highway and ferry terminal construction under Alternative 2B is 32 acres (25.6 acres filled for highway, 6.4 acres filled for Katzehin Ferry Terminal including breakwaters). An additional 4.4 acres of subtidal habitat would be impacted by dredging.

The direct loss of foraging habitat through highway fill and ferry terminal construction, as well as the modification of some subtidal habitat as a result of sidecasting and dredging, would not substantially affect any fish and invertebrate populations in Lynn Canal. NMFS has offered the following additional EFH conservation recommendations for this alternative pursuant to Section 305(b)(4)(A) of the Magnuson-Stevens Act:

- Realign the Berners/Lace and Antler River multi-span bridges so that they are located as far upstream as possible, minimizing the adverse effects of bridge construction and the effects on in-stream flows. Eulachon are important forage for federally managed fish species (as well as marine mammals) and spawn up to 4 miles upriver. Moving the bridge alignments upstream would decrease the amount of wetland habitat impacted, reducing effects on eulachon and Steller sea lions and other wildlife that use the mudflats, and minimizing future human impacts to the river deltas by providing additional distance between the roadway and river outlets in Berners Bay.
- Provide compensatory mitigation sufficient to compensate for the loss of intertidal, subtidal, and wetland habitats.

DOT&PF has agreed to these recommendations and has made the following changes to the preferred alternative. The alignment for Alternative 2B and the siting of the Katzehin Ferry Terminal have been adjusted through preliminary engineering studies to limit intertidal and subtidal fill. During design of the selected alternative, DOT&PF would continue to investigate ways to further reduce this fill. The bridges over the Berners/Lace and Antler rivers have been realigned as far upstream as possible in response to the conservation recommendations. A compensatory mitigation plan has been developed to address impacts to intertidal, subtidal, and wetland habitats and is provided in the Final EIS.

***The highway would result in impacts to the Katzehin outwash plain, which provides important functions for wildlife habitat.***

**Response:** The alignment of Alternative 2B was adjusted in 2005 to avoid filling estuarine emergent wetlands near the Katzehin River crossing and along the upper levels of the large flats on the north side of the delta. This salt marsh habitat on the Katzehin River outwash plain is important in terms of wildlife habitat functions. The current highway alignment and ferry terminal would fill approximately 5 acres of unvegetated intertidal shoreline and a small (0.2 acre), isolated estuarine emergent wetland area north of the Katzehin outwash plain. This small loss of habitat would not substantially impact wildlife populations.

***Wildlife would be displaced when disturbed by highways.***

**Response:** Highway construction activities could result in short-term displacements of some wildlife species in the area, but would not likely affect the reproductive success or survival of those species. To minimize the effects of short-term displacements, DOT&PF would conduct wolf den, amphibian breeding ponds, and bald eagle, trumpeter swan, and Queen Charlotte goshawk nest surveys in appropriate habitats before clearing takes place. Clearing would be avoided in the vicinity of active trumpeter swan and Queen Charlotte goshawk nests. Construction in the vicinity of bald eagle nests would be coordinated with the USFWS to develop earth moving and blasting plans and to assess the need for nest monitoring during construction. During construction, DOT&PF and USFWS would assess the sufficiency of natural screening between the highway and any eagle nests below the elevation of the road within 330 feet of the edge of the roadway.

The effect of maintenance and vehicle traffic on bird species would vary depending upon traffic volume and season, but is likely to displace some bird species from nesting or foraging near the right-of-way. Some birds, such as the Great blue heron, may habituate to human presence and vehicle traffic.

Highway construction and use may disrupt the natural movement patterns, feeding, breeding, and denning of several species of mammals including wolves, bears, river otters, and mountain goats. These disruptions could result in the displacement of some individuals from habitat areas within close proximity of the highway. Because the loss of habitat associated with the highway alternatives is minimal compared to the total available habitat in the project area, these displacements are not likely to affect regional wildlife populations other than for brown bear. Underpasses would be included to partially mitigate the effects of habitat fragmentation for this species.

***Highway alternatives would change predator-prey dynamics associated with the roadside vegetated corridor.***

**Response:** The opening in the forest canopy created by the highway could cause some birds to avoid the highway area, leading to an effective loss of additional nesting habitat. Openings in the forest canopy also create “edge effects,” which is the edge between forest and grass or shrub lands that can be used by some avian predators such as ravens, jays, and crows. These effects would add to the decreased value of nesting habitat for neo-tropical migrants near the highway. Because of the amount of habitat available for these species in the project region, this impact would not have a regional effect on bird populations.

**WLD02: HIGHWAY ALTERNATIVES WOULD IMPACT BEARS, WOLVES, MOUNTAIN GOATS, RIVER OTTERS, MARTEN, WOLVERINES, MOOSE, DEER, PORCUPINE, BEAVER, LYNX, MINK, AND THEIR HABITAT.**

**Response:** As explained in Section 4.1.14 of the Final EIS, the potential impacts of project alternatives to 27 wildlife species that were selected during the scoping process have been analyzed in the EIS and include USFS management indicator species, USFS species of concern, USFS sensitive species list, state species of special concern, and other species of particular concern or representative of a group of species.

***The highway could push river otters completely out of the area.***

**Response:** The highway alternatives involve construction through old-growth forest and beach fringe, as well as crossing riparian corridors. Because river otters concentrate their activities in riparian habitat and are also associated with old-growth forests within 500 feet of the beach, construction of the highway would likely destroy some river otter burrow and den sites and transect the territories of an unknown number of river otters. The resulting habitat fragmentation would disrupt the otter's natural movement patterns and require some otters to pass under bridges, through culverts, or cross the highway. Although construction and use of a highway would affect river otters, there is no evidence that a highway would displace the species from the area.

***Animals would not be able to coexist with the highway.***

**Response:** Although impacts to wildlife from highway construction and use do occur, animals coexist with highways throughout the world including other remote areas of Alaska, Canada, and the lower 48 states. Some species such as the brown bear tend to avoid roads and would be impacted by habitat fragmentation to a greater extent than species that are not disturbed by roads such as moose.

***Bears would move between fringe and estuary habitat, and the loss of habitat could reduce the reproductive success of bears. Seasonally important habitat for bears could be impacted.***

**Response:** This potential impact is recognized and described in Chapter 4 of the EIS. Wildlife underpasses would be incorporated in the preferred alternative to address this concern.

***A highway would affect feeding patterns of wolverines because they depend on spawning salmon in Sawmill Creek.***

**Response:** Salmon spawning is limited to the lower reaches of Sawmill Creek because of a waterfall near the mouth. The proposed highway alignment would be located above this waterfall and avoid the salmon-spawning habitat; however, the highway could act as a potential barrier and prevent wolverines and other species from feeding on those spawning salmon. Preventing some wolverine from feeding on the spawning salmon in Sawmill Creek is not likely to affect the regional population because the wolverine's diet is not limited to salmon, or other fish. They are known to hunt small mammals such as voles, mice, squirrels, and porcupine, as well as large ungulates such as deer and goats. The bridge over Sawmill Creek would provide an underpass for wildlife in this area, including wolverines. Wolverine monitoring studies funded by DOT&PF as mitigation for indirect impacts to wildlife would facilitate management of this game species.

***The highway could impact the availability of high quality winter habitat for mountain goat and this is believed to be a limiting factor for mountain goat populations.***

**Response:** As discussed in the *Wildlife Technical Report*, high-quality wintering habitat for mountain goats tends to be steep, old growth forest habitat where they can escape the deep snow typically found in the alpine, and find available forage and protection from predators. Although the location of this high-quality winter habitat is poorly delineated in the Lynn Canal region, it is likely some would be lost from forest clearing and from habitat fragmentation. The overall impact of the loss of winter habitat is expected to be minimal because the alignment is close to the shoreline in many of these areas and access to estuarine areas are not critical for goats. The acreage and relative importance of goat habitat that may be fragmented is discussed in the addendum to the *Wildlife Technical Report* provided in Appendix W. DOT&PF has funded a study of goat winter habitat use that would continue during and after highway construction. This study could provide information regarding specific winter habitat areas and time periods when construction should be avoided, in addition to providing information to manage harvest of this game species to avoid cumulative population impacts.

***Disturbance to goats is a concern particularly during the winter-early spring when nannies are pregnant and energy reserves are at their lowest.***

**Response:** DOT&PF has funded a goat monitoring study conducted by ADF&G. If monitoring identifies key areas where nannies congregate and would likely be disturbed by January through April construction, DOT&PF would avoid construction in those areas to the extent feasible.

DOT&PF would use helicopters to deliver explosive devices to unstable avalanche zones along Alternative 2B during the winter. Mountain goats are very sensitive to human disturbance in their alpine habitats, especially from helicopters. During heavy snow conditions, when avalanche danger is highest, goats tend to retreat to lower elevations and seek shelter under dense-canopied old-growth forests. However, goats have also been observed at high elevations and traversing slide zones during late winter in the study area. Therefore, mountain goats could be susceptible to disturbance from helicopters and explosive devices used to keep the highway clear during the winter, and could be injured or killed in slides induced for highway maintenance. However, regular maintenance of avalanche chutes would reduce the frequency that debris from large avalanches reaches forested areas. This would minimize the likelihood of goat mortality from these larger events.

***Wolverines are generally found in low densities and may be particularly susceptible to impacts because they feed on potentially affected salmon streams.***

**Response:** No salmon streams would be directly impacted by any of the reasonable alternatives. All anadromous streams would be crossed by bridges. Wolverine diet is not limited to salmon or other fish. They are known to hunt small mammals such as voles, mice, squirrels, and porcupine, as well as large ungulates such as deer and goats. It is likely that trapping pressure as a result of increased access would have a greater impact on wolverine than impacts associated with diet limitations. Information regarding wolverine abundance and travel patterns in the Berners Bay project area necessary for conservation management would be provided through wolverine monitoring studies funded by DOT&PF as mitigation for indirect impacts to wildlife.

***The highway may limit access to beaches and riparian areas utilized by wolves.***

**Response:** It is possible that the East Lynn Canal Highway could limit access to beaches by some wolves. However, personal communications with D.K. Person, an ADF&G expert on wolves in Southeast Alaska, have clarified that roads do not inhibit the movement of wolves, but that increased access can lead to disturbance and over trapping of this species. Wildlife underpasses at stream crossings and in the Antler/Lace peninsula may reduce the impact of disturbance.

***Bears and goats would be displaced when disturbed by highways.***

**Response:** Bears tend to move from higher elevation winter den sites to lower elevation foraging habitat and the highway as a potential barrier between these habitats could affect bears' ability to reach important food resources or safe den sites. Although the highway may result in the displacement of some bears from areas of their natural home range, black and brown bear have been known to cross highways. Additionally, the use of wildlife underpasses at appropriate locations along the highway could reduce the fragmentation of seasonally important bear habitat, although the efficacy of this mitigation measure is untested.

The highway is not likely to disturb mountain goats during the summer because they would occupy elevations higher than that of the proposed highway. During the winter, however, mountain goats may move to lower elevations closer to the highway to escape deep snow and predators. The location of goat winter habitat in the project area is poorly known due to limited studies, but the potential for disturbance is expected to be minimal because the highway is close to the shoreline in many areas and access to estuarine areas are not critical for goats. In the areas where goats use wintering habitat close to the highway, construction noise and human activity could result in the displacement of some animals from established ranges.

DOT&PF has funded goat monitoring surveys to provide population management information as mitigation for the impact of increased access for hunters and other highway-generated indirect effects.

***Mountain goats do not readily colonize new alpine ranges. Once this species is extirpated from an area, it can take many years to re-colonize suitable habitat.***

**Response:** On-going goat monitoring studies in support of active management by ADF&G and the Alaska Board of Game would be used to prevent extirpation of this species from areas accessed by the constructed alternative.

**WLD03: HIGHWAY ALTERNATIVES AND INCREASED FERRY TRAFFIC MAY IMPACT MARINE MAMMALS (OTHER THAN THREATENED AND ENDANGERED SPECIES) AND THEIR HABITAT.**

***Whales, seals, porpoise, and their associated habitat may be impacted.***

**Response:** Harbor seals frequently haul out at a number of rocky beaches and sand bars along the east and west sides of Lynn Canal, including sand bars in Berners Bay and at the mouth of the Katzehin River and beaches near the Sullivan River, Davidson Glacier delta, and Pyramid Island. Many harbor seals use Berners Bay in the spring and summer for feeding and hauling out, especially near the confluence of the Antler and Lace Rivers. Vehicle traffic would not have any effect on harbor seals where the proposed highway is at least 100 yards from the shoreline. Beyond this distance, traffic noise would be at an intensity similar to other noise sources in the natural environment. The alignment of Alternatives 2B and 3 is several hundred yards away from beaches and sand bars in Berners Bay.

The proposed highway alignment for Alternative 2B would be immediately adjacent to the beach at a number of locations north of Sherman Point. It is possible that harbor seals could abandon haulouts they may currently use in these locations. Seals may habituate to highway traffic at the Katzehin River or may choose to utilize areas further down stream from the bridge. Operation of the ferry terminal at Katzehin is not expected to cause disturbance to harbor seals because of the distance between this terminal and seal haulouts.

The proposed alignment for Alternative 3 is not close to known seal haulout areas except where it crosses the Chilkat River immediately north of Pyramid Island. Highway traffic in this area could lead to harbor seals abandoning this island as a haulout.

Minke whales tend to be attracted to motor vessels. Therefore, the presence of such vessels would not drive minke whales away from an area. For this reason, shuttle ferries in Chilkoot and Taiya inlets associated with Alternatives 2B and 3 would not displace this species. Because of this attraction, increased ferry traffic may increase the risk of collision; however, collision accidents with minke whales are very rare. Therefore, Alternatives 2B and 3 are unlikely to impact the population of this species in Lynn Canal.

Fast-moving and maneuverable species such as the killer whale, harbor porpoise, and Dall's porpoise can readily avoid motor vessels and would not be impacted by the ferry traffic associated with Alternatives 2B and 3.

***Impacts of the highway alternatives to eulachon runs could cascade up the food chain to marine species that depend upon the fish for survival.***

**Response:** Eulachon runs are known to occur at several rivers in Lynn Canal, including the Katzehin, Antler, Berners, Lace, and Chilkat rivers. Eulachon runs occur at other rivers within the Lynn Canal, but those runs are less likely to be impacted by the highway alternatives or ferry routes. The Antler, Berners, Lace, and Chilkat rivers in particular, support large eulachon runs that are an important food sources for marine mammals, shorebirds, and larger marine fish in the area. In-water work at the Antler, Lace, Katzehin, and Chilkat rivers would not occur between March 15 through June 15 to protect out-migrating salmonids and spawning eulachon.

DOT&PF has revised the East Lynn Canal highway alignment to have fewer in-water bridge piers and no bridge piers in the northern channel of the river that is documented to have a high density of eulachon spawning habitat. The Lace River crossing alignment has been moved about 700 feet upstream to further avoid the vegetated intertidal area at the end of the peninsula.

The construction of the proposed Katzehin Ferry Terminal for Alternative 2B is not likely to impact eulachon because of its distance from eulachon spawning areas. Additionally, the design for the breakwater at the Katzehin Ferry Terminal under Alternative 2B would include fish passage gaps or large box culverts, thereby ensuring proper fish passage.

Under Alternative 3, 4.8 acres of intertidal habitat would be filled for the construction of the causeway on the north side of Pyramid Island. The fill would be located in an area that is subject to continuous deposition of glacial silt and does not support eulachon spawning areas. Therefore, the loss of this habitat would not measurably alter the food web in this portion of the Chilkat River/Inlet.

There have been no fuel spills associated with AMHS operations in Lynn Canal to date. Spill prevention and cleanup plans would be followed for all ferry operations to minimize potential

impacts from accidental spills. Water quality monitoring data has shown that storm water quality from highway runoff would not exceed AWQS protective of fisheries and wildlife.

NMFS has concurred that operation and maintenance of Alternative 2B would not degrade EFH or adversely affect federally managed fish species and has provided conservation measures to reduce construction impacts to EFH for this alternative. DOT&PF has agreed to these conservation measures. NMFS is concerned that Alternative 3 could impact the Pacific herring population remaining in Lynn Canal because of the ferry terminal proposed at Sawmill Cove under that alternative. However, NMFS has not expressed concern about impacts to eulachon with Alternative 3.

***Marine vessel traffic could disrupt harbor seal pupping season and areas where cooperative feeding behavior occurs.***

**Response:** As discussed in the *Wildlife Technical Report* (Appendix Q), there are hundreds of harbor seals known to haulout on the sandbars within Berners Bay and at the Katzehin River delta when the eulachon are spawning in late April and early May. Under Alternative 2B, the preferred alternative), marine vessel traffic would not occur near these popular haulouts, and therefore would not disturb pupping seals in those areas. In-water work at the Antler, Lace, and Katzehin rivers would not occur between March 15 through June 15 to protect out-migrating salmonids and spawning eulachon when cooperative feeding generally occurs.

***Water pollution that results from highway runoff and ferry traffic may impact marine mammals.***

**Response:** All available information, including stormwater runoff studies in Anchorage, indicate that highway runoff would not contain constituent concentrations that exceed AWQS that are protective of aquatic life. An increase in total petroleum hydrocarbons from fuel and lubricant leaks is possible with increasing ferry traffic. The contribution of total petroleum hydrocarbons in Lynn Canal from ferry traffic is expected to be minimal, and to date, no reported fuel spills associated with AMHS operations have occurred in the Lynn Canal. Spill prevention and cleanup plans would be followed for all ferry operations to minimize potential impacts from accidental spills.

**WLD04: HIGHWAY ALTERNATIVES MAY IMPACT BIRDS (EXCLUDING EAGLES).**

***The highway could impact hundreds of bird species and migrating waterfowl that utilize Berners Bay and other areas in the Lynn Canal. Berners Bay is an area where 130 species of birds and 40,000 gulls reside at various times throughout the year. Research has shown that Berners Bay spring runs of prey fish provide a critical and timely nutritional pulse for migrating birds.***

**Response:** Alternative 2B would impact bird species in Berners Bay primarily through the direct loss of habitat and the creation of forest edge. This impact would be minor because of the small area of impact relative to the large area of available habitat. There are approximately 8,030 acres of terrestrial habitat in the Berners Bay area. Alternative 2B in combination with other reasonably foreseeable development in Berners Bay would impact a total of about 200 acres of terrestrial habitat.

Highway construction would not substantially impact fish prey species in Berners Bay. In-water work at the Antler and Lace rivers would not occur between March 15 through June 15 to protect out-migrating salmonids and spawning eulachon.

***Include the American Dipper as a species to be analyzed in the Final SEIS. These birds are a good indicator species for stream quality because they are sensitive to small changes in the environment and depend upon healthy estuaries. Dippers are known to nest in some of the Berners Bay streams and along other areas in the Lynn Canal.***

**Response:** The potential impacts to 27 wildlife species that were selected during the scoping process have been analyzed and include USFS management indicator species, USFS species of concern, USFS sensitive species list, state species of special concern, and other species of particular concern or representative of a group of species. American dippers were not analyzed individually because they were not selected for impact analysis during the scoping process and do not have special status under federal or state regulation or management concern. The effects on harlequin ducks were analyzed and used to approximate the effects on similar waterfowl species, such as the American dipper. Harlequin ducks inhabit fast moving mountain streams similar to the dipper, and the effect on harlequin breeding habitat would be a reasonable indicator of potential effects on dipper habitat.

***Baseline studies of goshawk and murrelet populations and critical habitat should be conducted and analyzed in the Final SEIS. Studies should be continued yearly through construction and operation of the highway to ensure adequate conservation.***

***Discuss the impacts of hunting season on waterfowl populations in the region.***

**Response:** The Queen Charlotte goshawk and marbled and Kittlitz's murrelets were selected as indicator species in the impact analysis. Both the goshawk and marbled murrelet nest in low densities within the project area, and could lose a small amount of nesting habitat relative to the available habitat as a result of highway construction. Before clearing takes place in the appropriate habitats, DOT&PF would conduct Queen Charlotte goshawk nest surveys in appropriate habitats. Clearing would be avoided in the vicinity of active Queen Charlotte goshawk nests. Kittlitz's murrelets nest in high-elevation talus slopes, and therefore would not be affected by the road.

Waterfowl hunting could increase in some areas along the highway such as Berners Bay and the Katzehin River outwash plain. This may result in the need for increased hunting regulation by USFWS and the Alaska Board of Game.

**WLD05: MORE ANALYSIS SHOULD BE DONE ON POTENTIAL HABITAT LOSS AND THE IMPACTS ON WILDLIFE. THE DRAFT SUPPLEMENTAL EIS UNDERESTIMATES THE IMPACTS OF HABITAT FRAGMENTATION ON BEAR, MOOSE, AND OTHER WILDLIFE. BIOLOGICAL AND ECONOMIC ANALYSES OF HABITAT LOSS AND ANALYSES OF DANGERS TO ANIMALS FROM HIGHWAY CONSTRUCTION OR MAINTENANCE SHOULD BE INCLUDED.**

**Response**: The following responses address comments on the specific biological analyses for wildlife. No economic analyses of habitat loss have been included in the EIS, as there is no agreed upon method for assigning monetary value to these public resources. The purpose of the EIS is to document the impacts and benefits of all reasonable alternatives. All impacts and benefits, regardless of whether they have been assigned monetary values, are considered when selecting the alternative to implement.

***Include more information on wildlife species distributions and population levels.***

**Response:** Impact analysis for wildlife species focused on key indicator species that were selected by resource agencies during the scoping process to be representative of the range of

species found in the project area. These species were primarily species with special status in regards to state and federal regulation or management concerns. Information on distribution and abundance of these species are relatively limited within the project area, but a discussion has been included in the EIS to the extent that pertinent information was available.

***Add wolverines to the list of species potentially impacted by increased hunting and trapping.***

**Response:** A discussion of the impacts of increased hunting and trapping on wolverines has been added to the Final EIS. Also, DOT&PF would fund monitoring studies for wolverines in Berners Bay to assist the ADF&G in developing an understanding of population dynamics that would be necessary to manage hunting and trapping for this animal.

***Analyze the loss from beach and estuary fringe as compared to other less productive habitats.***

**Response:** Beach and estuary fringe habitat are considered important for several species of wildlife either seasonally or on a regular basis. The impact of the project to these habitats was an important metric for evaluating potential impacts to wildlife among project alternatives as discussed in the *Wildlife Technical Report* (Appendix Q) and the EIS. The impact of the project to less productive areas, such as other forest, shrub and open meadow/muskeg, is presented in the terrestrial habitat discussion of the EIS.

***Document critical wildlife habitat, when these areas are utilized, under what conditions, and the migratory behavior of the animals. Consider/indicate seasonally variable suitable habitat and critical winter habitat.***

**Response:** Available information on the location of critical wildlife habitat within the Lynn Canal project area was reviewed during project environmental studies and incorporated into the *Wildlife Technical Report* (Appendix Q) and the EIS. Additional information on winter habitat for mountain goats has been added to the addendum to the *Wildlife Technical Report* provided in Appendix W.

***Update the base maps used to generate species range maps.***

**Response:** Range maps for some species, such as mountain goats and martin, have been updated in the addendum to the *Wildlife Technical Report* provided in Appendix W. Other range maps are necessarily general due to the lack of more site-specific information.

***Reassess the quantity and quality of habitat loss. Consider whether habitat loss was within appropriate geographic units and spatial extents. Present the potential loss of habitat associated with edge zone adjacent to the highway in summaries of habitat loss and fragmentation.***

**Response:** The impact of habitat fragmentation has been calculated for certain species due to the separation of habitats by the highway. Thirteen Wildlife Analysis Areas, subareas of Game Management Units, were used as the geographic units for analysis. The spatial extent of the analysis comprises the entire project area. These units provide the most specific population and habitat information for the Lynn Canal region and encompass all of the potential project alternatives.

Edge effects are analyzed in the EIS, but are difficult to quantify. The extent of the edge effect differs for each species.

***Examine the adjacencies between habitat types, and how this relates to habitat function.***

**Response:** The habitat types used in the wildlife impact analysis include old growth forest, beach fringe, estuary fringe, alpine and subalpine habitats, and wetlands. Several of these habitats overlap in geographic extent. The ecological component of these habitats is based on both the structure of the habitat and the ecological functions associated with its location. For example, old growth forests provide certain ecological functions for wildlife, and provide additional functions if they are located near estuarine areas or exposed shoreline. Impacts to these selected habitats and to the wildlife functions provided by these habitats are compared among the project build alternatives in the EIS.

***Provide rationale for considering the loss of habitat over the length of the highway and for utilizing Wildlife Analysis Areas. Loss of habitat should be examined in relation to the geographic locale, distribution of animals in this population, and use of habitat.***

**Response:** Wildlife Analysis Areas, subareas of Game Management Units, were used primarily because the best available information on populations and consumptive use of several species are broken down into these units. These units provide the most site-specific information available on many of the wildlife species located within the project area. More detailed site-specific information is currently not available.

***Consider that loss of habitat connectivity may be more consequential than the loss of habitat area from a highway.***

**Response:** Habitat fragmentation, in comparison to the direct loss of habitat, is discussed in the *Wildlife Technical Report*, the addendum to that report provided in Appendix W, and the EIS. As discussed in the EIS, the impact of the loss of habitat is typically more than just the direct acreage lost for many species, but also involves the location of the habitat relative to other habitats or resources. A small loss of habitat that fragments larger portions of that habitat can have greater impacts on the population of a wildlife species. Additional analysis on habitat fragmentation has been conducted and is discussed in the Final EIS. The HCI model for brown bear places a strong emphasis on habitat fragmentation, as this species is considered most sensitive to roads. The direct habitat loss for Alternative 2B was estimated at 1 percent for brown bears, but the indirect loss from habitat fragmentation was much greater at approximately 25 percent the habitat capability. For this reason, wildlife underpasses are proposed along major brown bear movement corridors.

***Habitat fragmentation needs additional analysis, including consultation with ADF&G on bear collar data. Substantiate that habitat fragmentation is not an issue for moose and has little effect on mountain goats.***

**Response:** Additional analysis on potential impacts of habitat fragmentation on goats along east Lynn Canal is presented in the addendum to the *Wildlife Technical Report* provided in Appendix W. For this analysis, it was assumed that goats would not cross the highway, and therefore all the habitats on the downhill side of the highway to the shoreline would be unused due to fragmentation. The area of habitat potentially fragmented would total approximately 1,141 acres; 693 acres between Cascade Point and the Antler River and another 448 acres between Independence Lake and the Katzehin River. This is a small part of the available winter habitat; a greater threat to mountain goats is likely to be increased hunting pressure. Monitoring studies would provide information to help manage hunting as well as identify important winter habitat locations to avoid during construction.

New information on movement of bears based on global positioning system radio collar data from ADF&G has been added to Section 4.3.15.3 of the Final EIS.

It is well documented every winter throughout their range that moose often use roads as travel corridors and appear to have no aversion to crossing roads. Therefore, a highway would not represent a barrier to their movement. As indicated in the EIS, the largest impacts to moose that would be associated with Alternative 2B and Alternative 3 would include increased access by hunters and vehicle/moose collisions.

***Identify proposed studies on the effects of habitat fragmentation.***

**Response:** DOT&PF has proposed monitoring studies, including radio collaring, for brown bear, moose, mountain goat, and wolverine. The studies would continue after construction. This information on population, distribution, and movement would facilitate management of these game species to avoid cumulative population-level effects.

***Analyze the impact to small mammals along the highway corridor.***

**Response:** The impacts along the highway corridor to small mammals, including the marten and river otter, have been analyzed. The loss and fragmentation of the habitats of small mammals are likely to be minimal as these small mammals would readily cross the highway to access favorable habitat. The largest impact of a highway on these small mammals would be increased trapping as a result of improved access. Small mammals, such as marten, are highly desirable as a furbearing species and are relatively easy to trap. Collision with vehicles would also increase the mortality among many terrestrial mammals in the project area.

***Reassess the predicted 1 percent impact to goats.***

**Response:** The 1 percent reduction in habitat capability for goats was an estimate based on HCI modeling. Based on use of areas closer to the shoreline, the impact to mountain goat habitat has been reassessed and additional information is presented in the addendum to the *Wildlife Technical Report* provided in Appendix W. The impacts to goat wintering habitat are difficult to quantitatively or qualitatively describe because areas of winter goat habitat within the project area have not been identified. Although winter goat habitat is not well defined, it is assumed that goats use forested habitat to some extent, down to sea level. Habitat fragmentation could potentially result in the loss of approximately 1,141 acres of goat habitat, in addition to the impacts to some of the low elevation forest habitat. However, the overall impact is predicted to be low because mountain goat access to estuarine areas is not critical, and the alignment is close to the shoreline in many of these areas.

***Estimate the number of wildlife potentially killed by vehicle collisions and the number of accidents that could predictably occur along the highway. Provide more evaluation on impacts from moose-vehicle collisions and the resulting morbidity and mortality rates for humans and moose, including costs of emergency responses.***

**Response:** It is not possible to develop the quantitative information requested. No one has been successful at predicting the number of vehicle accidents involving wildlife and the consequences of those accidents to humans in terms of injuries and accident costs. The numbers of animals killed on the highway would likely vary considerably between seasons and years. Clear zones would be maintained adjacent to the highway to provide motorists better opportunity to see and avoid animals approaching the highway.

***Discuss the impacts of avalanche control on goats. Provide information to support the statement that avalanche control would minimize the likelihood of goat mortality from larger avalanche events.***

**Response:** The EIS does not state that avalanche control would reduce goat mortality. It states that regular maintenance of avalanche chutes would reduce the frequency that debris from larger avalanches would reach forested areas. This would in turn reduce the likelihood of goat mortality from these larger events. While there is little information on the number of goats injured or killed by naturally occurring avalanches, creating smaller avalanches that stay within the established debris field means goats in the trees near the debris field would be unaffected by the sliding snow.

It is important to note that avalanche control (blasting) is not the main part of the avalanche risk management program. Avalanche forecasting and highway closures during periods of avalanche danger are a larger part of the program. Most of the estimated highway closure time for the East Lynn Canal Highway is for periods of time when unstable snow will either avalanche naturally or stabilize. Because helicopter delivery of explosives cannot be carried out during snowstorms or high winds, generally only the tail end of a closure would involve this activity. The *Snow Avalanche Report* estimates there would be an average of 2.5 avalanche control operations per year.

There are 36 avalanche paths that cross the alignment for Alternative 2B. Sixteen of these are estimated to require delivery of an explosive less than once a year, and 12 would require the use of an explosive on the average of once every 10 years. The bulk of the avalanche hazard (95 percent) is associated with 10 avalanche chutes clustered in 5 avalanche zones.

Helicopters would drop from 1 to 15 50-pound satchel charges in the starting zones at the top of the avalanche chute. A 50-pound charge produces a momentary peak sound level of 95 dBA at 665 feet. Most starting zones are above the low elevation forest where goats would be expected during heavy snow months.

Both helicopter noise and blasting have the potential to disturb goats in forested habitat adjacent to avalanche chutes. Based on the fact that only two to three helicopter missions would be conducted each year in a small number of discrete areas, this activity is unlikely to have a population level impact on mountain goats in the Lynn Canal area.

Goat monitoring surveys could provide useful information to develop modifications to construction and avalanche control plans. However, the primary purpose of this monitoring study is to provide population information that can be used by ADF&G and the Alaska Board of Game to help manage increased hunting pressure associated with an East Lynn Canal Highway.

***Clarify the significance of "temporary" impacts. The significance of temporary impacts can depend upon frequency and timing relative to species life history.***

**Response:** Temporary impacts to wildlife are assumed to range from the duration of the event up to a few years, but would not be of the magnitude to have a population-level effect.

***Include goat winter habitat in the* Wildlife Technical Report.**

**Response:** The extent of winter goat habitat in Lynn Canal is not very well known because it is primarily located in forested areas and canopy cover prevents adequate aerial surveys.

Additional information on goat habitat and distribution from ADF&G is provided in the addendum to the *Wildlife Technical Report* in Appendix W.

***Discuss the complications that result from dual management of wildlife on federal land.***

**Response:** As explained in the addendum to the *Wildlife Technical Report* in Appendix W, Wildlife in Alaska is managed under both federal and state jurisdiction. The area of federal jurisdiction includes 34 wildlife refuges, parks, preserves, monuments, conservation and recreation areas, national wild and scenic rivers, and in Southeast Alaska, the Tongass National Forest (which does not include marine waters). In 1999, federal jurisdiction was extended to include inland rivers and lakes on or adjacent to federal lands, as well as some marine waters.

The state, under the Alaska Board of Game, holds exclusive authority to manage hunting, trapping and subsistence on lands and waters on state and private property in Alaska. Its jurisdiction also includes most marine waters in the state.

Although these different layers of management add some complications, they are coordinated under a draft Memorandum of Understanding between the state and federal government to insure the viability of fish and wildlife populations.

***Clarify that the Alaska Board of Game has authority to set seasons, bag limits, etc.***

**Response:** The ADF&G is responsible for managing the state's game resources. The ADF&G, Division of Wildlife Conservation, collects population and harvest data on wildlife resources and makes management recommendation to the Alaska Board of Game. The Alaska Board of Game, an appointed board comprised of seven citizen members appointed by the Governor and confirmed by the Legislature, has the statutory authority to regulate the harvest of game species through seasonal closures, methods and means, and bag limits. If game populations in the Lynn Canal region were affected by a new highway, the ADF&G would make a recommendation to the Board to adjust hunting seasons or bag limits to compensate for any additional hunting pressures. Reference in the Final EIS to game management included the Alaska Board of Game as well as the ADF&G.

***The Final EIS should provide an explanation of cumulative effects to brown bear population from the Kensington Gold Project and the proposed alternatives.***

**Response:** Further discussion of the cumulative impacts of reasonably foreseeable future projects on brown bears is provided in the Final EIS, Section 4.9.2.12.

***Appendix U, Indirect and Effects Technical Report, page 4-39 appears to suggest that the moose population on the east side of Lynn Canal is limited to the head of Berners Bay. Moose, however, are found throughout the forested habitat that surrounds Berners Bay and north to at least Comet, as is shown in Figure 3-22 of the Draft SEIS and Figure 3-3 of Appendix Q.***

**Response:** The referenced statement was meant to convey that the Berners Bay watershed is the center of distribution for this population. Moose from the Berners Bay population range as far north as Independence Lake during the summer, but are limited to the lower elevations in the winter due to snow accumulation. The statement referencing increased access for hunters is meant generally for the region, and is not specific to the head of Berners Bay. Section 3.3.5.2 of the Final EIS refers to moose populations in the Berners Bay to Independence Lake watersheds. Figure 3-23 of the Final EIS shows the correct moose range, which extends north of Comet.

***Examine highway avoidance and the effective loss of habitat associated with avoidance.***

**Response:** Loss of habitat associated with highway avoidance is presented in the *Wildlife Technical Report* and the EIS. Attributing specific distances or area of habitat for the various species is not possible with the available data. Habitat potentially lost would also vary seasonally and would be expected to affect individuals differently within a population. Avoidance has been most strongly documented for brown bear, although there are many recorded instances of brown bears crossing roads. Underpasses would be constructed to partially mitigate highway avoidance.

***The Supplemental Draft EIS discusses the temporary displacement of wildlife without defining "temporary."***

**Response:** The use of the term temporary in this instance refers to the displacement of wildlife for the duration of the construction activities associated with the highway. Once the highway is completed, for many species, the disturbance effect would no longer occur and there would be no further effect.

***Provide an explanation in the Final EIS for the assertion that wildlife would go "elsewhere."***

**Response:** This term is meant to indicate long-term displacement of wildlife from a specific area or resource to an alternate area that satisfies their resource requirements. This impact is considered to be negligible if adequate alternate habitats are available in abundance. For example, if humpback whales avoid a foraging area due to disturbance, but abundant alternate foraging habitat is available within the area, the impact to whales "going elsewhere" would be negligible.

**WLD06: HABITAT AND WILDERNESS FUNCTIONS AND VALUES SHOULD BE PRESERVED.**

**Response:** Complete preservation of habitat and wilderness functions and values cannot be accomplished with the build alternatives, particularly highway segments. None of the land impacted by the build alternatives is designated as wilderness under the Wilderness Act of 1964 or the Alaska National Interest Lands Conservation Act of 1980. Identified high value habitats have been avoided to the extent practicable. The proposed mitigation plan provided in Chapter 5 of the Final EIS would further eliminate many of the impacts to terrestrial habitat, intertidal and subtidal areas, and wildlife species associated with Alternative 2B, the preferred alternative.

**WLD07: FURTHER ANALYSIS OF PROPOSED WILDLIFE MITIGATION STRATEGIES SHOULD BE PREPARED. INCORPORATE MONITORING AND ADAPTIVE MANAGEMENT PRACTICES.**

***Design, discuss, and estimate costs for mitigation measures that would address off-road vehicle access, increased human/wildlife encounters, wildlife/dog encounters, wildlife/vehicle encounters, sedimentation and pollution from maintenance activities, disturbances to migrating waterfowl, poaching activities, and habitat fragmentation.***

***Mitigation strategies should be identified to reduce human interaction with wildlife that may result from increased access and to reduce habitat fragmentation and loss of connectivity resulting from highway alternatives.***

**Response:** Alternative 2B or Alternative 3 would be a rural highway with correspondingly low traffic volumes. For Alternative 2B, the highway would pass almost entirely through USFS land and no development would occur on this land. Alternative 3 would pass through USFS land, State of Alaska forestland, and some private lands. The USFS foresees developing up to four trails along either highway. These factors indicate that while there would be more human presence than currently exists in the region, it would still be relatively low.

The only wildlife species identified during consultation with resource agencies as needing specific measures to prevent human interaction was the Steller sea lion. Through-cuts, retaining walls, and screening structures would make access to sea lion haulouts near the Alternative 2B highway very difficult, preventing human interaction with this species.

The proposed project would not include access facilities for ORVs; however, a highway would afford ORVs access to adjacent lands. The USFS is aware of the potential for this type of problem and has indicated they plan to develop an ORV enforcement policy if a highway is constructed. The alignment of Alternative 2B has been adjusted to avoid all palustrine wetlands, all but 0.2 acre of estuarine wetlands, and to provide greater separation between the highway and the estuarine emergent wetlands between the Lace and Antler rivers. These changes would make ORV access from the highway to surrounding land more difficult.

Most maintenance activities would not result in substantial sedimentation and water pollution. Maintenance activities with the potential for substantial sedimentation and water pollution would be carried out using appropriate BMPs to reduce the likelihood of adverse effects.

With regard to disturbance of migrating waterfowl, the alignment of the preferred alternative has been adjusted to be as far away from salt marsh and open water as practicable. No direct impacts to migrating waterfowl are anticipated. Moving the alignment away from salt marsh areas would also serve to reduce indirect impacts to migrating waterfowl.

Control of poaching activities would primarily be the responsibility of the ADF&G. Highway alternatives would increase access, which could lead to increased poaching. A highway would also provide access for enforcement personnel to better control poaching.

Bridges across streams would be designed to function as wildlife underpasses where practicable. The Lace and Antler rivers would both have 50-foot bridge extensions on each side to serve as wildlife underpasses. At the Katzehin River, an additional 100-foot section would be added to the north side of the bridge to function as a wildlife underpass. Wildlife underpasses, 100 feet wide, would be located at the two identified major brown bear migration corridors on the peninsula between the Antler and Lace rivers.

The USFS and DOT&PF have identified locations for pullouts and scenic overlooks for reasonable alternatives with highway segments. These pullouts would encourage travelers to stop in locations where human/dog interactions with wildlife are less likely to occur. A complete description of project mitigation, including costs, is provided in Chapter 5 of the Final EIS.

***Provide information on studies proposed by DOT&PF, including wildlife population studies that would assess human effects.***

***Additional studies of wildlife population levels, seasonal movements, and winter habitat would help to develop mitigation strategies for highway construction, maintenance, and avalanche control measures.***

**Response:** DOT&PF has committed to funding population studies, with animal collaring, for mountain goats, moose, brown bears, and wolverine, as mitigation for indirect impacts to wildlife. These studies are estimated to cost approximately $1.7 million dollars.

These studies would assess population levels, season movements, and winter habitat use before, during, and after construction. Surveys would provide population management information to mitigate impacts from highway-generated indirect effects, including increased access for hunters, and for goats, to develop modifications to construction and avalanche control plans. The mountain goat study is being funded jointly by DOT&PF and Coeur Alaska and began in 2005 in order to maximize information crossover between the Kensington Gold Project study area and East Lynn Canal Highway study areas.

***Assess effects of increased harvest on wildlife populations before, during, and after highway construction.***

**Response:** DOT&PF has committed to monitoring studies for brown bear, moose, mountain goat, and wolverine that would provide population information before, during, and after construction, including the effects of hunting and trapping.

***Assess the location of rest stops and pullouts, and where bear-proof garbage containers should be mandatory.***

**Response:** DOT&PF has identified 11 pullouts along Alternative 2B, including the USFS Berners Bay cabin and the proposed maintenance facility/rest stop at Comet. All of these pullouts would have bear-proof garbage containers, to be maintained by DOT&PF.

***Reduce excess rock quantities by incorporating raised grades, flattened slopes, tunnel segments; identify and evaluate methods to minimize impacts of excess material wasting into marine intertidal and subtidal areas.***

**Response:** Alternative 2B would generate approximately 2.3 million cubic yards of excess excavation material, mostly rock. Under this alternative, approximately 900,000 cubic yards of shot rock would be stockpiled at the south end of the project for future use. Up to 1.4 million cubic yards of rock would be sidecast in Lynn Canal between Comet and the Katzehin River. During design, DOT&PF would evaluate raised grades, flattened slopes, and short tunnel segments to determine locations where this would be a cost effective method to reduce excess rock quantities. DOT&PF would also investigate concurrent projects that could economically utilize excess rock to reduce sidecast amounts.

***Restrictions on highway construction and other activities should be considered as mitigation for impacts to wildlife, particularly during times of reproduction and/or migration. Prohibiting construction activities during January 1 – April 30 (or early winter to early spring) could mitigate impacts to goats from highway construction activities.***

**Response:** Project construction would generally not take place during the winter; however, it would begin in early spring as the weather permits. While DOT&PF would consult with ADF&G to avoid construction activity during this time period in areas monitoring identified as likely to be used by goats to the extent practicable, DOT&PF cannot commit to eliminating all construction during this period. A blanket prohibition for a third of the year to avoid impacts to a currently hunted game species would not be a prudent use of public resources. While construction may occur during this period, it is unlikely that more than one area of goat winter habitat would be affected in any given year.

***Analyze the effectiveness of underpass structures, and include what species and seasons are analyzed for wildlife mitigation.***

**Response:** The use of wildlife underpasses was primarily considered for bears are they considered the most susceptible to habitat fragmentation due to road avoidance. Based on wildlife underpass monitoring at existing highway underpasses at other locations in North America, other species such as wolves and wolverine also use underpasses (e.g., *Permeability of the Trans-Canada Highway to Wildlife in Banff National Park*, Clevenger, 1998). As discussed in *The Role of Habitat Quality in the Natural Regulation of Black Bear Populations* (Rogers, 1993), a key factor in the reproductive success of bears is the availability of suitable habitat and its ability to provide abundant, reliable, and well-distributed water and food supplies during the spring, summer and fall. Suitable bear habitat within the project study area ranges from higher elevation winter den sites to lower elevation foraging habitat that includes rivers and estuarine wetland areas. Because the highway alternatives would separate and create a potential barrier between these habitats, the ability of bears to reach important food resources may be affected. A lack of escape cover near some portions of the highway and traffic disturbance could also block bears from reaching those resources.

Using wildlife underpasses at appropriate locations along the highway could reduce the fragmentation of seasonally important bear habitat although the efficacy of this mitigation measure is untested. Bridges across streams would be designed to function as wildlife underpasses where practicable. The Lace and Antler rivers would both have 50-foot bridge extensions on each side to serve as wildlife underpasses. At the Katzehin River, an additional 100-foot section would be added to the north side of the bridge to function as a wildlife underpass. Wildlife underpasses, 100 feet wide, would be located at the two identified major brown bear migration corridors on the peninsula between the Antler and Lace rivers. The cost of all underpasses are detailed in Section 5.12.5 of the Final EIS and are included in the construction costs in Table 2-23 of the Final EIS. At the conclusion of the 3-year population study for bears a plan will be developed to monitor the use of underpasses by bears and other species for 10 years following construction.

***Mitigation strategies should be identified to reduce the risk of moose eating roadside vegetation, thereby decreasing the risk of vehicle-related deaths.***

***Highway closures during the dark and early morning hours, for example, may reduce the road kill.***

**Response:** DOT&PF has committed to seed and fertilize all disturbed areas within expected moose range with low-growing grasses to discourage the growth of moose browse, such as willow or alder. This measure, in combination with underpasses and warning signs along the highway, would help to reduce the risk of vehicle collisions. No highway closures to protect wildlife are proposed by DOT&PF.

***The following monitoring or adaptive management practices have been requested:***

***Monitor bear harvesting.***

**Response:** DOT&PF has committed to funding a brown bear population study that would include collaring brown bears in the Berners Bay area and monitoring these bears for three years. As explained previously, at the conclusion of the in-depth population study, a 10-year monitoring program would be developed to assess the effectiveness of wildlife underpasses based, in part, on the results of the initial study.

***Conduct studies on goat population levels, seasonal movements, and winter habitat use, before, during, and after highway construction.***

**Response:** DOT&PF has funded ADF&G mountain goat research, including components assessing population levels, season movements, and winter habitat use before and after construction. The ADF&G mountain goat study is jointly funded by DOT&PF and Coeur Alaska and began in 2005 in order to maximize information crossover between the Kensington Gold Project study area and East Lynn Canal Highway study areas.

***Survey wetlands for amphibians prior to highway construction and prescribe the appropriate measures to minimize effects on wetlands documented to support amphibian populations.***

**Response:** Amphibians occur throughout much of the project area in suitable habitat. Minor alignment changes were made in 2005 to avoid all mapped palustrine emergent wetlands and ponds. Avoiding palustrine emergent wetlands, as well as ponds would greatly reduce the risk of impacting amphibian breeding areas. A pre-construction survey of the alignment in wetland areas would be conducted to confirm that no amphibian ponds were missed during wetland mapping.

***Assess the accuracy of risk probability to identify needs and ensure the success of mitigations.***

**Response:** DOT&PF and FHWA in consultation with resource management agencies have identified appropriate mitigation measures for potential biological impacts. A mitigation plan for Alternative 2B is provided in Chapter 5 of the Final EIS. That plan includes avoidance and minimization of impacts to high value habitat, wildlife underpasses, wildlife monitoring, and compensatory mitigation. DOT&PF has also committed to funding long-term monitoring to determine the degree of effectiveness of wildlife underpasses for bears and other species. The main purpose of the wildlife monitoring studies is to provide ADF&G and the Alaska Board of Game with the information necessary to ensure that hunting combined with other cumulative impacts do not threaten wildlife populations.

**WLD08: THE HIGHWAY ALTERNATIVES WOULD RESULT IN INCREASED HUMAN/WILDLIFE INTERACTION (ROAD KILL AND WILDLIFE AVOIDANCE DUE TO HUMANS/NOISE/TRAFFIC) WITH NEGATIVE IMPACTS ON WILDLIFE (GOATS, BEARS, MOOSE, WOLVERINES, DEER, PORCUPINE, AND WILDLIFE IN GENERAL).**

***Wildlife management would be needed to reduce impacts from increased hunting, trapping, and potential poaching along or adjacent to any new highway in Lynn Canal.***

***The harvesting of bears, wolverines, and other wildlife would increase with human access.***

***Extend the prohibition on trapping and hunting along any new highway.***

**Response:** The ADF&G is responsible for managing the state's game resources. The ADF&G, Division of Wildlife Conservation, collects population and harvest data on wildlife resources and makes management recommendation to the Alaska Board of Game. The Alaska Board of Game, an appointed board comprised of seven citizen members appointed by the Governor and confirmed by the Legislature, has the statutory authority to regulate the harvest of game species through seasonal closures, methods and means, and bag limits. If game populations in the Lynn Canal region were affected by a new highway, the ADF&G would make a recommendation to

the Board to adjust hunting seasons or bag limits to compensate for any additional hunting pressures.

DOT&PF has committed to funding population studies, with animal collaring, for mountain goats, moose, brown bears, and wolverine, to gain population information needed to revise management of these species to reflect habitat loss and change in use, loss due to vehicle collisions, and hunting. Prohibition of hunting and/or trapping along the highway, if necessary, would be the responsibility of the Alaska Board of Game, ADF&G, and the local borough.

***Wildlife would be at risk of collision when crossing the highway to feed on shrubs maintained by mowing roadside vegetation or to reach lower elevations, and would be subject to killing in defense of life and property.***

**Response:** These impacts are addressed in the EIS. DOT&PF would seed all disturbed areas within expected moose range with low growing grasses to discourage the growth of moose browse, such as willow or alder, near the highway. This measure, in combination with underpasses and warning signs along the highway, would help to reduce the risk of vehicle collisions with moose.

***Goats are known to be highly sensitive to harassment and sound associated with helicopters and blasting, and may flee or abandon an area.***

***Human-triggered avalanches may cause goat mortality.***

**Response:** Avalanche control (blasting) is not the main part of the proposed avalanche risk management program. Avalanche forecasting and highway closures during periods of avalanche danger are a larger part of the program. Most of the estimated highway closure time for the East Lynn Canal Highway is for periods of time when unstable snow will either avalanche naturally or stabilize. Because helicopter delivery of explosives cannot be carried out during snowstorms or high winds, generally only the tail end of a closure would involve this activity. The *Snow Avalanche Report* estimates there would be an average of 2.5 avalanche control operations per year.

There are 36 avalanche paths that cross the alignment for Alternative 2B. Sixteen of these are estimated to require delivery of an explosive less than once a year, and 12 would require the use of an explosive on the average of once every 10 years. The bulk of the avalanche hazard (95 percent) is associated with 10 avalanche chutes clustered in 5 avalanche zones.

Helicopters would drop from 1 to 15 50-pound satchel charges in the starting zones at the top of the avalanche chute. A 50-pound charge produces a momentary peak sound level of 95 dBA at 665 feet. Most starting zones are above the low elevation forest where goats would be expected during heavy snow months.

Both helicopter noise and blasting have the potential to disturb goats in forested habitat adjacent to avalanche chutes. Based on the fact that only two to three helicopter missions would be conducted each year in a small number of discrete areas, this activity is unlikely to have a population level impact on mountain goats in the Lynn Canal area.

The goat monitoring surveys could provide useful information to develop modifications to construction and avalanche control plans. However, the primary purpose of this monitoring study is to provide population information that can be used by ADF&G and the Alaska Board of Game to help manage increased hunting pressure associated with an East Lynn Canal Highway.

***Increased traffic to wildlife areas would result from road construction.***

**Response:** The potential impact of increased access on wildlife is addressed in Sections 4.3.15.3, 4.4.15.3, and 4.6.15.3 of the Final EIS.

***Human and dog interaction/harassment of wildlife would increase resulting in reduced use of wildlife habitat and interference with reproduction.***

**Response:** Impacts of increased access including human/wildlife interactions are addressed in Sections 4.3.15.3, 4.4.15.3, 4.6.15.3, and 4.9.2.12 of the Final EIS. Mitigation measures for this impact are discussed in Sections 5.8, 5.9, and 5.12 of the Final EIS. Also, see responses to comments under WLD07 in this report.

***The level of human use plays a critical role in determining whether a highway creates a zone of avoidance or an attractive corridor for travel.***

**Response:** Comment noted.

**WLD09: HIGHWAY ALTERNATIVES MAY IMPACT AMPHIBIANS. INCLUDE INFORMATION ON AMPHIBIAN POPULATIONS AND HABITAT.**

***Amphibian populations appear to be declining in the region and little is known about amphibian populations in the project area. Highways could contribute to the decrease in population through habitat loss, alteration, pollution, and vehicle collisions.***

***Roads could contribute to the decrease in population through habitat loss, alteration, pollution, and vehicle collisions.***

**Response:** Wetland habitat for juvenile and adult amphibians would be affected to some extent by habitat loss, habitat alteration and potential effects of water pollution. Some adult amphibians would be lost as a result of vehicle-caused mortalities. DOT&PF altered the alignment of Alternative 2B in 2005 to minimize the impact on amphibians by avoiding mapped palustrine emergent wetlands and ponds, which serve as breeding areas for amphibians. A pre-construction survey of the alignment in wetland areas would be conducted to confirm that no amphibian ponds were missed during wetland mapping.

***Show that amphibians are also found outside of wetlands.***

**Response:** Although amphibians require open water in their early life stages, once tadpoles emerge from the brood pond, frogs, toads and newts can live in forest or meadow environments near wetlands. Wood frogs hibernate in small nests under the forest litter and snow. Roughskin newts can also live in moist habitats, under logs and in forest habitats. Western toads can roam a considerable distance from open water and can live in moist forest and meadow habitats. Therefore, amphibians can be affected by construction activities in a range of vegetation types adjacent to wet areas where they breed. Protecting breeding would ensure population-level impacts are avoided. The alignment of Alternative 2B, the preferred alternative, has been adjusted to avoid all palustrine emergent wetlands and ponds. The amount of non-breeding amphibian habitat impacted would be a small percentage of the available wetland and upland habitat used by amphibians. Sections 4.3.15.5, 4.4.15.5, and 4.6.15.5 of the Final EIS have been amended to reflect the use of uplands by amphibians.

***A survey of amphibians is needed in order to analyze impacts.***

**Response:** Surveys for amphibians were not conducted as a part of the baseline studies for the project because resource agencies did not identify surveys as necessary during 2003 scoping.

Rather, agencies recommended that a qualitative analysis of potential impacts to wood frogs be prepared as representative of potential impacts to amphibian species. Notes on amphibian presence were recorded during the wetlands field survey in 2003. Amphibians breed in wetland areas with open standing water such as palustrine emergent wetlands or deep water aquatic habitats. These areas have been avoided to the extent possible in recent adjustments to alternative alignments. A pre-construction survey of the alignment in wetland areas would be conducted to confirm that no amphibian ponds were missed during wetland mapping.

***Evaluate habitats of wood frog and boreal toad.***

**Response:** During 2003 scoping resource agencies identified the wood frog as a species for analysis to be representative of other amphibian species, such as the boreal toad and spotted frog. The Supplemental Draft EIS included a qualitative analysis of impacts to wood frogs based primarily on potential impacts to breeding areas. Adult wood frogs are found in a variety of mainly terrestrial habitats in Alaska, including muskegs, forested wetlands, scrub-shrub wetlands and along rivers. Eggs are laid a few weeks after the breeding season in shallow temporary or permanent pools. In Southeast Alaska it inhabits diverse vegetation types from grassy meadows to open forest, muskeg, and even tundra. As reported in *Amphibians and Reptiles of Alaska* (MacDonald, 2003) and in *Amphibians and Reptiles in Alaska, the Yukon, and Northwest Territories* (Hodge, 1976), this frog breeds in early spring in shallow bodies of permanent or ephemeral water. Hodge (1976) reported that this frog is a resident of grassland and open forest, and is often found considerable distances from water. MacDonald (2003) stated that wood frogs hibernate in shallow depressions of compacted forest litter. According to NatureServe Explorer on NatureServe's website at http://www.natureserve.org/explorer, some studies show that breeding adults always return to the same pool where the first breeding occurred.

Western or boreal toads have a broad range of habitats in Alaska and occur in coastal rainforests on the mainland and islands throughout Southeast Alaska. They can be found from sea level to high mountain elevations; usually in open, non-forested areas near water. Primarily terrestrial, they enter water to breed in a variety of ponds, lakes, streams, backwaters, ephemeral and sometimes brackish pools, as reported by both Hodge (1976) and MacDonald (2003). MacDonald (2003) also found that this toad hibernates in burrows below frostline in forested cover adjacent to aquatic habitat. Breeding habitat includes lakes, marshes, ponds, and bogs with sunny exposures and quiet, shallow water.

**WLD10: THE HABITAT CAPABILITY INDEX MODELS ARE CRUDE AND INACCURATE, AND PRESENT THE READER WITH FALSE PRECISION. PROVIDE MORE INFORMATION REGARDING HABITAT CAPABILITY INDEX MODELS.**

**Response:** Based on resource agency recommendations, the 1997 Draft EIS used habitat capability models to assess the distribution of high to moderate quality habitats in the project study area and to analyze impacts on four management indicator species, including brown bear, black bear, marten and mountain goat. During 2003 scoping for the Supplemental Draft EIS, resource agencies indicated that the HCI information from the 1997 Draft EIS should be retained and that qualitative information on impact to these and other species should supplement the HCI model data. Section 4.1.14 of the Final EIS provides additional information on the use of HCI modeling, including some of the limitations of this method. The *Wildlife Technical Report* and the EIS report the results of the habitat capability models to supplement recent qualitative impact analyses to those four species. The impact analysis does not rely solely on the habitat capability models.

***Clarify how the HCI models are used and for what species, and whether the HCI threshold represents a "significant" impact to that species.***

**Response:** HCI model results from the 1997 Draft EIS for brown bear, black bear, mountain goat, and marten are reported in the EIS. These data were used as a single piece of information along with other information on these species to identify the nature and magnitude of potential project impacts. The HCI models do not have a threshold for impacts; impacts can range from no loss of habitat capability to total loss. Based on Council on Environmental Quality and FHWA regulations and guidance, the determination of significant impacts is only relevant for determining whether or not an EIS must be prepared. FHWA is not required in an EIS to identify impacts that are significant. It is important to note that the need for mitigation is not determined by a subjective assessment of significance. Rather, the need for mitigation is determined based on the extent of impact and the feasibility of mitigation measures.

***Provide an opportunity to review the inputs used to run these models in order to validate the interpretation of the model results.***

**Response:** The Habitat Suitability Index values and habitat reduction factors used to generate the models for brown bear, black bear, marten, and mountain goat were developed by ADF&G and the USFS in 1988 with some revisions in 1993. Modeling inputs and results were reviewed by both agencies informally in 1996 and as part of the Draft EIS in 1997. The values and factors used as inputs are listed in the 1997 Draft EIS *Wildlife Technical Report*, Attachment A.

***Clarify for which species the habitat capability model is the best available tool for estimating the relative impact of project alternatives.***

**Response:** The 1997 Draft EIS and *Wildlife Technical Report* used the habitat capability models to assess impacts to the four management indicator species: brown bear, black bear, marten, and mountain goat. Management indicator species are vertebrate or invertebrate species whose population changes are used to indicate the effects of land management activities. They are used as a planning tool to promote more effective management of wildlife habitats on National Forest Lands. The four species used in the 1997 Draft EIS and *Wildlife Technical Report* were selected because they provide a representation of important game species in Southeast Alaska, and because they are sensitive to road development and human disturbance. However, the original purpose of the models was to help forest managers assess the impacts of large-scale harvesting, not roads. Therefore, using the models to analyze impacts on species sensitive to road development has limited applicability. The impact analysis presented in the Supplemental Draft or Final EIS does not rely solely on the habitat capability modeling presented in the 1997 Draft EIS. Relevant statistics from the 1997 model analyses are incorporated where appropriate and are used only as supplemental information to recent impact analyses.

***Provide the information that augmented the habitat capability modeling done in 1997.***

**Response:** Qualitative analysis that augmented the habitat capability modeling is summarized in the wildlife section of the EIS. More detailed information can be found in the *Wildlife Technical Report* (Appendix Q) and the addendum to the *Wildlife Technical Report* provided in Appendix W.

**WLD11: THE DIVERSITY OF WILD ANIMALS IN BERNERS BAY, THE KATZEHIN RIVER DRAINAGE, AND THE UPPER LYNN CANAL MAY CHANGE AS A RESULT OF THE HIGHWAY ALTERNATIVES.**

**Response:** While direct habitat loss and fragmentation, the introduction of non-native or invasive species, species mortality from vehicle collisions and hunting, and habitat degradation all would occur to varying degrees with the construction and use of the highway, the analysis of impacts to 27 indicator species shows that project alternatives would not threaten wildlife on a population level. Therefore the overall biodiversity in the area would not change.

**WLD12: FRAGMENTATION OF HABITAT AS A RESULT OF THE HIGHWAY ALTERNATIVES MAY IMPACT WILDLIFE (GOAT, MOOSE, BEAR, AND WILDLIFE IN GENERAL).**

***The highway and associated physical barriers such as steep embankments and retaining walls would fragment habitat, thereby preventing wildlife from moving in and out of critical habitat areas.***

***The highway alternatives would significantly fragment intact patches of old-growth habitat and reduce connectivity between upland habitats and beach fringe habitat.***

**Response:** The potential nature and magnitude of wildlife impacts associated with habitat fragmentation are addressed in the wildlife section in the EIS. Connectivity between upland habitat and beach fringe habitat could be reduced for some species. Where high value habitat has been identified as potentially fragmented for highway sensitive species, wildlife underpasses would be constructed to reduce impacts. No critical habitat areas have been identified as isolated.

**WLD13: THE HIGHWAY ALTERNATIVES WOULD NOT SIGNIFICANTLY AFFECT WILDLIFE AND HABITAT.**

***Wildlife are resilient and would adapt to the highway or relocate naturally.***

***Impacts to wildlife and habitat would be minimal and acceptable.***

***Highways currently bind many healthy ecosystems, and there are miles and miles of untracked wilderness unlikely to be threatened by highways.***

***Alternative 2B would avoid approximately 180 acres of bear habitat, and is therefore less likely than Alternative 2 to affect wildlife and habitat.***

***Alternative 2 would impact less than 1 square mile of habitat, and the highway would make it possible to see more wildlife.***

**Response:** The nature and magnitude of potential impacts of Alternative 2B, the preferred alternative, on wildlife including direct loss of habitat, habitat fragmentation, and human/wildlife interactions such as hunting and vehicle collisions, are addressed in the EIS.

**WLD14: FERRY/MARINE ALTERNATIVES WOULD HAVE NO IMPACTS ON WILDLIFE AND HABITAT.**

***Ferry service would prevent destruction of thousands of acres of bear habitat. Impacts on wildlife and wildlife habitat from Alternatives 1 or 4A are zero.***

***Ferry service is most compatible with wild land conservation.***

**Response:** No reasonable alternative would destroy thousands of acres of bear habitat (see Final EIS, Sections 4.3.14, 4.4.14, and 4.6.14). It is true that marine alternatives would have fewer impacts on terrestrial wildlife than either of the two highway alternatives. Alternatives 1, 4A, and 4C would have no impact to terrestrial habitat and minimal impact to marine habitat. Marine Alternatives 4B and 4D would have impacts to marine wildlife as well as small impacts to terrestrial habitat. NMFS as well as EPA and OHMP have expressed concern that the Sawmill Cove Ferry Terminal and ferry traffic in Berners Bay associated with Alternatives 4B and 4D (as well as Alternative 3) could have an adverse effect on the Lynn Canal herring stock. Both NMFS and OHMP believe special conservation measures, including no operations during the herring spawning period, would be necessary. NMFS has expressed concern that the Sawmill Cove Ferry Terminal would have potential adverse direct and indirect effects on Steller sea lions (see letter dated May 9, 2005 in Chapter 7 of Final EIS). Selection of Alternatives 4B, 4D, or 3 would necessitate formal consultation on Steller sea lions with NMFS under Section 7 of the Endangered Species Act.

While Alternatives 1, 4A, and 4C are most compatible with wildland conservation, wildland conservation is not part of the purpose and need of the project. See the preliminary Section 404(b)(1) evaluation (Appendix X) for a detailed explanation of why Alternatives 1, 4A, and 4C are not practicable alternatives.

**WLD15: HABITAT COULD BE DESTROYED AS A RESULT OF INCREASED ACCESS FOR ORV USE.**

***Habitat could be destroyed as a result of increased access for off-road vehicle use.***

***Assess the potential for habitat damage from illegal or irresponsible use of off-road vehicles and identify a strategy to manage these impacts. Off-road vehicle-produced noise, harassment, and pollution could affect wildlife.***

***Address the cost of managing off-road vehicle access.***

**Response:** The potential for habitat damage from unauthorized ORVs has been added to the Final EIS, particularly in regards to impacts to wetlands. This damage tends to be greatest in emergent wetland areas, as riders tend to go off roads or designated trails where there is an absence of heavy vegetation, and emergent wetlands often provide travel corridors although they are highly susceptible to erosion. The alignment of Alternative 2B has also been revised to completely avoid palustrine wetlands to reduce potential impacts to amphibians. This alignment change into forested or scrub-shrub areas provides access to areas that are much more difficult for ORVs to use. DOT&PF has also revised the East Lynn Canal Highway alignment in the area between the Lace and Antler rivers to make access to the emergent wetlands there more difficult.

Identification of a strategy to further address and prevent ORV impacts would primarily be the responsibility of the land manager. On the east side of Lynn Canal, this would be the USFS. The USFS is aware of the potential for ORV impacts and has indicated it would develop an ORV enforcement policy to address this.

**WLD16: INCORPORATE OTHER AGENCY COMMENTS AND CONCERNS ON IMPACTS TO FISH AND WILDLIFE IN BERNERS BAY.**

**Response:** Agency comments and concerns provided on the Supplemental Draft EIR have been incorporated into the Final EIS. Comments received from agencies are provided in Chapter 7 of the Final EIS.

## 4.30 UNCLASSIFIED (UNC)

***Comments that were unable to be grouped under any other statement of concern were assigned to Unclassified.***

***DOT&PF appears to be pushing for a highway regardless of which transportation options best fit the Lynn Canal.***

**Response:** Based on the analysis of project alternatives provided in the EIS, Alternative 2B is the reasonable alternative that best meets the purpose and need for the project.

***DOT&PF or the state are interfering with ferry service, taking the M/V Columbia, M/V Fairweather, and M/V Kennicott out of service, making inconvenient scheduling, and raising costs for ferry transportation unnecessarily.***

**Response:** Scheduling is determined by AMHS based on system-wide demands and the equipment available to it. Vessels are taken out of service based on demand, the need for servicing, operating costs, and pending contract negotiations. Fares are raised in response to higher costs, including fuel, labor, and maintenance.

***Analysis within the Supplemental Draft EIS is biased toward a highway.***

**Response:** All reasonable alternatives have been evaluated for the same issue areas at a comparable level of detail in the EIS.

***DOT&PF and the state continued pushing for a highway despite the Juneau, Haines, and Skagway residents' clear support for improved ferry access.***

***People living year-round in the Lynn Canal region do support highway access to Juneau and their voices should be heard above voices of tourists and visitors.***

***Juneau remains divided over the road issue.***

**Response:** Improved Juneau access alternatives are a contentious issue in northern Southeast Alaska. In October 2000, Juneau voters were split on an advisory ballot question regarding preference for a long-range plan for surface access north from Juneau, with 5,840 choosing enhanced ferry service and 5,761 choosing a road. A September 2002 motion by the CBJ Assembly supporting "completion of the EIS for the identified preferred alternative for the road into Juneau …" passed by a five to four vote. In 1999 a survey conducted for the City of Skagway indicated that 49 percent of Skagway residents opposed a road while 46 percent were in favor of a road. In April 2003, the City Council of Skagway passed a resolution supporting improved ferry service and opposing a road connection by a four to one vote. In January 2003, the Haines Borough Assembly voted unanimously to request that a road to Haines (as opposed to a road to just Skagway) be included in the EIS. In April 2004, the Haines Borough Assembly passed another resolution requesting that the state and federal government focus on enhancing marine transportation within the region. In an October 2004 advisory ballot question regarding transportation in Lynn Canal, 62 percent of Skagway voters chose improved ferry service over a road. Telephone surveys of Haines, Skagway, and Juneau households conducted for the Supplemental Draft EIS confirm that residents are divided in their opinions on the value of highway access.

Numerous letters, editorials, and opinion pieces in Haines, Juneau, Skagway, and Anchorage newspapers over the past two years have expressed support for or opposition to a highway in the Lynn Canal corridor. Comments submitted during the review period for the Supplemental Draft EIS that expressed a preference were approximately 60 percent in support of a highway,

with 40 percent preferring a marine alternative. During the Supplemental Draft EIS review period both branches of the Alaska Legislature submitted Resolutions in support of Alternative 2, the East Lynn Canal Highway with Katzehin Terminal.

***The Supplemental Draft EIS is more than adequate, clear and concise, and full of good analysis.***

**Response:** Comment noted.

***The Supplemental Draft EIS is less than adequate, full of fluff, self-fulfilling, speculative, biased, and inaccurate.***

**Response:** Comment noted.

***There are deeper reasons for opposing a highway than environmental impacts.***

**Response:** The purpose of an EIS is to provide decision makers with information on the environmental impacts of project alternatives. This is the primary information used in deciding whether to proceed with a project and which alternative to implement.

***People who oppose a highway fear the social consequences and these are not reasons to oppose the highway.***

**Response:** Comment noted.

***The EIS process of decision-making sets a good example for lessons for seventh grade students learning decision-making skills.***

**Response:** Comment noted.

***The "Ice Tea" federal program developed in 1998 showed favoritism towards public funding old and poorly maintained highways; and is a natural for the Alaska Marine Highway System.***

**Response:** Transportation planning reflected in the SATP takes into account both highway and ferry modes of transportation, reconstruction as well as new construction, in a balanced effort to provide the most efficient transportation facilities for the region.

***The decision for a highway should be left up to future generations who will be living here in the next 100 years.***

**Response:** As discussed in the EIS, there is currently a need for improved access to and from Juneau in the Lynn Canal corridor. Therefore, a decision on ways of improving this access is ripe for decision at this time.

***People who want a highway should move to where there already are roads.***

**Response:** Comment noted.

***There is already a road paved on the west side so it seems more feasible to choose a highway alternative on the west side.***

**Response:** There are no paved roads on the west side of Lynn Canal south of Haines and there are no paved roads on the east side of Lynn Canal south of Skagway, except in the immediate vicinity of Juneau. The East Lynn Canal Highway would have lower initial capital costs, 30-year life cycle costs, and annual maintenance and operation costs than a West Lynn

Canal Highway. In addition, the East Lynn Canal Highway would have substantially higher NPV than a West Lynn Canal.

***The current congressional delegation and executive branch of Alaska presents a good climate to make the highway happen.***

**Response:** Comment noted.

***The decision to construct a highway impacts more than just Juneau but; it impacts all of* Southeast *Alaska.***

**Response:** Most impacts associated with the Juneau Access Improvements Project are limited to the Lynn Canal region. Those impacts are addressed in the EIS.

***More people in Juneau support the highway than are testifying at the public hearing.***

**Response:** Comments submitted during the review period for the Supplemental Draft EIS that expressed a preference were approximately 60 percent in support of a highway, with 40 percent preferring a marine alternative.

***If there was an anti-road sentiment in the 1940s and 1950s, the highway to Whitehorse and others would never have gotten built, and now those who opposed those highways use them.***

***People who were against the road to Whitehorse (or other roads) now drive there regularly.***

**Response:** Comment noted.

***There is a "not in my back yard" attitude that is keeping Juneau from moving forward.***

**Response:** Comment noted.

***The traveler should pay for transportation especially since this would be used mostly for recreation, people should pay for their own recreation.***

**Response:** The State of Alaska has a responsibility to provide transportation facilities between communities in Lynn Canal regardless of the purpose of travel. Regardless of the alternative selected for the proposed project, both the state and the traveler pay for transportation facilities in Lynn Canal, as well as elsewhere in the state.

***If you divide the $281 million by all residents of Juneau it would be $9,000, which would go a long way toward transportation projects.***

**Response:** Comment noted.

***People are not "anti-road" they are "pro-Juneau."***

**Response:** Comment noted.

***Why did ferry fares go up when they moved the terminal from Seattle to Bellingham when not it is geographically closer?***

**Response:** AMHS generally tries to recoup about 50 percent of its M&O costs from fares. As costs increase, fares are also increased.

***Change should not be feared; it brings progress and growth.***

**Response:** Comment noted.

***I have driven Alaska highways in winter and it is a rough trip.***

**Response:** Comment noted.

***What Juneau needs is the wrong question, what Juneau does not need is the better question.***

**Response:** The purpose of the proposed project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor.

***Need to have a "get done what needs to get done" attitude remnant from the earlier times of developing Juneau and Alaska.***

**Response:** Comment noted.

***The proposed East Lynn Canal Highway is a red herring and the highway is really being planned for the west side.***

**Response:** The preferred alternative for the proposed project identified in the Final EIS is Alternative 2B, an East Lynn Canal Highway between Echo Cove and Katzehin with shuttle ferries between Katzehin and Haines and Skagway.

***Would DOT&PF have driven a road in winter and poor weather conditions to attend public meetings in Skagway if a road were there or opt to take the marine highway.***

**Response:** If Alternative 2B were selected for the proposed project, AMHS would no longer be the NHS link between Juneau and Haines and Skagway. There would no longer be AMHS service in Lynn Canal north of Juneau. Therefore, there would not be a choice between a road or AMHS service between Juneau and Skagway. All travelers, including DOT&PF staff, would travel by vehicle on the East Lynn Canal Highway to Katzehin and then take the ferry from Katzehin to Juneau, or travel by air.

***The National Environmental Policy Act process that uses good science and public process is better than the previous method of decide, announce, and defend.***

**Response:** Comment noted.

***I hope that people reviewing the document use God's guidance.***

**Response:** Comment noted.

***Why did DOT&PF switch from using a consultant as previously stated in public meetings to completing the Supplemental Draft EIS themselves?***

**Response:** Most of the technical studies conducted in support of the EIS and the preparation of the Supplemental Draft EIS was done by consultants under supervision by DOT&PF and FHWA.

***It is not true that hundreds of people from Skagway use the Dewey Lakes recreation area as they claim.***

**Response:** Comment noted.

***The railroad from Skagway closed due to lost mining revenue, not the construction of the road to Whitehorse.***

**Response:** Comment noted.

***If people are worried about crime then they shouldn't live in a city that is already connected to the outside world by road (Skagway).***

**Response:** With regard to undesirable transients and increased crime, an East Lynn Canal Highway would primarily provide for an increase in Juneau travelers. The Skagway Police Department does not anticipate that these visitors would be a major source of crime.

***The Lower Dewey Lakes Committee was established to protect the area and not act as a roadblock.***

**Response:** Comment noted.

***There is no advantage to a longer road if a ferry is still necessary.***

**Response:** Alternative 2B would substantially increase travel opportunity and flexibility, reduce travel times, reduce annual state M&O costs, reduce state transportation cost per vehicle, and reduce user costs for travel in Lynn Canal relative to the No Action Alternative.

***I look forward to riding the ferry when I travel to the school at the University of Alaska Southeast.***

**Response:** Comment noted.

***People who want to see Juneau can take existing modes of transportation or live there.***

**Response:** Comment noted.

***A decrease in air or marine traffic can be a positive or negative depending on your view.***

**Response:** Comment noted.

***The proposed $25 toll is fine and should increase even to $100 since things get more expensive.***

**Response:** None of the reasonable alternatives would include a toll for the use of highway segments. All reasonable alternatives include at least one ferry segment; all ferries would have fares for both passengers and vehicles.

***Cost of telecommunications has dropped; it would be cheaper for teleconferencing than constructing a road.***

**Response:** The purpose of the proposed project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor. Teleconferencing is not relevant to that purpose and is therefore not a reasonable alternative for the proposed project.

***The Supplemental Draft EIS dispelled bad information that was circulating about the project.***

**Response:** Comment noted.

***Environmentalists protest so many projects that they have lost credibility.***

**Response:** Comment noted.

***Just because a road is constructed does not mean people will drive it.***

**Response:** Comment noted.

***Washington state ferries move more people efficiently to and from Seattle than Alaska does for Juneau.***

**Response:** Comment noted.

***The state capital of Hawaii also does not have a road to it between islands, yet Hawaiians still visit their capital.***

**Response:** Comment noted.

***Do not let Southeast Alaska Conservation Council, Lynn Canal Conservation, Inc., or other environmental groups keep Skagway and Haines from having improved access.***

**Response:** Comment noted.

***If a highway had been built when the first EIS was done, it would have been paid for by now.***

**Response:** While DOT&PF and FHWA issued a Draft EIS on the project in 1997, the Final EIS was not released until 2006. A highway, or any other alternative, cannot be constructed until a Record of Decision is approved by FHWA after review of a Final EIS.

***The cost expended of running the AMHS for Juneau to Skagway would have paid for the road by now.***

**Response:** Maintenance and operation of AMHS in Lynn Canal costs the state approximately $10 million per year; therefore, since 1997, operation of AMHS in the canal has totaled about $80 million. Alternative 2B, the preferred alternative, has an initial capital cost of approximately $258 million.

***The M/V Fairweather worked well for an interim period.***

**Response:** Comment noted.

***Life is about change and not controlling the environment and how it grows or stagnates.***

**Response:** Comment noted.

***People learn to adjust to dangerous highway conditions.***

**Response:** Comment noted.

***The people we (Juneau) don't want in town are already there and can't afford to leave.***

**Response:** Comment noted.

***I would like better highway maintenance past Tee Harbor.***

**Response:** DOT&PF has recently resurfaced Glacier Highway to Echo Cove. Winter maintenance would still be a low priority based on low winter traffic volume. Under Alternatives

2B and 3, all traffic in Lynn Canal could use Glacier Highway, which would become the NHS route. This would result in a higher level of winter maintenance.

***Ketchikan needs a road to the backside of the island.***

**Response:** The purpose of the proposed project is to improve surface transportation to and from Juneau in the Lynn Canal corridor. Improved access in Ketchikan is not relevant to the purpose of this project. Other planned highway improvements in Southeast Alaska are addressed in the SATP.

***There are other cultural problems in the world and people lack the awareness of what it means to be on this planet.***

**Response:** Comment noted.

***If they build the highway, sell the Haines Borough to Canada; it would be better to be under their government.***

**Response:** Comment noted.

***Herbs and plants should be harvested from the highway alignment before construction begins.***

**Response:** The cost of surveying, marking, and collecting herbs and plants along the Alternative 2B alignment would be prohibitive. The vegetation that would be impacted is not rare and is available in many other locations.

***I contracted pleurisy from having to smoke outside in cold rainy weather when on the ferry.***

**Response:** Comment noted.

***The highway would still take 20 hours to drive from Anchorage to Juneau.***

**Response:** Alternative 2B, the preferred alternative, would reduce travel time between Haines and Juneau by about 1 to 5 hours and between Skagway and Juneau by about 1 to 6 hours relative to the No Action Alternative. It would also increase the number of ferry departures from Skagway and Haines by a factor of 6 and 7, respectively, in the summer.

***The news recently mentioned a railroad to Canada.***

**Response:** An East Lynn Canal Rail alternative was partially analyzed in the 1997 Draft EIS. At that time, DOT&PF compared a typical segment of road and the corresponding railroad construction costs and determined that the East Lynn Canal Rail alternative more than doubled the highway comparison costs and had limited ability to meet the Purpose and Need elements. Therefore, this alternative was considered to be unreasonable in the 1997 Draft EIS.

In 2003, the analysis for a railroad connection was updated to reflect 2003 costs and standards. The conclusion of the updated analysis was the same; construction costs were more than 2.5 times higher for a railroad than for a highway. Therefore, the East Lynn Canal Rail alternative was again considered unreasonable and dropped from further consideration.

***Having Robin Taylor as the head of the AMHS is like having the fox guard the hen house.***

**Response:** Comment noted.

***A pioneer grade to Jualin Mine should be done right away to help economic development in Juneau.***

**Response:** The development of the Kensington Gold Project and its productive life are not contingent on a highway. In fact, the mine may be fully operational before Alternative 2B could be constructed. Coeur Alaska plans to ship supplies by barge from Seattle. Shipping would be via Slate Cove, the nearest place for a protected port. This method of moving supplies would continue even if Alternative 2B were implemented, because it would be more cost-effective to ship directly to the mine rather than bear the expense of shipping to Juneau first and rehandling the materials. A highway would make transportation for mine workers faster and more convenient.

***The boxes to use on the website are difficult to understand and the website was not informative.***

**Response:** The response boxes on the project website during the review period for the Supplemental Draft EIS were designed for use by commentors with relatively brief text comments (up to approximately 10 pages). While over 550 commentors successfully submitted comments on the website, some commentors had difficultly, particularly if they had very lengthy comments or tried to import text or figures. The website was one of many ways that comments could be submitted. Comments could also be e-mailed, faxed, mailed, or dropped off in person. With regards to the information value of the website, the entire Supplemental Draft EIS, including appendices, was posted. The website also contains the 1997 Draft EIS, 2003 Scoping Results, the 2003 Alternative Screening Report, the 2003 Household Survey Results, and many corresponding figures and maps. The Supplement Draft EIS public hearing session times and locations were also posted on the website.

***The government should be accessible to all people so they can influence their representatives.***

**Response:** Alternative 2B, the preferred alternative, would improve access to Juneau relative to the No Action Alternative.

***The highway should receive all the funding at once to build at once to ensure assumptions were correct.***

**Response:** Current planning for funding construction of the preferred alternative is based on a combination of project specific congressional earmarks, funding from applicable categories in the state's Federal Aid Highway Program, and specific State of Alaska General Fund (GF) allocations (as opposed to GF match for federal funds). Section 2.5 of the Final EIS identifies the funding sources for all components of the preferred alternative.

The preferred alternative would be designed and constructed in phases. Current funding available based on the current 04-06 STIP is $20 million ($15M earmark and $5M GF). This funding is sufficient to construct one phase of the project, anticipated to be from Echo Cove to the south bank of the Antler River. The Draft 06-08 STIP identified additional funding available during 2006 to 2008. See Section 2.5 of the Final EIS for anticipated funding available to implement the preferred alternative.

***Data shows that Southeast Alaska is the only region of the state to be losing its population.***

**Response:** Comment noted.

***If a highway were built, there would still need to be funding for a ferry service to Sitka.***

**Response:** Access to Sitka is an independent transportation issue. Improving ferry service to Sitka is not part of the project purpose and need.

***DOT&PF should use local hire for work on construction of the selected alternative.***

**Response:** It is expected that local labor would be used to the maximum extent possible for project construction. In 2002, there were 13 firms designated as heavy construction employers in the Juneau/Haines/Skagway area with average annual employment of 298 workers. Alternative 2B would increase this employment by 86 percent. It is unlikely that the Juneau/Haines/Skagway region would have enough qualified workers for this construction project; therefore, workers would be needed from other areas to construct this alternative.

***This is the most important current event in the region.***

**Response:** Comment noted.

***I will not support elected officials who support a road.***

**Response:** Comment noted.

***Leave the Permanent Fund alone.***

**Response:** No project funding would come from the Permanent Fund.

***Juneau, Haines, and Skagway should be considered their own region and a highway would promote this development.***

**Response:** Comment noted.

***City Council and media in Juneau are biased and serve small interest groups and their own self-interest.***

**Response:** Comment noted.

***The Haines Borough should annex Skagway.***

**Response:** Comment noted.

***There is a move in Seattle to build bridges and highways to connect islands with the Olympic Peninsula.***

**Response:** Comment noted.

***Ferries are for tourists.***

**Response:** The AMHS is the NHS link between Juneau and Haines and Skagway. Therefore, the AMHS is for everyone traveling between communities in Lynn Canal.

***Alaska should look ahead to plan for infrastructure.***

**Response:** In accordance with Title 23 USC, Alaska Statute 44.42.050, and other related federal and state regulations, the State of Alaska has developed an STP that addresses short-term and long-term plans for transportation improvements throughout the state. An approved element of this plan is the 2004 SATP, which specifically addresses transportation improvements in Southeast Alaska.

***People travel the road from Seattle to Prince Rupert even in winter regardless of potential avalanche hazards.***

**Response:** Comment noted.

***The minority that supports the highway sees it as a free ride, the number of people that support the highway would be reduced if a toll were reinstated.***

**Response:** No toll is being considered for highway segments of any reasonable alternative. All reasonable alternatives would have at least one ferry link with fares charged for passengers and vehicles.

***We support Southeast Alaska Conservation Council's comment letter submitted to DOT&PF (several individuals and organizations made this statement).***

**Response:** The Final EIS provides written responses to all comments submitted during the Supplemental Draft EIS review period, including comments in the Southeast Alaska Conservation Council's letter.

***If development is the reason for the highway, this needs to be included in public discussion.***

**Response:** The needs for the proposed project include:

- Insufficient capacity
- Poor flexibility and opportunity for travel
- Excessive travel time
- High state and user travel costs

Regional development is not a need for the proposed project. The socioeconomic analysis of the project found that the improved access in the Lynn Canal that would result from Alternative 2B would facilitate the movement of goods and people through and to the northern Southeast Alaska region. This would create closer links between the economies of Juneau, Haines, Skagway, and Whitehorse. However, in the near-term, improved access to Juneau is not expected to result in new major economic development in Alaska.

***My longevity bonus has already been revoked and the Permanent Fund is in jeopardy.***

**Response:** Project funding would not come from the Permanent Fund.

***The state keeps the highway from Valdez to Anchorage open as a priority.***

**Response:** Comment noted.

***Ferry employees don't work very hard.***

**Response:** Comment noted.

***The state needs to continue the mainline ferry service from Sitka to Bellingham.***

**Response:** AMHS routing outside Lynn Canal is not an issue for the proposed project. Implementation of Alternative 2B would reduce state funding of maintenance and operation in Lynn Canal by about $0.7 million per year. This funding could be used to support other parts of the AMHS system.

***If people feel the disadvantages outweigh the advantages of being in Juneau, move out of Juneau.***

**Response:** Comment noted.

***The DOT&PF in the future may enact a toll, close the highway from 1 December to 1 April instead of maintaining it, or get complacent till lives are lost.***

**Response:** There are no plans to enact a toll on a highway in Lynn Canal. The highway would become part of the NHS link between Juneau, Haines, and Skagway; therefore, DOT&PF would be obligated to keep it open in the winter. DOT&PF currently maintain other state highways with potential hazards such as snowfall, ice, and avalanches and takes the responsibility for safe operation of these highways very seriously.

***It is already difficult to get from Auke Bay to downtown Juneau.***

**Response:** Providing transportation for foot travelers is not a primary responsibility of DOT&PF. Transportation from one area of Juneau to another is provided by the private sector and/or the CBJ. An analysis of the potential for a bus or van service to develop in Lynn Canal is provided in the Final EIS in Sections 4.3.7.5 and 4.4.7.5. If a bus service is developed it may provide service to several points in Juneau, including the downtown area.

***Skagway enjoys having a highway to Whitehorse.***

**Response:** Comment noted.

***Governor Murkowski had previously indicated that the state supports expanding the Alaska Railroad to the Lower 48.***

**Response:** The primary purpose of the proposed Alaska Rail Extension is to link mainland Alaska to Yukon, BC, and Lower 48 rail systems. It would not address the purpose and need of the Juneau Access Improvements Project.

***If the issues in Skagway stop the highway at Katzehin, the DOT&PF should stop maintaining the road from Skagway to Whitehorse in the winter.***

**Response:** Comment noted.

***Need to keep the public informed of the status of the project.***

**Response:** An extensive public involvement program was implemented for the EIS including public meetings in Juneau, Skagway, and Haines to solicit input on the document. The public will also be informed of the publication of the Final EIS and the Record of Decision on the project. The Final EIS has been distributed to all recipients and commentors of the Supplemental Draft EIS.

***A highway is not a transportation method, a car or ferry is, and the state should supply me with one.***

**Response:** It is the responsibility of the state to provide a transportation facility between communities, not the transportation itself.

***People come to Juneau for many reasons and they should be able to drive as well.***

**Response:** Comment noted.

***The highway will not get done and it is a selfish and arrogant proposal out of Juneau.***

**Response:** Comment noted.

***There was a surcharge at one point on the M/V Malaspina as a dayboat.***

**Response:** Comment noted.

***We need to encourage intermodal transportation.***

**Response:** Alternative 2B would provide intermodal transportation by connecting Haines and Skagway to Juneau where the AMHS would continue to provide connections to Sitka, Petersburg, and other communities in Southeast Alaska.

***Even with a highway, people would not drive to Juneau in the winter.***

**Response:** People currently travel to Juneau in the Lynn Canal corridor in the winter. It is likely that they would continue to do so with a highway. The highway would be maintained year-round.

***Without a highway from Juneau, we raise children to benefit other communities.***

**Response:** Comment noted.

***Due to great distances, people would still choose to fly from Juneau to other parts of Alaska and lower 48.***

**Response:** It is expected that most people traveling to other parts of Alaska and the lower 48 would choose to fly. With improved access to and from Juneau in the Lynn Canal corridor, people would have the option to travel large areas in Alaska and Canada in a vehicle, and would have the choice of flying from Juneau or Whitehorse.

***This is a huge boondoggle with no documented benefits.***

**Response:** Alternative 2B would improve travel flexibility and opportunity, decrease travel times, decrease transportation costs to the state on a per vehicle basis, and decrease user costs relative to the No Action Alternative. Those benefits are quantified in the EIS.

***The state should not spend money to satisfy people's whims.***

**Response:** Comment noted.

***This is a terrible idea for the state to be involved with Coeur Alaska including a ferry terminal with Alaska Industrial Development and Export Authority money.***

**Response:** Coeur Alaska is no longer requesting Alaska Industrial Development and Export Authority funds for a marine facility at Slate Cove.

***Does something need to be extinct before seen as rare or unique?***

**Response:** A variety of laws in addition to the Endangered Species Act are in place to protect rare and unique plants and animals, including the Marine Mammal Protection Act and the Bald Eagle Protection Act. The Final EIS documents compliance with these laws.

***The state and federal agencies should move the project forward expeditiously.***

**Response:** Comment noted.

***Southeast Alaskans wait for ferries patiently, so should others.***

**Response:** Comment noted.

***People in Alaska do not know how to drive in bad winter weather and road conditions.***

**Response:** Many Alaskans drive in the winter without problems.

***Alaska Airlines is reducing the number of flights that will carry fresh fish.***

**Response:** Alternative 2B would benefit Juneau's seafood processing industry due to lower-cost access to fresh fish markets, such as Seattle. In the fresh fish market, shipping cost and logistics are critical. From the perspective of seafood processors, barge transport has the advantage of being relatively low cost ($0.05/pound), but has the disadvantage of being slow. Alternatively, air shipment of fresh fish can have product in Seattle in a few hours, though at a cost of between $0.33 and $0.46 per pound. Highway transport offers a third option with faster delivery times than a barge to Seattle or locations in other Lower 48 states at lower cost than air freight ($0.15/pound).

***Recreational Vehicles will come regardless of a highway.***

**Response:** According to AMHS data, approximately 900 RVs visited Juneau in 2002, at least 90 percent of them in the May to September period. The total number of 2002 RV nights (i.e., nights that RVs spend in Juneau) is estimated to be between 3,000 and 4,000. The total number of annual Juneau RV nights expected in the first year that Alternative 2B is in operation is estimated to be approximately 7,500 to 8,900, 90 percent of which would also occur during the summer season. This increase would result because Juneau would become the terminus for AMHS in the Lynn Canal corridor. RV travelers on the ferry who otherwise would have gone directly to Haines or Skagway would disembark in Juneau, and many would spend some time there.

***We have more people that participate in government than any other state.***

**Response:** Comment noted.

***Think outside the box.***

**Response:** Comment noted.

***I am tired of professional students getting government jobs and sucking up wealth from the people who do the work.***

**Response:** Comment noted.

***The state has put up with liberals long enough and their time is ending soon.***

**Response:** Comment noted.

***The highway is only wanted by the people who build it.***

**Response:** Comment noted.

***If you choose to live in an area without services that are necessary to you, than you should move to a location with those services.***

**Response:** Comment noted.

***Traveling in a covered wagon was difficult, not traveling by ferry.***

**Response:** Comment noted.

***Alaskans have everything to gain and nothing to loose with a highway.***

**Response:** The EIS provides information on the benefits and costs of project alternatives.

***The loss of Richard Dick's contributions to Skagway was a big loss in quality of life in Skagway when he moved to Juneau.***

**Response:** Comment noted.

***All data and the process have been taken into account and DOT&PF has been professional and cooperative.***

**Response:** Comment noted.

***The Alaska capital and Yukon capital have good relationships.***

**Response:** Comment noted.

***I support improved access to Cordova.***

**Response:** The purpose and need for the proposed project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor. Access to Cordova is not part of the proposed project.

***Additionally, many commentors included personal information including their history as an Alaskan.***

**Response:** These comments have been noted.

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|---|---|---|---|---|---|
| Baker, Bruce | PCH 44-12 | UNC01 | Balen, Michael | PC 426-4 | SEC01 |
| Baker, Bruce | PCH 44-13 | SEC02 | Balen, Michael | PC 426-5 | UNC01 |
| Baker, Bruce | PCH 44-14 | ERG02 | Balen, Michael | PC 426-6 | TRN10 |
| Baker, Bruce H. | PC 1326-1 | ALT03 | Balen, Michael | PC 426-6 | SEC22 |
| Baker, Bruce H. | PC 1326-1 | ALT09 | Balen, Michael | PC 426-6 | UNC01 |
| Baker, Bruce H. | PC 1326-1 | ALT11 | Balen, Michael | PC 426-7 | SEC20 |
| Baker, Bruce H. | PC 1326-2 | PAN03 | Ballou, Scott | PC 883-1 | ALT04 |
| Baker, Bruce H. | PC 1326-2 | PAN06 | Ballou, Scott | PC 883-2 | SEC12 |
| Baker, Bruce H. | PC 1326-3 | UNC01 | Ballou, Scott | PC 883-3 | TRN15 |
| Baker, Bruce H. | PC 1326-4 | AVA02 | Ballou, Scott | PC 883-4 | TRN10 |
| Baker, Bruce H. | PC 1326-4 | SEC01 | Ballou, Scott | PC 883-5 | LND01 |
| Baker, Bruce H. | PC 1326-4 | TRN11 | Ballou, Scott | PC 883-6 | SEC03 |
| Baker, Bruce H. | PC 1326-5 | SEC04 | Baluss, Gwen | PC 1340-1 | ALT02 |
| Baker, Bruce H. | PC 1326-6 | SEC36 | Baluss, Gwen | PC 1340-2 | ALT09 |
| Baker, Bruce H. | PC 1326-7 | ENV01 | Baluss, Gwen | PC 1340-2 | ALT11 |
| Baker, Bruce H. | PC 1326-8 | EAG02 | Baluss, Gwen | PC 1340-3 | ENV01 |
| Baker, Bruce H. | PC 1326-8 | ENV01 | Baluss, Gwen | PC 1340-3 | SEC01 |
| Baker, Bruce H. | PC 1326-8 | WLD14 | Baluss, Gwen | PC 1340-3 | SEC20 |
| Baker, Bruce H. | PC 1326-9 | SEC02 | Baluss, Gwen | PC 1340-4 | SEC20 |
| Baker, Bruce H. | PC 1326-10 | SEC46 | Baluss, Gwen | PC 1340-4 | SEC22 |
| Baker, Bruce H. | PC 1326-11 | TRN23 | Baluss, Gwen | PC 1340-5 | VIS01 |
| Baker, Bruce H. | PC 1326-12 | SEC02 | Baluss, Gwen | PC 1340-5 | SEC19 |
| Baker, Bruce H. | PC 1326-13 | SEC36 | Ban, Michael M | PC 25-1 | ALT07 |
| Baker, Bruce H. | PC 1326-14 | SEC20 | Ban, Michael M | PC 25-2 | ALT04 |
| Baker, Bruce H. | PC 1326-15 | SEC07 | Ban, Michael M | PC 25-3 | UNC01 |
| Baker, Bruce H. | PC 1326-16 | UNC01 | Ban, Michael M | PC 25-4 | PAN06 |
| Baker, Bruce H. | PC 1326-17 | ALT09 | Banaszak, Leonard | PC 34-1 | ALT15 |
| Baker, Bruce H. | PC 1326-17 | ALT11 | Banghart, Bob | PC 536-1 | TRN06 |
| Baker, Bruce H. | PC 1326-17 | ERG02 | Banghart, Bob | PC 536-1 | SEC19 |
| Baker, Bruce H. | PC 1326-17 | SEC07 | Banghart, Bob | PC 536-2 | AVA01 |
| Baker, Bruce H. | PC 1326-17 | WLD14 | Banghart, Bob | PC 536-2 | TRN11 |
| Baker, Bruce H. | PC 1326-18 | ALT02 | Banghart, Bob | PC 536-3 | SEC01 |
| Baker, Bruce H. | PC 1326-18 | SEC36 | Banghart, Bob | PC 536-4 | SEC32 |
| Baker, Bruce H. | PC 1326-18 | UNC01 | Banghart, Bob | PC 536-5 | UNC01 |
| Balen, Michael | PC 426-1 | ALT02 | Banghart, Bob | PC 536-6 | ALT13 |
| Balen, Michael | PC 426-2 | VIS01 | Bangs, Peter | PC 650-1 | ALT09 |
| Balen, Michael | PC 426-3 | ENV01 | Bangs, Peter | PC 650-2 | SEC01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Bangs, Peter | PC 650-3 | ENV01 | Barnhill, Mike | PC 1177-4 | TRN02 |
| Bangs, Peter | PC 650-4 | SEC22 | Barnhill, Mike | PC 1177-5 | SEC12 |
| Bangs, Peter | PC 650-5 | AVA01 | Barnhill, Mike | PC 1177-6 | SEC18 |
| Bangs, Peter | PC 650-6 | SEC17 | Barnhill, Mike | PC 1177-7 | SEC03 |
| Bannister, Theresa L | PC 750-1 | SEC01 | Barnhill, Mike | PC 1177-7 | SEC18 |
| Bannister, Theresa L | PC 750-2 | SEC17 | Bartholomew, Murray | PC 821-1 | ALT04 |
| Bannister, Theresa L | PC 750-3 | ALT13 | Bartholomew, Murray | PC 821-2 | SEC12 |
| Barber, Reed | PC 735-1 | ALT13 | Bartholomew, Murray | PC 821-2 | TRN10 |
| Barber, Reed | PC 735-2 | SEC22 | Bartholomew, Murray | PC 821-3 | LND01 |
| Barclay, Sandra | PC 1312-1 | ALT13 | Bartholomew, Murray | PC 821-4 | TRN02 |
| Barclay, Sandra | PC 1312-2 | SEC43 | Bartholomew, Murray | PC 821-4 | SEC21 |
| Barclay, Sandra | PC 1312-3 | SEC01 | Bartholomew, Murray | PC 821-5 | TRN10 |
| Barclay, Sandra | PC 1312-3 | UNC01 | Bartholomew, Murray | PC 821-6 | SEC03 |
| Barclay, Sandra | PC 1312-4 | TRN06 | Battaion, Mark | PC 645-1 | ENV01 |
| Barclay, Sandra | PC 1312-4 | SEC20 | Battaion, Mark | PC 645-1 | SEC01 |
| Barclay, Sandra | PC 1312-5 | AVA03 | Battaion, Mark | PC 645-1 | TRN03 |
| Barclay, Sandra | PC 1312-6 | VIS02 | Battaion, Mark | PC 645-1 | TRN10 |
| Barclay, Sandra | PC 1312-7 | ALT13 | Battaion, Mark | PC 645-2 | TRN08 |
| Barclay, Sandra | PC 1312-7 | TRN04 | Battaion, Mark | PC 645-3 | ALT03 |
| Barenz, Ralph L. | PC 851-1 | ALT04 | Battaion, Mark | PC 645-3 | ALT09 |
| Barenz, Ralph L. | PC 851-1 | TRN10 | Battaion, Mark | PC 645-3 | ALT11 |
| Barenz, Ralph L. | PC 851-2 | SEC12 | Bavard, Mike | PC 1124-1 | ALT04 |
| Barenz, Ralph L. | PC 851-2 | TRN07 | Bavard, Mike | PC 1124-1 | TRN02 |
| Barger, Bill | PCH 217-1 | SEC17 | Bavard, Mike | PC 1124-2 | LND01 |
| Barger, Bill | PCH 217-2 | SEC01 | Baxter, Corey | PC 263-1 | ALT04 |
| Barger, Bill | PCH 217-3 | ALT13 | Baxter, Corey | PC 263-2 | TRN10 |
| Barger, Bill | PCH 217-3 | VIS01 | Baxter, Corey | PC 263-3 | SEC03 |
| Barger, Bill | PCH 217-3 | WLD01 | Baxter, Corey | PC 263-4 | TRN27 |
| Barnes, Paul | PC 608-1 | ALT02 | Baxter, Corey | PC 263-5 | TRN02 |
| Barnes, Paul | PC 608-2 | ALT13 | Baxter, Corey | PC 263-6 | TRN26 |
| Barnes, Paul | PC 608-3 | SEC01 | Baxter, Debra A. | PC 1084-1 | ALT04 |
| Barnes, Paul | PC 608-4 | UNC01 | Baxter, Debra A. | PC 1084-2 | TRN10 |
| Barnes, Paul | PC 608-5 | ALT13 | Baxter, Debra A. | PC 1084-3 | SEC12 |
| Barnhill, Mike | PC 1177-1 | ALT04 | Baxter, Debra A. | PC 1084-4 | TRN07 |
| Barnhill, Mike | PC 1177-2 | ENV03 | Baxter, Debra A. | PC 1084-5 | SEC03 |
| Barnhill, Mike | PC 1177-3 | TRN02 | Baxter, Debra A. | PC 1084-5 | SEC28 |
| Barnhill, Mike | PC 1177-3 | SEC18 | Baxter, Fred J. | PC 1292-1 | ALT01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Baxter, Fred J. | PC 1292-2 | TRN02 | Baxter, Ronald G. | PC 1083-7 | TRN02 |
| Baxter, Fred J. | PC 1292-2 | TRN10 | Bay, Kelly | PC 1206-1 | ALT02 |
| Baxter, Fred J. | PC 1292-2 | SEC18 | Bay, Kelly | PC 1206-2 | ALT03 |
| Baxter, Fred J. | PC 1292-3 | SEC12 | Bay, Kelly | PC 1206-2 | ALT09 |
| Baxter, Fred J. | PC 1292-3 | TRN07 | Bay, Kelly | PC 1206-2 | ALT11 |
| Baxter, Fred J. | PC 1292-4 | SEC18 | Bay, Kelly | PC 1206-3 | TRN03 |
| Baxter, Fred J. | PC 1292-5 | ENV03 | Bay, Kelly | PC 1206-4 | UNC01 |
| Baxter, Fred J. | PC 1292-5 | TRN02 | Bay, Kelly | PC 1206-5 | ENV01 |
| Baxter, Jirdes | PC 725-1 | ALT04 | Bay, Kelly | PC 1206-5 | EFH01 |
| Baxter, Jirdes | PC 725-2 | TRN10 | Bay, Kelly | PC 1206-5 | WLD01 |
| Baxter, Jirdes | PC 725-3 | SEC12 | Bay, Kelly | PC 1206-6 | ENV01 |
| Baxter, Jirdes | PC 725-4 | TRN02 | Bay, Kelly | PC 1206-7 | SEC04 |
| Baxter, Jirdes | PC 725-5 | LND01 | Bay, Kelly | PC 1206-8 | SEC02 |
| Baxter, Jirdes | PC 725-6 | SEC18 | Bay, Kelly | PC 1206-8 | SEC10 |
| Baxter, Joseph R. | PC 1289-1 | ALT03 | Bay, Kelly | PC 1206-9 | SEC17 |
| Baxter, Joseph R. | PC 1289-1 | ALT09 | Bay, Kelly | PC 1206-9 | UNC01 |
| Baxter, Joseph R. | PC 1289-1 | ALT11 | Beason, Randy | PC 272-1 | SEC30 |
| Baxter, Joseph R. | PC 1289-2 | PAN03 | Beason, Randy | PC 272-2 | ALT04 |
| Baxter, Joseph R. | PC 1289-2 | TRN03 | Beason, Randy | PC 272-3 | LND01 |
| Baxter, Joseph R. | PC 1289-3 | UNC01 | Beck, Larry | PC 357-1 | ALT02 |
| Baxter, Joseph R. | PC 1289-4 | LND02 | Beck, Larry | PC 357-2 | ENV01 |
| Baxter, Joseph R. | PC 1289-4 | WLD01 | Beck, Larry | PC 357-2 | SEC01 |
| Baxter, Joseph R. | PC 1289-5 | AVA02 | Beck, Larry | PC 357-3 | ALT13 |
| Baxter, Joseph R. | PC 1289-5 | SEC04 | Becker, Jim | PC 1038-1 | ALT04 |
| Baxter, Joseph R. | PC 1289-6 | LND02 | Becker, Jim | PC 1038-2 | TRN10 |
| Baxter, Joseph R. | PC 1289-6 | WLD01 | Becker, Jim | PC 1038-2 | SEC30 |
| Baxter, Joseph R. | PC 1289-7 | SEC04 | Becker, Jim | PC 1038-3 | TRN02 |
| Baxter, Joseph R. | PC 1289-8 | SEC02 | Becker, Jim | PC 1038-4 | SEC30 |
| Baxter, Joseph R. | PC 1289-9 | UNC01 | Becker, Jim | PC 1038-5 | UNC01 |
| Baxter, Joseph R. | PC 1289-10 | SEC17 | Becker, Jim | PC 1038-6 | LND01 |
| Baxter, Ronald G. | PC 1083-1 | ALT04 | Becker, Jim | PC 1038-7 | ALT01 |
| Baxter, Ronald G. | PC 1083-2 | TRN10 | Becker, Mary | PC 1029-1 | ALT04 |
| Baxter, Ronald G. | PC 1083-3 | SEC12 | Becker, Mary | PC 1029-2 | SEC12 |
| Baxter, Ronald G. | PC 1083-4 | TRN07 | Becker, Mary | PC 1029-2 | TRN10 |
| Baxter, Ronald G. | PC 1083-5 | SEC03 | Becker, Mary | PC 1029-3 | TRN02 |
| Baxter, Ronald G. | PC 1083-5 | SEC28 | Becker, Mary | PC 1029-4 | LND01 |
| Baxter, Ronald G. | PC 1083-6 | LND01 | Becker, Mary | PC 1029-4 | SEC16 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Becker, Robert J. | PC 1059-1 | TRN02 | Behnert, Ray | PC 531-1 | ALT11 |
| Becker, Robert J. | PC 1059-2 | PAN02 | Behnert, Ray | PC 531-2 | TRN04 |
| Becker, Robert J. | PC 1059-3 | ALT04 | Behnert, Ray | PC 531-3 | SEC17 |
| Becker, Robert J. | PC 1059-4 | TRN02 | Behnert, Ray | PC 531-4 | UNC01 |
| Becker, Robert J. | PC 1059-4 | SEC30 | Behnert, Ray | PC 531-5 | ALT09 |
| Becker, Robert J. | PC 1059-5 | TRN02 | Behnert, Ray | PC 531-5 | ALT11 |
| Becker, Robert J. | PC 1059-6 | LND01 | Behnert, Ray | PC 531-5 | TRN08 |
| Becker, Tisa | PC 1030-1 | ALT01 | Behnert, Ray | PC 531-6 | AVA02 |
| Becker, Tisa | PC 1030-2 | ALT04 | Behnert, Ray | PC 531-6 | AVA03 |
| Becker, Tisa | PC 1030-3 | LND04 | Behnert, Ray | PC 531-6 | TRN11 |
| Becker, Tisa | PC 1030-3 | SEC12 | Behnert, Ray | PC 531-7 | SEC20 |
| Becker, Tisa | PC 1030-4 | TRN02 | Behnert, Ray | PC 531-7 | SEC29 |
| Beebe, David | PC 640-1 | SEC01 | Behnert, Ray | PC 531-8 | TRN03 |
| Beebe, David | PC 640-1 | SEC20 | Behnert, Ray | PC 531-8 | TRN11 |
| Beebe, David | PC 640-2 | ALT13 | Behnert, Ray | PC 531-9 | PAN06 |
| Beebe, David | PC 640-2 | SEC20 | Behnert, Ray | PC 531-10 | TRN24 |
| Beebe, David | PC 640-3 | UNC01 | Behnert, Ray | PC 531-11 | SEC15 |
| Begley-Allen, Terri | PC 1298-1 | ALT01 | Behnert, Ray | PC 531-12 | SEC46 |
| Begley-Allen, Terri | PC 1298-2 | AVA06 | Behnert, Ray | PC 531-13 | VIS01 |
| Begley-Allen, Terri | PC 1298-3 | SEC03 | Behnert, Ray | PC 531-14 | EFH01 |
| Behnert, Ray | PCH 117-1 | ALT03 | Behnert, Ray | PC 531-14 | WET01 |
| Behnert, Ray | PCH 117-1 | ALT09 | Behnert, Ray | PC 531-14 | WLD01 |
| Behnert, Ray | PCH 117-1 | ALT11 | Behnert, Ray | PC 531-14 | WLD02 |
| Behnert, Ray | PCH 117-2 | ALT02 | Behnert, Ray | PC 531-15 | ENV02 |
| Behnert, Ray | PCH 117-3 | SEC17 | Behnert, Ray | PC 531-16 | SEC36 |
| Behnert, Ray | PCH 117-4 | ALT09 | Behnert, Ray | PC 531-17 | NOI04 |
| Behnert, Ray | PCH 117-4 | ALT11 | Behnert, Ray | PC 531-18 | SEC22 |
| Behnert, Ray | PCH 117-5 | UNC01 | Behnert, Ray | PC 531-19 | SEC17 |
| Behnert, Ray | PCH 117-6 | ENV01 | Behnke, Steve | PC 185-1 | SEC01 |
| Behnert, Ray | PCH 117-6 | SEC17 | Behnke, Steve | PC 185-2 | AVA01 |
| Behnert, Ray | PCH 117-7 | TRN08 | Behnke, Steve | PC 185-3 | ENV02 |
| Behnert, Ray | PCH 117-8 | UNC01 | Behnke, Steve | PC 185-4 | WLD16 |
| Behnert, Ray | PCH 117-9 | AVA03 | Behrends, Justin | PCH 10-1 | ALT02 |
| Behnert, Ray | PCH 117-10 | TRN04 | Behrends, Justin | PCH 10-2 | WLD01 |
| Behnert, Ray | PCH 117-11 | SEC27 | Behrends, Justin | PCH 10-3 | SEC20 |
| Behnert, Ray | PC 531-1 | ALT03 | Behrends, Justin | PCH 10-4 | SEC08 |
| Behnert, Ray | PC 531-1 | ALT09 | Bell, Cherri | PC 1268-1 | ALT13 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Bell, Cherri | PC 1268-2 | TRN04 | Bentley, Jim | PC 1237-5 | SEC17 |
| Bell, Cherri | PC 1268-3 | UNC01 | Bentley, Jim | PC 1237-6 | PAN06 |
| Bell, Cherri | PC 1268-4 | TRN04 | Berg, Clifford | PC 437-1 | ALT07 |
| Bell, Cherri | PC 1268-5 | ALT13 | Berg, Clifford | PC 437-2 | ALT04 |
| Bell, Cherri | PC 1268-6 | UNC01 | Berg, Clifford | PC 437-2 | SEC03 |
| Bell, Cherri | PC 1268-7 | SEC17 | Bergmann, Al | PC 559-1 | UNC01 |
| Bell, Cherri | PC 1268-8 | ENV02 | Bergmann, Al | PC 559-2 | ALT04 |
| Bell, Cherri | PC 1268-9 | VIS01 | Bergmann, Al | PC 559-3 | TRN10 |
| Bell, Cherri | PC 1268-10 | SEC20 | Bergmann, Al | PC 559-4 | SEC03 |
| Bell, Cherri | PC 1268-11 | ALT13 | Bergmann, Al | PC 559-4 | SEC12 |
| Bell, Cherri | PC 1268-12 | SEC20 | Bergmann, Al | PC 559-5 | TRN10 |
| Bell, Cherri | PC 1268-13 | UNC01 | Bergmann, Al | PC 559-5 | TRN18 |
| Bell, Cherri | PC 1268-14 | SEC17 | Bergmann, Al | PC 559-6 | SEC18 |
| Bell, Jane | PC 449-1 | ALT02 | Bergmann, Al | PC 559-7 | LND01 |
| Bell, Jane | PC 449-2 | SEC01 | Bergmann, Al | PC 559-7 | SEC12 |
| Bell, Jane | PC 449-3 | VIS01 | Bergmann, Al | PC 559-7 | TRN10 |
| Bell, Jane | PC 449-4 | SEC19 | Bergmann, Al | PC 559-8 | SEC12 |
| Bell, Jane | PC 449-5 | SEC17 | Bergmann, Al | PC 559-8 | SEC16 |
| Bell, Jane | PC 449-6 | ALT13 | Bergmann, Al | PC 559-9 | TRN02 |
| Bell, Keith C | PC 327-1 | TRN02 | Berkheimer, David | PC 842-1 | ALT04 |
| Bell, Keith C | PC 327-2 | ENV03 | Berkheimer, David | PC 842-2 | SEC03 |
| Bell, Keith C | PC 327-2 | WLD13 | Berkheimer, David | PC 842-2 | SEC12 |
| Bell, Keith C | PC 327-3 | LND01 | Berkheimer, David | PC 842-3 | SEC03 |
| Bell, Keith C | PC 327-3 | SEC18 | Berkheimer, David | PC 842-3 | SEC28 |
| Bennett, Michael | PC 1127-1 | ALT04 | Berkheimer, David | PC 842-4 | LND01 |
| Bennett, Michael | PC 1127-2 | SEC03 | Berland, Nancy | PCH 155-1 | SEC25 |
| Bennett, Michael | PC 1127-2 | TRN02 | Berland, Nancy | PCH 155-2 | AVA02 |
| Bennett, Michael | PC 1127-3 | SEC12 | Berland, Nancy | PCH 155-3 | TRN04 |
| Bennett, Michael | PC 1127-4 | SEC12 | Berland, Nancy | PCH 155-3 | TRN11 |
| Bennett, Michael | PC 1127-4 | TRN07 | Berland, Nancy | PCH 155-4 | ALT19 |
| Bennett, Michael | PC 1127-4 | SEC23 | Berland, Nancy | PCH 155-4 | SEC27 |
| Bennett, Michael | PC 1127-5 | AVA02 | Berland, Nancy | PCH 155-4 | SEC44 |
| Bennett, Michael | PC 1127-6 | SEC23 | Berland, Nancy | PCH 155-5 | ALT13 |
| Bentley, Jim | PC 1237-1 | ALT13 | Betit, Raphael | PC 1064-1 | ALT04 |
| Bentley, Jim | PC 1237-2 | SEC01 | Biddinger, Dave Eric | PC 467-1 | ALT01 |
| Bentley, Jim | PC 1237-3 | SEC02 | Biles, Terry L. | PC 867-1 | ALT04 |
| Bentley, Jim | PC 1237-4 | SEC22 | Biles, Terry L. | PC 867-2 | TRN10 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Biles, Terry L. | PC 867-3 | SEC12 | Bishop, Wendell | PC 56-1 | ALT04 |
| Biles, Terry L. | PC 867-4 | TRN07 | Bishop, Wendell | PC 56-2 | SEC12 |
| Biles, Terry L. | PC 867-5 | SEC03 | Bishop, Wendell | PC 56-2 | TRN10 |
| Billy, Paul | PC 203-1 | ALT01 | Bishop, Wendell | PC 56-3 | TRN27 |
| Billy, Paul | PC 203-1 | SEC18 | Bishop, Wendell | PC 56-4 | SEC16 |
| Bishop, Click | PC 921-1 | ALT01 | Bishop, Wendell | PC 57-1 | TRN02 |
| Bishop, Click | PC 921-2 | TRN02 | Bishop, Wendell | PC 57-2 | SEC12 |
| Bishop, Click | PC 921-3 | SEC12 | Bishop, Wendell | PC 57-2 | TRN10 |
| Bishop, Click | PC 921-3 | TRN07 | Bishop, Wendell | PC 57-3 | SEC16 |
| Bishop, Wendall | PC 55-1 | ALT04 | Bishop, Wendell | PC 57-4 | SEC23 |
| Bishop, Wendall | PC 55-2 | SEC12 | Bishop, Wendell | PC 57-5 | SEC18 |
| Bishop, Wendall | PC 55-2 | TRN10 | Bishop, Wendell | PC 57-6 | SEC12 |
| Bishop, Wendall | PC 55-3 | TRN27 | Bishop, Wendell | PC 57-7 | TRN10 |
| Bishop, Wendall | PC 55-4 | TRN02 | Bishop, Wendell | PC 57-8 | SEC03 |
| Bishop, Wendall | PC 55-5 | SEC12 | Bishop, Wendell | PC 57-9 | TRN10 |
| Bishop, Wendall | PC 55-5 | TRN10 | Bishop, Wendell | PC 57-10 | TRN27 |
| Bishop, Wendall | PC 55-6 | SEC16 | Bishop, Wendell | PC 57-11 | TRN27 |
| Bishop, Wendall | PC 55-7 | SEC23 | Bishop, Wendell | PC 57-12 | SEC16 |
| Bishop, Wendall | PC 55-8 | SEC18 | Bishop, Wendell | PC 57-13 | SEC18 |
| Bishop, Wendall | PC 55-9 | SEC12 | Bishop, Wendell | PC 57-14 | PAN06 |
| Bishop, Wendall | PC 55-10 | TRN10 | Bishop, Wendell | PC 57-15 | LND01 |
| Bishop, Wendall | PC 55-11 | SEC03 | Bishop, Wendell | PC 57-15 | SEC16 |
| Bishop, Wendall | PC 55-12 | TRN10 | Blacher, Lisa | PC 962-1 | ALT03 |
| Bishop, Wendall | PC 55-13 | TRN27 | Blacher, Lisa | PC 962-1 | ALT09 |
| Bishop, Wendall | PC 55-14 | TRN27 | Blacher, Lisa | PC 962-1 | ALT11 |
| Bishop, Wendall | PC 55-15 | SEC16 | Blacher, Lisa | PC 962-2 | UNC01 |
| Bishop, Wendall | PC 55-16 | SEC18 | Blacher, Lisa | PC 962-3 | ENV01 |
| Bishop, Wendall | PC 55-17 | PAN06 | Blacher, Lisa | PC 962-4 | AVA02 |
| Bishop, Wendall | PC 55-18 | LND01 | Blacher, Lisa | PC 962-4 | SEC01 |
| Bishop, Wendall | PC 55-18 | SEC16 | Blacher, Lisa | PC 962-5 | SEC04 |
| Bishop, Wendall | PC 55-19 | SEC48 | Blacher, Lisa | PC 962-6 | UNC01 |
| Bishop, Wendall | PC 55-20 | SEC40 | Black, Ian M. | PC 919-1 | ALT04 |
| Bishop, Wendall | PC 55-21 | SEC18 | Black, Ian M. | PC 919-2 | SEC03 |
| Bishop, Wendall | PC 55-22 | SEC16 | Black, Ian M. | PC 919-3 | SEC12 |
| Bishop, Wendall | PC 58-1 | SEC48 | Black, Ian M. | PC 919-4 | TRN02 |
| Bishop, Wendall | PC 58-2 | SEC40 | Blackwell, Elwin | PC 175-1 | ALT04 |
| Bishop, Wendall | PC 58-3 | SEC18 | Blackwell, Elwin | PC 175-2 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Blackwell, Elwin | PC 175-3 | SEC18 | Bodenner, Rod | PC 826-3 | SEC03 |
| Blackwell, Ruth | PC 251-1 | ALT01 | Bodenner, Rod | PC 826-3 | TRN07 |
| Blackwell, Ruth | PC 251-2 | TRN07 | Boehmer, Myles | PC 820-1 | ALT04 |
| Blackwell, Ruth | PC 251-3 | SEC12 | Boehmer, Myles | PC 820-2 | SEC12 |
| Blackwell, Ruth | PC 251-4 | SEC16 | Boehmer, Myles | PC 820-3 | TRN07 |
| Blackwell, Ruth | PC 251-4 | SEC18 | Boehmer, Myles | PC 820-4 | SEC03 |
| Blank, Lisa | PC 355-1 | ALT13 | Boehmer, Myles | PC 820-5 | TRN10 |
| Blank, Lisa | PC 355-2 | UNC01 | Boehmer, Myles | PC 820-6 | TRN18 |
| Blasco, John | PC 179-1 | TRN02 | Bolshakoff, Erik | PC 723-1 | ALT01 |
| Blasco, John | PC 179-2 | SEC12 | Bolshakoff, Erik | PC 723-2 | UNC01 |
| Blasco, John | PC 179-2 | SEC18 | Bolton, Edward M | PC 547-1 | ALT04 |
| Blasco, John | PC 188-1 | ALT01 | Bolton, Edward M | PC 547-2 | SEC12 |
| Blasco, John | PC 188-1 | SEC12 | Bolton, Edward M | PC 547-2 | TRN10 |
| Blasco, John | PC 188-1 | TRN10 | Bolton, Edward M | PC 547-3 | SEC23 |
| Blefgen, Linda M. | PC 1338-1 | ALT03 | Bolton, Edward M | PC 547-4 | SEC18 |
| Blefgen, Linda M. | PC 1338-1 | ALT09 | Bolton, Edward M | PC 547-5 | LND01 |
| Blefgen, Linda M. | PC 1338-1 | ALT11 | Bolton, Edward M | PC 547-6 | SEC03 |
| Blefgen, Linda M. | PC 1338-2 | SEC22 | Bolton, Edward M | PC 547-7 | AIR02 |
| Blefgen, Linda M. | PC 1338-3 | SEC01 | Bolton, Sharon L | PC 548-1 | ALT04 |
| Blefgen, Linda M. | PC 1338-3 | SEC22 | Bolton, Sharon L | PC 548-2 | TRN14 |
| Blefgen, Linda M. | PC 1338-4 | AVA02 | Bolton, Sharon L | PC 548-3 | TRN10 |
| Blefgen, Linda M. | PC 1338-4 | AVA03 | Bolton, Sharon L | PC 548-4 | SEC03 |
| Blefgen, Linda M. | PC 1338-4 | SEC01 | Bolton, Sharon L | PC 548-5 | SEC12 |
| Blefgen, Linda M. | PC 1338-5 | AVA04 | Bolton, Sharon L | PC 548-6 | SEC23 |
| Blefgen, Linda M. | PC 1338-6 | TRN04 | Bolton, Sharon L | PC 548-7 | SEC18 |
| Blefgen, Linda M. | PC 1338-6 | SEC20 | Bolton, Sharon L | PC 548-8 | LND01 |
| Blefgen, Linda M. | PC 1338-7 | SEC01 | Bolton, Sharon L | PC 548-9 | UNC01 |
| Blefgen, Linda M. | PC 1338-7 | SEC10 | Bolton, Sharon L | PC 548-10 | SEC18 |
| Blefgen, Linda M. | PC 1338-8 | ERG02 | Bolton, Sharon L | PC 548-11 | SEC03 |
| Blikshteyn, Mikhail | PC 1309-1 | ALT03 | Bolton, Sharon L | PC 548-12 | UNC01 |
| Blikshteyn, Mikhail | PC 1309-2 | SEC04 | Bolton, Sharon L | PC 548-13 | LND01 |
| Blikshteyn, Mikhail | PC 1309-3 | ENV01 | Bolton, Sharon L | PC 548-13 | SEC16 |
| Blikshteyn, Mikhail | PC 1309-3 | WLD01 | Bolton, Sharon L | PC 548-13 | SEC18 |
| Blikshteyn, Mikhail | PC 1309-4 | SEC17 | Bornstein, Sam | PC 512-1 | ALT02 |
| Bodenner, Rod | PC 826-1 | ALT04 | Bornstein, Sam | PC 512-2 | SEC22 |
| Bodenner, Rod | PC 826-2 | TRN09 | Bornstein, Sam | PC 512-3 | AVA01 |
| Bodenner, Rod | PC 826-2 | SEC18 | Bornstein, Sam | PC 512-3 | SEC20 |

# B

| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Bornstein, Sam | PC 512-4 | EAG02 | Bowman, John K | PC 602-2 | ALT14 |
| Bornstein, Sam | PC 512-4 | EFH01 | Bowman, John K | PC 602-3 | ALT01 |
| Bornstein, Sam | PC 512-4 | TNE02 | Bowman, John K | PC 602-3 | UNC01 |
| Bornstein, Sam | PC 512-4 | WLD01 | Bowman, John K | PC 602-4 | TRN26 |
| Bornstein, Sam | PC 512-4 | WLD02 | Bowman, John K | PC 602-5 | SEC12 |
| Bornstein, Sam | PC 512-4 | WLD03 | Bowman, John K | PC 602-5 | TRN10 |
| Bornstein, Sam | PC 512-4 | WLD04 | Bowman, John K | PC 602-6 | TRN10 |
| Bornstein, Sam | PC 512-5 | SEC01 | Bowman, John K | PC 602-7 | SEC48 |
| Bornstein, Sam | PC 512-5 | WLD08 | Bowman, John K | PC 602-8 | LND01 |
| Bornstein, Sam | PC 512-5 | SEC20 | Bowman, John K | PC 602-8 | SEC18 |
| Bornstein, Tom | PC 160-1 | ALT13 | Bowman, John K | PC 602-9 | SEC48 |
| Bornstein, Tom | PC 160-2 | ENV02 | Bowman, John K | PC 602-10 | AVA02 |
| Bornstein, Tom | PC 160-2 | SEC20 | Bowman, John K | PC 602-10 | UNC01 |
| Bounds, Bert | PCH 208-1 | SEC23 | Bowman, John K | PC 602-11 | TNE06 |
| Bounds, Bert | PCH 208-2 | UNC01 | Bowman, John K | PC 602-12 | UNC01 |
| Bounds, Bert | PCH 208-3 | SEC03 | Bowman, John K | PC 602-13 | SEC12 |
| Bounds, Bert | PCH 208-3 | TRN10 | Bowman, John K | PC 602-14 | SEC27 |
| Bounds, Bert | PCH 208-4 | ALT01 | Bowman, John K | PC 602-15 | SEC03 |
| Bousson, Dennis | PCH 197-1 | UNC01 | Boyce, Anne | PCH 182-1 | SEC17 |
| Bousson, Dennis | PCH 197-2 | LND03 | Boyce, Anne | PCH 182-2 | ENV01 |
| Bousson, Dennis | PCH 197-3 | S4F01 | Boyce, Anne | PCH 182-3 | ALT13 |
| Bousson, Dennis | PCH 197-3 | UNC01 | Boyce, Anne | PCH 182-3 | SEC44 |
| Bousson, Dennis | PCH 197-4 | ALT17 | Boyce, Anne | PC 819-1 | ALT13 |
| Bousson, Dennis | PC 1358-1 | CUL07 | Boyce, Anne | PC 819-2 | AVA01 |
| Bousson, Dennis | PC 1358-2 | S4F01 | Boyce, Anne | PC 819-2 | AVA02 |
| Bousson, Dennis | PC 1358-2 | S4F03 | Boyce, Anne | PC 819-2 | SEC01 |
| Bousson, Dennis | PC 1358-2 | CUL07 | Boyce, Anne | PC 819-2 | TRN04 |
| Bousson, Dennis | PC 1358-3 | CUL03 | Boyce, Anne | PC 819-2 | TRN06 |
| Bousson, Dennis | PC 1358-3 | CUL07 | Boyce, Anne | PC 819-2 | WLD01 |
| Bousson, Dennis | PC 1358-4 | CUL03 | Boyce, Anne | PC 819-2 | SEC20 |
| Bousson, Dennis | PC 1358-4 | CUL07 | Boyce, Anne | PC 819-3 | SEC44 |
| Bower, Dale | PC 730-1 | ALT04 | Boyce, Anne | PC 819-4 | SEC17 |
| Bower, Dale | PC 730-2 | TRN18 | Boyer, Floid | PC 258-1 | ALT02 |
| Bower, Dale | PC 730-3 | TRN02 | Boyer, Floid | PC 258-2 | SEC46 |
| Bower, Dale | PC 730-4 | SEC48 | Boyer, Floid | PC 258-3 | ALT02 |
| Bowers, Tom | PC 86-1 | ALT01 | Boyles, Donald | PC 611-1 | ALT04 |
| Bowman, John K | PC 602-1 | ALT04 | Boyles, Rhonda | PC 236-1 | ALT01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Boyles, Rhonda | PC 236-2 | ENV03 | Brakel, Aaron | PC 1116-2 | ENV02 |
| Boyles, Rhonda | PC 236-2 | SEC16 | Brakel, Aaron | PC 1116-3 | AVA01 |
| Boyles, Rhonda | PC 236-2 | SEC18 | Brakel, Aaron | PC 1116-4 | SEC04 |
| Boyles, Rhonda | PC 236-3 | VIS02 | Brakel, Aaron | PC 1116-5 | SEC44 |
| Boyles, Rhonda | PC 236-4 | SEC18 | Brakel, Aaron | PC 1116-6 | SEC17 |
| Bradford, Steven | PC 172-1 | UNC01 | Brakel, Judy | PC 1320-1 | ALT02 |
| Bradford, Steven | PC 172-2 | LND01 | Brakel, Judy | PC 1320-2 | UNC01 |
| Bradford, Steven | PC 172-2 | SEC16 | Brakel, Judy | PC 1320-3 | AVA02 |
| Bradford, Steven | PC 172-2 | SEC23 | Brakel, Judy | PC 1320-3 | AVA06 |
| Bradford, Steven | PC 172-3 | SEC18 | Brakel, Judy | PC 1320-4 | PAN03 |
| Bradford, Steven | PC 172-4 | ALT04 | Brakel, Judy | PC 1320-4 | TRN03 |
| Bradford, Steven | PC 172-5 | VIS01 | Brakel, Judy | PC 1320-5 | WLD01 |
| Bradley, D | PC 399-1 | ALT01 | Branson, Dominic L | PC 237-1 | ALT04 |
| Bradley, D | PC 399-2 | SEC03 | Bras, Ronald W. | PC 1014-1 | ALT04 |
| Brady, Jeff | PCH 216-1 | PUB02 | Bras, Ronald W. | PC 1014-2 | SEC12 |
| Brady, Jeff | PCH 216-2 | LND03 | Bras, Ronald W. | PC 1014-2 | TRN10 |
| Brady, Jeff | PCH 216-2 | PUB08 | Braun, Rebecca | PC 709-1 | ALT03 |
| Brady, Jeff | PCH 216-3 | S4F01 | Braun, Rebecca | PC 709-1 | ALT09 |
| Brady, Jeff | PCH 216-3 | S4F03 | Braun, Rebecca | PC 709-1 | ALT11 |
| Brady, Jeff | PCH 216-4 | VIS03 | Braun, Rebecca | PC 709-2 | TRN03 |
| Brady, Jeff | PCH 216-4 | SEC22 | Braun, Rebecca | PC 709-2 | TRN11 |
| Brady, Jeff | PCH 216-5 | SEC26 | Braun, Rebecca | PC 709-3 | UNC01 |
| Brady, William J. | PC 1104-1 | UNC01 | Braun, Rebecca | PC 709-4 | LND02 |
| Brady, William J. | PC 1104-2 | UNC01 | Braun, Rebecca | PC 709-4 | EFH01 |
| Brady, William J. | PC 1104-3 | SEC19 | Braun, Rebecca | PC 709-4 | WLD01 |
| Brady, William J. | PC 1104-4 | TRN33 | Braun, Rebecca | PC 709-5 | AVA02 |
| Brady, William J. | PC 1104-5 | SEC19 | Braun, Rebecca | PC 709-5 | AVA03 |
| Brady, William J. | PC 1104-6 | TRN11 | Braun, Rebecca | PC 709-5 | TRN11 |
| Brady, William J. | PC 1104-7 | SEC19 | Braun, Rebecca | PC 709-6 | ENV01 |
| Brady, William J. | PC 1104-8 | ALT09 | Braun, Rebecca | PC 709-7 | SEC04 |
| Brady, William J. | PC 1104-8 | SEC19 | Braun, Rebecca | PC 709-8 | SEC36 |
| Brakel, Aaron | PCH 55-1 | ALT02 | Brenner, Terry | PCH 84-1 | ALT04 |
| Brakel, Aaron | PCH 55-2 | WLD12 | Brenner, Terry | PCH 84-2 | SEC12 |
| Brakel, Aaron | PC 1116-1 | ALT03 | Brenner, Terry | PCH 84-3 | TRN10 |
| Brakel, Aaron | PC 1116-1 | ALT09 | Brice, Tom | PC 78-1 | ALT04 |
| Brakel, Aaron | PC 1116-1 | ALT11 | Brice, Tom | PC 78-2 | SEC46 |
| Brakel, Aaron | PC 1116-2 | ENV01 | Brice, Tom | PC 164-1 | TRN10 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Brice, Tom | PC 164-2 | ALT04 | Brouillette, Della | PC 378-1 | ALT13 |
| Brister, Bob | PC 442-1 | SEC17 | Brouillette, Della | PC 378-1 | TRN23 |
| Brister, Bob | PC 442-2 | ALT03 | Brouwer, Jonathan | PC 1276-1 | ALT03 |
| Brister, Bob | PC 442-3 | ENV02 | Brouwer, Jonathan | PC 1276-2 | FSH01 |
| Brister, Bob | PC 442-4 | AVA01 | Brouwer, Jonathan | PC 1276-3 | ENV01 |
| Brister, Bob | PC 442-4 | GEO01 | Brouwer, Jonathan | PC 1276-4 | SEC19 |
| Brooks, Arlene | PC 641-1 | ALT02 | Brouwer, Jonathan | PC 1276-5 | EAG02 |
| Brooks, Arlene | PC 641-1 | VIS01 | Brouwer, Jonathan | PC 1276-5 | WAT01 |
| Brooks, Chris | PCH 164-1 | ALT13 | Brouwer, Jonathan | PC 1276-5 | TNE02 |
| Brooks, Chris | PCH 164-2 | AVA02 | Brouwer, Jonathan | PC 1276-5 | WLD03 |
| Brooks, Chris | PCH 164-2 | SEC01 | Brouwer, Jonathan | PC 1276-5 | WLD12 |
| Brooks, Chris | PCH 164-3 | SEC43 | Brouwer, Jonathan | PC 1276-6 | SEC01 |
| Brooks, Chris | PCH 164-4 | SEC19 | Brouwer, Jonathan | PC 1276-6 | UNC01 |
| Brooks, Chris | PCH 164-5 | VIS01 | Brouwer, Jonathan | PC 1276-7 | SEC01 |
| Brooks, Chris | PCH 164-6 | SEC44 | Brown, Benjamin | PCH 127-1 | PUB01 |
| Brooks, Chris | PCH 164-7 | SEC44 | Brown, Benjamin | PCH 127-2 | ALT04 |
| Brooks, Sarah | PC 163-1 | SEC17 | Brown, Benjamin | PCH 127-3 | AVA01 |
| Brooks, Sarah | PC 163-1 | SEC22 | Brown, Benjamin | PCH 127-3 | AVA02 |
| Brooks, Sarah | PC 163-2 | ALT03 | Brown, Benjamin | PCH 127-3 | LND01 |
| Brooks, Sarah | PC 163-3 | SEC44 | Brown, Benjamin | PCH 127-4 | SEC03 |
| Brooks, Sarah | PC 163-4 | SEC17 | Brown, Benjamin | PCH 127-5 | AVA02 |
| Brooks, Steve | PCH 183-1 | TRN07 | Brown, Benjamin | PCH 127-6 | TRN27 |
| Brooks, Steve | PCH 183-1 | SEC44 | Brown, Benjamin | PCH 127-7 | ALT04 |
| Brooks, Steve | PCH 183-2 | SEC06 | Brown, Emma | PCH 18-1 | UNC01 |
| Brooks, Steve | PCH 183-3 | ALT13 | Brown, Emma | PCH 18-2 | SEC01 |
| Brosan, Edmund | PC 567-1 | ALT04 | Brown, Emma | PCH 18-3 | ENV02 |
| Brosan, Edmund | PC 567-2 | TRN02 | Brown, Emma | PCH 18-3 | WLD11 |
| Brosan, Edmund | PC 567-2 | TRN10 | Brown, Emma | PCH 18-4 | SEC17 |
| Brosan, Edmund | PC 567-3 | SEC12 | Brown, Emma | PCH 18-5 | SEC22 |
| Brosnan, Cathernine | PC 568-1 | ALT04 | Brown, Emma | PCH 18-6 | TRN21 |
| Brosnan, Cathernine | PC 568-2 | TRN10 | Brown, Emma | PCH 18-7 | SEC19 |
| Brosnan, Cathernine | PC 568-3 | SEC12 | Brown, Emma | PCH 18-8 | SEC43 |
| Brosnan, Cathernine | PC 568-3 | SEC18 | Brown, Emma | PCH 18-9 | SEC01 |
| Brouillette, Albert W. | PC 917-1 | ALT04 | Brown, Emma | PCH 18-10 | SEC01 |
| Brouillette, Albert W. | PC 917-2 | SEC12 | Brown, Emma | PCH 18-10 | WLD01 |
| Brouillette, Albert W. | PC 917-2 | TRN07 | Brown, Emma | PCH 18-10 | SEC22 |
| Brouillette, Della | PC 346-1 | ALT08 | Brown, Emma | PCH 18-11 | TRN11 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Brown, Emma | PCH 18-12 | SEC46 | Brown, Patricia | PCH 176-6 | TRN23 |
| Brown, Emma | PCH 18-13 | ALT13 | Brown, Patricia | PCH 176-6 | SEC41 |
| Brown, Emma | PCH 18-13 | SEC01 | Brown, Patricia | PCH 176-7 | TRN03 |
| Brown, Emma | PCH 18-13 | TRN08 | Brown, Patricia | PCH 176-7 | TRN11 |
| Brown, Emma | PC 1308-1 | ALT03 | Brown, Patricia | PCH 176-7 | SEC19 |
| Brown, Emma | PC 1308-2 | PAN03 | Brown, Patricia | PCH 176-8 | SEC19 |
| Brown, Emma | PC 1308-2 | SEC44 | Brown, Patricia | PCH 176-9 | TRN03 |
| Brown, Emma | PC 1308-3 | EAG02 | Brown, Patricia | PCH 176-9 | SEC19 |
| Brown, Emma | PC 1308-3 | ENV02 | Brown, Patricia | PCH 176-10 | SEC19 |
| Brown, Emma | PC 1308-3 | EFH01 | Brown, Patricia | PCH 176-11 | SEC01 |
| Brown, Emma | PC 1308-3 | WLD01 | Brown, Patricia | PCH 176-12 | ALT13 |
| Brown, Emma | PC 1308-3 | WLD02 | Brown, Patricia | PCH 176-12 | AVA01 |
| Brown, Emma | PC 1308-4 | SEC17 | Brown, Patricia | PCH 176-12 | WET01 |
| Brown, Emma | PC 1308-5 | SEC20 | Brown, Robert | PC 182-1 | ALT04 |
| Brown, Emma | PC 1308-5 | SEC22 | Brown, Robert | PC 182-1 | ALT07 |
| Brown, Emma | PC 1308-5 | SEC38 | Brown, Robert | PC 182-2 | SEC12 |
| Brown, Emma | PC 1308-6 | UNC01 | Brown, Robert | PC 182-3 | TRN10 |
| Brown, Emma | PC 1308-7 | SEC19 | Brown, Robert | PC 182-4 | TRN10 |
| Brown, Emma | PC 1308-7 | UNC01 | Brown, Robert | PC 182-5 | ENV03 |
| Brown, Emma | PC 1308-8 | ALT03 | Brown, Robert | PC 182-6 | TRN07 |
| Brown, Emma | PC 1308-8 | UNC01 | Brown, William E | PC 772-1 | ALT02 |
| Brown, John Samuel | PC 514-1 | ALT04 | Brown, William E | PC 772-2 | AVA02 |
| Brown, John Samuel | PC 514-2 | SEC12 | Brown, William E | PC 772-2 | SEC01 |
| Brown, John Samuel | PC 514-2 | TRN10 | Brown, William E | PC 772-3 | ENV02 |
| Brown, Karen | PC 182-1 | ALT04 | Brown, William E | PC 772-3 | LND04 |
| Brown, Karen | PC 182-1 | ALT07 | Brown, William E | PC 772-3 | EFH01 |
| Brown, Karen | PC 182-2 | SEC12 | Brown, William E | PC 772-3 | WLD01 |
| Brown, Karen | PC 182-3 | TRN10 | Brown, William E | PC 772-4 | VIS01 |
| Brown, Karen | PC 182-4 | TRN10 | Brown, William E | PC 772-5 | ALT03 |
| Brown, Karen | PC 182-5 | ENV03 | Brown, William E | PC 772-5 | ALT13 |
| Brown, Karen | PC 182-6 | TRN07 | Brown, William E | PC 772-6 | ALT13 |
| Brown, Patricia | PCH 176-1 | WET01 | Brown, William E | PC 772-7 | VIS01 |
| Brown, Patricia | PCH 176-2 | WLD02 | Browne, Benjamin | PC 813-1 | LND01 |
| Brown, Patricia | PCH 176-3 | SEC45 | Browne, Benjamin | PC 813-1 | SEC12 |
| Brown, Patricia | PCH 176-4 | AVA01 | Browne, Benjamin | PC 813-1 | TRN10 |
| Brown, Patricia | PCH 176-4 | AVA03 | Browne, Benjamin | PC 813-2 | SEC18 |
| Brown, Patricia | PCH 176-5 | SEC19 | Browne, Benjamin | PC 813-3 | ALT07 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Browne, Benjamin | PC 813-3 | SEC03 | Buethe, Jerry | PC 612-3 | SEC03 |
| Browne, Benjamin | PC 813-4 | TRN10 | Buethe, Jerry | PC 612-4 | SEC12 |
| Bruce, David | PC 453-1 | ALT04 | Buethe, Jerry | PC 612-4 | TRN07 |
| Bruce, David | PC 453-2 | UNC01 | Buethe, Jerry | PC 612-4 | TRN15 |
| Bruce, David | PC 453-3 | TRN10 | Buethe, Jerry | PC 612-5 | TRN10 |
| Bruce, David | PC 453-4 | EVJ01 | Buholm, Aksel | PC 829-1 | ALT04 |
| Bruce, David | PC 453-4 | SEC12 | Buholm, Aksel | PC 829-2 | SEC12 |
| Bruce, David | PC 453-5 | LND01 | Buholm, Aksel | PC 829-2 | TRN10 |
| Bruce, David | PC 453-6 | SEC12 | Bulard, Armeda A | PC 776-1 | PAN06 |
| Bruce, David | PC 453-7 | SEC18 | Burford, Donald | PCH 107-1 | TRN26 |
| Bruce, David | PC 453-8 | AVA02 | Burford, Donald | PCH 107-2 | ENV03 |
| Bruce, David | PC 453-9 | VIS02 | Burford, Donald | PCH 107-3 | SEC03 |
| Bruce, David | PC 453-10 | SEC03 | Burford, Donald | PCH 107-3 | TRN07 |
| Bruce, David | PC 453-10 | TRN07 | Burford, Donald | PCH 107-4 | ALT04 |
| Bruce, David | PC 453-11 | SEC18 | Burggraf, Roger | PCH 129-1 | UNC01 |
| Bruce, David | PC 453-12 | ALT20 | Burggraf, Roger | PCH 129-2 | TRN02 |
| Bruckman, Bruck | PC 401-1 | ALT02 | Burggraf, Roger | PCH 129-3 | SEC12 |
| Bruckman, Bruck | PC 401-2 | AVA01 | Burggraf, Roger | PCH 129-4 | TRN02 |
| Bruckman, Bruck | PC 401-3 | FSH01 | Burggraf, Roger | PCH 129-5 | ALT04 |
| Bruckman, Bruck | PC 401-4 | WLD01 | Burggraf, Roger | PCH 129-6 | TRN02 |
| Bruckman, Bruck | PC 401-5 | WET01 | Burggraf, Roger | PCH 129-7 | ENV03 |
| Bruckman, Bruck | PC 401-6 | SEC01 | Burggraf, Roger | PCH 129-8 | PAN06 |
| Bruckman, Bruck | PC 401-7 | UNC01 | Burke, Channing | PC 1035-1 | ALT01 |
| Buberge, Michelle | PC 667-1 | TRN02 | Burke, Channing | PC 1035-2 | ALT04 |
| Buberge, Michelle | PC 667-2 | SEC12 | Burke, Channing | PC 1035-3 | SEC12 |
| Buberge, Michelle | PC 667-2 | TRN07 | Burke, Channing | PC 1035-4 | SEC48 |
| Buberge, Michelle | PC 667-3 | ALT04 | Burkhouse, Erika | PC 954-1 | SEC12 |
| Buberge, Michelle | PC 667-3 | TRN02 | Burkhouse, Erika | PC 954-2 | SEC12 |
| Buberge, Michelle | PC 667-3 | PAN06 | Burkhouse, Erika | PC 954-2 | TRN07 |
| Buchsbaum, Daniel | PC 54-1 | ALT04 | Burkhouse, Erika | PC 954-3 | SEC18 |
| Buck, Marsha K | PC 698-1 | ALT09 | Burns, Mallory | PCH 88-1 | ALT04 |
| Buck, Marsha K | PC 698-1 | ENV01 | Burns, Mallory | PCH 88-2 | TRN02 |
| Buck, Marsha K | PC 698-1 | WLD01 | Burns, Mallory | PCH 88-3 | TRN02 |
| Buck, Marsha K | PC 698-2 | SEC19 | Burrell, Steven D. | PC 630-1 | ALT04 |
| Buethe, Jerry | PC 612-1 | ALT04 | Burrell, Steven D. | PC 630-2 | TRN10 |
| Buethe, Jerry | PC 612-2 | LND04 | Burrell, Steven D. | PC 630-3 | TRN10 |
| Buethe, Jerry | PC 612-2 | TRN27 | Burrell, Steven D. | PC 630-3 | PAN06 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Burrell, Steven D. | PC 630-4 | SEC12 |
| Burrell, Warren D | PC 684-1 | ALT01 |
| Burrell, Warren D | PC 684-1 | SEC12 |
| Burrell, Warren D | PC 684-1 | TRN10 |
| Burrell, Warren D | PC 684-2 | SEC03 |
| Bush, Mark A. | PC 972-1 | ALT04 |
| Buzard, Thom | PCH 126-1 | UNC01 |
| Buzard, Thom | PCH 126-2 | ALT01 |
| Buzard, Thom | PCH 126-3 | TNE05 |
| Buzard, Thom | PCH 126-4 | VIS02 |
| Buzard, Thom | PCH 126-4 | WLD13 |
| Buzard, Thom | PCH 126-5 | LND01 |
| Buzard, Thom | PCH 126-6 | AIR02 |
| Buzard, Thom | PCH 126-6 | ERG01 |
| Buzard, Thom | PCH 126-7 | SEC16 |
| Buzard, Thom | PCH 126-8 | UNC01 |
| Buzard, Thomas | PC 276-1 | ALT04 |
| Buzard, Thomas | PC 276-2 | TRN02 |
| Buzard, Thomas | PC 276-3 | TRN10 |
| Buzard, Thomas | PC 276-3 | TRN26 |
| Buzard, Thomas | PC 276-4 | TRN10 |
| Buzard, Thomas | PC 276-5 | ENV03 |
| Byford, Bill | PC 91-1 | ALT04 |
| Byford, Bill | PC 91-2 | SEC03 |
| Byford, Bill | PC 91-2 | TRN07 |
| Byford, Bill | PC 91-3 | SEC37 |
| Byford, Caroline | PC 80-1 | ALT04 |
| Byford, Caroline | PC 80-2 | SEC18 |
| Byford, Caroline | PC 80-2 | PAN06 |
| Byford, Caroline | PC 80-3 | SEC12 |

# C

| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Cadiente, Andres F. | PC 552-1 | ALT04 |
| Cadiente, Cheri | PC 551-1 | ALT04 |
| Cadiente, Cheri | PC 551-2 | SEC12 |
| Cadiente, Cheri | PC 551-2 | TRN10 |
| Cadiente, Cheri | PC 551-2 | SEC37 |
| Cadiente, Cheri | PC 551-3 | SEC03 |
| Cameron, Karl B | PC 626-1 | ALT04 |
| Cameron, Karl B | PC 626-2 | SEC03 |
| Cameron, Karl B | PC 626-2 | SEC12 |
| Cameron, Karl B | PC 626-2 | TRN10 |
| Cameron, Karl B | PC 626-2 | TRN18 |
| Campbell, Carrita | PC 16-1 | ALT01 |
| Campbell, Carrita | PC 16-2 | UNC01 |
| Campbell, Carrita | PC 16-3 | TRN07 |
| Campbell, Carrita | PC 16-4 | ALT01 |
| Campbell, Carrita | PC 16-5 | PAN06 |
| Campbell, Carrita | PC 16-6 | AVA04 |
| Campbell, Carrita | PC 16-7 | ALT18 |
| Campbell, Carrita | PC 16-8 | SEC03 |
| Campbell, Carrita | PC 16-8 | TRN10 |
| Campbell, Carrita | PC 16-9 | ENV03 |
| Campbell, Carrita | PC 16-10 | SEC03 |
| Campbell, Carrita | PC 16-11 | AVA06 |
| Campbell, Carrita | PC 16-12 | SEC18 |
| Campbell, Carrita | PC 16-13 | TRN07 |
| Campbell, George | PC 190-1 | ALT09 |
| Campbell, George | PC 190-1 | ALT10 |
| Campbell, George | PC 190-2 | UNC01 |
| Campbell, George | PC 190-3 | TRN12 |
| Campbell, George | PC 190-4 | AVA02 |
| Campbell, George | PC 190-5 | SEC19 |
| Campbell, George | PC 190-6 | AVA01 |
| Campbell, George | PC 190-7 | SEC24 |
| Campbell, George | PC 190-8 | SEC24 |
| Campbell, George | PC 190-9 | TRN11 |
| Campbell, George | PC 190-10 | AVA01 |
| Campbell, George | PC 190-10 | AVA02 |
| Campbell, George | PC 190-11 | SEC04 |
| Campbell, George | PC 190-12 | ALT17 |
| Campbell, George | PC 190-13 | ALT17 |
| Campbell, George | PC 190-14 | SEC01 |
| Campbell, George | PC 190-15 | SEC24 |

# C

| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Campbell, George | PC 190-16 | SEC04 | Capp, Karen | PC 44-3 | ENV01 |
| Campbell, George | PC 190-17 | SEC20 | Carey, Scott | PC 536-1 | TRN06 |
| Campbell, George | PC 190-17 | SEC22 | Carey, Scott | PC 536-1 | SEC19 |
| Campbell, George | PC 190-17 | TRN22 | Carey, Scott | PC 536-2 | AVA01 |
| Campbell, George | PC 190-18 | ALT20 | Carey, Scott | PC 536-2 | TRN11 |
| Campbell, Lynette | PC 142-1 | ALT09 | Carey, Scott | PC 536-3 | SEC01 |
| Campbell, Lynette | PC 142-2 | TRN11 | Carey, Scott | PC 536-4 | SEC32 |
| Campbell, Lynette | PC 142-2 | SEC24 | Carey, Scott | PC 536-5 | UNC01 |
| Campbell, Lynette | PC 142-3 | TRN11 | Carey, Scott | PC 536-6 | ALT13 |
| Campbell, Lynette | PC 142-4 | SEC15 | Carey-Starr, Ellen | PC 73-1 | ALT11 |
| Campbell, Lynette | PC 142-5 | SEC04 | Carey-Starr, Ellen | PC 73-2 | ALT13 |
| Campbell, Lynette | PC 142-5 | SEC24 | Carlisle, Eleanor | PC 35-1 | ALT04 |
| Campbell, Lynette | PC 142-6 | SEC20 | Carlson, Charles O. | PC 1261-1 | ALT04 |
| Campbell, Lynette | PC 142-7 | SEC22 | Carlson, Charles O. | PC 1261-2 | SEC18 |
| Campbell, Lynette | PC 142-8 | SEC19 | Carlson, Charles O. | PC 1261-3 | LND01 |
| Campbell, Lynette | PC 142-9 | SEC36 | Carlson, Charles O. | PC 1261-4 | ENV01 |
| Campbell-Boyer, Casey | PC 256-1 | ALT02 | Carlson, Gordon | PC 565-1 | ALT02 |
| Campbell-Boyer, Casey | PC 256-2 | SEC46 | Carlson, Gordon | PC 565-1 | SEC01 |
| Campbell-Boyer, Casey | PC 256-3 | ALT02 | Carlson, Gordon | PC 565-2 | PAN06 |
| Candow, Bev | PC 503-1 | UNC01 | Carlson, Gordon | PC 565-3 | UNC01 |
| Candow, Bev | PC 503-2 | ALT04 | Carlson, Gordon | PC 565-4 | TRN11 |
| Candow, Bev | PC 503-3 | SEC12 | Carnes, Delbert | PCH 94-1 | PUB02 |
| Candow, Bev | PC 503-3 | TRN10 | Carnes, Delbert | PCH 94-1 | UNC01 |
| Candow, Bob | PC 502-1 | UNC01 | Carnes, Delbert | PCH 94-2 | ALT02 |
| Candow, Bob | PC 502-2 | ALT04 | Carnes, Delbert | PCH 94-2 | VIS01 |
| Candow, Bob | PC 502-3 | SEC12 | Carnes, Delbert | PCH 94-2 | SEC19 |
| Candow, Bob | PC 502-4 | SEC18 | Carnes, Delbert | PCH 94-3 | AVA01 |
| Candow, Bob | PC 502-5 | TRN02 | Carnes, Delbert | PCH 94-3 | AVA02 |
| Candow, Bob | PC 502-6 | SEC12 | Carnes, Delbert | PCH 94-3 | TRN11 |
| Candow, Bob | PC 502-6 | TRN07 | Carnes, Delbert | PCH 94-4 | AVA02 |
| Candow, Bob | PC 502-7 | LND01 | Carnes, Delbert | PCH 94-4 | TRN03 |
| Capers, Trey | PC 59-1 | ALT01 | Carnes, Delbert | PCH 94-4 | TRN25 |
| Capers, Trey | PC 59-1 | SEC18 | Carnes, Delbert | PCH 94-5 | ALT20 |
| Capp, Karen | PC 44-1 | ALT03 | Carnes, Delbert | PCH 94-6 | TRN23 |
| Capp, Karen | PC 44-1 | ALT09 | Carnes, Delbert | PCH 94-7 | TRN09 |
| Capp, Karen | PC 44-1 | ALT11 | Carroll, Linda M | PC 1054-1 | UNC01 |
| Capp, Karen | PC 44-2 | PAN01 | Carroll, Linda M | PC 1054-2 | ALT04 |

# C

| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Carroll, Linda M | PC 1054-3 | PAN02 | Carter, Nancy H. | PC 1325-4 | EFH01 |
| Carroll, Linda M | PC 1054-4 | SEC26 | Carter, Nancy H. | PC 1325-4 | WLD01 |
| Carroll, Linda M | PC 1054-5 | SEC27 | Carter, Nancy H. | PC 1325-4 | SEC17 |
| Carroll, Linda M | PC 1054-6 | SEC03 | Carter, Nancy H. | PC 1325-5 | AVA02 |
| Carroll, Linda M | PC 1054-6 | SEC12 | Carter, Nancy H. | PC 1325-5 | SEC01 |
| Carroll, Linda M | PC 1054-6 | TRN02 | Carter, Nancy H. | PC 1325-5 | TRN11 |
| Carroll, Linda M | PC 1054-6 | TRN10 | Carter, Nancy H. | PC 1325-6 | SEC04 |
| Carson, Lon | PC 923-1 | ALT04 | Carter, Nancy H. | PC 1325-7 | UNC01 |
| Carson, Lon | PC 923-2 | SEC12 | Carter, Ryan | PC 10-1 | ALT04 |
| Carson, Nicole | PC 1027-1 | ALT01 | Carter, Ryan | PC 10-2 | SEC12 |
| Carson, Nicole | PC 1027-2 | SEC12 | Carter, Ryan | PC 10-3 | TRN02 |
| Carson, Nicole | PC 1027-3 | TRN02 | Carter, Sarah | PC 1243-1 | AVA01 |
| Carson, Nicole | PC 1027-4 | ALT04 | Carter, Sarah | PC 1243-2 | AVA03 |
| Carson, Nicole | PC 1027-5 | TRN10 | Carter, Sarah | PC 1243-2 | AVA06 |
| Carson, Nicole | PC 1027-6 | TRN07 | Cashen, Cindy L | PC 1297-1 | ALT04 |
| Carson, Nicole | PC 1027-7 | SEC18 | Cashen, Cindy L | PC 1297-2 | SEC12 |
| Carson, Nicole | PC 1027-8 | SEC03 | Cashen, Cindy L | PC 1297-3 | SEC12 |
| Carson, Sue | PC 1026-1 | ALT04 | Cashen, Cindy L | PC 1297-3 | TRN10 |
| Carson, Sue | PC 1026-2 | SEC12 | Cashen, Cindy L | PC 1297-4 | SEC03 |
| Carson, Sue | PC 1026-3 | TRN06 | Cashen, Cindy L | PC 1297-4 | TRN07 |
| Carson, Sue | PC 1026-3 | TRN07 | Cashen, Cindy L | PC 1297-5 | SEC03 |
| Carson, Sue | PC 1026-4 | SEC18 | Cashen, Cindy L | PC 1297-5 | TRN07 |
| Carson, Sue | PC 1026-5 | TRN02 | Cashen, Cindy L | PC 1297-6 | SEC02 |
| Carson, Sue | PC 1026-6 | LND04 | Cashen, Cindy L | PC 1297-6 | TRN07 |
| Carson, Sue | PC 1026-7 | SEC40 | Cashen, Cindy L | PC 1297-7 | SEC03 |
| Carter, McLaren C. | PC 328-1 | SEC12 | Cassidy, Lisa | PCH 193-1 | ALT11 |
| Carter, McLaren C. | PC 328-1 | TRN10 | Cassidy, Lisa | PCH 193-2 | TRN08 |
| Carter, McLaren C. | PC 328-2 | ALT04 | Cassidy, Lisa | PCH 193-3 | VIS01 |
| Carter, McLaren C. | PC 328-3 | TRN02 | Cassidy, Lisa | PCH 193-3 | SEC19 |
| Carter, McLaren C. | PC 328-4 | PAN06 | Cassidy, Lisa | PCH 193-4 | AVA01 |
| Carter, McLaren C. | PC 328-5 | TRN31 | Cassidy, Lisa | PCH 193-4 | SEC01 |
| Carter, McLaren C. | PC 328-6 | TRN02 | Cassidy, Lisa | PCH 193-5 | ENV01 |
| Carter, Nancy H. | PC 1325-1 | ALT03 | Cassidy, Lisa | PCH 193-6 | VIS01 |
| Carter, Nancy H. | PC 1325-1 | ALT09 | Cassidy, Lisa | PCH 193-6 | SEC19 |
| Carter, Nancy H. | PC 1325-1 | ALT11 | Catsi, Michael | PC 618-1 | S4F01 |
| Carter, Nancy H. | PC 1325-2 | PAN03 | Catsi, Michael | PC 618-2 | S4F01 |
| Carter, Nancy H. | PC 1325-3 | UNC01 | Catsi, Michael | PC 618-2 | S4F02 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Catsi, Michael | PC 618-3 | S4F01 | Chapell, Sara | PC 371-2 | AVA01 |
| Catsi, Michael | PC 618-3 | S4F02 | Chapell, Sara | PC 371-2 | AVA02 |
| Catsi, Michael | PC 618-4 | S4F02 | Chapell, Sara | PC 371-2 | AVA03 |
| Catsi, Michael | PC 618-5 | LND03 | Chapell, Sara | PC 371-2 | TRN11 |
| Catsi, Michael | PC 618-5 | S4F01 | Chapell, Sara | PC 371-2 | TRN21 |
| Catsi, Michael | PC 618-6 | S4F02 | Chapell, Sara | PC 371-3 | SEC01 |
| Catsi, Michael | PC 618-7 | S4F04 | Chapell, Sara | PC 371-4 | UNC01 |
| Catsi, Michael | PC 618-8 | AVA02 | Chapell, Sara | PC 1142-1 | ALT13 |
| Catsi, Michael | PC 618-8 | S4F04 | Chapell, Sara | PC 1142-2 | SEC19 |
| Catsi, Michael | PC 618-9 | S4F02 | Chapell, Sara | PC 1142-3 | SEC24 |
| Catsi, Michael | PC 618-10 | S4F02 | Chapell, Sara | PC 1142-4 | TRN04 |
| Catsi, Michael | PC 618-11 | UNC01 | Chapell, Sara | PC 1142-5 | AVA03 |
| Catsi, Michael | PC 618-12 | LND01 | Chapell, Sara | PC 1142-6 | AVA02 |
| Catsi, Michael | PC 618-12 | S4F01 | Chapell, Sara | PC 1142-6 | TRN11 |
| Catsi, Michael | PC 618-13 | PUB02 | Chapell, Sara | PC 1142-7 | AVA02 |
| Chamberlain, Frank | PC 1010-1 | ALT04 | Chapell, Sara | PC 1142-7 | AVA03 |
| Chamberlain, Frank | PC 1010-2 | LND04 | Chapell, Sara | PC 1142-8 | ALT13 |
| Chamberlin, Kurt | PC 929-1 | ALT04 | Chapell, Sara | PC 1142-8 | SEC01 |
| Chamberlin, Kurt | PC 929-2 | SEC12 | Chapin, Pam | PC 269-1 | ALT04 |
| Chamberlin, Kurt | PC 929-3 | TRN15 | Chapin, Pam | PC 269-2 | SEC12 |
| Chamberlin, Kurt | PC 929-4 | LND01 | Chapin, Pam | PC 269-3 | TRN10 |
| Chamberlin, Kurt | PC 929-4 | TRN10 | Chapin, Pam | PC 269-4 | SEC28 |
| Champol, Matthew | PC 621-1 | ALT13 | Charlton, Mark P | PC 733-1 | ALT04 |
| Champol, Matthew | PC 621-2 | ENV01 | Charlton, Mark P | PC 733-2 | TRN10 |
| Champol, Matthew | PC 621-2 | SEC01 | Charlton, Mark P | PC 733-3 | SEC12 |
| Champol, Matthew | PC 621-2 | VIS01 | Charlton, Mark P | PC 733-4 | SEC12 |
| Champol, Matthew | PC 621-2 | WLD01 | Charlton, Mark P | PC 733-4 | TRN10 |
| Chapell, Richard | PC 370-1 | VIS01 | Charlton, Mark P | PC 733-5 | SEC03 |
| Chapell, Richard | PC 370-2 | SEC19 | Charlton, Mark P | PC 733-5 | SEC28 |
| Chapell, Richard | PC 370-3 | ALT11 | Chen, Shawn | PC 476-1 | SEC18 |
| Chapell, Richard | PC 370-4 | AVA02 | Chen, Shawn | PC 476-2 | TRN02 |
| Chapell, Richard | PC 370-5 | SEC22 | Chen, Shawn | PC 476-3 | ALT01 |
| Chapell, Richard | PC 370-6 | SEC44 | Chen, Shawn | PC 476-3 | TRN07 |
| Chapell, Richard | PC 370-7 | ALT11 | Chen, Shawn | PC 786-1 | ALT01 |
| Chapell, Richard | PC 370-7 | TRN08 | Chen, Shawn | PC 786-2 | SEC03 |
| Chapell, Sara | PC 371-1 | ALT02 | Chen, Shawn | PC 786-2 | SEC12 |
| Chapell, Sara | PC 371-1 | SEC20 | Chen, Shawn | PC 786-2 | TRN07 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Chen, Shawn | PC 786-3 | TRN07 | Clark, Philip | PC 1053-4 | SEC17 |
| Chen, Shawn | PC 786-4 | SEC03 | Clarke, Ronald G. | PC 1147-1 | ALT03 |
| Chen, Shawn | PC 786-5 | ENV03 | Clarke, Ronald G. | PC 1147-1 | ALT09 |
| Chen, Shawn | PC 786-5 | WLD13 | Clarke, Ronald G. | PC 1147-1 | ALT11 |
| Chen, Shawn | PC 786-6 | TRN27 | Clayton-Lewis, Elizabeth | PC 1-1 | PAN06 |
| Chen, Shawn | PC 786-7 | SEC16 | Cleveland, Alan D. | PC 719-1 | ALT02 |
| Chen, Shawn | PC 786-8 | TRN02 | Cleveland, Alan D. | PC 719-2 | SEC01 |
| Cherven, John B. | PC 859-1 | ALT04 | Cleveland, Alan D. | PC 719-3 | SEC17 |
| Cherven, John B. | PC 859-2 | TRN10 | Cline, Beth | PCH 196-1 | ALT13 |
| Cherven, John B. | PC 859-3 | SEC03 | Cline, Beth | PCH 196-2 | LND02 |
| Cherven, John B. | PC 859-3 | TRN07 | Cline, Beth | PCH 196-3 | SEC19 |
| Cherven, John B. | PC 859-4 | SEC43 | Cline, Beth | PCH 196-4 | SEC20 |
| Childs, Tim | PC 724-1 | ALT04 | Cline, Beth | PC 1129-1 | ALT13 |
| Childs, Tim | PC 724-2 | TRN10 | Cline, Beth | PC 1129-2 | LND02 |
| Childs, Tim | PC 724-3 | PAN06 | Cline, Beth | PC 1129-2 | SEC19 |
| Chitty, Dick | PC 43-1 | ALT04 | Cline, Beth | PC 1129-3 | SEC19 |
| Christofferson, Gary | PC 404-1 | ALT01 | Cline, Beth | PC 1129-3 | SEC20 |
| Christofferson, Gary | PC 404-2 | SEC12 | Cline, Beth | PC 1129-3 | SEC22 |
| Christy, Will | PC 840-1 | ALT04 | Cline, Beth | PC 1129-4 | LND02 |
| Christy, Will | PC 840-1 | TRN10 | Cline, Beth | PC 1129-4 | CUL07 |
| Christy, Will | PC 840-2 | SEC12 | Cline, Beth | PC 1129-5 | SEC19 |
| Christy, Will | PC 840-3 | TRN07 | Close, Lee | PC 466-1 | ALT11 |
| Churchill, Bryan G. | PC 1015-1 | ALT04 | Clyde, Tori | PCH 226-1 | ALT13 |
| Churchill, Bryan G. | PC 1015-2 | TRN18 | Clyde, Tori | PCH 226-2 | TRN04 |
| Churchill, Bryan G. | PC 1015-3 | TRN10 | Clyde, Tori | PCH 226-2 | TRN11 |
| Cissner, Jason | PC 882-1 | ALT04 | Clyde, Tori | PCH 226-3 | LND02 |
| Cissner, Jason | PC 882-2 | SEC12 | Clyde, Tori | PCH 226-3 | TRN04 |
| Cissner, Jason | PC 882-2 | SEC18 | Clyde, Tori | PCH 226-4 | SEC24 |
| Cissner, Jason | PC 882-3 | LND01 | Clyde, Tori | PCH 226-5 | ALT13 |
| Clark, Jan | PC 48-1 | ALT02 | Clyde, Tori | PCH 226-5 | LND02 |
| Clark, Judith | PC 605-1 | SEC12 | Coghill, Katharine T | PC 696-1 | ALT02 |
| Clark, Judith | PC 605-2 | TRN02 | Coghill, Katharine T | PC 696-2 | SEC44 |
| Clark, Judith | PC 605-3 | SEC40 | Coghill, Katharine T | PC 696-3 | SEC19 |
| Clark, Judith | PC 605-4 | SEC18 | Coghill, Katharine T | PC 696-4 | SEC19 |
| Clark, Philip | PC 1053-1 | ALT13 | Coghill, Katharine T | PC 696-5 | AVA02 |
| Clark, Philip | PC 1053-2 | TRN04 | Coghill, Katharine T | PC 696-6 | SEC22 |
| Clark, Philip | PC 1053-3 | UNC01 | Coghill, Katharine T | PC 696-7 | SEC22 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Coghill, Katharine T | PC 696-8 | SEC01 | Cohen, Rosalia | PC 491-1 | ALT13 |
| Coghill, Katharine T | PC 696-9 | SEC20 | Cohen, Rosalia | PC 491-1 | SEC17 |
| Coghill, Katharine T | PC 696-9 | SEC24 | Cohen, Stuart | PC 107-1 | UNC01 |
| Coghill, Katharine T | PC 696-10 | SEC32 | Cohen, Stuart | PC 107-2 | ALT03 |
| Coghill, Katharine T | PC 696-11 | WLD01 | Cohen, Stuart | PC 107-3 | SEC17 |
| Coghill, Katharine T | PC 696-12 | UNC01 | Cohen, Stuart | PC 107-4 | ALT09 |
| Cohen, Gershon | PC 654-1 | ALT03 | Cohen, Stuart | PC 107-4 | ALT11 |
| Cohen, Gershon | PC 654-1 | ALT09 | Cohen, Stuart | PC 107-5 | SEC04 |
| Cohen, Gershon | PC 654-1 | ALT11 | Cohen, Stuart | PC 107-6 | TRN04 |
| Cohen, Gershon | PC 654-2 | SEC01 | Cohen, Stuart | PC 107-7 | ENV01 |
| Cohen, Gershon | PC 654-2 | SEC45 | Cohen, Stuart | PC 107-8 | SEC27 |
| Cohen, Gershon | PC 654-3 | SEC01 | Cohen, Stuart | PC 107-9 | AVA02 |
| Cohen, Gershon | PC 654-3 | SEC02 | Cohen, Stuart | PC 107-10 | UNC01 |
| Cohen, Gershon | PC 654-4 | AVA02 | Cohen, Stuart | PCH 116-1 | ALT03 |
| Cohen, Gershon | PC 654-5 | AVA03 | Cohen, Stuart | PCH 116-2 | SEC09 |
| Cohen, Gershon | PC 654-5 | SEC15 | Cohen, Stuart | PCH 116-3 | ENV01 |
| Cohen, Gershon | PC 654-5 | TRN03 | Cohen, Stuart | PCH 116-3 | SEC04 |
| Cohen, Gershon | PC 654-5 | TRN11 | Cohen, Stuart | PCH 116-4 | SEC19 |
| Cohen, Gershon | PC 654-6 | SEC20 | Cohen, Stuart | PCH 116-4 | SEC22 |
| Cohen, Gershon | PC 654-7 | VIS01 | Cohen, Stuart | PCH 116-5 | SEC01 |
| Cohen, Gershon | PC 654-7 | SEC17 | Cohen, Stuart | PCH 116-5 | TRN11 |
| Cohen, Gershon | PC 654-7 | SEC19 | Cohen, Suzanne | PC 115-1 | SEC17 |
| Cohen, Gershon | PC 654-8 | EFH01 | Cohen, Suzanne | PC 115-2 | ENV02 |
| Cohen, Gershon | PC 654-8 | TNE02 | Cohen, Suzanne | PC 115-3 | ALT02 |
| Cohen, Gershon | PC 654-9 | LND05 | Cohen, Suzanne | PC 115-4 | UNC01 |
| Cohen, Gershon | PC 654-9 | SEC20 | Cohen, Suzanne | PC 115-5 | ALT03 |
| Cohen, Gershon | PC 654-9 | UNC01 | Cohen, Suzanne | PC 115-6 | ALT13 |
| Cohen, Gershon | PC 654-10 | UNC01 | Collins, Chuck | PCH 11-1 | ALT01 |
| Cohen, Kerry | PC 348-1 | ALT13 | Collins, Chuck | PCH 11-2 | SEC18 |
| Cohen, Kerry | PC 536-1 | TRN06 | Collins, Chuck | PCH 11-3 | SEC12 |
| Cohen, Kerry | PC 536-1 | SEC19 | Collins, Chuck | PCH 11-4 | TRN02 |
| Cohen, Kerry | PC 536-2 | AVA01 | Conitz, Jan | PC 1247-1 | ALT03 |
| Cohen, Kerry | PC 536-2 | TRN11 | Conitz, Jan | PC 1247-1 | ALT09 |
| Cohen, Kerry | PC 536-3 | SEC01 | Conitz, Jan | PC 1247-1 | ALT10 |
| Cohen, Kerry | PC 536-4 | SEC32 | Conitz, Jan | PC 1247-1 | ALT11 |
| Cohen, Kerry | PC 536-5 | UNC01 | Conitz, Jan | PC 1247-1 | ALT12 |
| Cohen, Kerry | PC 536-6 | ALT13 | Conitz, Jan | PC 1247-2 | PAN01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Conitz, Jan | PC 1247-2 | UNC01 | Converse, E. Leanne | PC 1352-2 | ALT13 |
| Conitz, Jan | PC 1247-3 | TRN14 | Converse, E. Leanne | PC 1352-3 | TRN08 |
| Conitz, Jan | PC 1247-4 | TRN08 | Converse, E. Leanne | PC 1352-4 | TRN08 |
| Conitz, Jan | PC 1247-5 | SEC42 | Converse, E. Leanne | PC 1352-5 | UNC01 |
| Conitz, Jan | PC 1247-5 | UNC01 | Converse, E. Leanne | PC 1352-6 | UNC01 |
| Conitz, Jan | PC 1247-6 | UNC01 | Converse, E. Leanne | PC 1352-7 | ALT13 |
| Conitz, Jan | PC 1247-7 | SEC19 | Converse, Paul | PC 93-1 | ALT03 |
| Conitz, Jan | PC 1247-8 | TRN11 | Converse, Paul | PC 93-2 | SEC01 |
| Conitz, Jan | PC 1247-9 | TRN11 | Converse, Paul | PC 93-3 | ENV01 |
| Conitz, Jan | PC 1247-10 | SEC41 | Converse, Paul | PC 93-3 | WLD01 |
| Conitz, Jan | PC 1247-11 | SEC04 | Converse, Paul | PC 93-4 | LND02 |
| Conitz, Jan | PC 1247-12 | SEC01 | Converse, Paul | PC 93-4 | SEC17 |
| Conitz, Jan | PC 1247-12 | SEC24 | Converse, Paul | PC 93-5 | SEC22 |
| Conitz, Jan | PC 1247-13 | SEC27 | Converse, Paul | PC 93-6 | AVA02 |
| Conitz, Jan | PC 1247-14 | SEC22 | Converse, Paul | PC 93-6 | SEC01 |
| Conitz, Jan | PC 1247-15 | SEC20 | Converse, Paul | PC 93-7 | AVA01 |
| Conitz, Jan | PC 1247-16 | SEC19 | Converse, Paul | PC 93-7 | AVA02 |
| Conitz, Jan | PC 1247-17 | SEC17 | Converse, Paul | PC 93-8 | SEC22 |
| Conitz, Jan | PC 1247-17 | SEC20 | Cook, Marcia L. | PC 793-1 | ALT02 |
| Conitz, Jan | PC 1247-18 | ALT02 | Cook, Marcia L. | PC 793-2 | UNC01 |
| Conitz, Jan | PC 1247-19 | TRN08 | Cook, Marcia L. | PC 793-3 | ENV01 |
| Conitz, Jan | PC 1247-20 | SEC43 | Cook, Marcia L. | PC 793-3 | VIS01 |
| Connell, Bret | PC 1317-1 | ALT03 | Cook, Marcia L. | PC 793-4 | SEC17 |
| Connell, Bret | PC 1317-2 | SEC01 | Cook, Marcia L. | PC 793-5 | SEC20 |
| Connell, Bret | PC 1317-3 | ENV01 | Cook, Marcia L. | PC 793-6 | TRN04 |
| Connell, Bret | PC 1317-4 | SEC19 | Cook, Marcia L. | PC 793-6 | SEC19 |
| Connell, Bret | PC 1317-5 | ALT03 | Cook, Marcia L. | PC 793-7 | ALT13 |
| Connell, Bret | PC 1317-6 | SEC20 | Cook, Ryan | PCH 153-1 | ALT08 |
| Connell, Bret | PC 1317-6 | SEC22 | Cook, Ryan | PCH 153-1 | SEC06 |
| Connell, Bret | PC 1317-7 | SEC01 | Cook, Ryan | PCH 153-2 | AVA01 |
| Constantine, Britt | PC 1179-1 | ALT13 | Cook, Ryan | PCH 153-2 | AVA02 |
| Constantine, Garri | PC 1178-1 | ENV01 | Cook, Ryan | PCH 153-3 | SEC18 |
| Constantine, Garri | PC 1178-1 | SEC01 | Cook, Ryan | PCH 153-4 | SEC06 |
| Constantine, Garri | PC 1178-2 | ALT13 | Cook, Ryan | PCH 153-5 | ALT08 |
| Constantine, Willow | PC 1176-1 | ALT13 | Cooney, Kathy | PC 585-1 | UNC01 |
| Constantine, Willow | PC 1176-2 | UNC01 | Cooney, Kathy | PC 585-2 | SEC01 |
| Converse, E. Leanne | PC 1352-1 | UNC01 | Cooney, Kathy | PC 585-2 | SEC25 |

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| Name | Comment # | SOC Code |
|---|---|---|
| Cooney, Kathy | PC 585-3 | ALT02 |
| Cooney, Kathy | PC 585-4 | ALT03 |
| Cooney, Kathy | PC 585-5 | SEC01 |
| Cooney, Kathy | PC 585-6 | VIS01 |
| Cooney, Kathy | PC 585-6 | SEC17 |
| Cooney, Kathy | PC 585-7 | SEC20 |
| Cooney, Kathy | PC 585-8 | AVA02 |
| Cooney, Kathy | PC 585-9 | ALT13 |
| Cooney, Kathy | PC 585-10 | SEC01 |
| Cooney, Kathy | PC 585-10 | SEC02 |
| Cooney, Kathy | PC 585-11 | SEC25 |
| Cooney, Kathy | PC 585-12 | ALT02 |
| Cooney, Kathy | PC 585-12 | SEC01 |
| Cooper, Doreen | PCH 202-1 | UNC01 |
| Cooper, Doreen | PCH 202-2 | UNC01 |
| Cooper, Doreen | PCH 202-3 | SEC17 |
| Cooper, Doreen | PCH 202-4 | TRN03 |
| Cooper, Doreen | PCH 202-4 | TRN11 |
| Cooper, Doreen | PCH 202-4 | SEC19 |
| Cooper, Doreen C. | PC 1051-1 | SEC04 |
| Cooper, Doreen C. | PC 1051-2 | SEC19 |
| Cooper, Doreen C. | PC 1051-3 | CUL03 |
| Cooper, Doreen C. | PC 1051-4 | VIS01 |
| Cooper, Doreen C. | PC 1051-5 | UNC01 |
| Cooper, Doreen C. | PC 1051-6 | ALT13 |
| Cooper, Doreen C. | PC 1051-7 | SEC01 |
| Cooper, Doreen C. | PC 1051-8 | AVA02 |
| Cooper, Doreen C. | PC 1051-9 | TRN03 |
| Cooper, Doreen C. | PC 1051-10 | SEC24 |
| Cooper, Doreen C. | PC 1051-11 | SEC01 |
| Cooper, Doreen C. | PC 1051-12 | SEC19 |
| Cooper, Doreen C. | PC 1051-13 | CUL03 |
| Cooper, Doreen C. | PC 1051-14 | CUL07 |
| Cooper, Doreen C. | PC 1051-15 | CUL03 |
| Cooper, Doreen C. | PC 1051-16 | CUL03 |
| Cooper, Doreen C. | PC 1051-16 | CUL05 |
| Cooper, Doreen C. | PC 1051-16 | S4F04 |
| Cooper, Doreen C. | PC 1051-17 | VIS03 |
| Cooper, Doreen C. | PC 1051-18 | UNC01 |
| Cooper, Doreen C. | PC 1051-19 | AIR01 |
| Cooper, Doreen C. | PC 1051-19 | LND02 |
| Cooper, Doreen C. | PC 1051-19 | LND03 |
| Cooper, Doreen C. | PC 1051-19 | LND08 |
| Cooper, Doreen C. | PC 1051-19 | NOI01 |
| Cooper, Doreen C. | PC 1051-19 | VIS04 |
| Cooper, Doreen C. | PC 1051-19 | UNC01 |
| Cooper, Doreen C. | PC 1051-20 | ERG02 |
| Cormack, Richard | PC 1277-1 | ALT13 |
| Cormack, Richard | PC 1277-2 | SEC17 |
| Cormack, Richard | PC 1277-3 | AVA02 |
| Cormack, Richard | PC 1277-4 | SEC04 |
| Cormack, Richard | PC 1277-4 | UNC01 |
| Cormack, Richard | PC 1277-5 | SEC22 |
| Cormack, Richard | PC 1277-6 | AVA01 |
| Cormack, Richard | PC 1277-6 | TRN03 |
| Cormack, Richard | PC 1277-6 | SEC19 |
| Corrington, Dennis | PC 278-1 | ALT01 |
| Corrington, Dennis | PC 278-2 | SEC16 |
| Corrington, Dennis | PC 278-2 | SEC18 |
| Couch, William | PC 1244-1 | PAN06 |
| Cox, Percy | PC 11-1 | ALT20 |
| Craig, Laurie | PC 1280-1 | ALT03 |
| Craig, Laurie | PC 1280-2 | AVA02 |
| Craig, Laurie | PC 1280-3 | TRN03 |
| Craig, Laurie | PC 1280-3 | TRN21 |
| Craig, Laurie | PC 1280-4 | ALT13 |
| Craig, Laurie | PC 1280-4 | SEC02 |
| Craig, Laurie | PC 1280-5 | SEC02 |
| Craig, Laurie | PC 1280-5 | TRN08 |
| Craig, Laurie | PC 1280-6 | ALT13 |
| Craig, Laurie | PC 1280-6 | TRN04 |
| Craig, Laurie | PC 1280-6 | TRN08 |
| Craig, Laurie | PC 1280-7 | SEC01 |
| Craig, Laurie | PC 1280-7 | SEC04 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Craig, Laurie | PC 1280-8 | SEC19 | Crondahl, Judy | PC 440-2 | TRN07 |
| Craig, Laurie | PC 1280-8 | SEC22 | Crondahl, Judy | PC 440-2 | UNC01 |
| Craig, Matt | PC 1169-1 | ALT02 | Crondahl, Judy | PC 440-3 | SEC44 |
| Craig, Matt | PC 1169-2 | ENV01 | Crondahl, Judy | PC 440-4 | UNC01 |
| Craig, Matt | PC 1169-2 | WLD01 | Crondahl, Judy | PC 440-5 | SEC01 |
| Craig, Matt | PC 1169-3 | ENV01 | Crondahl, Judy | PC 440-6 | SEC19 |
| Craig, Matt | PC 1169-3 | LND01 | Crondahl, Judy | PC 440-6 | SEC20 |
| Craig, Matt | PC 1169-3 | WLD01 | Crondahl, Judy | PC 536-1 | TRN06 |
| Craig, Matt | PC 1169-3 | WLD12 | Crondahl, Judy | PC 536-1 | SEC19 |
| Craig, Matt | PC 1169-4 | ALT09 | Crondahl, Judy | PC 536-2 | AVA01 |
| Craig, Matt | PC 1169-4 | AVA02 | Crondahl, Judy | PC 536-2 | TRN11 |
| Craig, Matt | PC 1169-4 | SEC01 | Crondahl, Judy | PC 536-3 | SEC01 |
| Craig, Matt | PC 1169-4 | TRN04 | Crondahl, Judy | PC 536-4 | SEC32 |
| Craig, Matt | PC 1169-5 | SEC36 | Crondahl, Judy | PC 536-5 | UNC01 |
| Craig, Matt | PC 1169-5 | UNC01 | Crondahl, Judy | PC 536-6 | ALT13 |
| Craig, Matt | PC 1169-6 | ENV01 | Cross, Candy L. | PC 1022-1 | ALT04 |
| Crapella, Jay | PCH 31-1 | CUL01 | Cross, Candy L. | PC 1022-2 | TRN10 |
| Crapella, Jay | PCH 31-2 | ALT02 | Cross, Candy L. | PC 1022-3 | SEC12 |
| Crapella, Jay | PCH 95-1 | ALT02 | Cross, Candy L. | PC 1022-4 | LND01 |
| Crapella, Jay | PCH 95-1 | AVA01 | Crump, Jonathan | PC 523-1 | ALT01 |
| Crapella, Jay | PCH 95-1 | ENV02 | Crump, Jonathan | PC 523-2 | PUB06 |
| Crapella, Jay | PCH 95-2 | ENV01 | Crupi, Anthony | PC 1300-1 | ALT09 |
| Crapella, Jay | PCH 95-2 | VIS01 | Crupi, Anthony | PC 1300-1 | ENV01 |
| Crapella, Jay | PCH 95-3 | SEC36 | Crupi, Anthony | PC 1300-1 | SEC19 |
| Crapella, Jay | PCH 95-4 | ALT13 | Crupi, Anthony | PC 1300-2 | SEC45 |
| Cremata, Andrew | PCH 225-1 | SEC17 | Crupi, Anthony | PC 1300-3 | AVA03 |
| Cremata, Andrew | PCH 225-1 | SEC20 | Crupi, Anthony | PC 1300-4 | AVA01 |
| Cremata, Andrew | PCH 225-2 | ALT02 | Crupi, Anthony | PC 1300-5 | AVA02 |
| Crondahl, Jay | PC 440-1 | ALT13 | Crupi, Anthony | PC 1300-5 | SEC01 |
| Crondahl, Jay | PC 440-2 | TRN07 | Crupi, Anthony | PC 1300-6 | ALT09 |
| Crondahl, Jay | PC 440-2 | UNC01 | Crupi, Anthony | PC 1300-6 | SEC44 |
| Crondahl, Jay | PC 440-3 | SEC44 | Crupi, Anthony | PC 1300-6 | UNC01 |
| Crondahl, Jay | PC 440-4 | UNC01 | Crupi, Anthony | PC 1300-7 | SEC32 |
| Crondahl, Jay | PC 440-5 | SEC01 | Crupi, Anthony | PC 1300-7 | SEC44 |
| Crondahl, Jay | PC 440-6 | SEC19 | Crupi, Anthony | PC 1300-8 | SEC02 |
| Crondahl, Jay | PC 440-6 | SEC20 | Crupi, Anthony | PC 1300-8 | TRN08 |
| Crondahl, Judy | PC 440-1 | ALT13 | Crupi, Anthony | PC 1300-8 | SEC20 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Crupi, Anthony | PC 1300-8 | SEC32 | Crupi, Lori Teel | PC 1299-3 | SEC01 |
| Crupi, Anthony | PC 1300-8 | TRN21 | Crupi, Lori Teel | PC 1299-4 | SEC43 |
| Crupi, Anthony | PC 1300-9 | SEC01 | Crupi, Lori Teel | PC 1299-5 | AVA01 |
| Crupi, Anthony | PC 1300-10 | SEC43 | Crupi, Lori Teel | PC 1299-5 | AVA02 |
| Crupi, Anthony | PC 1300-11 | AVA06 | Crupi, Lori Teel | PC 1299-5 | TRN03 |
| Crupi, Anthony | PC 1300-11 | SEC04 | Crupi, Lori Teel | PC 1299-6 | SEC19 |
| Crupi, Anthony | PC 1300-12 | SEC19 | Crupi, Lori Teel | PC 1299-7 | SEC19 |
| Crupi, Anthony | PC 1300-13 | SEC19 | Crupi, Lori Teel | PC 1299-7 | UNC01 |
| Crupi, Anthony | PC 1300-13 | UNC01 | Crupi, Lori Teel | PC 1299-8 | SEC36 |
| Crupi, Anthony | PC 1300-14 | ENV01 | Crupi, Lori Teel | PC 1299-9 | EAG02 |
| Crupi, Anthony | PC 1300-14 | SEC19 | Crupi, Lori Teel | PC 1299-9 | ENV02 |
| Crupi, Anthony | PC 1300-15 | ENV01 | Crupi, Lori Teel | PC 1299-9 | EFH01 |
| Crupi, Anthony | PC 1300-15 | SEC19 | Crupi, Lori Teel | PC 1299-9 | TNE02 |
| Crupi, Anthony | PC 1300-16 | ALT09 | Crupi, Lori Teel | PC 1299-9 | VIS01 |
| Crupi, Anthony | PC 1300-17 | TNE02 | Crupi, Lori Teel | PC 1299-9 | WLD01 |
| Crupi, Anthony | PC 1300-17 | TNE03 | Crupi, Lori Teel | PC 1299-10 | TRN04 |
| Crupi, Anthony | PC 1300-18 | ENV02 | Crupi, Lori Teel | PC 1299-10 | TRN08 |
| Crupi, Anthony | PC 1300-18 | TNE02 | Crupi, Lori Teel | PC 1299-10 | TRN21 |
| Crupi, Anthony | PC 1300-19 | ENV01 | Crupi, Lori Teel | PC 1299-11 | SEC44 |
| Crupi, Anthony | PC 1300-20 | ENV01 | Crupi, Lori Teel | PC 1299-12 | ALT22 |
| Crupi, Anthony | PC 1300-21 | ENV01 | Crupi, Lori Teel | PC 1299-13 | ALT09 |
| Crupi, Anthony | PC 1300-22 | EAG02 | Crupi, Lori Teel | PC 1299-13 | ALT11 |
| Crupi, Anthony | PC 1300-23 | WLD05 | Crupi, Lori Teel | PC 1299-13 | ALT22 |
| Crupi, Anthony | PC 1300-23 | WLD08 | Crupi, Lori Teel | PC 1299-14 | AVA02 |
| Crupi, Anthony | PC 1300-24 | NEP04 | Cuchna, Scott | PC 731-1 | ALT04 |
| Crupi, Anthony | PC 1300-25 | UNC01 | Cuchna, Scott | PC 731-1 | TRN10 |
| Crupi, Anthony | PC 1300-26 | NEP04 | Cuchna, Scott | PC 731-2 | SEC12 |
| Crupi, Anthony | PC 1300-27 | LND03 | Cuchna, Scott | PC 731-3 | TRN15 |
| Crupi, Anthony | PC 1300-28 | LND03 | Cuchna, Scott | PC 731-4 | SEC03 |
| Crupi, Anthony | PC 1300-29 | RIV01 | Cuchna, Scott | PC 731-5 | TRN10 |
| Crupi, Anthony | PC 1300-30 | ENV01 | Cuchna, Scott | PC 731-6 | SEC03 |
| Crupi, Anthony | PC 1300-31 | ALT09 | Cuchna, Scott | PC 731-7 | SEC28 |
| Crupi, Lori Teel | PC 1299-1 | ALT09 | Cunningham, Steven | PCH 149-1 | ALT13 |
| Crupi, Lori Teel | PC 1299-1 | ALT11 | Cunningham, Steven | PCH 149-2 | TRN06 |
| Crupi, Lori Teel | PC 1299-1 | SEC44 | Cunningham, Steven | PCH 149-3 | SEC02 |
| Crupi, Lori Teel | PC 1299-2 | AVA01 | Cunningham, Steven | PCH 149-4 | SEC17 |
| Crupi, Lori Teel | PC 1299-2 | ENV01 | Cunningham, Steven | PCH 149-5 | TRN04 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Currier, Rick | PC 66-1 | ALT01 |
| Currier, Rick | PC 66-1 | SEC18 |
| Currier, Rick | PC 66-2 | LND01 |
| Currier, Rick | PC 66-3 | ALT14 |
| Currit, Robert H. | PC 916-1 | ALT04 |
| Currit, Robert H. | PC 916-2 | SEC03 |
| Currit, Robert H. | PC 916-2 | SEC12 |
| Cushing, Jim | PC 835-1 | ALT04 |
| Cushing, Jim | PC 835-2 | SEC03 |
| Cushing, Jim | PC 835-3 | TNE05 |
| Cushing, Jim | PC 835-3 | WLD13 |
| Cushing, Jim | PC 835-4 | TRN02 |

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|---|---|---|
| Dadourian, Laurie | PC 260-1 | SEC44 |
| Dadourian, Laurie | PC 260-2 | ALT13 |
| Dadourian, Laurie | PC 260-2 | SEC01 |
| Dadourian, Laurie | PC 536-1 | TRN06 |
| Dadourian, Laurie | PC 536-1 | SEC19 |
| Dadourian, Laurie | PC 536-2 | AVA01 |
| Dadourian, Laurie | PC 536-2 | TRN11 |
| Dadourian, Laurie | PC 536-3 | SEC01 |
| Dadourian, Laurie | PC 536-4 | SEC32 |
| Dadourian, Laurie | PC 536-5 | UNC01 |
| Dadourian, Laurie | PC 536-6 | ALT13 |
| Dahl, Leslie | PC 186-1 | ALT01 |
| Danielson, Gary | PC 334-1 | VIS01 |
| Danielson, Gary | PC 334-2 | S4F02 |
| Danielson, Gary | PC 334-3 | GEO01 |
| Danielson, Gary | PC 334-3 | SEC20 |
| Danielson, Gary | PC 334-4 | SEC20 |
| Danielson, Gary | PC 334-5 | CUL04 |
| Danielson, Gary | PC 334-6 | ALT13 |
| Danielson, Gary | PC 334-6 | SEC04 |
| Danielson, Gary | PC 334-7 | AVA02 |
| Danielson, Gary | PC 334-8 | SEC19 |
| Danielson, Gary | PC 334-9 | ALT13 |
| Danielson, Gary | PC 334-9 | ALT19 |
| Danielson, Gary | PC 334-9 | SEC17 |
| Dapcevich, John | PC 594-1 | UNC01 |
| Dapcevich, John | PC 594-2 | SEC12 |
| Dapcevich, John | PC 594-2 | TRN10 |
| Dapcevich, John | PC 594-3 | TRN02 |
| Dapcevich, John | PC 594-4 | SEC18 |
| Dapcevich, John | PC 594-5 | SEC23 |
| Dapcevich, John | PC 594-6 | PAN06 |
| Dapcevich, John | PC 594-7 | SEC18 |
| Dapcevich, John | PC 594-8 | SEC18 |
| Dapcevich, John | PC 594-9 | PAN06 |
| Darling, David | PC 290-1 | ALT02 |
| Darrah, Daniel R | PC 508-1 | ALT04 |
| Darrah, Daniel R | PC 508-2 | SEC12 |
| Darrah, Daniel R | PC 508-2 | TRN10 |
| Darrah, Daniel R | PC 508-3 | SEC18 |
| Daun, Erik | PC 152-1 | ALT13 |
| Daun, Erik | PC 152-2 | AVA02 |
| Daun, Erik | PC 152-3 | SEC17 |
| Daun, Erik | PC 152-4 | WLD02 |
| Daun, Erik | PC 152-5 | SEC44 |
| Davidson, Matt | PCH 138-1 | UNC01 |
| Davidson, Matt | PCH 138-2 | UNC01 |
| Davidson, Matt | PCH 138-3 | AVA01 |
| Davidson, Matt | PCH 138-3 | SEC20 |
| Davidson, Matt | PCH 138-3 | SEC22 |
| Davidson, Matt | PCH 138-4 | ALT13 |
| Davidson, Matt | PCH 138-4 | SEC45 |
| Davidson, William | PC 1357-1 | ALT04 |
| Davidson, William | PC 1357-1 | TRN10 |
| Davidson, William | PC 1357-2 | TRN07 |
| Davidson, William | PC 1357-3 | TRN02 |
| Davies, Larry D. | PC 913-1 | SEC12 |
| Davies, Larry D. | PC 913-2 | TRN07 |
| Davies, Larry D. | PC 913-2 | SEC40 |
| Davies, Larry D. | PC 913-3 | ALT04 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Davies, Larry D. | PC 913-4 | TRN27 | Dee, Arthur | PC 326-1 | ALT02 |
| Davis, Holly | PC 380-1 | ALT02 | Dee, Arthur | PC 326-2 | TRN03 |
| Davis, Holly | PC 380-2 | AVA02 | Dee, Arthur | PC 326-3 | SEC22 |
| Davis, Holly | PC 380-3 | TRN11 | Dee, Arthur | PC 326-4 | SEC19 |
| Davis, Holly | PC 380-4 | TNE02 | Dee, Arthur | PC 326-5 | SEC08 |
| Davis, Joseph | PC 105-1 | ALT04 | Dee, Arthur | PC 326-6 | ALT13 |
| Davis, Joseph | PC 105-2 | TRN10 | Dee, Arthur | PC 326-7 | SEC43 |
| Davis, Joseph | PC 105-2 | SEC23 | Deitering, Ken | PC 1048-1 | ALT01 |
| Davis, Joseph | PC 105-3 | SEC18 | Deitering, Ken | PC 1048-2 | SEC12 |
| Davis, Joseph | PC 105-4 | TRN27 | Deitering, Ken | PC 1048-2 | TRN07 |
| Davis, Matt | PC 382-1 | ALT08 | Deitering, Ken | PC 1048-3 | UNC01 |
| Davis, Matt | PC 382-2 | GEO01 | DeKrey, Lesley | PC 710-1 | ALT13 |
| Davis, Matt | PC 382-3 | SEC18 | Delay, Brian Patrick | PC 1103-1 | SEC17 |
| Davis, Matt | PC 382-4 | TRN03 | Delay, Brian Patrick | PC 1103-2 | SEC17 |
| Davis, Matt | PC 382-4 | TRN09 | Delay, Brian Patrick | PC 1103-3 | SEC17 |
| Davis, Matt | PC 382-5 | ALT05 | Delay, Brian Patrick | PC 1103-3 | SEC19 |
| Davis, Matt | PC 382-5 | ALT06 | Delay, Brian Patrick | PC 1103-4 | LND01 |
| Davis, Matt | PC 382-6 | SEC19 | Delay, Brian Patrick | PC 1103-5 | SEC24 |
| Dawson, Thomas J. | PC 26-1 | UNC01 | Delay, Brian Patrick | PC 1103-6 | ALT17 |
| Dawson, Thomas J. | PC 26-2 | ALT02 | Delay, Brian Patrick | PC 1103-7 | UNC01 |
| Day, S. Kirby | PC 988-1 | UNC01 | Demming, John | PC 830-1 | ALT04 |
| Day, S. Kirby | PC 988-2 | ALT04 | Demming, John | PC 830-2 | SEC12 |
| Day, S. Kirby | PC 988-3 | TRN02 | Demming, John | PC 830-2 | TRN10 |
| Day, S. Kirby | PC 988-4 | SEC12 | Denker, Mike | PC 350-1 | ALT13 |
| Day, S. Kirby | PC 988-4 | TRN10 | Denker, Mike | PC 350-2 | TRN04 |
| Day, S. Kirby | PC 988-5 | TRN18 | Densmore, John M | PC 860-1 | ALT04 |
| Day, S. Kirby | PC 988-6 | LND04 | Densmore, John M | PC 860-2 | TRN02 |
| Day, S. Kirby | PC 988-7 | SEC18 | Densmore, John M | PC 860-2 | TRN10 |
| De Franco, Carmen | PC 465-1 | ALT01 | Densmore, John M. | PC 683-1 | ALT04 |
| De Franco, Carmen | PC 465-2 | LND01 | Densmore, John M. | PC 683-2 | SEC12 |
| De Franco, Carmen | PC 465-2 | SEC18 | Densmore, John M. | PC 683-3 | TRN02 |
| De Franco, Carmen | PC 465-3 | TRN27 | Densmore, John M. | PC 683-3 | VIS02 |
| De Kennedy, Michelle | PC 124-1 | ALT04 | Denson, Dianne | PC 406-1 | SEC11 |
| De Kennedy, Michelle | PC 124-2 | ALT14 | Denson, Dianne | PC 406-1 | TRN11 |
| Deach, Charlie | PC 886-1 | ALT04 | Denson, Dianne | PC 406-2 | SEC01 |
| Deach, Charlie | PC 886-2 | SEC12 | Denson, Dianne | PC 406-3 | SEC36 |
| Deach, Charlie | PC 886-3 | TRN10 | D'Epremesnil, Alain | PC 375-1 | ALT02 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| D'Epremesnil, Alain | PC 384-1 | SEC19 | Devlin, David H | PC 633-3 | TRN10 |
| D'Epremesnil, Alain | PC 384-1 | UNC01 | Devlin, David H | PC 633-4 | TRN02 |
| D'Epremesnil, Alain | PC 384-2 | ALT13 | DeWitt, Dennis | PC 130-1 | ALT02 |
| D'Epremesnil, Alain | PC 737-1 | PUB02 | DeWitt, Dennis | PC 130-2 | TRN26 |
| D'Epremesnil, Alan | PCH 188-1 | ALT13 | DeWitt, Dennis | PC 130-3 | SEC18 |
| D'Epremesnil, Alan | PCH 188-2 | SEC19 | DeWitt, Dennis | PC 130-4 | TRN10 |
| DePute, Constance | PC 516-1 | ENV01 | DeWitt, Dennis | PC 130-5 | TRN27 |
| DePute, Constance | PC 516-1 | SEC01 | DeWitt, Dennis | PC 130-6 | UNC01 |
| DePute, Constance | PC 516-2 | ALT09 | DeWitt, Patsy | PC 1291-1 | ALT04 |
| Derr, Justin | PC 1060-1 | TRN02 | DeWitt, Patsy | PC 1291-2 | SEC12 |
| Derr, Justin | PC 1060-2 | PAN02 | DeWitt, Patsy | PC 1291-2 | TRN10 |
| Derr, Justin | PC 1060-3 | ALT04 | Diamond, Charlie | PC 672-1 | ALT01 |
| Derr, Justin | PC 1060-4 | TRN02 | Dibble, Betty J. | PC 838-1 | ALT04 |
| Derr, Justin | PC 1060-5 | LND01 | Dibble, Betty J. | PC 838-2 | TRN10 |
| Derr, Justin | PC 1060-6 | TRN10 | Dibble, Betty J. | PC 838-3 | LND01 |
| DeSmet, Clancy I | PC 580-1 | SEC01 | Dickson, Katherine | PC 811-1 | ALT02 |
| DeSmet, Clancy I | PC 580-1 | SEC43 | Dickson, Katherine | PC 811-2 | SEC01 |
| DeSmet, Clancy I | PC 580-2 | SEC19 | Dickson, Katherine | PC 811-2 | WLD01 |
| DeSmet, Clancy I | PC 580-3 | SEC22 | Dickson, Katherine | PC 811-3 | TRN04 |
| DeSmet, Clancy I | PC 580-4 | AVA01 | Dickson, Katherine | PC 811-4 | SEC17 |
| DeSmet, Clancy I | PC 580-4 | GEO01 | Diekmann, Gary | PC 635-1 | ALT01 |
| DeSmet, Clancy I | PC 580-5 | ENV01 | Diekmann, Gary | PC 635-1 | TRN10 |
| DeSmet, Clancy I | PC 580-6 | ENV01 | Diekmann, Gary | PC 635-1 | TRN26 |
| DeSmet, Clancy I | PC 580-6 | ENV02 | Dillard, Chris | PC 325-1 | ALT02 |
| DeSmet, Clancy I | PC 580-7 | TNE01 | Dillard, Chris | PC 325-2 | AVA01 |
| Devine, Joseph | PC 52-1 | TRN07 | Dillard, Chris | PC 325-2 | WLD01 |
| Devine, Joseph | PC 52-2 | SEC12 | Dillard, Chris | PC 325-3 | TRN04 |
| Devine, Joseph | PC 52-3 | TRN02 | Dillman, Karen | PC 577-1 | ALT03 |
| Devine, Joseph | PC 52-4 | SEC12 | Dillman, Karen | PC 577-1 | ALT09 |
| Devine, Joseph | PC 52-4 | TRN07 | Dillman, Karen | PC 577-1 | ALT11 |
| Devine, Joseph | PC 52-5 | PAN06 | Dillman, Karen | PC 577-2 | EVJ02 |
| Devine, Joseph | PC 52-6 | SEC18 | Dillman, Karen | PC 577-2 | TRN23 |
| Devlin, David H | PC 633-1 | ALT04 | Dillman, Karen | PC 577-3 | WLD02 |
| Devlin, David H | PC 633-2 | TRN02 | Dillon, Charlie E. | PC 1095-1 | ALT04 |
| Devlin, David H | PC 633-2 | SEC18 | Dinegar, Wil | PCH 124-1 | SEC01 |
| Devlin, David H | PC 633-3 | SEC01 | Dinegar, Wil | PCH 124-2 | ALT20 |
| Devlin, David H | PC 633-3 | SEC12 | Dinegar, Wil | PCH 124-3 | SEC40 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Dinnan, Tyler | PC 159-1 | ALT02 | Donahue, Buckwheat | PCH 218-3 | SEC01 |
| Dinnan, Tyler | PC 159-2 | SEC01 | Donohue, Mike | PC 285-1 | ALT04 |
| Dinnan, Tyler | PC 159-3 | WLD01 | Donohue, Mike | PC 285-2 | TRN07 |
| Dinnan, Tyler | PC 159-4 | SEC17 | Donohue, Mike | PC 285-3 | UNC01 |
| Ditcharo, Jennifer | PC 524-1 | ALT01 | Dorbet, Stephen | PCH 220-1 | ALT02 |
| Ditcharo, Jennifer | PC 524-2 | SEC12 | Dorbet, Stephen | PCH 220-1 | SEC19 |
| Doll, Andrea | PCH 71-1 | PAN06 | Dorbet, Stephen | PCH 220-2 | AVA02 |
| Doll, Andrea | PCH 71-2 | AVA02 | Dorbet, Stephen | PCH 220-2 | AVA03 |
| Doll, Andrea | PCH 71-2 | TRN11 | Dorbet, Stephen | PCH 220-2 | TRN03 |
| Doll, Andrea | PCH 71-3 | PAN06 | Dorn, Darla | PC 126-1 | ALT04 |
| Doll, Andrea | PCH 71-4 | ENV02 | Dorn, Darla | PC 126-2 | SEC18 |
| Doll, Andrea | PCH 71-4 | LND05 | Dorn, Darla | PC 126-3 | SEC23 |
| Doll, Andrea | PCH 71-4 | UNC01 | Dorn, Darla | PC 126-4 | SEC12 |
| Doll, Robert J. | PC 1184-1 | UNC01 | Dorn, Darla | PC 126-4 | TRN07 |
| Doll, Robert J. | PC 1184-2 | UNC01 | Dorn, Darla J | PC 712-1 | ALT04 |
| Doll, Robert J. | PC 1184-3 | SEC32 | Dorn, Darla J | PC 712-2 | SEC18 |
| Doll, Robert J. | PC 1184-3 | TRN21 | Dorn, Darla J | PC 712-3 | SEC12 |
| Doll, Robert J. | PC 1184-3 | UNC01 | Dorn, Darla J | PC 712-3 | TRN02 |
| Doll, Robert J. | PC 1184-4 | SEC19 | Dorn, Darla J | PC 712-4 | SEC12 |
| Doll, Robert J. | PC 1184-4 | UNC01 | Dorn, Darla J | PC 712-4 | TRN07 |
| Doll, Robert J. | PC 1184-5 | SEC02 | Dorn, Darla J | PC 712-5 | TRN02 |
| Doll, Robert J. | PC 1184-5 | UNC01 | Dorn, Darla J | PC 712-5 | SEC16 |
| Doll, Robert J. | PC 1184-6 | TRN08 | Dorn, Evern | PC 128-1 | ALT04 |
| Doll, Robert J. | PC 1184-6 | UNC01 | Dorn, Evern | PC 128-1 | SEC12 |
| Doll, Robert J. | PC 1184-7 | TRN13 | Dorn, Evern | PC 128-2 | SEC16 |
| Doll, Robert J. | PC 1184-7 | UNC01 | Dorn, Evern | PC 128-3 | TRN10 |
| Doll, Robert J. | PC 1184-8 | ALT02 | Douglas, Chris | PC 1028-1 | ALT01 |
| Doll, Robert J. | PC 1184-9 | ENV01 | Douglas, Chris | PC 1028-2 | TRN10 |
| Doll, Robert J. | PC 1184-9 | SEC02 | Douglas, Chris | PC 1028-3 | ALT04 |
| Doll, Robert J. | PC 1184-9 | SEC20 | Downey, Laura | PC 788-1 | SEC18 |
| Don, Tony | PC 880-1 | SEC12 | Downey, Laura | PC 788-1 | SEC23 |
| Don, Tony | PC 880-1 | TRN07 | Downey, Laura | PC 788-1 | PAN06 |
| Don, Tony | PC 880-2 | ALT04 | Downey, Laura | PC 788-2 | ALT07 |
| Don, Tony | PC 880-2 | LND01 | Downey, Laura | PC 788-2 | SEC03 |
| Don, Tony | PC 880-2 | TRN02 | Downey, Laura | PC 788-3 | SEC23 |
| Donahue, Buckwheat | PCH 218-1 | ALT02 | Downey, Laura | PC 788-4 | SEC18 |
| Donahue, Buckwheat | PCH 218-2 | UNC01 | Downey, Laura | PC 788-5 | SEC18 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Downey, Laura | PC 788-5 | PAN06 |
| Draper, Duane | PC 366-1 | ALT13 |
| Draper, Duane | PC 366-1 | ALT19 |
| Draper, Duane | PC 366-1 | TRN07 |
| Draper, Duane | PC 366-2 | SEC41 |
| Draper, Duane | PC 366-3 | ALT13 |
| Draper, Duane | PC 447-1 | ALT09 |
| Draper, Duane | PC 447-1 | ALT10 |
| Draper, Duane | PC 447-1 | ALT11 |
| Draper, Duane | PC 447-1 | ALT12 |
| Draper, Duane | PC 447-1 | SEC41 |
| Draper, Duane | PC 447-2 | TRN07 |
| Draper, Duane | PC 447-2 | TRN08 |
| Draper, Duane | PC 447-2 | SEC41 |
| Draper, Duane | PC 447-3 | AVA02 |
| Dubber, Leonard L | PC 481-1 | ALT08 |
| Dubber, Leonard L | PC 481-2 | LND04 |
| Dubber, Leonard L | PC 481-3 | LND01 |
| Dubber, Leonard L | PC 481-3 | SEC18 |
| Dunbar, Bruce | PC 902-1 | ALT04 |
| Dunbar, Bruce | PC 902-2 | SEC12 |
| Dunbar, Bruce | PC 902-2 | TRN10 |
| Dunlap, Sarah | PC 808-1 | SEC01 |
| Dunlap, Sarah | PC 808-1 | SEC20 |
| Dunlap, Sarah | PC 808-2 | SEC04 |
| Dunlap, Sarah | PC 808-3 | AVA02 |
| Dunlap, Sarah | PC 808-3 | SEC04 |
| Dunlap, Sarah | PC 808-3 | SEC43 |
| Dunlap, Sarah | PC 808-4 | AVA01 |
| Dunlap, Sarah | PC 808-4 | UNC01 |
| Dunlap, Sarah | PC 808-5 | ALT09 |
| Dunlap, Sarah | PC 808-5 | SEC02 |
| Dunlap, Sarah | PC 808-5 | TRN08 |
| Dunn, Art | PC 1294-1 | ALT04 |
| Dunn, Art | PC 1294-2 | UNC01 |
| Dunn, Art | PC 1294-3 | SEC03 |
| Dunn, Art | PC 1294-3 | TRN18 |
| Dunn, Art | PC 1294-4 | AVA06 |
| Dunn, Art | PC 1294-5 | AVA05 |
| Durand, Chester | PCH 46-1 | ENV02 |
| Durand, Chester | PCH 46-1 | LND02 |
| Durand, Chester | PCH 46-2 | UNC01 |
| Durand, Chester | PCH 46-3 | FSH01 |
| Durand, Chester | PCH 46-3 | WLD02 |
| Durand, Chester | PCH 46-4 | ENV01 |
| Durand, Chester | PCH 46-5 | ALT13 |
| Durand, Chester | PCH 46-5 | SEC02 |
| Durand, Chester | PCH 46-6 | UNC01 |
| Duvernay, Jeff | PC 1055-1 | TRN02 |
| Duvernay, Jeff | PC 1055-2 | PAN02 |
| Duvernay, Jeff | PC 1055-3 | ALT04 |
| Duvernay, Jeff | PC 1055-4 | SEC12 |
| Duvernay, Jeff | PC 1055-4 | SEC18 |
| Duvernay, Jeff | PC 1055-5 | AVA04 |
| Duvernay, Jeff | PC 1055-5 | SEC12 |

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| | | |
|---|---|---|
| Early, Mara Kyung | PC 1166-1 | ALT03 |
| Early, Mara Kyung | PC 1166-1 | ALT09 |
| Early, Mara Kyung | PC 1166-1 | ALT11 |
| Early, Mara Kyung | PC 1166-2 | UNC01 |
| Early, Mara Kyung | PC 1166-3 | SEC44 |
| Early, Mara Kyung | PC 1166-3 | SEC45 |
| Early, Mara Kyung | PC 1166-3 | SEC46 |
| Early, Mara Kyung | PC 1166-4 | UNC01 |
| Early, Mara Kyung | PC 1166-5 | UNC01 |
| Early, Mara Kyung | PC 1166-6 | TRN03 |
| Early, Mara Kyung | PC 1166-7 | AVA01 |
| Early, Mara Kyung | PC 1166-7 | ENV01 |
| Early, Mara Kyung | PC 1166-7 | WLD01 |
| Early, Mara Kyung | PC 1166-8 | SEC20 |
| Early, Mara Kyung | PC 1166-9 | SEC22 |
| Early, Mara Kyung | PC 1166-10 | SEC20 |
| Early, Mara Kyung | PC 1166-11 | SEC19 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Early, Mara Kyung | PC 1166-12 | SEC17 | Einspruch, Fred | PC 1087-1 | ALT13 |
| Early, Mara Kyung | PC 1166-13 | UNC01 | Einspruch, Fred | PC 1087-2 | SEC01 |
| Eatough, Raymie | PCH 206-1 | LND02 | Einspruch, Fred | PC 1087-3 | SEC44 |
| Eatough, Raymie | PCH 206-1 | SEC17 | Einspruch, Fred | PC 1087-4 | SEC01 |
| Eatough, Raymie | PCH 206-2 | UNC01 | Einspruch, Fred | PC 1087-5 | AVA01 |
| Eatough, Raymie | PCH 206-3 | ALT09 | Einspruch, Fred | PC 1087-5 | GEO01 |
| Eatough, Raymie | PCH 206-4 | AVA03 | Einspruch, Fred | PC 1087-6 | AVA03 |
| Eatough, Raymie | PCH 206-4 | SEC20 | Einspruch, Fred | PC 1087-7 | AVA02 |
| Eddy, Gary Lloyd | PC 1296-1 | ALT04 | Einspruch, Fred | PC 1087-8 | SEC20 |
| Eddy, Gary Lloyd | PC 1296-2 | TRN21 | Einspruch, Fred | PC 1087-9 | ENV01 |
| Eddy, Gary Lloyd | PC 1296-3 | ALT14 | Einspruch, Fred | PC 1087-9 | VIS01 |
| Eddy, Gary Lloyd | PC 1296-4 | AVA01 | Einspruch, Fred | PC 1087-10 | ENV02 |
| Eddy, Gary Lloyd | PC 1296-5 | AVA02 | Einspruch, Fred | PC 1087-11 | TNE02 |
| Eddy, Gary Lloyd | PC 1296-6 | TRN27 | Einspruch, Fred | PC 1087-12 | ALT13 |
| Edgar, Douglas W. | PC 1257-1 | ALT02 | Einspruch, Fred | PC 1087-13 | TRN03 |
| Edgar, Douglas W. | PC 1257-2 | ALT09 | Einspruch, Fred | PC 1087-14 | EVJ02 |
| Edgar, Douglas W. | PC 1257-2 | TRN04 | Einspruch, Fred | PC 1087-14 | SEC20 |
| Edward, Richard | PC 229-1 | ALT04 | Einspruch, Fred | PC 1087-15 | TRN11 |
| Edward, Richard | PC 229-2 | TRN10 | Einspruch, Fred | PC 1087-16 | UNC01 |
| Edward, Richard | PC 229-3 | TRN26 | Einspruch, Fred | PC 1087-17 | SEC36 |
| Edward, Richard | PC 229-4 | UNC01 | Einspruch, Fred | PC 1087-18 | TRN08 |
| Edward, Richard | PC 229-5 | PAN06 | Einspruch, Fred | PC 1087-19 | ENV01 |
| Edwards, Larry | PC 1137-1 | ALT02 | Einspruch, Fred | PC 1087-19 | SEC20 |
| Edwards, Larry | PC 1137-1 | UNC01 | Einspruch, Fred | PC 1087-20 | SEC47 |
| Egolf, Dan | PCH 177-1 | SEC19 | Einspruch, Fred | PC 1087-21 | UNC01 |
| Egolf, Dan | PCH 177-1 | SEC45 | Einspruch, Fred | PC 1087-22 | ALT15 |
| Egolf, Dan | PCH 177-2 | SEC44 | Einspruch, Fred | PC 1087-23 | ENV01 |
| Egolf, Dan | PCH 177-3 | ENV01 | Einspruch, Fred | PC 1087-23 | SEC02 |
| Egolf, Dan | PCH 177-3 | SEC02 | Einspruch, Fred | PC 1087-23 | UNC01 |
| Egolf, Dan | PCH 177-4 | VIS01 | Elend, Sonja | PC 1349-1 | SEC01 |
| Egolf, Dan | PCH 177-4 | SEC19 | Elend, Sonja | PC 1349-2 | ENV01 |
| Egolf, Dan | PCH 177-4 | SEC36 | Elend, Sonja | PC 1349-2 | SEC01 |
| Egolf, Dan | PCH 177-5 | SEC27 | Elend, Sonja | PC 1349-3 | UNC01 |
| Egolf, Dan | PCH 177-5 | SEC32 | Elend, Sonja | PC 1349-4 | EFH01 |
| Egolf, Dan | PCH 177-5 | UNC01 | Elend, Sonja | PC 1349-4 | SUB01 |
| Egolf, Dan | PCH 177-6 | SEC01 | Elend, Sonja | PC 1349-4 | TNE01 |
| Egolf, Dan | PCH 177-7 | ALT03 | Elend, Sonja | PC 1349-4 | WLD01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Elend, Sonja | PC 1349-5 | ALT02 | Eller, Andrew | PCH 29-9 | ALT13 |
| Elfers, Bradley R | PC 536-1 | TRN06 | Eller, Andrew | PCH 29-9 | ENV02 |
| Elfers, Bradley R | PC 536-1 | SEC19 | Eller, Andrew | PC 940-1 | UNC01 |
| Elfers, Bradley R | PC 536-2 | AVA01 | Eller, Andrew | PC 940-2 | FSH04 |
| Elfers, Bradley R | PC 536-2 | TRN11 | Eller, Andrew | PC 940-3 | ENV01 |
| Elfers, Bradley R | PC 536-3 | SEC01 | Eller, Andrew | PC 940-3 | FSH04 |
| Elfers, Bradley R | PC 536-4 | SEC32 | Eller, Andrew | PC 940-3 | EFH03 |
| Elfers, Bradley R | PC 536-5 | UNC01 | Eller, Andrew | PC 940-4 | EFH03 |
| Elfers, Bradley R | PC 536-6 | ALT13 | Eller, Andrew | PC 940-5 | WAT01 |
| Elgee, Alison | PC 1121-1 | SEC01 | Eller, Andrew | PC 940-5 | WAT02 |
| Elgee, Alison | PC 1121-2 | ALT13 | Eller, Andrew | PC 940-6 | FSH02 |
| Elgee, Alison | PC 1121-2 | TRN04 | Eller, Andrew | PC 940-6 | SUB02 |
| Elgee, George | PC 480-1 | ALT04 | Eller, Andrew | PC 940-6 | WLD08 |
| Elgee, George | PC 480-2 | SEC12 | Eller, Andrew | PC 940-7 | FSH04 |
| Elgee, George | PC 480-3 | TRN07 | Eller, Andrew | PC 940-8 | EFH03 |
| Elgee, George | PC 480-3 | TRN15 | Eller, Andrew | PC 940-9 | EDI01 |
| Elgee, George | PC 480-4 | SEC03 | Eller, Andrew | PC 940-9 | EFH03 |
| Elgee, George | PC 480-4 | SEC12 | Elliott, Willard | PC 1316-1 | ALT09 |
| Elgee, George | PC 480-5 | TRN10 | Elliott, Willard | PC 1316-1 | ALT11 |
| Elgee, George | PC 480-5 | SEC23 | Elliott, Willard | PC 1316-1 | TRN08 |
| Elgee, George | PC 480-6 | SEC18 | Elliott, Willard | PC 1316-2 | VIS01 |
| Elgee, George | PC 480-7 | SEC12 | Elliott, Willard | PC 1316-3 | SEC19 |
| Elgee, George | PC 480-7 | SEC18 | Elliott, Willard | PC 1316-4 | VIS01 |
| Ellefson, Merry | PC 151-1 | ALT02 | Elliott, Willard | PC 1316-4 | SEC19 |
| Ellefson, Merry | PC 151-1 | ALT13 | Elliott, Willard | PC 1316-4 | UNC01 |
| Ellefson, Merry | PC 151-2 | UNC01 | Elliott, Willard | PC 1316-5 | ENV01 |
| Eller, Andrew | PCH 29-1 | EFH01 | Elliott, Willard | PC 1316-5 | SEC19 |
| Eller, Andrew | PCH 29-2 | WLD02 | Elliott, Willard | PC 1316-6 | SEC04 |
| Eller, Andrew | PCH 29-3 | ALT17 | Elliott, Willard | PC 1316-6 | UNC01 |
| Eller, Andrew | PCH 29-3 | ENV01 | Elliott, Willard | PC 1316-7 | ALT22 |
| Eller, Andrew | PCH 29-3 | SEC01 | Elliott, Willard | PC 1316-8 | SEC01 |
| Eller, Andrew | PCH 29-4 | LND03 | Elliott, Willard | PC 1316-9 | SEC19 |
| Eller, Andrew | PCH 29-5 | SEC44 | Elliott, Willard | PC 1316-10 | SEC01 |
| Eller, Andrew | PCH 29-6 | SEC22 | Elliott, Willard | PC 1316-11 | ALT16 |
| Eller, Andrew | PCH 29-7 | TRN07 | Ely, Thomas | PC 1110-1 | ALT02 |
| Eller, Andrew | PCH 29-7 | SEC17 | Ely, Thomas | PC 1110-2 | ALT03 |
| Eller, Andrew | PCH 29-8 | SEC01 | Ely, Thomas | PC 1110-2 | ALT09 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Ely, Thomas | PC 1110-2 | ALT10 |
| Ely, Thomas | PC 1110-2 | ALT11 |
| Ely, Thomas | PC 1110-2 | ALT12 |
| Ely, Thomas | PC 1110-3 | SEC02 |
| Ely, Thomas | PC 1110-4 | ENV01 |
| Ely, Thomas | PC 1110-4 | WLD01 |
| Ely, Thomas | PC 1110-4 | SEC17 |
| Ely, Thomas | PC 1110-5 | ERG02 |
| Ely, Thomas | PC 1110-6 | AVA03 |
| Ely, Thomas | PC 1110-6 | SEC20 |
| Ely, Thomas | PC 1110-7 | SEC04 |
| Ely, Thomas | PC 1110-8 | UNC01 |
| Ely, William C. | PC 871-1 | ALT04 |
| Ely, William C. | PC 871-2 | SEC12 |
| Ely, William C. | PC 871-2 | TRN10 |
| Ely, William C. | PC 871-3 | LND01 |
| Ely, William C. | PC 871-4 | TRN02 |
| Engen, Jeremiah | PC 877-1 | ALT04 |
| Engen, Jeremiah | PC 877-2 | TRN10 |
| Engen, Jeremiah | PC 877-3 | SEC03 |
| Engen, Jeremiah | PC 877-3 | SEC12 |
| Engen, Jeremiah | PC 877-4 | SEC18 |
| Englund, Hazel | PCH 163-1 | ALT13 |
| Enticknap, Linda | PC 536-1 | TRN06 |
| Enticknap, Linda | PC 536-1 | SEC19 |
| Enticknap, Linda | PC 536-2 | AVA01 |
| Enticknap, Linda | PC 536-2 | TRN11 |
| Enticknap, Linda | PC 536-3 | SEC01 |
| Enticknap, Linda | PC 536-4 | SEC32 |
| Enticknap, Linda | PC 536-5 | UNC01 |
| Enticknap, Linda | PC 536-6 | ALT13 |
| Enticknap, Peter | PC 536-1 | TRN06 |
| Enticknap, Peter | PC 536-1 | SEC19 |
| Enticknap, Peter | PC 536-2 | AVA01 |
| Enticknap, Peter | PC 536-2 | TRN11 |
| Enticknap, Peter | PC 536-3 | SEC01 |
| Enticknap, Peter | PC 536-4 | SEC32 |
| Enticknap, Peter | PC 536-5 | UNC01 |
| Enticknap, Peter | PC 536-6 | ALT13 |
| Epperly, Esther | PC 257-1 | ALT02 |
| Epperly, Esther | PC 257-2 | SEC46 |
| Epperly, Esther | PC 257-3 | ALT02 |
| Ericksen, Kent D | PC 620-1 | ALT01 |
| Ericksen, Kent D | PC 620-1 | SEC12 |
| Ericksen, Kent D | PC 620-1 | TRN02 |
| Erickson, David S. | PC 858-1 | ALT04 |
| Erickson, David S. | PC 858-2 | TRN02 |
| Erickson, David S. | PC 858-3 | TRN02 |
| Erickson, David S. | PC 858-3 | TRN15 |
| Erickson, Irene E | PC 783-1 | SEC12 |
| Erickson, Irene E | PC 783-1 | TRN07 |
| Erickson, Irene E | PC 783-2 | TRN10 |
| Erickson, Irene E | PC 783-3 | SEC23 |
| Erickson, Irene E | PC 783-4 | ALT04 |
| Erickson, Judy | PCH 192-1 | TRN03 |
| Erickson, Judy | PCH 192-1 | SEC20 |
| Erickson, Judy | PCH 192-2 | TRN07 |
| Erickson, Judy | PCH 192-4 | TRN07 |
| Erickson, Judy | PCH 192-5 | SEC20 |
| Erickson, Judy | PCH 192-6 | ALT13 |
| Erickson, Judy | PC 782-1 | SEC12 |
| Erickson, Judy | PC 782-1 | TRN07 |
| Erickson, Judy | PC 782-2 | ALT04 |
| Erickson, Judy | PC 782-3 | SEC18 |
| Erickson, Kristian | PC 1105-1 | ALT02 |
| Erickson, Kristian | PC 1105-2 | ALT03 |
| Erickson, Kristian | PC 1105-2 | ALT09 |
| Erickson, Kristian | PC 1105-3 | ALT16 |
| Erickson, Kristian | PC 1105-4 | TRN03 |
| Erickson, Kristian | PC 1105-5 | SEC22 |
| Erickson, Steve | PCH 60-1 | ALT01 |
| Erickson, Steve | PCH 60-2 | SEC12 |
| Erickson, Steve | PCH 60-2 | TRN07 |
| Erickson, Steve | PCH 60-3 | TRN10 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Erickson, Steve | PCH 60-4 | AVA02 |
| Erickson, Steve D. | PC 906-1 | SEC12 |
| Erickson, Steve D. | PC 906-1 | TRN02 |
| Erickson, Steve D. | PC 906-2 | ALT04 |
| Erickson, Steven D | PC 588-1 | ALT04 |
| Erickson, Steven D | PC 588-2 | TRN07 |
| Erickson, Sr., Mike J | PC 604-1 | TRN07 |
| Erickson, Sr., Mike J | PC 604-1 | TRN10 |
| Erickson, Sr., Mike J | PC 604-1 | SEC30 |
| Erickson, Sr., Mike J | PC 604-2 | TRN07 |
| Erickson, Sr., Mike J | PC 604-2 | SEC30 |
| Erickson, Sr., Mike J | PC 604-3 | TRN07 |
| Erickson, Sr., Mike J | PC 604-4 | SEC30 |
| Erickson, Sr., Mike J | PC 604-5 | ALT04 |
| Erickson, Sr., Mike J | PC 604-6 | TRN10 |
| Erickson, Sr., Mike J | PC 604-7 | TRN10 |
| Erickson, Sr., Mike J | PC 604-7 | SEC30 |
| Ernst, Fredericka Ann | PC 361-1 | ALT13 |
| Erskine, Joanne | PC 689-1 | ENV01 |
| Erskine, Joanne | PC 689-1 | LND02 |
| Erskine, Joanne | PC 689-1 | SEC01 |
| Erskine, Joanne | PC 689-1 | WLD11 |
| Erskine, Joanne | PC 689-1 | SEC20 |
| Erskine, Joanne | PC 689-2 | ALT13 |
| Erskine, Joanne | PC 689-2 | UNC01 |
| Erskine, Joanne | PC 689-3 | SEC22 |
| Erskine, Joanne | PC 689-4 | SEC17 |
| Erskine, Joanne | PC 689-4 | SEC19 |
| Erskine, Joanne | PC 689-5 | AVA01 |
| Erskine, Joanne | PC 689-5 | AVA02 |
| Erskine, Joanne | PC 689-5 | SEC04 |
| Erskine, Joanne | PC 689-6 | SEC19 |
| Erskine, Joanne | PC 689-7 | SEC43 |
| Erskine, Joanne | PC 689-8 | ENV02 |
| Erskine, Joanne | PC 689-8 | FSH01 |
| Erskine, Joanne | PC 689-8 | TNE02 |
| Erskine, Joanne | PC 689-8 | WLD02 |
| Erskine, Joanne | PC 689-8 | WLD03 |
| Erskine, Joanne | PC 689-8 | WLD04 |
| Erskine, Joanne | PC 689-8 | WLD06 |
| Erskine, Joanne | PC 689-9 | EAG02 |
| Erskine, Joanne | PC 689-9 | TNE02 |
| Erskine, Joanne | PC 689-10 | ENV02 |
| Erskine, Joanne | PC 689-10 | EFH01 |
| Erskine, Joanne | PC 689-10 | WLD12 |
| Erskine, Joanne | PC 689-11 | LND02 |
| Erskine, Joanne | PC 689-11 | SEC19 |
| Erskine, Joanne | PC 689-12 | SEC01 |
| Erskine, Joanne | PC 689-12 | SEC20 |
| Erskine, Joanne | PC 689-13 | SEC44 |
| Eyre, Kyle P | PC 901-1 | SEC12 |
| Eyre, Kyle P | PC 901-2 | ALT04 |

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| | | |
|---|---|---|
| Fabrello, Dan | PC 306-1 | ALT04 |
| Fabrello, Dan | PC 306-2 | ALT01 |
| Fabrello, Dan | PC 306-3 | SEC18 |
| Fabrello, Dan | PC 306-4 | TRN02 |
| Fagen, Robert | PC 794-1 | SEC01 |
| Fagen, Robert | PC 794-2 | SEC19 |
| Fagen, Robert | PC 794-3 | SEC19 |
| Fagen, Robert | PC 794-4 | SEC15 |
| Fagen, Robert | PC 794-5 | UNC01 |
| Fagen, Robert | PC 794-6 | ALT03 |
| Fagen, Robert | PC 794-6 | ALT09 |
| Fagen, Robert | PC 794-6 | ALT11 |
| Fagen, Robert | PC 794-7 | SEC19 |
| Fagen, Robert | PC 794-7 | SEC20 |
| Fagen, Robert | PC 794-8 | LND01 |
| Fagen, Robert | PC 794-9 | ENV02 |
| Fagen, Robert | PC 794-10 | ENV02 |
| Fagen, Robert | PC 794-10 | SEC22 |
| Fagen, Robert | PC 794-11 | WLD05 |
| Fagen, Robert | PC 794-11 | SEC27 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Fagen, Robert | PC 794-11 | TNE06 | Ferry, Emily | PC 536-6 | ALT13 |
| Fagen, Robert | PC 794-11 | EAG04 | Fickus, Lillian | PC 692-1 | SEC12 |
| Fagen, Robert | PC 794-12 | SEC01 | Fickus, Lillian | PC 692-2 | TRN02 |
| Fagen, Robert | PC 794-12 | TNE02 | Fickus, Lillian | PC 692-3 | ALT04 |
| Fagen, Robert | PC 794-13 | SEC19 | Fickus, Lillian | PC 692-4 | SEC18 |
| Fagen, Robert | PC 794-13 | SEC43 | Fickus, William | PC 1227-1 | ALT01 |
| Farnsworth, Jackie | PCH 141-1 | SEC01 | Fickus, William | PC 1227-2 | TRN02 |
| Farnsworth, Jackie | PCH 141-2 | ENV01 | Fickus, William | PC 1227-3 | SEC12 |
| Farnsworth, Jackie | PCH 141-3 | ALT13 | Fickus, William | PC 1227-4 | SEC03 |
| Farnsworth, Jackie | PCH 141-4 | SEC01 | Fickus, William | PC 1227-5 | SEC18 |
| Feathers, Jesse | PC 1228-1 | ALT02 | Fickus, William | PC 1227-6 | SEC23 |
| Feathers, Jesse | PC 1228-2 | ALT03 | Fickus, William | PC 1227-7 | ENV03 |
| Feathers, Jesse | PC 1228-3 | UNC01 | Field, William D. | PC 747-1 | ALT01 |
| Feathers, Jesse | PC 1228-4 | ENV01 | Field, William D. | PC 747-2 | AVA01 |
| Feit, Alexandra | PC 651-1 | ALT13 | Field, William D. | PC 747-3 | AVA01 |
| Felkl, Fred | PC 146-1 | ALT01 | Field, William D. | PC 747-3 | AVA06 |
| Felkl, Fred | PC 146-1 | SEC12 | Field, William D. | PC 747-4 | AVA01 |
| Felkl, Fred | PC 146-2 | PAN06 | Field, William D. | PC 747-4 | AVA06 |
| Felkl, Fred | PC 146-3 | SEC03 | Field, William D. | PC 747-5 | SEC03 |
| Ferry, Betsy | PC 982-1 | SEC44 | Field, William D. | PC 747-6 | TRN10 |
| Ferry, Betsy | PC 982-2 | UNC01 | Field, William D. | PC 747-7 | AVA02 |
| Ferry, Betsy | PC 982-3 | EAG02 | Field, William D. | PC 747-8 | TRN02 |
| Ferry, Betsy | PC 982-3 | FSH01 | File, Elizabeth | PC 1173-1 | ALT01 |
| Ferry, Betsy | PC 982-3 | TNE02 | File, Thomas L. | PC 1171-1 | ALT01 |
| Ferry, Betsy | PC 982-3 | WLD01 | Fine, Doug | PC 351-1 | ALT03 |
| Ferry, Betsy | PC 982-3 | WLD02 | Fine, Doug | PC 351-2 | UNC01 |
| Ferry, Betsy | PC 982-3 | WLD03 | Fine, Doug | PC 351-3 | SEC19 |
| Ferry, Betsy | PC 982-4 | VIS01 | Fine, Doug | PC 351-4 | SEC20 |
| Ferry, Betsy | PC 982-5 | SEC17 | Fine, Doug | PC 351-5 | SEC44 |
| Ferry, Betsy | PC 982-6 | SEC01 | Finlay, William | PC 385-1 | ALT02 |
| Ferry, Emily | PC 536-1 | TRN06 | Finlay, William | PC 385-2 | ENV01 |
| Ferry, Emily | PC 536-1 | SEC19 | Finlay, William | PC 385-2 | VIS01 |
| Ferry, Emily | PC 536-2 | AVA01 | Finlay, William | PC 385-2 | SEC17 |
| Ferry, Emily | PC 536-2 | TRN11 | Finlay, William | PC 385-2 | SEC19 |
| Ferry, Emily | PC 536-3 | SEC01 | Finlay, William | PC 385-2 | SEC20 |
| Ferry, Emily | PC 536-4 | SEC32 | Finlay, William | PC 385-3 | LND05 |
| Ferry, Emily | PC 536-5 | UNC01 | Finlay, William | PC 385-4 | ALT03 |

# F

| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Fischer, Fred | PC 885-1 | ALT04 | Fisk, Greg | PC 532-11 | ALT19 |
| Fischer, Fred | PC 885-2 | TRN10 | Fisk, Greg | PC 532-12 | ALT19 |
| Fischer, Fred | PC 885-3 | TRN02 | Fisk, Greg | PC 532-12 | SEC12 |
| Fischer, Fred | PC 885-4 | SEC03 | Fisk, Greg | PC 532-12 | SEC17 |
| Fischer, Fred | PC 885-5 | SEC12 | Fisk, Greg | PC 532-12 | SEC35 |
| Fisk, Greg | PCH 142-1 | ALT08 | Flansaas, Mike | PC 908-1 | ALT04 |
| Fisk, Greg | PCH 142-1 | ALT12 | Flansaas, Mike | PC 908-2 | SEC12 |
| Fisk, Greg | PCH 142-2 | PAN06 | Flansaas, Mike | PC 908-2 | TRN02 |
| Fisk, Greg | PCH 142-3 | SEC12 | Flansaas, Mike | PC 908-3 | TRN10 |
| Fisk, Greg | PCH 142-3 | TRN07 | Flansaas, Mike | PC 908-4 | SEC18 |
| Fisk, Greg | PCH 142-3 | TRN15 | Fleek, Carol | PC 718-1 | ALT04 |
| Fisk, Greg | PCH 142-3 | SEC35 | Fleek, Clayton | PC 60-1 | ALT07 |
| Fisk, Greg | PCH 142-4 | SEC01 | Fleek, Wayne | PC 19-1 | ALT07 |
| Fisk, Greg | PCH 142-5 | AVA02 | Fleek, Wayne | PC 19-2 | ALT14 |
| Fisk, Greg | PCH 142-6 | PUB05 | Fleek, Wayne | PC 19-3 | ALT07 |
| Fisk, Greg | PCH 142-7 | TRN02 | Fleek, Wayne | PC 19-4 | TRN02 |
| Fisk, Greg | PCH 142-7 | TRN04 | Flint, Ron | PC 941-1 | TRN02 |
| Fisk, Greg | PCH 142-8 | ALT19 | Flint, Ron | PC 941-2 | ERG01 |
| Fisk, Greg | PCH 142-8 | SEC27 | Flint, Ron | PC 941-3 | SEC12 |
| Fisk, Greg | PC 532-1 | ALT08 | Flint, Ron | PC 941-4 | TRN27 |
| Fisk, Greg | PC 532-1 | ALT12 | Flint, Ron | PC 941-5 | TRN02 |
| Fisk, Greg | PC 532-2 | SEC12 | Flint, Ron | PC 941-6 | TRN10 |
| Fisk, Greg | PC 532-2 | TRN07 | Flint, Ron | PC 941-7 | AVA02 |
| Fisk, Greg | PC 532-2 | SEC35 | Flint, Ron | PC 941-8 | ALT04 |
| Fisk, Greg | PC 532-3 | UNC01 | Floreske Jr., John | PC 1164-1 | ALT01 |
| Fisk, Greg | PC 532-4 | SEC04 | Forrest, John | PC 1090-1 | ALT01 |
| Fisk, Greg | PC 532-5 | AVA02 | Forrest, John | PC 1090-2 | TRN10 |
| Fisk, Greg | PC 532-5 | SEC18 | Forrest, John | PC 1090-3 | LND01 |
| Fisk, Greg | PC 532-5 | SEC38 | Forrest, John | PC 1090-4 | LND01 |
| Fisk, Greg | PC 532-6 | PUB06 | Forrest, John | PC 1090-5 | SEC18 |
| Fisk, Greg | PC 532-7 | TRN02 | Forst, Eric | PC 119-1 | UNC01 |
| Fisk, Greg | PC 532-7 | TRN04 | Forst, Eric | PC 119-2 | ALT04 |
| Fisk, Greg | PC 532-7 | SEC17 | Forst, Eric | PC 119-3 | TRN02 |
| Fisk, Greg | PC 532-8 | SEC18 | Forst, Eric | PC 119-4 | SEC03 |
| Fisk, Greg | PC 532-8 | SEC38 | Forst, Eric | PC 119-4 | SEC12 |
| Fisk, Greg | PC 532-9 | SEC27 | Forst, Eric | PC 119-5 | TRN10 |
| Fisk, Greg | PC 532-10 | ALT19 | Foster, Larry | PC 462-1 | ALT04 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Foster, Larry | PC 462-2 | TRN02 |
| Foster, Larry | PC 462-3 | SEC12 |
| Foster, Nicholas | PCH 140-1 | SEC27 |
| Foster, Nicholas | PCH 140-2 | SEC01 |
| Foster, Nicholas | PCH 140-3 | TRN20 |
| Foster, Nicholas | PCH 140-4 | SEC27 |
| Foster, Nicholas | PCH 140-5 | ALT03 |
| Foster, Nicholas | PCH 140-6 | SEC46 |
| Foster, Odette | PC 1052-1 | ALT09 |
| Foster, Odette | PC 1052-2 | TRN04 |
| Foster, Odette | PC 1052-3 | SEC45 |
| Foster, Odette | PC 1052-4 | SEC44 |
| Foster, Odette | PC 1052-5 | SEC01 |
| Foster, Odette | PC 1052-6 | AVA01 |
| Foster, Odette | PC 1052-7 | SEC01 |
| Foster, Odette | PC 1052-7 | SEC17 |
| Fowler, Susi | PC 1314-1 | SEC10 |
| Fowler, Susi | PC 1314-2 | SEC10 |
| Fowler, Susi | PC 1314-2 | UNC01 |
| Fowler, Susi | PC 1314-3 | AVA02 |
| Fowler, Susi | PC 1314-4 | SEC35 |
| Fowler, Susi | PC 1314-5 | AVA02 |
| Fowler, Susi | PC 1314-6 | PAN06 |
| Fowler, Susi | PC 1314-7 | ALT03 |
| Fowler, Susi | PC 1314-7 | ALT09 |
| Fowler, Susi | PC 1314-7 | ALT11 |
| Fraiser, Fred | PC 541-1 | SEC01 |
| Fraiser, Fred | PC 541-2 | ALT02 |
| Frank, Pete | PCH 67-1 | ALT01 |
| Frank, Pete | PCH 67-1 | LND01 |
| Frank, Pete | PCH 67-2 | TRN07 |
| Frank, Pete | PCH 67-2 | TRN15 |
| Frank, Pete | PCH 67-3 | AVA02 |
| Frank, Pete | PCH 67-4 | SEC18 |
| Frank, Pete | PCH 67-5 | LND01 |
| Frank, Pete | PCH 67-6 | SEC18 |
| Franklin, Cort | PC 1042-1 | ALT01 |
| Franklin, Cort | PC 1042-1 | SEC18 |
| Franklin, Cort | PC 1042-1 | PAN06 |
| Fraser, Richard M | PC 673-1 | ALT04 |
| Fraser, Richard M | PC 673-2 | TRN02 |
| Fraser, Richard M | PC 673-2 | PAN06 |
| Frederick, Kathleen | PC 1159-1 | ALT13 |
| Frederick, Kathleen | PC 1159-1 | ENV02 |
| Frederick, Kathleen | PC 1159-2 | SEC17 |
| Frederick, Kathleen | PC 1159-3 | ENV03 |
| Frederick, Kathleen | PC 1159-4 | VIS01 |
| Frederick, Kathleen | PC 1159-5 | ALT20 |
| Frederick, Kathleen | PC 1159-5 | VIS01 |
| Friberg, Samuel S | PC 644-1 | ALT09 |
| Friberg, Samuel S | PC 644-1 | ALT11 |
| Friberg, Samuel S | PC 644-2 | SEC04 |
| Friberg, Samuel S | PC 644-3 | ENV01 |
| Friberg, Samuel S | PC 644-3 | SEC19 |
| Friberg, Samuel S | PC 644-4 | UNC01 |
| Friberg, Samuel S | PC 644-5 | SEC01 |
| Friberg, Samuel S | PC 644-5 | SEC11 |
| Friberg, Samuel S | PC 644-5 | TRN03 |
| Friberg, Samuel S | PC 644-6 | UNC01 |
| Friberg, Samuel S | PC 644-7 | SEC19 |
| Friberg, Samuel S | PC 644-8 | TRN03 |
| Friberg, Samuel S | PC 644-9 | ALT13 |
| Friborg, Michael Neal | PC 515-1 | ALT04 |
| Friborg, Michael Neal | PC 515-2 | PAN06 |
| Fuller, Anne | PC 1279-1 | ALT13 |
| Fuller, Anne | PC 1279-2 | SEC02 |
| Fuller, Anne | PC 1279-3 | WLD07 |
| Fuller, Anne | PC 1279-3 | WLD08 |
| Fuller, Anne | PC 1279-4 | ENV01 |
| Fuller, Anne | PC 1279-4 | HAZ01 |
| Fuller, Anne | PC 1279-5 | SEC27 |
| Fuller, Anne | PC 1279-6 | SEC43 |
| Fuller, Anne | PC 1279-7 | WLD01 |
| Fuller, Anne | PC 1279-8 | WLD07 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Fuller, Anne | PC 1279-9 | SEC01 |
| Fuller, Anne | PC 1279-9 | WLD01 |
| Fuller, Anne | PC 1279-9 | SEC20 |
| Fuller, Anne | PC 1279-10 | ALT13 |
| Furbish, C.E. | PCH 198-1 | SEC17 |
| Furbish, C.E. | PCH 198-2 | ALT02 |
| Furbish, C.E. | PCH 198-2 | ENV01 |
| Furbish, C.E. | PCH 198-2 | SEC01 |
| Furbish, C.E. | PCH 198-3 | PUB05 |
| Furbish, C.E. | PCH 198-3 | UNC01 |
| Furbish, C.E. | PC 1371-1 | PAN01 |
| Furbish, C.E. | PC 1371-2 | PAN01 |
| Furbish, C.E. | PC 1371-2 | PAN03 |
| Furbish, C.E. | PC 1371-3 | ALT22 |
| Furbish, C.E. | PC 1371-4 | SEC27 |
| Furbish, C.E. | PC 1371-4 | UNC01 |
| Furbish, C.E. | PC 1371-5 | ALT14 |
| Furbish, C.E. | PC 1371-5 | ALT15 |
| Furbish, C.E. | PC 1371-6 | SEC19 |
| Furbish, C.E. | PC 1371-7 | VIS01 |
| Furbish, C.E. | PC 1371-8 | SEC17 |
| Furbish, C.E. | PC 1371-9 | AVA03 |
| Furbish, C.E. | PC 1371-9 | SEC20 |
| Furbish, C.E. | PC 1371-10 | TRN13 |
| Furbish, C.E. | PC 1371-11 | LND02 |
| Furbish, C.E. | PC 1371-12 | ENV01 |
| Furbish, C.E. | PC 1371-13 | UNC01 |
| Furbish, C.E. | PC 1371-14 | SEC32 |
| Furbish, C.E. | PC 1371-15 | VIS05 |
| Furbish, C.E. | PC 1371-16 | SEC26 |
| Furbish, C.E. | PC 1371-17 | SEC27 |
| Furbish, C.E. | PC 1371-18 | TRN13 |
| Furbish, C.E. | PC 1371-18 | SEC27 |
| Furbish, C.E. | PC 1371-19 | SEC27 |
| Furbish, C.E. | PC 1371-20 | SEC27 |
| Furbish, C.E. | PC 1371-21 | ALT19 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Gabier, Barbara | PC 227-1 | ALT01 |
| Gabier, Welles | PCH 123-1 | ALT01 |
| Gabier, Welles | PC 210-1 | ALT01 |
| Gabier, Welles | PC 210-2 | TRN02 |
| Gamble, Carl | PC 1016-1 | ALT04 |
| Gamble, Carl | PC 1016-2 | TRN10 |
| Gamble, Carl | PC 1016-3 | SEC12 |
| Gamble, Carl | PC 1016-4 | SEC03 |
| Gamble, Carl | PC 1016-5 | SEC18 |
| Gamez, Gerry | PC 853-1 | ALT04 |
| Gamez, Gerry | PC 853-2 | TRN10 |
| Gamez, Gerry | PC 853-3 | TRN15 |
| Gamez, Gerry | PC 853-4 | SEC12 |
| Gamez, Gerry | PC 853-5 | VIS02 |
| Gard, Richard | PCH 13-1 | ALT02 |
| Gard, Richard | PCH 13-2 | SEC17 |
| Gard, Richard | PCH 13-3 | SEC17 |
| Gard, Richard | PCH 13-4 | SEC01 |
| Gard, Richard | PCH 13-5 | SEC22 |
| Gard, Richard | PCH 13-6 | ENV01 |
| Gard, Richard | PCH 13-7 | FSH01 |
| Gard, Richard | PCH 13-7 | WLD02 |
| Gard, Richard | PCH 13-8 | VIS01 |
| Gard, Richard | PCH 13-9 | LND02 |
| Gard, Richard | PCH 13-10 | TRN04 |
| Gard, Richard | PC 739-1 | ALT02 |
| Gard, Richard | PC 739-2 | SEC17 |
| Gard, Richard | PC 739-3 | SEC17 |
| Gard, Richard | PC 739-4 | SEC04 |
| Gard, Richard | PC 739-5 | SEC22 |
| Gard, Richard | PC 739-6 | ENV01 |
| Gard, Richard | PC 739-7 | FSH01 |
| Gard, Richard | PC 739-7 | WLD02 |
| Gard, Richard | PC 739-8 | ENV01 |
| Gard, Richard | PC 739-9 | ENV02 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Gard, Richard | PC 739-10 | ALT02 |
| Gard, Richard | PC 739-11 | ALT13 |
| Gard, Richard | PC 739-11 | TRN04 |
| Gard, Sylvia | PCH 12-1 | ALT02 |
| Gard, Sylvia | PCH 12-2 | ALT13 |
| Gard, Sylvia | PCH 12-3 | SEC01 |
| Gard, Sylvia | PCH 12-4 | SEC01 |
| Gard, Sylvia | PCH 12-5 | ALT13 |
| Garrett Sr., Robert C. | PC 690-1 | UNC01 |
| Garvey, Lydia | PC 441-1 | SEC44 |
| Garvey, Lydia | PC 441-2 | SEC01 |
| Garvey, Lydia | PC 441-3 | SEC22 |
| Garvey, Lydia | PC 441-4 | SEC19 |
| Garvey, Lydia | PC 441-5 | AVA01 |
| Garvey, Lydia | PC 441-5 | GEO01 |
| Garvey, Lydia | PC 441-6 | WLD08 |
| Garvey, Lydia | PC 441-6 | WLD12 |
| Garvey, Lydia | PC 441-6 | SEC19 |
| Gasparek, Charles J. | PC 1253-1 | ALT04 |
| Gasparek, Charles J. | PC 1253-2 | SEC18 |
| Gasparek, Charles J. | PC 1253-3 | SEC03 |
| Geise, Larry | PC 493-1 | ALT01 |
| Geise, Larry | PC 493-2 | SEC23 |
| Geise, Linda L | PC 519-1 | ALT01 |
| Geise, Linda L | PC 519-2 | SEC12 |
| Geise, Linda L | PC 519-2 | TRN10 |
| Geldhof, Joe | PCH 56-1 | UNC01 |
| Geldhof, Joe | PCH 56-2 | SEC19 |
| Geldhof, Joe | PCH 56-3 | SEC02 |
| Geldhof, Joe | PCH 56-4 | PAN01 |
| Geldhof, Joe | PCH 56-5 | TRN04 |
| Geldhof, Joe | PCH 56-6 | ALT13 |
| Geldhof, Joe | PCH 56-7 | SEC44 |
| Geldhof, Joe | PCH 56-8 | SEC02 |
| George, Michael | PCH 186-1 | ALT03 |
| George, Michael | PCH 186-2 | SEC36 |
| George, Michael | PCH 186-3 | ENV01 |
| George, Michael | PCH 186-3 | LND05 |
| George, Michael | PCH 186-3 | VIS01 |
| George, Michael | PCH 186-4 | AVA02 |
| George, Michael | PCH 186-4 | SEC20 |
| George, Michael | PCH 186-5 | UNC01 |
| George, Michael | PCH 186-6 | ALT13 |
| George, Michael | PC 365-1 | ALT03 |
| George, Michael | PC 365-2 | SEC36 |
| George, Michael | PC 365-3 | VIS01 |
| George, Michael | PC 365-4 | AVA01 |
| George, Michael | PC 365-5 | UNC01 |
| George, Michael | PC 365-6 | ALT13 |
| Germain, Greg | PC 1040-1 | ALT04 |
| Germain, Greg | PC 1040-2 | SEC12 |
| Germain, Greg | PC 1040-3 | SEC03 |
| Germain, Greg | PC 1040-4 | ALT01 |
| Germain, Greg | PC 1040-5 | ALT04 |
| Germain, Greg | PC 1040-6 | LND01 |
| Germain, Kristine M. | PC 1034-1 | ALT04 |
| Germain, Kristine M. | PC 1034-2 | LND01 |
| Germain, Kristine M. | PC 1034-2 | TRN02 |
| Germain, Kristine M. | PC 1034-3 | SEC16 |
| Gerrish, Debra | PCH 54-1 | ALT02 |
| Gerrish, Debra | PCH 54-2 | TRN11 |
| Gerrish, Debra | PCH 54-2 | SEC17 |
| Gerrish, Debra | PCH 54-3 | PAN06 |
| Gerrish, Debra | PCH 54-4 | SEC02 |
| Gerrish, Debra | PCH 54-5 | EAG02 |
| Gerrish, Debra | PCH 54-5 | EFH01 |
| Gerrish, Debra | PCH 54-5 | WET01 |
| Gerrish, Debra | PCH 54-5 | WLD01 |
| Gerrish, Debra | PCH 54-5 | WLD02 |
| Gerrish, Debra | PCH 54-6 | SEC22 |
| Gerrish, Debra | PCH 54-7 | SEC17 |
| Gerrish, Debra | PCH 54-8 | ALT13 |
| Gerrish, Debra | PCH 54-9 | SEC17 |
| Gil, Joe | PC 1058-1 | TRN02 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Gil, Joe | PC 1058-2 | PAN02 | Gnadt, Mark | PC 200-1 | ALT02 |
| Gil, Joe | PC 1058-3 | ALT04 | Gnadt, Mark | PC 200-1 | TRN11 |
| Gil, Joe | PC 1058-4 | TRN02 | Gnadt, Mark | PC 200-2 | SEC01 |
| Gil, Joe | PC 1058-4 | SEC30 | Gnadt, Mark | PC 200-3 | TRN23 |
| Gilbert, Durfee | PC 1344-1 | ALT04 | Gnadt, Mark | PC 200-4 | UNC01 |
| Gilbert, Durfee | PC 1344-2 | TRN02 | Godkin, Brandon | PC 924-1 | ALT04 |
| Gilbert, Durfee | PC 1344-3 | SEC12 | Godkin, Brandon | PC 924-2 | TRN10 |
| Gilbert, Durfee | PC 1344-3 | TRN07 | Godkin, Victoria | PC 223-1 | TRN02 |
| Gilbert, Durfee | PC 1344-4 | TRN02 | Godkin, Victoria | PC 223-2 | UNC01 |
| Gilbert, Randy | PC 727-1 | ALT04 | Godkin, Victoria | PC 223-3 | ENV03 |
| Gilbert, Randy | PC 727-2 | SEC12 | Godkin, Victoria | PC 223-3 | UNC01 |
| Gilbert, Randy | PC 727-3 | SEC18 | Godkin, Victoria | PC 223-4 | UNC01 |
| Gilbert, Randy | PC 727-4 | TRN10 | Godkin, Victoria | PC 223-5 | TRN27 |
| Gilbert, Randy | PC 727-4 | SEC23 | Godkin, Victoria | PC 223-6 | SEC03 |
| Gilbert, Randy | PC 727-4 | TRN26 | Godkin, Victoria | PC 223-7 | ALT05 |
| Gilbert, Randy | PC 727-5 | SEC12 | Goetz, Jeffrey | PC 249-1 | ALT02 |
| Gilbert, Randy | PC 727-5 | SUB03 | Goetz, Jeffrey | PC 249-2 | ENV02 |
| Gilbert, Randy | PC 727-6 | ALT01 | Goetz, Jeffrey | PC 249-3 | FSH02 |
| Gilliland, Phyllis | PC 212-1 | AVA01 | Goetz, Jeffrey | PC 249-3 | WET01 |
| Gilliland, Phyllis | PC 212-1 | ENV03 | Goetz, Jeffrey | PC 249-4 | AVA02 |
| Gilliland, Phyllis | PC 212-2 | TRN02 | Goetz, Jeffrey | PC 249-5 | SEC17 |
| Gilliland, Phyllis | PC 212-3 | ALT01 | Goetz, Jeffrey | PC 249-6 | ENV02 |
| Ginger, Thomas | PC 933-1 | ALT04 | Goetz, Jeffrey | PC 249-7 | TRN03 |
| Ginger, Thomas | PC 933-2 | ALT01 | Goldberg, Rob | PC 536-1 | TRN06 |
| Ginger, Thomas | PC 933-3 | SEC12 | Goldberg, Rob | PC 536-1 | SEC19 |
| Ginger, Thomas | PC 933-3 | TRN02 | Goldberg, Rob | PC 536-2 | AVA01 |
| Ginger, Thomas | PC 933-4 | LND01 | Goldberg, Rob | PC 536-2 | TRN11 |
| Ginger, Thomas | PC 933-4 | TRN02 | Goldberg, Rob | PC 536-3 | SEC01 |
| Ginger, Thomas | PC 933-5 | SEC12 | Goldberg, Rob | PC 536-4 | SEC32 |
| Ginger, Thomas | PC 933-5 | TRN07 | Goldberg, Rob | PC 536-5 | UNC01 |
| Ginger, Thomas | PC 933-6 | TRN10 | Goldberg, Rob | PC 536-6 | ALT13 |
| Ginger, Thomas | PC 933-7 | LND01 | Goll, Peter | PCH 156-1 | UNC01 |
| Ginger, Thomas | PC 933-7 | LND04 | Goll, Peter | PCH 156-2 | ALT02 |
| Ginger, Thomas | PC 933-8 | TRN02 | Goll, Peter | PCH 156-2 | UNC01 |
| Ginger, Thomas | PC 933-8 | SEC18 | Goll, Peter | PCH 156-3 | SEC02 |
| Ginger, Thomas | PC 933-9 | SEC03 | Goll, Peter | PCH 156-4 | SEC01 |
| Ginger, Thomas | PC 933-10 | ALT04 | Goll, Peter | PCH 156-4 | SEC43 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Goll, Peter | PCH 156-5 | UNC01 | Gould, Carolyn | PC 1141-6 | TRN11 |
| Goll, Peter | PCH 156-6 | SEC19 | Gould, Carolyn | PC 1141-7 | SEC01 |
| Goll, Peter | PCH 156-7 | TRN23 | Gould, Carolyn | PC 1141-7 | SEC11 |
| Goll, Peter | PCH 156-8 | SEC08 | Gould, Carolyn | PC 1141-7 | VIS01 |
| Goll, Peter | PCH 156-8 | SEC32 | Gould, Carolyn | PC 1141-8 | PAN06 |
| Goll, Peter | PCH 156-9 | SEC19 | Gould, Carolyn | PC 1141-9 | SEC17 |
| Goll, Peter | PCH 156-10 | UNC01 | Gould, Carolyn | PC 1141-9 | UNC01 |
| Goll, Peter | PC 536-1 | TRN06 | Goutermont, Donna | PC 396-1 | ALT05 |
| Goll, Peter | PC 536-1 | SEC19 | Grace, Robin | PC 376-1 | AVA01 |
| Goll, Peter | PC 536-2 | AVA01 | Grace, Robin | PC 376-2 | TNE02 |
| Goll, Peter | PC 536-2 | TRN11 | Grace, Robin | PC 376-3 | SEC01 |
| Goll, Peter | PC 536-3 | SEC01 | Grafton, Louis D. | PC 925-1 | ALT04 |
| Goll, Peter | PC 536-4 | SEC32 | Grafton, Louis D. | PC 925-2 | SEC12 |
| Goll, Peter | PC 536-5 | UNC01 | Graham, Larry | PC 845-1 | ALT04 |
| Goll, Peter | PC 536-6 | ALT13 | Graham, Larry | PC 845-2 | TRN10 |
| Goll, Sherrie | PC 536-1 | TRN06 | Graham, Larry | PC 845-3 | TRN15 |
| Goll, Sherrie | PC 536-1 | SEC19 | Graham, Larry | PC 845-4 | SEC12 |
| Goll, Sherrie | PC 536-2 | AVA01 | Graham, Larry | PC 845-5 | ALT13 |
| Goll, Sherrie | PC 536-2 | TRN11 | Grande, Mary Jane | PC 196-1 | ALT02 |
| Goll, Sherrie | PC 536-3 | SEC01 | Grande, Mary Jane | PC 196-1 | UNC01 |
| Goll, Sherrie | PC 536-4 | SEC32 | Grande, Mary Jane | PC 196-2 | ALT11 |
| Goll, Sherrie | PC 536-5 | UNC01 | Grande, Mary Jane | PC 196-3 | ENV02 |
| Goll, Sherrie | PC 536-6 | ALT13 | Grande, Mary Jane | PC 196-4 | AVA01 |
| Goll, Sherrie | PC 711-1 | UNC01 | Grande, Mary Jane | PC 196-5 | SEC01 |
| Goll, Sherrie | PC 711-2 | ALT13 | Grant, Christopher | PC 103-1 | ALT04 |
| Goll, Sherrie | PC 711-3 | UNC01 | Grant, Gerald | PCH 90-1 | ALT04 |
| Goll, Sherrie | PC 711-4 | SEC01 | Grant, Gerald | PCH 90-2 | TRN09 |
| Goll, Sherrie | PC 711-4 | SEC43 | Grant, Gerald | PCH 90-3 | AVA01 |
| Goll, Sherrie | PC 711-4 | UNC01 | Grant, Gerald | PCH 90-3 | SEC48 |
| Gould, Carolyn | PC 1141-1 | TRN04 | Grant, Gerald | PCH 90-4 | TRN02 |
| Gould, Carolyn | PC 1141-1 | SEC17 | Grant, Gerald | PCH 90-5 | TRN10 |
| Gould, Carolyn | PC 1141-2 | SEC01 | Grant, Gerald | PCH 90-5 | TRN15 |
| Gould, Carolyn | PC 1141-2 | UNC01 | Graves, Mark | PC 849-1 | ALT04 |
| Gould, Carolyn | PC 1141-3 | SEC01 | Graves, Mark | PC 849-2 | SEC03 |
| Gould, Carolyn | PC 1141-4 | AVA01 | Graves, Mark | PC 849-2 | SEC12 |
| Gould, Carolyn | PC 1141-4 | GEO01 | Graves, Mark | PC 849-2 | SEC18 |
| Gould, Carolyn | PC 1141-5 | AVA03 | Graves, Mark | PC 849-3 | SEC18 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Gray, Jason | PC 1006-1 | ALT04 | Greinier, Carolyn J. | PC 1196-5 | VIS02 |
| Gray, Jason | PC 1006-2 | TRN09 | Grieme, Wayne | PC 2-1 | ALT02 |
| Gray, Jason | PC 1006-3 | SEC12 | Grieme, Wayne | PC 2-2 | ALT02 |
| Gray, Phillip | PCH 133-1 | ALT03 | Grieme, Wayne | PC 2-3 | UNC01 |
| Gray, Phillip | PCH 133-2 | TRN04 | Grieme, Wayne | PC 2-4 | AVA02 |
| Gray, Phillip | PCH 133-3 | SEC22 | Grieme, Wayne | PC 2-5 | SEC46 |
| Gray, Phillip | PCH 133-4 | WLD08 | Grieme, Wayne | PC 2-6 | ALT17 |
| Gray, Phillip | PCH 133-5 | ENV02 | Grieme, Wayne | PC 2-7 | SEC22 |
| Gray, Phillip | PCH 133-5 | EFH01 | Grieser, Angela | PC 3-1 | ALT01 |
| Gray, Phillip | PCH 133-5 | WLD01 | Grieser, Angela | PC 434-1 | ALT01 |
| Greene, Nelle | PC 1301-1 | ALT02 | Grieser, Angela | PC 434-2 | SEC23 |
| Greene, Nelle | PC 1301-2 | AVA01 | Grieser, Angela | PC 434-3 | SEC12 |
| Greene, Nelle | PC 1301-2 | ENV01 | Grieser, Angela | PC 434-4 | TRN02 |
| Greene, Nelle | PC 1301-2 | SEC01 | Grieser, Kevin | PC 977-1 | ALT01 |
| Greene, Nelle | PC 1301-3 | SEC19 | Grieser, Kevin | PC 977-2 | SEC23 |
| Greene, Nelle | PC 1301-4 | ALT22 | Grieser, Kevin | PC 977-3 | SEC12 |
| Greene, Nelle | PC 1301-5 | ALT22 | Grieser, Kevin | PC 977-4 | SEC18 |
| Greene, Nelle | PC 1301-5 | SEC43 | Grieser, Kevin | PC 977-5 | LND01 |
| Gregory, Tony | PC 896-1 | ALT04 | Grieser, Kevin | PC 977-6 | SEC03 |
| Gregory, Tony | PC 896-2 | TRN10 | Griffin, Roger | PCH 207-1 | ALT03 |
| Gregory, Tony | PC 896-3 | SEC12 | Griffin, Roger | PCH 207-2 | SEC01 |
| Gregory, Tony | PC 896-4 | TRN07 | Griffin, Roger | PCH 207-3 | ALT19 |
| Gregson, John | PC 307-1 | ALT01 | Griffin, Roger | PCH 207-3 | SEC02 |
| Gregson, John | PC 307-2 | SEC12 | Griffith, Constance | PC 353-1 | AVA02 |
| Greighton, Vicki | PC 1174-1 | LND03 | Griffith, Constance | PC 353-1 | TRN03 |
| Greighton, Vicki | PC 1174-1 | UNC01 | Griffith, Constance | PC 353-1 | UNC01 |
| Greighton, Vicki | PC 1174-2 | SEC01 | Griffith, Constance | PC 353-2 | UNC01 |
| Greighton, Vicki | PC 1174-3 | AVA02 | Griffith, Constance F | PC 639-1 | AVA01 |
| Greighton, Vicki | PC 1174-4 | UNC01 | Griffith, Constance F | PC 639-1 | SEC01 |
| Greighton, Vicki | PC 1174-5 | ALT03 | Griffith, Constance F | PC 639-1 | UNC01 |
| Greighton, Vicki | PC 1174-5 | SEC01 | Griffith, Constance F | PC 639-2 | TRN03 |
| Greinier, Carolyn J. | PC 1196-1 | ALT01 | Griffith, Constance F | PC 639-2 | UNC01 |
| Greinier, Carolyn J. | PC 1196-2 | SEC18 | Grimm, Douglas | PC 713-1 | ALT01 |
| Greinier, Carolyn J. | PC 1196-3 | SEC12 | Grimm, Douglas | PC 713-1 | ALT18 |
| Greinier, Carolyn J. | PC 1196-4 | WLD13 | Grimm, Douglas | PC 713-2 | SEC18 |
| Greinier, Carolyn J. | PC 1196-4 | SEC40 | Grimm, Douglas | PC 713-2 | SEC25 |
| Greinier, Carolyn J. | PC 1196-5 | ENV03 | Grimm, Douglas | PC 713-3 | TRN10 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Grimm, Douglas | PC 713-4 | SEC03 |
| Grimm, Douglas | PC 713-5 | SEC12 |
| Grimm, Douglas | PC 713-6 | ALT01 |
| Grimm, Douglas | PC 713-6 | ALT18 |
| Grimm, Douglas | PC 713-7 | SEC18 |
| Grimm, Douglas | PC 713-7 | SEC25 |
| Grooms, Chris | PCH 219-1 | SEC16 |
| Grooms, Chris | PCH 219-2 | SEC03 |
| Grooms, Chris | PCH 219-2 | TRN07 |
| Grooms, Chris | PCH 219-3 | TRN07 |
| Grooms, Chris | PCH 219-4 | VIS01 |
| Grooms, Chris | PCH 219-5 | TRN02 |
| Grooms, Chris | PCH 219-5 | TRN10 |
| Grooms, Chris | PCH 219-6 | ALT01 |
| Grooms, Chris | PCH 219-6 | SEC23 |
| Gross, Dave | PC 1218-1 | ALT08 |
| Gross, Dave | PC 1218-2 | AVA01 |
| Gross, Dave | PC 1218-3 | SEC06 |
| Gross, Dave | PC 1218-4 | LND04 |
| Gross, Dave | PC 1218-5 | ALT15 |
| Gross, Dave | PC 1218-6 | VIS01 |
| Gross, Dave | PC 1218-6 | SEC18 |
| Gross, Dave | PC 1218-7 | TRN27 |
| Gross, Dave | PC 1218-8 | ALT15 |
| Grossman, Ed | PC 980-1 | ALT03 |
| Grossman, Ed | PC 980-1 | ALT09 |
| Grossman, Ed | PC 980-1 | ALT11 |
| Grossman, Ed | PC 980-2 | ENV02 |
| Grossman, Ed | PC 980-3 | TRN06 |
| Grossman, Ed | PC 980-4 | UNC01 |
| Grossman, Ed | PC 980-5 | SEC01 |
| Grossman, Ed | PC 980-5 | SEC02 |
| Grossman, Jennette | PC 979-1 | ALT03 |
| Grossman, Jennette | PC 979-1 | ALT09 |
| Grossman, Jennette | PC 979-1 | ALT11 |
| Grossman, Jennette | PC 979-2 | TRN06 |
| Grossman, Jennette | PC 979-3 | ENV02 |
| Grossman, Jennette | PC 979-4 | SEC43 |
| Grossman, Jennette | PC 979-5 | UNC01 |
| Grossmann, Andrew | PC 1335-1 | ALT02 |
| Grossmann, Andrew | PC 1335-2 | AVA01 |
| Grossmann, Andrew | PC 1335-2 | GEO01 |
| Grossmann, Andrew | PC 1335-2 | SEC20 |
| Grossmann, Andrew | PC 1335-3 | AVA03 |
| Grossmann, Andrew | PC 1335-4 | AVA02 |
| Grossmann, Andrew | PC 1335-5 | AVA06 |
| Grossmann, Andrew | PC 1335-6 | SEC15 |
| Grossmann, Andrew | PC 1335-7 | SEC27 |
| Grossmann, Andrew | PC 1335-8 | ENV02 |
| Grossmann, Andrew | PC 1335-9 | WLD03 |
| Grossmann, Andrew | PC 1335-9 | WLD04 |
| Grossmann, Andrew | PC 1335-10 | WLD01 |
| Grossmann, Andrew | PC 1335-11 | ALT03 |
| Grossmann, Andrew | PC 1335-11 | ALT09 |
| Grossmann, Andrew | PC 1335-11 | ALT11 |
| Ground, Bob | PC 106-1 | ALT04 |
| Gruening, Clark | PC 1148-1 | ALT04 |
| Gruening, Clark | PC 1148-2 | SEC03 |
| Gruening, Clark | PC 1148-3 | SEC12 |
| Gruening, Clark | PC 1148-3 | TRN10 |
| Gruening, Clark | PC 1148-4 | TRN10 |
| Gruening, Clark | PC 1148-5 | SEC03 |
| Gruening, Clark | PC 1148-5 | SEC18 |
| Gruening, Clark | PC 1148-5 | SEC40 |
| Gruening, Clark | PC 1148-6 | TRN27 |
| Guinotte, Henry P. | PC 329-1 | PAN06 |
| Guinotte, Henry P. | PC 329-2 | TRN31 |
| Guinotte, Henry P. | PC 329-3 | SEC03 |
| Guinotte, Henry P. | PC 329-3 | SEC12 |
| Guinotte, Henry P. | PC 329-4 | ALT01 |
| Gundy, Kathleen J. | PC 945-1 | ALT01 |
| Gundy, Kathleen J. | PC 945-2 | TRN02 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Hacker, Lee | PC 291-1 | ALT02 | Hagevig, Rosemary | PC 1082-3 | LND01 |
| Hacker, Lee | PC 291-2 | SEC22 | Hagevig, Rosemary | PC 1082-4 | EVJ01 |
| Hacker, Lee | PC 291-3 | ALT13 | Hagevig, Rosemary | PC 1082-4 | SEC12 |
| Hacker, Richard C | PC 563-1 | SEC17 | Hagevig, Rosemary | PC 1082-5 | VIS02 |
| Hacker, Richard C | PC 563-2 | LND01 | Hagevig, Rosemary | PC 1082-6 | SEC12 |
| Hacker, Richard C | PC 563-2 | SEC12 | Hagevig, Rosemary | PC 1082-6 | TRN10 |
| Hacker, Richard C | PC 563-2 | PAN06 | Hagevig, Rosemary | PC 1082-7 | SEC13 |
| Hacker, Richard C | PC 563-3 | SEC01 | Hagevig, Rosemary | PC 1082-8 | SEC14 |
| Hacker, Richard C | PC 563-4 | SEC22 | Hagevig, Rosemary | PC 1082-8 | SEC18 |
| Hacker, Richard C | PC 563-5 | AVA01 | Haines, Alan | PC 738-1 | ALT13 |
| Hacker, Richard C | PC 563-5 | AVA02 | Haines, Alan | PC 738-2 | ALT19 |
| Hacker, Richard C | PC 563-5 | AVA03 | Haines, Alan | PC 738-3 | AVA02 |
| Hacker, Richard C | PC 563-6 | SEC32 | Haines, Alan | PC 738-3 | RIV01 |
| Hacker, Richard C | PC 563-7 | WLD01 | Hakari, Charles R. | PC 1180-1 | ALT04 |
| Hacker, Richard C | PC 563-8 | ALT09 | Hakari, Charles R. | PC 1180-2 | SEC12 |
| Hadvick, John | PC 507-1 | UNC01 | Hakari, Charles R. | PC 1180-2 | TRN10 |
| Hadvick, John | PC 507-2 | ALT04 | Hakari, Charles R. | PC 1180-3 | TRN10 |
| Hadvick, John | PC 507-3 | SEC03 | Hakari, Nancy | PC 1278-1 | SEC18 |
| Hadvick, John | PC 507-3 | SEC12 | Hakari, Nancy | PC 1278-2 | LND01 |
| Hadvick, John | PC 507-4 | TRN10 | Hakari, Nancy | PC 1278-3 | SEC12 |
| Hadvick, John | PC 507-4 | TRN18 | Hale, Ashleigh | PC 575-1 | ALT08 |
| Hadvick, John | PC 507-5 | SEC03 | Hale, Barbara F. | PC 224-1 | ALT01 |
| Hadvick, John | PC 507-5 | SEC18 | Hale, Barbara F. | PC 224-2 | TRN02 |
| Hagevig, Rosemary | PCH 34-1 | ALT04 | Hale, Barbara F. | PC 224-2 | PAN06 |
| Hagevig, Rosemary | PCH 34-2 | TRN27 | Hale, Barbara F. | PC 224-3 | SEC18 |
| Hagevig, Rosemary | PCH 34-3 | TRN18 | Hale, Barbara F. | PC 224-4 | SEC23 |
| Hagevig, Rosemary | PCH 34-4 | SEC03 | Hale, Barbara F. | PC 224-5 | SEC18 |
| Hagevig, Rosemary | PCH 34-5 | SEC12 | Hale, Barbara F. | PC 224-6 | AIR02 |
| Hagevig, Rosemary | PCH 34-6 | SEC16 | Hale, Barbara F. | PC 224-7 | ENV03 |
| Hagevig, Rosemary | PC 177-1 | ALT01 | Hale, Barbara F. | PC 224-8 | SEC18 |
| Hagevig, Rosemary | PC 177-1 | SEC18 | Hale, Donald | PCH 70-1 | UNC01 |
| Hagevig, Rosemary | PC 177-2 | SEC03 | Hale, Donald | PCH 70-2 | ALT04 |
| Hagevig, Rosemary | PC 177-3 | SEC16 | Hale, Donald | PCH 70-3 | TRN02 |
| Hagevig, Rosemary | PC 1082-1 | ALT04 | Hale, Donald | PCH 70-4 | SEC03 |
| Hagevig, Rosemary | PC 1082-2 | PAN02 | Hale, Donald | PCH 70-4 | SEC12 |
| Hagevig, Rosemary | PC 1082-2 | SEC12 | Hale, Donald | PCH 70-5 | TRN18 |
| Hagevig, Rosemary | PC 1082-2 | SEC23 | Hale, Donald | PCH 70-6 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Hale, Donald | PCH 70-6 | SEC16 | Halsted, Don | PC 194-4 | TRN15 |
| Hale, Donald | PCH 70-7 | EVJ01 | Halsted, Don | PC 194-5 | TRN07 |
| Hale, Donald | PCH 70-8 | TRN10 | Halsted, Don | PC 194-6 | SEC12 |
| Hale, Donald | PCH 70-8 | TRN18 | Halsted, Don | PC 194-6 | TRN15 |
| Hale, Donald | PCH 70-9 | ERG01 | Halsted, Don | PC 194-7 | SEC18 |
| Hale, Donald | PCH 70-10 | TRN27 | Halsted, Don | PC 194-8 | AVA02 |
| Hale, Donald | PCH 70-11 | LND01 | Halsted, Don | PC 194-9 | TRN28 |
| Hale, Donald | PCH 70-12 | SEC18 | Halsted, Don | PC 194-10 | SEC48 |
| Hale, Donald | PCH 70-13 | AIR02 | Halsted, Don | PC 194-11 | UNC01 |
| Hale, Donald | PCH 70-13 | SEC18 | Hamby, Paul | PC 413-1 | ALT01 |
| Hale, Donald | PCH 70-13 | SEC21 | Hamby, Paul | PC 413-2 | SEC48 |
| Hale, Donald | PCH 70-14 | SEC23 | Hamby, Paul | PC 413-3 | SEC18 |
| Hale, Donald | PCH 70-15 | SEC12 | Hamby, Paul | PC 413-4 | LND01 |
| Hale, Donald | PCH 70-16 | TRN27 | Hamby, Paul | PC 413-5 | SEC40 |
| Hale, Donald | PCH 70-17 | SEC18 | Hamby, Paul | PC 413-6 | SEC12 |
| Hales, John Norman | PC 889-1 | ALT04 | Hamby, Paul | PC 413-6 | SEC16 |
| Hales, John Norman | PC 889-1 | LND01 | Hamby, Paul | PC 413-7 | VIS01 |
| Hales, John Norman | PC 889-1 | SEC12 | Hamby, Paul | PC 413-8 | TRN02 |
| Hales, John Norman | PC 889-1 | TRN10 | Hamilton, Chad | PC 687-1 | ALT02 |
| Hales, John Norman | PC 889-2 | TRN02 | Hamilton, Chad | PC 687-1 | PAN06 |
| Hales, John Norman | PC 889-3 | SEC12 | Hamilton, Chad | PC 687-2 | SEC02 |
| Hales, John Norman | PC 889-3 | TRN10 | Hamilton, Chad | PC 687-3 | SEC46 |
| Hall, Judy | PCH 165-1 | ALT03 | Hamilton, Jan | PC 536-1 | TRN06 |
| Hall, Judy | PCH 165-2 | SEC47 | Hamilton, Jan | PC 536-1 | SEC19 |
| Hall, Judy | PCH 165-3 | AVA01 | Hamilton, Jan | PC 536-2 | AVA01 |
| Hall, Judy | PCH 165-4 | SEC17 | Hamilton, Jan | PC 536-2 | TRN11 |
| Hall, Judy | PCH 165-5 | SEC36 | Hamilton, Jan | PC 536-3 | SEC01 |
| Hall, Judy | PCH 165-6 | SEC44 | Hamilton, Jan | PC 536-4 | SEC32 |
| Hall, Judy | PCH 165-7 | ALT13 | Hamilton, Jan | PC 536-5 | UNC01 |
| Hall, Judy | PCH 165-7 | UNC01 | Hamilton, Jan | PC 536-6 | ALT13 |
| Hall-Brown, Jennifer | PC 412-1 | ALT02 | Hamilton, Jesse W | PC 627-1 | ALT04 |
| Hall-Brown, Jennifer | PC 412-2 | SEC17 | Hamilton, Jesse W | PC 627-2 | SEC03 |
| Hall-Brown, Jennifer | PC 412-2 | SEC19 | Hamilton, Jesse W | PC 627-2 | SEC12 |
| Hall-Brown, Jennifer | PC 412-3 | SEC01 | Hamilton, Jesse W | PC 627-3 | TRN02 |
| Halsted, Don | PC 194-1 | TRN07 | Hamilton, Jesse W | PC 627-3 | TRN10 |
| Halsted, Don | PC 194-2 | ALT04 | Hamilton, Scott | PC 536-1 | TRN06 |
| Halsted, Don | PC 194-3 | TRN07 | Hamilton, Scott | PC 536-1 | SEC19 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Hamilton, Scott | PC 536-2 | AVA01 | Hansen, Vince | PC 1375-3 | VIS03 |
| Hamilton, Scott | PC 536-2 | TRN11 | Hansen, Vince | PC 1375-4 | SEC19 |
| Hamilton, Scott | PC 536-3 | SEC01 | Hansen, Vince | PC 1375-5 | ALT15 |
| Hamilton, Scott | PC 536-4 | SEC32 | Hansen, Vince | PC 1375-6 | LND04 |
| Hamilton, Scott | PC 536-5 | UNC01 | Hansen, Vince | PC 1375-7 | LND01 |
| Hamilton, Scott | PC 536-6 | ALT13 | Hansen, Vince | PC 1375-8 | LND04 |
| Hammons, Gordon | PC 1011-1 | ALT04 | Hanson, Dan | PC 136-1 | SEC12 |
| Hammons, Gordon | PC 1011-2 | SEC12 | Hanson, Dan | PC 136-2 | TRN27 |
| Hammons, Gordon | PC 1011-2 | TRN10 | Hanson, Dan | PC 136-3 | AVA02 |
| Hand, Dick | PC 589-1 | TRN10 | Hanson, Dan | PC 136-4 | ALT01 |
| Hand, Dick | PC 589-1 | SEC30 | Hanson, Ed | PC 632-1 | ALT04 |
| Hand, Dick | PC 589-2 | ALT04 | Hanson, Ed | PC 632-1 | TRN10 |
| Hansen, Dale | PC 892-1 | ALT04 | Hanson, Ed | PC 632-2 | SEC12 |
| Hansen, Dale | PC 892-2 | SEC12 | Hanson, Julianne | PCH 2-1 | ALT01 |
| Hansen, Dale | PC 892-3 | TRN02 | Hanson, Julianne | PCH 2-2 | TRN02 |
| Hansen, Howard | PC 866-1 | TRN02 | Hanson, Julianne | PCH 2-3 | SEC03 |
| Hansen, Howard | PC 866-2 | TRN15 | Hanson, Julianne | PCH 2-4 | SEC18 |
| Hansen, Howard | PC 866-3 | SEC12 | Hanson, L.W. | PC 850-1 | ALT04 |
| Hansen, Howard | PC 866-4 | ALT04 | Hanson, L.W. | PC 850-3 | TRN10 |
| Hansen, Howard | PC 866-5 | TRN10 | Hanson, L.W. | PC 850-4 | LND01 |
| Hansen, Jansy | PC 1375-1 | TRN01 | Hanson, L.W. | PC 850-4 | TRN02 |
| Hansen, Jansy | PC 1375-2 | ALT01 | Hanson, L.W. | PC 850-5 | SEC12 |
| Hansen, Jansy | PC 1375-3 | LND02 | Harder, Kristine | PC 643-1 | SEC12 |
| Hansen, Jansy | PC 1375-3 | VIS03 | Harder, Kristine | PC 643-2 | SEC18 |
| Hansen, Jansy | PC 1375-4 | SEC19 | Harder, Kristine | PC 643-3 | ALT01 |
| Hansen, Jansy | PC 1375-5 | ALT15 | Harder, Kristine | PC 643-3 | TRN10 |
| Hansen, Jansy | PC 1375-6 | LND04 | Harrell, Lucy | PCH 160-1 | TRN06 |
| Hansen, Jansy | PC 1375-7 | LND01 | Harrell, Lucy | PCH 160-2 | TRN06 |
| Hansen, Jansy | PC 1375-8 | LND04 | Harrell, Lucy | PCH 160-2 | SEC20 |
| Hansen, Ron | PC 1074-1 | ALT04 | Harrell, Lucy | PCH 160-3 | VIS01 |
| Hansen, Ron | PC 1074-2 | TRN02 | Harrell, Lucy | PCH 160-3 | SEC19 |
| Hansen, Ron | PC 1074-2 | SEC18 | Harrell, Lucy | PCH 160-4 | SEC19 |
| Hansen, Ron | PC 1074-3 | AVA02 | Harris, Virginia | PC 444-1 | ALT02 |
| Hansen, Ron | PC 1074-3 | AVA06 | Harris, Virginia | PC 444-2 | ALT13 |
| Hansen, Vince | PC 1375-1 | TRN01 | Harris, Virginia | PC 444-3 | ALT14 |
| Hansen, Vince | PC 1375-2 | ALT01 | Harris, Virginia | PC 444-3 | ALT15 |
| Hansen, Vince | PC 1375-3 | LND02 | Harrison, Billie | PC 969-1 | ALT04 |

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| Name | Comment # | SOC Code |
|---|---|---|
| Hart, Deborah | PC 156-1 | ALT02 |
| Hart, Deborah | PC 156-2 | SEC44 |
| Hart, Deborah | PC 156-3 | SEC17 |
| Hart, Glenn | PC 1002-1 | ALT04 |
| Hart, Glenn | PC 1002-2 | TRN02 |
| Hart, Glenn | PC 1002-2 | SEC18 |
| Hart, Glenn | PC 1002-3 | SEC18 |
| Hart, Glenn | PC 1002-4 | ERG01 |
| Hart, Glenn | PC 1002-5 | SEC18 |
| Hart, Karla | PCH 110-1 | ALT03 |
| Hart, Karla | PCH 110-2 | TRN14 |
| Hart, Karla | PCH 110-3 | TRN10 |
| Hart, Karla | PCH 110-4 | SEC01 |
| Hart, Karla | PCH 110-4 | UNC01 |
| Hart, Karla | PCH 110-5 | SEC17 |
| Hart, Karla | PC 1275-1 | SEC17 |
| Hart, Karla | PC 1275-2 | UNC01 |
| Hart, Karla | PC 1275-3 | PAN01 |
| Hart, Karla | PC 1275-4 | PAN01 |
| Hart, Karla | PC 1275-4 | UNC01 |
| Hart, Karla | PC 1275-5 | SEC01 |
| Hart, Karla | PC 1275-6 | VIS01 |
| Hart, Karla | PC 1275-6 | SEC19 |
| Hart, Karla | PC 1275-7 | UNC01 |
| Hart, Karla | PC 1275-8 | SEC17 |
| Hart, Karla | PC 1275-9 | LND01 |
| Hart, Karla | PC 1275-9 | TRN04 |
| Hart, Karla | PC 1275-9 | UNC01 |
| Hart, Karla | PC 1275-10 | UNC01 |
| Hart, Karla | PC 1275-11 | SEC24 |
| Hart, Karla | PC 1275-12 | UNC01 |
| Hart, Karla | PC 1275-13 | SEC17 |
| Hart, Karla | PC 1275-13 | SEC19 |
| Hart, Karla | PC 1275-14 | SEC43 |
| Hart, Karla | PC 1275-15 | ALT02 |
| Hart, Karla | PC 1275-16 | ALT19 |
| Hart, Karla | PC 1275-17 | SEC44 |
| Hart, Karla | PC 1275-17 | UNC01 |
| Hart, Karla | PC 1275-18 | ALT13 |
| Hart, Karla | PC 1275-19 | ALT19 |
| Harvey, Rob | PC 720-1 | ALT01 |
| Harvey, Rob | PC 720-2 | SEC18 |
| Harvey, Rob | PC 720-3 | SEC12 |
| Harvey, Rob | PC 720-3 | TRN10 |
| Harvey, Rob | PC 720-3 | SEC16 |
| Harvey, Rob | PC 720-4 | TRN02 |
| Harvey, Rob | PC 720-4 | SEC18 |
| Haskin, Anita | PC 647-1 | ALT04 |
| Haskin, Anita | PC 647-2 | SEC03 |
| Haskin, Anita | PC 647-3 | TRN10 |
| Haskin, Anita | PC 647-4 | SEC03 |
| Haskin, Anita | PC 647-5 | SEC18 |
| Hatch, Blain | PC 393-1 | ALT01 |
| Hatch, Blain | PC 393-2 | TRN10 |
| Hatch, Blain | PC 393-3 | SEC12 |
| Hatch, Blain | PC 393-4 | TRN31 |
| Hatch, Blain | PC 393-5 | VIS02 |
| Hatch, Blain | PC 393-6 | ALT04 |
| Hatch, Blain | PC 393-6 | ALT07 |
| Hatch, Blain | PC 393-6 | SEC48 |
| Hatch, Paul | PC 420-1 | ALT04 |
| Hatch, Paul | PC 420-2 | ERG01 |
| Hatch, Paul | PC 420-2 | SEC03 |
| Hatch, Paul | PC 420-3 | NOI03 |
| Hatfield, Charlie | PC 242-1 | ALT01 |
| Hatfield, Charlie | PC 242-2 | SEC18 |
| Hatfield, Charlie | PC 242-3 | TRN02 |
| Hatfield, Charlie | PC 242-4 | AVA02 |
| Hatfield, Phil | PC 234-1 | ALT01 |
| Hatfield, Phil | PC 234-2 | SEC12 |
| Hatfield, Phil | PC 234-3 | SEC12 |
| Hatfield, Phil | PC 234-3 | TRN10 |
| Hatfield, Phil | PC 234-4 | AVA02 |
| Hatfield, Phil | PC 234-5 | TRN27 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Hatfield, Phil | PC 234-6 | PAN06 | Haynes, Heather | PC 624-11 | TRN06 |
| Haugh, Jen | PCH 213-1 | SEC25 | Haynes, Heather | PC 624-12 | SEC19 |
| Haugh, Jen | PCH 213-1 | SEC44 | Haynes, Marjorie | PC 511-1 | VIS01 |
| Haugh, Jen | PCH 213-2 | SEC17 | Haynes, Marjorie | PC 511-2 | SEC36 |
| Haugh, Jen | PCH 213-2 | SEC20 | Haynes, Marjorie | PC 511-3 | ALT02 |
| Haugh, Jen | PCH 213-3 | SEC22 | Haynes, Marjorie | PC 511-4 | SEC02 |
| Hay, Jesse | PCH 112-1 | SEC12 | Haynes, Marjorie | PC 511-5 | UNC01 |
| Hay, Jesse | PCH 112-2 | TRN09 | Haynes, Marjorie | PC 511-6 | ALT19 |
| Hay, Jesse | PCH 112-3 | WLD03 | Haynes, Marjorie | PC 511-7 | TRN04 |
| Hay, Jesse | PCH 112-4 | ENV03 | Haynes, Marjorie | PC 511-7 | TRN06 |
| Hay, Jesse | PCH 112-5 | SEC18 | Haynes, Marjorie | PC 511-7 | TRN14 |
| Hay, Jesse | PCH 112-6 | ALT01 | Haynes, Marjorie | PC 511-8 | SEC01 |
| Haynes, Evan | PC 141-1 | ALT11 | Haynes, Marjorie | PC 511-8 | SEC02 |
| Haynes, Evan | PC 141-2 | ENV01 | Haynes, Marjorie | PC 511-8 | SEC11 |
| Haynes, Evan | PC 141-3 | SEC36 | Haynes, Marjorie | PC 511-9 | TRN11 |
| Haynes, Evan | PC 141-4 | TNE02 | Hays, Daniel B | PC 468-1 | ALT01 |
| Haynes, Evan | PC 141-5 | SEC01 | Hays, Daniel B | PC 468-1 | LND01 |
| Haynes, Evan | PC 141-6 | SEC45 | Hays, Daniel B | PC 468-1 | SEC18 |
| Haynes, Heather | PC 624-1 | ALT02 | Hays, Edward L | PC 543-1 | ALT09 |
| Haynes, Heather | PC 624-2 | TRN03 | Hays, Edward L | PC 543-1 | ALT10 |
| Haynes, Heather | PC 624-2 | TRN11 | Hays, Edward L | PC 543-1 | ALT11 |
| Haynes, Heather | PC 624-3 | AVA01 | Hays, Edward L | PC 543-1 | ALT12 |
| Haynes, Heather | PC 624-3 | AVA02 | Hays, Edward L | PC 543-2 | SEC01 |
| Haynes, Heather | PC 624-3 | AVA03 | Hays, Yuko | PC 722-1 | ALT09 |
| Haynes, Heather | PC 624-4 | TRN03 | Hays, Yuko | PC 722-1 | ALT10 |
| Haynes, Heather | PC 624-4 | TRN11 | Hays, Yuko | PC 722-1 | ALT11 |
| Haynes, Heather | PC 624-5 | SEC15 | Hays, Yuko | PC 722-1 | ALT12 |
| Haynes, Heather | PC 624-6 | SEC20 | Hays, Yuko | PC 722-2 | ALT02 |
| Haynes, Heather | PC 624-7 | VIS02 | Hays, Yuko | PC 722-2 | SEC01 |
| Haynes, Heather | PC 624-8 | TNE02 | Hays, Yuko | PC 722-3 | ALT13 |
| Haynes, Heather | PC 624-9 | VIS01 | Heacox, Melanie | PC 619-1 | ALT13 |
| Haynes, Heather | PC 624-9 | SEC19 | Heacox, Melanie | PC 619-2 | SEC01 |
| Haynes, Heather | PC 624-10 | ENV01 | Heacox, Melanie | PC 619-3 | AIR01 |
| Haynes, Heather | PC 624-10 | SEC01 | Heacox, Melanie | PC 619-3 | WLD01 |
| Haynes, Heather | PC 624-10 | SEC19 | Heacox, Melanie | PC 619-3 | WLD12 |
| Haynes, Heather | PC 624-10 | SEC20 | Heacox, Melanie | PC 619-3 | SEC22 |
| Haynes, Heather | PC 624-11 | TRN04 | Heacox, Melanie | PC 619-4 | SEC44 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Heacox, Melanie | PC 619-4 | UNC01 | Heavner, Matt | PC 1155-1 | ALT09 |
| Healy, Marcia L. | PC 1272-1 | ALT02 | Heavner, Matt | PC 1155-1 | ALT11 |
| Healy, Marcia L. | PC 1272-2 | SEC01 | Heavner, Matt | PC 1155-2 | PAN03 |
| Healy, Marcia L. | PC 1272-3 | AVA02 | Heavner, Matt | PC 1155-3 | SEC01 |
| Healy, Marcia L. | PC 1272-4 | AVA01 | Heavner, Matt | PC 1155-4 | UNC01 |
| Healy, Marcia L. | PC 1272-4 | AVA02 | Heavner, Matt | PC 1155-5 | SEC04 |
| Healy, Marcia L. | PC 1272-4 | AVA03 | Heavner, Matt | PC 1155-6 | SEC02 |
| Healy, Marcia L. | PC 1272-5 | AVA04 | Heavner, Matt | PC 1155-7 | SEC17 |
| Healy, Marcia L. | PC 1272-5 | TRN06 | Heavner, Matt | PC 1155-7 | UNC01 |
| Healy, Marcia L. | PC 1272-6 | SEC02 | Hegg, Vivian | PC 656-1 | ALT03 |
| Healy, Marcia L. | PC 1272-6 | SEC04 | Hegg, Vivian | PC 656-2 | PAN03 |
| Healy, Marcia L. | PC 1272-7 | SEC15 | Hegg, Vivian | PC 656-2 | SEC01 |
| Healy, Marcia L. | PC 1272-7 | SEC32 | Hegg, Vivian | PC 656-3 | UNC01 |
| Healy, Marcia L. | PC 1272-8 | ENV01 | Hegg, Vivian | PC 656-4 | UNC01 |
| Healy, Marcia L. | PC 1272-8 | VIS01 | Heinz, MD, Julia | PC 447-1 | ALT09 |
| Healy, Marcia L. | PC 1272-8 | SEC19 | Heinz, MD, Julia | PC 447-1 | ALT10 |
| Healy, Marcia L. | PC 1272-9 | TER02 | Heinz, MD, Julia | PC 447-1 | ALT11 |
| Healy, Marcia L. | PC 1272-10 | VIS01 | Heinz, MD, Julia | PC 447-1 | ALT12 |
| Healy, Marcia L. | PC 1272-10 | SEC19 | Heinz, MD, Julia | PC 447-1 | SEC41 |
| Healy, Marcia L. | PC 1272-11 | ALT13 | Heinz, MD, Julia | PC 447-2 | TRN07 |
| Healy, Marcia L. | PC 1272-11 | SEC36 | Heinz, MD, Julia | PC 447-2 | TRN08 |
| Healy, Thomas | PC 1269-1 | ALT02 | Heinz, MD, Julia | PC 447-2 | SEC41 |
| Healy, Thomas | PC 1269-2 | SEC04 | Heinz, MD, Julia | PC 447-3 | AVA02 |
| Healy, Thomas | PC 1269-2 | VIS01 | Hekkers, Michael | PC 315-1 | ALT09 |
| Healy, Thomas | PC 1269-3 | TRN11 | Hekkers, Michael | PC 315-2 | SEC45 |
| Healy, Thomas | PC 1269-3 | SEC20 | Hekkers, Michael | PC 315-3 | SEC04 |
| Healy, Thomas | PC 1269-4 | ALT19 | Hekkers, Michael | PC 315-4 | AVA01 |
| Healy, Thomas | PC 1269-5 | LND02 | Hekkers, Michael | PC 315-4 | AVA03 |
| Healy, Thomas | PC 1269-6 | SEC19 | Helf, Jason | PC 36-1 | TRN10 |
| Healy, Thomas | PC 1269-7 | ALT13 | Helf, Jason | PC 36-2 | ALT01 |
| Healy, Thomas | PC 1269-7 | SEC01 | Helf, Jason | PC 36-3 | SEC12 |
| Healy, Thomas | PC 1269-7 | TRN03 | Helf, Jason | PC 36-4 | ALT04 |
| Healy, Thomas | PC 1269-8 | SEC01 | Helf, Stephanie | PC 37-1 | LND01 |
| Healy, Thomas | PC 1269-8 | SEC43 | Helf, Stephanie | PC 37-1 | TRN10 |
| Healy, Thomas | PC 1269-9 | SEC01 | Helf, Stephanie | PC 37-2 | ALT04 |
| Healy, Thomas | PC 1269-9 | TRN11 | Hellard, Richard | PC 1168-1 | ALT03 |
| Heavner, Matt | PC 1155-1 | ALT03 | Hellard, Richard | PC 1168-1 | ALT09 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Hellard, Richard | PC 1168-1 | ALT11 | Hendryx, James M. | PC 823-5 | SEC03 |
| Hellard, Richard | PC 1168-2 | ENV01 | Hendryx, James M. | PC 823-5 | SEC28 |
| Hellard, Richard | PC 1168-2 | SEC01 | Hendryx, James M. | PC 823-6 | TRN26 |
| Hellard, Richard | PC 1168-3 | SEC04 | Hendryx, James M. | PC 823-7 | TRN18 |
| Hellard, Richard | PC 1168-4 | PAN06 | Hendryx, James M. | PC 823-8 | SEC03 |
| Hellard, Richard | PC 1168-5 | UNC01 | Hendryx, James M. | PC 823-8 | SEC12 |
| Hellard, Richard | PC 1168-6 | TRN08 | Hermann, Reid | PC 286-1 | ALT13 |
| Hemenway, Galen R | PC 732-1 | ALT04 | Herzog, Roberta | PC 339-1 | ALT18 |
| Hemenway, Galen R | PC 732-2 | TRN02 | Herzog, Roberta I. | PC 340-1 | ALT18 |
| Hemenway, Galen R | PC 732-3 | LND01 | Hess, Karen | PC 129-1 | ALT08 |
| Hemenway, Galen R | PC 732-3 | SEC12 | Hess, Karen | PC 129-1 | TRN10 |
| Henderson, Bart | PCH 166-1 | PUB03 | Hess, Karen | PC 129-2 | ALT06 |
| Henderson, Bart | PCH 166-2 | SEC32 | Hess, Karen | PC 129-2 | SEC37 |
| Henderson, Bart | PCH 166-2 | SEC44 | Heueisen, Joe | PC 943-1 | ALT04 |
| Henderson, Bart | PCH 166-2 | UNC01 | Heueisen, Joe | PC 943-2 | TRN01 |
| Henderson, Bart | PCH 166-3 | ALT17 | Heueisen, Joe | PC 943-2 | PAN06 |
| Henderson, Bart | PCH 166-3 | SEC27 | Heueisen, Joe | PC 943-3 | SEC18 |
| Henderson, Bart | PCH 166-4 | TRN09 | Heueisen, Joe | PC 943-4 | TRN02 |
| Henderson, Bart | PCH 166-4 | SEC27 | Heueisen, Joe | PC 943-5 | SEC12 |
| Henderson, Bart | PCH 166-4 | TRN32 | Heueisen, Joe | PC 943-5 | TRN07 |
| Henderson, Bart | PCH 166-5 | SEC32 | Heueisen, Joe | PC 943-6 | TRN02 |
| Henderson, Bart | PCH 166-6 | SEC32 | Heueisen, Joe | PC 943-7 | SEC12 |
| Henderson, Bart | PCH 166-6 | SEC44 | Heueisen, Joe | PC 943-8 | ALT04 |
| Hendricksen, Thor | PCH 221-1 | ALT01 | Heueisen, Joe | PC 943-8 | SEC18 |
| Hendricksen, Thor | PCH 221-2 | UNC01 | Heumann, Jim | PC 109-1 | TRN02 |
| Hendricksen, Thor | PCH 221-3 | GEO01 | Heumann, Jim | PC 109-2 | SEC12 |
| Hendricksen, Thor | PCH 221-4 | SEC03 | Heumann, Jim | PC 109-3 | ENV03 |
| Hendricksen, Thor | PCH 221-5 | LND01 | Heumann, Jim | PC 109-4 | ALT01 |
| Hendricksen, Thor | PCH 221-6 | UNC01 | Hickok, Chris L. | PC 1248-1 | SEC12 |
| Hendricksen, Thor | PCH 221-7 | AVA01 | Hickok, Chris L. | PC 1248-2 | SEC03 |
| Hendricksen, Thor | PCH 221-8 | ALT14 | Hickok, Chris L. | PC 1248-3 | ALT01 |
| Hendricksen, Thor | PCH 221-8 | SEC33 | Hillmer, Dale A | PC 686-1 | ALT02 |
| Hendryx, James M. | PC 823-1 | ALT04 | Hillmer, Dale A | PC 686-2 | PAN06 |
| Hendryx, James M. | PC 823-2 | TRN10 | Hinckle, Lai | PC 976-1 | ALT04 |
| Hendryx, James M. | PC 823-3 | SEC12 | Hinckle, Lai | PC 976-2 | TRN02 |
| Hendryx, James M. | PC 823-4 | ERG01 | Hodges, John | PC 590-1 | ALT02 |
| Hendryx, James M. | PC 823-4 | SEC12 | Hodges, John | PC 590-2 | SEC20 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Hodges, John | PC 590-3 | VIS01 | Holland, J. S. | PC 181-1 | ALT04 |
| Hodges, John | PC 590-4 | AVA02 | Holland, J. S. | PC 181-2 | SEC18 |
| Hodges, John | PC 590-4 | SEC01 | Holland, J. S. | PC 181-2 | PAN06 |
| Hodges, John | PC 590-5 | ALT13 | Holland, J. S. | PC 181-3 | SEC18 |
| Hodges, John | PC 590-5 | TRN04 | Holland, J. S. | PC 181-4 | TRN10 |
| Hodges, Molly | PC 599-1 | ALT13 | Holland, Louise | PC 184-1 | ALT04 |
| Hodges, Molly | PC 599-2 | SEC01 | Holland, Louise | PC 184-1 | SEC12 |
| Hodges, Molly | PC 599-3 | SEC17 | Holland, Louise | PC 184-2 | SEC40 |
| Hodges, Molly | PC 599-4 | AVA01 | Holland, Louise | PC 184-3 | TRN18 |
| Hodges, Molly | PC 599-4 | AVA02 | Holle, Eric | PCH 158-1 | TRN04 |
| Hodges, Molly | PC 599-4 | GEO01 | Holle, Eric | PCH 158-1 | TRN06 |
| Hodges, Molly | PC 599-5 | UNC01 | Holle, Eric | PCH 158-2 | AVA04 |
| Hodnik, RN, Shelley | PC 447-1 | ALT09 | Holle, Eric | PCH 158-3 | TRN23 |
| Hodnik, RN, Shelley | PC 447-1 | ALT10 | Holle, Eric | PCH 158-4 | SEC20 |
| Hodnik, RN, Shelley | PC 447-1 | ALT11 | Holle, Eric | PCH 158-5 | ALT13 |
| Hodnik, RN, Shelley | PC 447-1 | ALT12 | Holle, Eric | PC 367-1 | TRN23 |
| Hodnik, RN, Shelley | PC 447-1 | SEC41 | Holle, Eric | PC 367-2 | AVA04 |
| Hodnik, RN, Shelley | PC 447-2 | TRN07 | Home, Scott | PCH 212-1 | GEO01 |
| Hodnik, RN, Shelley | PC 447-2 | TRN08 | Home, Scott | PC 430-1 | GEO01 |
| Hodnik, RN, Shelley | PC 447-2 | SEC41 | Hood, Dixie | PC 1217-1 | ALT01 |
| Hodnik, RN, Shelley | PC 447-3 | AVA02 | Hood, Dixie | PC 1217-2 | AVA01 |
| Hoffmeister, David | PCH 190-1 | ALT01 | Hood, Dixie | PC 1217-2 | ENV01 |
| Hoffmeister, David | PCH 190-2 | ENV03 | Hood, Dixie | PC 1217-2 | SEC01 |
| Hoffmeister, David | PCH 190-2 | TRN07 | Hood, Dixie | PC 1217-2 | WLD01 |
| Hoffmeister, David | PCH 190-3 | TRN02 | Hood, Dixie | PC 1217-3 | SEC20 |
| Hoffmeister, David | PCH 190-3 | TRN10 | Hood, Dixie | PC 1217-4 | SEC20 |
| Hoffmeister, David | PCH 190-4 | TRN02 | Hood, Dixie | PC 1217-5 | SEC20 |
| Hoffmeister, David | PCH 190-4 | TRN10 | Hood, Dixie | PC 1217-6 | PUB01 |
| Hoffmeister, David | PCH 190-5 | TRN10 | Hood, Dixie | PC 1217-6 | UNC01 |
| Hoffmeister, David | PC 381-1 | ALT08 | Hood, Eran | PC 1152-1 | ALT03 |
| Hoffmeister, David | PC 381-2 | ALT15 | Hood, Eran | PC 1152-1 | ALT09 |
| Hoffmeister, David | PC 381-3 | ALT15 | Hood, Eran | PC 1152-1 | ALT11 |
| Hoffmeister, David | PC 381-4 | ALT15 | Hood, Eran | PC 1152-2 | UNC01 |
| Hoffmeister, David | PC 381-5 | ALT14 | Hood, Eran | PC 1152-3 | SEC01 |
| Hoffmeister, David | PC 381-6 | TRN10 | Hood, Eran | PC 1152-4 | SEC44 |
| Hoffmeister, David | PC 381-7 | SEC03 | Hood, Eran | PC 1152-5 | ENV02 |
| Hoffmeister, David | PC 381-7 | TRN07 | Hood, Kevin | PCH 109-1 | SEC17 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Hood, Kevin | PCH 109-2 | TRN11 | Hood, Kevin | PC 1089-25 | ALT21 |
| Hood, Kevin | PCH 109-2 | SEC17 | Hood, Kevin | PC 1089-26 | ALT20 |
| Hood, Kevin | PCH 109-2 | SEC19 | Hood, Kevin | PC 1089-27 | UNC01 |
| Hood, Kevin | PCH 109-3 | SEC19 | Hood, Kevin | PC 1089-28 | UNC01 |
| Hood, Kevin | PCH 109-4 | SEC17 | Hood, Kevin | PC 1089-29 | UNC01 |
| Hood, Kevin | PC 1089-1 | UNC01 | Hood, Kevin | PC 1089-30 | PUB06 |
| Hood, Kevin | PC 1089-2 | SEC17 | Hood, Kevin | PC 1089-30 | UNC01 |
| Hood, Kevin | PC 1089-2 | UNC01 | Hood, Kevin | PC 1089-31 | SEC44 |
| Hood, Kevin | PC 1089-3 | SEC17 | Hood, Kevin | PC 1089-32 | PUB02 |
| Hood, Kevin | PC 1089-4 | ENV01 | Hood, Kevin | PC 1089-32 | UNC01 |
| Hood, Kevin | PC 1089-4 | SEC17 | Hood, Lloyd A. | PC 803-1 | ALT01 |
| Hood, Kevin | PC 1089-5 | SEC19 | Hood, Lloyd A. | PC 803-2 | TRN25 |
| Hood, Kevin | PC 1089-6 | SEC19 | Hooton, Larry | PC 195-1 | ALT20 |
| Hood, Kevin | PC 1089-7 | SEC17 | Hopson, Elaine | PC 1245-1 | ENV03 |
| Hood, Kevin | PC 1089-8 | CUL04 | Hopson, Elaine | PC 1245-2 | ALT04 |
| Hood, Kevin | PC 1089-8 | SEC17 | Horton, Ken | PC 884-1 | ALT04 |
| Hood, Kevin | PC 1089-9 | SEC17 | Horton, Ken | PC 884-2 | SEC12 |
| Hood, Kevin | PC 1089-10 | SEC26 | Horton, Ken | PC 884-3 | TRN07 |
| Hood, Kevin | PC 1089-11 | SEC20 | Horton, Ken | PC 884-4 | TRN02 |
| Hood, Kevin | PC 1089-12 | ENV01 | Horton, Mitch | PCH 143-1 | SEC01 |
| Hood, Kevin | PC 1089-13 | LND02 | Horton, Mitch | PCH 143-2 | ALT20 |
| Hood, Kevin | PC 1089-14 | SEC27 | Horton, Mitch | PCH 143-3 | AVA02 |
| Hood, Kevin | PC 1089-14 | UNC01 | Horton, Mitch | PCH 143-3 | SEC01 |
| Hood, Kevin | PC 1089-15 | SEC17 | Hosford, Beryl H. | PC 807-1 | ALT04 |
| Hood, Kevin | PC 1089-16 | SEC19 | Hosford, Beryl H. | PC 807-2 | TRN10 |
| Hood, Kevin | PC 1089-16 | SEC22 | Hosford, Beryl H. | PC 807-3 | TRN07 |
| Hood, Kevin | PC 1089-17 | LND05 | Hosford, Beryl H. | PC 807-4 | SEC12 |
| Hood, Kevin | PC 1089-17 | SEC17 | Hosford, Beryl H. | PC 807-5 | TRN07 |
| Hood, Kevin | PC 1089-18 | LND02 | Hosford, Beryl H. | PC 807-6 | SEC03 |
| Hood, Kevin | PC 1089-18 | SEC17 | Hosford, Beryl H. | PC 807-6 | SEC28 |
| Hood, Kevin | PC 1089-19 | SEC17 | Hosford, Fred | PC 1350-1 | UNC01 |
| Hood, Kevin | PC 1089-20 | ENV02 | Hosford, Fred | PC 1350-2 | ALT04 |
| Hood, Kevin | PC 1089-20 | LND02 | Hosford, Fred | PC 1350-3 | SEC03 |
| Hood, Kevin | PC 1089-21 | LND02 | Hosford, Fred | PC 1350-4 | SEC37 |
| Hood, Kevin | PC 1089-22 | VIS01 | Hosford, Fred | PC 1350-5 | SEC23 |
| Hood, Kevin | PC 1089-23 | SEC17 | Hosford, Fred | PC 1350-6 | TRN01 |
| Hood, Kevin | PC 1089-24 | SEC21 | Hosford, Fred | PC 1350-7 | UNC01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Hosford, Fred | PC 1350-8 | TRN01 | Howard, Raymond | PC 215-3 | AVA06 |
| Hosford, Kathy | PC 1351-1 | ALT04 | Howell, Brent Everett | PC 978-1 | ALT04 |
| Hosford, Kathy | PC 1351-2 | UNC01 | Howell, Brent Everett | PC 978-2 | TRN02 |
| Hosford, Kathy | PC 1351-3 | UNC01 | Howell, Brent Everett | PC 978-3 | LND01 |
| Hosford, Kathy | PC 1351-4 | SEC18 | Howell, Brent Everett | PC 978-4 | SEC12 |
| Hosford, Kathy | PC 1351-5 | PUB02 | Howell, Brent Everett | PC 978-4 | TRN07 |
| Host, Randy | PC 483-1 | ALT13 | Howell, Brent Everett | PC 978-5 | SEC03 |
| Host, Randy | PC 483-2 | UNC01 | Howell, Brent Everett | PC 978-6 | SEC18 |
| Host, Randy | PC 483-3 | SEC01 | Howell, Erin Kristine | PC 780-1 | TRN07 |
| Host, Randy | PC 483-3 | SEC43 | Howell, Erin Kristine | PC 780-2 | SEC12 |
| Host, Randy | PC 483-4 | SEC01 | Howell, Erin Kristine | PC 780-2 | TRN07 |
| Host, Randy | PC 483-5 | SEC19 | Howell, Erin Kristine | PC 780-3 | SEC12 |
| Host, Randy | PC 483-5 | SEC22 | Howell, Erin Kristine | PC 780-4 | TRN10 |
| Host, Randy | PC 483-6 | AVA02 | Howell, Erin Kristine | PC 780-5 | TRN02 |
| Host, Randy | PC 483-7 | SEC20 | Huff, Lyle | PC 345-1 | ALT02 |
| Host, Scott | PC 489-1 | ALT13 | Huff, Lyle | PC 345-1 | SEC01 |
| Host, Scott | PC 489-2 | UNC01 | Huff, Lyle | PC 345-2 | SEC02 |
| Host, Scott | PC 489-3 | SEC43 | Huff, Lyle | PC 345-3 | SEC01 |
| Host, Scott | PC 489-4 | SEC01 | Huff, Lyle | PC 345-3 | VIS01 |
| Host, Scott | PC 489-5 | SEC19 | Huff, Lyle | PC 345-4 | UNC01 |
| Host, Scott | PC 489-5 | SEC22 | Hughes, Layla | PCH 135-1 | ALT03 |
| Host, Scott | PC 489-6 | AVA02 | Hughes, Layla | PCH 135-2 | SEC17 |
| Hotch, Joe | PC 1071-1 | ALT02 | Hulk, Douglas B. | PC 806-1 | ALT04 |
| Hotch, Joe | PC 1071-2 | CUL02 | Hulk, Douglas B. | PC 806-1 | ALT07 |
| Hotch, Joe | PC 1071-3 | TNE02 | Hulk, Douglas B. | PC 806-2 | TRN31 |
| Hotch, Joe | PC 1071-4 | AVA01 | Hulk, Douglas B. | PC 806-3 | SEC12 |
| Hotch, Joe | PC 1071-5 | CUL02 | Hulk, Douglas B. | PC 806-3 | TRN02 |
| Hotch, Joe | PC 1071-6 | UNC01 | Hulk, Douglas B. | PC 806-3 | TRN07 |
| Hotch, Joe | PC 1071-7 | CUL02 | Hulk, Douglas B. | PC 806-3 | SEC23 |
| Howard, Emily C | PC 213-1 | ALT04 | Hulk, JoAnn | PC 805-1 | ALT07 |
| Howard, Emily C | PC 213-2 | LND01 | Hulk, JoAnn | PC 805-2 | SEC23 |
| Howard, Emily C | PC 213-3 | SEC23 | Hulk, JoAnn | PC 805-3 | SEC18 |
| Howard, Raymond | PC 215-1 | ALT04 | Hummel, Gareth | PCH 35-1 | PUB01 |
| Howard, Raymond | PC 215-2 | LND01 | Hummel, Gareth | PCH 35-2 | ALT03 |
| Howard, Raymond | PC 215-2 | TRN02 | Hummel, Gareth | PCH 35-2 | SEC02 |
| Howard, Raymond | PC 215-2 | SEC16 | Hummel, Gareth | PCH 35-3 | SEC01 |
| Howard, Raymond | PC 215-3 | AVA02 | Hummel, Gareth | PCH 35-3 | UNC01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Hummel, Gareth | PCH 35-4 | AVA01 | Hungerford, Robert J. | PC 816-6 | SEC03 |
| Hummel, Gareth | PCH 35-5 | ENV01 | Hungerford, Robert J. | PC 816-6 | TRN10 |
| Hummel, Gareth | PC 1306-1 | ALT03 | Hungerford, Robert J. | PC 816-7 | AVA02 |
| Hummel, Gareth | PC 1306-1 | ALT09 | Hungerford, Robert J. | PC 816-7 | TRN10 |
| Hummel, Gareth | PC 1306-2 | AVA01 | Hungerford, Robert J. | PC 816-8 | TRN10 |
| Hummel, Gareth | PC 1306-2 | SEC01 | Hungerford, Robert J. | PC 816-9 | AVA04 |
| Hummel, Gareth | PC 1306-2 | UNC01 | Hungerford, Robert J. | PC 816-10 | ENV03 |
| Hummel, Gareth | PC 1306-3 | AVA02 | Hungerford, Robert J. | PC 816-11 | SEC18 |
| Hummel, Gareth | PC 1306-3 | SEC01 | Hunt, Lester A. | PC 890-1 | ALT04 |
| Hummel, Gareth | PC 1306-4 | SEC01 | Hunt, Lester A. | PC 890-2 | LND01 |
| Hummel, Gareth | PC 1306-4 | UNC01 | Hunt, Lester A. | PC 890-3 | SEC12 |
| Hummel, Gareth | PC 1306-5 | ALT03 | Hunt, Lester A. | PC 890-4 | TRN02 |
| Hummel, Gareth | PC 1306-5 | ALT09 | Hunt, Ralph C | PC 557-1 | ALT04 |
| Hummel, Gareth | PC 1306-6 | ENV02 | Hunt, Ralph C | PC 557-2 | AVA01 |
| Hummel, Gareth | PC 1306-6 | SEC38 | Hunt, Ralph C | PC 557-2 | AVA02 |
| Humphrey, Dan | PC 536-1 | TRN06 | Hunt, Ralph C | PC 557-3 | SEC03 |
| Humphrey, Dan | PC 536-1 | SEC19 | Hunt, Ralph C | PC 557-3 | TRN10 |
| Humphrey, Dan | PC 536-2 | AVA01 | Hursey, Julie | PC 1182-1 | ALT03 |
| Humphrey, Dan | PC 536-2 | TRN11 | Hursey, Julie | PC 1182-1 | ALT11 |
| Humphrey, Dan | PC 536-3 | SEC01 | Hursey, Julie | PC 1182-2 | SEC01 |
| Humphrey, Dan | PC 536-4 | SEC32 | Hursey, Julie | PC 1182-2 | TRN11 |
| Humphrey, Dan | PC 536-5 | UNC01 | Hursey, Julie | PC 1182-3 | SEC01 |
| Humphrey, Dan | PC 536-6 | ALT13 | Hursey, Julie | PC 1182-4 | UNC01 |
| Humphrey, Susan | PC 536-1 | TRN06 | Hussain, Joy | PCH 178-1 | SEC41 |
| Humphrey, Susan | PC 536-1 | SEC19 | Hussain, Joy | PCH 178-2 | TRN07 |
| Humphrey, Susan | PC 536-2 | AVA01 | Hussain, Joy | PCH 178-2 | SEC41 |
| Humphrey, Susan | PC 536-2 | TRN11 | Hussain, Joy | PCH 178-3 | AVA02 |
| Humphrey, Susan | PC 536-3 | SEC01 | Hussain, Joy | PCH 178-4 | ALT13 |
| Humphrey, Susan | PC 536-4 | SEC32 | Hussain, Joy | PCH 178-4 | SEC41 |
| Humphrey, Susan | PC 536-5 | UNC01 | Hussain, MD, Joy | PC 447-1 | ALT09 |
| Humphrey, Susan | PC 536-6 | ALT13 | Hussain, MD, Joy | PC 447-1 | ALT10 |
| Hungerford, Robert J. | PC 816-1 | ALT01 | Hussain, MD, Joy | PC 447-1 | ALT11 |
| Hungerford, Robert J. | PC 816-2 | TRN17 | Hussain, MD, Joy | PC 447-1 | ALT12 |
| Hungerford, Robert J. | PC 816-3 | SEC12 | Hussain, MD, Joy | PC 447-1 | SEC41 |
| Hungerford, Robert J. | PC 816-4 | TRN10 | Hussain, MD, Joy | PC 447-2 | TRN07 |
| Hungerford, Robert J. | PC 816-5 | ERG01 | Hussain, MD, Joy | PC 447-2 | TRN08 |
| Hungerford, Robert J. | PC 816-5 | TRN18 | Hussain, MD, Joy | PC 447-2 | SEC41 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Hussain, MD, Joy | PC 447-3 | AVA02 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Ihnat, Frank | PC 1122-1 | ALT01 |
| Iler, Harold | PC 178-1 | ALT04 |
| Ilgenfritz, Don | PC 661-1 | ALT04 |
| Ilgenfritz, Don | PC 661-2 | TRN10 |
| Ilgenfritz, Don | PC 661-3 | SEC12 |
| Ilgenfritz, Don | PC 661-3 | PAN06 |
| Ilgenfritz, Don | PC 661-4 | TRN10 |
| Ilgenfritz, Don | PC 661-5 | SEC03 |
| Inga, Tanya K | PC 726-1 | ALT04 |
| Inga, Tanya K | PC 726-2 | SEC18 |
| Inga, Tanya K | PC 726-3 | SEC12 |
| Inga, Tanya K | PC 726-3 | SEC18 |
| Inga, Tanya K | PC 726-4 | SEC12 |
| Inga, Tanya K | PC 726-4 | SEC18 |
| Irwin, Holly R | PC 344-1 | ALT02 |
| Irwin, Holly R | PC 344-2 | SEC17 |
| Irwin, Holly R | PC 344-3 | PAN06 |
| Irwin, Holly R | PC 344-4 | ALT13 |
| Irwin, Holly R | PC 344-5 | ALT13 |
| Irwin, Jeff | PC 201-1 | ALT02 |
| Irwin, Jeff | PC 201-2 | SEC01 |
| Irwin, Jeff | PC 201-3 | ENV02 |
| Isaacson, Doug | PCH 128-1 | ALT01 |
| Isaacson, Doug | PCH 128-2 | PAN06 |
| Isaacson, Doug | PCH 128-3 | SEC12 |
| Isaacson, Doug | PCH 128-4 | TRN02 |
| Isto, Sarah | PC 88-1 | ALT09 |
| Isto, Sarah | PC 88-1 | ALT10 |
| Isto, Sarah | PC 88-1 | ALT11 |
| Isto, Sarah | PC 88-1 | ALT12 |
| Isto, Sarah | PC 88-2 | UNC01 |
| Isto, Sarah | PC 88-3 | AVA02 |
| Isto, Sarah | PC 88-3 | SEC01 |
| Isto, Sarah | PC 88-4 | SEC20 |
| Isto, Sarah | PC 88-5 | SEC24 |
| Isto, Sarah | PC 88-6 | TRN23 |
| Isto, Sarah | PC 88-7 | SEC45 |
| Ivanoff, Arthur J. | PC 1020-1 | ALT04 |
| Ivanoff, Arthur J. | PC 1020-2 | SEC12 |
| Ivanoff, Arthur J. | PC 1020-2 | TRN10 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Jackson, Matthew B. | PC 193-1 | ALT04 |
| Jackson, Matthew B. | PC 193-1 | SEC18 |
| Jackson, Michele R | PC 238-1 | ALT04 |
| Jackson, Michele R | PC 238-2 | SEC18 |
| Jackson, Michele R | PC 238-3 | SEC12 |
| Jacobsen, Rick | PC 970-1 | ALT04 |
| Jacobsen, Rick | PC 970-2 | TRN02 |
| Jacobson, Joey | PCH 151-1 | ALT02 |
| Jacobson, Joey | PCH 151-2 | ALT13 |
| Jacobson, Joey | PCH 151-3 | LND02 |
| Jacobson, Joey | PCH 151-3 | SEC17 |
| Jacobson, Joseph N | PC 383-1 | ALT13 |
| Jacobson, Joseph N | PC 383-2 | SEC17 |
| Jaeger, Howard R. | PC 992-1 | ALT04 |
| Jaeger, Howard R. | PC 992-2 | TRN07 |
| Jaeger, Howard R. | PC 992-3 | SEC03 |
| Jaeger, Howard R. | PC 992-3 | SEC12 |
| Jaeger, Howard R. | PC 992-4 | SEC18 |
| Jaeger, Howard R. | PC 992-5 | TRN18 |
| Jaeger, Howard R. | PC 992-6 | LND01 |
| Jaeger, Roberta J. | PC 993-1 | ALT04 |
| Jaeger, Roberta J. | PC 993-2 | SEC12 |
| Jaeger, Roberta J. | PC 993-3 | TRN10 |
| Jaeger, Roberta J. | PC 993-4 | AVA02 |
| James, Jeannette | PC 471-1 | SEC18 |
| James, Jeannette | PC 471-2 | ENV03 |
| James, Jeannette | PC 471-3 | SEC16 |
| James, Jeannette | PC 471-4 | TRN10 |
| James, Jeannette | PC 471-4 | SEC18 |

# J

| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Janes, Robert | PC 1305-1 | UNC01 |
| Janes, Robert | PC 1305-2 | ALT03 |
| Janes, Robert | PC 1305-3 | AVA02 |
| Janes, Robert | PC 1305-3 | ENV02 |
| Janes, Robert | PC 1305-3 | SEC04 |
| Janes, Robert | PC 1305-4 | UNC01 |
| Janes, Robert | PC 1305-5 | SEC43 |
| Janes, Robert | PC 1305-6 | AVA02 |
| Janes, Robert | PC 1305-6 | SEC04 |
| Janes, Robert | PC 1305-7 | AVA01 |
| Janes, Robert | PC 1305-7 | PAN06 |
| Janes, Robert | PC 1305-8 | EAG02 |
| Janes, Robert | PC 1305-8 | EFH01 |
| Janes, Robert | PC 1305-8 | TNE02 |
| Janes, Robert | PC 1305-8 | WLD02 |
| Janes, Robert | PC 1305-9 | ALT03 |
| Janes, Robert | PC 1305-9 | PUB01 |
| Jenkins, Gary L | PC 571-1 | ALT04 |
| Jenkins, Gary L | PC 571-1 | ALT14 |
| Jenkins, Gary L | PC 571-2 | PUB06 |
| Jenkins, Gary L | PC 571-3 | ALT06 |
| Jenkins, Gary L | PC 571-3 | ALT14 |
| Jenkins, Gary L | PC 571-3 | SEC05 |
| Jenkins, Joanie | PC 1049-1 | ALT02 |
| Jenkins, Joanie | PC 1049-2 | ALT13 |
| Jenkins, Joanie | PC 1049-3 | ENV01 |
| Jenkins, Joanie | PC 1049-3 | SEC17 |
| Jerue, Rick | PC 875-1 | ALT04 |
| Jerue, Rick | PC 875-2 | SEC12 |
| Jerue, Rick | PC 875-3 | ENV03 |
| Jerue, Rick | PC 875-4 | SEC03 |
| Jerue, Rick | PC 875-5 | SEC12 |
| Jess, Arthur L. | PC 1353-1 | ALT13 |
| Jess, Arthur L. | PC 1353-2 | SEC01 |
| Jess, Arthur L. | PC 1353-3 | AVA01 |
| Jess, Arthur L. | PC 1353-4 | ALT08 |
| Jess, Arthur L. | PC 1353-5 | LND04 |
| Jess, Arthur L. | PC 1353-5 | SEC06 |
| Job, David | PCH 64-1 | ALT13 |
| Job, David | PCH 64-2 | ENV02 |
| Job, David | PCH 64-2 | WLD02 |
| Job, David | PCH 64-2 | SEC22 |
| Job, David | PCH 64-3 | SEC32 |
| Job, David | PCH 64-4 | SEC20 |
| Job, David | PCH 64-4 | SEC24 |
| Job, David | PCH 64-5 | LND02 |
| Job, David | PCH 64-5 | TRN22 |
| Job, David | PCH 64-6 | SEC17 |
| Job, David | PCH 64-7 | SEC46 |
| Job, David | PCH 64-8 | SEC02 |
| Job, David | PCH 64-8 | SEC44 |
| Johansen, Rex A. | PC 843-1 | ALT04 |
| Johansen, Rex A. | PC 843-2 | TRN02 |
| Johansen, Rex A. | PC 843-3 | SEC12 |
| Johnson, Byron M. | PC 944-1 | ALT04 |
| Johnson, Byron M. | PC 944-2 | TRN10 |
| Johnson, Byron M. | PC 944-3 | SEC12 |
| Johnson, Byron M. | PC 944-4 | TRN07 |
| Johnson, Byron M. | PC 944-5 | SEC28 |
| Johnson, Carolyn | PC 628-1 | ALT01 |
| Johnson, Carolyn | PC 628-1 | TRN02 |
| Johnson, Ginger | PC 994-1 | ALT04 |
| Johnson, Ginger | PC 994-2 | SEC12 |
| Johnson, Ginger | PC 994-3 | TRN10 |
| Johnson, Ginger | PC 994-4 | SEC03 |
| Johnson, Ginger | PC 994-5 | TRN18 |
| Johnson, Ginger | PC 994-6 | SEC18 |
| Johnson, Ginger | PC 994-7 | TRN02 |
| Johnson, Howard P | PC 740-1 | ALT01 |
| Johnson, Lloyd | PC 259-1 | UNC01 |
| Johnson, Lloyd | PC 259-2 | ALT04 |
| Johnson, Lloyd | PC 259-3 | TRN02 |
| Johnson, Lloyd | PC 259-4 | SEC03 |
| Johnson, Lloyd | PC 259-4 | SEC12 |

# J

| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Johnson, Lorine F. | PC 847-1 | ALT04 | Jones, Kristopher | PC 957-5 | AVA02 |
| Johnson, Lorine F. | PC 847-2 | TRN10 | Jones, Kristopher | PC 957-5 | SEC20 |
| Johnson, Lorine F. | PC 847-3 | SEC12 | Jones, Kristopher | PC 957-6 | AVA01 |
| Johnson, Lorine F. | PC 847-4 | TRN10 | Jones, Kristopher | PC 957-6 | TRN03 |
| Johnson, Lorine F. | PC 847-5 | SEC03 | Jones, Kristopher | PC 957-7 | UNC01 |
| Johnson, Lorine F. | PC 847-5 | SEC28 | Jones, Kristopher | PC 957-8 | UNC01 |
| Johnson, Lorine F. | PC 847-6 | LND04 | Jones, Kristopher | PC 957-9 | LND05 |
| Johnson, Lorine F. | PC 847-6 | VIS02 | Jones, Kristopher | PC 957-10 | AVA02 |
| Johnson, Tamara | PC 1007-1 | ALT04 | Jones, Kristopher | PC 957-11 | AVA01 |
| Johnson, Tamara | PC 1007-2 | SEC12 | Jones, Larry | PCH 41-1 | SEC12 |
| Johnson, Tamara | PC 1007-3 | TRN10 | Jones, Larry | PCH 41-2 | ALT01 |
| Johnston, Don S. | PC 1238-1 | ALT04 | Jones, Larry | PCH 41-3 | ENV03 |
| Johnston, Don S. | PC 1238-2 | SEC12 | Jones, Larry | PC 120-1 | ALT01 |
| Johnston, Don S. | PC 1238-2 | TRN07 | Jones, Larry | PC 120-1 | TRN07 |
| Johnston, Don S. | PC 1238-3 | TRN26 | Jones, Larry | PC 120-2 | SEC12 |
| Johnston, Don S. | PC 1238-4 | SEC18 | Jones, Larry | PC 120-3 | SEC48 |
| Jones, Eileen M. | PC 1056-1 | TRN02 | Jones, Stanley L | PC 1056-1 | TRN02 |
| Jones, Eileen M. | PC 1056-2 | PAN02 | Jones, Stanley L | PC 1056-2 | PAN02 |
| Jones, Eileen M. | PC 1056-3 | ALT04 | Jones, Stanley L | PC 1056-3 | ALT04 |
| Jones, Eileen M. | PC 1056-4 | TRN02 | Jones, Stanley L | PC 1056-4 | TRN02 |
| Jones, Eileen M. | PC 1056-5 | LND01 | Jones, Stanley L | PC 1056-5 | LND01 |
| Jones, Eileen M. | PC 1056-5 | SEC12 | Jones, Stanley L | PC 1056-5 | SEC12 |
| Jones, Eileen M. | PC 1056-6 | SEC12 | Jones, Stanley L | PC 1056-6 | SEC12 |
| Jones, Eileen M. | PC 1056-6 | SEC18 | Jones, Stanley L | PC 1056-6 | SEC18 |
| Jones, Eileen M. | PC 1056-7 | PAN06 | Jones, Stanley L | PC 1056-7 | PAN06 |
| Jones, Judith | PC 120-1 | ALT01 | Jones-Carteeti, Alex | PC 572-1 | ALT01 |
| Jones, Judith | PC 120-1 | TRN07 | Jones-Carteeti, Alex | PC 572-1 | TRN02 |
| Jones, Judith | PC 120-2 | SEC12 | Journa, Thomas J. | PC 741-1 | SEC01 |
| Jones, Judith | PC 120-3 | SEC48 | Journa, Thomas J. | PC 741-2 | PAN06 |
| Jones, Kristopher | PC 957-1 | ALT03 | Journa, Thomas J. | PC 741-3 | ALT02 |
| Jones, Kristopher | PC 957-1 | ALT09 | Journa, Thomas J. | PC 741-3 | SEC16 |
| Jones, Kristopher | PC 957-1 | ALT11 | Joven, Elias | PC 12-1 | ALT04 |
| Jones, Kristopher | PC 957-2 | ENV02 | Joven, Elias | PC 12-2 | TRN07 |
| Jones, Kristopher | PC 957-3 | ENV01 | Joven, Elias | PC 12-3 | SEC18 |
| Jones, Kristopher | PC 957-3 | SEC01 | Joven, Elias | PC 12-4 | TRN02 |
| Jones, Kristopher | PC 957-3 | VIS01 | Judson, Albert | PCH 47-1 | ALT02 |
| Jones, Kristopher | PC 957-4 | UNC01 | Judson, Albert | PCH 47-2 | UNC01 |

# J

| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| June, Cameron | PC 573-1 | ALT01 |
| June, Cameron | PC 573-1 | EVJ01 |
| June, Cameron | PC 573-1 | SEC12 |
| June, Cameron | PC 573-1 | TRN02 |
| June, Tim | PCH 174-1 | SEC02 |
| June, Tim | PCH 174-2 | SEC20 |
| June, Tim | PCH 174-3 | ERG02 |
| June, Tim | PCH 174-4 | SEC02 |
| June, Tim | PCH 174-4 | TRN06 |
| June, Tim | PCH 174-5 | SEC32 |
| June, Tim | PCH 174-6 | SEC44 |
| June, Tim | PCH 174-7 | SEC01 |
| June, Tim | PCH 174-8 | SEC45 |
| June, Tim | PCH 174-9 | ALT03 |
| June, Tim | PCH 174-9 | SEC46 |
| June, Tim | PC 536-1 | TRN06 |
| June, Tim | PC 536-1 | SEC19 |
| June, Tim | PC 536-2 | AVA01 |
| June, Tim | PC 536-2 | TRN11 |
| June, Tim | PC 536-3 | SEC01 |
| June, Tim | PC 536-4 | SEC32 |
| June, Tim | PC 536-5 | UNC01 |
| June, Tim | PC 536-6 | ALT13 |
| June, Timothy R. | PC 1204-1 | ALT02 |
| June, Timothy R. | PC 1204-2 | ALT03 |
| June, Timothy R. | PC 1204-2 | ALT11 |
| June, Timothy R. | PC 1204-3 | SEC01 |
| June, Timothy R. | PC 1204-3 | TRN06 |
| June, Timothy R. | PC 1204-3 | SEC20 |
| June, Timothy R. | PC 1204-3 | SEC45 |
| June, Timothy R. | PC 1204-4 | UNC01 |
| Jurgeleit, Jim | PC 1236-1 | ALT02 |
| Jurgeleit, Jim | PC 1236-2 | SEC43 |
| Jurgeleit, Jim | PC 1236-3 | SEC02 |
| Jurgeleit, Jim | PC 1236-4 | SEC20 |
| Jurgeleit, Jim | PC 1236-5 | ALT22 |
| Jurgeleit, Larry | PC 1101-1 | ALT02 |
| Jurgeleit, Larry | PC 1101-2 | ALT13 |
| Jurgeleit, Larry | PC 1101-3 | SEC44 |
| Justice, Jeffrey | PC 888-1 | ALT04 |
| Justice, Jeffrey | PC 888-2 | TRN10 |
| Justice, Jeffrey | PC 888-3 | SEC12 |
| Justice, Jeffrey | PC 888-4 | LND01 |

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| | | |
|---|---|---|
| Kadrlik, Linda | PC 176-1 | ALT13 |
| Kadrlik, Linda | PC 176-2 | TRN06 |
| Kadrlik, Linda | PC 176-3 | SEC46 |
| Kadrlik, Linda | PC 176-4 | AVA02 |
| Kadrlik, Linda | PC 176-5 | ENV02 |
| Kadrlik, Linda | PC 176-5 | TNE02 |
| Kadrlik, Linda | PC 176-6 | SEC44 |
| Kadrlik, Linda | PC 176-7 | SEC46 |
| Kadrlik, Linda | PC 176-8 | SEC44 |
| Kaelke, Mark | PC 536-1 | TRN06 |
| Kaelke, Mark | PC 536-1 | SEC19 |
| Kaelke, Mark | PC 536-2 | AVA01 |
| Kaelke, Mark | PC 536-2 | TRN11 |
| Kaelke, Mark | PC 536-3 | SEC01 |
| Kaelke, Mark | PC 536-4 | SEC32 |
| Kaelke, Mark | PC 536-5 | UNC01 |
| Kaelke, Mark | PC 536-6 | ALT13 |
| Kaelke, Mark | PC 1319-1 | ALT03 |
| Kaelke, Mark | PC 1319-1 | ALT09 |
| Kaelke, Mark | PC 1319-1 | ALT11 |
| Kaelke, Mark | PC 1319-2 | TRN06 |
| Kaelke, Mark | PC 1319-3 | ENV02 |
| Kaelke, Mark | PC 1319-3 | LND05 |
| Kaelke, Mark | PC 1319-4 | ALT02 |
| Kaelke, Mark | PC 1319-4 | PAN06 |
| Kaelke, Mark | PC 1319-5 | AVA02 |
| Kaelke, Mark | PC 1319-5 | SEC01 |
| Kaelke, Mark | PC 1319-6 | AVA02 |
| Kaelke, Mark | PC 1319-7 | ALT13 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Kaelke, Mark | PC 1319-7 | SEC01 | Kaiser, Keith | PC 333-1 | ALT04 |
| Kaelke, Mark | PC 1319-7 | WLD14 | Kaiser, Keith | PC 333-2 | TRN10 |
| Kaelke, Michelle | PCH 66-1 | ALT02 | Kaiser, Keith | PC 333-3 | SEC03 |
| Kaelke, Michelle | PCH 66-2 | ALT13 | Kaiser, Keith | PC 333-4 | SEC03 |
| Kaelke, Michelle | PCH 66-3 | ALT13 | Kalen, Barbara | PCH 195-1 | ALT11 |
| Kaelke, Michelle | PCH 66-4 | AVA01 | Kalen, Barbara | PCH 195-2 | TRN08 |
| Kaelke, Michelle | PCH 66-4 | AVA02 | Kalen, Barbara | PCH 195-3 | TRN23 |
| Kaelke, Michelle | PCH 66-5 | AVA02 | Kalen, Barbara | PCH 195-4 | AVA03 |
| Kaelke, Michelle | PCH 66-6 | ENV02 | Kalen, Barbara | PCH 195-4 | GEO01 |
| Kaelke, Michelle | PCH 66-6 | WLD01 | Kalen, Barbara | PCH 195-5 | TRN03 |
| Kaelke, Michelle | PCH 66-7 | SEC19 | Kalen, Barbara | PCH 195-5 | VIS01 |
| Kaelke, Michelle | PCH 66-8 | ALT02 | Kalen, Barbara | PCH 195-6 | AVA03 |
| Kaelke, Michelle | PCH 66-8 | SEC01 | Kalen, Barbara | PCH 195-6 | SEC20 |
| Kaelke, Michelle | PCH 66-9 | TNE02 | Kalen, Barbara | PC 479-1 | ALT11 |
| Kaelke, Michelle | PCH 66-9 | WLD01 | Kalen, Barbara | PC 479-2 | TRN23 |
| Kaelke, Michelle | PC 536-1 | TRN06 | Kalen, Barbara | PC 479-3 | TRN08 |
| Kaelke, Michelle | PC 536-1 | SEC19 | Kalen, Barbara | PC 479-4 | AVA01 |
| Kaelke, Michelle | PC 536-2 | AVA01 | Kalen, Barbara | PC 479-4 | AVA02 |
| Kaelke, Michelle | PC 536-2 | TRN11 | Kalen, Barbara | PC 479-4 | AVA03 |
| Kaelke, Michelle | PC 536-3 | SEC01 | Kalen, Barbara | PC 479-4 | LND02 |
| Kaelke, Michelle | PC 536-4 | SEC32 | Kalen, Barbara | PC 479-5 | ENV01 |
| Kaelke, Michelle | PC 536-5 | UNC01 | Kalen, Barbara | PC 479-5 | LND03 |
| Kaelke, Michelle | PC 536-6 | ALT13 | Kalen, Barbara | PC 479-5 | VIS01 |
| Kaelke, Michelle | PC 1319-1 | ALT03 | Kalen, Barbara | PC 479-5 | SEC19 |
| Kaelke, Michelle | PC 1319-1 | ALT09 | Kalen, Barbara | PC 479-6 | FSH02 |
| Kaelke, Michelle | PC 1319-1 | ALT11 | Kalen, Barbara | PC 479-6 | WLD01 |
| Kaelke, Michelle | PC 1319-2 | TRN06 | Kalen, Barbara | PC 479-7 | SEC20 |
| Kaelke, Michelle | PC 1319-3 | ENV02 | Kane, Emily A. | PC 1265-1 | ALT11 |
| Kaelke, Michelle | PC 1319-3 | LND05 | Kane, Emily A. | PC 1265-2 | ALT13 |
| Kaelke, Michelle | PC 1319-4 | ALT02 | Kane, Emily A. | PC 1265-2 | ENV01 |
| Kaelke, Michelle | PC 1319-4 | PAN06 | Kane, Emily A. | PC 1265-2 | SEC01 |
| Kaelke, Michelle | PC 1319-5 | AVA02 | Kane, Emily A. | PC 1265-3 | PAN06 |
| Kaelke, Michelle | PC 1319-5 | SEC01 | Kane, Emily A. | PC 1265-4 | SEC22 |
| Kaelke, Michelle | PC 1319-6 | AVA02 | Kane, Emily A. | PC 1265-5 | SEC19 |
| Kaelke, Michelle | PC 1319-7 | ALT13 | Kane, Emily A. | PC 1265-6 | ENV01 |
| Kaelke, Michelle | PC 1319-7 | SEC01 | Kasberg, Jane | PC 752-1 | ALT01 |
| Kaelke, Michelle | PC 1319-7 | WLD14 | Kasberg, Jane | PC 752-2 | TRN02 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Kasberg, Jane | PC 752-3 | SEC12 |
| Kasberg, Jane | PC 752-3 | TRN07 |
| Kasberg, Mark | PC 473-1 | ALT01 |
| Kasberg, Mark | PC 473-2 | TRN02 |
| Kasberg, Mark | PC 473-3 | SEC12 |
| Kasberg, Mark | PC 473-3 | TRN07 |
| Kasler, Salena | PC 1025-1 | ALT04 |
| Kasler, Salena | PC 1025-2 | SEC12 |
| Kasler, Salena | PC 1025-3 | TRN10 |
| Kasler, Salena | PC 1025-4 | SEC12 |
| Kasler, Salena | PC 1025-5 | TRN07 |
| Kasler, Salena | PC 1025-6 | SEC03 |
| Kasler, Salena | PC 1025-7 | SEC12 |
| Kasler, Stan | PCH 122-1 | ALT01 |
| Kasler, Stan | PCH 122-2 | TRN10 |
| Kasler, Stan | PCH 122-3 | SEC18 |
| Kaznakoff, Mike | PC 30-1 | SEC46 |
| Kaznakoff, Mike | PC 30-2 | ALT01 |
| Kaznakoff, Mike | PC 30-3 | SEC48 |
| Keirstead, MD, Linda | PC 447-1 | ALT09 |
| Keirstead, MD, Linda | PC 447-1 | ALT10 |
| Keirstead, MD, Linda | PC 447-1 | ALT11 |
| Keirstead, MD, Linda | PC 447-1 | ALT12 |
| Keirstead, MD, Linda | PC 447-1 | SEC41 |
| Keirstead, MD, Linda | PC 447-2 | TRN07 |
| Keirstead, MD, Linda | PC 447-2 | TRN08 |
| Keirstead, MD, Linda | PC 447-2 | SEC41 |
| Keirstead, MD, Linda | PC 447-3 | AVA02 |
| Keiser, Gretchen | PC 1163-1 | ALT02 |
| Keiser, Gretchen | PC 1163-2 | SEC19 |
| Keiser, Gretchen | PC 1163-3 | SEC01 |
| Keiser, Gretchen | PC 1163-3 | SEC19 |
| Keiser, Gretchen | PC 1163-3 | UNC01 |
| Keiser, Gretchen | PC 1163-4 | SEC19 |
| Keiser, Gretchen | PC 1163-5 | SEC17 |
| Keiser, Gretchen | PC 1163-5 | SEC22 |
| Keiser, Gretchen | PC 1163-6 | WLD01 |
| Keiser, Gretchen | PC 1163-6 | WLD08 |
| Keiser, Gretchen | PC 1163-7 | SEC01 |
| Keiser, Gretchen | PC 1163-7 | SEC45 |
| Keiser, Gretchen | PC 1163-8 | SEC43 |
| Keiser, Gretchen | PC 1163-9 | SEC32 |
| Keller, Ron | PC 670-1 | ALT04 |
| Keller, Ron | PC 670-2 | TRN10 |
| Keller, Ron | PC 670-3 | SEC12 |
| Keller, Ron | PC 670-4 | TRN10 |
| Keller, Ron | PC 670-5 | SEC28 |
| Keller, Ron | PC 670-6 | SEC03 |
| Kelley, Mark | PC 536-1 | TRN06 |
| Kelley, Mark | PC 536-1 | SEC19 |
| Kelley, Mark | PC 536-2 | AVA01 |
| Kelley, Mark | PC 536-2 | TRN11 |
| Kelley, Mark | PC 536-3 | SEC01 |
| Kelley, Mark | PC 536-4 | SEC32 |
| Kelley, Mark | PC 536-5 | UNC01 |
| Kelley, Mark | PC 536-6 | ALT13 |
| Kelly, Barbara | PC 536-1 | TRN06 |
| Kelly, Barbara | PC 536-1 | SEC19 |
| Kelly, Barbara | PC 536-2 | AVA01 |
| Kelly, Barbara | PC 536-2 | TRN11 |
| Kelly, Barbara | PC 536-3 | SEC01 |
| Kelly, Barbara | PC 536-4 | SEC32 |
| Kelly, Barbara | PC 536-5 | UNC01 |
| Kelly, Barbara | PC 536-6 | ALT13 |
| Kelly, Micheal | PC 536-1 | TRN06 |
| Kelly, Micheal | PC 536-1 | SEC19 |
| Kelly, Micheal | PC 536-2 | AVA01 |
| Kelly, Micheal | PC 536-2 | TRN11 |
| Kelly, Micheal | PC 536-3 | SEC01 |
| Kelly, Micheal | PC 536-4 | SEC32 |
| Kelly, Micheal | PC 536-5 | UNC01 |
| Kelly, Micheal | PC 536-6 | ALT13 |
| Kemp, Angie | PC 180-1 | ALT01 |
| Kemp, Angie | PC 180-1 | SEC48 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Kemp, Angie | PC 180-2 | TRN02 | Keopple, Matt | PC 296-1 | TRN02 |
| Kemp, Angie | PC 180-2 | SEC18 | Keopple, Matt | PC 296-2 | SEC03 |
| Kemp, Angie | PC 180-2 | PAN06 | Keopple, Matt | PC 296-3 | PAN06 |
| Kemp, Angie | PC 180-3 | TRN10 | Keopple, Matt | PC 296-4 | SEC12 |
| Kemp, Jeff | PC 424-1 | ALT04 | Keopple, Matt | PC 296-4 | TRN02 |
| Kemp, Jeff | PC 424-2 | LND01 | Keopple, Matt | PC 296-5 | TRN27 |
| Kemp, Jeff | PC 424-2 | TRN02 | Keopple, Matt | PC 296-6 | SEC18 |
| Kemp, Jeff | PC 424-3 | SEC12 | Keopple, Matt | PC 296-7 | ENV03 |
| Kemp, Jeff | PC 424-4 | SEC18 | Keopple, Matt | PC 296-8 | TNE04 |
| Kemp, Jennifer | PC 288-1 | ALT01 | Keopple, Matt | PC 296-9 | ENV03 |
| Kemp, Jennifer | PC 288-2 | SEC12 | Keopple, Matt | PC 296-10 | AVA04 |
| Kemp, Jennifer | PC 288-2 | TRN07 | Keopple, Matt | PC 296-11 | SEC03 |
| Kennedy, Debi | PC 484-1 | ALT02 | Kermoian, Kip | PC 536-1 | TRN06 |
| Kennedy, Debi | PC 484-2 | UNC01 | Kermoian, Kip | PC 536-1 | SEC19 |
| Kennedy, Debi | PC 484-3 | ENV01 | Kermoian, Kip | PC 536-2 | AVA01 |
| Kennedy, Debi | PC 484-3 | SEC01 | Kermoian, Kip | PC 536-2 | TRN11 |
| Kennedy, Debi | PC 484-3 | VIS01 | Kermoian, Kip | PC 536-3 | SEC01 |
| Kennedy, Debi | PC 484-3 | SEC20 | Kermoian, Kip | PC 536-4 | SEC32 |
| Kennedy, Debi | PC 484-4 | SEC20 | Kermoian, Kip | PC 536-5 | UNC01 |
| Kennedy, Gene | PC 364-1 | ALT11 | Kermoian, Kip | PC 536-6 | ALT13 |
| Kennedy, Gene | PC 364-1 | SEC20 | Kermoian, Kip | PC 1091-1 | ALT02 |
| Kennedy, Gene | PC 364-2 | TRN03 | Kermoian, Kip | PC 1091-2 | ALT13 |
| Kennedy, Gene | PC 364-2 | SEC32 | Kermoian, Kip | PC 1091-3 | ALT02 |
| Kenney, Robert E. | PC 1047-1 | SEC03 | Kermoian, Kip | PC 1091-4 | ALT13 |
| Kenney, Robert E. | PC 1047-2 | ALT01 | Kermoian, Kip | PC 1091-4 | UNC01 |
| Kenney, Robert E. | PC 1047-2 | TRN02 | Kermoian, Kip | PC 1091-5 | TRN11 |
| Kenyon, Jim | PC 1002-1 | ALT04 | Kermoian, Kip | PC 1091-5 | SEC24 |
| Kenyon, Jim | PC 1002-2 | TRN02 | Kermoian, Kip | PC 1091-6 | SEC20 |
| Kenyon, Jim | PC 1002-2 | SEC18 | Kermoian, Kip | PC 1091-7 | AVA02 |
| Kenyon, Jim | PC 1002-3 | SEC18 | Kermoian, Kip | PC 1091-7 | SEC01 |
| Kenyon, Jim | PC 1002-4 | ERG01 | Kermoian, Kip | PC 1091-8 | SEC19 |
| Kenyon, Jim | PC 1002-5 | SEC18 | Kermoian, Kip | PC 1091-9 | SEC01 |
| Keopple, Matt | PC 29-1 | ALT01 | Kermoian, Kip | PC 1091-9 | SEC02 |
| Keopple, Matt | PC 29-2 | SEC18 | Kermoian, Kip | PC 1091-10 | VIS01 |
| Keopple, Matt | PC 29-3 | SEC12 | Kermoian, Kip | PC 1091-11 | WLD08 |
| Keopple, Matt | PC 29-3 | TRN07 | Kermoian, Kip | PC 1091-12 | WLD05 |
| Keopple, Matt | PC 296-1 | ALT04 | Kermoian, Kip | PC 1091-13 | WLD02 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Kermoian, Kip | PC 1091-13 | WLD05 |
| Kermoian, Kip | PC 1091-14 | UNC01 |
| Kermoian, Kip | PC 1091-15 | WAT02 |
| Kermoian, Kip | PC 1091-15 | WLD05 |
| Kermoian, Kip | PC 1091-16 | TRN23 |
| Kermoian, Kip | PC 1091-17 | UNC01 |
| Kermoian, Kip | PC 1091-18 | SEC32 |
| Kermoian, Kip | PC 1091-19 | TRN33 |
| Kermoian, Kip | PC 1091-20 | ALT22 |
| Kermoian, Kip | PC 1091-21 | ALT19 |
| Kermoian, Kip | PC 1091-22 | UNC01 |
| Kermoian, Kip | PC 1091-23 | SEC43 |
| Kermoian, Kip | PC 1091-24 | SEC01 |
| Kermoian, Kip | PC 1091-25 | PAN03 |
| Kermoian, Kip | PC 1091-26 | VIS01 |
| Kermoian, Kip | PC 1091-26 | WLD01 |
| Kermoian, Kip | PC 1091-26 | SEC17 |
| Kermoian, Patty | PCH 162-1 | ENV01 |
| Kermoian, Patty | PCH 162-1 | SEC02 |
| Kermoian, Patty | PCH 162-1 | TRN06 |
| Kermoian, Patty | PCH 162-2 | ALT13 |
| Kesey, Brent G | PC 1240-1 | ALT01 |
| Kesey, Brent G | PC 1240-2 | TRN02 |
| Kesey, Brent G | PC 1240-3 | SEC12 |
| Kesey, Brent G | PC 1240-3 | TRN07 |
| Kesey, Brent G | PC 1240-4 | LND01 |
| Kesey, Brent G | PC 1240-5 | SEC18 |
| Kesey, Brent G | PC 1240-6 | WLD01 |
| Kesey, Teresa Gwen | PC 1264-1 | ALT01 |
| Kesey, Teresa Gwen | PC 1264-2 | UNC01 |
| Kesey, Teresa Gwen | PC 1264-2 | PAN06 |
| Kesey, Teresa Gwen | PC 1264-3 | TRN02 |
| Kesey, Teresa Gwen | PC 1264-4 | SEC12 |
| Kesey, Teresa Gwen | PC 1264-4 | TRN07 |
| Kesey, Teresa Gwen | PC 1264-5 | TRN26 |
| Kesey, Teresa Gwen | PC 1264-6 | TRN02 |
| Kesey, Teresa Gwen | PC 1264-7 | SEC18 |
| Kesey, Teresa Gwen | PC 1264-8 | SEC16 |
| Keso, Helene M | PC 520-1 | ALT04 |
| Keso, Helene M | PC 520-2 | TRN10 |
| Keso, Helene M | PC 520-2 | SEC18 |
| Keso, Helene M | PC 520-3 | SEC48 |
| Keso, Helene M | PC 520-4 | TRN10 |
| Keso, Helene M | PC 520-5 | UNC01 |
| King, Shannon | PC 293-1 | ALT01 |
| King, Shannon | PC 293-2 | TRN10 |
| King Sr., James G | PC 680-1 | ALT11 |
| King Sr., James G | PC 680-2 | TRN08 |
| King Sr., James G | PC 680-3 | TRN19 |
| King Sr., James G | PC 680-4 | AVA02 |
| King Sr., James G | PC 680-4 | AVA03 |
| King Sr., James G | PC 680-4 | TRN08 |
| King Sr., James G | PC 680-4 | TRN23 |
| King Sr., James G | PC 680-5 | TRN11 |
| King Sr., James G | PC 680-6 | SEC01 |
| King Sr., James G | PC 680-6 | SEC24 |
| King Sr., James G | PC 680-7 | SEC20 |
| Kirkham, Janelle | PCH 137-1 | ALT01 |
| Kirkham, Janelle | PCH 137-2 | LND01 |
| Kirkham, Janelle | PCH 137-2 | SEC12 |
| Kirkham, Janelle | PCH 137-2 | TRN10 |
| Kirkham, Janelle | PCH 137-3 | TRN02 |
| Kirkham, Janelle | PCH 137-3 | SEC16 |
| Kirkham, Phyllis | PC 275-1 | ALT01 |
| Kirsch, Katya | PCH 168-1 | ALT02 |
| Kirsch, Katya | PCH 168-1 | AVA01 |
| Kirsch, Katya | PCH 168-1 | SEC01 |
| Kirsch, Katya | PCH 168-2 | AVA01 |
| Kirsch, Katya | PCH 168-3 | ENV02 |
| Kirsch, Katya | PCH 168-3 | EFH01 |
| Kirsch, Katya | PCH 168-3 | TNE02 |
| Kirsch, Katya | PCH 168-3 | WLD02 |
| Kirsch, Katya | PCH 168-3 | SEC19 |
| Kirsch, Katya | PCH 168-4 | TRN23 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Kirsch, Katya | PCH 168-5 | ALT19 | Knapp, RJ | PC 706-1 | ALT04 |
| Kirsch, Katya | PCH 168-6 | AVA02 | Knapp, RJ | PC 706-2 | UNC01 |
| Kirsch, Katya | PCH 168-6 | SEC01 | Knapp, RJ | PC 706-3 | SEC03 |
| Kirsch, Katya | PCH 168-6 | SEC24 | Knapp, RJ | PC 706-3 | TRN10 |
| Kirsch, Katya | PCH 168-7 | AVA01 | Knapp, RJ | PC 706-3 | SEC18 |
| Kirsch, Katya | PCH 168-7 | AVA03 | Knapp, RJ | PC 706-4 | UNC01 |
| Kirsch, Katya | PCH 168-8 | TNE02 | Knapp, RJ | PC 706-5 | SEC18 |
| Kirsch, Katya | PCH 168-9 | SEC02 | Knapp, RJ | PC 706-6 | UNC01 |
| Kirsch, Katya | PCH 168-9 | TRN06 | Knoedler, Shawn | PC 848-1 | ALT04 |
| Kirsch, Katya | PCH 168-10 | UNC01 | Knoedler, Shawn | PC 848-2 | TRN10 |
| Kirschner, Mike | PC 526-1 | ALT20 | Knoedler, Shawn | PC 848-3 | SEC18 |
| Kirschner, Mike | PC 526-1 | SEC46 | Knoedler, Shawn | PC 848-4 | SEC12 |
| Kish, Daniel | PC 959-1 | ALT01 | Knoedler, Shawn | PC 848-5 | SEC03 |
| Kish, Daniel | PC 959-2 | TRN02 | Knorr, Deborah | PC 431-1 | ALT04 |
| Kish, Daniel | PC 959-3 | LND01 | Knorr, Deborah | PC 431-2 | TRN10 |
| Kish, Daniel | PC 959-3 | TRN02 | Knorr, Deborah | PC 431-3 | LND01 |
| Kistler, Mark | PC 300-1 | ALT13 | Knorr, Deborah | PC 431-4 | SEC18 |
| Kistler, Mark | PC 300-2 | AVA03 | Knorr, Mark | PCH 227-1 | PUB02 |
| Kistler, Mark | PC 300-2 | TRN08 | Knorr, Mark | PCH 227-2 | PUB03 |
| Kistler, Mark | PC 770-1 | ALT13 | Knorr, Mark | PCH 227-3 | S4F01 |
| Kistler, Mark | PC 770-2 | TRN08 | Knorr, Mark | PCH 227-3 | VIS02 |
| Kistler, Mark | PC 770-3 | AVA02 | Knorr, Mark | PCH 227-4 | AVA04 |
| Kito III, Sam | PC 1304-1 | ALT04 | Knorr, Mark | PCH 227-5 | ALT01 |
| Kito III, Sam | PC 1304-2 | TRN02 | Knott, Brent | PC 205-1 | ALT01 |
| Kito III, Sam | PC 1304-3 | SEC18 | Knott, Brent | PC 205-1 | SEC18 |
| Kito III, Sam | PC 1304-4 | TRN02 | Knott, Brent | PC 205-2 | TRN10 |
| Kito III, Sam | PC 1304-5 | ALT04 | Knuth, Edwin | PC 1149-1 | ALT13 |
| Kito III, Sam | PC 1304-5 | UNC01 | Knuth, Margot | PC 51-1 | ALT11 |
| Knapp, Dick | PCH 106-1 | ALT04 | Knuth, Margot | PC 51-2 | ALT02 |
| Knapp, Dick | PCH 106-2 | TRN02 | Knuth, Margot | PC 51-3 | AVA02 |
| Knapp, Dick | PCH 106-3 | PAN06 | Knuth, Margot | PC 51-3 | SEC01 |
| Knapp, Dick | PCH 106-4 | TRN02 | Knuth, Margot | PC 51-4 | ALT11 |
| Knapp, Dick | PCH 106-4 | TRN27 | Knuth, Margot | PC 51-5 | SEC02 |
| Knapp, PH | PC 707-1 | ALT04 | Knuth, Margot | PC 51-5 | TRN08 |
| Knapp, PH | PC 707-2 | SEC12 | Knuth, Margot | PC 51-6 | SEC01 |
| Knapp, PH | PC 707-2 | TRN02 | Knuth, Margot | PC 51-6 | TRN11 |
| Knapp, PH | PC 707-3 | TRN27 | Knuth, Margot | PC 51-6 | UNC01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Knutson, Lola J. | PC 358-1 | ALT13 |
| Knutson, Lola J. | PC 358-1 | SEC20 |
| Knutson, Lola J. | PC 358-2 | SEC20 |
| Knutson, Lowell W. | PC 358-1 | ALT13 |
| Knutson, Lowell W. | PC 358-1 | SEC20 |
| Knutson, Lowell W. | PC 358-2 | SEC20 |
| Knutson-Lombardo, Tristan | PC 158-1 | ALT02 |
| Knutson-Lombardo, Tristan | PC 158-2 | SEC19 |
| Knutson-Lombardo, Tristan | PC 158-3 | ENV01 |
| Knutson-Lombardo, Tristan | PC 158-4 | SEC01 |
| Koch, Bonnie | PC 1033-1 | ALT04 |
| Koch, Bonnie | PC 1033-2 | TRN10 |
| Koch, Bonnie | PC 1033-3 | SEC12 |
| Koch, Bonnie | PC 1033-4 | TRN27 |
| Koch, Christine | PC 688-1 | ENV01 |
| Koch, Christine | PC 688-1 | SEC20 |
| Koch, Christine | PC 688-2 | AVA01 |
| Koch, Christine | PC 688-2 | AVA03 |
| Koch, Christine | PC 688-3 | ENV02 |
| Koch, Christine | PC 688-3 | WLD01 |
| Koch, Christine | PC 688-4 | TNE02 |
| Koch, Christine | PC 688-5 | ENV01 |
| Koch, Christine | PC 688-6 | ALT13 |
| Koch, Christine | PC 688-7 | SEC01 |
| Koch, Christine | PC 688-8 | UNC01 |
| Koch, Christine | PC 688-9 | SEC02 |
| Koch, Christine | PC 688-10 | SEC01 |
| Koch, Christine | PC 688-11 | VIS01 |
| Koch, Christine | PC 688-11 | SEC38 |
| Koch, Nobu A. | PC 1287-1 | ALT03 |
| Koch, Nobu A. | PC 1287-1 | ALT09 |
| Koch, Nobu A. | PC 1287-1 | ALT11 |
| Koch, Nobu A. | PC 1287-2 | TRN04 |
| Koch, Nobu A. | PC 1287-2 | SEC17 |
| Koch, Nobu A. | PC 1287-3 | SEC17 |
| Koch, Nobu A. | PC 1287-4 | AVA02 |
| Koch, Nobu A. | PC 1287-4 | SEC24 |
| Koch, Nobu A. | PC 1287-5 | ENV01 |
| Koch, Nobu A. | PC 1287-5 | SEC02 |
| Koch, Peter D | PC 688-1 | ENV01 |
| Koch, Peter D | PC 688-1 | SEC20 |
| Koch, Peter D | PC 688-2 | AVA01 |
| Koch, Peter D | PC 688-2 | AVA03 |
| Koch, Peter D | PC 688-3 | ENV02 |
| Koch, Peter D | PC 688-3 | WLD01 |
| Koch, Peter D | PC 688-4 | TNE02 |
| Koch, Peter D | PC 688-5 | ENV01 |
| Koch, Peter D | PC 688-6 | ALT13 |
| Koch, Peter D | PC 688-7 | SEC01 |
| Koch, Peter D | PC 688-8 | UNC01 |
| Koch, Peter D | PC 688-9 | SEC02 |
| Koch, Peter D | PC 688-10 | SEC01 |
| Koch, Peter D | PC 688-11 | VIS01 |
| Koch, Peter D | PC 688-11 | SEC38 |
| Koelsch, Karter | PC 1342-1 | ALT04 |
| Koelsch, Karter | PC 1342-2 | TRN10 |
| Koelsch, Karter | PC 1342-3 | SEC12 |
| Koelsch, Karter | PC 1342-4 | LND01 |
| Koelsch, Karter | PC 1342-5 | TRN02 |
| Koelsch, Karter | PC 1342-5 | TRN10 |
| Koelsch, Ken | PC 798-1 | ALT04 |
| Koelsch, Ken | PC 798-2 | SEC12 |
| Koelsch, Ken | PC 798-2 | TRN07 |
| Koelsch, Ken | PC 798-2 | SEC23 |
| Koelsch, Ken | PC 798-3 | TRN02 |
| Koelsch, Ken | PC 798-4 | SEC12 |
| Koelsch, Ken | PC 798-5 | AVA03 |
| Koelsch, Ken | PC 798-6 | SEC18 |
| Koelsch, Ken | PC 798-7 | TRN02 |
| Koelsch, Ken | PC 798-8 | LND01 |
| Koelsch, Ken | PC 798-9 | ALT04 |
| Koelsch, Ken | PC 798-9 | SEC03 |
| Koelsch, Marian | PC 799-1 | ALT04 |
| Koelsch, Marian | PC 799-2 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Koelsch, Marian | PC 799-3 | TRN02 | Korhonen-Penn, Iris | PC 1224-9 | LND05 |
| Koelsch, Marian | PC 799-3 | TRN26 | Korhonen-Penn, Iris | PC 1224-10 | SEC17 |
| Koelsch, Marian | PC 799-4 | LND01 | Korhonen-Penn, Iris | PC 1224-11 | TRN06 |
| Koelsch, Marian | PC 799-4 | TRN02 | Korhonen-Penn, Iris | PC 1224-11 | SEC19 |
| Kohlhase, Ernest | PC 705-1 | SEC30 | Korhonen-Penn, Iris | PC 1224-11 | SEC20 |
| Kohlhase, Ernest | PC 705-2 | TRN10 | Korhonen-Penn, Iris | PC 1224-12 | WLD14 |
| Kohlhase, Ernest | PC 705-2 | SEC30 | Korhonen-Penn, Iris | PC 1224-13 | ALT03 |
| Kohlhase, Ernest | PC 705-3 | ALT04 | Korsmo, Mike | PC 1092-1 | UNC01 |
| Konsler, Mike | PCH 222-1 | ALT13 | Korsmo, Mike | PC 1092-2 | PUB03 |
| Konsler, Mike | PCH 222-2 | SEC17 | Korsmo, Mike | PC 1092-2 | UNC01 |
| Konsler, Mike | PC 1072-1 | UNC01 | Korsmo, Mike | PC 1092-3 | EDI01 |
| Konsler, Mike | PC 1072-2 | ALT13 | Korsmo, Mike | PC 1092-4 | LND03 |
| Konsler, Mike | PC 1072-3 | TRN11 | Korsmo, Mike | PC 1092-5 | PUB06 |
| Konsler, Mike | PC 1072-3 | SEC20 | Korsmo, Mike | PC 1092-6 | AVA01 |
| Konsler, Mike | PC 1072-4 | UNC01 | Korsmo, Mike | PC 1092-7 | AIR03 |
| Konsler, Mike | PC 1072-5 | LND08 | Korsmo, Mike | PC 1092-8 | AIR03 |
| Konzla, William Read | PC 631-1 | ALT04 | Korsmo, Mike | PC 1092-9 | WAT02 |
| Konzla, William Read | PC 631-1 | TRN10 | Korsmo, Mike | PC 1092-10 | CUL04 |
| Konzla, William Read | PC 631-2 | SEC12 | Korsmo, Mike | PC 1092-10 | VIS01 |
| Konzla, William Read | PC 631-3 | TRN02 | Korsmo, Mike | PC 1092-11 | VIS01 |
| Konzla, William Read | PC 631-4 | SEC12 | Korsmo, Mike | PC 1092-12 | GEO01 |
| Konzla, William Read | PC 631-4 | TRN07 | Korsmo, Mike | PC 1092-13 | UNC01 |
| Konzla, William Read | PC 631-5 | PAN06 | Korsmo, Mike | PC 1092-14 | SEC19 |
| Korhonen-Penn, Iris | PC 1224-1 | SEC17 | Korsmo, Mike | PC 1092-15 | LND08 |
| Korhonen-Penn, Iris | PC 1224-2 | ALT02 | Korsmo, Mike | PC 1092-16 | SEC43 |
| Korhonen-Penn, Iris | PC 1224-3 | TRN11 | Korsmo, Mike | PC 1092-17 | WET01 |
| Korhonen-Penn, Iris | PC 1224-3 | SEC20 | Korsmo, Mike | PC 1092-17 | WLD01 |
| Korhonen-Penn, Iris | PC 1224-4 | SEC01 | Korsmo, Mike | PC 1092-17 | WLD02 |
| Korhonen-Penn, Iris | PC 1224-5 | ENV01 | Korsmo, Mike | PC 1092-17 | TER02 |
| Korhonen-Penn, Iris | PC 1224-5 | ENV02 | Korsmo, Mike | PC 1092-18 | ALT09 |
| Korhonen-Penn, Iris | PC 1224-5 | WLD01 | Korsmo, Mike | PC 1092-19 | ALT19 |
| Korhonen-Penn, Iris | PC 1224-6 | LND03 | Kosters, Kurt | PCH 204-1 | ALT01 |
| Korhonen-Penn, Iris | PC 1224-6 | EFH01 | Kosters, Kurt | PCH 204-2 | SEC12 |
| Korhonen-Penn, Iris | PC 1224-6 | WLD12 | Kosters, Kurt | PCH 204-2 | TRN07 |
| Korhonen-Penn, Iris | PC 1224-7 | EAG02 | Kosters, Kurt | PCH 204-3 | UNC01 |
| Korhonen-Penn, Iris | PC 1224-7 | TNE02 | Kosters, Kurt | PCH 204-4 | UNC01 |
| Korhonen-Penn, Iris | PC 1224-8 | VIS01 | Kosters, Kurt | PCH 204-5 | ALT01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Kosters, Kurt | PCH 204-5 | TRN07 |
| Kosters, Kurt | PCH 204-6 | AVA02 |
| Kosters, Kurt | PCH 204-7 | TRN07 |
| Kosters, Kurt | PCH 204-7 | SEC23 |
| Kosters, Kurt | PCH 204-8 | UNC01 |
| Kother, Charles G | PC 457-1 | ALT02 |
| Kother, Charles G | PC 457-2 | SEC19 |
| Kother, Charles G | PC 457-3 | SEC19 |
| Kother, Charles G | PC 457-4 | ENV02 |
| Kother, Charles G | PC 457-4 | WLD01 |
| Kother, Charles G | PC 457-5 | SEC01 |
| Kozarik, Richard | PC 825-1 | ALT04 |
| Kozarik, Richard | PC 825-2 | SEC12 |
| Kozarik, Richard | PC 825-2 | TRN10 |
| Kozarik, Richard | PC 825-3 | LND01 |
| Kozarik, Richard | PC 825-4 | TRN18 |
| Kozarik, Richard | PC 825-5 | TRN10 |
| Kozarik, Richard | PC 825-6 | SEC03 |
| Kozarik, Richard | PC 825-7 | SEC12 |
| Kozarik, Richard | PC 825-8 | TRN02 |
| Kramer, Lisa J | PC 536-1 | TRN06 |
| Kramer, Lisa J | PC 536-1 | SEC19 |
| Kramer, Lisa J | PC 536-2 | AVA01 |
| Kramer, Lisa J | PC 536-2 | TRN11 |
| Kramer, Lisa J | PC 536-3 | SEC01 |
| Kramer, Lisa J | PC 536-4 | SEC32 |
| Kramer, Lisa J | PC 536-5 | UNC01 |
| Kramer, Lisa J | PC 536-6 | ALT13 |
| Krogseng, Mel | PC 317-1 | ALT01 |
| Krogseng, Mel | PC 317-1 | TRN02 |
| Kussart, Janet | PCH 21-1 | ALT03 |
| Kussart, Janet | PCH 21-1 | ENV01 |
| Kussart, Janet | PCH 21-2 | SEC22 |
| Kussart, Janet | PCH 21-3 | SEC20 |
| Kussart, Janet | PCH 21-3 | SEC24 |
| Kussart, Janet | PCH 21-4 | SEC19 |
| Kussart, Janet | PCH 21-5 | SEC17 |
| Kussart, Janet | PCH 21-5 | SEC22 |
| Kussart, Janet | PCH 21-6 | ENV01 |
| Kussart, Janet | PCH 21-6 | SEC01 |
| Kussart, Janet | PCH 21-6 | SEC19 |
| Kussart, Janet | PC 45-1 | PUB02 |
| Kussart, Janet | PC 45-2 | UNC01 |
| Kussart, Janet | PC 45-3 | ENV01 |
| Kussart, Janet | PC 45-3 | SEC01 |
| Kussart, Janet | PC 45-4 | TRN23 |
| Kussart, Janet | PC 45-5 | SEC01 |
| Kussart, Janet | PC 45-6 | AVA02 |
| Kussart, Janet | PC 45-7 | SEC01 |
| Kussart, Janet | PC 45-8 | AVA02 |
| Kussart, Janet | PC 45-9 | SEC01 |
| Kussart, Janet | PC 45-10 | SEC24 |
| Kussart, Janet | PC 45-11 | SEC22 |
| Kussart, Janet | PC 45-12 | SEC01 |
| Kussart, Janet | PC 45-13 | TRN23 |
| Kussart, Janet | PC 45-14 | TNE01 |
| Kussart, Janet | PC 45-15 | EAG02 |
| Kussart, Janet | PC 45-16 | ALT09 |
| Kussart, Janet | PC 45-16 | ALT16 |
| Kussart, Janet | PC 45-17 | ALT19 |

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|---|---|---|
| LaBolle, Larry | PC 817-1 | ALT01 |
| LaBolle, Pamela | PC 1209-1 | ALT04 |
| LaBolle, Pamela | PC 1209-2 | SEC12 |
| LaBolle, Pamela | PC 1209-2 | TRN07 |
| LaBolle, Pamela | PC 1209-3 | TRN15 |
| LaBolle, Pamela | PC 1209-4 | SEC12 |
| LaBolle, Pamela | PC 1209-5 | LND01 |
| LaBolle, Pamela | PC 1209-6 | SEC18 |
| LaBolle, Pamela | PC 1209-7 | PAN06 |
| LaBolle, Pamela | PC 1209-8 | SEC18 |
| LaBolle, Paul | PC 818-1 | ALT01 |
| Lagoudakis, Cindi | PC 202-1 | ALT03 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Lagoudakis, Cindi | PC 202-2 | UNC01 | Landau, Aurah | PCH 108-1 | TRN23 |
| Lagoudakis, Cindi | PC 202-3 | ALT13 | Landau, Aurah | PCH 108-2 | SEC02 |
| Lagoudakis, Cindi | PC 202-3 | SEC42 | Landau, Aurah | PCH 108-3 | ALT03 |
| Lagoudakis, Cindi | PC 202-4 | UNC01 | Landau, Aurah | PC 1150-1 | SEC20 |
| Lagoudakis, Cindi | PC 202-5 | ALT17 | Landau, Aurah | PC 1150-1 | TRN23 |
| Lagoudakis, Cindi | PC 202-6 | SEC20 | Landau, Aurah | PC 1150-2 | UNC01 |
| Lagoudakis, Cindi | PC 202-7 | ALT17 | Landau, Aurah | PC 1150-3 | ALT13 |
| Lagoudakis, Cindi | PC 202-8 | TRN11 | Landau, Aurah | PC 1150-3 | UNC01 |
| Lagoudakis, Cindi | PC 202-9 | AVA01 | Lang, Hector Daniel | PC 569-1 | ALT04 |
| Lagoudakis, Cindi | PC 202-9 | AVA03 | Lang, Hector Daniel | PC 569-2 | SEC12 |
| Lagoudakis, Cindi | PC 202-10 | SEC04 | Lang, Hector Daniel | PC 569-2 | TRN10 |
| Lagoudakis, Cindi | PC 202-11 | TRN23 | Lang, Hector Daniel | PC 569-3 | TRN02 |
| Lagoudakis, Cindi | PC 202-12 | TRN11 | Lang, Hector Daniel | PC 569-3 | TRN10 |
| Lagoudakis, Cindi | PC 202-13 | NOI01 | Lang, Hector Daniel | PC 569-4 | LND01 |
| Lagoudakis, Cindi | PC 202-14 | SEC17 | Lang, Hector Daniel | PC 569-4 | TRN02 |
| Lagoudakis, Cindi | PC 202-15 | LND03 | Lang, Hector Daniel | PC 569-4 | SEC18 |
| Lagoudakis, Cindi | PC 202-16 | LND02 | Langman, J R Hank | PC 846-1 | ALT04 |
| Lagoudakis, Cindi | PC 202-17 | SEC19 | Langman, J R Hank | PC 846-2 | TRN10 |
| Lagoudakis, Cindi | PC 202-18 | UNC01 | Langman, J R Hank | PC 846-3 | SEC12 |
| Lagoudakis, Cindi | PC 202-19 | TRN03 | Langman, J R Hank | PC 846-4 | TRN02 |
| Lamb, Jonas | PCH 145-1 | ALT13 | Langman, J R Hank | PC 846-5 | LND04 |
| Lamb, Jonas | PCH 145-2 | SEC36 | Lanigan, Eve | PC 660-1 | ALT04 |
| Lamb, Jonas | PCH 145-3 | TRN02 | Lanigan, Eve | PC 660-2 | SEC12 |
| Lamb, Jonas | PCH 145-4 | SEC17 | Lanigan, Eve | PC 660-2 | TRN10 |
| Lamb, Jonas | PCH 145-5 | ALT13 | Lanigan, Eve | PC 660-3 | PAN06 |
| Lamb, Jonas | PCH 145-6 | VIS01 | Lanigan, Eve | PC 660-4 | SEC18 |
| Lambert, Greg | PC 802-1 | ALT04 | LaPan, Varden | PC 652-1 | ALT04 |
| Lambert, Greg | PC 802-2 | SEC12 | LaPan, Varden | PC 652-2 | TRN10 |
| Lambert, Greg | PC 802-2 | TRN10 | LaPan, Varden | PC 652-3 | ALT19 |
| Lambert, Greg | PC 802-2 | TRN18 | LaPan, Varden | PC 652-4 | SEC12 |
| Lambert, Greg | PC 802-3 | SEC18 | LaPan, Varden | PC 652-4 | SEC18 |
| Lambert, Greg | PC 802-4 | SEC03 | LaPan, Varden | PC 652-5 | TRN02 |
| Lambert, Greg | PC 802-4 | SEC28 | LaPan, Varden | PC 652-5 | PAN06 |
| Lammers, Earl | PC 561-1 | ALT06 | LaPan, Varden | PC 652-6 | SEC16 |
| Lammers, Earl | PC 561-1 | SEC37 | Lapeyri, Ed | PC 356-1 | ALT02 |
| Lammers, Earl | PC 561-2 | SEC05 | Lapeyri, Ed | PC 356-2 | ALT19 |
| Landau, Aurah | PCH 108-1 | EVJ02 | Lapham, Diana | PC 21-1 | ALT01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Lapham, Diana | PC 21-2 | TRN10 | Lauterbach, Theresa | PC 24-4 | VIS01 |
| Lapham, Peter | PC 102-1 | ALT08 | Lauterbach, Theresa | PC 24-5 | AVA02 |
| Lapham, Peter | PC 102-2 | ALT04 | Lauterbach, Theresa | PC 24-5 | TRN21 |
| Lapp, Jerry | PC 41-1 | ALT08 | Lavrakas, Dimitra | PCH 200-1 | ALT02 |
| Lapp, Jerry | PC 41-2 | AVA02 | Lavrakas, Dimitra | PCH 200-2 | UNC01 |
| Lapp, Jerry | PC 41-3 | VIS02 | Lavrakas, Dimitra | PCH 200-3 | ALT17 |
| Lapp, Jerry | PC 41-4 | LND01 | Lavrakas, Dimitra | PCH 200-4 | SEC04 |
| Lapp, Jerry | PC 41-4 | SEC20 | Lavrakas, Dimitra | PC 1260-1 | ALT02 |
| Lapp, Kelly | PC 137-1 | SEC18 | Lavrakas, Dimitra | PC 1260-1 | SEC04 |
| Lapp, Kelly | PC 137-1 | SEC30 | Lavrakas, Dimitra | PC 1260-2 | ALT17 |
| Lapp, Kelly | PC 137-2 | TRN26 | Lavrakas, Dimitra | PC 1260-2 | SEC19 |
| Larsen, Henry | PC 527-1 | ALT01 | Lavrakas, Dimitra | PC 1260-3 | SEC19 |
| Larsen, Mark | PCH 194-1 | ALT09 | Lavrakas, Dimitra | PC 1260-4 | SEC19 |
| Larsen, Mark | PCH 194-2 | SEC19 | Lavrakas, Dimitra | PC 1260-5 | TRN03 |
| Larsen, Mark | PCH 194-2 | SEC20 | Lavrakas, Dimitra | PC 1260-6 | LND01 |
| Larsen, Mark | PCH 194-3 | SEC01 | Lavrakas, Dimitra | PC 1260-6 | SEC01 |
| Larsen, Mark | PCH 194-3 | TRN03 | Lavrakas, Dimitra | PC 1260-7 | AVA02 |
| Larsen, Mark | PCH 194-4 | ENV01 | Lavrakas, Dimitra | PC 1260-7 | SEC24 |
| Larsen, Mark | PCH 194-4 | TRN11 | Lavrakas, Dimitra | PC 1260-8 | SEC23 |
| Larsen, Mark | PCH 194-4 | VIS01 | Lavrakas, Dimitra | PC 1260-8 | SEC45 |
| Larsen, Mark | PCH 194-4 | SEC20 | Lavrakas, Dimitra | PC 1260-9 | SEC23 |
| Larsen, Mark | PCH 194-5 | UNC01 | Lavrakas, Dimitra | PC 1260-10 | PAN06 |
| Larson, James L | PC 681-1 | ALT04 | Lavrakas, Dimitra | PC 1260-11 | UNC01 |
| Larson, James L | PC 681-2 | SEC18 | Lavrakas, Dimitra | PC 1260-12 | SEC17 |
| Larson, James L | PC 681-3 | SEC12 | Lavrakas, Dimitra | PC 1260-13 | AVA03 |
| Larson, James L | PC 681-3 | TRN10 | Lavrakas, Dimitra | PC 1260-14 | UNC01 |
| Larson, John | PCH 136-1 | ALT01 | Lawrence, Roy | PC 510-1 | ALT02 |
| Larson, John | PCH 136-2 | TRN10 | Lawrence, Roy | PC 510-2 | AVA01 |
| Larson, John | PCH 136-2 | TRN18 | Lawrence, Roy | PC 510-2 | SEC01 |
| Larson, John | PCH 136-3 | SEC03 | Lawrence, Roy | PC 510-3 | ALT13 |
| Laudert, Amber M | PC 189-1 | ALT01 | Lawrence, Roy | PC 510-3 | TRN04 |
| Laudert, Amber M | PC 189-1 | TRN10 | Lawrence, Sharon L | PC 1165-1 | ALT02 |
| Lauterbach, Theresa | PC 24-1 | ALT09 | Lawrence, Sharon L | PC 1165-2 | TRN25 |
| Lauterbach, Theresa | PC 24-1 | ALT11 | Lawrence, Sharon L | PC 1165-3 | TRN11 |
| Lauterbach, Theresa | PC 24-2 | ENV01 | Lawrence, Sharon L | PC 1165-4 | AVA02 |
| Lauterbach, Theresa | PC 24-3 | AVA01 | Lawrence, Sharon L | PC 1165-4 | SEC01 |
| Lauterbach, Theresa | PC 24-3 | SEC01 | Lawrence, Sharon L | PC 1165-5 | ENV01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Lawrence, Sharon L | PC 1165-6 | SUB01 | Leigh, Barry | PC 500-5 | SEC16 |
| Leban, E. F. | PC 85-1 | ALT13 | Leighty, Bill | PCH 33-1 | UNC01 |
| Leban, E. F. | PC 85-2 | SEC17 | Leighty, Bill | PCH 33-2 | AIR02 |
| Leban, E. F. | PC 85-3 | ALT02 | Leighty, Bill | PCH 33-2 | ERG02 |
| Leban, E. F. | PC 85-4 | SEC01 | Leighty, Bill | PCH 33-3 | ERG02 |
| Leban, E. F. | PC 85-5 | ALT03 | Leighty, Bill | PCH 33-4 | ERG02 |
| Lebowitz, Gary | PC 607-1 | ALT01 | Leighty, Bill | PCH 33-4 | TRN12 |
| Lebowitz, Gary | PC 607-2 | UNC01 | Leighty, Bill | PCH 33-5 | ERG02 |
| Lebowitz, Rosemary | PC 1345-1 | ALT01 | Leighty, Bill | PCH 33-6 | ERG02 |
| Lebowitz, Rosemary | PC 1345-2 | SEC12 | Leighty, Bill | PCH 33-7 | ENV02 |
| Lebowitz, Rosemary | PC 1345-3 | TRN02 | Leighty, Bill | PCH 33-8 | SEC01 |
| Lebowitz, Rosemary | PC 1345-4 | TRN02 | Leighty, Bill | PCH 33-9 | SEC43 |
| Lebowitz, Rosemary | PC 1345-5 | SEC18 | Leighty, Bill | PCH 33-10 | ALT03 |
| Lebowitz, Rosemary | PC 1345-6 | UNC01 | Leighty, Bill | PC 536-1 | TRN06 |
| Lebowitz, Rosemary | PC 1345-7 | UNC01 | Leighty, Bill | PC 536-1 | SEC19 |
| Lee, Thomas | PC 338-1 | ALT02 | Leighty, Bill | PC 536-2 | AVA01 |
| Lee, Thomas | PC 338-2 | UNC01 | Leighty, Bill | PC 536-2 | TRN11 |
| Lee, Thomas | PC 338-3 | SEC01 | Leighty, Bill | PC 536-3 | SEC01 |
| Lee, Thomas | PC 338-4 | ALT13 | Leighty, Bill | PC 536-4 | SEC32 |
| Lee, Thomas | PC 338-5 | ENV02 | Leighty, Bill | PC 536-5 | UNC01 |
| Lee, Thomas | PC 1109-1 | UNC01 | Leighty, Bill | PC 536-6 | ALT13 |
| Lee, Thomas | PC 1109-2 | ALT02 | Lemke, Bruce J | PC 669-1 | ALT01 |
| Lee, Thomas | PC 1109-3 | ALT03 | Lemke, Jeremy Edward | PC 517-1 | ALT05 |
| Leegard, Eric | PC 131-1 | ALT03 | Lende, Chip | PC 387-1 | ALT09 |
| Leegard, Eric | PC 131-1 | ALT11 | Lende, Chip | PC 387-2 | ALT06 |
| Leegard, Eric | PC 131-2 | PAN03 | Lende, Chip | PC 387-3 | SEC37 |
| Leghorn, Ken | PC 1242-1 | ALT03 | Lende, Chip | PC 387-4 | SEC01 |
| Leghorn, Ken | PC 1242-1 | ALT09 | Lende, Heather | PC 390-1 | TRN11 |
| Leghorn, Ken | PC 1242-1 | ALT11 | Lende, Heather | PC 390-2 | SEC20 |
| Leghorn, Ken | PC 1242-2 | TRN06 | Lende, Heather | PC 390-3 | ENV01 |
| Leghorn, Ken | PC 1242-3 | ALT02 | Lende, Heather | PC 390-3 | SEC17 |
| Leghorn, Ken | PC 1242-4 | SEC04 | Lende, Heather | PC 390-3 | SEC19 |
| Leigh, Barry | PC 500-1 | UNC01 | Lende, Heather | PC 390-4 | ALT13 |
| Leigh, Barry | PC 500-2 | ALT04 | Lentz, Judith | PC 717-1 | ALT04 |
| Leigh, Barry | PC 500-3 | SEC12 | Lesh, David | PC 456-1 | ALT13 |
| Leigh, Barry | PC 500-4 | TRN10 | Lesh, David | PC 456-2 | ENV01 |
| Leigh, Barry | PC 500-5 | LND01 | Lesh, David | PC 456-2 | SEC19 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Levine, Joyce | PCH 42-1 | SEC43 | Lewis, Barbara C | PC 389-1 | ALT02 |
| Levine, Joyce | PCH 42-1 | SEC46 | Lewis, Barbara C | PC 389-2 | SEC02 |
| Levine, Joyce | PC 685-1 | SEC01 | Lewis, Barbara C | PC 389-3 | EAG02 |
| Levine, Joyce | PC 685-2 | UNC01 | Lewis, Barbara C | PC 389-3 | FSH01 |
| Levine, Joyce | PC 685-3 | LND05 | Lewis, Barbara C | PC 389-3 | TNE02 |
| Levine, Joyce | PC 685-4 | AVA01 | Lewis, Barbara C | PC 389-3 | TNE03 |
| Levine, Joyce | PC 685-4 | GEO01 | Lewis, Barbara C | PC 389-3 | WET01 |
| Levine, Joyce | PC 685-5 | SEC43 | Lewis, Barbara C | PC 389-4 | SEC04 |
| Levine, Joyce | PC 685-6 | UNC01 | Lewis, Barbara C | PC 389-4 | SEC24 |
| Levine, Joyce | PC 685-7 | SEC19 | Lewis, Barbara C | PC 538-1 | ALT02 |
| Levine, Joyce | PC 685-8 | TRN04 | Lewis, Barbara C | PC 538-2 | EAG02 |
| Levine, Joyce | PC 685-9 | SEC20 | Lewis, Barbara C | PC 538-2 | ENV01 |
| Levine, Joyce | PC 685-10 | TRN03 | Lewis, Barbara C | PC 538-2 | FSH01 |
| Levine, Joyce | PC 685-10 | SEC32 | Lewis, Barbara C | PC 538-2 | TNE01 |
| Levine, Joyce | PC 685-11 | ENV02 | Lewis, Barbara C | PC 538-2 | WET01 |
| Levine, Joyce | PC 685-12 | SEC45 | Lewis, Barbara C | PC 538-2 | WLD01 |
| Levine, Joyce | PC 685-12 | SEC46 | Lewis, Barbara C | PC 538-3 | ALT17 |
| Levine, Joyce | PC 685-13 | ALT13 | Lewis, Barbara C | PC 538-4 | VIS02 |
| Lewis, Barbara | PCH 150-1 | ALT02 | Lewis, Barbara C | PC 538-5 | SEC39 |
| Lewis, Barbara | PCH 150-2 | EAG02 | Lewis, Barbara C | PC 538-6 | ALT17 |
| Lewis, Barbara | PCH 150-2 | ENV01 | Lewis, Barbara C | PC 538-6 | SEC27 |
| Lewis, Barbara | PCH 150-2 | EFH01 | Lewis, Barbara C | PC 538-7 | FSH03 |
| Lewis, Barbara | PCH 150-2 | TNE01 | Lewis, Carl | PC 244-1 | ALT01 |
| Lewis, Barbara | PCH 150-2 | WLD01 | Lewis, Deborah R. | PC 187-1 | ALT01 |
| Lewis, Barbara | PCH 150-3 | ALT19 | Lewis, Deborah R. | PC 187-1 | ALT14 |
| Lewis, Barbara | PCH 150-4 | VIS01 | Lewis, Deborah R. | PC 187-2 | TRN26 |
| Lewis, Barbara | PCH 150-5 | SEC02 | Lewis, Jack | PC 642-1 | ALT01 |
| Lewis, Barbara | PCH 150-5 | SEC39 | Lewis, Jack | PC 642-1 | SEC12 |
| Lewis, Barbara | PCH 150-6 | FSH03 | Lewis, Jack | PC 642-1 | TRN07 |
| Lewis, Barbara | PCH 172-1 | SEC01 | Lewis, Jack | PC 642-2 | TRN07 |
| Lewis, Barbara | PCH 172-2 | ALT19 | Lewis, Jack | PC 642-2 | TRN15 |
| Lewis, Barbara | PCH 172-2 | SEC39 | Lewis, Jack | PC 642-3 | SEC12 |
| Lewis, Barbara | PCH 172-3 | ALT02 | Lewis, Jack | PC 642-3 | TRN10 |
| Lewis, Barbara | PCH 172-3 | ENV01 | Lewis, Tania | PC 1132-1 | ALT03 |
| Lewis, Barbara | PCH 172-4 | FSH01 | Lewis, Tania | PC 1132-2 | ENV01 |
| Lewis, Barbara | PC 986-1 | ALT22 | Lewis, Tania | PC 1132-2 | SEC01 |
| Lewis, Barbara | PC 986-2 | ALT19 | Lewis, Tania | PC 1132-3 | AVA01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Lewis, Tania | PC 1132-3 | GEO01 |
| Lewis, Tania | PC 1132-4 | TRN03 |
| Lewis, Tania | PC 1132-5 | SEC17 |
| Lewis, Tania | PC 1132-5 | UNC01 |
| Lewis, Tanya L | PC 241-1 | ALT01 |
| Lewis, Tanya L | PC 241-2 | TRN10 |
| Lewis, Tanya L | PC 241-3 | SEC16 |
| Libenson, Sue | PC 1318-1 | UNC01 |
| Libenson, Sue | PC 1318-2 | ALT13 |
| Libenson, Sue | PC 1318-2 | ENV01 |
| Libenson, Sue | PC 1318-2 | SEC02 |
| Libenson, Sue | PC 1318-2 | TRN08 |
| Libenson, Sue | PC 1318-3 | ALT13 |
| Libenson, Sue | PC 1318-3 | TRN04 |
| Lie-Nielson, Erik | PC 133-1 | SEC43 |
| Lie-Nielson, Erik | PC 133-2 | TRN11 |
| Lie-Nielson, Erik | PC 133-3 | SEC01 |
| Lie-Nielson, Erik | PC 133-3 | SEC20 |
| Lie-Nielson, Erik | PC 133-3 | SEC24 |
| Lie-Nielson, Erik | PC 133-4 | SEC15 |
| Lie-Nielson, Erik | PC 133-5 | SEC04 |
| Lie-Nielson, Erik | PC 133-6 | ENV01 |
| Lie-Nielson, Erik | PC 133-7 | SEC22 |
| Lie-Nielson, Erik | PC 133-8 | SEC22 |
| Lie-Nielson, Erik | PC 133-9 | SEC19 |
| Lie-Nielson, Erik | PC 133-9 | UNC01 |
| Lie-Nielson, Erik | PC 133-10 | TRN06 |
| Lie-Nielson, Erik | PC 134-1 | SEC01 |
| Liermann, Doug | PCH 91-1 | ALT08 |
| Liermann, Doug | PCH 91-2 | AVA01 |
| Liermann, Doug | PCH 91-3 | ALT14 |
| Liermann, Doug | PCH 91-4 | UNC01 |
| Liermann, Doug | PCH 91-5 | SEC04 |
| Liermann, Doug | PCH 91-6 | UNC01 |
| Liermann, Doug | PCH 91-7 | ALT02 |
| Lindsey, Marina | PC 1221-1 | ALT02 |
| Lindsey, Marina | PC 1221-2 | ALT03 |
| Lindsey, Marina | PC 1221-2 | ALT09 |
| Lindsey, Marina | PC 1221-2 | ALT11 |
| Lindsey, Marina | PC 1221-3 | UNC01 |
| Lindsey, Marina | PC 1221-4 | PAN03 |
| Lindsey, Marina | PC 1221-5 | FSH01 |
| Lindsey, Marina | PC 1221-5 | WLD01 |
| Lindsey, Marina | PC 1221-6 | LND02 |
| Lindsey, Marina | PC 1221-7 | LND03 |
| Lindsey, Marina | PC 1221-8 | PAN06 |
| Lindsey, Marina | PC 1221-9 | AVA01 |
| Lindsey, Marina | PC 1221-10 | SEC24 |
| Lindsey, Marina | PC 1221-11 | TRN06 |
| Lindsey, Marina | PC 1221-12 | SEC04 |
| Lindsey, William | PC 844-1 | ALT04 |
| Lindsey, William | PC 844-2 | SEC12 |
| Lindsey, William | PC 844-2 | TRN02 |
| Lindsey, William | PC 844-3 | LND01 |
| Lindsey, William | PC 844-4 | SEC03 |
| Little, David E. | PC 836-1 | ALT04 |
| Little, David E. | PC 836-2 | TRN02 |
| Little, David E. | PC 836-2 | SEC18 |
| Lobaugh, Cliff | PCH 27-1 | SEC04 |
| Lobaugh, Cliff | PCH 27-2 | UNC01 |
| Lobaugh, Dale | PC 289-1 | ALT01 |
| Lobaugh, Dale | PC 289-2 | SEC12 |
| Lobaugh, Dale | PC 289-2 | TRN10 |
| Logan, Scott | PC 428-1 | SEC20 |
| Logan, Scott | PC 428-2 | SEC19 |
| Logan, Scott | PC 428-3 | ALT13 |
| Long, David J | PC 536-1 | TRN06 |
| Long, David J | PC 536-1 | SEC19 |
| Long, David J | PC 536-2 | AVA01 |
| Long, David J | PC 536-2 | TRN11 |
| Long, David J | PC 536-3 | SEC01 |
| Long, David J | PC 536-4 | SEC32 |
| Long, David J | PC 536-5 | UNC01 |
| Long, David J | PC 536-6 | ALT13 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Lounsbury, George H. | PC 634-1 | ALT04 | Lowden, Merrill | PC 996-11 | TNE03 |
| Lounsbury, George H. | PC 634-2 | TRN02 | Lowden, Merrill | PC 996-11 | WLD01 |
| Loveid, Karl | PC 544-1 | ALT04 | Lowden, Merrill | PC 996-11 | WLD02 |
| Loveid, Karl | PC 544-2 | SEC03 | Lowden, Merrill | PC 996-11 | WLD03 |
| Loveid, Karl | PC 544-2 | SEC12 | Lowden, Merrill | PC 996-11 | WLD04 |
| Loveid, Karl | PC 544-3 | SEC18 | Lowden, Merrill | PC 996-12 | VIS01 |
| Loveid, Karl | PC 544-4 | VIS02 | Lowden, Merrill | PC 996-13 | CUL01 |
| Loveid, Riley | PC 576-1 | ALT01 | Lowden, Merrill | PC 996-14 | AVA02 |
| Loveid, Riley | PC 576-1 | SEC12 | Lowden, Merrill | PC 996-14 | AVA03 |
| Loveid, Riley | PC 576-1 | TRN10 | Lowden, Merrill | PC 996-14 | SEC20 |
| Lovell, Shawn D. | PC 915-1 | ALT04 | Lowden, Merrill | PC 996-15 | SEC01 |
| Lovell, Shawn D. | PC 915-1 | SEC12 | Lowden, Merrill | PC 996-16 | SEC02 |
| Lovell, Shawn D. | PC 915-1 | TRN10 | Lowden, Merrill | PC 996-17 | SEC32 |
| Lovell, Shawn D. | PC 915-2 | LND01 | Lowden, Merrill | PC 996-18 | ENV02 |
| Lovell, Shawn D. | PC 915-2 | SEC12 | Lowden, Merrill | PC 996-18 | LND03 |
| Lovell, Shawn D. | PC 915-2 | TRN07 | Lowry, David | PC 127-1 | SEC12 |
| Lovell, Shawn D. | PC 915-3 | SEC23 | Lowry, David | PC 127-1 | TRN02 |
| Lowden, Merrill | PC 996-1 | ALT03 | Lowry, David | PC 127-2 | SEC18 |
| Lowden, Merrill | PC 996-1 | ALT09 | Lowry, David | PC 127-3 | SEC18 |
| Lowden, Merrill | PC 996-1 | ALT11 | Lucas, Laura | PC 536-1 | TRN06 |
| Lowden, Merrill | PC 996-2 | LND02 | Lucas, Laura | PC 536-1 | SEC19 |
| Lowden, Merrill | PC 996-2 | LND03 | Lucas, Laura | PC 536-2 | AVA01 |
| Lowden, Merrill | PC 996-3 | ENV02 | Lucas, Laura | PC 536-2 | TRN11 |
| Lowden, Merrill | PC 996-3 | WLD01 | Lucas, Laura | PC 536-3 | SEC01 |
| Lowden, Merrill | PC 996-4 | SEC01 | Lucas, Laura | PC 536-4 | SEC32 |
| Lowden, Merrill | PC 996-4 | SEC17 | Lucas, Laura | PC 536-5 | UNC01 |
| Lowden, Merrill | PC 996-5 | SEC01 | Lucas, Laura | PC 536-6 | ALT13 |
| Lowden, Merrill | PC 996-5 | SEC20 | Lucas, Laura | PC 1128-1 | ALT03 |
| Lowden, Merrill | PC 996-6 | TRN06 | Lucas, Laura | PC 1128-1 | ALT09 |
| Lowden, Merrill | PC 996-6 | SEC20 | Lucas, Laura | PC 1128-1 | ALT11 |
| Lowden, Merrill | PC 996-7 | UNC01 | Lucas, Laura | PC 1128-2 | SEC04 |
| Lowden, Merrill | PC 996-8 | SEC44 | Lucas, Laura | PC 1128-3 | SEC19 |
| Lowden, Merrill | PC 996-8 | UNC01 | Lucas, Laura | PC 1128-4 | SEC22 |
| Lowden, Merrill | PC 996-9 | PUB05 | Lucas, Laura | PC 1128-5 | ENV01 |
| Lowden, Merrill | PC 996-10 | LND02 | Lucas, Laura | PC 1128-5 | WLD08 |
| Lowden, Merrill | PC 996-11 | EAG02 | Lucas, Laura | PC 1128-5 | SEC17 |
| Lowden, Merrill | PC 996-11 | TNE02 | Lucas, Laura | PC 1128-6 | ENV02 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Lucas, Laura | PC 1128-6 | SEC17 |
| Lukshin, Alex | PC 398-1 | ALT01 |
| Lukshin, Alex | PC 398-2 | TRN10 |
| Lukshin, Alex | PC 398-3 | TRN27 |
| Lukshin, Alex | PC 398-4 | AVA02 |
| Lukshin, Alex | PC 398-5 | TRN10 |
| Lukshin, Alex | PC 398-6 | ENV03 |
| Lukshin, Alex | PC 398-6 | WET02 |
| Lukshin, Alex | PC 398-7 | UNC01 |
| Luther, David | PC 1041-1 | ALT01 |
| Luther, David | PC 1041-1 | TRN02 |
| Luther, David | PC 1041-2 | PAN06 |
| Luther, David | PC 1041-3 | SEC18 |
| Lykins, Mark | PC 264-1 | ALT04 |
| Lykins, Mark | PC 264-2 | SEC12 |
| Lykins, Mark | PC 264-2 | TRN10 |
| Lykins, Mark | PC 264-3 | SEC03 |
| Lykins, Mark | PC 264-4 | SEC18 |
| Lykins, Mark | PC 264-5 | LND01 |
| Lyman, Russ | PC 536-1 | TRN06 |
| Lyman, Russ | PC 536-1 | SEC19 |
| Lyman, Russ | PC 536-2 | AVA01 |
| Lyman, Russ | PC 536-2 | TRN11 |
| Lyman, Russ | PC 536-3 | SEC01 |
| Lyman, Russ | PC 536-4 | SEC32 |
| Lyman, Russ | PC 536-5 | UNC01 |
| Lyman, Russ | PC 536-6 | ALT13 |
| Lyman, Russell J. | PC 1187-1 | ALT13 |
| Lyman, Russell J. | PC 1187-2 | AVA01 |
| Lyman, Russell J. | PC 1187-2 | GEO01 |
| Lyman, Russell J. | PC 1187-3 | SEC01 |
| Lyman, Russell J. | PC 1187-3 | SEC32 |
| Lyman, Russell J. | PC 1187-4 | TNE02 |
| Lyman, Russell J. | PC 1187-5 | SEC19 |
| Lyman, Russell J. | PC 1187-5 | UNC01 |
| Lyman, Russell J. | PC 1187-6 | ALT13 |
| Lyman, Russell J. | PC 1187-7 | SEC01 |
| Lyman, Russell J. | PC 1187-7 | SEC20 |
| Lymburner, Burt | PC 768-1 | ALT04 |
| Lymburner, Burt | PC 768-2 | TRN10 |
| Lymburner, Burt | PC 768-3 | SEC03 |
| Lymburner, Burt | PC 768-3 | SEC28 |

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| | | |
|---|---|---|
| Macaulay, Jerry | PC 1061-1 | TRN02 |
| Macaulay, Jerry | PC 1061-2 | PAN02 |
| Macaulay, Jerry | PC 1061-3 | ALT04 |
| Macaulay, Jerry | PC 1061-4 | SEC12 |
| Macaulay, Jerry | PC 1061-4 | TRN10 |
| Macaulay, Jerry | PC 1061-5 | LND01 |
| MacKinnon, Neil | PCH 119-1 | SEC03 |
| MacKinnon, Neil | PCH 119-1 | TRN07 |
| MacKinnon, Neil | PCH 119-2 | TRN15 |
| MacKinnon, Neil | PCH 119-3 | SEC18 |
| MacKinnon, Neil | PCH 119-4 | SEC03 |
| MacKinnon, Neil | PCH 119-4 | TRN10 |
| MacKinnon, Neil | PCH 119-5 | TRN02 |
| MacKinnon, Neil | PC 795-1 | SEC03 |
| MacKinnon, Neil | PC 795-1 | SEC12 |
| MacKinnon, Neil | PC 795-1 | TRN07 |
| MacKinnon, Neil | PC 795-2 | SEC03 |
| MacKinnon, Neil | PC 795-2 | TRN15 |
| MacKinnon, Neil | PC 795-3 | SEC03 |
| MacKinnon, Neil | PC 795-3 | SEC18 |
| MacKinnon, Neil | PC 795-4 | SEC03 |
| MacKinnon, Neil | PC 795-5 | SEC18 |
| MacKinnon, Neil | PC 795-6 | SEC03 |
| MacKinnon, Neil | PC 795-7 | LND04 |
| MacKinnon, Neil | PC 795-7 | SEC03 |
| MacKinnon, Neil | PC 795-8 | LND01 |
| MacKinnon, Neil | PC 795-9 | SEC12 |
| MacKinnon, Neil | PC 795-9 | TRN07 |
| MacKinnon, Neil | PC 795-9 | TRN10 |
| MacKinnon, Neil | PC 795-10 | TRN02 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| MacKinnon, Neil | PC 795-10 | SEC18 | Mahaffey, M. Montgomery | PC 1336-2 | SEC44 |
| MacKinnon, Neil | PC 795-11 | TRN07 | Mahaffey, M. Montgomery | PC 1336-3 | ALT02 |
| MacKinnon, Neil | PC 795-12 | TRN02 | Mahaffey, M. Montgomery | PC 1336-4 | ALT13 |
| MacKinnon, Neil | PC 795-12 | SEC18 | Mahaffey, M. Montgomery | PC 1336-5 | ENV01 |
| MacKinnon, Neil | PC 795-12 | PAN06 | Mahaffey, M. Montgomery | PC 1336-5 | SEC19 |
| MacKinnon, Neil | PC 795-13 | ALT04 | Mahaffey, M. Montgomery | PC 1336-5 | SEC35 |
| Mackovjak, Ann E. | PC 1327-1 | ALT03 | Mahle, Cody | PC 266-1 | ALT04 |
| Mackovjak, Ann E. | PC 1327-1 | ALT09 | Mahle, Cody | PC 266-2 | SEC12 |
| Mackovjak, Ann E. | PC 1327-1 | ALT11 | Mahle, Cody | PC 266-3 | LND01 |
| Mackovjak, Ann E. | PC 1327-2 | SEC01 | Mahle, Cody | PC 266-4 | TRN10 |
| Mackovjak, Ann E. | PC 1327-3 | AVA02 | Mahle, Heather | PC 243-1 | ALT01 |
| Mackovjak, Ann E. | PC 1327-4 | SEC01 | Mahle, Heather | PC 243-2 | SEC12 |
| Mackovjak, Ann E. | PC 1327-5 | SEC02 | Mahle, Heather | PC 243-3 | TRN10 |
| Mackovjak, Ann E. | PC 1327-5 | TRN04 | Mahle, Heather | PC 243-4 | SEC12 |
| Mackovjak, Ann E. | PC 1327-5 | TRN21 | Mahle, Heather | PC 243-4 | TRN02 |
| Macnak, Judy | PC 342-1 | ALT13 | Mahle, Heather | PC 243-5 | TRN26 |
| Macnak, Judy | PC 342-2 | AVA02 | Mahle, Heather | PC 267-1 | ALT04 |
| Macnak, Judy | PC 342-2 | ENV01 | Mahle, Heather | PC 267-2 | SEC12 |
| Macnak, Judy | PC 342-3 | SEC44 | Mahle, Heather | PC 267-3 | TRN10 |
| Madsen, David L | PC 400-1 | ALT04 | Mahle, Heather | PC 267-4 | TRN26 |
| Madsen, Donald | PC 83-1 | ALT04 | Mahle, Heather | PC 267-5 | LND01 |
| Madsen, Donna | PC 84-1 | ALT04 | Mahle, Jerry | PCH 72-1 | SEC12 |
| Madsen, Kerry | PC 82-1 | ALT04 | Mahle, Jerry | PCH 72-2 | LND01 |
| Magdas, Jon | PC 629-1 | ALT04 | Mahle, Jerry | PCH 72-3 | TRN10 |
| Magdas, Jon | PC 629-2 | TRN10 | Mahle, Jerry | PCH 72-4 | SEC16 |
| Magdas, Jon | PC 629-3 | TRN07 | Mahle, Jerry | PCH 72-5 | ERG01 |
| Magdas, Jon | PC 629-3 | TRN15 | Mahle, Jerry | PCH 72-6 | SEC12 |
| Magdas, Jon | PC 629-4 | SEC12 | Mahle, Jerry | PCH 72-7 | SEC12 |
| Magdas, Jon | PC 629-5 | TRN10 | Mahle, Jerry | PC 270-1 | ALT01 |
| Magdas, Jon | PC 629-6 | SEC03 | Mahle, Jerry | PC 270-2 | SEC12 |
| Mahaffey, M. Montgomery | PC 1336-1 | ALT03 | Mahle, Jerry | PC 270-2 | TRN07 |
| Mahaffey, M. Montgomery | PC 1336-1 | ALT09 | Mahle, Jerry | PC 270-3 | LND01 |
| Mahaffey, M. Montgomery | PC 1336-1 | ALT11 | Mahle, Jerry | PC 270-4 | SEC12 |
| Mahaffey, M. Montgomery | PC 1336-2 | ENV01 | Mahle, Josh | PCH 73-1 | TRN02 |
| Mahaffey, M. Montgomery | PC 1336-2 | SEC01 | Mahle, Josh | PCH 73-2 | TRN26 |
| Mahaffey, M. Montgomery | PC 1336-2 | WLD01 | Mahle, Josh | PCH 73-3 | LND01 |
| Mahaffey, M. Montgomery | PC 1336-2 | SEC20 | Mahle, Josh | PCH 73-4 | ALT01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Mahle, Josh | PCH 73-4 | SEC03 | Malick, Cedar | PCH 147-6 | WLD08 |
| Mahle, Josh | PC 261-1 | ALT04 | Malick, Cedar | PC 533-2 | AVA02 |
| Mahle, Josh | PC 261-2 | LND01 | Malick, Cedar | PC 533-3 | GEO01 |
| Mahle, Josh | PC 261-3 | SEC12 | Malick, Cedar | PC 533-4 | SEC22 |
| Mahle, Josh | PC 261-4 | TRN10 | Malick, Cedar | PC 533-5 | SEC22 |
| Maier, Judith | PCH 53-1 | VIS01 | Malick, Cedar | PC 533-6 | WLD01 |
| Maier, Judith | PCH 53-1 | SEC17 | Malick, Cedar | PC 533-6 | WLD08 |
| Maier, Judith | PCH 53-2 | ALT02 | Malick, Cedar | PC 533-7 | SEC20 |
| Maier, Judith | PCH 53-2 | ENV01 | Malick, Cedar | PC 533-8 | WAT01 |
| Maier, Judith | PCH 53-2 | WLD01 | Malick, Cedar | PC 533-9 | ALT17 |
| Maier, Judith | PC 797-1 | ENV01 | Malick, Cedar | PC 533-9 | SEC01 |
| Maier, Judith | PC 797-2 | ALT13 | Malick, Cedar | PC 533-10 | SEC20 |
| Maier, Judith | PC 797-2 | TRN08 | Mallant, Rudi | PC 593-1 | ALT02 |
| Maier, Judith | PC 797-2 | VIS02 | Malone, RN, Rebecca | PC 447-1 | ALT09 |
| Maier, Judith | PC 797-3 | SEC36 | Malone, RN, Rebecca | PC 447-1 | ALT10 |
| Maier, Judith | PC 797-4 | ENV01 | Malone, RN, Rebecca | PC 447-1 | ALT11 |
| Maier, Judith | PC 797-4 | SEC17 | Malone, RN, Rebecca | PC 447-1 | ALT12 |
| Maier, Judith | PC 797-5 | PUB01 | Malone, RN, Rebecca | PC 447-1 | SEC41 |
| Maier, Judith | PC 797-5 | SEC17 | Malone, RN, Rebecca | PC 447-2 | TRN07 |
| Mairs, William | PC 863-1 | ALT04 | Malone, RN, Rebecca | PC 447-2 | TRN08 |
| Mairs, William | PC 863-2 | SEC12 | Malone, RN, Rebecca | PC 447-2 | SEC41 |
| Mairs, William | PC 863-2 | TRN02 | Malone, RN, Rebecca | PC 447-3 | AVA02 |
| Makaily, Jr., Andrew N. | PC 636-1 | ALT04 | Manns, Cecilia | PC 991-1 | ALT01 |
| Makaily, Jr., Andrew N. | PC 636-2 | SEC12 | Manns, Jeff | PC 693-1 | ALT01 |
| Makaily, Jr., Andrew N. | PC 636-2 | TRN10 | Manns, Jeff | PC 693-1 | SEC03 |
| Malecha, Jenny | PC 582-1 | ALT13 | Manns, Jeff | PC 693-1 | TRN02 |
| Malecha, Patrick | PC 578-1 | ALT13 | Manns, Jeff | PC 1234-1 | ALT04 |
| Malecha, Patrick | PC 578-2 | WLD01 | Manns, Jeff | PC 1234-2 | SEC12 |
| Malecha, Patrick | PC 578-2 | SEC22 | Manns, Jeff | PC 1234-2 | SEC18 |
| Malette, David J. | PC 947-1 | ALT04 | Manns, Jeff | PC 1234-3 | TRN02 |
| Malette, David J. | PC 947-2 | TRN10 | Manns, Jeff | PC 1234-4 | SEC12 |
| Malette, David J. | PC 947-3 | SEC12 | Manns, Jeff | PC 1234-4 | TRN02 |
| Malick, Cedar | PCH 147-1 | ALT02 | Manns, Mick Abert | PC 1370-1 | ALT01 |
| Malick, Cedar | PCH 147-2 | TRN07 | Manns, Mick Abert | PC 1370-2 | UNC01 |
| Malick, Cedar | PCH 147-3 | AVA02 | Manns, Mick Abert | PC 1370-3 | TRN02 |
| Malick, Cedar | PCH 147-4 | GEO01 | Mapes, Craig | PCH 50-1 | ALT03 |
| Malick, Cedar | PCH 147-5 | TRN03 | Mapes, Craig | PCH 50-1 | SEC17 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Mapes, Craig | PCH 50-2 | ENV02 | Martinson, Fred L | PC 679-4 | SEC12 |
| Mapes, Craig | PCH 50-2 | SEC01 | Martinson, Fred L | PC 679-4 | TRN10 |
| Mapes, Craig | PCH 50-3 | UNC01 | Martinson, Fred L | PC 679-4 | PAN06 |
| Marantz-Falvey, Liz | PC 372-1 | ALT02 | Marvin, Ronald | PC 777-1 | ALT02 |
| Marantz-Falvey, Liz | PC 372-2 | AVA02 | Marvin, Ronald | PC 777-2 | ALT13 |
| Marantz-Falvey, Liz | PC 372-3 | SEC01 | Marvin, Ronald | PC 777-3 | UNC01 |
| Marantz-Falvey, Liz | PC 372-4 | SEC01 | Marvin, Ronald | PC 777-4 | UNC01 |
| Marantz-Falvey, Liz | PC 372-5 | AVA02 | Marvin, Ronald | PC 777-5 | ALT13 |
| Marantz-Falvey, Liz | PC 372-6 | SEC19 | Marvin, Ronald | PC 777-6 | SEC17 |
| Marantz-Falvey, Liz | PC 372-7 | ENV02 | Marvin, Ronald | PC 777-7 | SEC15 |
| Marantz-Falvey, Liz | PC 372-7 | TNE02 | Marvin, Ronald | PC 777-8 | SEC44 |
| Marantz-Falvey, Liz | PC 536-1 | TRN06 | Marvin, Ronald | PC 777-8 | UNC01 |
| Marantz-Falvey, Liz | PC 536-1 | SEC19 | Marvin, Ronald | PC 777-9 | TRN06 |
| Marantz-Falvey, Liz | PC 536-2 | AVA01 | Marvin, Ronald | PC 777-10 | SEC09 |
| Marantz-Falvey, Liz | PC 536-2 | TRN11 | Marvin, Ronald | PC 777-10 | SEC27 |
| Marantz-Falvey, Liz | PC 536-3 | SEC01 | Marvin, Ronald | PC 777-10 | SEC50 |
| Marantz-Falvey, Liz | PC 536-4 | SEC32 | Marvin, Ronald | PC 777-11 | TRN06 |
| Marantz-Falvey, Liz | PC 536-5 | UNC01 | Marvin, Ronald | PC 777-12 | SEC44 |
| Marantz-Falvey, Liz | PC 536-6 | ALT13 | Marvin, Ronald | PC 777-13 | SEC01 |
| Marshall, Deborah | PC 536-1 | TRN06 | Marvin, Ronald | PC 777-14 | SEC15 |
| Marshall, Deborah | PC 536-1 | SEC19 | Marvin, Ronald | PC 777-15 | SEC01 |
| Marshall, Deborah | PC 536-2 | AVA01 | Marvin, Ronald | PC 777-15 | SEC45 |
| Marshall, Deborah | PC 536-2 | TRN11 | Marvin, Ronald | PC 777-16 | AVA02 |
| Marshall, Deborah | PC 536-3 | SEC01 | Marvin, Ronald | PC 777-17 | SEC20 |
| Marshall, Deborah | PC 536-4 | SEC32 | Marvin, Ronald | PC 777-18 | VIS01 |
| Marshall, Deborah | PC 536-5 | UNC01 | Marvin, Ronald | PC 777-19 | PAN06 |
| Marshall, Deborah | PC 536-6 | ALT13 | Marvin, Ronald | PC 777-20 | TRN11 |
| Martin, Bryan | PC 1021-1 | ALT04 | Marvin, Ronald | PC 777-21 | TNE02 |
| Martin, Bryan | PC 1021-2 | TRN02 | Marvin, Ronald | PC 777-21 | WLD02 |
| Martin, Bryan | PC 1021-2 | SEC18 | Marvin, Ronald | PC 777-22 | PAN03 |
| Martin, Jacquelyn D. | PC 560-1 | ALT06 | Marvin, Ronald | PC 777-22 | TRN16 |
| Martin, Jacquelyn D. | PC 560-1 | SEC37 | Marvin, Ronald | PC 777-23 | PAN03 |
| Martinson, Fred L | PC 679-1 | ALT04 | Marvin, Ronald | PC 777-23 | TRN08 |
| Martinson, Fred L | PC 679-2 | PAN02 | Marvin, Ronald | PC 777-24 | PAN01 |
| Martinson, Fred L | PC 679-3 | TRN02 | Marvin, Ronald | PC 777-24 | SEC01 |
| Martinson, Fred L | PC 679-3 | TRN10 | Marvin, Ronald | PC 777-24 | SEC02 |
| Martinson, Fred L | PC 679-4 | SEC03 | Marvin, Ronald | PC 777-25 | PAN01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Marvin, Ronald | PC 777-25 | SEC01 |
| Marvin, Ronald | PC 777-25 | SEC12 |
| Marvin, Ronald | PC 777-26 | ALT13 |
| Marvin, Ronald | PC 777-26 | SEC02 |
| Marvin, Ronald | PC 777-26 | TRN08 |
| Marvin, Ronald | PC 777-26 | SEC20 |
| Masciola, Robert | PC 432-1 | ALT01 |
| Masciola, Robert | PC 432-2 | SEC12 |
| Masciola, Robert | PC 432-2 | TRN10 |
| Masciola, Robert | PC 432-3 | UNC01 |
| Masciola, Robert | PC 432-4 | SEC12 |
| Maselko, Jacek | PC 144-1 | SEC17 |
| Maselko, Jacek | PC 144-1 | SEC22 |
| Maselko, Jacek | PC 144-2 | SEC20 |
| Maselko, Jacek | PC 144-3 | ALT13 |
| Mason, Thelston | PC 893-1 | ALT04 |
| Mason, Thelston | PC 893-2 | SEC18 |
| Mason, Thelston | PC 893-3 | SEC12 |
| Mason, Thelston | PC 893-4 | SEC12 |
| Mason, Thelston | PC 893-4 | TRN02 |
| Mason, Thelston | PC 893-5 | LND01 |
| Mason, Thelston | PC 893-6 | TRN02 |
| Mason, Thelston | PC 893-7 | SEC18 |
| Mason, Thelston | PC 893-8 | TRN02 |
| Mason, Thelston | PC 893-8 | SEC18 |
| Mason, Thelston | PC 893-9 | TRN02 |
| Matsumoto, Fumi | PC 1274-1 | UNC01 |
| Matsumoto, Fumi | PC 1274-2 | ALT03 |
| Matsumoto, Fumi | PC 1274-3 | ALT13 |
| Matsumoto, Fumi | PC 1274-4 | SEC01 |
| Matsumoto, Fumi | PC 1274-4 | SEC43 |
| Matsumoto, Fumi | PC 1274-5 | SEC01 |
| Matsumoto, Fumi | PC 1274-5 | SEC20 |
| Matsumoto, Fumi | PC 1274-6 | AVA02 |
| Matsumoto, Fumi | PC 1274-6 | SEC01 |
| Matsumoto, Fumi | PC 1274-7 | EFH01 |
| Matsumoto, Fumi | PC 1274-7 | WLD01 |
| Matsumoto, Fumi | PC 1274-7 | WLD03 |
| Matsumoto, Fumi | PC 1274-7 | WLD04 |
| Matsumoto, Fumi | PC 1274-7 | TER02 |
| Matsumoto, Fumi | PC 1274-8 | ENV02 |
| Matsumoto, Fumi | PC 1274-8 | LND02 |
| Matsumoto, Fumi | PC 1274-9 | SEC19 |
| Matsumoto, Fumi | PC 1274-10 | LND02 |
| Matsumoto, Fumi | PC 1274-11 | SEC22 |
| Matsumoto, Fumi | PC 1274-12 | SEC22 |
| Matsumoto, Fumi | PC 1274-13 | SEC22 |
| Matsumoto, Fumi | PC 1274-14 | SEC22 |
| Matsumoto, Fumi | PC 1274-15 | SEC17 |
| Matsumoto, Fumi | PC 1274-15 | SEC22 |
| Matsumoto, Fumi | PC 1274-16 | WLD01 |
| Matsumoto, Fumi | PC 1274-16 | SEC17 |
| Matsumoto, Fumi | PC 1274-17 | SEC01 |
| Matsumoto, Fumi | PC 1274-17 | SEC20 |
| Mattson, Margaret | PC 1286-1 | ALT13 |
| May, Carol | PC 601-1 | ALT11 |
| May, Mikayala | PC 744-1 | ENV02 |
| May, Mikayala | PC 744-2 | ALT03 |
| May, Mikayala | PC 744-2 | ALT11 |
| May, Scott | PC 64-1 | ALT09 |
| May, Scott | PC 64-2 | ALT11 |
| May, Scott | PC 64-3 | LND02 |
| McAllister, Adam | PC 912-1 | ALT04 |
| McAllister, Adam | PC 912-2 | SEC12 |
| McAllister, Adam | PC 912-2 | TRN02 |
| McBride, Brandon C. | PC 946-1 | ALT01 |
| McBride, Brandon C. | PC 946-2 | TRN10 |
| McBride, Brandon C. | PC 946-3 | SEC18 |
| McBride, Ken | PCH 75-1 | ALT01 |
| McBride, Ken | PCH 75-2 | LND01 |
| McBride, Ken | PCH 75-3 | LND01 |
| McBride, Ken | PCH 75-4 | SEC18 |
| McBride, Ken | PCH 75-5 | WLD13 |
| McBride, Ken | PCH 75-6 | TRN10 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| McBride, Ken | PCH 75-7 | ALT01 | McDermott, Lorna | PC 487-4 | SEC23 |
| McBride, Ken | PCH 75-7 | SEC03 | McDermott, Lorna | PC 487-5 | TRN02 |
| McCollum, Suzanne | PC 352-1 | ALT02 | McDermott, Lorna | PC 487-5 | TRN10 |
| McCollum, Suzanne | PC 352-2 | ALT13 | McDermott, Lorna | PC 487-6 | SEC18 |
| McCollum, Suzanne | PC 352-2 | TRN08 | McDermott, Lorna | PC 487-7 | AVA02 |
| McCollum, Suzanne | PC 352-3 | UNC01 | McDermott, Lorna | PC 487-8 | VIS02 |
| McCollum, Suzanne | PC 352-4 | ALT03 | McDermott, Lorna | PC 487-9 | VIS02 |
| McCormick, Shaun | PC 1256-1 | TRN02 | McDermott, Lorna | PC 487-10 | LND01 |
| McCormick, Shaun | PC 1256-1 | TRN11 | McDermott, Lorna | PC 487-11 | SEC18 |
| McCormick, Shaun | PC 1256-2 | SEC16 | McDonough, Tim | PC 950-1 | UNC01 |
| McCormick, Shaun | PC 1256-3 | ALT04 | McDonough, Tim | PC 950-2 | ALT13 |
| McCrummen, Hugh | PC 225-1 | ALT01 | McDonough, Tim | PC 950-4 | SEC01 |
| McCrummen, Hugh | PC 225-2 | LND01 | McDonough, Tim | PC 950-4 | SEC02 |
| McCrummen, Hugh | PC 225-2 | TRN10 | McDonough, Tim | PC 950-5 | SEC20 |
| McCrummen, Hugh | PC 225-3 | SEC12 | McDonough, Tim | PC 950-6 | ENV01 |
| McCrummen, Hugh | PC 225-4 | AVA02 | McDonough, Tim | PC 950-6 | VIS01 |
| McCrummen, Hugh | PC 225-4 | SEC48 | McDonough, Tim | PC 950-6 | SEC27 |
| McCrummen, Hugh | PC 225-5 | LND01 | McDonough, Tim | PC 950-7 | UNC01 |
| McDermott, John | PC 487-1 | ALT04 | McDougal, Drew | PC 1108-1 | UNC01 |
| McDermott, John | PC 487-2 | SEC03 | McDougal, Drew | PC 1108-2 | ALT18 |
| McDermott, John | PC 487-2 | TRN10 | McDougal, Drew | PC 1108-3 | ENV01 |
| McDermott, John | PC 487-3 | SEC12 | McDougal, Drew | PC 1108-4 | UNC01 |
| McDermott, John | PC 487-3 | TRN10 | McDowell, Chris | PC 756-1 | ALT04 |
| McDermott, John | PC 487-4 | SEC23 | McDowell, Lisa | PC 766-1 | ALT04 |
| McDermott, John | PC 487-5 | TRN02 | McDowell, Mary | PC 443-1 | ALT13 |
| McDermott, John | PC 487-5 | TRN10 | McDowell, Mary | PC 443-1 | SEC44 |
| McDermott, John | PC 487-6 | SEC18 | McDowell, Mary | PC 443-2 | TRN04 |
| McDermott, John | PC 487-7 | AVA02 | McDowell, Mary | PC 443-3 | SEC32 |
| McDermott, John | PC 487-8 | VIS02 | McDowell, Mary | PC 443-3 | TRN21 |
| McDermott, John | PC 487-9 | VIS02 | McDowell, Mary | PC 443-4 | AVA02 |
| McDermott, John | PC 487-10 | LND01 | McDowell, Mary | PC 443-4 | SEC20 |
| McDermott, John | PC 487-11 | SEC18 | McDowell, Mary | PC 443-5 | SEC17 |
| McDermott, Lorna | PC 487-1 | ALT04 | McDowell, Mary | PC 443-5 | SEC19 |
| McDermott, Lorna | PC 487-2 | SEC03 | McDowell, Mary | PC 443-6 | EFH01 |
| McDermott, Lorna | PC 487-2 | TRN10 | McDowell, Mary | PC 443-6 | VIS01 |
| McDermott, Lorna | PC 487-3 | SEC12 | McDowell, Mary | PC 443-6 | WLD01 |
| McDermott, Lorna | PC 487-3 | TRN10 | McFeeters, Cynthia | PC 1254-1 | ALT02 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| McFeeters, Cynthia | PC 1254-2 | UNC01 | McKenna, Tom | PC 648-1 | WLD01 |
| McFeeters, Cynthia | PC 1254-3 | SEC45 | McKenna, Tom | PC 648-1 | SEC19 |
| McFeeters, Cynthia | PC 1254-4 | TRN03 | McKenna, Tom | PC 648-2 | ALT03 |
| McFeeters, Cynthia | PC 1254-4 | TRN11 | McKenna, Tom | PC 648-3 | SEC25 |
| McFeeters, Cynthia | PC 1254-5 | TRN06 | McKenna, Tom | PC 648-3 | UNC01 |
| McFeeters, Cynthia | PC 1254-6 | UNC01 | McKenry, Charles | PC 110-1 | ALT01 |
| McFeeters, Cynthia | PC 1254-7 | SEC20 | McKenry, Charles | PC 110-2 | SEC18 |
| McFeeters, Cynthia | PC 1254-8 | ENV02 | McKenry, Charles | PC 110-3 | SEC12 |
| McFeeters, Cynthia | PC 1254-8 | WLD01 | McKenry, Charles | PC 110-4 | SEC18 |
| McFeeters, John | PC 1255-1 | ALT02 | McKenzie, Connie | PC 769-1 | ALT04 |
| McFeeters, John | PC 1255-2 | UNC01 | McKenzie, Connie | PC 769-2 | PAN02 |
| McFeeters, John | PC 1255-3 | SEC45 | McKenzie, Connie | PC 769-3 | TRN18 |
| McFeeters, John | PC 1255-4 | TRN03 | McKenzie, Connie | PC 769-4 | AVA02 |
| McFeeters, John | PC 1255-4 | TRN11 | McKenzie, Connie | PC 769-4 | TRN02 |
| McFeeters, John | PC 1255-5 | TRN06 | McKenzie, Connie | PC 769-4 | TRN10 |
| McFeeters, John | PC 1255-6 | UNC01 | McKenzie, Connie | PC 769-5 | PAN02 |
| McFeeters, John | PC 1255-7 | SEC20 | McKenzie, Connie | PC 769-5 | TRN10 |
| McFeeters, John | PC 1255-8 | ENV02 | McKenzie, Connie | PC 769-6 | SEC18 |
| McFeeters, John | PC 1255-8 | WLD01 | McKenzie, Connie | PC 769-7 | TRN02 |
| McGovern, Declan | PC 504-1 | UNC01 | McKenzie, Connie | PC 769-7 | SEC18 |
| McGovern, Declan | PC 504-2 | ALT04 | McKenzie, Connie | PC 769-8 | SEC03 |
| McGovern, Declan | PC 504-3 | SEC12 | McKenzie, Connie | PC 769-9 | SEC12 |
| McGovern, Declan | PC 504-4 | TRN07 | McKenzie, Connie | PC 769-10 | PAN04 |
| McGovern, Declan | PC 504-5 | ERG01 | McKenzie, Connie | PC 769-10 | TRN02 |
| McGovern, Declan | PC 504-6 | EAG03 | McKenzie, Connie | PC 769-10 | SEC23 |
| McGovern, Declan | PC 504-6 | TNE05 | McKenzie, Connie | PC 769-11 | TRN02 |
| McGovern, Declan | PC 504-7 | VIS02 | McKenzie, Connie | PC 769-12 | SEC18 |
| McGovern, Declan | PC 504-8 | ENV03 | McKeown, Marty | PC 1135-1 | ALT01 |
| McGovern, Declan | PC 504-8 | SEC12 | McKeown, Marty | PC 1135-2 | TRN02 |
| McIntire, Sally | PC 27-1 | ALT04 | McKeown, Marty | PC 1135-3 | SEC18 |
| McIntire, Sally | PC 27-2 | TRN07 | McKeown, Marty | PC 1135-4 | ALT15 |
| McIntire, Ted | PC 27-1 | ALT04 | McKeown, Marty | PC 1135-5 | SEC37 |
| McIntire, Ted | PC 27-2 | TRN07 | McKeown, Marty | PC 1135-6 | LND01 |
| McIntire, Ted | PC 214-1 | TRN07 | McKinley Sr., Alfred | PC 535-1 | CUL01 |
| McIntire, Ted | PC 214-2 | ALT04 | McKinley Sr., Alfred | PC 535-1 | FSH01 |
| McKenna, Tom | PC 648-1 | SEC01 | McKinley Sr., Alfred | PC 535-1 | WLD03 |
| McKenna, Tom | PC 648-1 | VIS01 | McKinley Sr., Alfred | PC 535-2 | ALT09 |

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| Name | Comment # | SOC Code |
|---|---|---|
| McKinley Sr., Alfred | PC 535-2 | ALT11 |
| McKinley, Sr., Alfred | PCH 45-1 | SUB01 |
| McKinley, Sr., Alfred | PCH 45-2 | PUB01 |
| McKinley, Sr., Alfred | PCH 45-3 | CUL01 |
| McKinley, Sr., Alfred | PCH 45-3 | SUB01 |
| McKinley, Sr., Alfred | PCH 45-4 | SUB01 |
| McKinley, Sr., Alfred | PCH 45-5 | ALT09 |
| McKinley, Sr., Alfred | PCH 45-5 | ALT11 |
| McKinley, Sr., Alfred | PCH 45-6 | ENV02 |
| McKinley, Sr., Alfred | PCH 45-6 | WLD02 |
| McKinley, Sr., Alfred | PCH 45-7 | SUB01 |
| McKrill, Edward | PC 581-1 | ALT04 |
| McKrill, Edward | PC 581-2 | SEC18 |
| McKrill, Edward | PC 581-3 | TRN02 |
| McKrill, Edward | PC 581-3 | TRN10 |
| McKrill, Edward | PC 581-3 | TRN18 |
| McKrill, Edward | PC 581-4 | TRN07 |
| McKrill, Edward | PC 581-4 | SEC48 |
| McKrill, Edward | PC 581-5 | SEC18 |
| McKrill, Edward | PC 581-6 | TRN26 |
| McKrill, Edward | PC 581-7 | WLD01 |
| McLachlan, Tim | PC 495-1 | UNC01 |
| McLachlan, Tim | PC 495-2 | ALT04 |
| McLachlan, Tim | PC 495-3 | SEC12 |
| McLachlan, Tim | PC 495-4 | TRN10 |
| McLachlan, Tim | PC 495-5 | TRN02 |
| McLaughlin, Margaret | PC 408-1 | ALT08 |
| McLaughlin, Margaret | PC 408-2 | VIS02 |
| McLaughlin, Margaret | PC 408-3 | ALT15 |
| McLaughlin, Sean | PC 147-1 | ALT08 |
| McLaughlin, Sean | PC 147-2 | ALT15 |
| McLaughlin, Sean | PC 147-3 | SEC12 |
| McLaughlin, Sean | PC 147-4 | SEC18 |
| McLaughlin, Sean | PC 147-5 | ALT01 |
| McLaughlin, Steve | PC 150-1 | ALT01 |
| McLaughlin, Steve | PC 150-1 | TRN10 |
| McLaughlin, Steve | PC 150-2 | SEC48 |
| McLaughlin, Steve | PC 150-3 | ALT08 |
| McLaughlin, Steve | PC 150-3 | LND01 |
| McLaughlin, Steve | PC 150-3 | SEC03 |
| McLaughlin-True, Shelley R | PC 395-1 | AVA02 |
| McLaughlin-True, Shelley R | PC 395-1 | TRN06 |
| McLaughlin-True, Shelley R | PC 395-2 | SEC01 |
| McLaughlin-True, Shelley R | PC 395-3 | SEC36 |
| McLaughlin-True, Shelley R | PC 395-4 | VIS01 |
| McLaughlin-True, Shelley R | PC 395-4 | WLD01 |
| McLaughlin-True, Shelley R | PC 395-5 | UNC01 |
| McLeod, Timothy D | PC 1123-1 | ALT04 |
| McLeod, Timothy D | PC 1123-2 | TRN10 |
| McLeod, Timothy D | PC 1123-2 | TRN18 |
| McLeod, Timothy D | PC 1123-3 | SEC12 |
| McLeod, Timothy D | PC 1123-3 | TRN07 |
| McLeod, Timothy D | PC 1123-4 | TRN27 |
| McLeod, Timothy D | PC 1123-5 | LND01 |
| McLeod, Timothy D | PC 1123-5 | TRN02 |
| McLeod, Timothy D | PC 1123-5 | SEC18 |
| McNitt, Brian | PC 1181-1 | ALT03 |
| McNitt, Brian | PC 1181-2 | ALT13 |
| McNitt, Brian | PC 1181-3 | ALT13 |
| McNitt, Brian | PC 1181-4 | FSH01 |
| McNitt, Brian | PC 1181-4 | TRN11 |
| McNitt, Brian | PC 1181-4 | WLD01 |
| McNitt, Brian | PC 1181-4 | SEC17 |
| McNitt, Brian | PC 1181-4 | SEC20 |
| McQueary, Frank | PC 313-1 | TRN02 |
| McQueary, Frank | PC 313-2 | SEC12 |
| McQueary, Frank | PC 313-3 | TRN02 |
| McQueary, Frank | PC 313-4 | UNC01 |
| McRea, Micheal B. | PC 1311-1 | ALT02 |
| McRea, Micheal B. | PC 1311-2 | SEC17 |
| McRea, Micheal B. | PC 1311-2 | SEC22 |
| McVay, Jedd | PC 1023-1 | ALT04 |
| McVay, Jedd | PC 1023-2 | SEC12 |
| Meacock, Louie A. | PC 1347-1 | ALT04 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Meacock, Louie A. | PC 1347-2 | TRN02 |
| Meacock, Louie A. | PC 1347-3 | TRN02 |
| Meacock, Louie A. | PC 1347-4 | TRN10 |
| Mearig, Lance | PCH 3-1 | ALT01 |
| Mearig, Lance | PCH 3-2 | TRN04 |
| Mearig, Lance | PCH 3-2 | SEC18 |
| Mehrabad, Firouz | PC 79-1 | ALT01 |
| Meiners Jr., Herman M | PC 700-1 | ALT01 |
| Meiners Jr., Herman M | PC 700-2 | TRN07 |
| Meirners, Thomas Maxwell | PC 701-1 | ALT04 |
| Meirners, Thomas Maxwell | PC 701-2 | TRN10 |
| Meirners, Thomas Maxwell | PC 701-3 | SEC12 |
| Meirners, Thomas Maxwell | PC 701-3 | TRN02 |
| Meirners, Thomas Maxwell | PC 701-4 | SEC18 |
| Meirners, Thomas Maxwell | PC 701-5 | SEC18 |
| Meirners, Thomas Maxwell | PC 701-5 | PAN06 |
| Meirners, Thomas Maxwell | PC 701-6 | SEC18 |
| Meirners, Thomas Maxwell | PC 701-7 | SEC18 |
| Mell, Robert | PC 310-1 | ALT02 |
| Mell, Robert | PC 310-1 | SEC22 |
| Mell, Robert | PC 310-2 | SEC17 |
| Mello, Benjamin | PC 268-1 | ALT04 |
| Mello, Benjamin | PC 268-2 | SEC12 |
| Mello, Benjamin | PC 268-3 | TRN07 |
| Menke, Kathleen | PC 46-1 | TRN02 |
| Menke, Kathleen | PC 46-2 | ALT11 |
| Menke, Kathleen | PC 46-2 | TRN08 |
| Menke, Kathleen | PC 46-3 | SEC19 |
| Menke, Kathleen | PCH 167-1 | TRN07 |
| Menke, Kathleen | PCH 167-1 | TRN15 |
| Menke, Kathleen | PCH 167-1 | SEC35 |
| Menke, Kathleen | PCH 167-2 | ALT11 |
| Menke, Kathleen | PCH 167-2 | ERG02 |
| Menke, Kathleen | PCH 167-2 | TRN08 |
| Menke, Kathleen | PCH 167-2 | TRN16 |
| Menke, Kathleen | PCH 167-3 | TRN04 |
| Menke, Kathleen | PCH 167-4 | TRN08 |
| Menke, Kathleen | PCH 167-4 | SEC35 |
| Menke, Kathleen | PC 539-1 | TRN07 |
| Menke, Kathleen | PC 539-1 | SEC35 |
| Menke, Kathleen | PC 539-2 | TRN07 |
| Menke, Kathleen | PC 539-2 | SEC35 |
| Menke, Kathleen | PC 539-3 | ALT11 |
| Menke, Kathleen M. K. | PC 536-1 | TRN06 |
| Menke, Kathleen M. K. | PC 536-1 | SEC19 |
| Menke, Kathleen M. K. | PC 536-2 | AVA01 |
| Menke, Kathleen M. K. | PC 536-2 | TRN11 |
| Menke, Kathleen M. K. | PC 536-3 | SEC01 |
| Menke, Kathleen M. K. | PC 536-4 | SEC32 |
| Menke, Kathleen M. K. | PC 536-5 | UNC01 |
| Menke, Kathleen M. K. | PC 536-6 | ALT13 |
| Menzies, Malcolm A | PC 446-1 | UNC01 |
| Menzies, Malcolm A | PC 446-2 | ALT04 |
| Menzies, Malcolm A | PC 446-3 | SEC12 |
| Merrell, Ted | PCH 22-1 | TRN06 |
| Merrell, Ted | PCH 22-2 | ALT09 |
| Merrell, Ted | PCH 22-3 | UNC01 |
| Merrell, Ted | PCH 22-4 | UNC01 |
| Merrell, Ted | PCH 22-5 | UNC01 |
| Merrell, Ted | PCH 22-6 | SEC04 |
| Merrell, Ted | PCH 22-7 | ALT17 |
| Merrell, Ted | PCH 22-8 | TRN23 |
| Merrell, Ted | PCH 22-9 | SEC01 |
| Merrell, Ted | PCH 22-10 | AVA02 |
| Merrell, Ted | PCH 22-11 | SEC19 |
| Merrell, Ted | PCH 22-12 | SEC43 |
| Merrell, Ted | PCH 22-13 | ALT09 |
| Merrell, Ted | PC 771-1 | SEC01 |
| Merrell, Ted | PC 771-1 | SEC04 |
| Merrell, Ted | PC 771-1 | SEC07 |
| Merrell, Ted | PC 771-1 | UNC01 |
| Merrell, Ted | PC 771-2 | ALT09 |
| Merrell, Ted | PC 771-2 | TRN08 |
| Merrell, Ted | PC 771-2 | SEC20 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Merrell, Ted | PC 771-3 | AVA02 | Metcalf, K.J. | PC 1283-4 | SEC43 |
| Merrell, Ted | PC 771-3 | ENV01 | Michael, Alan | PC 1115-1 | PUB01 |
| Merrell, Ted | PC 771-3 | SEC01 | Michael, Alan | PC 1115-2 | SEC04 |
| Merrell, Ted | PC 771-3 | UNC01 | Michael, Alan | PC 1115-3 | ALT02 |
| Merriman, Arden D. | PC 1069-1 | ALT04 | Michael, Alan | PC 1115-3 | ALT13 |
| Merriman, Arden D. | PC 1069-2 | TRN10 | Mickelson, Norman | PC 873-1 | ALT04 |
| Merriman, Arden D. | PC 1069-3 | TRN31 | Mickelson, Norman | PC 873-2 | SEC12 |
| Merriman, Arden D. | PC 1069-4 | SEC03 | Mickelson, Norman | PC 873-3 | LND01 |
| Merriman, Arden D. | PC 1069-4 | SEC50 | Mielke, M.J. | PC 485-1 | ALT01 |
| Mertl, Chris | PCH 120-1 | TRN11 | Mielke, M.J. | PC 485-2 | SEC03 |
| Mertl, Chris | PCH 120-1 | SEC17 | Mielke, M.J. | PC 485-2 | TRN07 |
| Mertl, Chris | PCH 120-2 | SEC19 | Mielke, M.J. | PC 485-3 | SEC03 |
| Mertl, Chris | PCH 120-3 | SEC01 | Mielke, M.J. | PC 485-4 | ALT17 |
| Mertl, Chris | PCH 120-4 | AVA02 | Mielke, M.J. | PC 485-4 | AVA01 |
| Mertl, Chris | PCH 120-5 | ALT13 | Mielke, M.J. | PC 485-5 | SEC18 |
| Mertz, Max | PC 101-1 | ALT04 | Miller, Arlinda | PC 233-1 | ALT01 |
| Mertz, Max | PC 101-2 | TRN10 | Miller, Benjamin | PC 937-1 | ALT04 |
| Mertz, Max | PC 101-3 | SEC18 | Miller, Benjamin | PC 937-2 | SEC12 |
| Mertz, Max | PC 101-4 | TRN27 | Miller, Benjamin | PC 937-2 | TRN02 |
| Mertz, Max | PC 101-5 | SEC12 | Miller, Benjamin | PC 937-3 | LND04 |
| Messing, Katheen Schanz | PC 455-1 | ALT01 | Miller, Benjamin | PC 937-4 | SEC03 |
| Messing, Katheen Schanz | PC 455-2 | SEC12 | Miller, Benjamin | PC 937-4 | SEC18 |
| Messing, Katheen Schanz | PC 455-3 | PAN06 | Miller, Bill | PC 450-1 | ALT04 |
| Messing, Martin | PC 454-1 | ALT01 | Miller, Bill | PC 450-2 | SEC03 |
| Messing, Martin | PC 454-2 | SEC12 | Miller, Bill | PC 450-2 | SEC12 |
| Messing, Martin | PC 454-2 | TRN07 | Miller, Bill | PC 450-3 | SEC25 |
| Messing, Martin | PC 454-3 | TRN10 | Miller, Bill | PC 450-4 | LND01 |
| Messing, Martin | PC 454-3 | SEC40 | Miller, Bill | PC 450-4 | SEC18 |
| Messing, Martin | PC 454-4 | AVA02 | Miller, Bill | PC 450-5 | UNC01 |
| Messing, Martin | PC 454-5 | SEC03 | Miller, Cora C. | PC 318-1 | SEC03 |
| Messing, Martin | PC 454-6 | SEC12 | Miller, Cora C. | PC 318-1 | SEC12 |
| Metcalf, K.J. | PC 1283-1 | ALT03 | Miller, Cora C. | PC 318-2 | SEC12 |
| Metcalf, K.J. | PC 1283-1 | SEC02 | Miller, Cora C. | PC 318-2 | TRN10 |
| Metcalf, K.J. | PC 1283-2 | SEC27 | Miller, Cora C. | PC 318-3 | SEC18 |
| Metcalf, K.J. | PC 1283-3 | AVA01 | Miller, Cora C. | PC 318-4 | ALT01 |
| Metcalf, K.J. | PC 1283-3 | SEC04 | Miller, Dan | PC 292-1 | ALT04 |
| Metcalf, K.J. | PC 1283-3 | SEC24 | Miller, Dan | PC 292-2 | SEC18 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Miller, Danielle | PC 930-1 | ALT04 |
| Miller, Danielle | PC 930-2 | SEC12 |
| Miller, Danielle | PC 930-2 | TRN07 |
| Miller, Danielle | PC 930-2 | TRN10 |
| Miller, Danielle | PC 930-2 | TRN31 |
| Miller, Diana | PC 113-1 | ALT01 |
| Miller, Diana | PC 113-2 | SEC12 |
| Miller, Diana | PC 113-2 | TRN07 |
| Miller, Diana | PC 113-3 | TRN02 |
| Miller, Gary | PCH 40-1 | UNC01 |
| Miller, Gary | PCH 40-2 | ENV02 |
| Miller, Gary | PCH 40-3 | VIS01 |
| Miller, Gary | PCH 40-4 | ALT02 |
| Miller, Gary | PCH 40-4 | SEC44 |
| Miller, Greg | PC 855-1 | ALT04 |
| Miller, Greg | PC 855-2 | SEC12 |
| Miller, Greg | PC 855-3 | TRN15 |
| Miller, Greg | PC 855-4 | TRN10 |
| Miller, Jennifer E. | PC 952-1 | ALT04 |
| Miller, Jennifer E. | PC 952-2 | TRN07 |
| Miller, Jennifer E. | PC 952-3 | SEC12 |
| Miller, Jennifer E. | PC 952-3 | TRN07 |
| Miller, Jennifer E. | PC 952-4 | TRN15 |
| Miller, Jennifer E. | PC 952-5 | TRN07 |
| Miller, Jennifer E. | PC 952-6 | SEC12 |
| Miller, Jennifer E. | PC 952-7 | SEC03 |
| Miller, Judy | PC 247-1 | ALT01 |
| Miller, Judy | PC 247-2 | TRN10 |
| Miller, Judy | PC 247-3 | TRN10 |
| Miller, Judy | PC 247-4 | TRN15 |
| Miller, Judy | PC 247-5 | SEC12 |
| Miller, Judy | PC 247-5 | SEC39 |
| Miller, Judy | PC 247-6 | TRN10 |
| Miller, Judy | PC 247-7 | TRN07 |
| Miller, Judy | PC 247-8 | SEC39 |
| Miller, Judy | PC 247-9 | SEC18 |
| Miller, Judy | PC 247-10 | UNC01 |
| Miller, Judy | PC 247-11 | SEC23 |
| Miller, Judy GL | PC 1160-1 | ALT04 |
| Miller, Karil A. | PC 1131-1 | ALT04 |
| Miller, Karil A. | PC 1131-2 | SEC03 |
| Miller, Karil A. | PC 1131-3 | S4F01 |
| Miller, Karil A. | PC 1131-4 | UNC01 |
| Miller, Karil A. | PC 1131-5 | AVA01 |
| Miller, Karil A. | PC 1131-5 | UNC01 |
| Miller, Karil A. | PC 1131-6 | LND01 |
| Miller, Karil A. | PC 1131-6 | WLD13 |
| Miller, Karil A. | PC 1131-7 | SEC12 |
| Miller, Karil A. | PC 1131-8 | LND01 |
| Miller, Karil A. | PC 1131-8 | TRN03 |
| Miller, Larry B. | PC 869-1 | ALT04 |
| Miller, Larry B. | PC 869-2 | TRN10 |
| Miller, Larry B. | PC 869-3 | SEC03 |
| Miller, Larry B. | PC 869-3 | SEC12 |
| Miller, Larry B. | PC 869-3 | TRN07 |
| Miller, Larry B. | PC 869-4 | TRN26 |
| Miller, Linda S. | PC 1284-1 | TRN23 |
| Miller, Linda S. | PC 1284-2 | SEC19 |
| Miller, Linda S. | PC 1284-2 | SEC24 |
| Miller, Linda S. | PC 1284-3 | AVA02 |
| Miller, Linda S. | PC 1284-4 | PAN06 |
| Miller, Linda S. | PC 1284-5 | TRN11 |
| Miller, Linda S. | PC 1284-5 | SEC19 |
| Miller, Linda S. | PC 1284-6 | SEC01 |
| Miller, Linda S. | PC 1284-6 | TRN03 |
| Miller, Linda S. | PC 1284-7 | ENV01 |
| Miller, Linda S. | PC 1284-7 | ENV02 |
| Miller, Linda S. | PC 1284-8 | SEC19 |
| Miller, Linda S. | PC 1284-9 | ALT13 |
| Miller, Linda S. | PC 1284-9 | SEC32 |
| Miller, Linda S. | PC 1284-10 | SEC01 |
| Miller, Linda S. | PC 1284-10 | VIS01 |
| Miller, Linda S. | PC 1284-10 | WLD01 |
| Miller, Marcus | PC 373-1 | ALT13 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Miller, Marcus | PC 373-2 | SEC02 | Miller, Peter C. | PC 231-5 | SEC18 |
| Miller, Mark | PC 135-1 | ALT10 | Miller, Peter C. | PC 231-6 | SEC18 |
| Miller, Mark | PC 135-2 | ENV02 | Miller, Robert | PCH 146-1 | ALT01 |
| Miller, Mark | PC 135-2 | SEC01 | Miller, Robert | PCH 146-1 | TRN02 |
| Miller, Mark | PC 135-2 | TRN11 | Miller, Robert | PCH 146-2 | SEC12 |
| Miller, Matt | PC 822-1 | ALT04 | Miller, Robert | PCH 146-2 | TRN07 |
| Miller, Matt | PC 822-2 | TRN10 | Miller, Robert | PCH 146-3 | ALT01 |
| Miller, Matt | PC 822-3 | SEC12 | Miller, Robert | PC 760-1 | ALT04 |
| Miller, Matt | PC 822-4 | TRN18 | Miller, Robert | PC 760-2 | SEC12 |
| Miller, Matt | PC 822-5 | TRN10 | Miller, Robert | PC 760-3 | TRN02 |
| Miller, Matt | PC 822-6 | SEC03 | Miller, Robert | PC 760-4 | TRN02 |
| Miller, Matt | PC 822-7 | SEC12 | Miller, Robert | PC 760-5 | TRN02 |
| Miller, Matt | PC 822-8 | UNC01 | Miller, Robert | PC 760-5 | SEC18 |
| Miller, Michael | PCH 7-1 | ALT13 | Miller, Sandy | PC 898-1 | ALT04 |
| Miller, Paul Daniel | PC 932-1 | ALT04 | Miller, Sandy | PC 898-2 | SEC12 |
| Miller, Paul Daniel | PC 932-2 | LND01 | Miller, Sandy | PC 898-2 | TRN10 |
| Miller, Paul Daniel | PC 932-3 | SEC12 | Miller, Sandy | PC 898-3 | SEC03 |
| Miller, Paul Daniel | PC 932-3 | TRN07 | Miller, Sandy | PC 898-4 | LND01 |
| Miller, Paul Daniel | PC 932-4 | LND01 | Miller, Sue E. | PC 414-1 | ALT01 |
| Miller, Paul Daniel | PC 932-4 | TRN07 | Miller, Sue E. | PC 414-1 | SEC18 |
| Miller, Paul Daniel | PC 932-5 | SEC12 | Miller, Sue E. | PC 414-1 | SEC25 |
| Miller, Paul Daniel | PC 932-6 | LND01 | Miller, Susan | PC 1281-1 | ALT04 |
| Miller, Paul Daniel | PC 932-6 | TRN02 | Miller, Susan | PC 1281-2 | UNC01 |
| Miller, Paul Daniel | PC 932-7 | TRN02 | Miller, Susan | PC 1281-3 | TRN02 |
| Miller, Paul Daniel | PC 932-8 | SEC03 | Miller, Susan | PC 1281-3 | VIS02 |
| Miller, Paul Daniel | PC 932-9 | SEC03 | Miller, Susan D. | PC 953-1 | ALT04 |
| Miller, Penny L. | PC 870-1 | ALT04 | Miller, Susan D. | PC 953-2 | SEC12 |
| Miller, Penny L. | PC 870-2 | TRN10 | Miller, Susan D. | PC 953-2 | TRN07 |
| Miller, Penny L. | PC 870-3 | SEC12 | Miller, Susan D. | PC 953-3 | SEC12 |
| Miller, Penny L. | PC 870-4 | SEC03 | Miller, Susan D. | PC 953-4 | TRN07 |
| Miller, Penny L. | PC 870-4 | SEC12 | Miller, Susan D. | PC 953-5 | SEC03 |
| Miller, Penny L. | PC 870-4 | TRN07 | Miller, Susan D. | PC 953-6 | TRN02 |
| Miller, Peter C. | PC 231-1 | ALT01 | Miller, Susan D. | PC 953-7 | ENV03 |
| Miller, Peter C. | PC 231-2 | TRN15 | Miller, Terrence | PC 778-1 | ALT04 |
| Miller, Peter C. | PC 231-3 | AVA04 | Miller, Terrence | PC 778-2 | SEC12 |
| Miller, Peter C. | PC 231-3 | TRN15 | Miller, Terrence | PC 778-2 | TRN02 |
| Miller, Peter C. | PC 231-4 | SEC12 | Miller, Terrence | PC 778-3 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Miller, Terrence | PC 778-3 | TRN07 |
| Miller, Terrence | PC 778-4 | LND01 |
| Miller, Terrence | PC 778-4 | SEC12 |
| Miller, Terrence | PC 778-4 | TRN02 |
| Miller, Terrence | PC 778-5 | ERG01 |
| Miller, Terrence | PC 778-6 | SEC03 |
| Miller, Terrence | PC 778-6 | TRN10 |
| Miller, Terry | PCH 96-1 | ALT04 |
| Miller, Terry | PCH 96-2 | SEC03 |
| Miller, Terry | PCH 96-2 | TRN18 |
| Miller, Terry | PCH 96-3 | TRN07 |
| Miller, Terry | PCH 96-4 | SEC12 |
| Miller, Terry | PCH 96-5 | ALT13 |
| Miller, Terry | PCH 96-6 | SEC03 |
| Miller, Terry | PCH 96-7 | ERG01 |
| Miller, Terry | PCH 96-8 | SEC03 |
| Miller, Terry R. | PC 874-1 | UNC01 |
| Miller, Terry R. | PC 874-2 | SEC27 |
| Miller, Terry R. | PC 874-3 | AVA04 |
| Miller, Terry R. | PC 874-3 | TRN07 |
| Miller, Terry R. | PC 874-4 | VIS02 |
| Miller, Terry R. | PC 874-5 | ALT14 |
| Miller, Terry R. | PC 874-5 | ALT15 |
| Miller, Terry R. | PC 874-6 | ALT14 |
| Miller, Terry R. | PC 874-6 | ALT15 |
| Miller, Terry R. | PC 874-6 | WLD01 |
| Miller, Terry R. | PC 874-7 | VIS02 |
| Miller, Terry R. | PC 874-8 | EFH02 |
| Miller, Terry R. | PC 874-9 | WLD13 |
| Miller, Terry R. | PC 874-10 | EAG03 |
| Miller, Terry R. | PC 874-11 | AVA02 |
| Miller, Tom | PC 114-1 | ALT01 |
| Miller, Tom | PC 114-2 | TRN02 |
| Miller, Tom | PC 114-3 | SEC12 |
| Miller, Tom | PC 114-3 | TRN07 |
| Miller Jr., Robert B. | PC 1205-1 | ALT04 |
| Miller Jr., Robert B. | PC 1205-2 | SEC18 |
| Miller Jr., Robert B. | PC 1205-3 | SEC18 |
| Miller, LPN, Jody | PC 447-1 | ALT09 |
| Miller, LPN, Jody | PC 447-1 | ALT10 |
| Miller, LPN, Jody | PC 447-1 | ALT11 |
| Miller, LPN, Jody | PC 447-1 | ALT12 |
| Miller, LPN, Jody | PC 447-1 | SEC41 |
| Miller, LPN, Jody | PC 447-2 | TRN07 |
| Miller, LPN, Jody | PC 447-2 | TRN08 |
| Miller, LPN, Jody | PC 447-2 | SEC41 |
| Miller, LPN, Jody | PC 447-3 | AVA02 |
| Mills, Ed | PC 1374-1 | ALT01 |
| Mills, Ed | PC 1374-2 | SEC03 |
| Mills, Ed | PC 1374-2 | SEC12 |
| Mills, Ed | PC 1374-3 | TRN10 |
| Mills, Linda | PC 1374-1 | ALT01 |
| Mills, Linda | PC 1374-2 | SEC03 |
| Mills, Linda | PC 1374-2 | SEC12 |
| Mills, Linda | PC 1374-3 | TRN10 |
| Mills, Marianne | PC 934-1 | ALT11 |
| Mills, Marianne | PC 934-2 | TRN08 |
| Mills, Marianne | PC 934-3 | SEC07 |
| Mills, Marianne | PC 934-4 | SEC17 |
| Mills, Marianne | PC 934-4 | SEC20 |
| Mills, Marianne | PC 934-4 | SEC22 |
| Mills, Marianne | PC 934-5 | ENV01 |
| Mills, Marianne | PC 934-5 | WLD01 |
| Mitchell, Lloyd | PC 872-1 | ALT04 |
| Mitchell, Lloyd | PC 872-2 | SEC12 |
| Mitchell, Lloyd | PC 872-2 | TRN02 |
| Mitchell, Lloyd | PC 872-2 | TRN10 |
| Mitchell, Lloyd | PC 872-2 | TRN15 |
| Mitchell, Robert W | PC 745-1 | ALT13 |
| Mitchell, Robert W | PC 745-1 | TRN04 |
| Mitchell, Robert W | PC 745-2 | UNC01 |
| Mitchell, Robert W | PC 745-3 | UNC01 |
| Moen, Dennis J. | PC 1140-1 | ALT01 |
| Moen, Dennis J. | PC 1140-2 | TRN02 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Moen, Dennis J. | PC 1140-2 | PAN06 | Mores, Peter | PC 942-7 | TRN10 |
| Moeser, Harold | PC 95-1 | ALT01 | Mores, Peter | PC 942-7 | TRN18 |
| Moffatt, Sid | PC 536-1 | TRN06 | Mores, Peter | PC 942-8 | SEC16 |
| Moffatt, Sid | PC 536-1 | SEC19 | Mores, Peter | PC 942-8 | SEC18 |
| Moffatt, Sid | PC 536-2 | AVA01 | Mores, Peter | PC 942-8 | TRN18 |
| Moffatt, Sid | PC 536-2 | TRN11 | Mores, Peter | PC 942-9 | LND01 |
| Moffatt, Sid | PC 536-3 | SEC01 | Mores, Peter | PC 942-10 | SEC18 |
| Moffatt, Sid | PC 536-4 | SEC32 | Mores, Peter | PC 942-10 | SEC21 |
| Moffatt, Sid | PC 536-5 | UNC01 | Mores, Peter | PC 942-11 | TRN10 |
| Moffatt, Sid | PC 536-6 | ALT13 | Mores, Peter | PC 942-12 | TRN26 |
| Monteith, Daniel | PCH 89-1 | ALT03 | Mores, Peter | PC 942-13 | UNC01 |
| Monteith, Daniel | PCH 89-2 | SUB02 | Morgan, Christopher | PC 65-1 | ALT01 |
| Monteith, Daniel | PCH 89-3 | CUL03 | Morgan, Christopher | PC 65-2 | SEC12 |
| Monteith, Daniel | PCH 89-4 | GEO02 | Morgan, Christopher | PC 65-2 | TRN07 |
| Monteith, Daniel | PCH 89-5 | SEC01 | Morigeau, Robert | PC 410-1 | ALT04 |
| Monteith, Daniel | PCH 89-6 | AVA01 | Morigeau, Robert | PC 410-2 | TRN10 |
| Monteith, Daniel | PCH 89-6 | AVA02 | Morigeau, Robert | PC 410-3 | SEC12 |
| Monteith, Daniel | PCH 89-6 | AVA03 | Morino, Fred | PC 1093-1 | ALT04 |
| Montgomery, Richard | PC 28-1 | ALT04 | Morino, Fred | PC 1093-2 | SEC12 |
| Montgomery, Richard | PC 28-1 | SEC12 | Morino, Fred | PC 1093-3 | TRN10 |
| Montgomery, Richard | PC 28-1 | TRN10 | Morino, Fred | PC 1093-4 | LND01 |
| Mooney, J.S. | PC 918-1 | ALT04 | Morino, Sharon | PC 1068-1 | ALT04 |
| Mooney, J.S. | PC 918-2 | SEC12 | Morino, Sharon | PC 1068-2 | TRN02 |
| Mooney, J.S. | PC 918-2 | TRN07 | Morino, Sharon | PC 1068-3 | SEC12 |
| Mooney, J.S. | PC 918-3 | SEC03 | Morino, Sharon | PC 1068-3 | TRN10 |
| Mooney, J.S. | PC 918-4 | TRN02 | Morino, Sharon | PC 1068-4 | SEC18 |
| Mores, Peter | PC 942-1 | ALT01 | Morino, Sharon | PC 1068-5 | TRN02 |
| Mores, Peter | PC 942-1 | PAN06 | Morino, Sharon | PC 1068-5 | SEC18 |
| Mores, Peter | PC 942-2 | LND01 | Moritz, Phillip | PC 595-1 | ALT04 |
| Mores, Peter | PC 942-2 | TRN02 | Moritz, Phillip | PC 595-2 | SEC03 |
| Mores, Peter | PC 942-3 | SEC03 | Moritz, Phillip | PC 595-2 | SEC12 |
| Mores, Peter | PC 942-3 | SEC12 | Moritz, Phillip | PC 595-3 | ALT01 |
| Mores, Peter | PC 942-3 | SEC18 | Moritz, Phillip | PC 595-3 | SEC03 |
| Mores, Peter | PC 942-4 | SEC12 | Morley, Bruce | PC 274-1 | ALT04 |
| Mores, Peter | PC 942-5 | ERG01 | Morley, Bruce | PC 274-2 | SEC12 |
| Mores, Peter | PC 942-6 | SEC03 | Morley, Bruce | PC 274-2 | TRN10 |
| Mores, Peter | PC 942-6 | SEC28 | Morley, David | PC 421-1 | ALT01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Morley, David | PC 421-2 | TRN02 |
| Morley, Leanna | PC 421-1 | ALT04 |
| Morley, Leanna | PC 421-2 | TRN02 |
| Morphet, Thomas | PCH 83-1 | ALT03 |
| Morphet, Thomas | PCH 83-2 | TRN23 |
| Morphet, Thomas | PCH 83-3 | TRN23 |
| Morphet, Thomas | PCH 83-4 | TRN23 |
| Morphet, Thomas | PCH 83-5 | EVJ02 |
| Morphet, Thomas | PCH 83-5 | TRN23 |
| Morphet, Thomas | PCH 83-6 | SEC19 |
| Morphet, Thomas | PCH 83-7 | UNC01 |
| Morphet, Thomas | PCH 101-1 | ALT03 |
| Morphet, Thomas | PCH 101-2 | ALT16 |
| Morphet, Thomas | PCH 101-3 | SEC11 |
| Morphet, Thomas | PCH 101-3 | VIS01 |
| Morphet, Thomas | PCH 101-4 | SEC44 |
| Morphet, Thomas | PC 221-1 | ALT03 |
| Morphet, Thomas | PC 221-1 | ALT09 |
| Morphet, Thomas | PC 221-1 | ALT10 |
| Morphet, Thomas | PC 221-1 | ALT11 |
| Morphet, Thomas | PC 221-1 | ALT12 |
| Morphet, Thomas | PC 221-2 | TRN23 |
| Morphet, Thomas | PC 221-3 | SEC11 |
| Morphet, Thomas | PC 221-3 | TRN06 |
| Morphet, Thomas | PC 221-4 | SEC19 |
| Morphet, Thomas | PC 221-5 | SEC44 |
| Morphet, Thomas | PC 221-6 | UNC01 |
| Morris, Cecily | PC 415-1 | SEC01 |
| Morris, Cecily | PC 415-2 | AVA02 |
| Morris, Cecily | PC 415-3 | SEC42 |
| Morris, Cecily | PC 415-3 | PAN06 |
| Morris, Cecily | PC 415-4 | SEC17 |
| Morris, J Oliver | PC 765-1 | ALT06 |
| Morris, J Oliver | PC 765-2 | UNC01 |
| Morris, J Oliver | PC 765-3 | SEC05 |
| Morris, J Oliver | PC 765-3 | TRN02 |
| Morris, James D | PC 729-1 | ALT04 |
| Morris, James D | PC 729-2 | TRN02 |
| Morris, John | PC 764-1 | ALT01 |
| Morris, John | PC 764-2 | SEC05 |
| Morris, John | PC 764-2 | UNC01 |
| Morway, David W | PC 637-1 | SEC12 |
| Morway, David W | PC 637-1 | TRN07 |
| Morway, David W | PC 637-2 | SEC03 |
| Morway, David W | PC 637-3 | SEC12 |
| Moscatello, Laura | PC 427-1 | ALT03 |
| Moscatello, Laura | PC 427-1 | UNC01 |
| Moselle, Kyle | PCH 86-1 | SEC20 |
| Moselle, Kyle | PCH 86-2 | SEC27 |
| Moselle, Kyle | PCH 86-2 | TRN20 |
| Moselle, Kyle | PCH 86-3 | AVA04 |
| Moselle, Kyle | PCH 86-4 | TRN13 |
| Moselle, Kyle | PCH 86-5 | SEC27 |
| Mosher, Mike | PC 1138-1 | ALT01 |
| Mosher, Mike | PC 1138-2 | SEC12 |
| Mosher, Mike | PC 1138-2 | TRN07 |
| Mosher, Mike | PC 1138-3 | SEC12 |
| Mosher, Mike | PC 1138-3 | SEC18 |
| Mosher, Mike | PC 1138-4 | ALT01 |
| Mosher, Mike | PC 1138-4 | LND01 |
| Mosher, Mike | PC 1138-4 | SEC18 |
| Motyka, Roman | PC 699-1 | ALT11 |
| Motyka, Roman | PC 699-1 | TRN08 |
| Motyka, Roman | PC 699-2 | TRN08 |
| Motyka, Roman | PC 699-3 | ALT19 |
| Motyka, Roman | PC 699-4 | ALT17 |
| Motyka, Roman | PC 699-4 | AVA01 |
| Motyka, Roman | PC 699-4 | AVA02 |
| Motyka, Roman | PC 699-4 | SEC01 |
| Motyka, Roman | PC 699-5 | ALT17 |
| Motyka, Roman | PC 699-5 | GEO01 |
| Motyka, Roman | PC 699-5 | SEC01 |
| Motyka, Roman | PC 699-6 | GEO01 |
| Motyka, Roman | PC 699-7 | ENV01 |

# M

| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Motyka, Roman | PC 699-8 | SEC04 |
| Murray, Mindy | PC 505-1 | UNC01 |
| Murray, Mindy | PC 505-2 | ALT04 |
| Murray, Mindy | PC 505-3 | SEC12 |
| Murray, Mindy | PC 505-4 | TRN07 |
| Myron, Dick | PCH 17-1 | ALT02 |
| Myron, Dick | PCH 17-1 | ENV01 |
| Myron, Dick | PCH 17-2 | VIS01 |
| Myron, Dick | PCH 17-3 | SEC17 |
| Myron, Dick | PCH 17-4 | ALT13 |
| Myron, Dick | PCH 17-4 | UNC01 |
| Myron, Dick | PCH 17-5 | UNC01 |

# N

| | | |
|---|---|---|
| Nelson, Dianne V | PC 448-1 | UNC01 |
| Nelson, Dianne V | PC 448-2 | SEC17 |
| Nelson, Dianne V | PC 448-3 | VIS01 |
| Nelson, Dianne V | PC 448-4 | SEC19 |
| Nelson, Dianne V | PC 448-5 | SEC44 |
| Nelson, Dianne V | PC 448-6 | TRN07 |
| Nelson, Dianne V | PC 448-7 | ENV01 |
| Nelson, Dianne V | PC 448-8 | SEC29 |
| Nelson, Dianne V | PC 448-9 | UNC01 |
| Nelson, Dianne Vivian | PC 417-1 | UNC01 |
| Nelson, Dianne Vivian | PC 417-2 | PUB02 |
| Nelson, Irene | PC 525-1 | UNC01 |
| Nelson, Jay | PC 513-1 | SEC01 |
| Nelson, Jay | PC 513-2 | SEC43 |
| Nelson, Jay | PC 513-3 | ALT13 |
| Nelson, Jay | PC 513-4 | ALT02 |
| Nelson, Jay | PC 513-4 | SEC17 |
| Nelson, Josie M. | PC 1102-1 | ALT02 |
| Nelson, Josie M. | PC 1102-2 | ALT11 |
| Nelson, Roy | PCH 203-1 | ENV01 |
| Nelson, Roy | PCH 203-2 | VIS01 |
| Nelson, Roy | PCH 203-2 | WLD01 |
| Nelson, Roy | PCH 203-2 | SEC19 |
| Nelson, Roy | PCH 203-3 | ALT13 |
| Nelson, Roy L. | PC 1050-1 | SEC17 |
| Nelson, Roy L. | PC 1050-2 | SEC19 |
| Nelson, Roy L. | PC 1050-3 | VIS01 |
| Nelson, Roy L. | PC 1050-4 | LND08 |
| Nelson, Roy L. | PC 1050-5 | WLD01 |
| Nelson, Roy L. | PC 1050-6 | SEC01 |
| Nelson, Roy L. | PC 1050-7 | AVA02 |
| Nelson, Roy L. | PC 1050-8 | UNC01 |
| Nelson, Roy L. | PC 1050-9 | ALT02 |
| Nelson, Stefan | PC 13-1 | ALT04 |
| Nelson, Stefan | PC 13-2 | PAN06 |
| Nelson, Stefan | PC 13-3 | SEC18 |
| Nelson, Stefan | PC 13-4 | SEC03 |
| Nelson, Stefan | PC 13-4 | SEC12 |
| Nelson, Stefan | PC 13-5 | SEC16 |
| Nelson, Stefan | PC 13-5 | SEC18 |
| Newman, Melissa A. | PC 492-1 | ALT01 |
| Newman, Melissa A. | PC 492-2 | TRN10 |
| Newman, Melissa A. | PC 492-3 | SEC12 |
| Newman, Melissa A. | PC 492-3 | SEC23 |
| Nicholas, Roger J. | PC 734-1 | ALT04 |
| Nicholas, Roger J. | PC 734-2 | SEC03 |
| Nicholas, Roger J. | PC 734-2 | SEC12 |
| Nicholson, Kent | PC 1065-1 | ALT04 |
| Nielson, Dean | PC 521-1 | ALT04 |
| Nielson, Dean | PC 521-2 | TRN10 |
| Nielson, Dean | PC 521-3 | SEC12 |
| Nielson, Dean | PC 521-4 | SEC48 |
| Nielson, Dean | PC 521-5 | SEC12 |
| Nielson, Dean | PC 521-5 | TRN10 |
| Nielson, Lyle | PC 445-1 | ALT04 |
| Nielson, Lyle | PC 445-2 | SEC12 |
| Nielson, Lyle | PC 445-2 | TRN10 |
| Nielson, Lyle | PC 445-3 | SEC48 |
| Nielson, Patricia | PC 445-1 | ALT04 |
| Nielson, Patricia | PC 445-2 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Nielson, Patricia | PC 445-2 | TRN10 |
| Nielson, Patricia | PC 445-3 | SEC48 |
| Niemi, Jack | PC 1008-1 | ALT04 |
| Niemi, Jack | PC 1008-2 | SEC12 |
| Niemi, Jack | PC 1008-2 | TRN10 |
| Nigro, Jorden | PC 1130-1 | ALT03 |
| Nigro, Jorden | PC 1130-1 | ENV01 |
| Nigro, Jorden | PC 1130-2 | ENV01 |
| Nigro, Jorden | PC 1130-2 | TRN03 |
| Nixon, Penny | PC 469-1 | ALT04 |
| Norman, Abbey | PC 298-1 | ALT02 |
| Norman, Abbey | PC 298-1 | SEC17 |
| Norman, Abbey | PC 298-2 | SEC11 |
| Norman, Abbey | PC 298-2 | TRN08 |
| Norman, Abbey | PC 298-3 | TRN23 |
| Norman, Abbey | PC 298-4 | SEC22 |
| Norman, Abbey | PC 298-5 | SEC17 |
| Norman, Abbey | PC 298-6 | ENV01 |
| Norman, Abbey | PC 298-6 | VIS01 |
| Norman, Abbey | PC 298-7 | AVA02 |
| Norman, Abbey | PC 298-7 | TRN03 |
| Norman, Abbey | PC 298-8 | SEC20 |
| Norman, Eric R | PC 509-1 | ALT04 |
| Norman, Eric R | PC 509-2 | TRN10 |
| Norman, Eric R | PC 509-2 | SEC30 |
| Norton, John | PCH 185-1 | ALT01 |
| Norton, John | PCH 185-2 | ERG01 |
| Norton, John | PCH 185-3 | EFH02 |
| Norton, John | PC 935-1 | ALT06 |
| Norton, John | PC 935-2 | SEC37 |
| Norton, John | PC 935-3 | ALT14 |
| Norton, John | PC 935-3 | AVA02 |
| Norton, John | PC 935-4 | SEC05 |
| Norton, John | PC 935-5 | AVA01 |
| Norton, John | PC 935-5 | SEC03 |
| Norton, John | PC 935-6 | SEC05 |
| Norton, John | PC 935-7 | SEC05 |
| Norton, John | PC 935-8 | UNC01 |
| Norton, John | PC 935-9 | SEC18 |
| Norton, John | PC 935-10 | SEC12 |
| Norton, John | PC 935-11 | SEC12 |
| Norton, John | PC 935-11 | SEC23 |
| Norton, John | PC 935-12 | SEC12 |
| Norton, John | PC 935-12 | TRN09 |
| Norton, John | PC 935-12 | TRN10 |
| Norton, John | PC 935-13 | LND01 |
| Norton, John | PC 935-13 | SEC12 |
| Norton, John | PC 935-13 | SEC37 |
| Norton, John | PC 935-14 | SEC03 |
| Norton, John | PC 935-14 | SEC37 |
| Norton, John | PC 935-15 | SEC03 |
| Norton, John | PC 935-15 | SEC12 |
| Norton, John | PC 935-15 | TRN09 |
| Norton, John | PC 935-16 | AIR02 |
| Norton, John | PC 935-16 | AVA01 |
| Norton, John | PC 935-16 | ERG01 |
| Norton, John | PC 935-17 | ERG01 |
| Norton, John | PC 935-18 | ERG01 |
| Norton, John | PC 935-19 | AIR02 |
| Norton, John | PC 935-20 | ERG01 |
| Norton, John | PC 935-20 | SEC12 |
| Norton, John | PC 935-21 | ERG01 |
| Norton, John | PC 935-21 | SEC03 |
| Norton, John | PC 935-22 | SEC37 |
| Norton, John | PC 935-22 | UNC01 |
| Norton, John | PC 935-23 | ALT14 |
| Norton, John | PC 935-23 | SEC37 |
| Norton, John | PC 935-23 | UNC01 |
| Norton, John | PC 935-24 | AVA01 |
| Norton, John | PC 935-25 | ALT14 |
| Norton, John | PC 935-25 | AVA02 |
| Norton, John | PC 935-26 | ALT14 |
| Norton, John | PC 935-26 | SEC05 |
| Norton, John | PC 935-27 | AVA01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Norton, John | PC 935-27 | AVA02 | Norton, Julie | PC 132-9 | UNC01 |
| Norton, John | PC 935-27 | SEC24 | Norton, Julie | PC 132-10 | ALT01 |
| Norton, John | PC 935-28 | EFH02 | Norton, Julie | PC 132-11 | ERG01 |
| Norton, John | PC 935-28 | TNE05 | Norton, Julie | PC 132-12 | LND01 |
| Norton, John | PC 935-28 | WLD13 | Norton, Julie | PC 132-13 | TRN24 |
| Norton, John | PC 935-29 | EFH02 | Norton, Julie | PC 132-14 | TRN09 |
| Norton, John | PC 935-30 | TNE05 | Norton, Julie | PC 938-1 | ALT06 |
| Norton, John | PC 935-30 | WLD13 | Norton, Julie | PC 938-2 | ALT14 |
| Norton, John | PC 935-31 | EAG03 | Norton, Julie | PC 938-3 | ALT06 |
| Norton, John | PC 935-32 | WLD13 | Norton, Julie | PC 938-3 | TRN10 |
| Norton, John | PC 935-33 | WLD07 | Norton, Julie | PC 938-4 | ALT14 |
| Norton, John | PC 935-33 | WLD13 | Norton, Julie | PC 938-4 | AVA02 |
| Norton, John | PC 935-34 | ALT19 | Norton, Julie | PC 938-4 | SEC23 |
| Norton, John | PC 935-35 | ALT14 | Norton, Julie | PC 938-4 | TRN26 |
| Norton, John | PC 935-36 | ALT17 | Norton, Julie | PC 938-5 | AVA01 |
| Norton, John | PC 935-37 | ALT14 | Norton, Julie | PC 938-5 | SEC05 |
| Norton, John | PC 935-37 | ALT17 | Norton, Julie | PC 938-6 | AVA02 |
| Norton, John | PC 935-37 | SEC30 | Norton, Julie | PC 938-6 | UNC01 |
| Norton, John | PC 935-38 | ALT14 | Norton, Julie | PC 938-7 | TRN02 |
| Norton, John | PC 935-38 | LND01 | Norton, Julie | PC 938-7 | VIS02 |
| Norton, John | PC 935-38 | VIS02 | Norton-Eledge, Judy | PC 474-1 | ALT01 |
| Norton, John | PC 935-39 | VIS02 | Norton-Eledge, Judy | PC 474-2 | SEC18 |
| Norton, John | PC 935-39 | SEC37 | Nyberg, Michael | PC 900-1 | TRN02 |
| Norton, John | PC 935-40 | SEC36 | Nyberg, Michael | PC 900-2 | LND01 |
| Norton, Julie | PC 132-1 | TRN01 | Nyberg, Michael | PC 900-2 | SEC12 |
| Norton, Julie | PC 132-2 | UNC01 | Nyberg, Michael | PC 900-3 | TRN10 |
| Norton, Julie | PC 132-3 | LND01 | Nyberg, Michael | PC 900-4 | ALT04 |
| Norton, Julie | PC 132-3 | TRN07 | Nycklemoe, Lorraine | PC 20-1 | ALT11 |
| Norton, Julie | PC 132-3 | TRN15 | Nycklemoe, Lorraine | PC 20-2 | SEC17 |
| Norton, Julie | PC 132-4 | TRN15 | Nycklemoe, Lorraine | PC 20-3 | AVA02 |
| Norton, Julie | PC 132-5 | LND01 | Nycklemoe, Lorraine | PC 20-4 | LND01 |
| Norton, Julie | PC 132-5 | TRN01 | Nycklemoe, Lorraine | PC 20-4 | TRN22 |
| Norton, Julie | PC 132-6 | TRN07 | Nycklemoe, Lorraine | PC 20-5 | TRN07 |
| Norton, Julie | PC 132-7 | TRN07 | Nycklemoe, Lorraine | PC 20-6 | SEC20 |
| Norton, Julie | PC 132-8 | SEC12 | Nycklemoe, Lorraine | PC 20-6 | SEC22 |
| Norton, Julie | PC 132-8 | TRN02 | Nycklemoe, Lorraine | PC 20-7 | SEC45 |
| Norton, Julie | PC 132-8 | TRN10 | Nycklemoe, Lorraine | PC 20-8 | TRN08 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Nycklemoe, Lorraine | PC 20-9 | SEC17 |
| Nye, Kevin | PC 584-1 | UNC01 |
| Nye, Kevin | PC 584-2 | ALT04 |
| Nye, Kevin | PC 584-2 | TRN02 |
| Nye, Kevin | PC 584-3 | SEC03 |
| Nye, Kevin | PC 584-3 | SEC12 |
| Nye, Kevin | PC 584-3 | TRN10 |
| Nye, Kevin | PC 584-4 | SEC18 |
| Nye, Kevin | PC 584-5 | ALT01 |
| Nye, Kevin | PC 584-6 | SEC18 |
| Nye, Kevin | PC 584-6 | UNC01 |
| Nygard, Ed | PCH 103-1 | UNC01 |
| Nygard, Ed | PCH 103-2 | ALT04 |
| Nygard, Ed | PCH 103-2 | SEC12 |
| Nygard, Ed | PCH 103-3 | TRN27 |
| Nygard, Ed | PCH 103-4 | SEC12 |
| Nygard, Ed | PCH 103-4 | TRN10 |

# O

| | | |
|---|---|---|
| O'Brien, Audrey | PC 77-1 | ALT04 |
| O'Brien, Jim | PC 789-1 | ALT04 |
| O'Brien, Jim | PC 789-2 | TRN07 |
| O'Brien, Jim | PC 789-3 | SEC12 |
| O'Brien, Jim | PC 789-3 | TRN07 |
| O'Brien, Jim | PC 789-4 | LND01 |
| O'Brien, Jim | PC 789-5 | SEC03 |
| O'Brien, Jim | PC 789-5 | TRN07 |
| O'Brien, Jim | PC 789-6 | AVA02 |
| O'Brien, Jim | PC 789-6 | TRN10 |
| O'Brien, John | PC 77-1 | ALT04 |
| O'Brien Jr., John A. | PC 1194-1 | ALT04 |
| O'Brien Jr., John A. | PC 1194-1 | SEC03 |
| O'Brien Jr., John A. | PC 1194-1 | TRN10 |
| O'Brien Jr., John A. | PC 1194-2 | ENV03 |
| O'Brien Jr., John A. | PC 1194-2 | WLD13 |
| O'Brien Jr., John A. | PC 1194-2 | SEC16 |
| O'Brien Jr., John A. | PC 1194-3 | ALT01 |
| O'Fontanella, Jenna | PC 536-1 | TRN06 |
| O'Fontanella, Jenna | PC 536-1 | SEC19 |
| O'Fontanella, Jenna | PC 536-2 | AVA01 |
| O'Fontanella, Jenna | PC 536-2 | TRN11 |
| O'Fontanella, Jenna | PC 536-3 | SEC01 |
| O'Fontanella, Jenna | PC 536-4 | SEC32 |
| O'Fontanella, Jenna | PC 536-5 | UNC01 |
| O'Fontanella, Jenna | PC 536-6 | ALT13 |
| Oleson, Irvin Ray | PC 1107-1 | AVA02 |
| Oleson, Irvin Ray | PC 1107-2 | ALT08 |
| Oleson, Irvin Ray | PC 1107-3 | SEC01 |
| Oleson, Irvin Ray | PC 1107-4 | ALT19 |
| Olmsted, Charles | PC 879-1 | ALT04 |
| Olmsted, Charles | PC 879-2 | TRN01 |
| Olmsted, Charles | PC 879-3 | SEC12 |
| Olmsted, Charles | PC 879-3 | TRN07 |
| Olmsted, Charles | PC 879-4 | TRN02 |
| Olsen, Mike | PC 920-1 | ALT04 |
| Olsen, Mike | PC 920-2 | TRN02 |
| Olsen, Mike | PC 920-2 | TRN10 |
| Olsen, Mike | PC 920-3 | SEC12 |
| Olsen Sr., Oscar | PC 1077-1 | ALT01 |
| Olsen Sr., Oscar | PC 1077-2 | SEC03 |
| Olsen Sr., Oscar | PC 1077-3 | TRN07 |
| Olsen Sr., Oscar | PC 1077-4 | TRN26 |
| Olsen Sr., Oscar | PC 1077-5 | TRN02 |
| Olsen Sr., Oscar | PC 1077-5 | SEC30 |
| Olsen Sr., Oscar | PC 1077-6 | ALT01 |
| Olsen Sr., Oscar | PC 1077-6 | ENV01 |
| Olsson, Kjell A. | PC 792-1 | ALT04 |
| Olsson, Kjell A. | PC 792-2 | TRN07 |
| Olsson, Yngve | PC 958-1 | ALT06 |
| Olsson, Yngve | PC 958-2 | SEC12 |
| Olsson, Yngve | PC 958-3 | SEC18 |
| Olsson, Yngve | PC 958-4 | TRN07 |
| Olsson, Yngve | PC 958-4 | TRN15 |
| Olsson, Yngve | PC 958-5 | SEC23 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Olsson, Yngve | PC 958-6 | SEC21 |
| Olsson, Yngve | PC 958-7 | SEC18 |
| Opp, Mary | PC 324-1 | UNC01 |
| Opp, Mary | PC 324-2 | SEC17 |
| Opp, Mary | PC 324-3 | ALT09 |
| Opp, Mary | PC 324-3 | ALT10 |
| Opp, Mary | PC 324-3 | ALT11 |
| Opp, Mary | PC 324-3 | ALT12 |
| Ordonez, Joe | PCH 191-1 | ALT02 |
| Ordonez, Joe | PCH 191-2 | TRN11 |
| Ordonez, Joe | PCH 191-3 | TRN07 |
| Ordonez, Joe | PCH 191-3 | SEC20 |
| Ordonez, Joe | PCH 191-4 | SEC17 |
| Ordonez, Joe | PCH 191-5 | VIS01 |
| Ordonez, Joe | PCH 191-5 | SEC19 |
| Ordonez, Joe | PCH 191-6 | EAG02 |
| Ordonez, Joe | PCH 191-6 | TNE02 |
| Ordonez, Joe | PCH 191-6 | WLD01 |
| Ordonez, Joe | PCH 191-7 | SEC17 |
| Ottesen, Jeff | PC 208-1 | ALT01 |
| Ottesen, Jeff | PC 208-2 | HAZ01 |
| Ottesen, Jeff | PC 208-2 | SEC03 |
| Ottesen, Jeff | PC 208-2 | TRN07 |
| Ottesen, Jeff | PC 208-3 | AVA06 |
| Overstreet, W.D. | PC 488-1 | ALT01 |
| Overstreet, W.D. | PC 488-2 | ENV03 |
| Overstreet, W.D. | PC 488-3 | SEC18 |
| Overstreet, W.D. | PC 488-4 | PAN06 |
| Overstreet, W.D. | PC 488-5 | TRN02 |
| Overstreet, W.D. | PC 488-6 | TRN26 |
| Owen, Patrick | PC 143-1 | ALT04 |
| Owen, Patrick | PC 143-2 | TRN10 |
| Owen, Patrick | PC 143-3 | SEC12 |

# P

| | | |
|---|---|---|
| Paddock, William | PC 67-1 | ALT07 |
| Paddock, William | PC 67-2 | SEC18 |
| Paige, Amy | PC 1337-1 | ALT03 |
| Paige, Amy | PC 1337-1 | ALT09 |
| Paige, Amy | PC 1337-1 | ALT11 |
| Paige, Amy | PC 1337-2 | ERG02 |
| Paige, Amy | PC 1337-3 | ENV01 |
| Paige, Amy | PC 1337-4 | SEC19 |
| Paige, Amy | PC 1337-5 | SEC20 |
| Paige, Amy | PC 1337-6 | SEC04 |
| Paige, Amy | PC 1337-7 | LND05 |
| Paige, Amy | PC 1337-8 | UNC01 |
| Paige, Amy | PC 1337-9 | SEC36 |
| Palmer, Dave | PC 703-1 | ALT06 |
| Palmer, Dave | PC 703-2 | TRN10 |
| Palmer, Dave | PC 703-3 | SEC12 |
| Palmer, Dave | PC 703-3 | TRN10 |
| Palmer, Dave | PC 703-4 | SEC22 |
| Palmer, Dave | PC 703-6 | SEC22 |
| Palmer, Dave | PC 703-7 | SEC18 |
| Palmer, Kate | PC 1070-1 | ALT11 |
| Palmer, Kate | PC 1070-2 | ALT16 |
| Palmer, Kate | PC 1070-3 | AVA04 |
| Palmer, Kate | PC 1070-3 | ERG01 |
| Palmer, Kate | PC 1070-3 | SEC34 |
| Palmer, Kate | PC 1070-4 | AVA02 |
| Palmer, Kate | PC 1070-4 | SEC01 |
| Palmer, Kate | PC 1070-4 | TRN03 |
| Palmer, Kate | PC 1070-5 | AVA01 |
| Palmer, Kate | PC 1070-5 | TRN08 |
| Palmer, Kate | PC 1070-6 | SEC35 |
| Palmer, Kate | PC 1070-6 | TRN23 |
| Palmer, Kate | PC 1070-7 | SEC35 |
| Palmer, Kate | PC 1070-7 | TRN23 |
| Palmer, Kate | PC 1070-8 | SEC35 |
| Palmer, Kate | PC 1070-8 | TRN23 |
| Palmer, Kate | PC 1070-9 | AVA02 |
| Palmer, Kate | PC 1070-9 | SEC01 |
| Palmer, Kate | PC 1070-9 | SEC24 |

# P

| Name | Comment # | SOC Code |
|---|---|---|
| Palmer, Kate | PC 1070-10 | SEC01 |
| Palmer, Kate | PC 1070-11 | ALT17 |
| Palmer, Kate | PC 1070-12 | ALT17 |
| Palmer, Kate | PC 1070-13 | ENV01 |
| Palmer, Kate | PC 1070-13 | VIS01 |
| Palmer, Kate | PC 1070-14 | SEC32 |
| Palmer, Kate | PC 1070-15 | SEC47 |
| Palmer, Kate | PC 1070-16 | UNC01 |
| Palmer, Katey | PCH 161-1 | ALT02 |
| Palmer, Katey | PCH 161-1 | TRN04 |
| Palmer, Katey | PCH 161-2 | TRN23 |
| Palmer, Katey | PCH 161-3 | ALT19 |
| Palmer, Katey | PCH 161-4 | ALT13 |
| Palmer, Katey | PCH 161-4 | TRN11 |
| Palmer, Lorene | PC 1225-1 | ALT04 |
| Palmer, Lorene | PC 1225-1 | SEC12 |
| Palmer, Lorene | PC 1225-2 | SEC03 |
| Palmer, Lorene | PC 1225-3 | SEC18 |
| Palmer, Lorene | PC 1225-4 | UNC01 |
| Palmer, R.L. | PC 753-1 | ALT01 |
| Palmer, R.L. | PC 753-2 | ALT14 |
| Palmer, R.L. | PC 753-2 | SEC21 |
| Pardee, Barbara J. | PC 1189-1 | ALT04 |
| Pardee, Barbara J. | PC 1189-2 | UNC01 |
| Pardee, Natalie J | PC 1188-1 | ALT04 |
| Pardee, Natalie J | PC 1188-2 | SEC18 |
| Pardee, Natalie J | PC 1188-3 | TRN10 |
| Pardee, Terrance W. | PC 1191-1 | ALT04 |
| Pardee, Terrance W. | PC 1191-2 | SEC03 |
| Parker, Brad | PC 461-1 | ALT07 |
| Parker, Gary | PCH 69-1 | ALT01 |
| Parker, Gary | PCH 69-2 | ENV03 |
| Parker, Gary | PCH 69-3 | VIS02 |
| Parker, Gary | PCH 69-4 | ENV02 |
| Parker, Gary | PCH 69-5 | EVJ01 |
| Parker, Gary | PCH 69-6 | AVA01 |
| Parker, Gary | PCH 69-6 | UNC01 |
| Parker, Gary | PCH 69-7 | EDI01 |
| Parker, Gary | PCH 69-8 | TRN01 |
| Parker, Geoffrey Y. | PC 1216-1 | ALT02 |
| Parker, Geoffrey Y. | PC 1216-1 | ALT13 |
| Parker, Geoffrey Y. | PC 1216-2 | SEC27 |
| Parker, Geoffrey Y. | PC 1216-2 | NEP02 |
| Parker, Geoffrey Y. | PC 1216-3 | SEC27 |
| Parker, Geoffrey Y. | PC 1216-4 | SEC19 |
| Parker, Geoffrey Y. | PC 1216-5 | SEC26 |
| Parker, Geoffrey Y. | PC 1216-6 | S4F03 |
| Parker, Geoffrey Y. | PC 1216-7 | S4F02 |
| Parker, Geoffrey Y. | PC 1216-8 | CUL04 |
| Parker, Geoffrey Y. | PC 1216-8 | SEC20 |
| Parker, Geoffrey Y. | PC 1216-8 | SEC29 |
| Parker, Geoffrey Y. | PC 1216-9 | NEP03 |
| Parker, Geoffrey Y. | PC 1216-9 | UNC01 |
| Parker, Geoffrey Y. | PC 1216-10 | PUB03 |
| Parker, Geoffrey Y. | PC 1216-10 | UNC01 |
| Parker, Jeff | PCH 16-1 | ALT02 |
| Parker, Jeff | PCH 16-1 | S4F01 |
| Parker, Jeff | PCH 16-2 | S4F03 |
| Parker, Steve | PC 987-1 | ALT03 |
| Parker, Steve | PC 987-1 | ALT09 |
| Parker, Steve | PC 987-1 | ALT11 |
| Parker, Steve | PC 987-2 | SEC01 |
| Parker, Steve | PC 987-3 | SEC20 |
| Parker, Steve | PC 987-4 | AVA02 |
| Parker, Steve | PC 987-5 | UNC01 |
| Parker, Steve | PC 987-6 | ENV02 |
| Parker, Steve | PC 987-7 | LND02 |
| Parker, Steve | PC 987-8 | SEC17 |
| Parsons, Jamie | PC 984-1 | ALT04 |
| Parsons, Jamie | PC 984-2 | TRN02 |
| Parsons, Jamie | PC 984-2 | PAN06 |
| Parsons, Jamie | PC 984-3 | PAN06 |
| Parsons, Jamie | PC 984-4 | SEC16 |
| Parsons, Jamie | PC 984-5 | LND01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Parsons, Jamie | PC 984-6 | SEC18 | Peltier, M | PC 7-2 | ALT13 |
| Parsons, Jamie | PC 984-7 | TRN10 | Peltier, M | PC 7-2 | TRN04 |
| Parsons, Jamie | PC 984-8 | SEC18 | Peltier, M | PC 7-3 | ENV01 |
| Parsons, Jamie | PC 984-9 | SEC03 | Peluso, Beth | PCH 30-1 | SEC36 |
| Parsons, Jamie | PC 984-10 | SEC12 | Peluso, Beth | PCH 30-2 | SEC01 |
| Parsons, Jamie | PC 984-11 | TRN27 | Peluso, Beth | PCH 30-3 | SEC01 |
| Parsons, Jamie | PC 984-12 | ENV03 | Peluso, Beth | PCH 30-4 | AVA03 |
| Pastorino, John | PC 284-1 | ALT21 | Peluso, Beth | PCH 30-5 | UNC01 |
| Paul, Gary | PC 1263-1 | ALT03 | Peluso, Beth | PCH 30-6 | ALT13 |
| Paul, Robin | PC 1263-1 | ALT03 | Peluso, Beth | PCH 30-6 | SEC36 |
| Pavia, Clare | PC 951-1 | ALT13 | Peluso, Beth | PCH 30-7 | UNC01 |
| Pavia, Clare | PC 951-2 | SEC15 | Penrose, Thomas P. | PC 591-1 | SEC12 |
| Pavia, Clare | PC 951-2 | SEC19 | Penrose, Thomas P. | PC 591-2 | SEC18 |
| Pavia, Clare | PC 951-2 | SEC20 | Penrose, Thomas P. | PC 591-3 | TRN10 |
| Pavia, Clare | PC 951-3 | SEC20 | Penwell, Robin | PC 956-1 | ALT01 |
| Pavia, Clare | PC 951-4 | SEC22 | Penwell, Robin | PC 956-2 | SEC37 |
| Pavia, Clare | PC 951-5 | AVA01 | Penwell, Robin | PC 956-3 | TRN07 |
| Pavia, Clare | PC 951-5 | AVA03 | Penwell, Robin | PC 956-4 | TRN07 |
| Pavia, Clare | PC 951-6 | SEC24 | Penwell, Robin | PC 956-5 | SEC18 |
| Peach, Dawn | PC 501-1 | UNC01 | Penwell, Robin | PC 956-6 | SEC23 |
| Peach, Dawn | PC 501-2 | ALT04 | Penwell, Robin | PC 956-7 | ALT01 |
| Peach, Dawn | PC 501-3 | TRN02 | Perry, Woodford | PC 613-1 | ALT01 |
| Peach, Dawn | PC 501-4 | SEC03 | Perry, Woodford | PC 613-2 | SEC12 |
| Peach, Dawn | PC 501-4 | SEC12 | Perry, Woodford | PC 613-2 | TRN07 |
| Peach, Dawn | PC 501-5 | SEC03 | Perry, Woodford | PC 613-3 | TRN02 |
| Peach, Dawn | PC 501-6 | TRN10 | Perry, Woodford | PC 613-3 | TRN10 |
| Pearsall, David O. | PC 615-1 | ALT04 | Perry, Woodford | PC 613-3 | SEC23 |
| Pearsall, David O. | PC 615-2 | SEC12 | Peska, Garrey | PC 308-1 | ALT02 |
| Pearsall, David O. | PC 615-2 | TRN10 | Pessolano, Jodie | PC 758-1 | ALT08 |
| Pearsall, David O. | PC 615-3 | SEC18 | Pessolano, Jodie | PC 758-1 | SEC01 |
| Pearsall, David O. | PC 615-3 | SEC23 | Pessolano, Jodie | PC 758-2 | ENV01 |
| Pearson, Emil J. | PC 1324-1 | ALT01 | Pessolano, Jodie | PC 758-2 | TRN02 |
| Pearson, Helga | PC 1323-1 | ALT01 | Pessolano, Jodie | PC 758-2 | TRN10 |
| Pearson, Helga | PC 1323-1 | SEC18 | Pessolano, Jodie | PC 758-3 | LND04 |
| Peimann, Nathan | PC 118-1 | ALT09 | Peterman, Polly | PC 1017-1 | ALT04 |
| Peimann, Nathan | PC 118-2 | SEC01 | Peterman, Polly | PC 1017-2 | TRN10 |
| Peltier, M | PC 7-1 | ALT02 | Peterman, Polly | PC 1017-3 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Peters, Patricia | PCH 157-1 | TRN04 |
| Peters, Patricia | PCH 157-1 | TRN07 |
| Peters, Patricia | PCH 157-2 | ALT08 |
| Peters, Patricia | PCH 157-3 | LND04 |
| Peters, Patricia | PCH 157-3 | SEC18 |
| Peters, Patricia | PCH 157-4 | VIS01 |
| Peters, Patricia | PCH 157-5 | TRN10 |
| Peters, Patricia | PCH 157-5 | SEC40 |
| Peters, Patricia | PCH 157-6 | AVA03 |
| Peters, Patricia | PCH 157-6 | LND04 |
| Peters, Patricia | PCH 157-7 | LND01 |
| Peters, Patricia | PCH 157-8 | AVA01 |
| Peters, Patricia | PCH 157-8 | AVA03 |
| Peters, Patricia | PCH 157-9 | SEC06 |
| Peters, Patricia | PCH 157-10 | UNC01 |
| Peters, Patricia | PCH 157-11 | LND04 |
| Peters, Patricia | PCH 157-11 | SEC40 |
| Peterson, Ashlee Ann Christi | PC 330-1 | ALT04 |
| Peterson, Erik | PC 336-1 | ALT04 |
| Peterson, Erik | PC 336-2 | TRN10 |
| Peterson, Erik | PC 336-3 | SEC12 |
| Peterson, Gerald | PC 773-1 | ALT04 |
| Peterson, Gerald | PC 773-2 | SEC12 |
| Peterson, Gerald | PC 773-2 | TRN02 |
| Peterson, Gerald | PC 773-3 | LND01 |
| Peterson, Helfrid | PC 42-1 | ALT12 |
| Peterson, Helfrid | PC 42-2 | AVA01 |
| Peterson, Helfrid | PC 42-2 | ENV01 |
| Peterson, Helfrid | PC 42-2 | SEC01 |
| Peterson, Helfrid | PC 42-2 | VIS01 |
| Peterson, Helfrid | PC 42-2 | SEC20 |
| Peterson, Helfrid | PC 42-3 | TRN08 |
| Peterson, Helfrid | PC 42-4 | ALT16 |
| Peterson, Kirk | PC 161-1 | ALT02 |
| Peterson, Kirk | PC 161-1 | ENV01 |
| Peterson, Kirk | PC 161-2 | ENV01 |
| Peterson, Kirk | PC 161-2 | SEC20 |
| Philips, Don | PCH 173-1 | UNC01 |
| Philips, Don | PCH 173-2 | PAN06 |
| Philips, Don | PCH 173-3 | TRN03 |
| Phillips, Erika | PC 1208-1 | ALT02 |
| Phillips, Erika | PC 1208-2 | ENV01 |
| Phillips, Erika | PC 1208-2 | SEC27 |
| Phillips, Erika | PC 1208-3 | AVA01 |
| Phillips, Erika | PC 1208-3 | AVA03 |
| Phillips, Erika | PC 1208-3 | SEC17 |
| Phillips, Erika | PC 1208-3 | SEC24 |
| Phillips, Erika | PC 1208-3 | SEC27 |
| Phillips, Erika | PC 1208-3 | SEC49 |
| Phillips, Erika | PC 1208-4 | ALT03 |
| Phillips, Erika | PC 1208-4 | ALT09 |
| Phillips, Erika | PC 1208-4 | ALT11 |
| Phillips, Erika | PC 1208-4 | ENV02 |
| Phillips, Ronald | PCH 1-1 | ALT01 |
| Phillips, Ronald | PC 174-1 | ALT01 |
| Philpott, Patrick | PC 254-1 | ALT08 |
| Philpott, Patrick | PC 254-2 | TRN02 |
| Philpott, Patrick | PC 254-3 | ALT06 |
| Philpott, Patrick | PC 254-4 | AVA03 |
| Piccolo, Jack | PC 1202-1 | ALT09 |
| Pickle, Dodie | PC 252-1 | ALT01 |
| Pickle, Dodie | PC 252-2 | SEC12 |
| Pickle, Dodie | PC 252-2 | TRN07 |
| Pickle, Dodie | PC 252-3 | SEC12 |
| Pickle, Dodie | PC 252-3 | TRN15 |
| Pickle, Dodie | PC 252-4 | TRN07 |
| Pickle, Dodie | PC 252-5 | SEC48 |
| Pickle, Dodie | PC 252-6 | SEC28 |
| Pickle, Dodie | PC 252-7 | SEC16 |
| Pickle, Dodie | PC 252-8 | PAN06 |
| Pickle, Dodie | PC 252-9 | UNC01 |
| Piedra, Charles | PC 1247-1 | ALT03 |
| Piedra, Charles | PC 1247-1 | ALT09 |
| Piedra, Charles | PC 1247-1 | ALT10 |

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| Name | Comment # | SOC Code |
|---|---|---|
| Piedra, Charles | PC 1247-1 | ALT11 |
| Piedra, Charles | PC 1247-1 | ALT12 |
| Piedra, Charles | PC 1247-2 | PAN01 |
| Piedra, Charles | PC 1247-2 | UNC01 |
| Piedra, Charles | PC 1247-3 | TRN14 |
| Piedra, Charles | PC 1247-4 | TRN08 |
| Piedra, Charles | PC 1247-5 | SEC42 |
| Piedra, Charles | PC 1247-5 | UNC01 |
| Piedra, Charles | PC 1247-6 | UNC01 |
| Piedra, Charles | PC 1247-7 | SEC19 |
| Piedra, Charles | PC 1247-8 | TRN11 |
| Piedra, Charles | PC 1247-9 | TRN11 |
| Piedra, Charles | PC 1247-10 | SEC41 |
| Piedra, Charles | PC 1247-11 | SEC04 |
| Piedra, Charles | PC 1247-12 | SEC01 |
| Piedra, Charles | PC 1247-12 | SEC24 |
| Piedra, Charles | PC 1247-13 | SEC27 |
| Piedra, Charles | PC 1247-14 | TRN22 |
| Piedra, Charles | PC 1247-15 | SEC20 |
| Piedra, Charles | PC 1247-16 | SEC19 |
| Piedra, Charles | PC 1247-17 | SEC17 |
| Piedra, Charles | PC 1247-17 | SEC20 |
| Piedra, Charles | PC 1247-18 | ALT02 |
| Piedra, Charles | PC 1247-19 | TRN08 |
| Piedra, Charles | PC 1247-20 | SEC43 |
| Pierce, Bill | PCH 85-1 | TRN02 |
| Pierce, Bill | PCH 85-2 | SEC12 |
| Pierce, Bill | PCH 85-3 | TRN10 |
| Pierce, Bill | PCH 85-4 | SEC12 |
| Pierce, Bill | PCH 85-5 | ALT01 |
| Pierce, Nancy | PCH 80-1 | ALT04 |
| Pierce, Nancy | PCH 80-2 | SEC12 |
| Pierce, Nancy | PCH 80-3 | TRN07 |
| Pierce, Nancy | PCH 80-4 | TRN10 |
| Pierce, Nancy | PCH 80-5 | TRN15 |
| Pierce, Nancy | PCH 80-6 | SEC12 |
| Pitlo, Stan | PC 403-1 | UNC01 |
| Pitlo, Stan | PC 403-2 | ALT04 |
| Pitlo, Stan | PC 403-3 | TRN02 |
| Pitlo, Stan | PC 403-4 | SEC03 |
| Pitlo, Stan | PC 403-4 | SEC12 |
| Pitlo, Stan | PC 403-5 | TRN10 |
| Place, Gwendolyn | PC 1039-1 | ALT01 |
| Place, Gwendolyn | PC 1039-1 | TRN02 |
| Place, Gwendolyn | PC 1039-2 | TRN02 |
| Place, Gwendolyn | PC 1039-2 | SEC23 |
| Place, Gwendolyn | PC 1039-3 | SEC18 |
| Place, Gwendolyn | PC 1039-4 | LND01 |
| Place, Gwendolyn | PC 1039-4 | TRN02 |
| Place, Gwendolyn | PC 1039-5 | LND01 |
| Place, Gwendolyn | PC 1039-6 | LND01 |
| Place, Gwendolyn | PC 1039-6 | SEC12 |
| Place, Gwendolyn | PC 1039-7 | SEC12 |
| Place, Gwendolyn | PC 1039-7 | TRN15 |
| Place, Gwendolyn | PC 1039-8 | TRN02 |
| Plaquet, Jim | PC 1019-1 | ALT04 |
| Plaquet, Jim | PC 1019-2 | TRN10 |
| Plucker, Robert E. | PC 337-1 | ALT11 |
| Plucker, Robert E. | PC 337-2 | TRN08 |
| Plucker, Robert E. | PC 337-3 | VIS01 |
| Plucker, Robert E. | PC 337-4 | TRN08 |
| Plucker, Robert E. | PC 337-5 | ALT17 |
| Plunket, Seth | PCH 224-1 | ALT13 |
| Plunket, Seth | PCH 224-2 | SEC17 |
| Plunket, Seth | PCH 224-3 | SEC17 |
| Plunket, Seth | PCH 224-3 | SEC22 |
| Plunket, Seth | PCH 224-4 | ALT22 |
| Plunket, Seth | PCH 224-4 | SEC44 |
| Polasky, Jacqueline | PC 299-1 | SEC04 |
| Polasky, Jacqueline | PC 299-2 | SEC01 |
| Polasky, Jacqueline | PC 299-3 | TRN03 |
| Polasky, Jacqueline | PC 299-4 | SEC19 |
| Polasky, Jacqueline | PC 299-5 | SEC19 |
| Polasky, Jacqueline | PC 299-5 | SEC22 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Polasky, Jacqueline | PC 299-6 | WLD01 | Poor, Joe | PC 1106-4 | SEC03 |
| Polasky, Jacqueline | PC 299-6 | WLD08 | Poor, Joe | PC 1106-5 | PAN06 |
| Polasky, Jacqueline | PC 299-6 | SEC19 | Poor, Joe | PC 1106-6 | SEC03 |
| Polasky, Jacqueline | PC 299-7 | ALT13 | Poor, Joe | PC 1106-7 | SEC18 |
| Polasky, Jacqueline | PC 1339-1 | SEC44 | Poor, Joe | PC 1106-8 | TRN28 |
| Polasky, Jacqueline | PC 1339-2 | ALT03 | Poor, Joe | PC 1106-9 | SEC03 |
| Polasky, Jacqueline | PC 1339-2 | ALT09 | Poor, Joe | PC 1106-10 | UNC01 |
| Polasky, Jacqueline | PC 1339-2 | ALT11 | Poor, Katie | PCH 65-1 | ALT02 |
| Polasky, Jacqueline | PC 1339-3 | TRN03 | Poor, Katie | PCH 65-1 | ENV01 |
| Polasky, Jacqueline | PC 1339-4 | AVA02 | Poor, Katie | PCH 65-1 | SEC19 |
| Polasky, Jacqueline | PC 1339-4 | TRN11 | Poor, Katie | PCH 65-2 | TRN22 |
| Polasky, Jacqueline | PC 1339-5 | AVA02 | Poor, Katie | PCH 65-3 | SEC17 |
| Polasky, Jacqueline | PC 1339-5 | SEC08 | Poor, Maddy | PCH 62-1 | ALT02 |
| Polasky, Jacqueline | PC 1339-6 | SEC01 | Poor, Maddy | PCH 62-1 | ENV01 |
| Polasky, Jacqueline | PC 1339-7 | SEC25 | Poor, Paige | PC 31-1 | SEC12 |
| Polasky, Jacqueline | PC 1339-8 | LND02 | Poor, Paige | PC 31-2 | ALT01 |
| Polasky, Jacqueline | PC 1339-8 | VIS01 | Poor, Paige | PC 31-2 | LND01 |
| Polasky, Jacqueline | PC 1339-8 | WLD01 | Poor, Peggy | PC 17-1 | ALT04 |
| Polasky, Jacqueline | PC 1339-8 | SEC19 | Poor, Peggy | PC 17-2 | SEC12 |
| Polasky, Jacqueline | PC 1339-9 | ALT02 | Poor, Peggy | PC 17-2 | TRN10 |
| Polk, Charles G | PC 708-1 | ALT04 | Poor, Rich | PC 122-1 | SEC12 |
| Polk, Charles G | PC 708-2 | SEC12 | Poor, Rich | PC 122-2 | ALT04 |
| Polk, Charles G | PC 708-2 | TRN07 | Poor, Rich | PC 122-3 | ALT14 |
| Polk, Charles G | PC 708-3 | SEC18 | Poor, Sara | PCH 63-1 | ALT02 |
| Ponder, Chad S. | PC 841-1 | TRN02 | Poor, Sara | PCH 63-1 | ENV01 |
| Ponder, Chad S. | PC 841-2 | ALT04 | Poor, Sara | PCH 63-2 | SEC22 |
| Ponder, Chad S. | PC 841-3 | SEC03 | Poor, Sue | PC 117-1 | TRN07 |
| Ponder, Chad S. | PC 841-4 | LND01 | Poor, Sue | PC 117-2 | ALT04 |
| Ponder, Chad S. | PC 841-4 | TRN02 | Pope, Daniel | PC 1032-1 | ALT01 |
| Ponder, Chad S. | PC 841-4 | VIS02 | Pope, Daniel | PC 1032-2 | ALT04 |
| Poor, Alice | PC 23-1 | PAN06 | Pope, Daniel | PC 1032-3 | TRN02 |
| Poor, Alice | PC 23-2 | SEC12 | Posey, Sarah | PC 536-1 | TRN06 |
| Poor, Alice | PC 23-2 | TRN07 | Posey, Sarah | PC 536-1 | SEC19 |
| Poor, Alice | PC 23-3 | ALT04 | Posey, Sarah | PC 536-2 | AVA01 |
| Poor, Joe | PC 1106-1 | ALT04 | Posey, Sarah | PC 536-2 | TRN11 |
| Poor, Joe | PC 1106-2 | TRN07 | Posey, Sarah | PC 536-3 | SEC01 |
| Poor, Joe | PC 1106-3 | SEC12 | Posey, Sarah | PC 536-4 | SEC32 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Posey, Sarah | PC 536-5 | UNC01 |
| Posey, Sarah | PC 536-6 | ALT13 |
| Potratz, Jennifer | PC 386-1 | ALT13 |
| Potratz, Jennifer | PC 386-2 | AVA01 |
| Potratz, Jennifer | PC 386-2 | SEC01 |
| Potratz, Jennifer | PC 386-3 | SUB01 |
| Potratz, Jennifer | PC 386-3 | SEC19 |
| Potratz, Jennifer | PC 386-4 | TRN04 |
| Potratz, Jennifer | PC 386-5 | SEC20 |
| Potratz, Jennifer | PC 386-6 | UNC01 |
| Potratz, Jennifer | PC 386-7 | AIR01 |
| Potratz, Jennifer | PC 386-7 | WAT01 |
| Potratz, Jennifer | PC 386-8 | TNE02 |
| Power, Scott | PC 496-1 | UNC01 |
| Power, Scott | PC 496-2 | ALT04 |
| Power, Scott | PC 496-3 | SEC12 |
| Power, Scott | PC 496-3 | TRN10 |
| Power, Scott | PC 496-3 | TRN18 |
| Prater, Ben | PC 98-1 | ALT04 |
| Prater, Sevim | PC 99-1 | ALT04 |
| Price, Catherine | PC 460-1 | ALT04 |
| Price, Michael | PC 464-1 | ALT04 |
| Privett, William B | PC 542-1 | ALT04 |
| Privett, William B | PC 542-2 | SEC12 |
| Privett, William B | PC 542-2 | TRN02 |
| Privett, William B | PC 542-2 | TRN10 |
| Privett, William B | PC 542-3 | TRN02 |
| Privett, William B | PC 542-3 | SEC18 |
| Pryor, Bruce | PC 9-1 | ALT22 |
| Pryor, Bruce | PC 9-2 | ENV01 |
| Pryor, Bruce | PC 9-2 | TRN04 |
| Pryor, Wendy | PC 497-1 | UNC01 |
| Pryor, Wendy | PC 497-2 | ALT04 |
| Pryor, Wendy | PC 497-3 | TRN07 |
| Pursell, Jenny | PC 663-1 | ALT09 |
| Pursell, Jenny | PC 663-1 | ALT11 |
| Pursell, Jenny | PC 663-2 | SEC20 |
| Pursell, Jenny | PC 663-3 | AVA01 |
| Pursell, Jenny | PC 663-3 | GEO01 |
| Pursell, Jenny | PC 663-4 | AVA03 |
| Pursell, Jenny | PC 663-5 | GEO01 |
| Pursell, Jenny | PC 663-5 | SEC01 |
| Pursell, Jenny | PC 663-6 | AVA02 |
| Pursell, Jenny | PC 663-7 | SEC43 |
| Pursell, Jenny | PC 663-8 | SEC01 |
| Pursell, Jenny | PC 663-8 | SEC44 |
| Pursell, Jenny | PC 663-9 | VIS01 |
| Pursell, Jenny | PC 663-10 | EAG02 |
| Pursell, Jenny | PC 663-10 | ENV01 |
| Pursell, Jenny | PC 663-10 | EFH01 |
| Pursell, Jenny | PC 663-10 | TNE02 |
| Pursell, Jenny | PC 663-11 | AVA01 |
| Pursell, Jenny | PC 663-11 | AVA03 |
| Pursell, Jenny | PC 663-11 | ENV01 |
| Pursell, Jenny | PC 663-11 | SEC01 |
| Pursell, Jenny | PC 663-11 | WLD01 |

# Q

| | | |
|---|---|---|
| Quaile, Jerry | PC 757-1 | SEC18 |
| Quaile, Jerry | PC 757-2 | SEC12 |
| Quaile, Jerry | PC 757-2 | TRN10 |
| Quaile, Jerry | PC 757-3 | VIS02 |
| Quaile, Jerry | PC 757-3 | SEC18 |
| Quinn, Katherine | PC 319-1 | TRN26 |
| Quinn, Katherine | PC 319-2 | SEC48 |
| Quinn, Katherine | PC 319-3 | TRN10 |
| Quinn, Katherine | PC 319-4 | SEC18 |
| Quinn, Lewis | PC 609-1 | UNC01 |
| Quinn, Lewis | PC 609-2 | ALT04 |
| Quinn, Lewis | PC 609-3 | SEC03 |
| Quinn, Lewis | PC 609-3 | SEC12 |
| Quinn, Lewis | PC 609-4 | TRN10 |
| Quinn, Lewis | PC 609-5 | TRN02 |
| Quinn, Lewis | PC 609-6 | TRN10 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Quinn, Ted | PCH 93-1 | ALT04 |
| Quinn, Ted | PCH 93-2 | SEC03 |
| Quinn, Ted | PCH 93-2 | SEC12 |
| Quinn, Ted | PCH 93-3 | SEC12 |
| Quinn, Ted | PCH 93-3 | TRN10 |
| Quinn, Ted | PCH 93-4 | TRN27 |
| Quinn, Ted | PCH 93-5 | SEC18 |
| Quinn, Ted | PC 498-1 | UNC01 |
| Quinn, Ted | PC 498-2 | ALT04 |
| Quinn, Ted | PC 498-3 | TRN02 |
| Quinn, Ted | PC 498-4 | SEC03 |
| Quinn, Ted | PC 498-4 | SEC12 |
| Quinn, Ted | PC 498-5 | TRN10 |
| Quinn, Ted | PC 498-5 | TRN18 |
| Quinn, Ted | PC 498-6 | SEC16 |
| Quinn, Ted | PC 498-7 | TRN10 |
| Quinn, Ted | PC 498-8 | ERG01 |
| Quinn, Ted | PC 498-9 | TRN18 |
| Quinn, Ted | PC 498-10 | LND04 |
| Quinn, Ted | PC 498-11 | LND01 |
| Quinn, Ted | PC 498-12 | SEC18 |
| Quinn, Ted | PC 498-13 | SEC21 |
| Quinn, Ted | PC 498-14 | SEC18 |
| Quinn, Ted | PC 498-14 | SEC23 |
| Quinn, Ted | PC 498-15 | SEC12 |
| Quinn, Ted | PC 498-16 | TRN26 |
| Quinn, Ted | PC 498-17 | SEC18 |
| Quinn, Ted | PC 499-1 | ALT04 |
| Quinn, Ted | PC 499-2 | SEC03 |
| Quinn, Ted | PC 499-2 | SEC12 |
| Quinn, Ted | PC 499-3 | TRN10 |
| Quinn, Ted | PC 499-3 | SEC18 |

# R

| | | |
|---|---|---|
| Race, Carol | PC 751-1 | ALT03 |
| Race, Carol | PC 751-1 | ALT09 |
| Race, Carol | PC 751-1 | ALT11 |
| Race, Carol | PC 751-2 | SEC01 |
| Racz, Michael | PC 553-1 | ALT04 |
| Racz, Michael | PC 553-2 | UNC01 |
| Racz, Michael | PC 553-3 | EAG03 |
| Racz, Michael | PC 553-3 | WLD13 |
| Racz, Michael | PC 553-4 | ENV03 |
| Racz, Michael | PC 553-4 | LND01 |
| Racz, Michael | PC 553-4 | SEC18 |
| Racz, Michael | PC 553-5 | TRN10 |
| Racz, Michael | PC 553-6 | LND04 |
| Racz, Michael | PC 553-7 | TRN10 |
| Racz, Michael | PC 553-8 | LND01 |
| Racz, Michael | PC 553-8 | TRN02 |
| Racz, Michael | PC 553-9 | TRN10 |
| Racz, Michael | PC 553-9 | VIS02 |
| Racz, Michael | PC 553-10 | LND01 |
| Racz, Michael | PC 553-10 | SEC18 |
| Racz, Michael | PC 553-11 | ENV03 |
| Rafferty, Joseph P | PC 451-1 | ALT04 |
| Rafferty, Joseph P | PC 451-1 | SEC12 |
| Rafferty, Joseph P | PC 451-1 | TRN10 |
| Rafferty, Joseph P | PC 451-1 | SEC40 |
| Rafferty, Joseph P | PC 451-2 | TRN10 |
| Rafferty, Joseph P | PC 451-3 | SEC12 |
| Rafferty, Joseph P | PC 451-4 | SEC40 |
| Rafferty, Joseph P | PC 451-5 | AVA02 |
| Rafferty, Joseph P | PC 721-1 | EDI01 |
| Rairick, Brian | PCH 87-1 | ALT01 |
| Rairick, Brian | PC 171-1 | ALT01 |
| Rairick, Brian | PC 171-1 | SEC18 |
| Rairick, Brian | PC 171-1 | PAN06 |
| Rairick, Brian | PC 171-2 | SEC18 |
| Rairick, Brian | PC 171-2 | PAN06 |
| Ramsey, Scott | PCH 181-1 | UNC01 |
| Ramsey, Scott | PCH 181-2 | ALT13 |
| Ramsey, Scott | PCH 181-3 | SEC48 |
| Ramsey, Scott | PCH 181-4 | UNC01 |

# R

| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Randall, LindaKay | PC 321-1 | ALT01 | Rehfeldt, Jim | PC 704-2 | ALT17 |
| Randall, LindaKay | PC 321-2 | TRN02 | Rehfeldt, Jim | PC 704-2 | SEC04 |
| Randall, LindaKay | PC 321-3 | UNC01 | Rehfeldt, Jim | PC 704-3 | SEC08 |
| Randall, LindaKay | PC 321-4 | TRN02 | Rehfeldt, Jim | PC 704-4 | SEC27 |
| Randall, LindaKay | PC 321-5 | PAN06 | Rehfeldt, Jim | PC 704-5 | AVA01 |
| Randolph, Loren | PC 1096-1 | ALT04 | Rehfeldt, Jim | PC 704-6 | ENV02 |
| Randolph, Loren | PC 1096-2 | TRN10 | Rehfeldt, Jim | PC 704-7 | GEO01 |
| Rasmussen, Steven | PC 211-1 | ALT04 | Rehfeldt, Jim | PC 704-8 | SEC43 |
| Rasmussen, Steven | PC 211-2 | TRN02 | Rehfeldt, Jim | PC 704-9 | ALT14 |
| Rasmussen, Steven | PC 211-3 | LND01 | Rehfeldt, Jim | PC 704-9 | ALT15 |
| Rasmussen, Steven | PC 211-4 | SEC18 | Rehfeldt, Jim | PC 704-9 | LND01 |
| Ray, Glen | PC 341-1 | ALT02 | Reid, Christina L. | PC 1139-1 | ALT01 |
| Ray, Glen | PC 341-2 | ENV01 | Reid, Christina L. | PC 1139-2 | SEC40 |
| Ray, Glen | PC 341-3 | UNC01 | Reid, Christina L. | PC 1139-3 | SEC03 |
| Ray, Glen | PC 341-4 | ALT13 | Reid, Christina L. | PC 1139-3 | SEC12 |
| Reddekopp, Nathan | PC 218-1 | TRN26 | Reid, Dale | PCH 92-1 | ALT04 |
| Reddekopp, Nathan | PC 218-2 | SEC12 | Reid, Dale | PCH 92-2 | TRN18 |
| Reddekopp, Nathan | PC 218-3 | ALT01 | Reid, Dale | PCH 92-3 | UNC01 |
| Reddekopp, Nathan | PC 218-4 | SEC18 | Reid, Dale | PCH 92-4 | SEC03 |
| Reddekopp, Nathan | PC 218-5 | TRN07 | Reid, Dale | PCH 92-5 | TRN10 |
| Reddekopp, Nathan | PC 894-1 | TRN02 | Reid, Dale | PCH 92-5 | TRN15 |
| Reddekopp, Nathan | PC 894-2 | TRN02 | Reid, Dale | PCH 92-6 | SEC03 |
| Reddekopp, Nathan | PC 894-3 | TRN02 | Reid, Dale | PCH 92-7 | ALT20 |
| Reddekopp, Nathan | PC 894-4 | SEC18 | Reid, Dale | PCH 92-8 | SEC12 |
| Reddekopp, Nathan | PC 894-5 | ALT04 | Reid, Dale | PCH 92-8 | TRN02 |
| Reed, Timothy R. | PC 781-1 | ALT04 | Reid, Dale | PCH 92-9 | SEC18 |
| Reese, Steven | PC 198-1 | ALT02 | Reid, Dale | PCH 92-10 | LND01 |
| Reese, Steven | PC 198-2 | ALT13 | Reid, Jani | PC 1004-1 | ALT04 |
| Reese, Steven | PC 198-3 | UNC01 | Reid, Jani | PC 1004-2 | SEC12 |
| Reeser, Robin | PC 927-1 | ALT04 | Reid, Jani | PC 1004-2 | SEC16 |
| Reeser, Robin | PC 927-2 | SEC03 | Reid, Jani | PC 1004-3 | SEC12 |
| Reeser, Robin | PC 927-2 | SEC12 | Reid, Jani | PC 1004-4 | TRN27 |
| Reeser, Robin | PC 927-3 | TRN10 | Reid, Jani | PC 1004-5 | ERG01 |
| Reeser, Robin | PC 927-4 | TRN10 | Reid, Jani | PC 1004-6 | LND01 |
| Rehfeldt, Jim | PC 704-1 | ALT03 | Reid, Jani | PC 1004-6 | VIS02 |
| Rehfeldt, Jim | PC 704-1 | ALT09 | Reid, Jani | PC 1004-7 | SEC41 |
| Rehfeldt, Jim | PC 704-1 | ALT11 | Reid, Jani | PC 1004-8 | SEC18 |

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| Name | Comment # | SOC Code |
|---|---|---|
| Reid, L. Dale | PC 1005-1 | SEC12 |
| Reid, L. Dale | PC 1005-2 | ALT04 |
| Reid, L. Dale | PC 1005-3 | UNC01 |
| Reid, L. Dale | PC 1005-4 | SEC12 |
| Reid, L. Dale | PC 1005-5 | SEC03 |
| Reid, L. Dale | PC 1005-6 | TRN07 |
| Reid, L. Dale | PC 1005-7 | SEC03 |
| Reid, L. Dale | PC 1005-8 | UNC01 |
| Reid, L. Dale | PC 1005-9 | SEC03 |
| Reid, L. Dale | PC 1005-9 | SEC12 |
| Reid, L. Dale | PC 1005-9 | TRN10 |
| Reid, L. Dale | PC 1005-10 | LND01 |
| Reid, Steve | PC 967-1 | ALT04 |
| Reid, Steve | PC 1057-1 | TRN02 |
| Reid, Steve | PC 1057-2 | PAN02 |
| Reid, Steve | PC 1057-3 | ALT04 |
| Reid, Steve | PC 1057-4 | LND01 |
| Reid, Steve | PC 1057-4 | SEC12 |
| Reid, Steve | PC 1057-4 | TRN10 |
| Resnick, Sharon | PC 297-1 | ALT02 |
| Resnick, Sharon | PC 297-2 | ENV01 |
| Resnick, Sharon | PC 297-3 | SEC01 |
| Resnick, Sharon | PC 297-4 | TRN08 |
| Resnick, Sharon | PC 297-5 | SEC44 |
| Resnick, Sharon | PC 297-6 | ALT10 |
| Resnick, Sharon | PC 297-6 | ALT11 |
| Resnick, Sharon | PC 297-6 | ALT12 |
| Reusch, Jeremy | PC 659-1 | ALT04 |
| Reusch, Jeremy | PC 659-1 | TRN10 |
| Reusch, Jeremy | PC 659-2 | SEC12 |
| Reusch, Jeremy | PC 659-3 | SEC18 |
| Reusch, Jeremy | PC 659-4 | ENV01 |
| Reusch, Jeremy | PC 659-4 | TRN10 |
| Richard, Ryan | PC 570-1 | ALT01 |
| Richard, Ryan | PC 570-2 | SEC18 |
| Richardson, Gwen | PC 592-1 | ALT02 |
| Richardson, Gwen | PC 592-2 | TRN23 |
| Richardson, Gwen | PC 592-3 | AVA01 |
| Richardson, Gwen | PC 592-3 | AVA03 |
| Richardson, Gwen | PC 592-4 | AVA02 |
| Richardson, Gwen | PC 592-5 | SEC01 |
| Richardson, Gwen | PC 592-6 | WLD01 |
| Richardson, Gwen | PC 592-7 | SEC20 |
| Richardson, Gwen | PC 592-8 | SEC17 |
| Richardson, Gwen | PC 592-9 | ALT13 |
| Richardson, Gwen | PC 592-10 | SEC44 |
| Richardson, Gwen | PC 592-11 | SEC17 |
| Richardson, Gwen | PC 592-12 | SEC44 |
| Richey, Jill | PC 280-1 | ALT02 |
| Richey, Jill | PC 280-2 | TRN03 |
| Richey, Jill | PC 280-2 | TRN11 |
| Richey, Jill | PC 280-3 | SEC32 |
| Richey, Jill | PC 280-3 | TRN21 |
| Richmond, Gregg | PC 555-1 | ALT08 |
| Richmond, Gregg | PC 555-2 | LND01 |
| Richmond, Gregg | PC 555-2 | LND04 |
| Richmond, Gregg | PC 555-2 | TRN02 |
| Richmond, Gregg | PC 555-2 | SEC37 |
| Richmond, Gregg | PC 555-3 | SEC03 |
| Rider, Brad | PCH 105-1 | ALT04 |
| Rider, Brad | PCH 105-2 | UNC01 |
| Rider, Brad | PCH 105-3 | TRN07 |
| Rider, Brad | PCH 105-3 | TRN15 |
| Rider, Brad | PCH 105-4 | TRN02 |
| Rider, Brad | PC 204-1 | ALT01 |
| Ridle, Brandon | PC 1046-1 | TRN10 |
| Riederer, Jean | PC 228-1 | ALT01 |
| Riederer, Jean | PC 228-2 | TRN10 |
| Riederer, Jean | PC 228-3 | SEC12 |
| Riederer, Jean | PC 228-3 | TRN10 |
| Riederer, Mark S | PC 458-1 | ALT01 |
| Riederer, Mark S | PC 458-2 | TRN07 |
| Riederer, Mark S | PC 458-3 | LND01 |
| Riley, Robert | PC 831-1 | ALT04 |

# R

| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Riley, Robert | PC 831-2 | SEC12 | Robertson, Phil | PC 506-2 | ALT04 |
| Riley, Robert | PC 831-2 | TRN02 | Robertson, Phil | PC 506-3 | TRN02 |
| Riley, Robert | PC 831-2 | TRN10 | Robertson, Phil | PC 506-4 | SEC03 |
| Risley, Rose Lynn | PC 148-1 | ALT04 | Robertson, Phil | PC 506-4 | SEC12 |
| Risley, Rose Lynn | PC 148-2 | SEC12 | Robertson, Phil | PC 506-5 | TRN10 |
| Risley, Rose Lynn | PC 148-2 | TRN07 | Robertson, Phil | PC 506-5 | TRN18 |
| Ritter, Dana | PC 914-1 | ALT04 | Robertson, Phil | PC 506-6 | SEC12 |
| Ritter, Dana | PC 914-1 | LND01 | Robertson, Phil | PC 506-7 | SEC03 |
| Ritter, Dana | PC 914-1 | SEC12 | Robertson, Phil | PC 506-8 | SEC18 |
| Ritter, Dana | PC 914-1 | TRN02 | Robinson, Angela | PC 15-1 | ALT06 |
| Ritter, Dana | PC 914-1 | TRN10 | Robinson, Angela | PC 15-2 | WLD13 |
| Ritter, Dana | PC 928-1 | ALT04 | Robinson, Angela | PC 15-3 | AVA02 |
| Ritter, Dana | PC 928-2 | SEC12 | Robinson, Angela | PC 15-3 | EAG01 |
| Ritter, Dana | PC 928-2 | TRN07 | Robinson, Angela | PC 15-4 | TRN02 |
| Ritter, Jim | PC 973-1 | ALT04 | Robinson, Angela | PC 15-5 | ALT14 |
| Ritter, Lisa | PC 1036-1 | ALT01 | Robinson, Angela | PC 209-1 | UNC01 |
| Ritter, Lisa | PC 1036-2 | ALT04 | Robinson, Angela | PC 209-2 | ALT04 |
| Ritter, Lisa | PC 1036-3 | SEC12 | Robinson, Angela | PC 209-3 | WLD13 |
| Ritter, Lisa | PC 1036-4 | LND01 | Robinson, Angela | PC 209-4 | SEC18 |
| Ritter, Lisa | PC 1036-4 | TRN02 | Robinson, Angela | PC 209-5 | LND01 |
| Ritter, Richard | PC 1037-1 | ALT01 | Robinson, Angela | PC 209-6 | UNC01 |
| Ritter, Richard | PC 1037-2 | SEC12 | Robinson, Robin | PCH 214-1 | UNC01 |
| Ritter, Richard | PC 1037-2 | SEC18 | Robinson, Robin | PCH 214-2 | TRN20 |
| Robertson, John | PC 207-1 | ALT01 | Robus, Teri | PC 694-1 | ALT03 |
| Robertson, John | PC 207-1 | SEC18 | Roche, Fran | PC 1172-1 | ALT09 |
| Robertson, John | PC 207-2 | SEC18 | Roche, Fran | PC 1172-1 | ALT10 |
| Robertson, John | PC 207-3 | SEC12 | Roche, Fran | PC 1172-1 | ALT11 |
| Robertson, John | PC 207-3 | SEC16 | Roche, Fran | PC 1172-1 | ALT12 |
| Robertson, Mark | PC 157-1 | ALT03 | Roche, Fran | PC 1172-2 | AVA01 |
| Robertson, Mark | PC 157-1 | ALT09 | Roche, Fran | PC 1172-2 | ENV01 |
| Robertson, Mark | PC 157-2 | SEC04 | Roche, Fran | PC 1172-2 | SEC04 |
| Robertson, Mark | PC 157-3 | ENV01 | Roche, Fran | PC 1172-2 | WLD01 |
| Robertson, Mark | PC 157-4 | LND02 | Roche, Fran | PC 1172-3 | TRN03 |
| Robertson, Mark | PC 157-4 | SUB01 | Roche, Fran | PC 1172-4 | UNC01 |
| Robertson, Mark | PC 157-5 | SEC19 | Roehl, Henry J | PC 775-1 | ALT04 |
| Robertson, Mark | PC 157-6 | AVA01 | Roehl, Henry J | PC 775-2 | TRN02 |
| Robertson, Phil | PC 506-1 | UNC01 | Roehl, Henry J | PC 775-2 | SEC23 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Roehl, Henry J | PC 775-3 | AVA04 | Rozbicki, Ned | PCH 170-3 | TRN11 |
| Roehl, Henry J | PC 775-4 | TRN10 | Rozbicki, Ned | PCH 170-3 | SEC19 |
| Roehl, Henry J | PC 775-4 | SEC23 | Rozbicki, Ned | PCH 170-3 | UNC01 |
| Roehl, Henry J | PC 775-4 | TRN26 | Rozbicki, Ned | PCH 170-4 | VIS01 |
| Rogers, James | PC 5-1 | TRN10 | Rozbicki, Ned | PCH 170-4 | SEC19 |
| Rogers, James | PC 5-2 | ALT01 | Rozbicki, Ned | PCH 170-5 | ALT13 |
| Roman, Cyndi | PC 1066-1 | ALT01 | Rud, Jeff | PC 911-1 | ALT04 |
| Roman, Cyndi | PC 1066-1 | TRN02 | Rud, Jeff | PC 911-2 | SEC12 |
| Roman, Cyndi | PC 1066-2 | ALT13 | Rud, Jeff | PC 911-2 | TRN07 |
| Roman, Cyndi | PC 1066-3 | TRN27 | Rud, Jeff | PC 911-3 | TRN10 |
| Roodenburg, Jane | PC 657-1 | ALT03 | Rudis, Deborah D. | PC 1341-1 | ALT03 |
| Roodenburg, Jane | PC 657-2 | ALT13 | Rudis, Deborah D. | PC 1341-1 | ALT09 |
| Roodenburg, Jane | PC 657-3 | ALT09 | Rudis, Deborah D. | PC 1341-1 | ALT11 |
| Roodenburg, Jane | PC 657-3 | ALT11 | Rudis, Deborah D. | PC 1341-2 | TRN23 |
| Rose, Benjamin | PC 281-1 | ALT01 | Rudis, Deborah D. | PC 1341-3 | ALT02 |
| Rose, Benjamin | PC 281-2 | SEC18 | Rudis, Deborah D. | PC 1341-4 | TRN03 |
| Rose, Heather | PC 282-1 | ALT01 | Rudis, Deborah D. | PC 1341-5 | PAN06 |
| Rose, Justin | PC 283-1 | SEC18 | Rudis, Deborah D. | PC 1341-6 | TRN11 |
| Rose, Justin | PC 283-2 | ALT01 | Rudis, Deborah D. | PC 1341-7 | AVA02 |
| Rose, Ralene | PC 138-1 | SEC18 | Rudis, Deborah D. | PC 1341-7 | SEC20 |
| Rose, Ralene | PC 138-1 | SEC30 | Rudis, Deborah D. | PC 1341-8 | UNC01 |
| Rose, Ralene | PC 138-2 | TRN26 | Rudis, Deborah D. | PC 1341-9 | EFH01 |
| Roskam, Al | PC 856-1 | ALT04 | Rudis, Deborah D. | PC 1341-9 | WLD01 |
| Roskam, Al | PC 856-2 | TRN10 | Rudis, Deborah D. | PC 1341-10 | HAZ01 |
| Roskam, Al | PC 856-3 | SEC03 | Rudis, Deborah D. | PC 1341-10 | WET01 |
| Ross, Crystal | PC 220-1 | ALT01 | Rudis, Deborah D. | PC 1341-11 | HAZ01 |
| Ross, Crystal | PC 220-2 | SEC18 | Rudis, Deborah D. | PC 1341-11 | WLD01 |
| Ross, Crystal | PC 220-3 | ENV03 | Rudis, Deborah D. | PC 1341-12 | EFH01 |
| Ross, Crystal | PC 220-3 | SEC16 | Rudis, Deborah D. | PC 1341-13 | EFH01 |
| Ross, Crystal | PC 220-3 | SEC40 | Rudis, Deborah D. | PC 1341-14 | LND02 |
| Ross, Crystal | PC 220-4 | LND01 | Rudis, Deborah D. | PC 1341-14 | VIS02 |
| Ross, Crystal | PC 220-5 | PAN06 | Rudis, Deborah D. | PC 1341-15 | ENV01 |
| Ross, Crystal | PC 220-6 | SEC12 | Rudis, Deborah D. | PC 1341-15 | SEC17 |
| Ross, Crystal | PC 220-7 | SEC03 | Rudis, Deborah D. | PC 1341-15 | SEC20 |
| Rounsley, Jerry | PC 658-1 | ALT13 | Rudis, Deborah D. | PC 1341-15 | SEC22 |
| Rozbicki, Ned | PCH 170-1 | SEC19 | Rudis, Deborah D. | PC 1341-16 | SEC04 |
| Rozbicki, Ned | PCH 170-2 | SEC19 | Rudis, Deborah D. | PC 1341-17 | ENV01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Rudis, Deborah D. | PC 1341-17 | SEC36 |
| Rudis, Deborah D. | PC 1341-17 | UNC01 |
| Rudis, Deborah D. | PC 1341-18 | ALT02 |
| Ruedrich, Randolph | PC 470-1 | ALT04 |
| Ruedrich, Randolph | PC 470-2 | TRN02 |
| Ruedrich, Randolph | PC 470-3 | SEC12 |
| Ruedrich, Randolph | PC 470-4 | TRN10 |
| Rusaw II, William Raymond | PC 402-1 | ALT01 |
| Rushing, Cherie | PC 1013-1 | ALT04 |
| Rushing, Cherie | PC 1013-2 | SEC12 |
| Russo, Ken | PCH 201-1 | ALT09 |
| Russo, Ken | PCH 201-1 | ALT11 |
| Russo, Ken | PCH 201-2 | AVA05 |
| Russo, Ken | PCH 201-3 | SEC04 |
| Russo, Ken | PCH 201-4 | PUB03 |
| Russo, Ken | PCH 201-4 | UNC01 |
| Russo, Ken | PCH 201-5 | LND02 |
| Russo, Ken | PCH 201-5 | S4F03 |
| Russo, Ken | PCH 201-5 | S4F04 |
| Russo, Ken | PCH 201-6 | SEC19 |
| Russo, Ken | PC 1154-1 | ALT11 |
| Russo, Ken | PC 1154-2 | ENV01 |
| Russo, Ken | PC 1154-2 | SEC01 |
| Russo, Ken | PC 1154-2 | SEC17 |
| Russo, Ken | PC 1154-2 | SEC19 |
| Russo, Ken | PC 1154-3 | UNC01 |
| Russo, Ken | PC 1154-4 | ENV01 |
| Russo, Ken | PC 1154-4 | SEC02 |
| Russo, Ken | PC 1154-4 | TRN06 |
| Russo, Ken | PC 1154-4 | SEC20 |
| Russo, Ken | PC 1154-4 | SEC44 |
| Russo, Ken | PC 1154-4 | UNC01 |
| Ryan, James | PC 262-1 | ALT04 |
| Ryan, James | PC 262-2 | SEC03 |
| Ryan, James | PC 262-2 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Sachs, Glenn | PC 49-1 | ALT01 |
| Sachs, Glenn | PC 49-2 | ALT04 |
| Sachs, Glenn | PC 49-3 | SEC12 |
| Sachs, Glenn | PC 49-3 | TRN10 |
| Sachs, Glenn | PC 49-4 | AVA01 |
| Sage, Ashley | PC 50-1 | ALT09 |
| Sage, Ashley | PC 50-2 | ALT10 |
| Sage, Ashley | PC 50-2 | ALT16 |
| Sage, Ashley | PC 50-3 | ALT02 |
| Sage, Ashley | PC 50-4 | SEC19 |
| Sage, Ashley | PC 50-5 | SEC01 |
| Sage, Ashley | PC 50-6 | ALT16 |
| Sage, Ashley | PC 50-7 | SEC01 |
| Sage, Ashley | PC 50-8 | AVA02 |
| Sage, Ashley | PC 50-9 | ALT17 |
| Sage, Ashley | PC 50-10 | ALT17 |
| Sage, Ashley | PC 50-11 | ALT17 |
| Sage, Ashley | PC 50-12 | PAN06 |
| Sage, Ashley | PC 50-13 | UNC01 |
| Sage, Ashley | PC 50-14 | ALT09 |
| Sage, Ashley | PC 50-14 | ALT16 |
| Sage, Ashley | PC 50-15 | TRN11 |
| Sakarias, Michael | PC 1213-1 | ALT02 |
| Sakarias, Michael | PC 1213-1 | UNC01 |
| Sakarias, Michael | PC 1213-2 | ALT03 |
| Sakarias, Michael | PC 1213-2 | UNC01 |
| Sakarias, Michael | PC 1213-3 | PAN03 |
| Sakarias, Michael | PC 1213-4 | AVA02 |
| Sakarias, Michael | PC 1213-4 | SEC01 |
| Sakarias, Michael | PC 1213-5 | UNC01 |
| Sakarias, Michael | PC 1213-6 | UNC01 |
| Sakarias, Michael | PC 1213-7 | TRN03 |
| Sakarias, Michael | PC 1213-8 | SEC04 |
| Sakarias, Michael | PC 1213-9 | ALT03 |
| Sakarias, Michael | PC 1213-10 | SEC01 |
| Sakarias, Michael | PC 1213-11 | ALT09 |
| Sakarias, Michael | PC 1213-11 | ALT11 |

# S

| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Saldi, Nancy | PC 429-1 | ALT03 | Sandor, John | PCH 26-5 | TRN02 |
| Saldi, Nancy | PC 429-2 | AVA02 | Sandor, John | PCH 26-5 | SEC16 |
| Saldi, Nancy | PC 429-3 | ENV01 | Sandor, John | PCH 26-5 | SEC18 |
| Saldi, Nancy | PC 429-4 | LND02 | Sandor, John | PCH 26-6 | LND01 |
| Sallee, Mike | PC 1290-1 | ALT13 | Sandor, John | PCH 26-6 | SUB03 |
| Sallee, Mike | PC 1290-2 | AVA01 | Sandor, John | PCH 26-7 | SEC18 |
| Sallee, Mike | PC 1290-2 | GEO01 | Sandor, John | PCH 26-8 | SEC12 |
| Sallee, Mike | PC 1290-3 | ENV01 | Sandor, John | PCH 26-8 | TRN10 |
| Sallee, Mike | PC 1290-3 | TRN04 | Sandor, John | PCH 26-9 | SEC03 |
| Sallee, Mike | PC 1290-4 | ALT13 | Sandor, John | PC 173-1 | UNC01 |
| Sallee, Mike | PC 1290-5 | UNC01 | Sandor, John | PC 173-2 | ALT04 |
| Salter, Tim | PC 433-1 | UNC01 | Sandor, John | PC 173-3 | TRN02 |
| Salter, Tim | PC 433-2 | SEC01 | Sandor, John | PC 173-4 | TRN10 |
| Salter, Tim | PC 433-2 | PAN06 | Sandor, John | PC 173-4 | SEC23 |
| Sanchez, Jason | PC 81-1 | ALT04 | Sandor, John | PC 173-4 | TRN26 |
| Sanchez, Jennifer | PC 72-1 | SEC12 | Sandor, John | PC 173-5 | ENV03 |
| Sanchez, Jennifer | PC 72-2 | ALT04 | Sandor, John | PC 173-5 | SEC16 |
| Sanders, Dale | PC 833-1 | ALT04 | Sandor, John | PC 173-5 | SEC18 |
| Sanders, Dale | PC 833-2 | TRN10 | Sandor, John | PC 173-5 | TRN18 |
| Sanders, Dale | PC 833-3 | SEC12 | Sandor, John | PC 173-6 | LND01 |
| Sanders, Dale | PC 833-4 | TRN18 | Sandor, John | PC 173-6 | SUB03 |
| Sanders, Dale | PC 833-5 | SEC03 | Sandor, John | PC 173-7 | SEC18 |
| Sanders, Dale | PC 833-6 | TRN26 | Sandor, John | PC 173-8 | LND01 |
| Sanders, Debra K | PC 518-1 | ALT13 | Sandor, John | PC 173-8 | SEC12 |
| Sanders, Debra K | PC 518-2 | VIS01 | Sandor, John | PC 173-8 | TRN10 |
| Sanders, Debra K | PC 518-2 | WET01 | Sandor, John | PC 173-8 | SEC23 |
| Sanders, Debra K | PC 518-2 | WLD01 | Sandor, John | PC 173-9 | SEC03 |
| Sanders, Debra K | PC 518-3 | AVA02 | Sanvik, Doug | PC 1075-1 | SEC20 |
| Sanders, Debra K | PC 518-4 | LND02 | Sanvik, Doug | PC 1075-2 | UNC01 |
| Sanders, Debra K | PC 518-5 | ALT13 | Sanvik, Doug | PC 1075-3 | ALT03 |
| Sandor, John | PCH 26-1 | UNC01 | Sanvik, Doug | PC 1075-3 | ALT09 |
| Sandor, John | PCH 26-2 | ALT04 | Sanvik, Doug | PC 1075-3 | ALT11 |
| Sandor, John | PCH 26-3 | TRN02 | Sanvik, Doug | PC 1075-4 | ENV01 |
| Sandor, John | PCH 26-3 | PAN06 | Sanvik, Doug | PC 1075-4 | EVJ02 |
| Sandor, John | PCH 26-4 | TRN10 | Sanvik, Doug | PC 1075-4 | SEC20 |
| Sandor, John | PCH 26-4 | SEC23 | Sanvik, Doug | PC 1075-5 | SEC20 |
| Sandor, John | PCH 26-5 | ENV03 | Sanvik, Doug | PC 1075-5 | SEC45 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Sanvik, Doug | PC 1075-6 | AVA02 |
| Sanvik, Doug | PC 1075-6 | AVA04 |
| Sanvik, Doug | PC 1075-7 | ENV01 |
| Sanvik, Doug | PC 1075-8 | ENV01 |
| Sanvik, Doug | PC 1075-8 | EFH01 |
| Sanvik, Doug | PC 1075-8 | WLD01 |
| Sanvik, Doug | PC 1075-9 | ALT13 |
| Sanvik, Doug | PC 1075-10 | ALT13 |
| Sanvik, Doug | PC 1075-10 | ENV01 |
| Sanvik, Doug | PC 1075-10 | SEC02 |
| Sanvik, Doug | PC 1075-10 | SEC20 |
| Sauer, Jeff | PCH 15-1 | SEC01 |
| Sauer, Jeff | PCH 15-2 | SEC04 |
| Sauer, Jeff | PCH 15-3 | TRN11 |
| Sauer, Jeff | PCH 15-4 | AVA02 |
| Sauer, Jeff | PCH 15-4 | TRN06 |
| Saunders, Mike | PCH 169-1 | UNC01 |
| Saunders, Mike | PCH 169-2 | TRN11 |
| Saunders, Mike | PCH 169-3 | ALT13 |
| Saunders, Mike | PCH 169-4 | TRN08 |
| Savage, Lloyd O. | PC 931-1 | ALT04 |
| Savage, Lloyd O. | PC 931-2 | TRN02 |
| Savage, Lloyd O. | PC 931-2 | TRN10 |
| Savage, Lloyd O. | PC 931-3 | LND01 |
| Savage, Lloyd O. | PC 931-4 | SEC03 |
| Savage, Lloyd O. | PC 931-4 | TRN27 |
| Savikko, Rick | PC 971-1 | ALT04 |
| Scarrott, Sheldon | PC 649-1 | ALT02 |
| Scarrott, Sheldon | PC 649-1 | ENV01 |
| Scarrott, Sheldon | PC 649-2 | TRN21 |
| Scarrott, Sheldon | PC 649-2 | SEC36 |
| Schaefer, Mark | PC 787-1 | ALT04 |
| Schaefer, Mark | PC 787-2 | SEC23 |
| Schaefer, Mark | PC 787-3 | TRN07 |
| Schaefer, Mark | PC 787-4 | SEC12 |
| Schaefer, Mark | PC 787-4 | TRN10 |
| Schaefer, Mark | PC 787-5 | UNC01 |
| Schaefer, Mark | PC 787-6 | UNC01 |
| Schaefer, Mark | PC 787-7 | UNC01 |
| Schane, Demian | PCH 131-1 | SEC01 |
| Schane, Demian | PCH 131-2 | TRN04 |
| Schane, Demian Asa | PC 1201-1 | ALT11 |
| Schane, Demian Asa | PC 1201-2 | ALT03 |
| Schane, Demian Asa | PC 1201-2 | ALT09 |
| Schane, Demian Asa | PC 1201-2 | ALT10 |
| Schane, Demian Asa | PC 1201-2 | ALT11 |
| Schane, Demian Asa | PC 1201-2 | ALT12 |
| Schane, Demian Asa | PC 1201-3 | SEC04 |
| Schane, Demian Asa | PC 1201-4 | UNC01 |
| Schane, Demian Asa | PC 1201-5 | ENV01 |
| Schane, Demian Asa | PC 1201-5 | EFH01 |
| Schane, Demian Asa | PC 1201-5 | WLD01 |
| Schane, Demian Asa | PC 1201-6 | SEC36 |
| Schane, Demian Asa | PC 1201-7 | ENV01 |
| Schane, Demian Asa | PC 1201-8 | ERG02 |
| Schane, Demian Asa | PC 1201-9 | SEC04 |
| Schane, Demian Asa | PC 1201-10 | SEC01 |
| Schane, Demian Asa | PC 1201-10 | SEC02 |
| Schane, Demian Asa | PC 1201-11 | SEC36 |
| Schane, Demian Asa | PC 1201-11 | UNC01 |
| Schave, Nancy | PC 459-1 | ALT02 |
| Schave, Nancy | PC 459-2 | SEC17 |
| Schave, Nancy | PC 459-3 | SEC20 |
| Schave, Nancy | PC 459-4 | AVA02 |
| Schave, Nancy | PC 459-4 | SEC19 |
| Schave, Nancy | PC 459-5 | VIS01 |
| Schmid, Ann | PCH 118-1 | ALT13 |
| Schmid, Ann | PCH 118-2 | SEC17 |
| Schmid, Ann | PCH 118-3 | UNC01 |
| Schmid, Ann | PCH 118-4 | SEC01 |
| Schmid, Ann | PCH 118-4 | ALT22 |
| Schmid, Ann | PCH 118-5 | SEC45 |
| Schmiege, Bret | PC 1262-1 | ALT03 |
| Schmiege, Bret | PC 1262-2 | SEC04 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Schmiege, Bret | PC 1262-3 | PAN06 | Schnabel, John J | PC 616-5 | UNC01 |
| Schmiege, Bret | PC 1262-4 | WLD01 | Schnabel, Roger | PC 653-1 | TRN07 |
| Schmitz, Gina T | PC 596-1 | SEC12 | Schnabel, Roger | PC 653-2 | ALT01 |
| Schmitz, Gina T | PC 596-2 | SEC18 | Schnabel, Roger | PC 653-2 | SEC03 |
| Schmitz, Gina T | PC 596-3 | PAN06 | Schnabel, Roger | PC 653-2 | TRN07 |
| Schmitz, Gina T | PC 596-4 | SEC16 | Schnabel, Roger | PC 655-1 | ALT06 |
| Schmitz, Gina T | PC 596-4 | SEC18 | Schnabel, Roger | PC 655-1 | ALT08 |
| Schmitz, Gina T | PC 596-5 | SEC18 | Schnabel, Roger | PC 655-2 | UNC01 |
| Schmitz, Gina T | PC 596-6 | TRN26 | Schneider, CJ | PC 314-1 | ALT01 |
| Schmitz, Gina T | PC 596-7 | SEC48 | Schonenbach, Nan | PC 1373-1 | ALT03 |
| Schmitz, Gina T | PC 596-8 | TRN07 | Schonenbach, Nan | PC 1373-2 | AVA01 |
| Schmitz, Gina T | PC 596-9 | ALT01 | Schonenbach, Nan | PC 1373-2 | AVA03 |
| Schnabel, Debra | PC 536-1 | TRN06 | Schonenbach, Nan | PC 1373-3 | SEC47 |
| Schnabel, Debra | PC 536-1 | SEC19 | Schonenbach, Nan | PC 1373-4 | AVA06 |
| Schnabel, Debra | PC 536-2 | AVA01 | Schonenbach, Nan | PC 1373-5 | SEC01 |
| Schnabel, Debra | PC 536-2 | TRN11 | Schonenbach, Nan | PC 1373-6 | AVA03 |
| Schnabel, Debra | PC 536-3 | SEC01 | Schonenbach, Nan | PC 1373-7 | SEC27 |
| Schnabel, Debra | PC 536-4 | SEC32 | Schonenbach, Nan | PC 1373-8 | SEC01 |
| Schnabel, Debra | PC 536-5 | UNC01 | Schonenbach, Nan | PC 1373-9 | TRN11 |
| Schnabel, Debra | PC 536-6 | ALT13 | Schonenbach, Nan | PC 1373-10 | UNC01 |
| Schnabel, John | PCH 148-1 | ALT06 | Schonenbach, Nan | PC 1373-11 | ERG02 |
| Schnabel, John | PCH 148-2 | SEC37 | Schonenbach, Nan | PC 1373-12 | UNC01 |
| Schnabel, John | PCH 148-3 | TRN02 | Schonenbach, Nan | PC 1373-13 | SEC17 |
| Schnabel, John | PCH 148-4 | SEC05 | Schonenbach, Nan | PC 1373-14 | SEC19 |
| Schnabel, John | PCH 148-5 | ALT06 | Schonenbach, Nan | PC 1373-15 | SEC17 |
| Schnabel, John | PCH 148-6 | SEC37 | Schonenbach, Nan | PC 1373-16 | ENV02 |
| Schnabel, John | PCH 148-7 | TRN02 | Schonenbach, Nan | PC 1373-16 | TRN11 |
| Schnabel, John | PCH 148-7 | PAN06 | Schonenbach, Ron | PC 1373-1 | ALT03 |
| Schnabel, John | PCH 148-8 | SEC05 | Schonenbach, Ron | PC 1373-2 | AVA01 |
| Schnabel, John J | PC 537-1 | SEC37 | Schonenbach, Ron | PC 1373-2 | AVA03 |
| Schnabel, John J | PC 537-2 | TRN02 | Schonenbach, Ron | PC 1373-3 | SEC47 |
| Schnabel, John J | PC 537-3 | UNC01 | Schonenbach, Ron | PC 1373-4 | AVA06 |
| Schnabel, John J | PC 537-4 | ALT06 | Schonenbach, Ron | PC 1373-5 | SEC01 |
| Schnabel, John J | PC 616-1 | ALT06 | Schonenbach, Ron | PC 1373-6 | AVA03 |
| Schnabel, John J | PC 616-2 | UNC01 | Schonenbach, Ron | PC 1373-7 | SEC27 |
| Schnabel, John J | PC 616-3 | SEC03 | Schonenbach, Ron | PC 1373-8 | SEC01 |
| Schnabel, John J | PC 616-4 | SEC37 | Schonenbach, Ron | PC 1373-9 | TRN11 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Schonenbach, Ron | PC 1373-10 | UNC01 | Schutte, Steve | PC 1302-3 | LND01 |
| Schonenbach, Ron | PC 1373-11 | ERG02 | Schutte, Steve | PC 1302-3 | SEC18 |
| Schonenbach, Ron | PC 1373-12 | UNC01 | Schutte, Steve | PC 1302-4 | TRN27 |
| Schonenbach, Ron | PC 1373-13 | SEC17 | Schutte, Steve | PC 1302-5 | ALT04 |
| Schonenbach, Ron | PC 1373-14 | SEC19 | Schutte, Steve | PC 1302-5 | UNC01 |
| Schonenbach, Ron | PC 1373-15 | SEC17 | Scribner, Jon | PC 1073-1 | UNC01 |
| Schonenbach, Ron | PC 1373-16 | ENV02 | Scribner, Jon | PC 1073-2 | ALT04 |
| Schonenbach, Ron | PC 1373-16 | TRN11 | Scribner, Jon | PC 1073-3 | SEC03 |
| Schultz, Mark | PC 528-1 | ALT01 | Scribner, Jon | PC 1073-4 | SEC03 |
| Schultz, Mark | PC 528-2 | SEC16 | Scribner, Jon | PC 1073-5 | SEC12 |
| Schultz, Mark | PC 528-2 | SEC18 | Scribner, Jon | PC 1073-6 | SEC03 |
| Schultz, Mark | PC 528-3 | TRN02 | Scribner, Jon | PC 1073-7 | SEC03 |
| Schultz, Mark | PC 528-4 | TRN10 | Scribner, Jon | PC 1073-7 | SEC18 |
| Schupp, Beverly | PC 374-1 | ALT13 | Scribner, Jon | PC 1073-8 | SEC03 |
| Schupp, Beverly | PC 374-2 | SEC01 | Scribner, Jon | PC 1073-8 | TRN27 |
| Schupp, Beverly | PC 374-2 | SEC20 | Scribner, Jon | PC 1073-9 | SEC03 |
| Schupp, Beverly | PC 374-3 | UNC01 | Scribner, Jon | PC 1073-10 | ERG01 |
| Schupp, Beverly | PC 374-4 | TRN08 | Scribner, Jon | PC 1073-10 | ENV03 |
| Schutte, Kathy | PC 1303-1 | ALT04 | Scribner, Jon | PC 1073-11 | AIR02 |
| Schutte, Kathy | PC 1303-2 | SEC12 | Scribner, Jon | PC 1073-12 | ENV03 |
| Schutte, Kathy | PC 1303-2 | TRN10 | Scribner, Jon | PC 1073-12 | EFH02 |
| Schutte, Kathy | PC 1303-3 | LND01 | Scribner, Jon | PC 1073-12 | VIS02 |
| Schutte, Kathy | PC 1303-3 | SEC18 | Scribner, Jon | PC 1073-12 | WLD13 |
| Schutte, Kathy | PC 1303-4 | TRN27 | Scribner, Kathryn A. | PC 1086-1 | ALT04 |
| Schutte, Kathy | PC 1303-5 | ALT04 | Scribner, Kathryn A. | PC 1086-1 | SEC12 |
| Schutte, Kathy | PC 1303-5 | UNC01 | Scribner, Kathryn A. | PC 1086-1 | TRN10 |
| Schutte, Steve | PCH 144-1 | UNC01 | Scribner, Kathryn A. | PC 1086-2 | SEC12 |
| Schutte, Steve | PCH 144-2 | SEC18 | Scribner, Kathryn A. | PC 1086-2 | TRN07 |
| Schutte, Steve | PCH 144-3 | ALT01 | Scribner, Kathryn A. | PC 1086-3 | SEC03 |
| Schutte, Steve | PCH 144-3 | TRN02 | Scribner, Kathryn A. | PC 1086-3 | SEC28 |
| Schutte, Steve | PCH 144-4 | TRN07 | Scribner, Kathryn A. | PC 1086-4 | ENV03 |
| Schutte, Steve | PCH 144-5 | SEC48 | Scribner, Kathryn A. | PC 1086-4 | EFH02 |
| Schutte, Steve | PCH 144-6 | TRN02 | Scribner, Kathryn A. | PC 1086-4 | VIS02 |
| Schutte, Steve | PCH 144-6 | SEC18 | Scribner, Kathryn A. | PC 1086-4 | WLD13 |
| Schutte, Steve | PC 1302-1 | ALT04 | Scudder, Douglas | PC 316-1 | ALT02 |
| Schutte, Steve | PC 1302-2 | SEC12 | Scudder, Douglas | PC 316-2 | SEC01 |
| Schutte, Steve | PC 1302-2 | TRN07 | Scudder, Douglas | PC 316-3 | SEC17 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Scudder, Douglas | PC 316-3 | SEC22 | Seifert, Shannon | PC 1134-5 | TRN03 |
| Scudder, Douglas | PC 316-4 | ENV01 | Seifert, Shannon | PC 1134-5 | TRN11 |
| Scudder, Douglas | PC 316-5 | ALT13 | Seifert, Shannon | PC 1134-6 | AVA02 |
| Sebens, Mary Jean | PC 536-1 | TRN06 | Seifert, Shannon | PC 1134-6 | SEC01 |
| Sebens, Mary Jean | PC 536-1 | SEC19 | Seifert, Shannon | PC 1134-6 | TRN11 |
| Sebens, Mary Jean | PC 536-2 | AVA01 | Seifert, Shannon | PC 1134-7 | SEC20 |
| Sebens, Mary Jean | PC 536-2 | TRN11 | Seifert, Shannon | PC 1134-8 | VIS01 |
| Sebens, Mary Jean | PC 536-3 | SEC01 | Seifert, Shannon | PC 1134-9 | WAT03 |
| Sebens, Mary Jean | PC 536-4 | SEC32 | Seifert, Shannon | PC 1134-9 | VIS01 |
| Sebens, Mary Jean | PC 536-5 | UNC01 | Seifert, Shannon | PC 1134-9 | WLD01 |
| Sebens, Mary Jean | PC 536-6 | ALT13 | Seifert, Shannon | PC 1134-10 | AIR01 |
| Seibel, Travis | PC 895-1 | ALT04 | Seifert, Shannon | PC 1134-11 | ENV01 |
| Seibel, Travis | PC 895-2 | SEC12 | Seifert, Shannon | PC 1134-11 | SEC22 |
| Seibel, Travis | PC 895-2 | TRN07 | Seifert, Shannon | PC 1134-12 | UNC01 |
| Seibel, Travis | PC 895-3 | LND01 | Sele, Lori | PC 736-1 | ALT02 |
| Seifert, Cary | PC 716-1 | ALT04 | Sele, Lori | PC 736-1 | SEC17 |
| Seifert, Cary | PC 716-2 | AVA01 | Selmer, Judy | PCH 199-1 | UNC01 |
| Seifert, Cary | PC 716-2 | SEC25 | Selmer, Judy | PCH 199-2 | ENV01 |
| Seifert, Cary | PC 716-3 | SEC18 | Selmer, Judy | PCH 199-2 | WLD01 |
| Seifert, Cary | PC 716-4 | UNC01 | Selmer, Judy | PCH 199-3 | ALT13 |
| Seifert, Cary | PC 716-5 | SEC18 | Selmer, Judy | PCH 199-4 | UNC01 |
| Seifert, Harley | PC 910-1 | ALT04 | Selmer, Judy | PCH 199-5 | LND02 |
| Seifert, Harley | PC 910-1 | TRN02 | Selmer, Judy | PCH 199-5 | NOI01 |
| Seifert, Harley | PC 910-2 | AVA02 | Selmer, Judy | PCH 199-6 | AVA01 |
| Seifert, Harley | PC 910-2 | TRN07 | Selmer, Judy | PCH 199-6 | AVA02 |
| Seifert, Harley | PC 910-3 | TRN07 | Selmer, Judy | PCH 199-6 | AVA03 |
| Seifert, Shannon | PC 1134-1 | ALT03 | Selmer, Judy | PCH 199-6 | SEC20 |
| Seifert, Shannon | PC 1134-1 | ALT09 | Selmer, Judy | PCH 199-7 | TRN09 |
| Seifert, Shannon | PC 1134-1 | ALT11 | Selmer, Judy | PC 948-1 | UNC01 |
| Seifert, Shannon | PC 1134-2 | SEC17 | Selmer, Judy | PC 948-2 | SEC17 |
| Seifert, Shannon | PC 1134-3 | SEC22 | Selmer, Judy | PC 948-3 | ALT13 |
| Seifert, Shannon | PC 1134-4 | PAN03 | Selmer, Judy | PC 948-4 | ALT11 |
| Seifert, Shannon | PC 1134-4 | TRN06 | Selmer, Judy | PC 948-5 | AVA04 |
| Seifert, Shannon | PC 1134-4 | TRN12 | Selmer, Judy | PC 948-5 | SEC03 |
| Seifert, Shannon | PC 1134-5 | AVA02 | Selmer, Judy | PC 948-6 | SEC44 |
| Seifert, Shannon | PC 1134-5 | AVA04 | Selmer, Judy | PC 948-6 | UNC01 |
| Seifert, Shannon | PC 1134-5 | SEC01 | Selmer, Judy | PC 948-7 | SEC04 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Selmer, Judy | PC 948-8 | UNC01 | Shattuck, Allen | PC 53-6 | LND01 |
| Selmer, Judy | PC 948-9 | UNC01 | Shattuck, Allen | PC 53-7 | SEC03 |
| Selmer, Judy | PC 948-10 | VIS01 | Shattuck, Kelly | PC 662-1 | PAN02 |
| Selmer, Judy | PC 948-10 | WLD01 | Shattuck, Kelly | PC 662-2 | ALT04 |
| Selmer, Judy | PC 948-10 | UNC01 | Shattuck, Kelly | PC 662-3 | ALT01 |
| Selmer, Judy | PC 948-11 | AVA01 | Shattuck, Kelly | PC 662-4 | SEC16 |
| Selmer, Judy | PC 948-11 | GEO01 | Shattuck, Kelly | PC 662-5 | TRN04 |
| Selmer, Judy | PC 948-12 | ALT13 | Shattuck, Kelly | PC 662-6 | SEC12 |
| Selmer, Judy | PC 948-13 | PAN06 | Shattuck, Kelly | PC 662-6 | TRN07 |
| Selmer, Wayne | PC 1293-1 | UNC01 | Shattuck, Kelly | PC 662-7 | LND01 |
| Selmer, Wayne | PC 1293-2 | ALT13 | Shattuck, Kelly | PC 662-7 | TRN10 |
| Selmer, Wayne | PC 1293-3 | TRN07 | Shattuck, Kelly | PC 662-8 | SEC12 |
| Selmer, Wayne | PC 1293-4 | UNC01 | Shattuck, Kelly | PC 662-8 | TRN07 |
| Sessions, Ed | PC 217-1 | ALT04 | Shattuck, Kelly | PC 662-9 | SEC12 |
| Sessions, Ed | PC 217-2 | TRN02 | Shattuck, Kelly | PC 662-9 | TRN10 |
| Sessions, Ed | PC 217-2 | SEC21 | Shattuck, Kelly | PC 662-9 | SEC18 |
| Sessions, Ed | PC 217-3 | AVA01 | Shattuck, Kelly | PC 662-10 | SEC18 |
| Sessions, Ed | PC 217-3 | ENV03 | Shattuck, Kelly | PC 662-10 | SEC23 |
| Sessions, Ed | PC 217-4 | ENV03 | Shattuck, Kelly | PC 662-11 | TRN02 |
| Sessions, Ed | PC 217-5 | LND01 | Shattuck, Kelly | PC 662-11 | TRN10 |
| Sessions, Ed | PC 217-5 | SEC12 | Shattuck, Kelly | PC 662-11 | SEC18 |
| Seward, Ian | PC 363-1 | UNC01 | Shattuck, Kelly | PC 662-12 | LND01 |
| Seward, Ian | PC 363-2 | SEC20 | Shattuck, Kelly | PC 662-12 | SEC18 |
| Seward, Ian | PC 363-3 | AVA01 | Shattuck, Kelly | PC 662-13 | ALT04 |
| Seward, Ian | PC 363-4 | SEC04 | Shattuck, Kelly | PC 662-14 | SEC03 |
| Seward, Ian | PC 363-5 | ENV01 | Shattuck, Kelly | PC 662-14 | SEC12 |
| Seward, Ian | PC 363-6 | FSH02 | Shattuck, Kelly | PC 662-14 | SEC18 |
| Seward, Ian | PC 363-6 | SEC19 | Shattuck, Kelly | PC 662-14 | TRN18 |
| Seward, Ian | PC 363-7 | ALT13 | Shattuck, Kelly | PC 662-15 | SEC18 |
| Shattuck, Allen | PC 53-1 | ALT04 | Shattuck, Kelly | PC 662-16 | SEC12 |
| Shattuck, Allen | PC 53-2 | LND01 | Shattuck, Kelly | PC 662-16 | TRN01 |
| Shattuck, Allen | PC 53-2 | TRN02 | Shattuck, Kelly | PC 662-16 | TRN02 |
| Shattuck, Allen | PC 53-2 | SEC18 | Shattuck, Kelly | PC 662-16 | SEC18 |
| Shattuck, Allen | PC 53-2 | PAN06 | Shattuck, Kelly | PC 662-16 | PAN06 |
| Shattuck, Allen | PC 53-3 | TRN09 | Shattuck, Kelly | PC 662-17 | TRN26 |
| Shattuck, Allen | PC 53-4 | ENV03 | Shattuck, Kelly | PC 662-18 | SEC03 |
| Shattuck, Allen | PC 53-5 | SEC03 | Shattuck, Kelly | PC 662-18 | TRN07 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Shattuck, Kelly | PC 662-19 | AVA04 | Shattuck, Rick | PC 662-18 | SEC03 |
| Shattuck, Kelly | PC 662-19 | SEC23 | Shattuck, Rick | PC 662-18 | TRN07 |
| Shattuck, Kelly | PC 662-20 | SEC12 | Shattuck, Rick | PC 662-19 | AVA04 |
| Shattuck, Kelly | PC 662-20 | TRN01 | Shattuck, Rick | PC 662-19 | SEC23 |
| Shattuck, Rick | PC 662-1 | PAN02 | Shattuck, Rick | PC 662-20 | SEC12 |
| Shattuck, Rick | PC 662-2 | ALT04 | Shattuck, Rick | PC 662-20 | TRN01 |
| Shattuck, Rick | PC 662-3 | ALT01 | Shaul, Leon D. | PC 949-1 | SEC01 |
| Shattuck, Rick | PC 662-4 | SEC16 | Shaul, Leon D. | PC 949-1 | TRN21 |
| Shattuck, Rick | PC 662-5 | TRN04 | Shaul, Leon D. | PC 949-2 | SEC43 |
| Shattuck, Rick | PC 662-6 | SEC12 | Shaul, Leon D. | PC 949-3 | TRN11 |
| Shattuck, Rick | PC 662-6 | TRN07 | Shaul, Leon D. | PC 949-4 | VIS01 |
| Shattuck, Rick | PC 662-7 | LND01 | Shaul, Leon D. | PC 949-4 | WLD01 |
| Shattuck, Rick | PC 662-7 | TRN10 | Shaul, Leon D. | PC 949-5 | ALT13 |
| Shattuck, Rick | PC 662-8 | SEC12 | Shaw, Albert | PC 165-1 | ALT08 |
| Shattuck, Rick | PC 662-8 | TRN07 | Shaw, Brita | PC 125-1 | ALT11 |
| Shattuck, Rick | PC 662-9 | SEC12 | Shaw, Brita | PC 125-2 | TRN11 |
| Shattuck, Rick | PC 662-9 | TRN10 | Shaw, Brita | PC 125-3 | TRN11 |
| Shattuck, Rick | PC 662-9 | SEC18 | Shaw, Brita | PC 125-4 | TRN08 |
| Shattuck, Rick | PC 662-10 | SEC18 | Shaw, Wesley | PC 1085-1 | ENV01 |
| Shattuck, Rick | PC 662-10 | SEC23 | Shaw, Wesley | PC 1085-1 | VIS01 |
| Shattuck, Rick | PC 662-11 | TRN02 | Shaw, Wesley | PC 1085-1 | SEC17 |
| Shattuck, Rick | PC 662-11 | TRN10 | Shaw, Wesley | PC 1085-2 | ALT09 |
| Shattuck, Rick | PC 662-11 | SEC18 | Shaw, Wesley | PC 1085-2 | ALT11 |
| Shattuck, Rick | PC 662-12 | LND01 | Shaw, Wesley | PC 1085-3 | SEC47 |
| Shattuck, Rick | PC 662-12 | SEC18 | Shaw, Wesley | PC 1085-4 | SEC19 |
| Shattuck, Rick | PC 662-13 | ALT04 | Shea, Dale A. | PC 834-1 | ALT04 |
| Shattuck, Rick | PC 662-14 | SEC03 | Shea, Dale A. | PC 834-2 | TRN18 |
| Shattuck, Rick | PC 662-14 | SEC12 | Shea, Dale A. | PC 834-3 | TRN02 |
| Shattuck, Rick | PC 662-14 | SEC18 | Shea, Dale A. | PC 834-4 | SEC03 |
| Shattuck, Rick | PC 662-14 | TRN18 | Shea, Dale A. | PC 834-5 | SEC12 |
| Shattuck, Rick | PC 662-15 | SEC18 | Shea, Dale A. | PC 834-5 | TRN02 |
| Shattuck, Rick | PC 662-16 | SEC12 | Shea, Dale A. | PC 834-5 | TRN10 |
| Shattuck, Rick | PC 662-16 | TRN01 | Sheakley, Sergius | PC 549-1 | UNC01 |
| Shattuck, Rick | PC 662-16 | TRN02 | Sheakley, Sergius | PC 549-2 | ALT20 |
| Shattuck, Rick | PC 662-16 | SEC18 | Sheakley, Sergius | PC 549-3 | ENV03 |
| Shattuck, Rick | PC 662-16 | PAN06 | Sheakley, Sergius | PC 549-3 | FSH01 |
| Shattuck, Rick | PC 662-17 | TRN26 | Shears, Georgianne | PC 668-1 | ALT04 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Shears, Georgianne | PC 668-2 | TRN10 | Sherman, Dave | PCH 121-1 | SEC17 |
| Shears, Georgianne | PC 668-3 | TRN15 | Sherman, Dave | PCH 121-2 | ALT13 |
| Shears, Georgianne | PC 668-4 | SEC12 | Sherman, Dave | PCH 121-3 | SEC22 |
| Shears, Georgianne | PC 668-5 | SEC01 | Sherman, Dave | PCH 121-4 | SEC01 |
| Shears, Georgianne | PC 864-1 | ALT04 | Sherman, Dave | PCH 121-5 | UNC01 |
| Shears, Georgianne | PC 864-2 | LND01 | Sherman, Dave | PCH 121-6 | UNC01 |
| Shears, Georgianne | PC 864-2 | SEC12 | Sherman, Megan | PC 715-1 | ALT02 |
| Shears, Georgianne | PC 864-2 | VIS02 | Sherman, Megan | PC 715-2 | ENV01 |
| Sheggeby, Karie | PCH 81-1 | ALT04 | Sherman, Megan | PC 715-2 | SEC01 |
| Sheggeby, Karie | PCH 81-2 | SEC12 | Sherman, Megan | PC 715-3 | SEC43 |
| Sheldon, Burl | PCH 175-1 | PAN04 | Sherman, Megan | PC 715-4 | UNC01 |
| Sheldon, Burl | PCH 175-2 | UNC01 | Sherry, Maria | PC 638-1 | ALT04 |
| Sheldon, Burl | PCH 175-3 | AVA01 | Sherry, Maria | PC 638-2 | SEC12 |
| Sheldon, Burl | PCH 175-4 | UNC01 | Sherry, Maria | PC 638-2 | TRN10 |
| Sheldon, Burl | PCH 175-5 | SEC01 | Sherry, Maria | PC 638-3 | SEC12 |
| Sheldon, Burl | PCH 175-6 | ALT13 | Sherry, Maria | PC 638-3 | TRN02 |
| Shepherd, Howard | PCH 76-1 | ALT01 | Shields, Tim | PCH 180-1 | SEC04 |
| Sheppard, Mary | PC 598-1 | ALT13 | Shields, Tim | PCH 180-2 | SEC20 |
| Sheppard, Mary | PC 598-1 | WAT01 | Shields, Tim | PCH 180-2 | SEC29 |
| Sheppard, Mary | PC 598-1 | WLD01 | Shields, Tim | PC 536-1 | TRN06 |
| Sheppard, Mary | PC 598-2 | AVA01 | Shields, Tim | PC 536-1 | SEC19 |
| Sheppard, Mary | PC 598-2 | SEC01 | Shields, Tim | PC 536-2 | AVA01 |
| Sheppard, Mary | PC 598-2 | SEC20 | Shields, Tim | PC 536-2 | TRN11 |
| Shepro DC, Gordon L. | PC 1001-1 | SEC12 | Shields, Tim | PC 536-3 | SEC01 |
| Shepro DC, Gordon L. | PC 1001-1 | TRN10 | Shields, Tim | PC 536-4 | SEC32 |
| Shepro DC, Gordon L. | PC 1001-2 | SEC23 | Shields, Tim | PC 536-5 | UNC01 |
| Shepro DC, Gordon L. | PC 1001-3 | SEC12 | Shields, Tim | PC 536-6 | ALT13 |
| Shepro DC, Gordon L. | PC 1001-4 | SEC12 | Shier, Natalie | PC 153-1 | ALT04 |
| Shepro DC, Gordon L. | PC 1001-5 | SEC18 | Shier, Natalie | PC 153-2 | SEC18 |
| Shepro DC, Gordon L. | PC 1001-6 | SEC40 | Shier, Natalie | PC 153-3 | TRN10 |
| Shepro DC, Gordon L. | PC 1001-7 | AVA02 | Shier, Natalie | PC 153-4 | ENV03 |
| Shepro DC, Gordon L. | PC 1001-7 | UNC01 | Shier, Natalie | PC 153-5 | SEC18 |
| Shepro DC, Gordon L. | PC 1001-8 | TRN07 | Shier, Patrick | PCH 5-1 | ALT04 |
| Shepro DC, Gordon L. | PC 1001-9 | UNC01 | Shier, Patrick | PCH 5-2 | SEC03 |
| Shepro DC, Gordon L. | PC 1001-10 | PAN06 | Shier, Patrick | PCH 5-3 | TRN18 |
| Shepro DC, Gordon L. | PC 1001-11 | SEC23 | Shier, Patrick | PCH 5-4 | TRN26 |
| Shepro DC, Gordon L. | PC 1001-12 | ALT01 | Shier, Patrick | PCH 5-5 | AVA01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Shier, Patrick | PC 69-1 | ALT07 |
| Shier, Patrick | PC 69-1 | SEC03 |
| Shier, Patrick | PC 69-2 | AVA02 |
| Shier, Patrick | PC 312-1 | ALT04 |
| Shier, Patrick | PC 312-2 | SEC03 |
| Shier, Patrick | PC 312-3 | TRN10 |
| Shier, Patrick | PC 312-4 | TRN27 |
| Shirley, Thomas | PC 1223-1 | ALT02 |
| Shirley, Thomas | PC 1223-2 | ALT03 |
| Shirley, Thomas | PC 1223-3 | SEC01 |
| Shirley, Thomas | PC 1223-3 | WLD01 |
| Shirley, Thomas | PC 1223-3 | SEC17 |
| Shirley, Thomas | PC 1223-3 | SEC22 |
| Shirley, Thomas | PC 1223-4 | UNC01 |
| Shivers, Caroline | PC 332-1 | UNC01 |
| Shivers, Caroline | PC 332-2 | ALT04 |
| Shivers, Caroline | PC 332-3 | SEC18 |
| Shivers, Caroline | PC 332-4 | UNC01 |
| Shivers, Russell | PC 332-1 | UNC01 |
| Shivers, Russell | PC 332-2 | ALT04 |
| Shivers, Russell | PC 332-3 | SEC18 |
| Shivers, Russell | PC 332-4 | UNC01 |
| Shogan, Cindy | PC 998-1 | ENV01 |
| Shogan, Cindy | PC 998-1 | SEC01 |
| Shogan, Cindy | PC 998-2 | AVA01 |
| Shogan, Cindy | PC 998-2 | ENV02 |
| Shogan, Cindy | PC 998-2 | LND03 |
| Shogan, Cindy | PC 998-3 | EAG02 |
| Shogan, Cindy | PC 998-3 | WET01 |
| Shogan, Cindy | PC 998-3 | WLD02 |
| Shogan, Cindy | PC 998-4 | FSH01 |
| Shogan, Cindy | PC 998-4 | EFH01 |
| Shogan, Cindy | PC 998-5 | SEC19 |
| Shogan, Cindy | PC 998-6 | UNC01 |
| Shogan, Cindy | PC 998-7 | ALT13 |
| Shook, Julia A. | PC 1111-1 | ALT13 |
| Shook, Julia A. | PC 1111-2 | ALT02 |
| Shook, Julia A. | PC 1111-3 | SEC04 |
| Shook, Julia A. | PC 1111-4 | AVA01 |
| Shook, Julia A. | PC 1111-5 | VIS01 |
| Shook, Julia A. | PC 1111-6 | TRN04 |
| Shorey, Bob | PC 965-1 | ALT04 |
| Shorey, Bob | PC 965-2 | PAN06 |
| Shorey, Bob | PC 965-3 | SEC18 |
| Shorey, Bob | PC 965-4 | TRN10 |
| Shows, Steve | PCH 74-1 | ALT01 |
| Shows, Steve | PCH 74-2 | SEC03 |
| Shows, Steve | PCH 74-3 | TRN10 |
| Shtipelman, Nonna | PCH 49-1 | UNC01 |
| Shtipelman, Nonna | PCH 49-2 | AVA02 |
| Shtipelman, Nonna | PCH 49-2 | TRN11 |
| Shtipelman, Nonna | PCH 49-3 | SEC17 |
| Shtipelman, Nonna | PCH 49-3 | TRN22 |
| Shtipelman, Nonna | PCH 49-4 | WLD02 |
| Shtipelman, Nonna | PCH 49-4 | WLD08 |
| Shtipelman, Nonna | PCH 49-5 | AVA01 |
| Shtipelman, Nonna | PCH 49-5 | AVA03 |
| Shtipelman, Nonna | PCH 49-6 | SEC24 |
| Shtipelman, Nonna | PCH 49-7 | ALT13 |
| Shuler, Judy | PC 955-1 | ALT13 |
| Shuler, Judy | PC 955-2 | SEC01 |
| Shuler, Judy | PC 955-2 | SEC20 |
| Shuler, Judy | PC 955-2 | SEC24 |
| Shuler, Judy | PC 955-2 | UNC01 |
| Shuler, Judy | PC 955-3 | SEC38 |
| Shuler, Judy | PC 955-4 | TRN04 |
| Shuler, Judy | PC 955-4 | TRN06 |
| Shuler, Judy | PC 955-5 | SEC44 |
| Shuler, Judy | PC 955-6 | SEC19 |
| Shuler, Judy | PC 955-7 | SEC45 |
| Shull, Delmar L | PC 614-1 | ALT04 |
| Shull, Delmar L | PC 614-1 | TRN10 |
| Shull, Delmar L | PC 614-2 | SEC03 |
| Shull, Delmar L | PC 614-2 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Shull, Delmar L | PC 614-3 | SEC50 | Simpson, Ian | PC 586-4 | SEC03 |
| Shull, Delmar L | PC 614-4 | UNC01 | Simpson, Ian | PC 586-5 | SEC12 |
| Shutt, Margaret | PC 166-1 | ALT04 | Simpson, Ian | PC 586-6 | ERG01 |
| Shutt, Margaret | PC 166-1 | ALT05 | Simpson, Kevin C. | PC 482-1 | ALT04 |
| Sidney, Amanda | PC 18-1 | SEC12 | Simpson, Kevin C. | PC 482-2 | SEC12 |
| Sidney, Amanda | PC 18-2 | TRN15 | Simpson, Kevin C. | PC 482-3 | SEC12 |
| Sidney, Amanda | PC 18-3 | SEC12 | Simpson, Kevin C. | PC 482-3 | TRN10 |
| Sidney, Amanda | PC 18-3 | TRN10 | Simpson, Kevin C. | PC 482-3 | SEC18 |
| Sidney, Amanda | PC 18-4 | SEC12 | Simpson, Kevin C. | PC 482-4 | TRN10 |
| Sidney, Amanda | PC 18-5 | ALT04 | Simpson, Paulette | PCH 19-1 | ALT04 |
| Sidney, Jeremy | PC 121-1 | LND01 | Simpson, Paulette | PCH 19-2 | SEC16 |
| Sidney, Jeremy | PC 121-2 | SEC12 | Simpson, Paulette | PCH 19-2 | SEC18 |
| Sidney, Jeremy | PC 121-2 | TRN07 | Simpson, Paulette | PCH 19-3 | SEC03 |
| Sidney, Jeremy | PC 121-3 | ALT04 | Simpson, Paulette | PCH 19-4 | SEC12 |
| Sidney, Jeremy | PC 121-4 | LND01 | Simpson, Paulette | PCH 19-5 | EVJ01 |
| Sidney, Jim | PCH 77-1 | SEC12 | Simpson, Paulette | PCH 19-5 | SEC12 |
| Sidney, Jim | PCH 77-2 | ALT04 | Simpson, Paulette | PCH 19-6 | PUB02 |
| Sidney, Jim | PCH 77-3 | UNC01 | Simpson, Paulette | PCH 19-7 | ALT04 |
| Simonson, Bruce | PCH 134-1 | ALT03 | Simpson, Paullette | PC 1078-1 | ALT04 |
| Simonson, Bruce | PCH 134-2 | ALT11 | Simpson, Paullette | PC 1078-2 | SEC03 |
| Simonson, Bruce | PCH 134-3 | TRN23 | Simpson, Paullette | PC 1078-2 | SEC12 |
| Simonson, Bruce | PCH 134-4 | AVA02 | Simpson, Paullette | PC 1078-3 | SEC12 |
| Simonson, Bruce | PCH 134-4 | SEC01 | Simpson, Paullette | PC 1078-3 | TRN10 |
| Simonson, Bruce | PCH 134-5 | TRN11 | Simpson, Paullette | PC 1078-4 | SEC03 |
| Simonson, Bruce | PCH 134-6 | LND07 | Simpson, Paullette | PC 1078-4 | TRN02 |
| Simpson, Bob | PC 273-1 | ALT04 | Simpson-Sugar, Cynthia | PC 1307-1 | ALT01 |
| Simpson, Bob | PC 273-2 | TRN10 | Simpson-Sugar, Cynthia | PC 1307-1 | TRN02 |
| Simpson, Erica M | PC 452-1 | ALT04 | Simpson-Sugar, Cynthia | PC 1307-1 | SEC18 |
| Simpson, Erica M | PC 452-2 | SEC12 | Sims, Donny | PC 1044-1 | TRN02 |
| Simpson, Erica M | PC 452-2 | TRN07 | Sims, Jason | PC 1045-1 | ALT01 |
| Simpson, Erica M | PC 452-3 | LND01 | Sims, Jason | PC 1045-2 | LND01 |
| Simpson, Erica M | PC 452-4 | SEC18 | Sims, Jason | PC 1045-3 | SEC12 |
| Simpson, Erica M | PC 452-5 | AVA02 | Sims, Rena | PC 550-1 | ALT01 |
| Simpson, Erica M | PC 452-5 | ENV03 | Sims, Rena | PC 550-1 | SEC12 |
| Simpson, Ian | PC 586-1 | ALT04 | Skaggs, Sam | PC 536-1 | TRN06 |
| Simpson, Ian | PC 586-2 | SEC03 | Skaggs, Sam | PC 536-1 | SEC19 |
| Simpson, Ian | PC 586-3 | SEC18 | Skaggs, Sam | PC 536-2 | AVA01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Skaggs, Sam | PC 536-2 | TRN11 | Smith, Tim K. | PC 904-2 | TRN10 |
| Skaggs, Sam | PC 536-3 | SEC01 | Smith, Tim K. | PC 904-3 | SEC12 |
| Skaggs, Sam | PC 536-4 | SEC32 | Smith, Tim K. | PC 904-4 | LND01 |
| Skaggs, Sam | PC 536-5 | UNC01 | Smith, Tim K. | PC 904-5 | TRN27 |
| Skaggs, Sam | PC 536-6 | ALT13 | Smith, Todd | PC 222-1 | ALT01 |
| Smith, Charles A | PC 486-1 | ALT01 | Smith, Todd | PC 222-2 | TRN10 |
| Smith, Charles A | PC 486-2 | AVA02 | Smith, Todd | PC 222-3 | SEC03 |
| Smith, Charles A | PC 486-3 | VIS01 | Smith, Todd | PC 222-4 | TRN07 |
| Smith, Graham | PC 97-1 | ALT07 | Smith, Todd | PC 222-5 | ENV03 |
| Smith, Graham | PC 97-2 | SEC12 | Smith, Toni | PC 1175-1 | ALT08 |
| Smith, Graham | PC 97-2 | TRN07 | Smith, Jr., Jack | PCH 154-1 | ALT08 |
| Smith, Graham | PC 97-3 | SEC12 | Smith, Jr., Jack | PCH 154-2 | LND04 |
| Smith, Graham | PC 97-3 | TRN10 | Smith, Jr., Jack | PCH 154-3 | LND01 |
| Smith, Joseph M. | PC 899-1 | ALT04 | Smith, Jr., Jack | PCH 154-4 | SEC18 |
| Smith, Joseph M. | PC 899-2 | SEC03 | Smith, Jr., Jack | PCH 154-5 | TRN07 |
| Smith, Joseph M. | PC 899-2 | SEC12 | Smith, Sr., Jack | PCH 152-1 | ALT08 |
| Smith, Joseph M. | PC 899-3 | SEC03 | Smith, Sr., Jack | PCH 152-1 | AVA02 |
| Smith, Joseph M. | PC 899-3 | TRN07 | Smith, Sr., Jack | PCH 152-2 | AVA02 |
| Smith, Larry | PC 554-1 | ALT04 | Smith, Sr., Jack | PCH 152-3 | LND01 |
| Smith, Larry | PC 554-2 | AVA01 | Smith, Sr., Jack | PCH 152-3 | SUB03 |
| Smith, Larry | PC 554-3 | SEC12 | Smith, Sr., Jack | PCH 152-4 | ALT08 |
| Smith, Larry | PC 554-3 | TRN07 | Smith, Sr., Jack | PCH 152-5 | SEC06 |
| Smith, Myah | PC 206-1 | ALT01 | Snell-Dobert, Sandra | PC 1332-1 | ALT09 |
| Smith, Myah | PC 206-2 | SEC12 | Snell-Dobert, Sandra | PC 1332-2 | TRN04 |
| Smith, Myah | PC 206-3 | SEC18 | Snell-Dobert, Sandra | PC 1332-2 | SEC17 |
| Smith, Paula | PC 397-1 | ALT04 | Snell-Dobert, Sandra | PC 1332-3 | SEC17 |
| Smith, Paula | PC 397-1 | ENV03 | Snell-Dobert, Sandra | PC 1332-4 | SEC17 |
| Smith, Sam | PC 1063-1 | ALT04 | Snell-Dobert, Sandra | PC 1332-4 | SEC19 |
| Smith, Sam | PC 1063-2 | TRN02 | Snell-Dobert, Sandra | PC 1332-4 | SEC20 |
| Smith, Sam | PC 1063-3 | ENV03 | Snell-Dobert, Sandra | PC 1332-5 | UNC01 |
| Smith, Sam | PC 1063-3 | LND01 | Snell-Dobert, Sandra | PC 1332-6 | GEO01 |
| Smith, Sam | PC 1063-4 | SEC18 | Snell-Dobert, Sandra | PC 1332-6 | SEC01 |
| Smith, Sam | PC 1063-5 | SEC03 | Snell-Dobert, Sandra | PC 1332-7 | CUL04 |
| Smith, Thad | PC 837-1 | ALT04 | Snell-Dobert, Sandra | PC 1332-7 | VIS03 |
| Smith, Thad | PC 837-1 | SEC12 | Snell-Dobert, Sandra | PC 1332-7 | SEC17 |
| Smith, Thad | PC 837-1 | TRN10 | Snell-Dobert, Sandra | PC 1332-8 | SEC19 |
| Smith, Tim K. | PC 904-1 | ALT04 | Snell-Dobert, Sandra | PC 1332-9 | SEC19 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Snell-Dobert, Sandra | PC 1332-10 | ALT02 | Sogge, Mark | PC 536-6 | ALT13 |
| Snell-Dobert, Sandra | PC 1332-11 | SEC01 | Sogge, Mark | PC 1143-1 | ALT03 |
| Snyder, Blake | PC 1233-1 | ALT01 | Sogge, Mark | PC 1143-2 | TRN11 |
| Snyder, Blake | PC 1233-2 | SEC12 | Sogge, Mark | PC 1143-2 | SEC20 |
| Snyder, Blake | PC 1233-2 | SEC18 | Sogge, Mark | PC 1143-3 | ALT03 |
| Snyder, Blake | PC 1233-3 | TRN02 | Sogge, Mark | PC 1143-3 | AVA01 |
| Snyder, Blake | PC 1233-3 | SEC18 | Sogge, Mark | PC 1143-3 | AVA02 |
| Snyder, Blake | PC 1233-4 | SEC23 | Sogge, Mark | PC 1143-4 | AVA04 |
| Snyder, Donna | PC 123-1 | ALT09 | Sogge, Mark | PC 1143-4 | AVA06 |
| Snyder, Donna | PC 123-2 | ALT11 | Sogge, Mark | PC 1143-5 | AVA01 |
| Snyder, Donna | PC 123-3 | AVA01 | Sogge, Mark | PC 1143-5 | TRN23 |
| Snyder, Donna | PC 123-3 | SEC20 | Sogge, Mark | PC 1143-6 | TRN23 |
| Snyder, Donna | PC 123-4 | VIS01 | Sogge, Mark | PC 1143-7 | SEC04 |
| Snyder, Donna | PC 123-5 | UNC01 | Sogge, Mark | PC 1143-8 | VIS01 |
| Snyder, Donna | PC 123-6 | WLD01 | Sogge, Mark | PC 1143-8 | SEC19 |
| Snyder, Donna | PC 123-7 | LND02 | Sogge, Mark | PC 1143-9 | EFH01 |
| Snyder, Donna | PC 123-8 | SEC19 | Sogge, Mark | PC 1143-9 | EFH03 |
| Snyder, Donna | PC 123-9 | UNC01 | Sogge, Mark | PC 1143-10 | UNC01 |
| Snyder, Garret | PC 1232-1 | ALT01 | Sollars, Debbie | PC 897-1 | ALT04 |
| Snyder, Garret | PC 1232-2 | TRN02 | Sollars, Debbie | PC 897-2 | SEC16 |
| Snyder, Garret | PC 1232-2 | SEC16 | Sollars, Debbie | PC 897-3 | SEC12 |
| Snyder, Joan M | PC 360-1 | ALT13 | Sollars, Debbie | PC 897-4 | TRN26 |
| Snyder, Joan M | PC 360-2 | SEC19 | Sollars Jr., Barton A. | PC 881-1 | SEC12 |
| Snyder, Linda | PC 1235-1 | ALT04 | Sollars Jr., Barton A. | PC 881-2 | TRN02 |
| Snyder, Linda | PC 1235-2 | SEC12 | Sollars Jr., Barton A. | PC 881-3 | ALT04 |
| Snyder, Linda | PC 1235-2 | SEC18 | Somerville, Ronald J. | PC 1199-1 | ALT01 |
| Snyder, Linda | PC 1235-3 | TRN02 | Somerville, Ronald J. | PC 1199-2 | TRN02 |
| Snyder, Linda | PC 1235-4 | SEC12 | Sonneman, Joe | PC 74-1 | ALT13 |
| Snyder, Linda | PC 1235-4 | TRN02 | Sonneman, Joe | PC 74-2 | ALT02 |
| Snyder, Rhonda | PC 463-1 | ALT04 | Sonneman, Joe | PC 74-3 | SEC20 |
| Sogge, Mark | PC 536-1 | TRN06 | Sonneman, Joe | PC 74-4 | SEC01 |
| Sogge, Mark | PC 536-1 | SEC19 | Sonneman, Joe | PC 74-5 | SEC15 |
| Sogge, Mark | PC 536-2 | AVA01 | Sonneman, Joe | PC 74-6 | TRN21 |
| Sogge, Mark | PC 536-2 | TRN11 | Sonneman, Joe | PC 74-7 | TRN11 |
| Sogge, Mark | PC 536-3 | SEC01 | Sonneman, Joe | PC 74-8 | AVA01 |
| Sogge, Mark | PC 536-4 | SEC32 | Sonneman, Joe | PC 74-8 | AVA02 |
| Sogge, Mark | PC 536-5 | UNC01 | Sonneman, Joe | PC 74-8 | SEC01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Sonneman, Joe | PC 74-9 | SEC25 | Sowa, Jarrod | PC 1170-1 | ALT03 |
| Sonneman, Joe | PC 104-1 | ALT13 | Sowa, Jarrod | PC 1170-2 | ALT14 |
| Sonneman, Joe | PC 104-2 | SEC32 | Sowa, Jarrod | PC 1170-2 | WLD02 |
| Sonneman, Joe | PC 104-2 | TRN21 | Sowa, Jarrod | PC 1170-2 | WLD07 |
| Sonneman, Joe | PC 104-3 | SEC20 | Sowa, Jarrod | PC 1170-3 | ALT14 |
| Sonneman, Joe | PC 104-4 | TRN11 | Sowa, Jarrod | PC 1170-3 | ENV02 |
| Sonneman, Joe | PC 104-5 | SEC04 | Sowa, Jarrod | PC 1170-4 | FSH01 |
| Sonneman, Joe | PC 104-6 | AVA01 | Spencer, Kenneth M. | PC 974-1 | ALT04 |
| Sonneman, Joe | PC 104-7 | UNC01 | Spengler, Larri Irene | PC 22-1 | ALT09 |
| Sonneman, Joe | PC 104-8 | UNC01 | Spengler, Larri Irene | PC 22-1 | ALT11 |
| Sonneman, Joe | PC 104-9 | ENV01 | Spengler, Larri Irene | PC 22-2 | AVA01 |
| Sonneman, Joe | PC 162-1 | ALT03 | Spengler, Larri Irene | PC 22-2 | SEC01 |
| Sonneman, Joe | PC 162-1 | ALT13 | Spengler, Larri Irene | PC 22-3 | ENV02 |
| Sontag, Ted | PC 1012-1 | ALT04 | Spickler, Betty | PC 255-1 | ALT04 |
| Sontag, Ted | PC 1012-2 | SEC12 | Spickler, Betty | PC 255-2 | SEC03 |
| Sontag, Ted | PC 1012-3 | TRN10 | Spickler, Betty | PC 255-2 | SEC18 |
| Southwick, Samuel G. | PC 1210-1 | ALT02 | Spickler, Kasen | PC 814-1 | SEC12 |
| Southwick, Samuel G. | PC 1210-2 | SEC22 | Spickler, Kasen | PC 814-1 | TRN02 |
| Southwick, Samuel G. | PC 1210-3 | SEC22 | Spickler, Kasen | PC 814-2 | ALT04 |
| Southwick, Samuel G. | PC 1210-4 | SEC22 | Spickler, Kasen | PC 814-3 | ENV03 |
| Southwick, Samuel G. | PC 1210-5 | AIR01 | Spickler, Kasen | PC 814-4 | LND01 |
| Southwick, Samuel G. | PC 1210-5 | ENV01 | Spickler, Kyle | PC 815-1 | SEC12 |
| Southwick, Samuel G. | PC 1210-5 | SEC02 | Spickler, Kyle | PC 815-1 | TRN02 |
| Southwick, Samuel G. | PC 1210-5 | TRN04 | Spickler, Kyle | PC 815-2 | ALT04 |
| Southwick, Samuel G. | PC 1210-5 | VIS01 | Spickler, Kyle | PC 815-3 | ENV03 |
| Southwick, Samuel G. | PC 1210-5 | SEC20 | Spickler, Kyle | PC 815-4 | LND01 |
| Southwick, Samuel G. | PC 1210-6 | ENV01 | Spickler, Lee | PC 255-1 | ALT04 |
| Southwick, Samuel G. | PC 1210-6 | SEC01 | Spickler, Lee | PC 255-2 | SEC03 |
| Southwick, Samuel G. | PC 1210-6 | VIS01 | Spickler, Lee | PC 255-2 | SEC18 |
| Southwick, Samuel G. | PC 1210-6 | WLD08 | Spickler, Sandy | PC 790-1 | ALT04 |
| Southwick, Samuel G. | PC 1210-6 | SEC20 | Spickler, Sandy | PC 790-1 | TRN02 |
| Southwick, Samuel G. | PC 1210-7 | UNC01 | Spickler, Sandy | PC 790-2 | SEC03 |
| Southwick, Samuel G. | PC 1210-8 | AVA02 | Spickler, Sandy | PC 790-2 | UNC01 |
| Southwick, Samuel G. | PC 1210-8 | ENV01 | Spickler, Sandy | PC 790-3 | SEC03 |
| Southwick, Samuel G. | PC 1210-8 | SEC01 | Spickler, Sandy | PC 790-3 | TRN07 |
| Southwick, Samuel G. | PC 1210-8 | VIS01 | Spickler, Sandy | PC 790-4 | TRN18 |
| Southwick, Samuel G. | PC 1210-8 | SEC20 | Spickler, Sandy | PC 790-4 | TRN27 |

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| Name | Comment # | SOC Code |
|---|---|---|
| Spickler, Sandy | PC 790-5 | LND01 |
| Spickler, Sandy | PC 790-5 | SEC12 |
| Spickler, Sandy | PC 790-5 | TRN10 |
| Spickler, Scott | PCH 104-1 | UNC01 |
| Spickler, Scott | PCH 104-2 | TRN18 |
| Spickler, Scott | PCH 104-3 | TRN02 |
| Spickler, Scott | PCH 104-4 | SEC12 |
| Spickler, Scott | PCH 104-4 | TRN10 |
| Spickler, Scott | PCH 104-5 | TRN18 |
| Spickler, Scott | PCH 104-6 | ENV03 |
| Spickler, Scott | PCH 104-7 | ALT04 |
| Spickler, Scott | PC 790-1 | ALT04 |
| Spickler, Scott | PC 790-1 | TRN02 |
| Spickler, Scott | PC 790-2 | SEC03 |
| Spickler, Scott | PC 790-2 | UNC01 |
| Spickler, Scott | PC 790-3 | SEC03 |
| Spickler, Scott | PC 790-3 | TRN07 |
| Spickler, Scott | PC 790-4 | TRN18 |
| Spickler, Scott | PC 790-4 | TRN27 |
| Spickler, Scott | PC 790-5 | LND01 |
| Spickler, Scott | PC 790-5 | SEC12 |
| Spickler, Scott | PC 790-5 | TRN10 |
| St. Clair, Gina | PCH 159-1 | UNC01 |
| St. Clair, Gina | PCH 159-2 | ALT19 |
| St. Clair, Gina | PCH 159-3 | ALT13 |
| St. Clair, Gina | PCH 159-4 | SEC19 |
| Staebell, Gary | PC 617-1 | TRN02 |
| Staebell, Gary | PC 617-2 | TRN02 |
| Staebell, Gary | PC 617-2 | TRN26 |
| Staebell, Gary | PC 617-3 | TRN02 |
| Staebell, Gary | PC 617-3 | SEC18 |
| Staebell, Gary | PC 617-4 | ALT01 |
| Staebell, Gary | PC 617-4 | SEC12 |
| Stafford, Anne E. | PC 801-1 | TRN06 |
| Stafford, Anne E. | PC 801-2 | SEC01 |
| Stafford, Anne E. | PC 801-2 | SEC19 |
| Stafford, Anne E. | PC 801-3 | ALT02 |
| Stamard, Bill | PC 832-1 | ALT04 |
| Stamard, Bill | PC 832-2 | TRN10 |
| Stamard, Bill | PC 832-3 | SEC12 |
| Stand, Frank | PC 674-1 | SEC18 |
| Stand, Frank | PC 674-2 | ALT01 |
| Staske, Jake | PC 562-1 | ALT06 |
| Staske, Jake | PC 562-1 | SEC37 |
| Staske, Jake | PC 562-2 | SEC05 |
| Stats, Laura | PCH 57-1 | SEC17 |
| Stats, Laura | PCH 57-2 | LND05 |
| Stats, Laura | PCH 57-2 | SUB01 |
| Stats, Laura | PCH 57-2 | VIS01 |
| Stearns, Kristine M | PC 245-1 | ALT01 |
| Steinman, Scott | PC 61-1 | ALT01 |
| Steinman, Scott | PC 61-2 | SEC12 |
| Steinman, Scott | PC 61-2 | TRN10 |
| Steinman, Scott | PC 964-1 | ALT04 |
| Steinman, Scott | PC 964-2 | SEC12 |
| Steinman, Scott | PC 964-3 | TRN07 |
| Stenson, Zach | PCH 52-1 | ENV01 |
| Stenson, Zach | PCH 52-1 | SEC01 |
| Stenson, Zach | PCH 52-1 | WLD01 |
| Stenson, Zach | PCH 52-2 | SEC46 |
| Stepien, Kathy | PC 810-1 | ALT03 |
| Stern, Cecily | PC 536-1 | TRN06 |
| Stern, Cecily | PC 536-1 | SEC19 |
| Stern, Cecily | PC 536-2 | AVA01 |
| Stern, Cecily | PC 536-2 | TRN11 |
| Stern, Cecily | PC 536-3 | SEC01 |
| Stern, Cecily | PC 536-4 | SEC32 |
| Stern, Cecily | PC 536-5 | UNC01 |
| Stern, Cecily | PC 536-6 | ALT13 |
| Stern, Cecily | PC 1156-1 | ALT03 |
| Stern, Cecily | PC 1156-2 | AVA04 |
| Stern, Cecily | PC 1156-2 | TRN02 |
| Stern, Cecily | PC 1156-2 | TRN06 |
| Stern, Cecily | PC 1156-3 | AVA01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Stern, Cecily | PC 1156-3 | AVA02 |
| Stern, Cecily | PC 1156-4 | TRN06 |
| Stern, Cecily | PC 1156-4 | SEC19 |
| Stern, Cecily | PC 1156-5 | SEC19 |
| Stern, Cecily | PC 1156-6 | AVA01 |
| Stern, Cecily | PC 1156-6 | TRN03 |
| Stern, Cecily | PC 1156-7 | TRN04 |
| Stern, Cecily | PC 1156-7 | SEC19 |
| Stern, Cecily | PC 1156-8 | TRN11 |
| Stern, Cecily | PC 1156-8 | TRN23 |
| Stern, Cecily | PC 1156-9 | TRN23 |
| Stern, Cecily | PC 1156-10 | TRN06 |
| Stern, Cecily | PC 1156-10 | SEC20 |
| Stern, Cecily | PC 1156-11 | LND01 |
| Stern, Cecily | PC 1156-11 | SEC41 |
| Stern, Cecily | PC 1156-12 | TRN11 |
| Stern, Cecily | PC 1156-12 | SEC20 |
| Stevens, Frank | PC 320-1 | ALT01 |
| Stevens, Frank | PC 320-2 | SEC12 |
| Stevens, Frank | PC 320-2 | TRN07 |
| Stevens, Frank | PC 320-3 | AVA02 |
| Stevens, Frank | PC 320-4 | SEC48 |
| Stevens, Frank | PC 320-5 | ENV03 |
| Stevens, Frank | PC 320-6 | TRN02 |
| Stevens, Frank | PC 320-6 | SEC18 |
| Stevenson, David | PC 1246-1 | ALT04 |
| Stevenson, David | PC 1246-2 | LND01 |
| Stevenson, David | PC 1246-2 | TRN10 |
| Stevenson, David | PC 1246-3 | SEC03 |
| Stevenson, David | PC 1246-4 | SEC03 |
| Stickler, David | PC 579-1 | ALT08 |
| Stickler, David | PC 579-1 | AVA01 |
| Stickler, David | PC 579-1 | VIS01 |
| Stickler, David | PC 579-2 | SEC06 |
| Stickler, David | PC 579-2 | TRN02 |
| Stickler, David | PC 579-2 | SEC17 |
| Stickler, Robert | PC 556-1 | ALT06 |
| Stickler, Robert | PC 556-1 | SEC18 |
| Still, Ben | PCH 8-1 | ALT13 |
| Still, Ben | PCH 8-2 | ALT02 |
| Stoddard, Kevin | PC 887-1 | ALT04 |
| Stoddard, Kevin | PC 887-2 | SEC12 |
| Stoddard, Kevin | PC 887-2 | TRN09 |
| Stone, Cher | PC 695-1 | SEC12 |
| Stone, Cher | PC 695-1 | TRN10 |
| Stone, Cher | PC 695-2 | AVA02 |
| Stone, Cher | PC 695-3 | TRN02 |
| Stone, Cher | PC 695-4 | SEC12 |
| Stone, Cher | PC 695-4 | VIS02 |
| Stone, Cher | PC 695-5 | ALT01 |
| Story, Andrea D. | PC 1230-1 | ALT01 |
| Story, Andrea D. | PC 1230-2 | SEC16 |
| Story, Andrea D. | PC 1230-3 | PUB01 |
| Story, Andrea D. | PC 1230-4 | LND01 |
| Story, Andrea D. | PC 1230-5 | SEC12 |
| Story, Andrea D. | PC 1230-5 | SEC18 |
| Story, Andrea D. | PC 1230-6 | LND01 |
| Story, Andrea D. | PC 1230-6 | SEC12 |
| Story, Andrea D. | PC 1230-6 | TRN02 |
| Story, Andrea D. | PC 1230-7 | PUB03 |
| Story, Andrea D. | PC 1230-8 | SEC12 |
| Story, Andrea D. | PC 1230-8 | SEC18 |
| Story, Andrea D. | PC 1230-9 | TRN15 |
| Story, Andrea D. | PC 1230-10 | TRN15 |
| Story, Andrea D. | PC 1230-11 | SEC18 |
| Story, Andrea D. | PC 1230-12 | SEC23 |
| Story, Andrea D. | PC 1230-13 | ERG01 |
| Story, Andrea D. | PC 1230-14 | TRN02 |
| Story, Andrea D. | PC 1230-15 | ENV03 |
| Story, Andrea D. | PC 1230-16 | LND06 |
| Story, Andrea D. | PC 1230-17 | ENV03 |
| Story, Andrea D. | PC 1230-18 | SEC18 |
| Story, Andrea D. | PC 1230-19 | UNC01 |
| Story, Ellen | PC 1229-1 | ALT04 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Story, Ellen | PC 1229-2 | PUB03 | Story, Michael C. | PC 1266-15 | AVA06 |
| Story, Ellen | PC 1229-3 | SEC03 | Story, Michael C. | PC 1266-16 | AVA02 |
| Story, Ellen | PC 1229-3 | SEC18 | Story, Michael C. | PC 1266-16 | AVA06 |
| Story, Ellen | PC 1229-4 | TRN15 | Story, Michael C. | PC 1266-17 | AVA02 |
| Story, Ellen | PC 1229-5 | TRN15 | Story, Michael C. | PC 1266-18 | AVA06 |
| Story, Ellen | PC 1229-6 | SEC12 | Story, Michael C. | PC 1266-19 | UNC01 |
| Story, Ellen | PC 1229-6 | SEC18 | Story, Michael C. | PC 1266-20 | UNC01 |
| Story, Ellen | PC 1229-7 | SEC23 | Story, Michael C. | PC 1266-21 | TRN26 |
| Story, Ellen | PC 1229-8 | ERG01 | Story, Michael C. | PC 1266-22 | SEC23 |
| Story, Ellen | PC 1229-9 | TRN02 | Story, Michael C. | PC 1266-23 | TRN01 |
| Story, Ellen | PC 1229-10 | AVA02 | Story, Michael C. | PC 1266-24 | PAN06 |
| Story, Ellen | PC 1229-10 | AVA06 | Story, Michael C. | PC 1266-25 | TRN02 |
| Story, Ellen | PC 1229-11 | ALT14 | Story, Michael C. | PC 1266-26 | SEC03 |
| Story, Ellen | PC 1229-12 | ALT01 | Story, Michael C. | PC 1266-27 | SEC03 |
| Story, Ellen | PC 1229-13 | ENV03 | Story, Michael C. | PC 1266-28 | ENV03 |
| Story, Ellen | PC 1229-13 | VIS02 | Story, Michael C. | PC 1266-29 | ENV03 |
| Story, Ellen | PC 1229-14 | LND06 | Story, Michael C. | PC 1266-29 | VIS02 |
| Story, Ellen | PC 1229-15 | ENV03 | Story, Michael C. | PC 1266-30 | ENV03 |
| Story, Ellen | PC 1229-16 | UNC01 | Story, Michael C. | PC 1266-31 | UNC01 |
| Story, Michael C. | PC 1266-1 | UNC01 | Story, Michael C. | PC 1266-32 | SEC18 |
| Story, Michael C. | PC 1266-2 | PUB02 | Story, Michael C. | PC 1266-33 | UNC01 |
| Story, Michael C. | PC 1266-3 | ALT04 | Story, Michael C. | PC 1266-34 | PAN02 |
| Story, Michael C. | PC 1266-4 | LND01 | Story, Mike | PCH 36-1 | UNC01 |
| Story, Michael C. | PC 1266-5 | TRN01 | Story, Mike | PCH 36-2 | PUB01 |
| Story, Michael C. | PC 1266-5 | UNC01 | Story, Mike | PCH 36-3 | ALT04 |
| Story, Michael C. | PC 1266-6 | SEC03 | Story, Mike | PCH 36-4 | LND01 |
| Story, Michael C. | PC 1266-6 | SEC18 | Story, Mike | PCH 36-5 | SEC03 |
| Story, Michael C. | PC 1266-7 | TRN15 | Story, Mike | PCH 36-6 | SEC12 |
| Story, Michael C. | PC 1266-8 | TRN15 | Story, Mike | PCH 36-6 | TRN10 |
| Story, Michael C. | PC 1266-8 | SEC18 | Story, Mike | PCH 36-7 | TRN18 |
| Story, Michael C. | PC 1266-9 | SEC12 | Story, Mike | PCH 36-8 | TRN17 |
| Story, Michael C. | PC 1266-9 | TRN10 | Story, Mike | PCH 36-9 | TRN26 |
| Story, Michael C. | PC 1266-10 | TRN26 | Story, Mike | PCH 36-10 | SEC23 |
| Story, Michael C. | PC 1266-11 | SEC23 | Story, Mike | PCH 36-11 | ERG01 |
| Story, Michael C. | PC 1266-12 | ERG01 | Story, Mike | PCH 36-12 | TRN02 |
| Story, Michael C. | PC 1266-13 | TRN02 | Story, Mike | PCH 36-13 | TRN02 |
| Story, Michael C. | PC 1266-14 | AVA01 | Stout, Wayne | PC 728-1 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Stout, Wayne | PC 728-1 | TRN31 | Sullivan, Dan | PC 154-6 | ALT09 |
| Stout, Wayne | PC 728-2 | SEC01 | Sullivan, Dan | PC 154-6 | ALT11 |
| Stout, Wayne | PC 728-3 | ALT01 | Sullivan, Dan | PC 154-6 | UNC01 |
| Stout, Wayne | PC 728-3 | PAN06 | Sullivan, Kevin J. | PC 1183-1 | ALT04 |
| Stout, Wayne | PC 728-4 | LND01 | Sullivan, Kevin J. | PC 1183-2 | TRN02 |
| Stout, Wayne | PC 728-4 | TRN02 | Sullivan, Kevin J. | PC 1183-3 | SEC12 |
| Straight, Shannon | PCH 32-1 | ALT02 | Sullivan, Kevin J. | PC 1183-3 | TRN10 |
| Straight, Shannon | PCH 32-1 | SEC17 | Sullivan, Kevin J. | PC 1183-4 | SEC12 |
| Straight, Shannon | PCH 32-2 | SEC17 | Sullivan, Kevin J. | PC 1183-4 | TRN10 |
| Straight, Shannon | PCH 32-3 | UNC01 | Sullivan, Kevin J. | PC 1183-5 | LND01 |
| Strand, Tim | PC 331-1 | ALT22 | Sullivan, Kevin J. | PC 1183-5 | SEC12 |
| Strand, Tim | PC 331-2 | ALT22 | Sullivan, Kevin J. | PC 1183-5 | TRN10 |
| Strand, Tim | PC 331-3 | ENV02 | Summers, David | PC 62-1 | ALT04 |
| Strand, Tim | PC 331-3 | VIS01 | Summers, David | PCH 97-1 | ALT04 |
| Strand, Tim | PC 331-3 | SEC19 | Summers, David | PCH 97-2 | SEC03 |
| Strand, Tim | PC 331-3 | SEC22 | Summers, David | PCH 97-2 | SEC12 |
| Streu, Helen | PC 359-1 | ALT13 | Summers, David | PCH 97-2 | TRN10 |
| Streu, Helen | PC 359-1 | TRN07 | Summers, David | PCH 97-2 | TRN18 |
| Struble, Matthew G. | PC 804-1 | ALT04 | Summers, David | PCH 97-3 | TRN10 |
| Struble, Matthew G. | PC 804-2 | SEC12 | Summers, David | PCH 97-4 | SEC03 |
| Stumpf, Karen | PC 583-1 | AVA06 | Summers, David | PCH 97-5 | SEC12 |
| Stumpf, Karen | PC 583-2 | PAN06 | Summers, David | PCH 97-6 | SEC18 |
| Suckling, Theodore | PC 675-1 | PAN06 | Summers, David | PCH 97-7 | TRN18 |
| Suckling, Theodore | PC 675-2 | ALT01 | Summers, David | PCH 97-8 | ENV02 |
| Suckling, Theodore | PC 675-2 | SEC18 | Summers, David | PCH 97-8 | EFH02 |
| Sullivan, Dan | PC 154-1 | ALT02 | Summers, David | PCH 97-8 | TNE05 |
| Sullivan, Dan | PC 154-2 | SEC44 | Summers, David | PCH 97-8 | WLD13 |
| Sullivan, Dan | PC 154-3 | SEC01 | Summers, David | PCH 97-9 | AVA02 |
| Sullivan, Dan | PC 154-3 | SEC32 | Summers, David | PCH 97-10 | UNC01 |
| Sullivan, Dan | PC 154-3 | TRN21 | Sund, John | PC 1080-1 | ALT04 |
| Sullivan, Dan | PC 154-4 | EAG02 | Sund, John | PC 1080-2 | TRN10 |
| Sullivan, Dan | PC 154-4 | EFH01 | Sund, Kathleen | PC 1081-1 | ALT04 |
| Sullivan, Dan | PC 154-4 | TNE02 | Sund, Kathleen | PC 1081-2 | SEC12 |
| Sullivan, Dan | PC 154-4 | WLD01 | Sund, Kathleen | PC 1081-2 | TRN10 |
| Sullivan, Dan | PC 154-4 | WLD08 | Sund, Kathleen | PC 1081-3 | SEC12 |
| Sullivan, Dan | PC 154-5 | AVA01 | Sundberg, Scott | PC 362-1 | LND04 |
| Sullivan, Dan | PC 154-5 | GEO01 | Sundberg, Scott | PC 362-2 | UNC01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Sundberg, Scott | PC 362-3 | ALT08 |
| Sundberg, Scott | PC 362-3 | LND01 |
| Sundberg, Scott | PC 362-3 | LND04 |
| Sundberg, Scott | PC 362-4 | TRN02 |
| Sundberg, Scott | PC 362-5 | ALT02 |
| Sundberg, Scott | PC 362-6 | ALT13 |
| Surgeon, Donald | PC 439-1 | ALT02 |
| Surgeon, Donald | PC 439-2 | ALT13 |
| Surgeon, Donald | PC 439-3 | SEC01 |
| Surgeon, Donald | PC 439-4 | SEC01 |
| Surgeon, Donald | PC 439-5 | SEC19 |
| Surgeon, Donald | PC 439-6 | AVA01 |
| Surgeon, Donald | PC 439-7 | WLD01 |
| Swain, Zelda | PC 149-1 | SEC45 |
| Swain, Zelda | PC 149-1 | SEC46 |
| Swain, Zelda | PC 149-2 | AVA02 |
| Swain, Zelda | PC 149-2 | PAN06 |
| Swanson, Ferdie | PC 682-1 | ALT04 |
| Swanson, Ferdie | PC 682-2 | AVA04 |
| Swanson, Ferdie | PC 682-2 | SEC12 |
| Swanson, Ferdie | PC 682-2 | TRN02 |
| Swanson, Ferdie | PC 682-3 | SEC12 |
| Swanson, Ferdie | PC 682-3 | TRN15 |
| Swanson, Ferdie | PC 682-4 | SEC03 |
| Swanson, Ferdie | PC 682-4 | SEC28 |
| Swanson, Ferdie | PC 865-1 | ALT04 |
| Swanson, Ferdie | PC 865-2 | SEC12 |
| Swanson, Ferdie | PC 865-2 | TRN10 |
| Swanson, John R. | PC 1346-1 | ALT02 |
| Swanson, John R. | PC 1346-2 | AIR01 |
| Swanson, John R. | PC 1346-2 | ENV01 |
| Swanson, John R. | PC 1346-2 | WAT01 |
| Swanson, John R. | PC 1346-2 | VIS01 |
| Swanson, John R. | PC 1346-2 | WLD01 |
| Swanson, John R. | PC 1346-2 | TER02 |
| Swanson, John R. | PC 1346-3 | ENV02 |
| Swanson, Lorilyn E. | PC 1231-1 | ALT01 |
| Swanson, Lorilyn E. | PC 1231-2 | SEC12 |
| Swanson, Lorilyn E. | PC 1231-2 | TRN07 |
| Swanson, Lorilyn E. | PC 1231-3 | TRN02 |
| Swift, Paul | PC 819-1 | ALT13 |
| Swift, Paul | PC 819-2 | AVA01 |
| Swift, Paul | PC 819-2 | AVA02 |
| Swift, Paul | PC 819-2 | SEC01 |
| Swift, Paul | PC 819-2 | TRN04 |
| Swift, Paul | PC 819-2 | TRN06 |
| Swift, Paul | PC 819-2 | WLD01 |
| Swift, Paul | PC 819-2 | SEC20 |
| Swift, Paul | PC 819-3 | SEC44 |
| Swift, Paul | PC 819-4 | SEC17 |
| Swinton, Ralph | PC 623-1 | ALT06 |
| Swinton, Ralph | PC 623-1 | ALT08 |
| Swinton, Ralph | PC 623-2 | SEC18 |
| Swinton, Sarah | PC 622-1 | ALT06 |
| Swinton, Sarah | PC 622-1 | ALT08 |
| Swinton, Sarah | PC 622-2 | SEC18 |
| Swofford, David | PC 809-1 | ALT01 |
| Swofford, David | PC 809-1 | SEC16 |
| Swofford, David | PC 809-2 | SEC03 |
| Swofford, David | PC 809-3 | UNC01 |
| Syrene, Eric | PC 1285-1 | ALT03 |
| Syrene, Eric | PC 1285-2 | UNC01 |
| Syrene, Eric | PC 1285-3 | PAN03 |
| Syrene, Eric | PC 1285-3 | SEC36 |
| Syrene, Eric | PC 1285-4 | SEC36 |
| Syrene, Eric | PC 1285-5 | ENV01 |
| Syrene, Eric | PC 1285-5 | SEC17 |
| Syrene, Eric | PC 1285-6 | UNC01 |
| Syrene, Eric | PC 1285-7 | SEC43 |
| Syrene, Eric | PC 1285-7 | SEC45 |
| Syrene, Eric | PC 1285-8 | ALT03 |
| Syrene, Eric | PC 1285-9 | AIR01 |
| Syrene, Eric | PC 1285-9 | FSH01 |
| Syrene, Eric | PC 1285-9 | TNE02 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Syrene, Eric | PC 1285-10 | UNC01 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Tagaban, Tanya | PCH 82-1 | ALT01 |
| Tallino, Giovanni | PC 522-1 | ALT04 |
| Tallino, Giovanni | PC 522-2 | TRN27 |
| Tappe, Cindy | PC 294-1 | ALT04 |
| Tappe, Cindy | PC 294-2 | SEC12 |
| Tappe, Cindy | PC 294-3 | SEC12 |
| Tappe, Cindy | PC 294-3 | TRN07 |
| Tappe, Cindy | PC 294-4 | LND01 |
| Tappe, Cindy | PC 294-5 | SEC18 |
| Tappe, Cindy | PC 294-6 | TRN02 |
| Tappe, Cindy | PC 294-7 | PAN06 |
| Tappe, Cindy | PC 294-8 | ENV03 |
| Tappe, Jeff | PC 295-1 | ALT01 |
| Tappe, Jeff | PC 295-1 | WLD13 |
| Tappe, Jeff | PC 295-2 | SEC12 |
| Tate, Charline | PC 405-1 | ALT11 |
| Tate, Charline | PC 405-1 | TRN08 |
| Tate, J.A. | PC 436-1 | ALT17 |
| Tate, J.A. | PC 436-2 | ALT08 |
| Tate, J.A. | PC 436-3 | ALT09 |
| Tate, J.A. | PC 436-4 | ALT16 |
| Taug, Stella | PC 304-1 | ALT02 |
| Taug, Stella | PC 304-2 | SEC01 |
| Taug, Stella | PC 304-3 | SEC17 |
| Taug, Stella | PC 304-4 | ENV01 |
| Taug, Stella | PC 304-4 | EFH01 |
| Taug, Stella | PC 304-4 | WET01 |
| Taug, Stella | PC 304-4 | WLD01 |
| Taug, Stella | PC 304-5 | UNC01 |
| Tavel, Theresa | PC 155-1 | UNC01 |
| Tavel, Theresa | PC 155-2 | SEC01 |
| Tavel, Theresa | PC 155-3 | SEC36 |
| Tavel, Theresa | PC 155-4 | ALT04 |
| Taylor, Bob | PCH 102-1 | ALT04 |
| Taylor, Bob | PCH 102-2 | UNC01 |
| Taylor, Bob | PCH 102-3 | AVA02 |
| Taylor, Bob | PCH 102-4 | SEC12 |
| Taylor, Bob | PCH 102-5 | TRN07 |
| Taylor, Bob | PC 287-1 | UNC01 |
| Taylor, Bob | PC 287-2 | ALT04 |
| Taylor, Bob | PC 287-3 | SEC03 |
| Taylor, Bob | PC 287-3 | SEC12 |
| Taylor, Bob | PC 287-4 | TRN10 |
| Taylor, Bob | PC 287-4 | TRN18 |
| Taylor, Bob | PC 287-5 | VIS02 |
| Taylor, Daniel | PC 112-1 | ALT01 |
| Taylor, Daniel | PC 112-2 | SEC03 |
| Taylor, Daniel | PC 112-3 | AVA02 |
| Taylor, Daniel | PC 112-3 | SEC48 |
| Taylor, Gordon | PC 116-1 | ALT08 |
| Taylor, Norm | PC 746-1 | TRN08 |
| Taylor, Norm | PC 746-2 | SEC20 |
| Taylor, Norm | PC 746-3 | SEC08 |
| Taylor, Norm | PC 746-4 | TRN06 |
| Taylor, Norm | PC 746-5 | UNC01 |
| Taylor, Norm | PC 746-6 | ALT09 |
| Taylor, Patrick M | PC 536-1 | TRN06 |
| Taylor, Patrick M | PC 536-1 | SEC19 |
| Taylor, Patrick M | PC 536-2 | AVA01 |
| Taylor, Patrick M | PC 536-2 | TRN11 |
| Taylor, Patrick M | PC 536-3 | SEC01 |
| Taylor, Patrick M | PC 536-4 | SEC32 |
| Taylor, Patrick M | PC 536-5 | UNC01 |
| Taylor, Patrick M | PC 536-6 | ALT13 |
| Tempel, Grieko | PC 1043-1 | ALT01 |
| Tempel, Grieko | PC 1043-1 | SEC12 |
| Tempel, Grieko | PC 1043-1 | TRN10 |
| Tempel, Grieko | PC 1043-2 | PAN06 |
| Tempel, Grieko | PC 1118-1 | SEC23 |
| Tempel, Grieko | PC 1118-2 | SEC12 |
| Tempel, Grieko | PC 1118-2 | TRN02 |

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| Name | Comment # | SOC Code |
|---|---|---|
| Tempel, Grieko | PC 1118-3 | PAN06 |
| Tempel, Grieko | PC 1118-4 | ALT01 |
| Tengs, Helen B | PC 388-1 | ALT21 |
| Tennison, Mike | PC 279-1 | TRN10 |
| Tennison, Mike | PC 279-2 | ALT04 |
| Tennyson, Eleanore | PC 490-1 | ALT13 |
| Tennyson, Todd | PC 490-1 | ALT13 |
| Terrall, Curtis | PC 38-1 | PUB01 |
| Terrall, Curtis | PC 38-2 | ALT11 |
| Terrall, Curtis | PC 38-3 | SEC01 |
| Terrall, Curtis | PC 199-1 | SEC01 |
| Terrall, Curtis | PC 199-2 | TRN11 |
| Terrall, Curtis | PC 199-3 | SEC01 |
| Terrall, Curtis | PC 199-4 | SEC01 |
| Terrall, Curtis | PC 199-4 | TRN09 |
| Terrall, Curtis | PC 199-5 | ALT13 |
| Theroux, Earl F | PC 677-1 | SEC12 |
| Theroux, Earl F | PC 677-1 | TRN10 |
| Theroux, Earl F | PC 677-2 | ALT04 |
| Thoe, Brad | PC 800-1 | ALT01 |
| Thoe, Brad | PC 800-2 | ALT14 |
| Thoe, Brad | PC 800-3 | SEC18 |
| Thoe, Brad | PC 800-4 | ALT17 |
| Thole, Cory | PCH 205-1 | LND02 |
| Thole, Cory | PCH 205-2 | WLD04 |
| Thole, Cory | PCH 205-3 | TER03 |
| Thole, Cory | PCH 205-4 | ALT02 |
| Thole, Cory | PCH 205-4 | VIS01 |
| Thole, Cory | PCH 205-5 | SEC04 |
| Thole, Cory | PCH 205-6 | SEC20 |
| Thole, Cory | PCH 205-7 | GEO01 |
| Thole, Cory | PCH 205-7 | SEC01 |
| Thomas, Chad | PC 922-1 | ALT04 |
| Thomas, Chad | PC 922-2 | SEC12 |
| Thomas, Scott M. | PC 587-1 | ALT04 |
| Thomas, Scott M. | PC 587-2 | SEC12 |
| Thomas, Scott M. | PC 587-3 | TRN15 |
| Thomas, Scott M. | PC 587-4 | TRN02 |
| Thompson, Andrew | PCH 78-1 | ALT04 |
| Thompson, Jennifer | PC 1334-1 | ALT02 |
| Thompson, Jennifer | PC 1334-2 | ALT03 |
| Thompson, Jennifer | PC 1334-2 | ALT09 |
| Thompson, Jennifer | PC 1334-2 | ALT11 |
| Thompson, Jennifer | PC 1334-3 | TRN03 |
| Thompson, Jennifer | PC 1334-4 | UNC01 |
| Thompson, Jennifer | PC 1334-5 | ENV01 |
| Thompson, Jennifer | PC 1334-5 | EFH01 |
| Thompson, Jennifer | PC 1334-5 | WLD01 |
| Thompson, Jennifer | PC 1334-6 | AVA02 |
| Thompson, Jennifer | PC 1334-6 | AVA03 |
| Thompson, Jennifer | PC 1334-6 | SEC01 |
| Thompson, Jennifer | PC 1334-6 | TRN11 |
| Thompson, Jennifer | PC 1334-7 | ENV01 |
| Thompson, Jennifer | PC 1334-8 | SEC04 |
| Thompson, Jennifer | PC 1334-9 | SEC01 |
| Thomson, Blaine C | PC 379-1 | ALT13 |
| Thomson, Blaine C | PC 379-2 | TRN28 |
| Thomson, Blaine C | PC 379-3 | SEC01 |
| Thomson, Blaine C | PC 379-4 | ALT20 |
| Thomton, Jamie | PC 4-1 | ALT02 |
| Thomton, Jamie | PC 4-2 | SEC46 |
| Thomton, Jamie | PC 4-3 | ENV01 |
| Thomton, Jamie | PC 4-4 | UNC01 |
| Thomton, Jamie | PC 4-5 | UNC01 |
| Tillotson, Kevin W. | PC 1195-1 | SEC12 |
| Tillotson, Kevin W. | PC 1195-1 | TRN07 |
| Tillotson, Kevin W. | PC 1195-2 | TRN07 |
| Tillotson, Kevin W. | PC 1195-3 | ALT04 |
| Tobin, Michael W. | PC 796-1 | ALT09 |
| Tobin, Michael W. | PC 796-1 | ALT11 |
| Tobin, Michael W. | PC 796-2 | AVA01 |
| Tobin, Michael W. | PC 796-2 | AVA02 |
| Tobin, Michael W. | PC 796-3 | TRN06 |
| Tobin, Michael W. | PC 796-3 | SEC20 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Tobin, Michael W. | PC 796-3 | SEC41 | Triem, Fred W. | PC 1329-1 | EVJ02 |
| Tobin, Michael W. | PC 796-4 | AVA02 | Triem, Fred W. | PC 1329-1 | TRN29 |
| Tobin, Michael W. | PC 796-4 | TRN03 | Trott, Kristine | PCH 132-1 | SEC01 |
| Tobin, Michael W. | PC 796-5 | SEC24 | Trott, Kristine | PCH 132-2 | TRN11 |
| Tobin, Michael W. | PC 796-6 | ALT11 | Trott, Kristine | PCH 132-3 | SEC20 |
| Tobin, Michael W. | PC 796-6 | AVA03 | Trott, Kristine | PCH 132-4 | SEC11 |
| Tobin, Michael W. | PC 796-6 | TRN08 | Trott, Kristine | PCH 132-5 | UNC01 |
| Tobin, Michael W. | PC 796-7 | ALT09 | Trucano, James | PC 905-1 | ERG01 |
| Tobin, Michael W. | PC 796-7 | TRN08 | Trucano, James | PC 905-1 | SEC12 |
| Tobin, Michael W. | PC 796-8 | ENV02 | Trucano, James | PC 905-2 | TRN27 |
| Tobin, Michael W. | PC 796-8 | LND01 | Trucano, James | PC 905-3 | SEC03 |
| Tobin, Michael W. | PC 796-8 | WLD01 | Trucano, Nadine | PC 600-1 | SEC01 |
| Todercan, Daniel | PC 70-1 | SEC16 | Trucano, Nadine | PC 600-2 | ALT13 |
| Todercan, Daniel | PC 70-2 | ALT04 | Trucano, Nadine | PC 600-3 | AVA02 |
| Tomasic, Leon F. | PC 665-1 | ALT04 | Trucano, Nadine | PC 600-3 | SEC01 |
| Tomasic, Leon F. | PC 665-2 | TRN10 | Trucano, Nadine | PC 600-4 | AVA02 |
| Tomasic, Leon F. | PC 665-3 | TRN15 | Trucano, Nadine | PC 600-5 | SEC19 |
| Tomasic, Leon F. | PC 665-4 | SEC12 | Trucano, Nadine | PC 600-6 | SEC17 |
| Tonsgard, Loren | PC 909-1 | ALT04 | True, Buddy | PC 1282-1 | ALT01 |
| Tonsgard, Loren | PC 909-2 | SEC12 | True, Buddy | PC 1282-1 | SEC23 |
| Tonsgard, Loren | PC 909-2 | TRN02 | Truffer, Martin | PC 1151-1 | SEC01 |
| Tonsgard, Loren | PC 909-2 | TRN10 | Truffer, Martin | PC 1151-2 | AVA04 |
| Tormey, Haynes | PCH 210-1 | ALT01 | Truffer, Martin | PC 1151-2 | AVA06 |
| Tormey, Haynes | PCH 210-1 | TRN07 | Truffer, Martin | PC 1151-3 | AVA02 |
| Tormey, Haynes | PCH 210-2 | LND01 | Truffer, Martin | PC 1151-3 | AVA06 |
| Tormey, Haynes | PCH 210-2 | TRN02 | Truffer, Martin | PC 1151-4 | SEC01 |
| Tormey, Haynes | PCH 210-2 | TRN10 | Tucker, Dawn | PC 240-1 | ALT01 |
| Tormey, Haynes | PCH 210-3 | TRN02 | Tucker, Dawn | PC 240-2 | TRN02 |
| Tormey, Haynes | PCH 210-3 | SEC48 | Tucker, Dawn | PC 240-3 | UNC01 |
| Tow, Dorothy | PC 108-1 | EDI01 | Tucker, Desi | PC 1153-1 | TRN02 |
| Triem, Fred | PCH 130-1 | TRN23 | Tucker, Desi | PC 1153-1 | TRN07 |
| Triem, Fred | PCH 130-2 | EVJ02 | Tucker, Desi | PC 1153-1 | SEC18 |
| Triem, Fred | PCH 130-2 | TRN23 | Tucker, Desi | PC 1153-2 | SEC18 |
| Triem, Fred | PCH 130-3 | SEC32 | Tucker, Desi | PC 1153-2 | SEC23 |
| Triem, Fred | PCH 130-3 | TRN21 | Tucker, Desi | PC 1153-3 | SEC12 |
| Triem, Fred | PCH 130-3 | TRN23 | Tucker, Desi | PC 1153-3 | SEC18 |
| Triem, Fred | PCH 130-4 | SEC45 | Tucker, Desi | PC 1153-4 | SEC12 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Tucker, Desi | PC 1153-5 | TRN02 |
| Tucker, Desi | PC 1153-6 | SEC18 |
| Tucker, Desi | PC 1153-7 | TRN02 |
| Tucker, Desi | PC 1153-7 | SEC18 |
| Tucker, Desi | PC 1153-7 | SEC23 |
| Tugatuk, George | PC 1009-1 | ALT04 |
| Turek, Michael F | PC 702-1 | ALT03 |
| Turek, Michael F | PC 702-1 | ALT09 |
| Turek, Michael F | PC 702-1 | ALT11 |
| Turek, Michael F | PC 702-2 | SEC01 |
| Turek, Michael F | PC 702-3 | SEC01 |
| Turek, Michael F | PC 702-3 | SEC43 |
| Turek, Michael F | PC 702-4 | EFH01 |
| Turek, Michael F | PC 702-4 | WLD08 |
| Turek, Michael F | PC 702-4 | WLD12 |
| Turek, Michael F | PC 702-5 | AVA02 |
| Turek, Michael F | PC 702-5 | SEC01 |
| Turek, Michael F | PC 702-6 | SEC44 |
| Turek, Mike | PC 183-1 | SEC01 |
| Turek, Mike | PC 183-2 | SEC43 |
| Turek, Mike | PC 183-3 | ENV02 |
| Turek, Mike | PC 183-3 | EFH01 |
| Turek, Mike | PC 183-3 | WLD08 |
| Turek, Mike | PC 183-3 | WLD12 |
| Turek, Mike | PC 183-4 | AVA02 |
| Turek, Mike | PC 183-5 | AVA01 |
| Turek, Mike | PC 183-6 | AVA02 |
| Turek, Mike | PC 183-6 | SEC01 |
| Turek, Mike | PC 183-7 | SEC44 |
| Turner, Tom D | PC 1226-1 | ALT02 |
| Turner, Tom D | PC 1226-2 | ALT03 |
| Turner, Tom D | PC 1226-2 | ALT09 |
| Turner, Tom D | PC 1226-2 | ALT11 |
| Turner, Tom D | PC 1226-3 | UNC01 |
| Turner, Tom D | PC 1226-4 | EFH01 |
| Turner, Tom D | PC 1226-4 | WLD01 |
| Turner, Tom D | PC 1226-4 | SEC17 |
| Turner, Tom D | PC 1226-5 | SEC01 |
| Turner, Tom D | PC 1226-6 | SEC17 |
| Turner, Tom D | PC 1226-7 | SEC04 |
| Turner, Tom D | PC 1226-8 | SEC02 |
| Turner, Tom D | PC 1226-9 | UNC01 |

# U

| | | |
|---|---|---|
| Unruh, Helen | PC 1270-1 | LND05 |
| Unruh, Helen | PC 1270-2 | ENV01 |
| Unruh, Helen | PC 1270-2 | WLD01 |
| Unruh, Helen | PC 1270-2 | SEC17 |
| Unruh, Helen | PC 1270-2 | SEC20 |
| Unruh, Helen | PC 1270-3 | TRN05 |
| Unruh, Helen | PC 1270-4 | UNC01 |
| Unruh, Helen | PC 1270-5 | TRN08 |
| Unruh, Helen | PC 1270-6 | TRN05 |
| Unruh, Helen | PC 1270-7 | UNC01 |
| Unruh, Helen | PC 1270-8 | ALT19 |
| Unruh, Helen | PC 1270-9 | TRN03 |
| Unruh, Helen | PC 1270-9 | TRN04 |
| Unruh, Helen | PC 1270-10 | ALT02 |
| Unruh, Helen | PC 1270-11 | SEC46 |
| Unruh, Helen | PC 1270-12 | SEC43 |
| Unruh, Helen | PC 1270-12 | SEC46 |
| Unruh, Helen | PC 1270-13 | SEC01 |
| Unruh, Helen | PC 1270-13 | SEC43 |
| Unruh, Helen | PC 1270-14 | UNC01 |
| Unruh, Helen | PC 1270-15 | SEC43 |
| Unruh, Helen | PC 1270-16 | SEC01 |
| Unruh, Helen | PC 1270-16 | SEC22 |
| Unruh, Helen | PC 1270-16 | SEC24 |
| Unruh, Helen | PC 1270-17 | SEC24 |
| Unruh, Helen | PC 1270-18 | SEC17 |
| Unruh, Helen | PC 1270-19 | SEC19 |
| Unruh, Helen | PC 1270-20 | LND05 |
| Unruh, Helen | PC 1270-20 | SEC19 |
| Unruh, Helen | PC 1270-21 | SEC17 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Unruh, Helen | PC 1270-22 | TRN22 |
| Unruh, Helen | PC 1270-23 | TRN04 |
| Unruh, Helen | PC 1270-24 | SEC11 |
| Unruh, Helen | PC 1270-24 | VIS01 |
| Unruh, Helen | PC 1270-25 | WLD01 |
| Unruh, Helen | PC 1270-25 | SEC17 |
| Unruh, Helen | PC 1270-26 | SEC46 |
| Unruh, Helen | PC 1270-27 | ALT11 |
| Unruh, Helen | PC 1270-28 | WLD01 |
| Unruh, Helen | PC 1270-28 | SEC17 |
| Untalasco, Rosalia | PC 305-1 | SEC01 |
| Untalasco, Rosalia | PC 305-2 | SEC17 |
| Untalasco, Rosalia | PC 305-3 | UNC01 |
| Untalasco, Rosalia | PC 305-4 | SEC17 |
| Untalasco, Rosalia | PC 305-5 | TRN21 |
| Untalasco, Rosalia | PC 305-6 | SEC46 |
| Unzicker, Moriah | PC 323-1 | ALT03 |
| Unzicker, Moriah | PC 323-2 | SEC01 |
| Unzicker, Moriah | PC 323-3 | SEC20 |
| Urion, Rick | PCH 113-1 | PAN06 |
| Urion, Rick | PCH 113-2 | SEC19 |
| Urion, Rick | PCH 113-3 | TRN02 |
| Urion, Rick | PCH 113-3 | SEC19 |
| Urion, Rick | PCH 113-4 | SEC12 |
| Urion, Rick | PCH 113-4 | TRN07 |
| Urion, Rick | PCH 113-5 | VIS02 |
| Urion, Rick | PCH 113-6 | SEC03 |
| Urion, Rick | PC 999-1 | PAN06 |
| Urion, Rick | PC 999-2 | SEC18 |
| Urion, Rick | PC 999-3 | SEC12 |
| Urion, Rick | PC 999-4 | TRN02 |
| Urion, Rick | PC 999-5 | SEC03 |
| Urion, Rick | PC 999-6 | ALT04 |
| Urion, Rick | PC 999-6 | TRN27 |

# V

| | | |
|---|---|---|
| Van Dyke, Cheryl | PC 1113-1 | UNC01 |
| Van Dyke, Cheryl | PC 1113-2 | WLD05 |
| Van Dyke, Cheryl | PC 1113-3 | WET03 |
| Van Dyke, Cheryl | PC 1113-3 | WLD05 |
| Van Dyke, Cheryl | PC 1113-4 | WLD07 |
| Van Dyke, Cheryl | PC 1113-5 | ALT02 |
| Van Dyke, Cheryl | PC 1113-6 | EFH01 |
| Van Dyke, Cheryl | PC 1113-6 | WLD12 |
| Van Dyke, Cheryl | PC 1113-7 | ALT03 |
| Van Dyke, Cheryl | PC 1113-7 | ALT09 |
| Van Dyke, Cheryl | PC 1113-7 | ALT11 |
| Van Note, Michael L. | PC 1313-1 | ALT13 |
| Van Note, Michael L. | PC 1313-2 | SEC20 |
| Van Note, Michael L. | PC 1313-3 | SEC15 |
| Van Note, Michael L. | PC 1313-3 | TRN23 |
| Van Note, Michael L. | PC 1313-4 | TRN08 |
| Van Note, Michael L. | PC 1313-5 | SEC22 |
| Van Note, Michael L. | PC 1313-6 | TRN03 |
| Van Note, Michael L. | PC 1313-7 | AVA03 |
| Van Note, Michael L. | PC 1313-8 | ALT16 |
| Van Note, Michael L. | PC 1313-8 | TRN08 |
| Van Note, Michael L. | PC 1313-8 | SEC27 |
| Van Note, Michael L. | PC 1313-9 | SEC04 |
| Van Note, Michael L. | PC 1313-9 | SEC43 |
| Van Note, Michael L. | PC 1313-10 | UNC01 |
| Van Note, Mike | PC 536-1 | TRN06 |
| Van Note, Mike | PC 536-1 | SEC19 |
| Van Note, Mike | PC 536-2 | AVA01 |
| Van Note, Mike | PC 536-2 | TRN11 |
| Van Note, Mike | PC 536-3 | SEC01 |
| Van Note, Mike | PC 536-4 | SEC32 |
| Van Note, Mike | PC 536-5 | UNC01 |
| Van Note, Mike | PC 536-6 | ALT13 |
| Van Slyke Sr., Robert S. | PC 1157-1 | SEC12 |
| Van Slyke Sr., Robert S. | PC 1157-1 | TRN02 |
| Van Slyke Sr., Robert S. | PC 1157-1 | TRN07 |
| Van Slyke Sr., Robert S. | PC 1157-2 | ALT01 |
| Vance Sr., Alvin J | PC 691-1 | ALT04 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Vance Sr., Alvin J | PC 691-2 | PAN02 |
| VanDort, Jan | PC 748-1 | ALT01 |
| VanDort, Jan | PC 748-2 | TRN10 |
| VanDort, Jan | PC 748-3 | SEC18 |
| VanPool, Patrick | PC 574-1 | ALT01 |
| VanPool, Patrick | PC 574-1 | TRN02 |
| VanPool, Patrick | PC 574-1 | TRN10 |
| VanPool, Patrick | PC 574-1 | SEC18 |
| Varness, Ingrid | PC 1310-1 | ALT04 |
| Varness, Ingrid | PC 1310-2 | TRN07 |
| Varness, Ingrid | PC 1310-3 | SEC12 |
| Varness, Ingrid | PC 1310-3 | TRN10 |
| Varosi, Ellen | PCH 68-1 | ALT01 |
| Varosi, Ellen | PCH 68-2 | AVA04 |
| Varosi, Ellen | PCH 68-3 | VIS02 |
| Varosi, Ellen | PCH 68-4 | TRN02 |
| Veale, Mary | PC 407-1 | ALT02 |
| Veale, Mary | PC 407-2 | SEC01 |
| Veale, Mary | PC 407-3 | SEC20 |
| Vega, Juan | PC 824-1 | ALT04 |
| Vega, Juan | PC 824-2 | SEC12 |
| Vega, Juan | PC 824-3 | SEC03 |
| Vick, Joyce | PC 779-1 | ALT01 |
| Vick, Joyce | PC 779-2 | PAN06 |
| Vick, Joyce | PC 779-3 | SEC12 |
| Vick, Steve | PCH 179-1 | UNC01 |
| Vick, Steve | PCH 179-2 | SEC01 |
| Vick, Steve | PCH 179-2 | SEC20 |
| Vick, Steve | PCH 179-3 | LND05 |
| Vick, Steve | PCH 179-4 | AVA02 |
| Vick, Steve | PCH 179-4 | TRN11 |
| Vick, Steve | PCH 179-5 | TRN11 |
| Vick, Steve | PCH 179-6 | TRN04 |
| Vick, Steve | PCH 179-7 | ALT13 |
| Vick, Steve | PCH 179-7 | ERG02 |
| Vidic, Ray | PC 475-1 | ALT01 |
| Vidic, Ray | PC 475-2 | PAN06 |
| Vigesaa, Teri | PC 191-1 | ALT01 |
| Vigesaa, Teri | PC 191-2 | PAN06 |
| Vigesaa, Teri | PC 191-3 | ENV03 |
| Vigesaa, Teri | PC 191-4 | UNC01 |
| Vigesaa, Teri | PC 191-5 | PUB02 |
| Vinson, Eleanor | PC 423-1 | ALT01 |
| Vinson, Eleanor | PC 423-2 | SEC12 |
| Vinson, Eleanor | PC 759-1 | ALT04 |
| Vinson, Rayme | PC 425-1 | ALT01 |
| Vinson, Rayme | PC 425-1 | SEC12 |
| Vinson, Rayme | PC 425-1 | TRN07 |
| Vinson, Rayme | PC 425-2 | TRN02 |
| Vinson, Rayme | PC 425-2 | SEC18 |
| Vizbar, Rodger | PC 6-1 | ALT03 |
| Vizbar, Rodger | PC 6-2 | TRN04 |
| Vizbar, Rodger | PC 6-3 | SEC27 |
| Voss, Pamela L | PC 603-1 | TRN02 |
| Voss, Pamela L | PC 603-2 | SEC12 |
| Voss, Pamela L | PC 603-3 | SEC12 |
| Voss, Pamela L | PC 603-4 | SEC18 |
| Voss, Pamela L | PC 603-5 | ALT01 |
| Voss, Pamela L | PC 603-5 | TRN02 |

# W

| | | |
|---|---|---|
| Wacker, William | PCH 9-1 | ALT13 |
| Wacker, William | PCH 9-2 | LND02 |
| Wacker, William | PCH 9-2 | VIS01 |
| Wacker, William | PCH 9-3 | ALT13 |
| Wacker, William | PCH 9-3 | SEC01 |
| Wagner, Eileen | PC 754-1 | ALT02 |
| Wagner, Eileen | PC 754-1 | SEC17 |
| Wagner, Eileen | PC 754-2 | SEC22 |
| Wagner, Eileen | PC 754-3 | AVA01 |
| Wagner, Greg | PC 1295-1 | ALT04 |
| Wagner, Greg | PC 1295-2 | TRN02 |
| Wagner, Greg | PC 1295-3 | SEC03 |
| Wagner, Greg | PC 1295-4 | TRN26 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Wagner, Greg | PC 1295-5 | AVA06 | Wallen, Skip | PC 536-4 | SEC32 |
| Wagner, Greg | PC 1295-5 | SEC12 | Wallen, Skip | PC 536-5 | UNC01 |
| Wagner, Greg | PC 1295-5 | TRN10 | Wallen, Skip | PC 536-6 | ALT13 |
| Wagner, Greg | PC 1295-5 | VIS02 | Waller Jr., Jesse A | PC 597-1 | ALT04 |
| Wagner, Greg | PC 1295-5 | WLD13 | Waller Jr., Jesse A | PC 597-2 | TRN10 |
| Wagner, Greg | PC 1295-6 | SEC23 | Waller Jr., Jesse A | PC 597-3 | SEC12 |
| Wagner, Joanie | PC 391-1 | ALT01 | Waller Jr., Jesse A | PC 597-4 | TRN10 |
| Wagner, Joanie | PC 391-2 | ENV01 | Waller Jr., Jesse A | PC 597-4 | SEC18 |
| Wagoner, Chip | PCH 98-1 | ALT04 | Walmer, Margaret | PC 409-1 | ALT01 |
| Wagoner, Chip | PCH 98-2 | VIS02 | Walmer, Margaret | PC 409-1 | SEC03 |
| Wagoner, Chip | PCH 98-3 | TRN10 | Walmer, Margaret | PC 409-1 | TRN10 |
| Wagoner, Chip | PCH 98-4 | ENV03 | Walmer, Margaret | PC 409-2 | SEC12 |
| Wagoner, Chip | PCH 98-5 | SEC03 | Walmer, Margaret | PC 409-2 | TRN07 |
| Wagoner, Chip | PCH 98-5 | SEC12 | Walmer, Margaret | PC 409-3 | SEC18 |
| Wagoner, Chip | PCH 98-5 | TRN10 | Walmer, Margaret | PC 409-4 | TRN02 |
| Wagoner, Chip | PCH 98-5 | TRN18 | Walsh, Craig | PC 235-1 | SEC12 |
| Wagoner, Chip | PCH 98-6 | SEC16 | Walsh, Craig | PC 235-1 | TRN07 |
| Waldigs, Jesse | PC 1018-1 | ALT04 | Walsh, Craig | PC 235-2 | TRN02 |
| Waldigs, Jesse | PC 1018-2 | SEC12 | Walsh, Craig | PC 235-3 | AVA01 |
| Waldigs, Jesse | PC 1018-3 | TRN10 | Walsh, Craig | PC 235-4 | ALT01 |
| Walker, Brian J. | PC 1100-1 | ALT04 | Walsh, Craig | PC 235-4 | SEC12 |
| Walker, Zachary | PC 246-1 | ALT04 | Walsh, Craig | PC 235-4 | TRN10 |
| Walker, Zachary | PC 246-2 | TRN06 | Walsh, Murray | PCH 4-1 | ALT01 |
| Walker, Zachary | PC 246-3 | SEC12 | Walsh, Murray | PCH 4-2 | UNC01 |
| Wallen, Lynn | PC 536-1 | TRN06 | Walsh, Murray | PCH 4-3 | ALT01 |
| Wallen, Lynn | PC 536-1 | SEC19 | Walsh, Murray | PCH 4-4 | UNC01 |
| Wallen, Lynn | PC 536-2 | AVA01 | Walsh, Murray | PCH 4-5 | UNC01 |
| Wallen, Lynn | PC 536-2 | TRN11 | Walsh, Murray | PCH 111-1 | PUB02 |
| Wallen, Lynn | PC 536-3 | SEC01 | Walsh, Murray | PCH 111-2 | ALT01 |
| Wallen, Lynn | PC 536-4 | SEC32 | Walsh, Murray | PCH 111-3 | EVJ01 |
| Wallen, Lynn | PC 536-5 | UNC01 | Walsh, Murray | PCH 111-3 | SEC12 |
| Wallen, Lynn | PC 536-6 | ALT13 | Walsh, Murray | PCH 111-4 | SEC16 |
| Wallen, Skip | PC 536-1 | TRN06 | Walsh, Murray | PCH 111-4 | SEC18 |
| Wallen, Skip | PC 536-1 | SEC19 | Walter, Donna | PC 369-1 | ALT02 |
| Wallen, Skip | PC 536-2 | AVA01 | Walter, Donna | PC 369-1 | SEC01 |
| Wallen, Skip | PC 536-2 | TRN11 | Walter, Donna | PC 369-2 | AVA01 |
| Wallen, Skip | PC 536-3 | SEC01 | Walter, Donna | PC 369-3 | SEC01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Walter, Donna | PC 369-4 | TRN23 | Warder, Jr., John B. | PC 981-15 | AVA05 |
| Walter, Donna | PC 369-5 | SEC19 | Warder, Jr., John B. | PC 981-16 | LND02 |
| Walter, Donna | PC 369-6 | ALT19 | Warder, Jr., John B. | PC 981-16 | LND03 |
| Walter, Wayne | PC 368-1 | SEC01 | Warder, Jr., John B. | PC 981-16 | S4F01 |
| Walter, Wayne | PC 368-2 | SEC32 | Warder, Jr., John B. | PC 981-16 | S4F02 |
| Walter, Wayne | PC 368-3 | ALT13 | Warder, Jr., John B. | PC 981-17 | LND02 |
| Ward, Marge | PC 746-1 | TRN08 | Warder, Jr., John B. | PC 981-18 | SEC27 |
| Ward, Marge | PC 746-2 | SEC20 | Warder, Jr., John B. | PC 981-19 | TRN21 |
| Ward, Marge | PC 746-3 | SEC08 | Warder, Jr., John B. | PC 981-20 | PAN01 |
| Ward, Marge | PC 746-4 | TRN06 | Waring, Margo | PC 197-1 | ALT02 |
| Ward, Marge | PC 746-5 | UNC01 | Waring, Margo | PC 197-2 | TRN06 |
| Ward, Marge | PC 746-6 | ALT09 | Waring, Margo | PC 197-2 | SEC20 |
| Warder, John | PCH 211-1 | S4F01 | Waring, Margo | PC 197-3 | TRN23 |
| Warder, John | PCH 211-2 | UNC01 | Waring, Margo | PC 197-3 | TRN24 |
| Warder, John | PCH 211-3 | AVA02 | Waring, Margo | PC 197-4 | SEC19 |
| Warder, John | PCH 211-4 | AVA01 | Waring, Margo | PC 197-5 | ALT22 |
| Warder, John | PCH 211-5 | TRN04 | Waring, Margo | PC 197-6 | SEC24 |
| Warder, Jr., John B. | PC 981-1 | UNC01 | Waring, Margo | PC 197-7 | TRN11 |
| Warder, Jr., John B. | PC 981-2 | ALT09 | Waring, Margo | PC 197-7 | TRN23 |
| Warder, Jr., John B. | PC 981-2 | ALT11 | Waring, Margo | PC 197-7 | TRN24 |
| Warder, Jr., John B. | PC 981-3 | UNC01 | Warner, Susan | PC 1242-1 | ALT03 |
| Warder, Jr., John B. | PC 981-4 | UNC01 | Warner, Susan | PC 1242-1 | ALT09 |
| Warder, Jr., John B. | PC 981-5 | SEC36 | Warner, Susan | PC 1242-1 | ALT11 |
| Warder, Jr., John B. | PC 981-6 | ALT17 | Warner, Susan | PC 1242-2 | TRN06 |
| Warder, Jr., John B. | PC 981-7 | NOI01 | Warner, Susan | PC 1242-3 | ALT02 |
| Warder, Jr., John B. | PC 981-8 | SEC22 | Warner, Susan | PC 1242-4 | SEC04 |
| Warder, Jr., John B. | PC 981-9 | ALT14 | Warner, Wylie B. | PC 219-1 | ALT01 |
| Warder, Jr., John B. | PC 981-10 | SEC01 | Warner, Wylie B. | PC 219-1 | SEC12 |
| Warder, Jr., John B. | PC 981-10 | SEC43 | Warner, Wylie B. | PC 219-1 | TRN10 |
| Warder, Jr., John B. | PC 981-11 | LND03 | Warren, Patricia | PC 1158-1 | ALT13 |
| Warder, Jr., John B. | PC 981-11 | S4F01 | Warren, Patricia | PC 1158-2 | AVA02 |
| Warder, Jr., John B. | PC 981-11 | S4F02 | Warren, Patricia | PC 1158-2 | SEC01 |
| Warder, Jr., John B. | PC 981-12 | EDI01 | Warren, Patricia | PC 1158-3 | ALT13 |
| Warder, Jr., John B. | PC 981-13 | EDI01 | Warren, Patricia | PC 1158-3 | TRN08 |
| Warder, Jr., John B. | PC 981-14 | SEC26 | Warren, Peter | PC 743-1 | ALT03 |
| Warder, Jr., John B. | PC 981-14 | UNC01 | Warren, Peter | PC 743-2 | SEC01 |
| Warder, Jr., John B. | PC 981-15 | AVA02 | Warren, Peter | PC 743-3 | ENV01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Warren, Peter | PC 743-4 | UNC01 | Weedman, Gail | PC 1099-1 | ALT04 |
| Warren, Peter | PC 743-5 | UNC01 | Weedman, Gail | PC 1099-2 | TRN02 |
| Waterman, Nancy | PC 536-1 | TRN06 | Weedman, John | PC 1098-1 | ALT04 |
| Waterman, Nancy | PC 536-1 | SEC19 | Weedman, John | PC 1098-2 | LND01 |
| Waterman, Nancy | PC 536-2 | AVA01 | Weeks, Doug | PC 494-1 | UNC01 |
| Waterman, Nancy | PC 536-2 | TRN11 | Weeks, Doug | PC 494-2 | ALT04 |
| Waterman, Nancy | PC 536-3 | SEC01 | Weeks, Doug | PC 494-3 | TRN02 |
| Waterman, Nancy | PC 536-4 | SEC32 | Weeks, Doug | PC 494-4 | SEC03 |
| Waterman, Nancy | PC 536-5 | UNC01 | Weeks, Doug | PC 494-4 | SEC12 |
| Waterman, Nancy | PC 536-6 | ALT13 | Weeks, Doug | PC 494-5 | TRN18 |
| Watson, Dennis G. | PC 1145-1 | ALT01 | Weeks, Doug | PC 494-6 | SEC12 |
| Watson, Dennis G. | PC 1145-2 | SEC18 | Weeks, Doug | PC 494-7 | TRN10 |
| Watson, Dennis G. | PC 1145-3 | SEC03 | Weishahn, Carolyn | PC 1120-1 | ALT11 |
| Watson, Dennis G. | PC 1145-4 | TRN27 | Weishahn, Carolyn | PC 1120-1 | SEC02 |
| Watson, Dennis G. | PC 1145-5 | SEC12 | Weishahn, Carolyn | PC 1120-1 | TRN08 |
| Watson, Dennis G. | PC 1145-6 | SEC03 | Weishahn, Carolyn | PC 1120-2 | TRN08 |
| Watson, Dennis G. | PC 1145-7 | TRN10 | Weishahn, Carolyn | PC 1120-3 | TRN23 |
| Watson, Dennis G. | PC 1145-8 | TRN02 | Weishahn, Carolyn | PC 1120-4 | ENV01 |
| Watson, Dennis G. | PC 1145-8 | SEC18 | Weishahn, Carolyn | PC 1120-4 | TRN11 |
| Watson, Dennis G. | PC 1145-9 | SEC21 | Weishahn, Carolyn | PC 1120-4 | WLD01 |
| Weaver, Whit | PC 63-1 | ALT01 | Weishahn, Carolyn | PC 1120-5 | AVA03 |
| Weaver, Whit | PC 63-2 | UNC01 | Weishahn, Carolyn | PC 1120-6 | AVA02 |
| Weaver, RN, Cynthia | PC 447-1 | ALT09 | Weishahn, Carolyn | PC 1120-7 | AVA06 |
| Weaver, RN, Cynthia | PC 447-1 | ALT10 | Weishahn, Carolyn | PC 1120-7 | GEO01 |
| Weaver, RN, Cynthia | PC 447-1 | ALT11 | Weishahn, Carolyn | PC 1120-8 | ALT11 |
| Weaver, RN, Cynthia | PC 447-1 | ALT12 | Weishahn, Carolyn | PC 1120-8 | TRN08 |
| Weaver, RN, Cynthia | PC 447-1 | SEC41 | Weiss, Robert | PC 145-1 | ALT04 |
| Weaver, RN, Cynthia | PC 447-2 | TRN07 | Welch, Denise M | PC 545-1 | ALT04 |
| Weaver, RN, Cynthia | PC 447-2 | TRN08 | Welch, Denise M | PC 545-2 | SEC23 |
| Weaver, RN, Cynthia | PC 447-2 | SEC41 | Welch, Denise M | PC 545-3 | SEC16 |
| Weaver, RN, Cynthia | PC 447-3 | AVA02 | Welch, Denise M | PC 545-4 | SEC12 |
| Webster, Elias | PC 876-1 | ALT04 | Welch, Denise M | PC 545-4 | TRN10 |
| Webster, Elias | PC 876-2 | TRN02 | Welch, Denise M | PC 545-5 | SEC03 |
| Webster, Elias | PC 876-2 | TRN10 | Welch, Denise M | PC 545-6 | SEC03 |
| Webster, Elias | PC 876-3 | TRN27 | Welch, Denise M | PC 545-7 | LND01 |
| Webster, Elias | PC 876-4 | SEC18 | Welch, Denise M | PC 545-7 | SEC16 |
| Webster, Elias | PC 876-5 | PAN06 | Welch, Denise M | PC 545-7 | SEC18 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Welch, Michael D | PC 546-1 | ALT04 | Wheaton, Charles | PCH 6-1 | ALT01 |
| Welch, Michael D | PC 546-2 | SEC12 | Wheaton, Charles | PCH 6-2 | SEC18 |
| Welch, Michael D | PC 546-2 | TRN10 | Wheaton, Charles | PCH 6-3 | TRN02 |
| Welch, Michael D | PC 546-3 | SEC23 | Wheeler, Marc | PC 1203-1 | ALT13 |
| Welch, Michael D | PC 546-4 | UNC01 | Wheeler, Marc | PC 1203-2 | ENV02 |
| Welch, Michael D | PC 546-5 | LND01 | Wheeler, Marc | PC 1203-2 | SEC01 |
| Welch, Michael D | PC 546-6 | SEC18 | Wheeler, Marc | PC 1203-2 | UNC01 |
| Welch, Michael D | PC 546-7 | TRN10 | Wheeler, Marc | PC 1203-3 | ALT13 |
| Weldon, Gregory J | PC 1161-1 | TRN07 | Wheeler, Paul | PC 536-1 | TRN06 |
| Weldon, Gregory J | PC 1161-2 | SEC40 | Wheeler, Paul | PC 536-1 | SEC19 |
| Weldon, Gregory J | PC 1161-3 | TRN10 | Wheeler, Paul | PC 536-2 | AVA01 |
| Weldon, Paul | PC 862-1 | ALT04 | Wheeler, Paul | PC 536-2 | TRN11 |
| Weldon, Paul | PC 862-2 | SEC12 | Wheeler, Paul | PC 536-3 | SEC01 |
| Weldon, Paul | PC 862-2 | TRN10 | Wheeler, Paul | PC 536-4 | SEC32 |
| Weldon, Paul | PC 862-3 | SEC03 | Wheeler, Paul | PC 536-5 | UNC01 |
| Weldon, Paul | PC 862-3 | SEC28 | Wheeler, Paul | PC 536-6 | ALT13 |
| Wells, Scott R. | PC 828-1 | ALT04 | Whelan, Douglas | PCH 79-1 | ALT01 |
| Wells, Scott R. | PC 828-2 | TRN15 | Whelan, Douglas | PCH 79-2 | LND01 |
| Wells, Scott R. | PC 828-3 | TRN07 | Whelan, Douglas | PCH 79-3 | SEC12 |
| Wells, Scott R. | PC 828-4 | SEC03 | Whelan, Douglas | PCH 79-3 | TRN07 |
| Wells, Scott R. | PC 828-4 | SEC12 | Whelan, Douglas | PCH 79-4 | SEC18 |
| Welsh, Layton | PC 1024-1 | ALT01 | White, Carla | PC 1094-1 | ALT04 |
| Welsh, Layton | PC 1024-2 | LND01 | White, Carla | PC 1094-2 | TRN02 |
| Welton, Rob | PCH 51-1 | PUB02 | White, David | PC 1097-1 | ALT04 |
| Welton, Rob | PCH 51-2 | UNC01 | White, David | PC 1097-2 | TRN02 |
| Welton, Rob | PCH 51-3 | TRN04 | White, David | PC 1097-3 | SEC12 |
| Welton, Rob | PCH 51-4 | VIS01 | White, Edward | PC 1259-1 | ALT09 |
| Welton, Rob | PCH 51-5 | LND02 | White, Edward | PC 1259-1 | ALT10 |
| Welton, Rob | PCH 51-6 | SEC46 | White, Edward | PC 1259-1 | ALT11 |
| Welton, Rob | PCH 51-7 | PAN06 | White, Edward | PC 1259-1 | ALT12 |
| Weske, Thomas | PC 111-1 | SEC18 | White, Edward | PC 1259-2 | SEC04 |
| Weske, Thomas | PC 111-2 | TRN10 | White, Edward | PC 1259-3 | AVA01 |
| Weske, Thomas | PC 111-3 | SEC16 | White, Edward | PC 1259-3 | GEO01 |
| Wettanen, Arthur K | PC 857-1 | ALT04 | White, Hinton E. | PC 1273-1 | UNC01 |
| Wettanen, Arthur K | PC 857-1 | TRN02 | White, Hinton E. | PC 1273-2 | UNC01 |
| Wettanen, Arthur K | PC 857-2 | SEC12 | White, Hinton E. | PC 1273-3 | UNC01 |
| Wettanen, Arthur K | PC 857-3 | TRN07 | White, Johnny | PC 536-1 | TRN06 |

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| Name | Comment # | SOC Code | Name | Comment # | SOC Code |
|---|---|---|---|---|---|
| White, Johnny | PC 536-1 | SEC19 | Wiley, Silas | PC 839-1 | ALT04 |
| White, Johnny | PC 536-2 | AVA01 | Wiley, Silas | PC 839-2 | SEC12 |
| White, Johnny | PC 536-2 | TRN11 | Wiley, Silas | PC 839-2 | TRN02 |
| White, Johnny | PC 536-3 | SEC01 | Wiley, Silas | PC 839-3 | AVA04 |
| White, Johnny | PC 536-4 | SEC32 | Wiley, Silas | PC 839-4 | TRN07 |
| White, Johnny | PC 536-5 | UNC01 | Wilke, Mark | PC 167-1 | SEC12 |
| White, Johnny | PC 536-6 | ALT13 | Wilke, Mark | PC 167-1 | TRN07 |
| White, Kyle | PC 1031-1 | ALT01 | Wilke, Mark | PC 167-2 | ALT01 |
| White, Kyle | PC 1031-2 | ALT04 | Wilke, Mark | PC 168-1 | ALT01 |
| White, Kyle | PC 1031-3 | TRN10 | Wilke, Mark | PC 168-2 | SEC12 |
| White, Kyle | PC 1031-4 | TRN07 | Wilke, Mark | PC 168-3 | LND01 |
| Whitman, George M. | PC 1197-1 | ALT02 | Wilke, Mark | PC 168-4 | SEC16 |
| Whitman, George M. | PC 1197-2 | UNC01 | Wilke, Mark | PC 169-1 | SEC12 |
| Whitman, George M. | PC 1197-3 | SEC04 | Wilke, Mark | PC 170-1 | ALT01 |
| Whitman, George M. | PC 1197-4 | ALT13 | Wilke, Mark | PC 170-1 | SEC18 |
| Whitman, George M. | PC 1197-5 | SEC19 | Wilke, Mark | PC 170-2 | SEC03 |
| Whitman, George M. | PC 1197-6 | ENV02 | Wilke, Mark | PC 170-3 | LND01 |
| Whitman, George M. | PC 1197-7 | SEC17 | Wilkerson, Gerald L | PC 755-1 | ALT04 |
| Whitman, Linda | PC 1190-1 | ALT02 | Wilkerson, Gerald L | PC 755-2 | LND01 |
| Whitman, Linda | PC 1190-2 | ENV01 | Wilkerson, Gerald L | PC 755-2 | SEC12 |
| Whitman, Linda | PC 1190-2 | SEC01 | Wilkerson, Gerald L | PC 755-2 | TRN10 |
| Whitman, Linda | PC 1190-3 | ALT13 | Wilkerson, Gerald L | PC 755-3 | TRN02 |
| Whitman, Linda | PC 1190-4 | WLD01 | Wilkerson, Gerald L | PC 755-3 | PAN06 |
| Whitman, Linda | PC 1190-4 | SEC17 | Wilkerson, Gerald L | PC 755-4 | SEC18 |
| Whitney, Steve | PC 68-1 | SEC46 | Wilkerson, Gerald L | PC 755-5 | SEC03 |
| Whitney, Steve | PC 68-2 | SEC45 | Wilkerson, Gerald L | PC 755-6 | TRN02 |
| Whittaker, Richard | PC 8-1 | ALT20 | Wilkerson, Gerald L | PC 755-6 | SEC18 |
| Wierzelewski, Candy | PC 230-1 | ALT01 | Wilkinson, Kristin | PCH 209-1 | VIS03 |
| Wierzelewski, Candy | PC 230-2 | SEC18 | Wilkinson, Kristin | PCH 209-1 | SEC17 |
| Wierzelewski, Candy | PC 230-3 | PAN06 | Wilkinson, Kristin | PCH 209-1 | SEC19 |
| Wierzelewski, John | PC 1144-1 | ALT01 | Wilkinson, Kristin | PCH 209-2 | ALT17 |
| Wierzelewski, John | PC 1144-1 | SEC18 | Wilkinson, Kristin | PCH 209-2 | NOI01 |
| Wierzelewski, John | PC 1144-2 | TRN02 | Wilkinson, Kristin | PCH 209-2 | VIS01 |
| Wierzelewski, John | PC 1144-3 | SEC03 | Wilkinson, Kristin | PCH 209-2 | SEC22 |
| Wierzelewski, John | PC 1144-4 | SEC12 | Wilkinson, Kristin | PCH 209-3 | LND02 |
| Wierzelewski, John | PC 1144-5 | ALT01 | Wilkinson, Kristin | PCH 209-4 | SEC04 |
| Wierzelewski, John | PC 1144-5 | SEC18 | Wilkinson, Kristin | PCH 209-5 | ALT02 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Wilkinson, Kristin | PCH 209-5 | AVA02 | Williams, George F. | PC 1079-5 | TRN02 |
| Williams, Billy J. | PC 903-1 | ALT04 | Williams, George F. | PC 1079-5 | SEC30 |
| Williams, Billy J. | PC 903-2 | SEC03 | Williams, George F. | PC 1079-6 | ENV01 |
| Williams, Billy J. | PC 903-2 | SEC12 | Williams, Jennifer | PC 71-1 | ALT04 |
| Williams, Dave W | PC 394-1 | ALT04 | Williams, Jennifer | PC 71-2 | ALT04 |
| Williams, Dave W | PC 394-2 | TRN10 | Williams, John | PC 248-1 | ALT01 |
| Williams, Dave W | PC 394-3 | SEC12 | Williams, Linda | PC 1315-1 | ALT04 |
| Williams, Dave W | PC 394-4 | TRN10 | Williams, Linda | PC 1315-2 | ALT04 |
| Williams, Dave W | PC 394-5 | TRN02 | Williams, Linda | PC 1315-3 | SEC12 |
| Williams, Dave W | PC 394-5 | TRN18 | Williams, Linda | PC 1315-3 | TRN07 |
| Williams, Dave W | PC 394-6 | SEC18 | Williams, Linda | PC 1315-4 | SEC03 |
| Williams, Dean | PC 96-1 | PUB02 | Williams, Linda | PC 1315-5 | SEC12 |
| Williams, Dean | PC 96-2 | GEO01 | Williams, Linda | PC 1315-5 | TRN10 |
| Williams, Dean | PC 96-3 | ALT17 | Williams, Linda | PC 1315-6 | TRN02 |
| Williams, Dean | PC 96-3 | SEC02 | Williams, Linda | PC 1315-7 | SEC12 |
| Williams, Dean | PC 96-4 | ALT11 | Williams, Linda | PC 1315-7 | TRN07 |
| Williams, Dean | PC 96-5 | AVA01 | Williams, Linda | PC 1315-8 | TRN02 |
| Williams, Dean | PC 939-1 | GEO01 | Williams, Linda | PC 1315-8 | UNC01 |
| Williams, Dean | PC 939-1 | UNC01 | Williams, Linda | PC 1315-8 | PAN06 |
| Williams, Dean | PC 939-2 | GEO01 | Williams, Michael | PC 75-1 | ALT04 |
| Williams, Dean | PC 939-2 | GEO03 | Williams, Michael | PC 75-2 | SEC12 |
| Williams, Dean | PC 939-3 | SEC01 | Williams, Michael | PC 75-2 | TRN10 |
| Williams, Dean | PC 939-3 | SEC15 | Williams, Michael | PC 75-3 | PAN06 |
| Williams, Dean | PC 939-4 | AVA01 | Williams, Michael | PCH 115-1 | TRN02 |
| Williams, Dean | PC 939-5 | ALT13 | Williams, Michael | PCH 115-1 | SEC18 |
| Williams, Dean | PC 939-6 | SEC02 | Williams, Michael | PCH 115-2 | SEC03 |
| Williams, Dean | PC 939-6 | SEC19 | Williams, Michael | PCH 115-2 | SEC18 |
| Williams, Dean | PC 939-7 | ALT11 | Williams, Michael | PCH 115-2 | TRN18 |
| Williams, Dean | PC 939-7 | SEC01 | Williams, Michael | PCH 115-3 | AVA01 |
| Williams, Dean | PC 939-7 | TRN08 | Williams, Michael | PCH 115-4 | AVA01 |
| Williams, Dean | PC 939-7 | SEC20 | Williams, Michael | PCH 115-4 | SEC39 |
| Williams, Dean | PC 939-8 | SEC19 | Williams, Michael | PCH 115-5 | TRN15 |
| Williams, George F. | PC 1079-1 | ALT01 | Williams, Michael | PCH 115-6 | ALT01 |
| Williams, George F. | PC 1079-2 | SEC12 | Williams, Michael | PCH 115-6 | ALT13 |
| Williams, George F. | PC 1079-3 | TRN07 | Williams, Michael | PCH 115-7 | SEC25 |
| Williams, George F. | PC 1079-4 | SEC23 | Williams, Michael | PCH 115-8 | ALT01 |
| Williams, George F. | PC 1079-4 | TRN26 | Williams, Michael | PCH 115-9 | TRN02 |

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| *Name* | *Comment #* | *SOC Code* |
|---|---|---|
| Williams, Michael | PCH 115-9 | SEC18 |
| Williams, Rusty | PC 33-1 | SEC12 |
| Williams, Rusty | PC 33-1 | TRN07 |
| Williams, Rusty | PC 33-2 | SEC16 |
| Williams, Rusty | PC 33-3 | SEC18 |
| Williams, Rusty | PC 33-4 | AIR02 |
| Williams, Rusty | PC 33-4 | LND01 |
| Williams, Rusty | PC 33-4 | SEC18 |
| Williams, Rusty | PC 33-5 | SEC03 |
| Williams, Rusty | PC 33-6 | SEC28 |
| Williams, Rusty | PC 33-7 | ALT01 |
| Williams, Sandy | PCH 14-1 | SEC27 |
| Williams, Sandy | PCH 14-2 | SEC27 |
| Williams, Sandy | PCH 14-3 | SEC12 |
| Williams, Sandy | PCH 14-4 | SEC31 |
| Williams, Sandy | PCH 14-5 | SEC12 |
| Williams, Sandy | PC 76-1 | LND01 |
| Williams, Sandy | PC 76-1 | SEC16 |
| Williams, Sandy | PC 76-1 | SEC18 |
| Williams, Sandy | PC 76-2 | SEC12 |
| Williams, Sandy | PC 76-2 | TRN10 |
| Williams, Sandy | PC 76-3 | ALT04 |
| Williams, Sandy | PC 76-3 | PAN02 |
| Williams, Stephen M. | PC 239-1 | ALT01 |
| Williams, Stephen M. | PC 239-2 | TRN27 |
| Williams, Stephen M. | PC 239-3 | TRN02 |
| Williams, Susanne | PC 47-1 | SEC12 |
| Williams, Susanne | PC 47-2 | TRN18 |
| Williams, Susanne | PC 47-3 | TRN15 |
| Williams, Susanne | PC 47-4 | TRN10 |
| Williams, Susanne | PC 47-5 | SEC03 |
| Williams, Susanne | PC 47-5 | TRN10 |
| Williams, Susanne | PC 47-6 | ALT04 |
| Williams, Thomas C. | PC 1252-1 | ALT04 |
| Williams, Thomas C. | PC 1252-2 | UNC01 |
| Willis, Ambre | PC 14-1 | TRN10 |
| Willis, Ambre | PC 14-2 | SEC12 |
| Willis, Dagny | PC 1112-1 | ALT04 |
| Willis, Dagny | PC 1112-2 | TRN07 |
| Willis, Dagny | PC 1112-3 | SEC03 |
| Willis, Kaitlin | PC 762-1 | ALT01 |
| Willis, Kyla | PC 761-1 | ALT01 |
| Willis, Kyla | PC 761-1 | TRN02 |
| Willis, Nico | PC 763-1 | ALT01 |
| Willis, Nico | PC 763-2 | TRN07 |
| Willis, Roy | PC 1119-1 | ALT04 |
| Willis, Roy | PC 1119-2 | TRN07 |
| Willis, Roy | PC 1119-3 | SEC03 |
| Willson, Beverly K. | PC 1185-1 | ALT01 |
| Willson, Mary F. | PC 1258-1 | ALT02 |
| Willson, Mary F. | PC 1258-2 | TRN08 |
| Willson, Mary F. | PC 1258-3 | LND02 |
| Willson, Mary F. | PC 1258-3 | SEC01 |
| Willson, Mary F. | PC 1258-3 | WLD01 |
| Willson, Mary F. | PC 1258-3 | SEC22 |
| Willson, Mary F. | PC 1258-4 | ALT13 |
| Willson, Mary F. | PC 1258-4 | LND02 |
| Willson, Mary F. | PC 1258-4 | WLD01 |
| Willson, Mary F. | PC 1258-4 | SEC17 |
| Wilson, Dorothy S. | PC 1133-1 | ALT04 |
| Wilson, Dorothy S. | PC 1133-2 | SEC12 |
| Wilson, Dorothy S. | PC 1133-2 | TRN02 |
| Wilson, Dorothy S. | PC 1133-2 | TRN10 |
| Wilson, Dorothy S. | PC 1133-3 | SEC03 |
| Wilson, Dorothy S. | PC 1133-3 | TRN02 |
| Wilson, Dorothy S. | PC 1133-4 | SEC12 |
| Wilson, Dorothy S. | PC 1133-5 | TRN02 |
| Wilson, Dorothy S. | PC 1133-5 | PAN06 |
| Wilson, Elizabeth | PC 347-1 | UNC01 |
| Wilson, Elizabeth | PC 347-2 | SEC01 |
| Wilson, Elizabeth | PC 347-2 | TRN06 |
| Wilson, Elizabeth | PC 347-3 | AVA02 |
| Wilson, Elizabeth | PC 347-4 | SEC43 |
| Wilson, Elizabeth | PC 347-5 | FSH01 |

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| *Name* | *Comment #* | *SOC Code* | *Name* | *Comment #* | *SOC Code* |
|---|---|---|---|---|---|
| Wilson, Elizabeth | PC 347-5 | WLD01 | Wilson, Kelly | PC 827-1 | ALT04 |
| Wilson, Elizabeth | PC 347-5 | SEC19 | Wilson, Kelly | PC 827-2 | TRN10 |
| Wilson, Elizabeth | PC 347-6 | TNE02 | Wilson, Kelly | PC 827-3 | SEC12 |
| Wilson, Elizabeth | PC 347-7 | EAG02 | Wilson, Ryan | PCH 39-1 | SEC17 |
| Wilson, Elizabeth | PC 347-7 | WLD01 | Wilson, Ryan | PCH 39-2 | SEC19 |
| Wilson, Elizabeth | PC 347-7 | WLD02 | Wilson, Ryan | PCH 39-3 | SEC19 |
| Wilson, Elizabeth | PC 347-8 | TRN04 | Wilson, Ryan | PCH 39-4 | NOI01 |
| Wilson, Elizabeth | PC 347-8 | TRN06 | Wilson, Ryan | PCH 39-4 | VIS01 |
| Wilson, Elizabeth | PC 347-9 | AVA02 | Wilson, Ryan | PCH 39-5 | ALT02 |
| Wilson, Elizabeth | PC 347-10 | ALT13 | Wimmer, William H. | PC 854-1 | ALT04 |
| Wilson, Elizabeth | PC 347-11 | AVA02 | Wimmer, William H. | PC 854-2 | TRN02 |
| Wilson, Elizabeth | PC 536-1 | TRN06 | Wimmer, William H. | PC 854-3 | SEC12 |
| Wilson, Elizabeth | PC 536-1 | SEC19 | Wimmer, William H. | PC 854-4 | TRN07 |
| Wilson, Elizabeth | PC 536-2 | AVA01 | Windle, Geo | PC 861-1 | ALT04 |
| Wilson, Elizabeth | PC 536-2 | TRN11 | Windle, Geo | PC 861-1 | TRN02 |
| Wilson, Elizabeth | PC 536-3 | SEC01 | Winn, Jene A. | PC 1249-1 | ALT04 |
| Wilson, Elizabeth | PC 536-4 | SEC32 | Winn, Jene A. | PC 1249-2 | SEC12 |
| Wilson, Elizabeth | PC 536-5 | UNC01 | Winn, Jene A. | PC 1249-2 | TRN10 |
| Wilson, Elizabeth | PC 536-6 | ALT13 | Winn, Jene A. | PC 1249-3 | SEC18 |
| Wilson, Hannah | PC 767-1 | AVA01 | Winn, Jene A. | PC 1249-4 | TRN02 |
| Wilson, Hannah | PC 767-1 | ENV01 | Winn, Jene A. | PC 1249-5 | PAN06 |
| Wilson, Hannah | PC 767-2 | ALT13 | Winsenberg, Tim | PC 664-1 | ALT04 |
| Wilson, Hannah | PC 767-3 | TRN08 | Winsenberg, Tim | PC 664-2 | PAN02 |
| Wilson, Hannah | PC 767-4 | TRN03 | Winsenberg, Tim | PC 664-3 | SEC01 |
| Wilson, Hannah | PC 767-4 | SEC20 | Winsenberg, Tim | PC 664-3 | TRN10 |
| Wilson, Jeff | PC 767-1 | AVA01 | Winsenberg, Tim | PC 664-4 | SEC12 |
| Wilson, Jeff | PC 767-1 | ENV01 | Winther, John | PC 472-1 | ALT01 |
| Wilson, Jeff | PC 767-2 | ALT13 | Winther, John | PC 472-2 | TRN02 |
| Wilson, Jeff | PC 767-3 | TRN08 | Winther, John | PC 472-2 | SEC18 |
| Wilson, Jeff | PC 767-4 | TRN03 | Withrow, Alison | PC 530-1 | ALT01 |
| Wilson, Jeff | PC 767-4 | SEC20 | Withrow, Alison | PC 530-2 | SEC16 |
| Wilson, Karen | PC 767-1 | AVA01 | Withrow, Rick | PC 529-1 | ALT01 |
| Wilson, Karen | PC 767-1 | ENV01 | Withrow, Rick | PC 529-2 | SEC18 |
| Wilson, Karen | PC 767-2 | ALT13 | Wittwer, Dustin | PC 139-1 | SEC12 |
| Wilson, Karen | PC 767-3 | TRN08 | Wittwer, Dustin | PC 139-2 | ALT01 |
| Wilson, Karen | PC 767-4 | TRN03 | Wittwer, Jeanna M. | PC 232-1 | ALT01 |
| Wilson, Karen | PC 767-4 | SEC20 | Wittwer, Jeanna M. | PC 232-2 | ALT14 |

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| Name | Comment # | SOC Code |
|---|---|---|
| Wittwer, Jeanna M. | PC 232-3 | UNC01 |
| Wittwer, Jeanna M. | PC 232-4 | SEC12 |
| Wittwer, Jeanna M. | PC 232-5 | TRN10 |
| Wittwer, Jeanna M. | PC 232-5 | TRN18 |
| Wittwer, Jeanna M. | PC 232-6 | SEC03 |
| Wittwer, Jeanna M. | PC 232-7 | SEC12 |
| Wittwer, Jeanna M. | PC 232-7 | TRN24 |
| Wittwer, Jeanna M. | PC 232-8 | SEC18 |
| Wittwer, Jeanna M. | PC 232-9 | SEC40 |
| Wittwer, Jeanna M. | PC 232-10 | SEC18 |
| Wittwer, Jeanna M. | PC 232-11 | SEC03 |
| Wittwer, Jeanna M. | PC 232-12 | PAN06 |
| Wittwer, Jeanna M. | PC 232-13 | UNC01 |
| Wolf, Wendy | PC 536-1 | TRN06 |
| Wolf, Wendy | PC 536-1 | SEC19 |
| Wolf, Wendy | PC 536-2 | AVA01 |
| Wolf, Wendy | PC 536-2 | TRN11 |
| Wolf, Wendy | PC 536-3 | SEC01 |
| Wolf, Wendy | PC 536-4 | SEC32 |
| Wolf, Wendy | PC 536-5 | UNC01 |
| Wolf, Wendy | PC 536-6 | ALT13 |
| Womack, Ivan R | PC 564-1 | ALT04 |
| Womack, Ivan R | PC 564-2 | TRN02 |
| Womack, Ivan R | PC 564-3 | SEC12 |
| Womack, Ivan R | PC 564-3 | TRN10 |
| Wood, David E. | PC 1200-1 | ALT01 |
| Wood, Ronald L. | PC 961-1 | LND02 |
| Wood, Ronald L. | PC 961-1 | SEC17 |
| Wood, Ronald L. | PC 961-2 | SEC17 |
| Wood, Ronald L. | PC 961-3 | PAN06 |
| Wood, Ronald L. | PC 961-4 | SEC02 |
| Wood, Ronald L. | PC 961-5 | SEC04 |
| Wood, Ronald L. | PC 961-6 | SEC17 |
| Wood, Ronald L. | PC 961-7 | ALT09 |
| Wood, Ronald L. | PC 961-7 | ALT10 |
| Wood, Ronald L. | PC 961-8 | PUB02 |
| Woodrow, Tony | PC 418-1 | ALT01 |
| Woodrow, Tony | PC 418-2 | SEC12 |
| Woodruff, Luke | PC 536-1 | TRN06 |
| Woodruff, Luke | PC 536-1 | SEC19 |
| Woodruff, Luke | PC 536-2 | AVA01 |
| Woodruff, Luke | PC 536-2 | TRN11 |
| Woodruff, Luke | PC 536-3 | SEC01 |
| Woodruff, Luke | PC 536-4 | SEC32 |
| Woodruff, Luke | PC 536-5 | UNC01 |
| Woodruff, Luke | PC 536-6 | ALT13 |
| Woolford, Larry | PC 309-1 | ALT09 |
| Woolford, Larry | PC 309-1 | ALT10 |
| Woolford, Larry | PC 309-1 | ALT11 |
| Woolford, Larry | PC 309-1 | ALT12 |
| Woolford, Larry | PC 309-2 | SEC19 |
| Workshaly, Dan | PC 963-1 | ALT04 |
| Workshaly, Dan | PC 963-2 | SEC12 |
| Workshaly, Dan | PC 963-2 | TRN10 |
| Workshaly, Dan | PC 963-3 | TRN23 |
| Workshaly, Dan | PC 963-4 | SEC03 |
| Workshaly, Dan | PC 963-5 | AVA02 |
| Workshaly, Dan | PC 963-5 | TRN26 |
| Workshaly, Dan | PC 963-5 | SEC39 |
| Workshaly, Dan | PC 963-6 | TRN27 |
| Worsham, Dan | PC 226-1 | ALT06 |
| Worsham, Dan | PC 226-2 | SEC12 |
| Worsham, Dan | PC 226-2 | TRN07 |
| Worsham, Dan | PC 226-3 | SEC03 |
| Worsham, Dan | PC 226-4 | SEC12 |
| Wrentmore, Jan | PCH 215-1 | UNC01 |
| Wrentmore, Jan | PCH 215-2 | PUB05 |
| Wrentmore, Jan | PCH 215-3 | SEC44 |
| Wrentmore, Jan | PCH 215-3 | UNC01 |
| Wrentmore, Jan | PCH 215-4 | LND03 |
| Wrentmore, Jan | PCH 215-4 | SEC17 |
| Wrentmore, Jan | PCH 215-4 | UNC01 |
| Wrentmore, Jan | PCH 215-5 | PUB05 |
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| City of Haines | Case, Mike | LA 1215-20 | AVA06 |
| City of Haines | Case, Mike | LA 1215-21 | AVA03 |
| City of Haines | Case, Mike | LA 1215-22 | SEC01 |
| City of Haines | Case, Mike | LA 1215-22 | SEC04 |
| City of Haines | Case, Mike | LA 1215-23 | TRN03 |
| City of Haines | Case, Mike | LA 1215-23 | SEC19 |
| City of Haines | Case, Mike | LA 1215-23 | SEC32 |
| City of Haines | Case, Mike | LA 1215-23 | TRN21 |
| City of Haines | Case, Mike | LA 1215-24 | SEC27 |
| City of Haines | Case, Mike | LA 1215-24 | TRN33 |
| City of Haines | Case, Mike | LA 1215-25 | SEC27 |
| City of Haines | Case, Mike | LA 1215-26 | SEC27 |
| City of Haines | Case, Mike | LA 1215-27 | TRN14 |
| City of Haines | Case, Mike | LA 1215-27 | TRN20 |
| City of Haines | Case, Mike | LA 1215-27 | NEP01 |
| City of Haines | Case, Mike | LA 1215-28 | TRN14 |
| City of Haines | Case, Mike | LA 1215-28 | SEC27 |
| City of Haines | Case, Mike | LA 1215-29 | PAN01 |
| City of Haines | Case, Mike | LA 1215-30 | ALT16 |
| City of Haines | Case, Mike | LA 1215-30 | ALT19 |
| City of Haines | Case, Mike | LA 1215-30 | SEC27 |
| City of Haines | Case, Mike | LA 1215-31 | ERG02 |

# C

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| City of Haines | Case, Mike | LA 1215-31 | SEC27 |
| City of Haines | Case, Mike | LA 1215-31 | SEC34 |
| City of Haines | Case, Mike | LA 1215-31 | TRN23 |
| City of Haines | Case, Mike | LA 1215-32 | SEC27 |
| City of Haines | Case, Mike | LA 1215-32 | SEC32 |
| City of Haines | Case, Mike | LA 1215-32 | TRN21 |
| City of Haines | Case, Mike | LA 1215-33 | ALT23 |
| City of Haines | Case, Mike | LA 1215-34 | SEC27 |
| City of Haines | Case, Mike | LA 1215-35 | SEC27 |
| City of Haines | Case, Mike | LA 1215-35 | TRN23 |
| City of Haines | Case, Mike | LA 1215-36 | SEC27 |
| City of Haines | Case, Mike | LA 1215-37 | SEC27 |
| City of Haines | Case, Mike | LA 1215-37 | SEC34 |
| City of Haines | Case, Mike | LA 1215-38 | SEC27 |
| City of Haines | Case, Mike | LA 1215-39 | S4F01 |
| City of Haines | Case, Mike | LA 1215-39 | S4F07 |
| City of Haines | Case, Mike | LA 1215-40 | SEC27 |
| City of Haines | Case, Mike | LA 1215-41 | TRN23 |
| City of Haines | Case, Mike | LA 1215-42 | TRN13 |
| City of Haines | Case, Mike | LA 1215-42 | SEC27 |
| City of Haines | Case, Mike | LA 1215-43 | SEC27 |
| City of Haines | Case, Mike | LA 1215-44 | SEC27 |
| City of Haines | Case, Mike | LA 1215-44 | SEC34 |
| City of Haines | Case, Mike | LA 1215-45 | TRN13 |
| City of Haines | Case, Mike | LA 1215-45 | SEC27 |
| City of Haines | Case, Mike | LA 1215-46 | SEC26 |
| City of Haines | Case, Mike | LA 1215-47 | SEC27 |
| City of Haines | Case, Mike | LA 1215-47 | SEC34 |
| City of Haines | Case, Mike | LA 1215-48 | SEC19 |
| City of Haines | Case, Mike | LA 1215-48 | SEC24 |
| City of Haines | Case, Mike | LA 1215-48 | SEC27 |
| City of Haines | Case, Mike | LA 1215-49 | TRN23 |
| City of Haines | Case, Mike | LA 1215-50 | AVA02 |
| City of Haines | Case, Mike | LA 1215-50 | TRN13 |
| City of Haines | Case, Mike | LA 1215-50 | TRN23 |
| City of Haines | Case, Mike | LA 1215-51 | AVA02 |
| City of Haines | Case, Mike | LA 1215-51 | SEC27 |

# C

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| City of Haines | Case, Mike | LA 1215-52 | VIS01 |
| City of Haines | Case, Mike | LA 1215-52 | SEC17 |
| City of Haines | Case, Mike | LA 1215-53 | NOI01 |
| City of Haines | Case, Mike | LA 1215-53 | SEC17 |
| City of Haines | Case, Mike | LA 1215-54 | ENV01 |
| City of Haines | Case, Mike | LA 1215-55 | VIS02 |
| City of Haines | Case, Mike | LA 1215-55 | SEC49 |
| City of Haines | Case, Mike | LA 1215-56 | ENV01 |
| City of Haines | Case, Mike | LA 1215-56 | ENV02 |
| City of Haines | Case, Mike | LA 1215-56 | NEP01 |
| City of Haines | Case, Mike | LA 1215-57 | ENV01 |
| City of Haines | Case, Mike | LA 1215-57 | EFH03 |
| City of Haines | Case, Mike | LA 1215-57 | WET03 |
| City of Haines | Case, Mike | LA 1215-57 | WLD05 |
| City of Haines | Case, Mike | LA 1215-57 | TER02 |
| City of Haines | Case, Mike | LA 1215-57 | SEC27 |
| City of Haines | Case, Mike | LA 1215-57 | NEP01 |
| City of Haines | Case, Mike | LA 1215-58 | SEC49 |
| City of Haines | Case, Mike | LA 1215-59 | EAG01 |
| City of Haines | Case, Mike | LA 1215-59 | EAG02 |
| City of Haines | Case, Mike | LA 1215-59 | SEC01 |
| City of Haines | Case, Mike | LA 1215-59 | EAG04 |
| City of Haines | Case, Mike | LA 1215-60 | TNE06 |
| City of Skagway | Bourcy, Tim | LAH 223-1 | ALT17 |
| City of Skagway | Bourcy, Tim | LAH 223-1 | SEC22 |
| City of Skagway | Bourcy, Tim | LAH 223-2 | ALT17 |
| City of Skagway | Bourcy, Tim | LAH 223-3 | SEC24 |
| City of Skagway | Bourcy, Tim | LAH 223-4 | SEC27 |
| City of Skagway | Bourcy, Tim | LAH 223-4 | UNC01 |
| City of Skagway | Bourcy, Tim | LA 1003-1 | ALT02 |
| City of Skagway | Bourcy, Tim | LA 1003-1 | ALT13 |
| City of Skagway | Bourcy, Tim | LA 1003-2 | SEC18 |
| City of Skagway | Bourcy, Tim | LA 1003-2 | SEC38 |
| City of Skagway | Bourcy, Tim | LA 1003-3 | SEC02 |
| City of Skagway | Bourcy, Tim | LA 1003-4 | ALT17 |
| City of Skagway | Bourcy, Tim | LA 1003-4 | VIS03 |
| City of Skagway | Bourcy, Tim | LA 1003-5 | SEC17 |

# C

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| City of Skagway | Bourcy, Tim | LA 1003-6 | ALT17 |
| City of Skagway | Bourcy, Tim | LA 1003-7 | SEC02 |
| City of Skagway | Bourcy, Tim | LA 1003-7 | SEC17 |
| City of Skagway | Bourcy, Tim | LA 1003-8 | SEC27 |
| City of Skagway | Bourcy, Tim | LA 1003-9 | HAZ01 |
| City of Skagway | Bourcy, Tim | LA 1003-10 | SEC19 |
| City of Skagway | Bourcy, Tim | LA 1003-11 | SEC19 |
| City of Skagway | Bourcy, Tim | LA 1003-12 | S4F01 |
| City of Skagway | Bourcy, Tim | LA 1003-13 | CUL03 |
| City of Skagway | Bourcy, Tim | LA 1003-14 | LND03 |
| City of Skagway | Bourcy, Tim | LA 1003-14 | NOI01 |
| City of Skagway | Bourcy, Tim | LA 1003-15 | VIS04 |
| City of Skagway | Bourcy, Tim | LA 1003-16 | LND08 |
| City of Skagway | Bourcy, Tim | LA 1003-16 | S4F04 |
| City of Skagway | Bourcy, Tim | LA 1003-17 | SEC20 |
| City of Skagway | Bourcy, Tim | LA 1003-18 | VIS05 |
| City of Skagway | Bourcy, Tim | LA 1003-19 | VIS05 |
| City of Skagway | Bourcy, Tim | LA 1003-20 | VIS05 |
| City of Skagway | Bourcy, Tim | LA 1003-21 | VIS05 |
| City of Skagway | Bourcy, Tim | LA 1003-22 | VIS05 |
| City of Skagway | Bourcy, Tim | LA 1003-23 | VIS05 |
| City of Skagway | Bourcy, Tim | LA 1003-24 | VIS05 |
| City of Skagway | Bourcy, Tim | LA 1003-25 | VIS05 |
| City of Skagway | Bourcy, Tim | LA 1003-26 | ALT17 |
| City of Skagway | Bourcy, Tim | LA 1003-26 | VIS05 |
| City of Skagway | Bourcy, Tim | LA 1003-27 | AVA03 |
| City of Skagway | Bourcy, Tim | LA 1003-28 | AVA03 |
| City of Skagway | Bourcy, Tim | LA 1003-29 | ALT17 |
| City of Skagway | Bourcy, Tim | LA 1003-30 | AVA05 |
| City of Skagway | Bourcy, Tim | LA 1003-31 | AVA05 |
| City of Skagway | Bourcy, Tim | LA 1003-32 | AVA05 |
| City of Skagway | Bourcy, Tim | LA 1003-32 | GEO01 |
| City of Skagway | Bourcy, Tim | LA 1003-33 | SEC24 |
| City of Skagway | Bourcy, Tim | LA 1003-34 | TRN33 |
| City of Skagway | Bourcy, Tim | LA 1003-35 | SEC17 |
| City of Skagway | Bourcy, Tim | LA 1003-35 | SEC19 |
| City of Skagway | Bourcy, Tim | LA 1003-36 | ALT17 |

# C

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| City of Skagway | Bourcy, Tim | LA 1003-37 | SEC19 |
| City of Skagway | Bourcy, Tim | LA 1003-38 | SEC19 |
| City of Skagway | Bourcy, Tim | LA 1003-39 | SEC17 |
| City of Skagway | Bourcy, Tim | LA 1003-39 | SEC19 |
| City of Skagway | Bourcy, Tim | LA 1003-40 | SEC26 |
| City of Skagway | Bourcy, Tim | LA 1003-41 | SEC22 |
| City of Skagway | Bourcy, Tim | LA 1003-42 | SEC19 |
| City of Skagway | Bourcy, Tim | LA 1003-43 | VIS01 |
| City of Skagway | Bourcy, Tim | LA 1003-43 | SEC17 |
| City of Skagway | Bourcy, Tim | LA 1003-44 | SEC24 |
| City of Skagway | Bourcy, Tim | LA 1003-45 | SEC27 |
| City of Skagway | Bourcy, Tim | LA 1003-46 | SEC27 |
| City of Skagway | Bourcy, Tim | LA 1003-47 | SEC27 |
| City of Skagway | Bourcy, Tim | LA 1003-47 | TRN30 |
| City of Skagway | Bourcy, Tim | LA 1003-48 | SEC27 |
| City of Skagway | Bourcy, Tim | LA 1003-49 | SEC27 |
| City of Skagway | Bourcy, Tim | LA 1003-50 | LND02 |
| City of Skagway | Bourcy, Tim | LA 1003-50 | VIS01 |
| City of Skagway | Bourcy, Tim | LA 1003-50 | SEC27 |
| City of Skagway | Bourcy, Tim | LA 1003-51 | WAT01 |
| City of Skagway | Bourcy, Tim | LA 1003-51 | WAT03 |
| City of Skagway | Bourcy, Tim | LA 1003-51 | SEC27 |
| City of Skagway | Bourcy, Tim | LA 1003-52 | PUB02 |
| City of Skagway | Bourcy, Tim | LA 1003-53 | S4F02 |
| City of Skagway | Bourcy, Tim | LA 1003-54 | S4F01 |
| City of Skagway | Bourcy, Tim | LA 1003-55 | S4F01 |
| City of Skagway | Bourcy, Tim | LA 1003-56 | S4F01 |
| City of Skagway | Bourcy, Tim | LA 1003-57 | LND03 |
| City of Skagway | Bourcy, Tim | LA 1003-57 | S4F02 |
| City of Skagway | Bourcy, Tim | LA 1003-58 | EDI01 |
| City of Skagway | Bourcy, Tim | LA 1003-58 | S4F01 |
| City of Whitehorse | Bourassa, Ernie | LA 1356-1 | ALT04 |
| City of Whitehorse | Bourassa, Ernie | LA 1356-2 | TRN10 |
| City of Whitehorse | Bourassa, Ernie | LA 1356-3 | SEC12 |
| City of Whitehorse | Bourassa, Ernie | LA 1356-4 | TRN02 |
| City of Whitehorse | Bourassa, Ernie | LA 1356-5 | UNC01 |
| City of Whitehorse | Bourassa, Ernie | LA 1356-6 | UNC01 |

# C

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| City of Whitehorse | Bourassa, Ernie | LA 1356-7 | UNC01 |
| City of Whitehorse | Bourassa, Ernie | LA 1356-8 | SEC12 |
| City of Whitehorse | Bourassa, Ernie | LA 1356-8 | TRN10 |
| City of Whitehorse | Bourassa, Ernie | LA 1356-9 | SEC18 |
| Copper River Watershed Project | Smith, Kristin | OR 1361-1 | UNC01 |
| Copper River Watershed Project | Smith, Kristin | OR 1361-2 | SEC36 |
| Copper River Watershed Project | Smith, Kristin | OR 1361-3 | ALT13 |
| Copper River Watershed Project | Smith, Kristin | OR 1361-3 | SEC01 |
| Copper River Watershed Project | Smith, Kristin | OR 1361-3 | SEC19 |
| Copper River Watershed Project | Smith, Kristin | OR 1361-4 | UNC01 |

# D

| | | | |
|---|---|---|---|
| Department of Natural Resources | Schrader, Carl | SA 1365-1 | WLD08 |
| Department of Natural Resources | Schrader, Carl | SA 1365-2 | LND03 |
| Department of Natural Resources | Schrader, Carl | SA 1365-2 | PUB07 |
| Department of Natural Resources | Schrader, Carl | SA 1365-2 | TER03 |
| Department of Natural Resources | Schrader, Carl | SA 1365-3 | WLD10 |
| Department of Natural Resources | Schrader, Carl | SA 1365-3 | WLD12 |
| Department of Natural Resources | Schrader, Carl | SA 1365-4 | WLD10 |
| Department of Natural Resources | Schrader, Carl | SA 1365-5 | WLD05 |
| Department of Natural Resources | Schrader, Carl | SA 1365-5 | WLD12 |
| Department of Natural Resources | Schrader, Carl | SA 1365-6 | WLD02 |
| Department of Natural Resources | Schrader, Carl | SA 1365-6 | WLD08 |
| Department of Natural Resources | Schrader, Carl | SA 1365-7 | WLD02 |
| Department of Natural Resources | Schrader, Carl | SA 1365-7 | WLD07 |
| Department of Natural Resources | Schrader, Carl | SA 1365-7 | WLD08 |
| Department of Natural Resources | Schrader, Carl | SA 1365-8 | WLD05 |
| Department of Natural Resources | Schrader, Carl | SA 1365-8 | WLD07 |
| Department of Natural Resources | Schrader, Carl | SA 1365-9 | WLD05 |
| Department of Natural Resources | Schrader, Carl | SA 1365-10 | WLD05 |
| Department of Natural Resources | Schrader, Carl | SA 1365-11 | WLD02 |
| Department of Natural Resources | Schrader, Carl | SA 1365-11 | WLD05 |
| Department of Natural Resources | Schrader, Carl | SA 1365-11 | WLD07 |
| Department of Natural Resources | Schrader, Carl | SA 1365-11 | WLD08 |
| Department of Natural Resources | Schrader, Carl | SA 1365-12 | WLD02 |
| Department of Natural Resources | Schrader, Carl | SA 1365-12 | WLD05 |
| Department of Natural Resources | Schrader, Carl | SA 1365-13 | WLD05 |

# D

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Department of Natural Resources | Schrader, Carl | SA 1365-13 | WLD07 |
| Department of Natural Resources | Schrader, Carl | SA 1365-13 | WLD08 |
| Department of Natural Resources | Schrader, Carl | SA 1365-14 | WLD07 |
| Department of Natural Resources | Schrader, Carl | SA 1365-14 | WLD09 |
| Department of Natural Resources | Schrader, Carl | SA 1365-15 | WLD03 |
| Department of Natural Resources | Schrader, Carl | SA 1365-15 | TNE06 |
| Department of Natural Resources | Schrader, Carl | SA 1365-15 | TNE08 |
| Department of Natural Resources | Schrader, Carl | SA 1365-15 | NEP08 |
| Department of Natural Resources | Schrader, Carl | SA 1365-15 | EFH07 |
| Department of Natural Resources | Schrader, Carl | SA 1365-16 | EFH03 |
| Department of Natural Resources | Schrader, Carl | SA 1365-17 | EFH01 |
| Department of Natural Resources | Schrader, Carl | SA 1365-18 | EFH06 |
| Department of Natural Resources | Schrader, Carl | SA 1365-19 | FSH02 |
| Department of Natural Resources | Schrader, Carl | SA 1365-19 | WLD08 |
| Department of Natural Resources | Schrader, Carl | SA 1365-19 | SEC51 |
| Department of Natural Resources | Schrader, Carl | SA 1365-20 | SEC27 |
| Department of Natural Resources | Schrader, Carl | SA 1365-21 | WLD01 |
| Department of Natural Resources | Schrader, Carl | SA 1365-21 | WLD05 |
| Department of Natural Resources | Schrader, Carl | SA 1365-21 | WLD07 |
| Department of Natural Resources | Schrader, Carl | SA 1365-22 | WLD02 |
| Department of Natural Resources | Schrader, Carl | SA 1365-22 | WLD15 |
| Department of Natural Resources | Bittner, Judith E. | SA 1366-1 | CUL05 |

# F

| | | | |
|---|---|---|---|
| Friends of Berners Bay | Hudson, John | ORH 48-1 | ENV02 |
| Friends of Berners Bay | Hudson, John | ORH 48-1 | LND02 |
| Friends of Berners Bay | Hudson, John | ORH 48-2 | VIS01 |
| Friends of Berners Bay | Hudson, John | ORH 48-3 | ENV01 |
| Friends of Berners Bay | Hudson, John | ORH 48-3 | NOI01 |
| Friends of Berners Bay | Hudson, John | ORH 48-4 | FSH01 |
| Friends of Berners Bay | Hudson, John | ORH 48-5 | TER01 |
| Friends of Berners Bay | Hudson, John | ORH 48-6 | WLD08 |
| Friends of Berners Bay | Hudson, John | ORH 48-6 | WLD12 |
| Friends of Berners Bay | Hudson, John | ORH 48-7 | SUB01 |
| Friends of Berners Bay | Hudson, John | ORH 48-8 | SEC19 |
| Friends of Berners Bay | Hudson, John | ORH 48-9 | ALT13 |

# G

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| **G** | | | |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-1 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-2 | GEO02 |

# G

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-2 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-3 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-3 | GEO02 |

# G

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-4 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-5 | GEO01 |

# G

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-5 | GEO01 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-6 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-7 | GEO02 |

# G

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-7 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-8 | ALT02 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-8 | ALT02 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-8 | GEO02 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Molly | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Allred, Kevin | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Morgan, Barbara | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Esterson, Kris | OR 1333-9 | ALT11 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Glacier Grotto/Tongass Cave Project | Kondzela, Kurt | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Myron, Rachel | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Branson, Peter | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Monteith, Dan | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Rockwell, Jay | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Griffin, Jennifer | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Marcel | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Lewis, Steve | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Love, David | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Raab, Diane | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Young, Cameron | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Olmstead, Nick | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Allred, Carlene | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Jaynes, Michael | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Smith, Pete | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Knotts, Robb | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | LaPerriere, Connie | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Van Note, Mike | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | White, Bruce | OR 1333-9 | ALT11 |
| Glacier Grotto/Tongass Cave Project | Klinger, David | OR 1333-9 | ALT11 |
| Greater Sitka Chamber of Commerce | Crews, Larry | ORH 100-1 | ALT04 |
| Greater Sitka Chamber of Commerce | Crews, Larry | ORH 100-1 | UNC01 |
| Greater Sitka Chamber of Commerce | Crews, Larry | ORH 100-2 | TRN07 |
| Greater Sitka Chamber of Commerce | Crews, Larry | ORH 100-3 | EVJ01 |
| Greater Sitka Chamber of Commerce | Crews, Larry | ORH 100-3 | SEC12 |
| Greater Sitka Chamber of Commerce | Crews, Larry | ORH 100-4 | UNC01 |
| Greater Sitka Chamber of Commerce | Crews, Larry | ORH 100-5 | TRN02 |
| Greater Sitka Chamber of Commerce | Crews, Larry | ORH 100-5 | VIS02 |

# H

| | | | |
|---|---|---|---|
| Haines Borough Planning Commission | Goldberg, Rob | LAH 187-1 | PUB04 |
| Haines Borough Planning Commission | Goldberg, Rob | LAH 187-2 | ALT22 |
| Haines Borough Planning Commission | Goldberg, Rob | LAH 187-3 | SEC01 |
| Haines Borough Planning Commission | Goldberg, Rob | LAH 187-3 | SEC10 |
| Haines Borough Planning Commission | Goldberg, Rob | LAH 187-4 | TRN07 |
| Haines Borough Planning Commission | Goldberg, Rob | LAH 187-4 | SEC44 |
| Haines Borough Planning Commission | Goldberg, Rob | LAH 187-5 | ALT22 |

# J

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| **J** | | | |
| Juneau Audubon Society | Saunders, Sari | OR 995-1 | WLD01 |
| Juneau Audubon Society | Saunders, Sari | OR 995-1 | WLD05 |
| Juneau Audubon Society | Saunders, Sari | OR 995-1 | WLD12 |
| Juneau Audubon Society | Saunders, Sari | OR 995-2 | WLD05 |
| Juneau Audubon Society | Saunders, Sari | OR 995-3 | TER01 |
| Juneau Audubon Society | Saunders, Sari | OR 995-4 | WLD05 |
| Juneau Audubon Society | Saunders, Sari | OR 995-4 | WLD08 |
| Juneau Audubon Society | Saunders, Sari | OR 995-5 | WLD08 |
| Juneau Audubon Society | Saunders, Sari | OR 995-6 | WLD02 |
| Juneau Audubon Society | Saunders, Sari | OR 995-6 | WLD08 |
| Juneau Audubon Society | Saunders, Sari | OR 995-7 | WLD08 |
| Juneau Audubon Society | Saunders, Sari | OR 995-8 | WET01 |
| Juneau Audubon Society | Saunders, Sari | OR 995-8 | WET03 |
| Juneau Audubon Society | Saunders, Sari | OR 995-8 | TER01 |
| Juneau Audubon Society | Saunders, Sari | OR 995-9 | WLD09 |
| Juneau Audubon Society | Saunders, Sari | OR 995-10 | WET03 |
| Juneau Audubon Society | Saunders, Sari | OR 995-11 | WLD01 |
| Juneau Audubon Society | Saunders, Sari | OR 995-12 | LND05 |
| Juneau Audubon Society | Saunders, Sari | OR 995-13 | WLD07 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-1 | ALT04 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-2 | TRN02 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-2 | TRN18 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-3 | SEC18 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-4 | ENV03 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-4 | SEC16 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-4 | SEC18 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-4 | TRN18 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-5 | SEC12 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-6 | SEC03 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-6 | SEC12 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-7 | PAN06 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-8 | LND01 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-8 | TRN02 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-8 | SEC18 |
| Juneau Chamber of Commerce | Wyatt, Chris | ORH 24-8 | SEC23 |

# J

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-1 | TRN02 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-1 | PAN06 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-2 | TRN15 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-3 | SEC03 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-3 | SEC12 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-4 | PAN06 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-5 | LND01 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-5 | TRN02 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-5 | SEC23 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-6 | SEC12 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-6 | TRN10 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-6 | SEC18 |
| Juneau Chamber of Commerce | Juneau Chamber of Commerce, | SA 478-7 | ALT04 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-1 | ALT04 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-2 | TRN18 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-3 | UNC01 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-4 | SEC27 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-5 | SEC03 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-5 | SEC12 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-6 | TRN31 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-7 | SEC18 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-8 | LND01 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-8 | TRN02 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-8 | SEC23 |
| Juneau Chamber of Commerce | Wyatt, Chris | OR 990-9 | PAN06 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-1 | ALT13 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-2 | UNC01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-3 | SEC04 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-4 | SEC32 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-5 | SEC27 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-6 | ALT16 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-6 | ALT19 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-6 | SEC27 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-7 | ALT16 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-7 | ALT19 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-7 | SEC27 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-7 | TRN20 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-8 | ALT19 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-9 | SEC27 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-10 | SEC26 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-11 | AVA01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-11 | SEC26 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-12 | TRN13 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-12 | SEC26 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-13 | SEC26 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-13 | TRN20 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-14 | SEC27 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-14 | TRN20 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-15 | SEC02 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-15 | TRN08 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-16 | SEC27 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-16 | TRN23 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-17 | TRN20 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-18 | PUB05 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-18 | TRN06 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-18 | SEC27 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-19 | SEC26 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-19 | SEC27 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-20 | S4F01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-21 | SEC20 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-22 | AVA03 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-22 | SEC20 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-23 | AVA01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-23 | AVA06 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-23 | SEC01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-24 | UNC01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-25 | AVA01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-26 | SEC24 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-27 | AVA02 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-27 | AVA03 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-28 | TRN06 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-29 | AVA03 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-30 | AVA02 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-30 | AVA06 |

# J

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-31 | AVA03 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-32 | ENV02 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-32 | WET01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-32 | WLD01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-32 | WLD08 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-33 | LND03 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-34 | EAG02 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-34 | FSH01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-34 | TNE02 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-34 | WLD03 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-34 | WLD04 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-35 | WAT03 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-35 | NOI01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-35 | WLD08 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-35 | WLD15 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-36 | WLD04 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-36 | WLD08 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-37 | SEC01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-38 | WLD14 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-39 | ENV01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-40 | PUB03 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-40 | UNC01 |
| Juneau Group of the Sierra Club | Rorick, Mark | OR 1088-41 | CUL01 |
| Juneau Snowmobile Club | Juneau Snowmobile Club, | OR 216-1 | ALT04 |
| Juneau Snowmobile Club | Juneau Snowmobile Club, | OR 216-1 | ALT06 |
| Juneau Snowmobile Club | Juneau Snowmobile Club, | OR 216-2 | LND01 |
| Juneau Snowmobile Club | Juneau Snowmobile Club, | OR 216-2 | TRN10 |

# L

| | | | |
|---|---|---|---|
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-1 | EFH01 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-2 | SEC01 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-2 | UNC01 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-3 | SEC25 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-4 | SEC04 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-5 | SEC22 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-5 | SEC27 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-5 | SEC43 |

# L

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-6 | EFH01 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-7 | FSH01 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-8 | EAG02 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-9 | WLD01 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-9 | WLD02 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-9 | WLD08 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-10 | TNE02 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-11 | WLD01 |
| Lynn Canal Conservation, Inc. | Carey, Scott | ORH 184-12 | ALT13 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-1 | EFH01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-1 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-1 | TRN03 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-1 | TRN11 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-1 | WLD01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-1 | SEC20 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-2 | PUB04 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-3 | PAN01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-4 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-5 | UNC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-6 | SEC44 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-6 | UNC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-7 | PAN01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-7 | NEP06 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-7 | UNC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-8 | PAN01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-9 | PAN01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-9 | PAN04 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-10 | NEP01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-11 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-12 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-12 | TRN33 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-13 | TRN13 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-13 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-14 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-14 | SEC32 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-14 | TRN21 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-15 | TRN20 |

# L

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-16 | TRN14 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-16 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-17 | TRN03 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-17 | UNC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-18 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-18 | TRN23 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-19 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-19 | TRN11 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-20 | ENV01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-20 | SEC20 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-20 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-20 | NEP01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-21 | EVJ02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-21 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-21 | TRN23 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-22 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-22 | TRN13 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-22 | TRN20 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-23 | VIS03 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-24 | SEC11 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-24 | TRN20 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-25 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-25 | SEC34 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-26 | ALT16 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-26 | ALT19 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-27 | AVA04 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-28 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-28 | TRN23 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-28 | TRN33 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-29 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-29 | TNE06 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-29 | EAG04 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-30 | EFH03 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-30 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-31 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-31 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-32 | ENV01 |

# L

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-32 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-33 | EFH03 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-33 | WET03 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-33 | WLD05 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-33 | TER02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-33 | NEP01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-34 | FSH02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-34 | EFH01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-34 | EFH03 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-35 | AVA06 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-35 | WLD05 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-35 | WLD08 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-35 | WLD12 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-36 | AVA01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-36 | WLD08 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-37 | ENV01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-37 | NEP01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-37 | EAG04 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-38 | SEC19 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-39 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-39 | TRN23 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-40 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-41 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-42 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-43 | ALT17 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-43 | S4F01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-43 | S4F07 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-43 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-44 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-45 | TRN23 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-46 | TRN13 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-46 | UNC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-47 | TRN13 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-47 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-48 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-49 | TRN29 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-50 | TRN11 |

# L

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-50 | TRN29 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-51 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-51 | TRN11 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-51 | TRN29 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-52 | TRN29 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-53 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-53 | TRN11 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-53 | SEC20 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-53 | TRN29 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-54 | TRN29 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-54 | UNC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-55 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-55 | PAN03 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-56 | TRN20 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-57 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-58 | SEC26 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-59 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-60 | TNE06 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-61 | SEC19 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-61 | SEC24 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-62 | ALT17 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-63 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-64 | AVA06 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-64 | SEC04 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-65 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-66 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-66 | ALT25 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-67 | ALT17 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-67 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-68 | SEC04 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-69 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-70 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-71 | SEC25 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-72 | SEC25 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-73 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-74 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-74 | SEC01 |

# L

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-75 | LND01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-75 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-76 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-77 | SEC24 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-78 | EVJ01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-79 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-80 | SEC27 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-80 | TRN33 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-81 | SEC32 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-82 | SEC19 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-83 | SEC04 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-84 | ALT15 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-85 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-86 | SEC20 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-86 | SEC24 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-87 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-88 | AVA02 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-89 | AVA01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-89 | AVA06 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-89 | SEC01 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-90 | NEP06 |
| Lynn Canal Conservation, Inc. | Berland, Nancy | OR 1212-90 | UNC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-1 | UNC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-3 | ALT19 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-4 | ALT19 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-4 | TRN04 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-5 | ALT19 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-5 | TRN13 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-6 | SEC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-7 | ALT19 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-8 | ALT19 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-9 | SEC27 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-10 | SEC27 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-10 | TRN30 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-11 | SEC22 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-11 | TRN23 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-11 | TRN34 |

# L

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-12 | SEC27 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-13 | LND02 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-13 | LND05 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-13 | VIS01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-13 | SEC27 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-13 | SEC49 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-14 | ENV01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-14 | WAT03 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-14 | SEC27 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-15 | UNC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-16 | ALT13 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-16 | UNC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-17 | SEC02 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-18 | SEC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-18 | SEC02 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-19 | ALT13 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-19 | SEC44 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-20 | SEC32 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-20 | TRN21 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-21 | SEC27 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-22 | SEC44 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-23 | SEC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-23 | UNC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-24 | SEC44 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-24 | UNC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-25 | ALT13 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-25 | UNC01 |
| Lynn Canal Transportation Project | Henderson, Bart | OR 1331-26 | ALT19 |

# M

| | | | |
|---|---|---|---|
| Marine Engineers Beneficial Association | Goldrich, Ben | ORH 43-1 | TRN06 |
| Marine Engineers Beneficial Association | Goldrich, Ben | ORH 43-1 | SEC20 |
| Marine Engineers Beneficial Association | Goldrich, Ben | ORH 43-2 | TRN06 |
| Marine Engineers Beneficial Association | Goldrich, Ben | ORH 43-3 | SEC02 |
| Marine Engineers Beneficial Association | Goldrich, Ben | ORH 43-4 | SEC44 |
| Marine Engineers Beneficial Association | Goldrich, Ben | ORH 43-5 | ALT13 |
| Marine Engineers Beneficial Association | Goldrich, Ben | ORH 43-6 | AVA02 |

# N

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| **N** | | | |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-1 | EFH05 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-2 | ENV02 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-2 | EFH01 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-3 | EFH05 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-3 | EFH06 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-4 | EFH05 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-4 | EFH06 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-5 | EFH01 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-5 | EFH05 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-6 | TNE08 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-7 | TNE08 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-8 | TNE04 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-9 | TNE06 |
| National Oceanic and Atmospheric Administration | Kennedy, Susan | FA 1363-10 | EFH03 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-1 | LND02 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-2 | ALT02 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-2 | CUL04 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-3 | CUL03 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-4 | CUL04 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-4 | VIS01 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-5 | SEC22 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-6 | S4F01 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-7 | S4F01 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-8 | CUL05 |
| National Parks Conservation Association | Stratton, Jim | OR 1117-9 | S4F01 |
| Natural Resources Defense Council | Mall, Amy | OR 1214-1 | ENV01 |
| Natural Resources Defense Council | Mall, Amy | OR 1214-1 | SEC01 |
| Natural Resources Defense Council | Mall, Amy | OR 1214-2 | ALT13 |
| Natural Resources Defense Council | Mall, Amy | OR 1214-3 | UNC01 |
| Natural Resources Defense Council | Mall, Amy | OR 1214-4 | UNC01 |
| North Star Riders | Taylor, Bob | OR 192-1 | UNC01 |
| North Star Riders | Taylor, Bob | OR 192-2 | ALT04 |
| North Star Riders | Taylor, Bob | OR 192-3 | TRN02 |
| North Star Riders | Taylor, Bob | OR 192-4 | SEC03 |
| North Star Riders | Taylor, Bob | OR 192-4 | SEC12 |

# N

| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| North Star Riders | Taylor, Bob | OR 192-5 | TRN18 |
| North Star Riders | Taylor, Bob | OR 192-6 | ERG01 |
| North Star Riders | Taylor, Bob | OR 192-6 | TRN07 |

# S

| | | | |
|---|---|---|---|
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-1 | ALT02 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-2 | ENV02 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-2 | SEC17 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-3 | LND02 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-3 | WLD01 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-3 | WLD06 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-4 | LND02 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-4 | SEC17 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-4 | SEC22 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-5 | SEC19 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-6 | SEC17 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-7 | SEC01 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-7 | SEC43 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-7 | PAN06 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-8 | AVA02 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-9 | SEC22 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-10 | SEC19 |
| Sierra Club, Juneau Group | Rorick, Mark | ORH 23-11 | PAN06 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-2 | ALT13 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-3 | ALT02 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-3 | ENV01 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-3 | SEC01 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-4 | ALT02 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-5 | ALT13 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-5 | ENV01 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-5 | SEC20 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-6 | UNC01 |
| Sitka Conservation Society | Bosman, Corrie | OR 1348-7 | UNC01 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-1 | ALT13 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-2 | CUL07 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-3 | ENV01 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-3 | ENV02 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-4 | ALT13 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-5 | ALT02 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-5 | ENV01 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-5 | SEC01 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-6 | ALT02 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-7 | ENV01 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-7 | SEC20 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-8 | UNC01 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-9 | ENV02 |
| Skagway Marine Access Committee | Wrentmore, Jan | OR 1343-10 | UNC01 |
| Southeast Alaska Businesses Against the Road | Kelly, Barbara | ORH 20-1 | SEC19 |
| Southeast Alaska Businesses Against the Road | Kelly, Barbara | ORH 20-2 | ALT13 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-1 | ALT13 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-2 | ALT02 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-2 | SEC01 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-3 | UNC01 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-4 | SEC01 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-4 | SEC43 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-5 | ENV02 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-5 | FSH01 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-5 | FSH02 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-5 | WLD01 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-6 | LND02 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-7 | CUL03 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-8 | SEC17 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-9 | SEC19 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-9 | SEC22 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-10 | SEC22 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-11 | SEC19 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-12 | SEC01 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-13 | ALT13 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-13 | TRN08 |
| Southeast Alaska Conservation Council | Heath, Russell | ORH 38-13 | TRN11 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-1 | PAN01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-1 | PAN01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-1 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-1 | SEC27 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-2 | PAN05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-2 | PAN05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-3 | NEP12 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-3 | NEP12 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-4 | CUL07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-4 | CUL07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-4 | PUB08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-4 | PUB08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-5 | ALT13 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-5 | ALT13 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-5 | AVA06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-5 | AVA06 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-5 | SEC04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-5 | SEC04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-6 | GEO03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-6 | GEO03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-7 | EDI02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-7 | EDI02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-7 | SEC01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-7 | SEC01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-8 | SEC04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-8 | SEC04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-8 | SEC27 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-8 | SEC27 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-9 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-9 | SEC27 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-10 | SEC19 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-10 | SEC19 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-10 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-10 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-11 | SEC27 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-11 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-11 | TRN33 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-11 | TRN33 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-12 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-12 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-13 | SEC19 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-13 | SEC19 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-13 | SEC27 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-13 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-14 | SEC27 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-14 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-15 | S4F01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-15 | S4F01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-16 | LND03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-16 | LND03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-16 | S4F01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-16 | S4F01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-16 | S4F02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-16 | S4F02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-16 | S4F03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-16 | S4F03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-17 | NOI01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-17 | NOI01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-17 | S4F04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-17 | S4F04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-18 | S4F04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-18 | S4F04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-18 | S4F05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-18 | S4F05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-19 | ENV02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-19 | ENV02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-19 | LND02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-19 | LND02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-19 | LND03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-19 | LND03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-19 | S4F01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-19 | S4F01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-20 | LND03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-20 | LND03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-20 | S4F01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-20 | S4F01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-21 | S4F01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-21 | S4F01 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-22 | CUL03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-22 | CUL03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-23 | CUL01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-23 | CUL01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-23 | CUL03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-23 | CUL03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-23 | CUL07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-23 | CUL07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-24 | CUL04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-24 | CUL04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-24 | CUL05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-24 | CUL05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-24 | LND01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-24 | LND01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-24 | VIS01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-24 | VIS01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-25 | LND03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-25 | LND03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-25 | TER03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-25 | TER03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-26 | LND03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-26 | LND03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-26 | PUB03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-26 | PUB03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-26 | PUB08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-26 | PUB08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-27 | LND03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-27 | LND03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-27 | RIV01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-27 | RIV01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-28 | TRN29 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-28 | TRN29 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-29 | PAN01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-29 | PAN01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-29 | PAN04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-29 | PAN04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-30 | ALT22 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-30 | ALT22 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-30 | NEP07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-30 | NEP07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-30 | UNC01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-30 | UNC01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-31 | TRN08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-31 | TRN08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-31 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-31 | SEC27 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-31 | SEC44 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-31 | SEC44 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-32 | PAN05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-32 | PAN05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-32 | TRN05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-32 | TRN05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-32 | TRN11 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-32 | TRN11 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-32 | TRN20 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-32 | TRN20 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-33 | AVA01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-33 | AVA01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-33 | AVA03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-33 | AVA03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-33 | AVA05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-33 | AVA05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-33 | TRN11 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-33 | TRN11 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-34 | TRN13 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-34 | TRN13 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-35 | PAN05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-35 | PAN05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-35 | SEC01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-35 | SEC01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-36 | PUB02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-36 | PUB02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-36 | PUB04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-36 | PUB04 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-36 | NEP05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-36 | NEP05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-37 | WLD05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-37 | WLD05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-37 | TER02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-37 | TER02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-38 | EDI01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-38 | EDI01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-38 | NEP05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-38 | NEP05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-39 | ENV02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-39 | ENV02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-39 | LND06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-39 | LND06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-39 | NEP08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-39 | NEP08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-40 | GEO01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-40 | GEO01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-40 | SEC20 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-40 | SEC20 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-40 | NEP06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-40 | NEP06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-41 | GEO02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-41 | GEO02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-42 | NOI05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-42 | NOI05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-42 | TNE06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-42 | TNE06 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-43 | SEC20 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-43 | SEC20 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-44 | AVA03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-44 | AVA03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-45 | AVA01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-45 | AVA01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-45 | AVA02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-45 | AVA02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-45 | AVA06 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-45 | AVA06 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-45 | SEC20 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-45 | SEC20 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-46 | WLD05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-46 | WLD05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-46 | WLD07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-46 | WLD07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-46 | WLD08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-46 | WLD08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-46 | SEC20 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-46 | SEC20 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-46 | SEC27 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-46 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-47 | SEC32 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-47 | SEC32 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-47 | TRN21 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-47 | TRN21 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-48 | SEC01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-48 | SEC01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-48 | TRN29 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-48 | TRN29 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-48 | SEC43 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-48 | SEC43 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-49 | NEP08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-49 | NEP08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-50 | SEC27 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-50 | SEC27 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-50 | NEP08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-50 | NEP08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-51 | NEP08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-51 | NEP08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-52 | NEP08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-52 | NEP08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-53 | LND06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-53 | LND06 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-53 | WLD05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-53 | WLD05 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-53 | WLD07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-53 | WLD07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-53 | WLD12 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-53 | WLD12 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-53 | NEP08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-53 | NEP08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-54 | WLD05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-54 | WLD05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-54 | WLD12 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-54 | WLD12 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-54 | TER02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-54 | TER02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-55 | WLD10 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-55 | WLD10 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-56 | WLD05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-56 | WLD05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-57 | WLD05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-57 | WLD05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-58 | WLD02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-58 | WLD02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-59 | WLD01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-59 | WLD01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-59 | WLD02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-59 | WLD02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-59 | WLD05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-59 | WLD05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-59 | TNE07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-59 | TNE07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-59 | EAG04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-59 | EAG04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-60 | WLD05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-60 | WLD05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-61 | FSH02 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-61 | SEC01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-61 | SEC01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-61 | WLD08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-61 | WLD08 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-61 | WLD15 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-61 | WLD15 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-62 | EAG02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-62 | EAG02 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-62 | EAG04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-62 | EAG04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-63 | WLD04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-63 | WLD04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-64 | WLD08 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-64 | WLD08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-64 | SEC20 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-64 | SEC20 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-65 | AVA06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-65 | AVA06 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-65 | WLD05 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-65 | WLD05 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-65 | WLD07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-65 | WLD07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-66 | SEC01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-66 | SEC01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-66 | WLD07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-66 | WLD07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-67 | WLD09 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-67 | WLD09 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-68 | WLD04 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-68 | WLD04 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-69 | TNE06 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-69 | TNE06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-69 | TNE08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-69 | TNE08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-69 | EFH07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-69 | EFH07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-70 | SEC01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-70 | SEC01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-70 | TNE06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-70 | TNE06 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-70 | TNE08 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-70 | TNE08 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-71 | TNE07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-71 | TNE07 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-72 | EDI01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-72 | EDI01 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-72 | EFH03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-72 | EFH07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-72 | EFH07 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-73 | WAT01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-73 | WAT01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-73 | WAT03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-73 | WAT03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-74 | LND03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-74 | LND03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-75 | WET01 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-75 | WET03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-75 | WET03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-75 | WAT06 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-75 | WAT06 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-76 | LND03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-76 | LND03 |
| Southeast Alaska Conservation Council | Lindekugel, Buck | OR 1359-77 | AIR03 |
| Southeast Alaska Conservation Council | Ferry, Emily | OR 1359-77 | AIR03 |

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|---|---|---|---|
| The Wilderness Society | Perkins, Deborah | OR 1186-1 | UNC01 |
| The Wilderness Society | Perkins, Deborah | OR 1186-2 | ENV01 |
| The Wilderness Society | Perkins, Deborah | OR 1186-2 | SEC01 |
| The Wilderness Society | Perkins, Deborah | OR 1186-3 | WLD01 |
| The Wilderness Society | Perkins, Deborah | OR 1186-4 | TNE02 |
| The Wilderness Society | Perkins, Deborah | OR 1186-5 | EAG02 |
| The Wilderness Society | Perkins, Deborah | OR 1186-6 | ENV01 |
| The Wilderness Society | Perkins, Deborah | OR 1186-6 | WLD01 |
| The Wilderness Society | Perkins, Deborah | OR 1186-6 | WLD08 |
| The Wilderness Society | Perkins, Deborah | OR 1186-7 | ALT02 |
| The Wilderness Society | Perkins, Deborah | OR 1186-8 | ENV01 |
| The Wilderness Society | Perkins, Deborah | OR 1186-8 | SEC01 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| The Wilderness Society | Perkins, Deborah | OR 1186-8 | SEC20 |
| The Wilderness Society | Perkins, Deborah | OR 1186-9 | UNC01 |

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|---|---|---|---|
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-1 | PUB07 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-2 | PAN03 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-2 | UNC01 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-3 | NEP08 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-4 | LND01 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-4 | NEP08 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-5 | NEP08 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-6 | LND03 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-6 | TER03 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-6 | NEP08 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-7 | ALT17 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-7 | TRN27 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-8 | ALT17 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-9 | PUB01 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-9 | SUB02 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-10 | CUL07 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-11 | TRN28 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-12 | TRN28 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-13 | ALT24 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-14 | LND03 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-14 | TER03 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-15 | LND03 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-16 | LND03 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-17 | RIV01 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-18 | VIS05 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-19 | VIS06 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-20 | ALT17 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-21 | ALT17 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-22 | LND06 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-23 | NEP08 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-24 | SEC04 |
| United States Department of Agriculture | Bschor, Dennis E. | FA 1364-25 | VIS01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-1 | PUB01 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-2 | UNC01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-3 | WET05 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-4 | WET06 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-5 | EFH06 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-6 | ALT03 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-6 | ALT09 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-6 | ALT11 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-6 | NEP11 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-7 | ALT14 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-8 | NEP09 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-9 | PUB07 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-10 | WET06 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-11 | ALT02 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-11 | NEP10 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-12 | ALT06 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-12 | AVA01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-12 | EFH04 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-12 | WET04 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-12 | WLD02 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-12 | SEC19 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-12 | EAG05 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-13 | ENV02 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-13 | FSH01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-13 | EFH01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-13 | SUB01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-13 | TNE02 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-13 | WLD04 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-13 | TNE07 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-14 | WLD01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-14 | WLD08 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-14 | WLD12 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-15 | WLD02 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-15 | WLD10 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-16 | EFH01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-16 | TNE02 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-16 | WLD01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-16 | WLD03 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-17 | FSH03 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-17 | TNE04 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-18 | ALT26 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-19 | ALT14 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-19 | WAT04 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-19 | WLD07 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-19 | EFH06 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-20 | WET05 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-21 | LND03 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-22 | WAT02 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-23 | ALT17 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-24 | WLD07 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-25 | WET03 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-26 | WLD10 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-26 | NEP08 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-27 | WAT01 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-27 | WAT03 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-28 | WAT05 |
| United States Department of the Interior | Pirzadeh, Michelle | FA 1362-29 | WAT04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-1 | S4F06 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-2 | NOI01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-2 | S4F01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-2 | VIS01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-3 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-4 | CUL04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-4 | S4F01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-5 | LND03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-6 | S4F01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-7 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-7 | CUL04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-8 | CUL04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-8 | S4F04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-9 | PUB07 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-10 | LND01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-10 | LND09 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-11 | WET03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-11 | PUB07 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| United States Department of the Interior | Taylor, Willie R | FA 1369-12 | EAG02 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-12 | EAG04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-13 | VIS01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-14 | TRN34 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-15 | NOI05 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-16 | EDI01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-16 | GEO03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-16 | HAZ01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-17 | VIS01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-18 | VIS05 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-19 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-20 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-20 | TRN34 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-21 | EDI01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-21 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-21 | LND03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-22 | CUL07 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-23 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-24 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-25 | CUL04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-25 | LND02 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-25 | NOI01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-25 | VIS01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-25 | VIS05 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-26 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-26 | CUL04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-27 | CUL06 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-28 | EVJ01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-28 | SEC27 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-29 | SUB02 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-30 | AIR03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-31 | EFH03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-32 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-32 | CUL04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-33 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-33 | LND03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-35 | CUL03 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| United States Department of the Interior | Taylor, Willie R | FA 1369-35 | LND01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-36 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-37 | LND02 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-37 | LND03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-38 | VIS01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-39 | CUL05 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-40 | CUL03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-41 | CUL04 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-42 | GEO01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-43 | WAT03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-44 | WET03 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-45 | VIS01 |
| United States Department of the Interior | Taylor, Willie R | FA 1369-46 | CUL07 |

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|---|---|---|---|
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-1 | ENV01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-2 | UNC01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-3 | WAT02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-3 | LND02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-3 | WET01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-3 | WLD01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-3 | TER02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-3 | SEC19 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-3 | SEC20 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-4 | AVA02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-4 | SEC20 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-5 | SEC01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-5 | TRN03 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-6 | SEC01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-7 | SEC20 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-8 | SEC24 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-9 | WLD01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-10 | WLD02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-10 | WLD08 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-10 | WLD12 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-11 | EAG02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-11 | ENV02 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-12 | S4F05 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-13 | S4F05 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-14 | ENV02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-14 | EFH01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-14 | WLD03 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-15 | S4F01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-16 | UNC01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-17 | ENV02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-17 | LND02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-18 | TRN03 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-18 | VIS01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-18 | WLD06 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-19 | UNC01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-20 | ALT02 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-20 | ENV01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-20 | SEC01 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-20 | SEC20 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-21 | ALT09 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-21 | ALT10 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-21 | ALT11 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-21 | ALT12 |
| Wildlands Center for Preventing Roads | Walder, Bethanie | OR 1136-22 | UNC01 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-1 | ALT02 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-2 | AVA02 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-2 | SEC08 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-3 | SEC01 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-4 | AVA03 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-5 | SEC24 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-6 | WLD02 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-7 | WLD08 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-7 | WLD12 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-8 | EAG02 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-9 | S4F05 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-9 | TNE01 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-10 | S4F05 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-10 | TNE02 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-11 | FSH04 |

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| *Organization* | *Name* | *Comment #* | *SOCCode* |
|---|---|---|---|
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-11 | EFH01 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-12 | S4F05 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-13 | UNC01 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-14 | LND02 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-15 | SEC01 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-15 | WLD01 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-15 | SEC20 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-16 | ALT09 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-16 | ALT10 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-16 | ALT11 |
| Wildlands Center for Preventing Roads | Wildlands Center for Preventing Roads, | OR 1360-16 | ALT12 |

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