



APPENDIX V RESPONSES TO COMMENTS

JUNEAU ACCESS IMPROVEMENTS SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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

Prepared for

Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801-7999

Prepared by

URS Corporation
8411 Airport Blvd.
Juneau, Alaska 99801

JANUARY 2005

TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page</u>
1.0	INTRODUCTION.....	1-1
1.1	1997 DEIS Public Comment Period	1-1
1.2	Response to Public Comments	1-1
2.0	METHODS	2-1
2.1	Comment Coding	2-1
2.2	Responses to Comments	2-3
3.0	SUBSTANTIVE COMMENT INDEX.....	3-1
4.0	RESPONSES TO COMMENTS	4-1
4.1	ALTERNATIVES	4-1
4.1.1	Alternative Analysis	4-1
4.1.2	Alternative Descriptions.....	4-7
4.1.3	Avalanche.....	4-10
4.1.4	Capacity	4-10
4.1.5	Construction	4-11
4.1.6	Operations	4-13
4.1.7	Traffic	4-15
4.2	BIOLOGICAL ENVIRONMENT	4-18
4.2.1	Bald Eagles	4-18
4.2.2	Fish.....	4-19
4.2.3	Steller Sea Lions	4-21
4.2.4	Wetlands	4-22
4.2.5	Wildlife	4-24
4.2.6	Historic/Archeological/Cultural Resources	4-28
4.3	LAND USE	4-29
4.3.1	Land Use	4-29
4.3.1	Land Use (continued)	4-30
4.4	MISCELLANEOUS.....	4-30
4.4.1	Miscellaneous.....	4-30
4.5	MITIGATION	4-35
4.5.1	Mitigation	4-35
4.6	PHYSICAL ENVIRONMENT	4-36
4.6.1	Geology	4-36
4.6.2	Hydrology	4-36
4.6.3	Landslides	4-37
4.6.4	Noise	4-37
4.6.5	Visual.....	4-37
4.6.5	Visual (continued).....	4-38
4.6.6	Water Quality.....	4-38
4.6.7	Wild & Scenic Rivers	4-39
4.7	PURPOSE & NEED	4-40
4.7.1	Purpose and Need	4-40
4.8	SECONDARY & CUMULATIVE EFFECTS.....	4-41
4.8.1	Secondary and Cumulative Effects	4-41
4.9	SOCIOECONOMICS.....	4-45
4.9.1	Socioeconomic	4-45

FIGURES

Figure 2-1. Comment Coding Process

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
CAR	Comment Analysis Report
DEIS	Draft Environmental Impact Statement
DOT&PF	Alaska Department of Transportation and Public Facilities
EIS	Environmental Impact Statement
NEPA	National Environmental Policy Act
NOI	Notice of Intent
SDEIS	Supplemental Draft Environmental Impact Statement

1.0 INTRODUCTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) prepared a Draft Environmental Impact Statement (DEIS) in 1997 that evaluated improved surface transportation within the Lynn Canal /Taiya Inlet corridor. Alternatives analyzed included a No Build, East Lynn Canal Highway, and a Marine alternative with four options, two with ferry terminals at Auke Bay and two with ferry terminals in Berners Bay.

During 1998 and 1999 further analysis of the 1997 alternatives was conducted including analysis of additional alternatives. On January 24, 2000, the State of Alaska announced that its preferred alternative was the East Lynn Canal route. Most work on the project was suspended until December 2002, when newly elected Governor Murkowski ordered the completion of the EIS. A January 2003 re-evaluation of the DEIS by DOT&PF concluded that a Supplemental Draft Environmental Impact Statement (SDEIS) is required to update and augment the 1997 DEIS. A Notice of Intent (NOI) to prepare the SDEIS was published in the Federal Register on March 11, 2003.

The SDEIS and final environmental impact statement (FEIS) will update the 1997 DEIS by: updating information for all 1997 DEIS alternatives; reevaluating the range of reasonable alternatives; updating the socioeconomic data and projections; augmenting previous technical studies with new information utilizing improved analysis methods; and insuring that the SDEIS and FEIS are in compliance with new laws and regulations that have been enacted since 1997.

1.1 1997 DEIS Public Comment Period

In February 1997, cooperating agencies were requested to review the preliminary DEIS and provide their comments before the DEIS was released to the public. The DEIS was released in June 1997. The public comment period ran from June 23 to December 15, 1997. During the comment period public testimony was taken at public meetings held in Juneau, Skagway, Haines, Anchorage, Fairbanks, Kenai, and Ketchikan, Alaska.

1.2 Response to Public Comments

The National Environmental Policy Act (NEPA) requires that all substantive comments received on a DEIS be included in a FEIS. A FEIS must include responses to the comments and if changes are made to a DEIS as a result of the comments, indicate where the changes were made in the document. This Responses to Comments report documents the substantive public and agency comments received during the 1997 DEIS comment period and the responses to these substantive comments.

This page left intentionally blank.

2.0 METHODS

On the order of 3,000 public comments were received on the 1997 DEIS. To facilitate a response document that could be readily reviewed, only substantive comments were responded to. Comments stating a preference for or against a particular alternative were noted but specific responses have not been prepared for these comments. Similar substantive comments were grouped and a single response was prepared for them. Each comment was coded using the method described below so that individual comments can be correlated to responses.

All comments were treated equally, not weighted by organizational affiliation or other status. The emphasis was on the content of the comment regardless of the number of comments received on an issue. All comments were catalogued in a Microsoft Access database.

2.1 Comment Coding

The comment coding process is described in this sub-section and presented graphically in Figure 2-1 at the end of this sub-section. All letters, comment forms, and transcripts of public hearings were date stamped and given a unique identifier (ID#). The following demographic information is identified for each comment and entered into the database.

- Association (agency, group, or citizen)
- Name of commenter
- Address, city, state, and zip code

The type of comment submission (letter or public testimony) is entered for each entity. In some cases, both a letter and a record of public testimony exist for a single individual. Both submissions are identified with a unique ID and link back to the individuals' name.

The comments are read to identify substantive comments. Letters or public testimonies that only identify a preferred alternative are acknowledged and the demographic information is entered into the database. Identification of a desired alternative alone is not considered a substantive issue. Substantive content consists of assertions, suggested alternative structures or actions, additional data and analysis requests, clarification requests, and editorial corrections and comments on the project NEPA process.

Substantive comments are grouped by like general or sub-issues and summarized by a concern statement. Concern statements are grouped by general or sub-issues and given unique codes for database entry. The general issues and sub-issues are listed below. The three-letter code for each general issue category with no sub-issues or sub-issue category is shown in parentheses. It should be noted that the issue categories appear alphabetically in database printouts not by general issue category.

- **Alternatives** This general issue category includes the following sub-issues categories:
 - Alternative Analysis (ALT)
 - Alternative Descriptions (DSP)
 - Avalanche (AVA)
 - Capacity (CAP)
 - Construction (CST)

- Operations (OPR)
- Traffic (TRA)
- **Biological Environment** –This general issue category includes the following sub-issues categories:
 - Fish (FSH)
 - Steller Sea Lions (SSL)
 - Wetlands (WET)
 - Wildlife (WLD)
 - Bald Eagles (EAG)
- **Historic/Archaeological/Cultural Resources** (HIS) – There are no sub-issue categories associated with this general issue category.
- **Land Use** (LAN) – There are no sub-issue categories associated with this general issue category.
- **Miscellaneous** (MSC) – There are no sub-issue categories associated with this general issue category.
- **Mitigation** (MIT) – There are no sub-issue categories associated with this general issue category.
- **Physical Environment** – This general issue category includes the following sub-issues categories:
 - Geology (GEO)
 - Hydrology (HYD)
 - Landslides (LNS)
 - Visual (VIS)
 - Water Quality (WTR)
 - Wild and Scenic Rivers (RIV)
 - Noise (NOI)
- **Purpose and Need** (PRP) –There are no sub-issue categories associated with this general issue category.
- **Secondary and Cumulative Effects** (SCC) –There are no sub-issue categories associated with this general issue category.
- **Socioeconomics** (SEC) –There are no sub-issue categories associated with this general issue category.

Concern statements with an associated general or sub-issue code and a concern statement number are entered into the database. Concern statements retain their relationship with comment letters.

It should be noted that the Juneau Access Improvements Project comment database contains comments from the 1997 public comment on the DEIS and scoping comments received in 2003. The distribution of the 1997 public comments and 2003 scoping comments were analyzed in the *Comment Analysis Report*. This report was placed on the project web site in December 2003. Appendix A of the *Comment Analysis Report* presented database printouts of the 1997 and

2003 concern statements generated by grouping the substantive comments. Numerous concern statements were applicable to the 1997 public comments and the 2003 scoping comments, whereas others were specific to a comment period (i.e., 1997 or 2003 comments).

This report only presents responses to the 1997 DEIS public comments as required by NEPA. The reader will note that the numbering of concern statements presented in Chapter 4 is not continuous.

The following concern statement numbers were used for the 2003 scoping comments and are not addressed in this report. The 2003 scoping comments were used to shape and focus the technical studies done in support of the SDEIS.

ALT15	ALT18	ALT 19	ALT 21	ALT 22	ALT 23	ALT 25
ALT 26	DSP 12	DSP 14	AVA 03	FSH 10	FSH 11	HIS 05
HIS 10	HIS 11	LAN 15	MSC 16	MSC 18	MSC 19	MSC 21
MSC 22	MSC 25	MSC 26	MIT 08	OPR 07	OPR 08	PRP 04
PRP 05	PRP 06	SCC 21	SEC 49	SEC 50	SEC 53	SEC 54
SEC 55	SSL 05	TRA 13	TRA 14	WTR 06	WET 11	WET 12
RIV 03	WLD 20					

The following concern statement numbers are unused and do not have comments or concern statements associated with them. Concern statements previously associated with these codes were merged with other concern statements with similar topics.

ALT 08	ALT 20	ALT 33	ALT 36	ALT 38	CAP 04	HIS 02
HIS 06	HIS 07	LAN 09	LAN 10	LAN 11	LAN 13	MIT 05
MSC 06	MSC 07	MSC 28	MSC 29	MSC 34	MSC 35	MSC 36
PRP 10	PRP 11	SCC 09	SCC 20	SCC 22	SEC 11	SEC 51
SEC 56	SEC 57	SEC 58	SEC 59	SEC 60	TRA 04	VIS 01
VIS 02	VIS 07	VIS 08	VIS 09	WLD 18		

2.2 Responses to Comments

Two database reports were generated to document the response to substantive comments. The first is presented in Chapter 3 of this document. Commenters can use this report to look up the concern statements that are associated with their comment submission. Note that commenters are listed in alphabetical order by first name or first word of an organization title. The second database report is presented in Chapter 4 of this document. This report lists the concern statements generated by comments and the responses. Commentors can look up the concern statements and responses associated with their comment submissions.

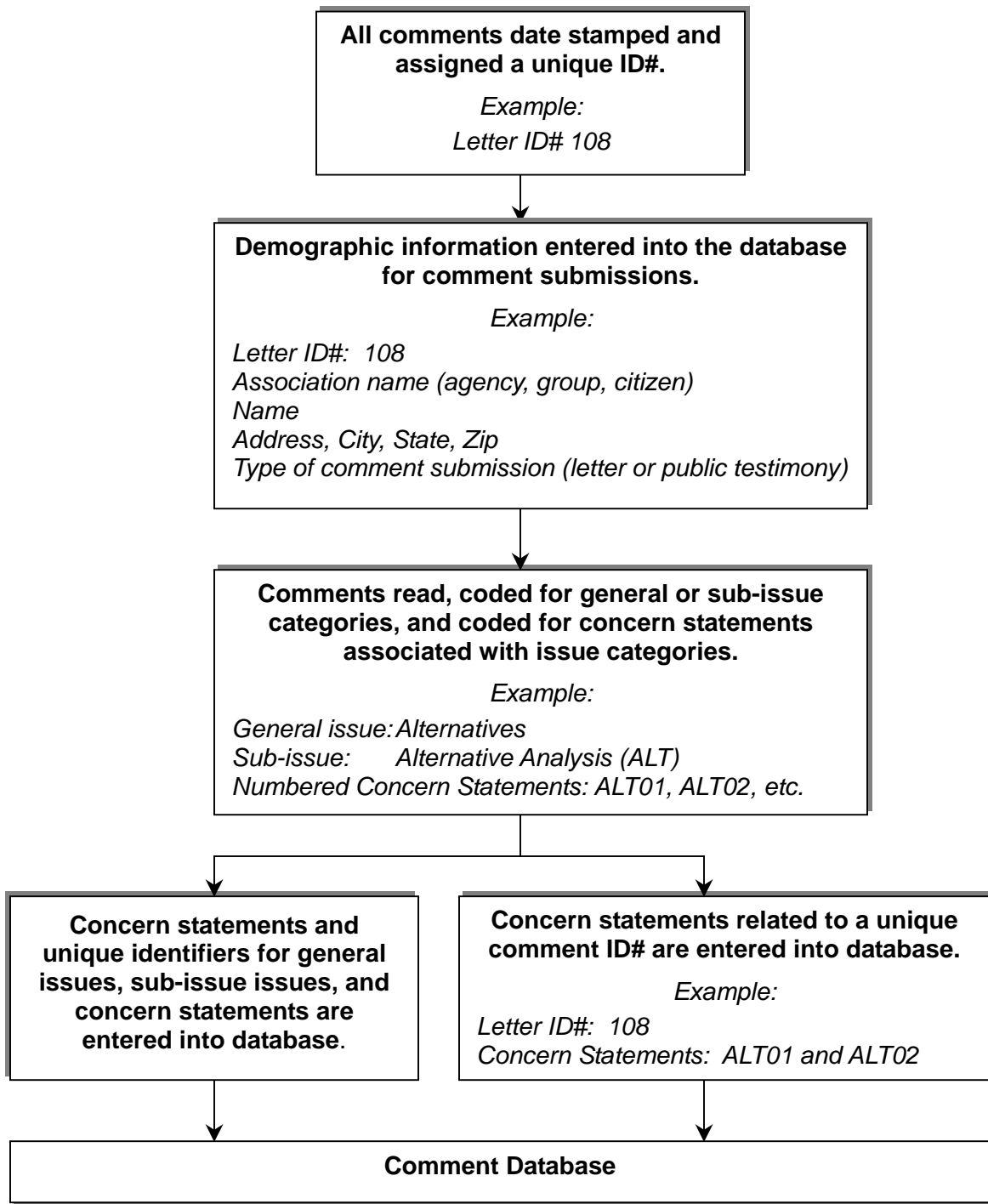


Figure 2-1. Comment Coding Process.

3.0 SUBSTANTIVE COMMENT INDEX

This chapter presents the database report that documents the substantive comments and concern statements associated with a substantive comment. Commenters can look up the concern statements that are associated with their comment submission by finding their name (e.g., personal name, organization name, agency name, etc) in the database report. Chapter 4 presents a list of the concern statements and responses. Commentors can look up the concern statement numbers associated with their comment submission in Chapter 4 to find the response to a substantive comment.

Name: A. Berry

State: Alaska

Concern Statement(s): SEC23

Name: Aaron Applegate

State: Alaska

Concern Statement(s): SEC03, TRA02, VIS06

Name: Aaron Brackel

State: Alaska

Concern Statement(s): ALT03, LAN02, SEC12

Name: Aimee M. Olejasz

State: Alaska

Concern Statement(s): ALT24, OPR01, SCC05, SCC11, SCC16, SEC04, SEC43

Name: Alan J. Aitken

State: Alaska

Concern Statement(s): SEC61

Name: Alan Michael

State: Alaska

Concern Statement(s): SCC07, SEC05

Name: Alaska Applied Sciences, Inc.

State: Alaska

Concern Statement(s): ALT01, ALT03, ALT13, ALT14, EAG03, LAN02, LAN08, MSC14, OPR02, SCC05, SEC04, SEC10, SEC41, SSL04, TRA08, WTR05

Name: Alaska Committee

State: Alaska

Concern Statement(s): DSP08

Name: Alaska Department of Fish and Game

State: Alaska

Concern Statement(s): ALT11, CST02, CST04, CST05, CST06, FSH06, HYD01, LAN05, MIT02, MIT04, MIT06, MSC08, OPR05, SCC01, SCC02, SCC03, SCC05, SCC06, SCC12, SCC14, SCC15, SEC07, SEC23, VIS10, WET01, WET02, WET03, WET04, WET09, WLD06, WLD06, WLD11, WLD12, WLD12, WLD15, WLD16

Name: Alaska Discovery, Inc.

State: Alaska

Concern Statement(s): LAN02, LAN06

Name: Alaska Mountain School

State: Alaska

Concern Statement(s): OPR02, SEC02

Name: Alaska State AFL-CIO

State: Alaska

Concern Statement(s): MSC11

Name: Alaska Wilderness Recreation & Tourism Association

State: Alaska

Concern Statement(s): AVA01, AVA02, CAP02, DSP02, SEC23

Name: Allbrands Homer App. Repair

State: Alaska

Concern Statement(s): PRP08

Name: Amanda Arra

State: Alaska

Concern Statement(s): ALT12, ALT12, LAN02, LAN02, TRA02, TRA02

Name: Amber A. Ala

State: Alaska

Concern Statement(s): ALT27, OPR02, PRP08, SCC04, SCC07, SEC02, SEC05, SEC25

Name: Andrea Byrnes

State: Alaska

Concern Statement(s): OPR02, SEC23

Name: Andrea Travares

State: Alaska

Concern Statement(s): ALT30, ALT31

Name: Andrew M. Keller

State: Alaska

Concern Statement(s): EAG05, MSC11, OPR02, TRA12, VIS06

Name: Angie Hodgson

State: Alaska

Concern Statement(s): EAG03, MIT07, SCC03, SCC14, WLD09

Name: Angie Schmitz

State: Alaska

Concern Statement(s): CAP02, OPR02, SEC04, SEC23, SEC38

Name: Anissa Berry-Frick

State: Alaska

Concern Statement(s): MSC13, OPR02, SCC14, SCC16, SEC03, SEC04, SEC10, SEC25, WLD16

Name: Anita Wilde

State: Alaska

Concern Statement(s): SCC07, SCC16

Name: Ann Feller

State: Alaska

Concern Statement(s): EAG01, MSC13, SEC23

Name: Anne Boyce

State: Alaska

Concern Statement(s): MSC11

Name: Anthony Crupi

State: Alaska

Concern Statement(s): ALT03, AVA02, DSP05, EAG03, LAN02, PRP01, RIV01, RIV02, SCC03, SCC04, SEC23, SEC25, SEC26, SSL01, WLD02, WLD13, WLD14

Name: Arnold J. Albrecht

State: Alaska

Concern Statement(s): ALT24, SCC07

Name: Arthur L. Kimball

State: Alaska

Concern Statement(s): AVA02, SCC05, SEC23

Name: Audrey Berggren

State: Alaska

Concern Statement(s): DSP02, DSP07, OPR01, OPR02, SEC07, SEC23, SEC25

Name: Barbara D. Kalen

State: Unknown

Concern Statement(s): AVA02, CST10, OPR02, PRP08, SCC14, SEC03

Name: Barbara Figdor

State: Alaska

Concern Statement(s): OPR02, SEC05, TRA12

Name: Barbara Kelly

State: Alaska

Concern Statement(s): FSH09, OPR02, SCC05, VIS06, WLD04

Name: Barbara Turley

State: Alaska

Concern Statement(s): SEC23

Name: Barry Long

State: Colorado

Concern Statement(s): SEC38

Name: Ben Thomas

State: Alaska

Concern Statement(s): SCC07

Name: Benjamin B. Enticknap

State: Alaska

Concern Statement(s): LAN06, OPR02, PRP08, SEC03, WLD16

Name: Beth A. MacCready

State: Alaska

Concern Statement(s): SCC16

Name: Beth Leibowitz

State: Alaska

Concern Statement(s): MSC15, SCC16, SEC23, WLD16

Name: Bill Fletcher

State: Alaska

Concern Statement(s): SEC03, VIS06

Name: Bill Walker

State: Alaska

Concern Statement(s): DSP05, DSP05, SEC03, SEC09, SEC25

Name: Bob Taylor

State: Unknown

Concern Statement(s): ALT27

Name: Bob Weinstein

State: Alaska

Concern Statement(s): ALT12, MSC11, MSC24

Name: Brenda E. Wright

State: Alaska

Concern Statement(s): SEC23, SEC43

Name: Brenda Johnson

State: Alaska

Concern Statement(s): AVA02, LAN03, SCC14, SSL01

Name: Bruce Baker

State: Alaska

Concern Statement(s): DSP05, OPR02, SCC04, SCC14, SCC15, SEC04, WLD13

Name: Bruce Blake

State: Alaska

Concern Statement(s): PRP08

Name: Bruce Gilbert

State: Alaska

Concern Statement(s): MSC32, OPR01, OPR02, PRP08, SCC14, SEC03, SEC05, SEC23

Name: Bruce Tenney

State: Alaska

Concern Statement(s): SCC17

Name: Bruce Weber

State: Alaska

Concern Statement(s): SEC03, SEC14

Name: Carl M. Ferlauto

State: Alaska

Concern Statement(s): ALT13, MSC05, MSC10, MSC12, PRP02, SCC05, SCC07, SEC04, SEC05, SEC12, SEC18, SEC41

Name: Carl Williams

State: Alaska

Concern Statement(s): ALT37

Name: Carleen DeLong

State: Alaska

Concern Statement(s): SCC07, SCC16

Name: Carmen DeFranco

State: Alaska

Concern Statement(s): LAN02, OPR02

Name: Carolyn Hess

State: Alaska

Concern Statement(s): OPR01

Name: Celia M. Hunter

State: Alaska

Concern Statement(s): AVA02, MSC13, OPR02, SCC05, SEC10, TRA12

Name: Charles E. O'Clair

State: Alaska

Concern Statement(s): SEC07, SEC23

Name: Chris Kent

State: Alaska

Concern Statement(s): SEC05

Name: Chris Whitehouse

State: Alaska

Concern Statement(s): ALT12, LAN06, SCC11, SCC13, SCC14

Name: Christopher Pace

State: Alaska

Concern Statement(s): CST10

Name: Christopher W. Riley

State: Alaska

Concern Statement(s): FSH03, FSH06, OPR01, PRP08, SEC05

Name: Cindy Fairchild

State: Alaska

Concern Statement(s): SEC04

Name: City of Haines

State: Alaska

Concern Statement(s): AVA02, OPR02, SCC17, SEC23, SEC41

Name: City of Skagway

State: Alaska

Concern Statement(s): MSC11

Name: City of Whitehorse

State: Yukon Territories

Concern Statement(s): MSC11

Name: City/Borough of Juneau

State: Alaska

Concern Statement(s): CST03, HIS01, LAN01, LAN07, LAN14, OPR01, SEC01, TRA01, TRA02, VIS07

Name: Claire Fordyce

State: Alaska

Concern Statement(s): LAN03, WLD16

Name: Clay Frick

State: Alaska

Concern Statement(s): SCC07

Name: Connie Geldhof

State: Alaska

Concern Statement(s): PRP08

Name: Constance Griffith

State: Alaska

Concern Statement(s): SSL03

Name: Corine Geldhof

State: Alaska

Concern Statement(s): MSC11

Name: Corrine Fulwiler

State: Alaska

Concern Statement(s): MSC13, SEC04

Name: Craig Mapes

State: Alaska

Concern Statement(s): SCC05, SCC07, SCC16, SEC04, SEC24, TRA02

Name: Cynthia Adams

State: Alaska

Concern Statement(s): SEC02

Name: Cynthia L. Jones

State: Alaska

Concern Statement(s): AVA02, OPR02, SEC10, SEC23

Name: Dana Owen

State: Alaska

Concern Statement(s): AVA02, DSP05, LAN02, MSC27, OPR02, PRP08, SEC05, SEC17, SEC17, SEC23, TRA01, TRA15

Name: Daniel DeRoux

State: Alaska

Concern Statement(s): SCC07, SEC23, TRA02

Name: David Bruce

State: Alaska

Concern Statement(s): AVA02

Name: David C. Thomas

State: Alaska

Concern Statement(s): SEC04, SEC43

Name: David L. Marshall

State: Alaska

Concern Statement(s): SEC14, SEC18, SEC21, SEC45, TRA06

Name: David Ottoson

State: Alaska

Concern Statement(s): AVA02, PRP07, SEC03, SEC05, SEC08, SEC23

Name: David R. Ackley

State: Alaska

Concern Statement(s): AVA02, LAN02, SEC43

Name: David S. Hoffmeister

State: Alaska

Concern Statement(s): ALT44

Name: David Sneed

State: Alaska

Concern Statement(s): MSC05, SCC11

Name: David W. Carlile

State: Alaska

Concern Statement(s): CST08, FSH08, GEO01, MIT01, MIT02, MIT06, MSC05, MSC08, MSC09, MSC11, NOI01, PRP01, SCC03, SCC04, SCC10, SCC14, SEC03, SEC07, SSL02, WLD12, WLD13, WLD15, WLD16, WTR04

Name: Debbie L. Ackerman

State: Alaska

Concern Statement(s): SCC07, SEC03, SEC41, TRA12

Name: Deborah Boettcher

State: Alaska

Concern Statement(s): AVA02, MSC24, SEC02, SEC03, SEC10, SEC23, SEC41, VIS06

Name: Dee Longenbaugh

State: Alaska

Concern Statement(s): AVA02, SEC25

Name: Dennis Bousson

State: Alaska

Concern Statement(s): SEC23, TRA01

Name: Dennis Meiners

State: Alaska

Concern Statement(s): SEC08, SEC17

Name: Dennis P. Harris

State: Alaska

Concern Statement(s): LAN02, MSC27, SEC05

Name: Dennis R. Spurrier

State: Alaska

Concern Statement(s): AVA02, DSP10, SEC43

Name: Diane S. Tanner

State: Washington

Concern Statement(s): ALT10

Name: Dick Farnell

State: Alaska

Concern Statement(s): ALT04, ALT29, AVA02, LAN02, LAN03, MIT01, MSC13, OPR01, OPR02, PRP07, SCC14, SEC23, SEC25

Name: Don A. Dunn

State: Alaska

Concern Statement(s): AVA02, LAN02, OPR02

Name: Don Hess

State: Alaska

Concern Statement(s): SEC03, SEC41

Name: Donald R. Beard

State: Alaska

Concern Statement(s): PRP07, SEC05

Name: Doris Kirchhofer

State: Alaska

Concern Statement(s): OPR02

Name: Dorothy E. Mengotto

State: California

Concern Statement(s): SCC05, VIS06

Name: Doug Woodby

State: Alaska

Concern Statement(s): LAN03

Name: Douglas Hulk

State: Alaska

Concern Statement(s): MSC40

Name: Douglas K. Mertz

State: Alaska

Concern Statement(s): OPR02, SEC37, TRA02, TRA12, WLD16

Name: Douglas Toland

State: Alaska

Concern Statement(s): DSP05

Name: Ed Emswiler

State: Alaska

Concern Statement(s): SCC16, VIS06

Name: Edward R. LaChapelle

State: Alaska

Concern Statement(s): SEC23

Name: Effie B. Kimball

State: Alaska

Concern Statement(s): SCC11, SCC14, TRA02

Name: Ellen Larson

State: Alaska

Concern Statement(s): SEC23, SEC23, WLD16

Name: Ellen P. Maling

State: Alaska

Concern Statement(s): MSC27

Name: Ellen Vande Visse

State: Alaska

Concern Statement(s): SEC23

Name: Ellen Varosi

State: Alaska

Concern Statement(s): ALT32

Name: Eric D. Johnson

State: Alaska

Concern Statement(s): LAN02, SCC07, VIS06, WLD16

Name: Eric Decker

State: Alaska

Concern Statement(s): AVA02, SEC25

Name: Eric Holle

State: Alaska

Concern Statement(s): MSC10, OPR02, OPR02, OPR03, PRP03, SCC14, SEC23, SSL01, VIS06

Name: Eric Petersen

State: Alaska

Concern Statement(s): SEC05, SEC23

Name: Ernie Mueller

State: Alaska

Concern Statement(s): AVA02, SEC03

Name: Eve Griffin

State: Alaska

Concern Statement(s): ALT03, AVA02, DSP05, HIS03, HIS09, LNS01, OPR01, PRP01, SCC14, SEC03, SEC04, SEC05, SEC12, SEC13, SEC23, SEC23, SEC26, SEC44

Name: Fran Kinkead

State: Alaska

Concern Statement(s): SCC14, SEC23, TRA02

Name: Frank H. Wasmer

State: Alaska

Concern Statement(s): ALT09

Name: Frank Haas

State: Alaska

Concern Statement(s): MSC39, SEC03

Name: Frank Wright

State: Alaska

Concern Statement(s): OPR01, SEC23

Name: Frankie Pillifant

State: Alaska

Concern Statement(s): PRP08

Name: Fred Weiler

State: Alaska

Concern Statement(s): PRP08

Name: Friends of Berners Bay

State: Alaska

Concern Statement(s): ALT04, AVA02, LAN02, LAN02, LAN03, LAN03, OPR02, SCC03, SEC05, SEC09, SEC23, SEC25, TRA01

Name: Fumi Matsumoto

State: Alaska

Concern Statement(s): SCC05, SCC07, SEC23, TRA02

Name: Gayle M. Eastwood

State: Alaska

Concern Statement(s): OPR01, SEC05

Name: Gene P. Strong

State: Alaska

Concern Statement(s): ALT43

Name: George Danner Jr.

State: Alaska

Concern Statement(s): SEC03, SEC05, VIS06

Name: George Figdor

State: Alaska

Concern Statement(s): AVA02, OPR02, PRP07, TRA12, TRA12

Name: George Matz

State: Alaska

Concern Statement(s): SCC05

Name: Geri Hoffmeister

State: Alaska

Concern Statement(s): ALT44

Name: Glenn Gray

State: Alaska

Concern Statement(s): MSC31

Name: Gordon H. Kruse (PhD)

State: Alaska

Concern Statement(s): PRP07, SCC14, SEC03, SEC04, SEC10, SEC23

Name: Greg Lessmeier

State: Alaska

Concern Statement(s): SCC05, TRA02

Name: Greg P. Chaney

State: Alaska

Concern Statement(s): ALT12, MSC15

Name: Greg Trigg

State: Alaska

Concern Statement(s): ALT12, DSP05, MSC23, SEC06

Name: Gregg Erickson

State: Alaska

Concern Statement(s): MSC11

Name: Grey Pendleton

State: Alaska

Concern Statement(s): MSC13, SEC04, SEC23

Name: Haines Borough

State: Alaska

Concern Statement(s): ALT03, AVA02, DSP04, LAN06, OPR02, SCC17, SEC03, SEC07, SEC10, SEC23, SEC41, SEC42, TRA01

Name: Haines Chamber of Commerce

State: Alaska

Concern Statement(s): ALT03, AVA02, DSP04, LAN06, OPR02, SCC17, SEC03, SEC07, SEC10, SEC23, SEC41, SEC42, TRA01

Name: Harold Laughlin

State: Alaska

Concern Statement(s): OPR02, SEC23

Name: Helena H. Zimmerman

State: Alaska

Concern Statement(s): LAN02, OPR02, SEC04

Name: Inga R. Gregovich

State: Alaska

Concern Statement(s): DSP05

Name: Irene Alexakos

State: Alaska

Concern Statement(s): ALT03, MSC05, PRP02, SEC36

Name: Iris M. Korhunen

State: Alaska

Concern Statement(s): AVA02, SCC05, SCC07, SCC19, TRA12, WLD16

Name: Jack Hession

State: Alaska

Concern Statement(s): EAG03, LAN02, OPR02, SSL01, WLD16

Name: Jack Piccolo

State: Alaska

Concern Statement(s): SCC05, SEC05

Name: Jakki Kouffman

State: Alaska

Concern Statement(s): PRP07, SEC23, TRA02

Name: James A. Eastwood

State: Alaska

Concern Statement(s): OPR01, SEC05

Name: James D. Howard

State: Alaska

Concern Statement(s): SCC16

Name: James Demko

State: Alaska

Concern Statement(s): SCC05, SEC03

Name: James E. Dennis

State: Alaska

Concern Statement(s): SEC23, WLD16

Name: James G. King

State: Alaska

Concern Statement(s): ALT12, ALT13, ALT16, ALT28, PRP07, SEC04, SEC23

Name: James Kandolin

State: Alaska

Concern Statement(s): PRP07, SEC23

Name: James M. Ferguson (PhD)

State: Alaska

Concern Statement(s): AVA02, OPR02, PRP08, SCC07, SCC14, SEC04, SEC10, SEC17, SEC23, TRA06

Name: James R. Wilson

State: Alaska

Concern Statement(s): AVA02, DSP07, MSC05, MSC13, SEC06, SEC09, SEC23

Name: Jamie Marks

State: Alaska

Concern Statement(s): OPR02, SEC04

Name: Jan Kriegel

State: Alaska

Concern Statement(s): PRP07, SCC14, SEC23, VIS06

Name: Jan Trigg

State: Alaska

Concern Statement(s): ALT12, DSP05, MSC23, SEC06

Name: Jan Wrentmore

State: Alaska

Concern Statement(s): OPR02, SEC03, SEC03, SEC23

Name: Janet Kussart

State: Alaska

Concern Statement(s): SEC10, WLD16

Name: Janice C. Dennis

State: Alaska

Concern Statement(s): SEC23, WLD16

Name: Janice C. Wrentmore

State: Alaska

Concern Statement(s): SEC03

Name: Jannette C. de Leeuw

State: Alaska

Concern Statement(s): AVA02, SCC07, SEC23, WLD16

Name: Jason Trigg

State: Alaska

Concern Statement(s): ALT12, DSP05, MSC23, SEC06

Name: Jay Crondahl

State: Alaska

Concern Statement(s): MSC14, OPR01, OPR02, SCC07

Name: Jayme N. Womble

State: Alaska

Concern Statement(s): LAN06, SCC05

Name: Jeanne Dicostanzo

State: Alaska

Concern Statement(s): SCC05, SCC07, SEC03, SEC05

Name: Jeanne Kitayama

State: Alaska

Concern Statement(s): AVA02, OPR02

Name: Jeannie Monk

State: Alaska

Concern Statement(s): OPR02, SCC14, SEC23

Name: Jeff Jordan

State: Alaska

Concern Statement(s): MSC11, SCC07, SEC04

Name: Jerald L. Woloszynski

State: Alaska

Concern Statement(s): SEC41

Name: Jim Bentley

State: Alaska

Concern Statement(s): ALT01, ALT04, SEC25

Name: Jim Blick

State: Alaska

Concern Statement(s): ALT03, MSC09, MSC10, MSC11, SEC12, SEC28, SEC34

Name: Jim Fowler

State: Alaska

Concern Statement(s): SEC05

Name: Jim Rehfeldt

State: Alaska

Concern Statement(s): ALT07, MSC13, SCC07, SEC04, SEC08

Name: Joe Geldhof

State: Alaska

Concern Statement(s): DSP09, DSP09, PRP08, SEC09, SEC23, SEC25, SEC25, SEC36, SEC36, SEC38, SEC38

Name: Joe Ordonez

State: Alaska

Concern Statement(s): MSC31, PRP08, SCC05, SCC07, SSL01

Name: Joe Sonneman

State: Alaska

Concern Statement(s): AVA02, MSC14, OPR02, SCC16, SEC03, SEC09, SEC10, SEC38

Name: John A. Donohoe

State: Alaska

Concern Statement(s): AVA02, SEC23

Name: John A. Sandor

State: Alaska

Concern Statement(s): MSC11

Name: John Caouette

State: Alaska

Concern Statement(s): MSC30, NOI02

Name: John E. McDermott

State: Alaska

Concern Statement(s): AVA02, DSP10, LNS01, TRA10

Name: John Hudson

State: Alaska

Concern Statement(s): FSH08, MIT03, SCC05, SCC07, SCC14, SEC04, SEC05

Name: John J. Cowdery

State: Alaska

Concern Statement(s): HIS04

Name: John J. Schnabel

State: Alaska

Concern Statement(s): DSP05

Name: John K. Laskey

State: Alaska

Concern Statement(s): SCC05, SEC23

Name: Jon A. Reiswig, M.D.

State: Alaska

Concern Statement(s): ALT16

Name: Jon Tillinghast

State: Alaska

Concern Statement(s): SEC41

Name: Jonathan R. Spartz

State: Alaska

Concern Statement(s): SEC25

Name: Joseph G. Sorensen

State: Alaska

Concern Statement(s): MSC11

Name: Joseph W. Kennedy

State: Alaska

Concern Statement(s): SEC47

Name: Joyce Levine

State: Alaska

Concern Statement(s): AVA02, AVA02, OPR02, OPR02, SEC23, SEC23

Name: Joyce R. Thoresen

State: Alaska

Concern Statement(s): ALT03, AVA02, DSP05, LAN02, OPR02, SEC23

Name: Judi Broste

State: New Mexico

Concern Statement(s): AVA04, OPR02

Name: Judith T. Brakel

State: Alaska

Concern Statement(s): ALT12, FSH09, LAN02, OPR02, SEC10, WLD11, WLD19

Name: Judy Crondahl

State: Alaska

Concern Statement(s): MSC14, NOI01, OPR01, OPR02, SCC07, SEC03, SEC04

Name: Judy Marshall

State: Alaska

Concern Statement(s): SCC07, SCC14, SCC16, SEC04, SEC23, SEC25, SEC41

Name: Julianna Humphreys

State: Alaska

Concern Statement(s): SEC04, TRA02

Name: Julie Koehler

State: Alaska

Concern Statement(s): SEC23

Name: Julie Penn

State: Alaska

Concern Statement(s): AVA02, MSC05, MSC13, NOI01, SEC04, SEC10, SEC23, WLD05, WLD05

Name: Juneau Audubon Society

State: Alaska

Concern Statement(s): EAG04, EAG05, FSH01, FSH02, FSH03, FSH05, FSH07, HYD02, MIT02, MIT03, OPR05, SCC04, SEC29, WLD02, WLD06, WLD11, WLD17

Name: Juneau Chamber of Commerce

State: Alaska

Concern Statement(s): MSC11

Name: Juneau Economic Development Council

State: Alaska

Concern Statement(s): DSP08, DSP11, SEC24

Name: K.A. Hamblett

State: Alaska

Concern Statement(s): MSC15, SCC07, SCC16, SEC04, SEC43

Name: K.V. Koski

State: Alaska

Concern Statement(s): MIT01

Name: Kara Berg

State: Alaska

Concern Statement(s): OPR02, SEC23

Name: Karen Hess

State: Alaska

Concern Statement(s): SEC03, SEC41

Name: Karen Jettmar

State: Alaska

Concern Statement(s): FSH09, LAN03, OPR02, SEC23, SSL01

Name: Karen L. Forrest

State: Alaska

Concern Statement(s): SCC07, SEC04, WLD16

Name: Kari Onstott (Blue)

State: Alaska

Concern Statement(s): MSC31, MSC31

Name: Karla Hart

State: Alaska

Concern Statement(s): AVA02, LNS01, NOI01, OPR02, SCC05, SCC10, SEC23, SEC36, SEC43

Name: Kathi Wineman

State: Alaska

Concern Statement(s): PRP08

Name: Kathy Hamblett

State: Alaska

Concern Statement(s): SCC07

Name: Katie A. Corbin

State: Alaska

Concern Statement(s): ALT12, ALT40, MSC17, MSC30, PRP07, PRP07, SCC23, SEC02, TRA12

Name: Katie Palmer

State: Alaska

Concern Statement(s): ALT02, LAN02, OPR02, SCC05, SCC07, SEC04, SEC05, SSL03, TRA12, WLD16

Name: Katya Kirsch

State: Alaska

Concern Statement(s): AVA02, MSC11, MSC11, PRP07, SCC14, SEC23, SEC38, SSL01, TRA12

Name: Keith David Carpenter

State: Alaska

Concern Statement(s): SEC05, SEC25, SEC43

Name: Kelly Donner

State: Alaska

Concern Statement(s): MSC11

Name: Ken Leghorn

State: Alaska

Concern Statement(s): SEC05, SEC48

Name: Kent Dumas

State: Alaska

Concern Statement(s): AVA02, SCC07, WLD16

Name: Kent Hart

State: Alaska

Concern Statement(s): TRA02, WLD12

Name: Kevin Allred

State: Alaska

Concern Statement(s): ALT39, MSC11, SSL01, WLD11

Name: Kim Obermeyer

State: Alaska

Concern Statement(s): EAG03, MIT07, SCC03, SCC14, WLD09

Name: Krista H. Ogden

State: Alaska

Concern Statement(s): FSH09, MIT03, PRP07, SCC07, SCC13, SSL01

Name: Kristen Amann

State: Alaska

Concern Statement(s): AVA02, SEC02, SEC02

Name: Kristen Shelton

State: Alaska

Concern Statement(s): OPR02, PRP07

Name: Kristian Erickson

State: Alaska

Concern Statement(s): SEC23

Name: Larry West

State: Alaska

Concern Statement(s): SEC08

Name: Laura L. Flemming

State: Unknown

Concern Statement(s): WLD16

Name: Laura Lucas

State: Alaska

Concern Statement(s): PRP07, SEC03, SEC04, SEC05, SEC10, SEC23

Name: Laura Moscatello

State: Alaska

Concern Statement(s): SCC05, SEC03, VIS06

Name: Laura S. Dameron

State: Alaska

Concern Statement(s): AVA02, MSC13, OPR02, PRP07, TRA12

Name: Lauri Jemison

State: Alaska

Concern Statement(s): SCC14, SEC04, SEC07

Name: Laurie Ferguson Craig

State: Alaska

Concern Statement(s): ALT12, EAG05, MSC05, OPR02, SCC03, SCC14, SCC15, SEC04, SEC10, SEC23, WTR04

Name: Lawrence J. Musarra

State: Alaska

Concern Statement(s): SCC05, SCC14

Name: Lee Close

State: Alaska

Concern Statement(s): ALT12, PRP08

Name: Lelia Elaine Vollmer

State: Alaska

Concern Statement(s): OPR02

Name: Lena Sutherland

State: Alaska

Concern Statement(s): MSC31

Name: Linda C. Enticknap

State: Alaska

Concern Statement(s): OPR02, PRP08, SEC03, VIS06

Name: Lizbeth Peter

State: Alaska

Concern Statement(s): LAN06, SEC03

Name: Lori S. Webb

State: Alaska

Concern Statement(s): SCC16

Name: Lori Teel

State: Alaska

Concern Statement(s): AVA02, SEC25, SSL01

Name: Luke Tabor

State: Alaska

Concern Statement(s): SCC04, WLD11

Name: Lynn Canal Conservation, Inc.

State: Alaska

Concern Statement(s): ALT03, ALT03, ALT04, AVA02, AVA02, CAP01, CAP02, DSP04, DSP04, DSP05, DSP05, EAG03, EAG03, EAG05, HYD02, LAN02, OPR01, OPR02, PRP01, SCC14, SCC14, SEC03, SEC09, SEC13, SEC14, SEC18, SEC23, SEC23, SEC25, SEC25, SEC41, SEC41, SEC42, SEC42, SSL01, SSL01, SSL02, SSL03, SSL03, TRA01, TRA03, WLD11

Name: Lynn Earl

State: Alaska

Concern Statement(s): LAN02, OPR02, SEC04, SEC05, SSL03

Name: M. Sue McGowan

State: Alaska

Concern Statement(s): SEC04, SEC25

Name: Maisie Jones

State: Alaska

Concern Statement(s): AVA02, LAN06, SCC07, SEC05

Name: Majorie Fields

State: Alaska

Concern Statement(s): OPR01, SEC23, VIS06

Name: Margaret Beilharz

State: Alaska

Concern Statement(s): SCC07, SEC04, SEC13

Name: Margaret Weaver

State: Alaska

Concern Statement(s): MSC17

Name: Margo W. Waring

State: Alaska

Concern Statement(s): MSC33

Name: Marianne D. Mills

State: Alaska

Concern Statement(s): SEC10

Name: Marina Lindsey

State: Alaska

Concern Statement(s): OPR02

Name: Marine Engineers Beneficial Association

State: Alaska

Concern Statement(s): ALT03, CAP01, CAP03, CST02, MSC09, SEC05, SEC09, SEC21, SEC23, SEC38, SEC39, SEC41, TRA01, TRA03, TRA05, TRA11

Name: Marion A. Kinter

State: Alaska

Concern Statement(s): ALT12, MSC23, PRP07, SCC05, VIS06

Name: Mark Battaion

State: Alaska

Concern Statement(s): OPR01, PRP08, SCC02, SCC04, SEC43

Name: Mark Kaelke

State: Alaska

Concern Statement(s): AVA02, PRP07, SCC14

Name: Mark Laker

State: Alaska

Concern Statement(s): AVA02, OPR02, PRP08, PRP09, SEC02, SEC05

Name: Mark Luttrell

State: Alaska

Concern Statement(s): AVA02, PRP07, SEC23

Name: Mark Regan

State: Alaska

Concern Statement(s): LAN06, TRA02, TRA02

Name: Marty Dilley

State: Alaska

Concern Statement(s): MSC13, SEC05, VIS06, WLD16

Name: Mary Hausler

State: Alaska

Concern Statement(s): SEC05, TRA12

Name: Mary Holozubiec

State: Alaska

Concern Statement(s): LAN06

Name: Mary Kate McKerney

State: Alaska

Concern Statement(s): SCC05

Name: Matt McGovern-Rohen

State: Alaska

Concern Statement(s): OPR02, SCC17, VIS06, WLD16

Name: Matt Whitman

State: Alaska

Concern Statement(s): SCC05, SCC07, SCC16

Name: Megan Trigg

State: Alaska

Concern Statement(s): ALT12, DSP05, MSC23, SEC06

Name: Melissa D. Howell

State: Alaska

Concern Statement(s): SCC14

Name: Merle G. Wilson

State: Alaska

Concern Statement(s): ALT32

Name: Michael C. Story

State: Alaska

Concern Statement(s): ALT41, ALT42

Name: Michael Dahlberg

State: Alaska

Concern Statement(s): AVA02, CST02, CST09, EAG03, FSH08, FSH09, HIS04, LNS01, MSC11, OPR02, OPR04, PRP02, RIV02, SEC04, SEC23, SEC43, SEC44, SSL04

Name: Michael J. Jones

State: Alaska

Concern Statement(s): AVA02, SEC04, SEC04

Name: Michael L. De Capua

State: Alaska

Concern Statement(s): SEC47

Name: Michael Sakarias

State: Alaska

Concern Statement(s): MSC13, MSC20, MSC37, MSC38, OPR01, OPR02, SEC05, SEC23, SEC23

Name: Michael Wilson

State: Alaska

Concern Statement(s): AVA02, MIT01, SEC07, SEC52

Name: Michaela Kruse

State: Alaska

Concern Statement(s): AVA02, PRP07, SCC07, SCC14, SEC04, SEC23, TRA12

Name: Michelle Kaelke

State: Alaska

Concern Statement(s): ALT12, ALT27, LAN02, OPR02, SEC23, TRA02, WLD16

Name: Mr. & Mrs. James L. Denison

State: California

Concern Statement(s): PRP08, SCC05

Name: Murray Lantner

State: Illinois

Concern Statement(s): SCC05, SCC07, VIS05, WLD16

Name: Murray Walsh

State: Alaska

Concern Statement(s): ALT35

Name: Nancy Berland

State: Alaska

Concern Statement(s): ALT03, DSP04, DSP05, OPR01, OPR02, OPR03, OPR06, SEC03, SEC13, SEC14, SEC19, SEC19, SEC21, SEC23, SEC26, SEC32, SEC37, SEC38, SEC39, TRA01, TRA05, TRA06, TRA07, TRA08

Name: Nancy Pfeiffer

State: Alaska

Concern Statement(s): AVA02, OPR02, SEC23

Name: Nancy Ratner

State: Alaska

Concern Statement(s): LAN06, MIT02, SCC11

Name: Nancy Waterman

State: Alaska

Concern Statement(s): ALT03, LAN14, MSC05, SCC05, SCC11, SCC13, SEC43

Name: Nathaniel Trigg

State: Alaska

Concern Statement(s): ALT12, DSP05, MSC23, SEC06

Name: National Marine Fisheries Service

State: Alaska

Concern Statement(s): SCC03, SCC05

Name: National Park Service

State: Alaska

Concern Statement(s): FSH04, GEO02, HIS03, MIT01, PRP01, SEC03, SEC34, VIS03, VIS04, VIS09

Name: Paige Merriam

State: Alaska

Concern Statement(s): AVA02, MSC11, SEC04, WLD16

Name: Pamela A. Miller

State: Alaska

Concern Statement(s): DSP05, DSP07, PRP01, RIV02, SCC04, SCC07, SCC14, SEC23, SEC41

Name: Pamela K. Miller

State: Alaska

Concern Statement(s): MSC11

Name: Patricia A. Tynan

State: Alaska

Concern Statement(s): AVA02, SEC04, SEC23, SEC41, SEC43

Name: Patricia D. Blank

State: Alaska

Concern Statement(s): AVA01, AVA02, OPR01, TRA01

Name: Patricia Fluegel

State: Alaska

Concern Statement(s): LAN03, SCC07

Name: Patricia H. Kermoian

State: Alaska

Concern Statement(s): AVA02, EAG03, LAN02, MSC11, NOI01, SCC01, SCC05, SEC03, SEC05, SEC08, SEC23, SSL01, SSL01, WLD16

Name: Patti Greene

State: Alaska

Concern Statement(s): AVA02, OPR01, SEC23

Name: Paul Converse

State: Alaska

Concern Statement(s): MSC05, OPR01, OPR02, SEC04

Name: Paul D. Lavery

State: Alaska

Concern Statement(s): OPR02, SEC03, SEC23, SEC26, SEC43, SEC44

Name: Paul G. Stredicke

State: Alaska

Concern Statement(s): ALT41

Name: Paul Lofgren

State: Alaska

Concern Statement(s): SCC07, SEC04, TRA02

Name: Paul Swift

State: Alaska

Concern Statement(s): MSC11

Name: Peter Enticknap

State: Alaska

Concern Statement(s): AVA02, LAN02, LAN06, OPR02, PRP08, SCC07, SCC11, SEC03, SEC03, SEC10, SEC23, WLD16

Name: Peter Lucchetti

State: Alaska

Concern Statement(s): SCC07, SEC03, SEC10, VIS06

Name: Philip R. Knight

State: Montana

Concern Statement(s): AVA02, MSC11, SCC14, SEC25, SSL01

Name: Phyllis Ogar

State: Alaska

Concern Statement(s): OPR02

Name: Ralph Aten

State: Alaska

Concern Statement(s): OPR01, SEC13, SEC23

Name: Randy Ericksen

State: Alaska

Concern Statement(s): AVA02, MSC13, OPR02, SEC03, SEC08, SEC23, SSL01, WLD11

Name: Rebecca Kurtz

State: Alaska

Concern Statement(s): AVA02, MSC13, SEC03, SEC23, WLD16

Name: Richard Earl

State: Alaska

Concern Statement(s): MSC15, OPR01, SCC07, SCC11, SEC41, VIS06, WLD16

Name: Richard Hellard

State: Alaska

Concern Statement(s): PRP08, SEC23

Name: Richard L. Berning

State: Alaska

Concern Statement(s): ALT40, MSC30, SCC07, SCC07, SEC43

Name: Richard T. Myren

State: Alaska

Concern Statement(s): ALT13

Name: Richard W. Tyler

State: Alaska

Concern Statement(s): ALT12

Name: Rick Haida

State: Alaska

Concern Statement(s): DSP13

Name: Rick Shattuck

State: Alaska

Concern Statement(s): DSP10, DSP10

Name: Rob Goldberg

State: Alaska

Concern Statement(s): ALT04, AVA02, SCC14, SEC05, SEC25, SSL03, SSL03, TRA12, VIS06

Name: Robert B. Rutledge

State: Unknown

Concern Statement(s): CST08, LAN04, PRP12

Name: Robert Banghart

State: Alaska

Concern Statement(s): PRP08, PRP08, SEC05

Name: Robert Hubler

State: Alaska

Concern Statement(s): SEC03

Name: Robert L. Peel

State: Alaska

Concern Statement(s): SCC16, SEC41

Name: Robert Marshall

State: Alaska

Concern Statement(s): DSP05, OPR02, SEC10, SEC34, SEC41

Name: Robert Martin Jr.

State: Alaska

Concern Statement(s): SEC47

Name: Robert P. Stone

State: Alaska

Concern Statement(s): SCC18

Name: Robert W. Janes

State: Alaska

Concern Statement(s): MSC11, SEC23, SEC41

Name: Robin Long

State: Colorado

Concern Statement(s): SCC07, WLD16

Name: Roger W. Allington, P.E.

State: Alaska

Concern Statement(s): CAP05, SEC05

Name: Ron Heintz

State: Alaska

Concern Statement(s): SCC02

Name: Ronald L. Marvin

State: Alaska

Concern Statement(s): OPR02, PRP07, SCC05, SEC23, VIS06

Name: Rorie Watt

State: Alaska

Concern Statement(s): ALT24

Name: Russell J. Lyman

State: Alaska

Concern Statement(s): AVA02, SEC23, SSL01

Name: Sally A. Ryan

State: Alaska

Concern Statement(s): SEC07

Name: Sandy Warner

State: Alaska

Concern Statement(s): AVA02, MSC02, SEC41, SEC43

Name: Sara Gress

State: Alaska

Concern Statement(s): ALT34

Name: Sarah Dunlap

State: Alaska

Concern Statement(s): OPR02, SEC23

Name: Sarah Gorecki

State: Alaska

Concern Statement(s): SEC05

Name: Scott Croll

State: Alaska

Concern Statement(s): ALT03, AVA02, DSP04, SEC03, SEC10, SEC23, SEC29, SEC41, SEC42, TRA01

Name: Scott H. Miller

State: Alaska

Concern Statement(s): SCC07, SEC37

Name: Sean C. McDermott

State: Alaska

Concern Statement(s): SCC10, TRA12

Name: Shana Crondahl

State: Alaska

Concern Statement(s): MSC11

Name: Sharon Blick

State: Alaska

Concern Statement(s): DSP05, MSC05, OPR02, OPR02, OPR02, SEC21, SEC23, SEC30, SEC39, SEC40, SEC41

Name: Shelly K. Owens

State: Alaska

Concern Statement(s): OPR01

Name: Shelly McLaughlin-True

State: Alaska

Concern Statement(s): OPR02, SCC07, SEC05, SEC25

Name: Sierra Club, Juneau Group

State: Alaska

Concern Statement(s): ALT03, ALT04, AVA02, HYD02, LAN02, LAN03, LNS01, MSC13, OPR02, RIV01, SCC02, SCC03, SCC05, SCC14, SCC17, SCC18, SEC03, SEC06, SEC09, SEC10, SEC23, SEC25, SEC30, SEC45, VIS05, VIS10, WTR03, WTR04

Name: Sigurd Olson

State: Alaska

Concern Statement(s): SCC07, SCC14

Name: Sioux Plummer

State: Alaska

Concern Statement(s): SEC03, SEC25, SEC34

Name: Skip Elliott

State: Alaska

Concern Statement(s): DSP05, SEC23

Name: Skip Gray

State: Alaska

Concern Statement(s): DSP02, LAN06, LAN06, MSC13, OPR02, SCC03, SCC04, SCC05, SCC11, SCC16, SEC04, SEC23, SEC30, SEC44, TRA02, TRA09, WLD12

Name: Southeast Alaska Conservation Council

State: Alaska

Concern Statement(s): ALT03, ALT14, AVA02, CAP02, DSP01, DSP06, GEO03, HIS04, HIS08, LAN03, LAN06, MSC09, OPR01, OPR02, OPR03, OPR06, PRP01, RIV01, RIV02, SCC02, SCC05, SCC14, SCC15, SCC19, SEC03, SEC04, SEC09, SEC10, SEC12, SEC13, SEC17, SEC23, SEC25, SEC30, SEC38, SEC43, SEC44, SEC46, SEC47, WET10

Name: Southeast Conference

State: Alaska

Concern Statement(s): DSP08

Name: Stanley Beadle

State: Alaska

Concern Statement(s): SEC61, SEC62

Name: Steve Brockmann

State: Alaska

Concern Statement(s): SCC05, SEC26

Name: Steve Tada

State: Alaska

Concern Statement(s): ALT12

Name: Steven G. Hites

State: Alaska

Concern Statement(s): SEC03, SEC03, SEC13, SEC13

Name: Steven J. Allwine

State: Alaska

Concern Statement(s): SEC61

Name: Susan Andrews

State: Alaska

Concern Statement(s): SCC16, WLD19

Name: Susan B. Phillips

State: Alaska

Concern Statement(s): LAN02, SCC16, SEC04, SEC05

Name: Susan Price

State: Alaska

Concern Statement(s): ALT17, MSC31, PRP08, SCC05, SEC34, WLD07

Name: Taku Conservation Society

State: Alaska

Concern Statement(s): ALT13, DSP05, SCC05, SEC04, SEC06, SEC23, SEC41, WLD14

Name: Terry Brock

State: Alaska

Concern Statement(s): AVA02, CST07, SEC09, SEC23

Name: Theodore R. Merrell

State: Alaska

Concern Statement(s): AVA02, LAN06, MSC13, OPR02, SEC03, SEC10, SEC23, SEC41

Name: Thomas Ely

State: Alaska

Concern Statement(s): PRP08, SEC38

Name: Thomas H. Donek

State: Alaska

Concern Statement(s): ALT04, OPR02, SEC23

Name: Thomas N. Osborn

State: Alaska

Concern Statement(s): LAN02, SCC07, SEC05

Name: Thomas O. Moore

State: Alaska

Concern Statement(s): OPR02, SSL01, VIS06, WLD16

Name: Thomas R. Dienst

State: Alaska

Concern Statement(s): PRP08

Name: Thomas Thornton

State: Alaska

Concern Statement(s): ALT12, ALT12, ALT13, MSC10, SCC05, SCC07, SEC03, SEC23, SEC26, SEC38, SEC43

Name: Thomas W. Paul

State: Alaska

Concern Statement(s): MIT02, MSC13, OPR02, SEC03, SEC04, SEC05, SEC23, SEC25, SEC30, SEC43, WLD05

Name: Thomas Wylie

State: Alaska

Concern Statement(s): SEC23

Name: Tim McDonough

State: Alaska

Concern Statement(s): AVA02, MSC11, VIS06

Name: Tim Shields

State: Alaska

Concern Statement(s): ALT04, SEC13, SEC25

Name: Tom True

State: Alaska

Concern Statement(s): ALT12, SEC41

Name: US Army Corps of Engineers

State: Alaska

Concern Statement(s): ALT05, ALT06, ALT07, FSH08, GEO01, HYD01, MIT01, MSC03, MSC04, SCC02, SEC26, SEC27, SEC28, SEC29, SSL04, WET05, WET06, WET07, WTR01, WTR02, WTR05

Name: US Department of the Interior

State: District of Columbia

Concern Statement(s): EAG01, EAG04, EAG05, HIS03, HYD02, LAN01, LAN04, MSC05, OPR02, OPR06, PRP02, PRP03, SEC03, SEC15, SEC25, SEC30, SEC31, SEC32, SEC33, WLD01, WLD03

Name: US Environmental Protection Agency

State: Washington

Concern Statement(s): ALT06, ALT07, ALT10, AVA01, AVA02, CST01, CST02, CST03, CST06, CST07, DSP03, DSP06, DSP07, EAG01, EAG02, EAG03, HYD02, LAN12, LNS01, LNS01, MSC01, OPR02, OPR04, PRP01, SCC03, SCC05, SCC07, SCC08, SCC12, SCC13, SCC14, SEC07, SEC08, SEC10, SEC17, SEC18, SEC19, SEC20, SEC21, SEC22, SEC23, SEC25, SEC29, SEC35, SSL01, WET03, WET08, WLD02, WLD06, WLD08, WLD09, WLD10, WLD11, WLD13, WLD14, WLD15

Name: Valerie DeLuane

State: Alaska

Concern Statement(s): AVA02, OPR02, VIS06, WLD16

Name: Vivian C. Menaker

State: Alaska

Concern Statement(s): LNS01, MSC13, SCC14, SSL01, VIS06

Name: Walt Marble

State: Alaska

Concern Statement(s): SEC03

Name: Warren E. Wild

State: Alaska

Concern Statement(s): MSC11, PRP01, SEC25, TRA01

Name: Wayne DeLong

State: Alaska

Concern Statement(s): SCC07, SCC16

Name: Wildlands Center for Preventing Roads

State: Montana

Concern Statement(s): AVA02

Name: William C. Leighty

State: Alaska

Concern Statement(s): ALT13, OPR01, SCC16, SEC23, SEC41

Name: William C. West

State: Alaska

Concern Statement(s): SEC16

This page left intentionally blank.

4.0 RESPONSES TO COMMENTS

This chapter presents the database report that documents the concern statements generated from the substantive comments and responses to the concern statements. Commenters can use the concern statement numbers associated with their comment submission in Chapter 3 to look up the responses.

4.1 ALTERNATIVES

4.1.1 Alternative Analysis

ALT01	Consider the Southeast Plan in the alternative analysis.
Response	The Juneau Access Improvements Project is part of the Southeast Alaska Transportation Plan (SATP). The SATP has been used to evaluate potential impacts of the project on AMHS operations in other parts of southeast Alaska.
ALT02	Complete the analysis of potential impacts of a ferry terminal at the Katzeihin River.
Response	<p>The direct potential effects of a ferry terminal north of the Katzeihin River are analyzed in Chapter 4 of the Supplemental Draft EIS and the following appendices: the Hydrology and Water Quality Technical Report (Appendix K), Essential Fish Habitat (EFH) Assessment (Appendix N), Anadromous and Resident Fish Streams Technical Report (Appendix P), and the Wetlands Technical Report (Appendix O). The potential indirect and cumulative effects are analyzed in Chapter 4 of the Supplemental Draft EIS, the Indirect and Cumulative Impacts Technical Report (Appendix U) and in the EFH Assessment.</p>
ALT03	Address how ferry foot passengers will be accounted for under the road alternative.
Response	<p>Ferry foot and bicycle traffic is discussed in the Supplemental Draft EIS in the transportation discussion for each alternative in Chapter 4. The highway segments of each alternative include 4-foot paved shoulders suitable for bicyclists and pedestrian use. Predicted traffic volumes would be compatible with bicycle or pedestrian use of the shoulders. Shuttle ferries proposed for the alternatives would accommodate bicyclists and pedestrians.</p> <p>As indicated in the Traffic Forecast Report for the proposed project (Appendix C of the Supplemental Draft EIS), many current ferry walk-on passengers would choose to travel by car if a highway were available in the Lynn Canal corridor. Travelers without vehicles would need to rent vehicles, take a commuter flight, or travel on private carriers if they develop to accommodate this demand.</p>

4.1 ALTERNATIVES (continued)

4.1.1 Alternative Analysis (continued)

ALT04 Provide more information on roadway design standards and the possibility and cost of future upgrades to higher design standards, such as widening the shoulders for emergency pull-offs and bike lanes. The DEIS talks about a 32 foot roadbed when the federally funded road requirement is 36 feet.

Response The highway proposed for the alternatives would have two 11-foot wide paved travel lanes and 4-foot wide paved shoulders on either side of the travel lanes. The embankment for the road and shoulders would typically extend eight feet beyond the paved shoulders at a grade of 4:1 to 6:1. The shoulders are wide enough for emergency pull-off and for use by bicyclists given the projected traffic volumes for the project. A typical roadway cross section is provided in the Supplemental Draft EIS (Figure 2-4). The highway design meets the American Association of State Highway and Transportation Officials national highway system standards for the traffic volumes projected for the proposed project. No upgrades for higher standards are anticipated within this time frame.

ALT05 Alternative 2 (1997) analysis concerning traffic volumes is inconsistent with the winter traffic volume discussion for Haines and Skagway and the stormwater runoff potential effects statement.

Response A new traffic analysis was conducted for the Supplemental Draft EIS. Information from the analysis is included in the Traffic Forecast Report (Appendix C of the Supplemental Draft EIS). These predicted traffic volumes are used for analysis in the following technical reports, all of which are appended to the Supplemental Draft EIS: Socioeconomic Effects (Appendix H), Noise Analysis (Appendix L), Hydrology and Water Quality (Appendix K), Steller Sea Lion (Appendix S), and Wildlife (Appendix Q) technical reports and in associated resource subsections in Chapter 4 of the Supplemental Draft EIS.

ALT06 Select the preferred alternative during the DEIS period and submit it to agencies for their concurrence decision.

Response All reasonable alternatives evaluated in the Supplemental Draft EIS are under consideration and have been developed to a comparable level of detail. In accordance with FHWA policy, final selection of an alternative will not occur until the alternatives impacts, written comments on the Supplemental Draft EIS, and comments received at the public hearings have been fully evaluated and considered. Agencies can comment on the State's preferred alternative during the comment period for the Supplemental Draft EIS. They can also comment on the final preferred alternative during the review period for the Final EIS.

ALT07 Evaluate all alternatives for compliance with the Clean Water Act 404 (b) (1) guidelines and the impacts on air quality.

Response A draft 404(b)(1) alternatives analysis will be included in the Final EIS when a final preferred alternative has been identified.

4.1 ALTERNATIVES (continued)

4.1.1 Alternative Analysis (continued)

ALT09	Consider a hub-and-spoke ferry system, whereby mainline ferries to Bellingham, Ketchikan and Juneau meet dayboats from those stations to outlying communities at the same time each ferry day.
Response	Alternatives 4A through 4D include daily shuttle ferries between Juneau and Haines and Skagway. All of these alternatives continue mainline ferry service in Lynn Canal and the AMHS would continue to be the National Highway System route from Juneau to Haines and Skagway.
ALT10	The all-marine alternatives need to consider ferry terminal placement that will coincide with other projects: an expansion of the Auke Bay Terminal, and an evaluation of a deep water port at Cascade Point by Goldbelt, Inc.
Response	All marine alternatives include analysis of reconfiguring the Auke Bay Terminal. Several alternatives include ferry terminals in Berners Bay. DOT&PF has committed to investigating a joint use facility at Cascade Point if Goldbelt's marine facility appears imminent and the selected project action requires a ferry terminal in Berners Bay.
ALT11	Alternatives 2, 4B, and 4D do not discuss improvements to the present road to access Berners Bay year-round. Discuss improvements impact on wetlands. Will existing culverts be upgraded to current fish passage standards?
Response	Sections of the Glacier Highway are identified in the STIP for improvement in the near future, independent of the Juneau Access Improvements Project. Those improvements are described in Section 1.2.3 of the Supplemental Draft EIS and include upgrading culverts. The environmental effects of the improvements have already been evaluated and the improvements are permitted.
ALT12	The marine alternatives should include provisions for, and identify cost of, terminals and improved customer service and reservations capabilities in addition to increased ferry trips, fast ferries and reliability.
Response	The marine alternatives presented in the Supplemental Draft EIS include new terminals, modification of existing terminals, fast ferries, and more frequent service with greater capacity. Costs for these alternatives are presented in the document in Chapters 2 and 4 and include all operational costs.
ALT13	Air travel should be discussed as an alternative or as part of an alternative.
Response	The purpose 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 is not a part of the purpose and need for the project.

4.1 ALTERNATIVES (continued)

4.1.1 Alternative Analysis (continued)

ALT14	The road analysis should provide more information on the logistics of running toll booths: location, costs, staffing, etc.
Response	Although considered in the 1997 Draft EIS, highway tolls are not part of the Supplemental Draft EIS alternatives.
ALT16	Consider extending Thane road in Taku Inlet River to join the Canadian road between the mine at Tulsequa and Atlin.
Response	This option was considered in the 2003 Juneau Access Improvements Alternative Screening Report (Appendix A to the Supplemental Draft EIS) as the Taku Route Alternative. The Taku Route Alternative was not carried forward for analysis in the Supplemental Draft EIS because the Canadian government did not express interest in constructing the segment of road that would extend from the U.S. border to Atlin. The reasons why the alternative was not carried forward for analysis are summarized in Chapter 2 of the Supplemental Draft EIS.
ALT17	Consider making the ferry system a private enterprise for less expensive operation in addition to faster and lower priced people only ferries. End loading ferries would decrease loading time and smaller ferries to accommodate winter traffic would lower operation costs.
Response	The state has a responsibility to provide transportation facilities for vehicles between Juneau and Haines and Skagway. AMHS service is currently the National Highway System link between Juneau and Haines and Skagway; therefore, the state cannot relinquish the responsibility for providing vehicle transportation to private parties. The size and configuration of ferries for each alternative were evaluated based on transportation demand estimates for the alternatives. That evaluation is provided in the Marine Segments Technical Report (Appendix B) and the results are summarized in Chapter 2 of the Supplemental Draft EIS.
ALT24	Consider other air options, including reduced fares.
Response	The purpose and need for the Juneau Access Improvements Project is to provide improved transportation to and from Juneau within the Lynn Canal. Air travel is not a part of the purpose and need.
ALT27	Consider the Malaspina for runs up and down the canal.
Response	A new Marine Segments Technical Report was completed for and is appended to the Supplemental Draft EIS as Appendix B. This report analyzes appropriate vessel sizes for the estimated travel demand. The M/V Malaspina was deployed in Lynn Canal in the late 1990s and AMHS determined that it was not the appropriate vessel for that service. The Supplemental Draft EIS evaluates specific capital improvements in transportation in the Lynn Canal corridor. The No Action Alternative is a projection of AMHS's deployment of the most appropriate vessels in Lynn Canal and includes the use of the M/V Fairweather for shuttle service.

4.1 ALTERNATIVES (continued)

4.1.1 Alternative Analysis (continued)

ALT28	Connect a ferry to the Seward rail head.
Response	The purpose of the proposed project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor. A ferry to Seward does not approach this purpose; therefore, it is not considered in the Supplemental Draft EIS.
ALT29	DOT&PF must provide for alternative passage around the LUD II area should they select Alternative 2 as the access.
Response	The congressionally designated LUD II permits roads only for access for authorized uses, for transportation needs identified by the state, or for vital linkages. In 1994, the state sent a letter to the Forest Service identifying a highway along the east side of Lynn Canal between Juneau and Skagway as a state transportation need. The Forest Service included in the highway alignment as a transportation corridor in the 1997 Tongass Land and Resources Management Plan. This information is provided in the Land Use and Coastal Management Technical Report (Appendix F of the Supplemental Draft EIS) and in Section 3.1.1 of the Supplemental Draft EIS.
ALT30	Analyze improvements to the Alaska Marine Highway System and expand it with interconnecting shuttle ferries.
Response	The Supplemental Draft EIS contains four marine alternatives that provide faster and/or more frequent service with greater capacity than the No Action Alternative while minimizing operating costs. Various combinations of the following are proposed to reduce travel times: faster boats, shorter summer routes, and port-to-port operations (travel to one port then return to origin).
ALT31	Finish roads that almost connect now, such as 1/2 mile road on the south end of Wrangell. Add three to seven miles of road across the Cleveland Peninsula.
Response	The purpose of the proposed project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor. These alternatives do not address that purpose. Other improvements to the transportation system in Southeast Alaska are provided in the Southeast Alaska Transportation Plan.
ALT32	The study should include a Taku River alternative.
Response	In 1993, the B.C. Minister of Transportation was contacted regarding Canada's interest in the Taku River Valley Highway. At that time, B.C. indicated it did not support pursuit of this alternative. In 2003, the B.C. Minister of Transportation was again contacted to determine if B.C. was still opposed to this alternative. The October 2, 2003, response indicated that B.C. is not interested in this highway. An alternative that involves construction in, and access to, a foreign country that does not have the support of the government of that country fails the common sense test and is not a reasonable alternative. This alternative also does not directly address the purpose and need statement of improved transportation to and from Juneau in Lynn Canal. For these reasons, the alternative was dropped from further consideration.

4.1 ALTERNATIVES (continued)

4.1.1 Alternative Analysis (continued)

ALT34	Consider using hydrogen or biomass or a combination of ethanol alcohol in ferries as an alternative fuel source.
Response	The purpose of the proposed project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor. The fuel supply for ferries is not relevant to this purpose other than cost. The Supplemental Draft EIS does not address future fuels. The AMHS will make future decisions on fuel sources based on available technology.
ALT35	Amend the East Lynn Canal alternative to provide a better faster connection for Haines.
Response	<p>Under Alternatives 2 through 2C, the travel time from Auke Bay to Haines would be 2.5 to 3.4 hours. For Alternative 2, there would be 9 round-trips per day in the summer and 6 round-trips per day in the winter. For Alternatives 2A and 2B, there would be 8 round-trips per day in summer and 6 round-trips per day in winter. All of these alternatives would substantially improve travel to Haines over the No Action Alternative where travel times vary from 3.5 hours for the fast vehicle ferry to 7.1 hours for the mainline ferry, and the average round-trips per day are 1.1 in the summer and 0.7 in the winter.</p> <p>To make a substantial further reduction in travel time to Haines under Alternative 2 would require a bridge across the Chilkoot Inlet. This was determined not to be reasonable because of cost.</p>
ALT37	Put in a shuttle terminal from Berners Bay or Bridget Cove to closest Haines access.
Response	The Supplemental Draft EIS Alternatives 4B and 4D analyze the use of a ferry terminal in Berners Bay at Sawmill Cove for service to Haines and Skagway.
ALT39	Consider the weather impacts on the ferry planned across the narrows near Battery Point where high winds are common, especially during the winter. A small shuttle ferry would be extremely dangerous.
Response	The M/V Aurora, which has operated in Lynn Canal for many years, would be used as a shuttle ferry. If the alternative selected for the proposed project includes new shuttle ferries, they would be designed to handle marine conditions in Lynn Canal.
ALT40	The project should be considered in a 25+ year timeframe to address potential long-term changes in population and transportation habits.
Response	The analyses provided in the Supplemental Draft EIS are based on a 30-year post-construction period. Assuming the project would be in operation in 2008, projection of potential environmental effects, including socioeconomic and transportation, have been made to 2038.
ALT41	Reevaluate west access and discuss environmental and economic cost and benefits in comparison to east side access.
Response	The Supplemental Draft EIS analyzes the potential impacts and benefits of Alternative 3 West Lynn Canal Highway and four east Lynn Canal highway alternatives (Alternatives 2, 2A, 2B, and 2C).

4.1 ALTERNATIVES (continued)

4.1.1 Alternative Analysis (continued)

ALT42 **Analyze the west access to Haines with a shuttle ferry from Berners Bay to St. James/William Henry Bay.**

Response The Supplemental Draft EIS includes Alternative 3, the West Lynn Canal Highway. This alternative contains a shuttle ferry from Sawmill Cove in Berners Bay to William Henry Bay, a highway from William Henry Bay to Pyramid Harbor, and across Chilkoot Inlet connecting to Mud Bay Road in Haines.

ALT43 **Future plans should incorporate a bridge from Katzechin Flats to Battery Point.**

Response An East Lynn Canal Highway with a bridge to Haines was evaluated for the Supplemental Draft EIS and is discussed in Chapter 2 of the document. This alternative would construct a highway from the end of Glacier Highway at Echo Cove around Berners Bay to Skagway. An approximately 7,000-foot-long bridge would be constructed from the north end of the Katzechin River delta across Chilkat Inlet to Battery Point south of Haines. Water depths, bridge span lengths, and the need to accommodate large-vessel passage (including cruise ships) at this location dictate a high-clearance suspension bridge or a floating structure with an opening span. Construction costs associated with a structure of this magnitude were estimated in the Reconnaissance Engineering Report to be approximately \$190 million. More detailed estimates for recent bridge projects, when applied to this distance (ignoring the much greater depth of water), indicate a cost of close to \$250 million. This additional cost would be prohibitive, approximately doubling the cost of any East Lynn Canal Highway alternative. On the basis of cost, this alternative was determined not to be reasonable. For more detail, see the Alternatives Screening Report (Appendix A of the Supplemental Draft EIS).

ALT44 **Consider a suspension bridge just north of Haines, across the Taiya Inlet to the eastside of Lynn Canal.**

Response A bridge from the north end of the Katzechin River delta across Chilkat Inlet to Battery Point south of Haines was evaluated and is addressed in Chapter 2 of the Supplemental Draft EIS. A bridge across Taiya Inlet to just north of Haines would be essentially the same length and have the same design and construction costs as the bridge across Chilkat Inlet. The additional cost of such a bridge would be prohibitive, approximately doubling the cost of any East Lynn Canal Highway alternative. On the basis of cost, this alternative was determined not to be reasonable. For more detail, see the Alternatives Screening Report (Appendix A of the Supplemental Draft EIS).

4.1.2 Alternative Descriptions

DSP01 **Include a discussion of maintenance stations along the alignment of each road alternative.**

Response The potential locations of maintenance stations for the east and west Lynn Canal highway alternatives are identified in the Technical Alignment Report (Appendix D of the Supplemental Draft EIS) and in Chapter 2 of the Supplemental Draft EIS.

4.1 ALTERNATIVES (continued)

4.1.2 Alternative Descriptions (continued)

DSP02 Describe what provisions will be made for visitor services and their funding, management, and maintenance (i.e., rest areas, restrooms, recreation areas, pull-offs, bike lanes, etc.) for the road alternatives.

Response Locations for pullouts and scenic overlooks have been identified in consultation with the Forest Service for the highway alternatives on the east (Alternatives 2 through 2C) and west (Alternative 3) sides of Lynn Canal and are described in Sections 4.3 and 4.4 of the Supplemental Draft EIS. On the east side of Lynn Canal, restroom facilities would be located at the planned Comet highway maintenance building (Alternatives 2 through 2C) and the Katzeihin Ferry Terminal (Alternatives 2, 2A, and 2B). Restroom facilities would be provided on the west side of Lynn Canal at the William Henry Bay ferry terminal. DOT&PF would maintain the restroom facilities, pullouts, and scenic overlooks. Any sanitary facilities at trailheads would be maintained by the Forest Service.

No recreation areas are planned for the project alternatives. Highway alternatives do not include designated bike lanes. The paved shoulders of the road would provide bicycle access given the projected volume of traffic. The Forest Service may develop trails at some of the pullouts in the future if a highway alternative is selected for the proposed project. A separate environmental assessment would be completed by the Forest Service for these trails.

DSP03 Details of the proposed ferry terminal at Sawmill Creek need to be described (e.g., dredging).

Response Alternatives 2A and 3 have a proposed ferry terminal at Sawmill Cove, which is north of Sawmill Creek. The project alternatives do not propose a ferry terminal in the Sawmill Creek area. A description of the proposed ferry terminal is provided in Chapter 2 of the Supplemental Draft EIS and the area of disturbance resulting from filling and dredging for this terminal is evaluated in Chapter 4 of the Supplemental Draft EIS.

DSP04 The alternatives should include a discussion on back-up service during periods of ferry maintenance or breakdown and yearly open/availability rates.

Response Except for Alternatives 2 and 2C, all of the project alternatives have multiple shuttle ferries that could be used for backup during periods of ferry maintenance or breakdown. The shuttle ferry to Haines for Alternatives 2 and 2C would be backed up by other AMHS ferries operating in southeast Alaska.

DSP05 Identify other marine options that could meet the purpose and need (i.e., hydrofoil, hovercraft).

Response The marine alternatives consider fast vehicle ferries and conventional monohull ferries. The optimal vessels are identified in the Marine Segments Technical Report (Appendix B of the Supplemental Draft EIS). Other marine vessels such as hydrofoils and hovercraft do not provide adequate capacity for vehicles.

4.1 ALTERNATIVES (continued)

4.1.2 Alternative Descriptions (continued)

DSP06	Details of the proposed ferry terminal at the Katzehin River are not fully discussed (i.e., possibilities of dredging, maintenance and management, position on an alluvial fan).
Response	Alternatives 2, 2A, and 2B have a proposed ferry terminal north of the Katzehin River. The project alternatives do not propose a ferry terminal in the Katzehin River delta. A description of the proposed ferry terminal is provided in Chapter 2 of the Supplemental Draft EIS and the area of disturbance resulting from filling and dredging for this terminal is evaluated in Chapter 4 of the same document.
DSP07	The East Lynn Canal alternative should consider maintaining the existing ferry run between Haines and Skagway instead of building a new terminal at the Katzehin River.
Response	Supplemental Draft EIS Alternative 2C contains a shuttle ferry between Haines and Skagway rather than a Katzehin Ferry Terminal.
DSP08	The shuttle ferry terminal in Haines should be in a more convenient location (e.g., downtown Haines).
Response	The reasonable alternatives are based on the existing Haines ferry terminal. If the Haines Borough proposes a reconstruction of the Haines harbor, including a new ferry terminal, it would be considered for any alternative selected for the proposed project.
DSP09	The description of time it would take to travel between destinations is inconsistent between road (one-way trip) and marine (round trip); only one-way should be used throughout the document.
Response	The travel time has been changed to a one-way trip description in the Supplemental Draft EIS.
DSP10	Options for the road terminus into Skagway should be expanded and potentially revised.
Response	A new terminus in Skagway has been developed in greater detail. Chapter 2 of the Supplemental Draft EIS describes the connection to the Skagway road system and the rationale for the changed route.
DSP11	A plan for maintaining and even improving ferry service during the construction period of the East Lynn Canal Highway should be included for the road alternative.
Response	The No Action Alternative in Chapter 2 of the Supplemental Draft EIS describes AMHS service in Lynn Canal. If a highway alternative is selected for the proposed project, this service would continue until construction of the highway was completed.
DSP13	Consider limited or no access from the highway between Skagway and Juneau.
Response	The East Lynn Canal alternatives would essentially be limited access because most of the land is managed by the Forest Service and no additional roads are planned.

4.1 ALTERNATIVES (continued)

4.1.3 Avalanche

AVA01 The final document should provide complete data on avalanche sites.

Response The avalanche information presented in the 1997 Draft EIS has been updated. The location of avalanche paths on the east and west sides of Lynn Canal are provided in Figure 3-12 of the Supplemental Draft EIS. The Snow Avalanche Report (Appendix J of the Supplemental Draft EIS) provides more detailed information on the snow avalanche paths mapped and rated along each side of Lynn Canal.

AVA02 Avalanche mitigation, including the potential impacts of weather on mitigation (e.g., low visibility restricting the use of helicopter operations) and ensuring public safety, should be discussed. Release the avalanche report. Include information on mitigation efforts used in other states.

Response The Snow Avalanche Report (Appendix J of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS discuss avalanche mitigation, including road closures.

AVA04 Discuss what will be done with the additional debris generated from avalanche mitigation.

Response Avalanche mitigation does not generate additional debris. Avalanche debris depends on the amount of snowfall and subsequent weather. Mitigation efforts release snow before an avalanche occurs naturally, often resulting in smaller debris flows that do not reach the highway. Debris that reaches the highway would be pushed downhill, into the same location it would have reached if the highway were not present.

4.1.4 Capacity

CAP01 The DEIS needs to reconcile the conflict between the estimate that ferries run at 70% capacity during the summer months and the statement that ferries cannot meet demand.

Response It is likely that ferries do not always run at full capacity during the summer because of the inherent restrictions to travel flexibility and opportunity in the system. Those restrictions include:

- Travelers must make reservations for vehicles in advance; travel during the peak summer season can require making reservations within days of the summer ferry schedule release.
- Travel costs are high. For example, the out-of-pocket cost for a family of four in a 19-foot vehicle to travel from Juneau to Haines or Skagway is \$170 and \$237, respectively, in 2004.
- Changing reservations can be problematic and can include financial penalties. 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.

4.1 ALTERNATIVES (continued)

4.1.4 Capacity (continued)

- When ferries do not have vehicle reservation space available, travelers may register at the ticket counter two hours before sailing for standby vehicle space; however, there is no guarantee of boarding.

It is apparent that these restrictions inhibit travel in the Lynn Canal corridor. Annual average daily traffic (annual ADT) between Juneau and Haines/Skagway on the AMHS remained essentially constant at 81 vehicles between 1988 and 2002 (see Table 1-1 of the Supplemental Draft EIS) despite increased ferry service in the corridor. On the other hand, the population of Juneau, Haines, and Skagway grew 25 percent in this period. In addition to no growth, a 15-year annual average ADT of 81 in Lynn Canal is extremely low for access to a community like Juneau with a population of 30,000. In comparison, roads providing access to other Alaska communities like Seward, Valdez, and the Kenai Peninsula, which have much smaller populations than Juneau, have annual average ADTs ranging from 204 to over 1,500. Also, the average annual ADT for Egan Drive in Juneau near McDonalds is 26,817 (Table 1-3 of the Supplemental Draft EIS).

CAP02 The marine alternative analysis should demonstrate whether adding a day boat in the corridor would accommodate demand.

Response All of the Supplemental Draft EIS marine alternatives include daily shuttle ferry service to Lynn Canal communities.

CAP03 Correct the projections presented in the DEIS which are in conflict with the marine engineers project capacity of 850 vehicles per day for Alternative 4.

Response Comment acknowledged. The Marine Segments Technical Report has been revised for the Supplemental Draft EIS, and is included as Appendix B.

CAP05 The DEIS appears to underestimate the future demand for the marine alternatives, and more ferries may be required to accommodate demand.

Response The size and frequency of ferries on marine segments of project alternatives are based on projected average daily summer traffic demand for that segment during a 30-year period. Please see the Marine Segments Technical Report (Appendix B of the Supplemental Draft EIS).

4.1.5 Construction

CST01 Outline the need for material sites, quantity of material required, and potential locations of material sites.

Response Much of the fill required for Alternatives 2 through 2C and 3 would come from cuts required for highway construction. However, it is probable that some borrow sites would be needed for construction of these alternatives. The quantity of material required and the location of borrow sites would be determined during final engineering design of the selected alternative.

4.1 ALTERNATIVES (continued)

4.1.5 Construction (continued)

CST02	Deepwater disposal sites need to be identified and potential impacts should be evaluated.
Response	Representative deep water disposal sites were identified in Taiya Inlet and Lynn Canal. Underwater camera surveys were conducted in these representative areas. The potential impacts to deep water disposal sites are discussed in the Essential Fish Habitat Assessment (Appendix N of the Supplemental Draft EIS), and summarized in Chapter 4 of the Supplemental Draft EIS.
CST03	The feasibility of providing excess material to local communities should be investigated.
Response	Excess material is expensive to haul long distances. Some excess rock would be available in the vicinity of Skagway and Echo Cove. The cost of the haul from excavation further away from the termini of the project would be prohibitive.
CST04	Construction camp impacts should be evaluated.
Response	A general discussion of potential impacts of construction camps is provided in Section 4.8 of the Supplemental Draft EIS. The specific location and size of a construction camp(s) for the selected alternative, if such a camp is necessary, will be determined by the construction contractor for the project. The most likely construction camp sites are at the proposed ferry terminal sites which have been evaluated.
CST05	If helicopters are to be used for construction activities their impacts to wildlife needs to be evaluated.
Response	The use of helicopters for avalanche control is evaluated in the Supplemental Draft EIS. Use of helicopters during construction is likely to be limited to initial survey activities.
CST06	Blasting plans should be developed to protect sensitive terrestrial and aquatic species.
Response	Potential impacts of blasting to terrestrial and aquatic species is addressed in Chapter 4 of the Supplemental Draft EIS.
CST07	A description and assessment of the types, cost, and maintenance of bridges and avalanche snow sheds that could be built as part of the road alternative should be included in the DEIS.
Response	The specific locations and types of bridges proposed for project alternatives are provided in the Technical Alignment Report (Appendix D of the Supplemental Draft EIS). The cost of constructing and maintaining these bridges is included in the estimated construction and operating costs for project alternatives. Those costs are provided in the Technical Alignment Report and summarized in Chapter 4 of the Supplemental Draft EIS. No avalanche snow sheds are proposed for any project alternatives.

4.1 ALTERNATIVES (continued)

4.1.5 Construction (continued)

CST08 **A timeline for anticipated construction activities for the road alternative should be presented, including times when construction would be off-limits due to fish/bird migration, winter, etc.**

Response Project construction is planned to begin as early as 2005 and be completed as early as 2008. Chapter 4 of the Supplemental Draft EIS indicates the seasons when certain construction activities would not take place to avoid impacts to wildlife. After an alternative for the project is selected, DOT&PF will work with resource management agencies to identify specific construction windows for specific areas to minimize potential impacts to wildlife.

CST09 **Provide a comparison of energy usage required for construction activities alone for each alternative (similar to 1997 DEIS Table 5-5).**

Response Construction activities have not been included in the energy analysis because construction would be very short-term (on the order of 6 months/year for 3 to 5 years) compared to the energy consumption over the 30-year analysis period for operation of project alternatives, and it is difficult to estimate for all alternatives.

CST10 **Calculate the risk that correlates with the number and severity of curves as well as the width of the proposed road. Also calculate safety per passenger mile for each alternative.**

Response All of the highway alternatives would be designed to American Association of State Highway and Transportation Officials national highway standards, which includes standards for safe curves and road widths. The User Benefit Analysis (Appendix E of the Supplemental Draft EIS) includes potential accident cost per mile.

4.1.6 Operations

OPR01 **The DEIS should discuss how emergency response and public safety needs would be handled along a road corridor and in the impacted communities (e.g., medical transport, accident response, towing). Include steps that will be taken to ensure people will not be stranded between two, or more, avalanches.**

Response The impact of Alternatives 2 through 2C and 3 on emergency response services is provided in Chapter 4 of the Supplemental Draft EIS. As discussed in Chapter 4 of the document, DOT&PF would implement an avalanche mitigation program, which would include monitoring avalanche hazards, road closures during high avalanche risk periods, and release of unstable snow during road closures to reduce avalanche risks. Normal avalanche control procedures include the use of search vehicles before closing off a highway segment for avalanche control activities and high avalanche hazard.

4.1 ALTERNATIVES (continued)

4.1.6 Operations (continued)

OPR02 **The DEIS should discuss how the DOT&PF would maintain reasonable highway service during winter months when the road is closed due to avalanches and inclement weather. Include a projection of how many days the closures may take place and potential costs.**

Response As discussed in Chapter 4 of the document, DOT&PF would implement an avalanche mitigation program, which would include monitoring avalanche hazards, road closures during high avalanche risk periods, and release of unstable snow during road closures to remove avalanche risks. Costs for conducting this program, projected road closure periods, and the Avalanche Hazard Index for Alternatives 2 through 2C and 3 is provided in the Snow Avalanche Report (Appendix J of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS.

It is predicted that a highway on the east side of Lynn Canal (Alternatives 2 through 2C) could be closed up to about eight days at a time because of avalanche hazard. A northern Lynn Canal shuttle ferry is included in all of these alternatives. This shuttle ferry would carry northbound and southbound traffic between Haines, Skagway, and Juneau when the highway is closed for more than one or two days.

The M/V Aurora would be diverted from the Haines to Katzehein (or Skagway for Alternative 2C) run to transport vehicles to and from Auke Bay (Alternatives 2, 2B, 2C) or Sawmill Cove (Alternative 2A). Given the M/V Aurora's capacity, on a 12-hour operating schedule 68 vehicles could be moved to and from Auke Bay, and 136 could be moved to and from Sawmill Cove. Based on the Southeast Transportation Plan, at least one fast ferry will be home ported in Juneau, providing service to Petersburg. During the winter this vessel would also be available to provide additional temporary service in Lynn Canal during road closures.

A highway on the west side of Lynn Canal (Alternative 3) is predicted to be closed for no more than one day at a time during periods of high avalanche risk (Section 4.4.8 of the Supplemental Draft EIS). Therefore, there would be no need to provide temporary ferry service in Lynn Canal during road closures.

OPR03 **The potential for shuttle ferry operation to Haines to be out of service for extended periods of time due to high winds should be taken into account. This time will increase with a ferry from Katzehein. Discuss the projected reliability, time of year of closures (winter closures affect less people), and cost of more seaworthy vessels.**

Response All the project alternatives include the M/V Aurora as the Haines shuttle. This ferry has proven to be sea worthy throughout Southeast Alaska. In the event of unusually high winds at Katzehein, the M/V Aurora could depart from Skagway.

4.1 ALTERNATIVES (continued)

4.1.6 Operations (continued)

OPR04 **The issue of hazardous material transport on a highway and the potential for spills and their impacts needs to be addressed in the DEIS.**

Response Oil or hazardous material spills along a highway route are possible. The potential impacts from such spills are addressed in the Hydrology and Water Quality Technical Report (Appendix K of the Supplemental Draft EIS) and by alternative in Chapter 4 of the Supplemental Draft EIS. Other highways in Alaska parallel the coast and do not have a documented problem of hazardous material or oil discharge. One reason for this is the U.S. Department of Transportation requirements for design of trailers carrying these types of materials.

OPR05 **Discuss the strategy to maintain the low growing plant buffer zone along the highway. The use of native plant materials and hydroseeding for revegetating slopes, to keep out invasive species, is recommended.**

Response As discussed in Chapter 5 of the Supplemental Draft EIS, grass seed would be placed on any road slope not constructed of shot rock, applied by hydroseeding. To protect the integrity of the natural plant communities, plant species indigenous to the area would be used for vegetating road slopes, except that non-native and non-invasive annual grasses may be used to provide initial soil cover. 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.

OPR06 **The document should discuss how the Katzeihin terminal maintenance and operation would be accomplished with projected costs included.**

Response The Katzeihin ferry terminal would be maintained and operated in the same manner as existing AMHS ferry terminals in Lynn Canal. Cost estimates for ferry terminal construction, maintenance, and operation are provided in Chapters 2 and 4 of the Supplemental Draft EIS.

4.1.7 Traffic

TRA01 **The DEIS overestimates traffic projections and should reflect actual traffic conditions.**

Response Actual traffic in the Lynn Canal corridor is presented in Chapter 1 of the Supplemental Draft EIS. A new Traffic Forecast Report (Appendix C of the Supplemental Draft EIS) estimates the traffic demand for each alternative.

TRA02 **The traffic analysis should include estimates of tourist traffic, especially RV traffic, in Haines, Skagway, and Juneau under different alternatives.**

Response The Traffic Forecast Report (Appendix C of the Supplemental Draft EIS) addresses tourist traffic, including RV traffic. Potential impacts of tourist traffic, including RV traffic, are addressed in Chapter 4 of the Supplemental Draft EIS.

4.1 ALTERNATIVES (continued)

4.1.7 Traffic (continued)

TRA03	The traffic analysis needs to clarify or account for the discrepancy in estimated traffic volumes on the Klondike versus stated actual counts at the border.
Response	A new traffic analysis was prepared for the proposed project in 2003 and is included as Appendix C of the Supplemental Draft EIS. Traffic information in this report is summarized in the Supplemental Draft EIS.
TRA05	Explain how the speculative mining, logging, and commercial traffic projections were derived.
Response	The Traffic Forecast Report (Appendix C of the Supplemental Draft EIS) provides an explanation of the assumptions used to develop forecasts of future commercial traffic in the Lynn Canal corridor. The report projects future commercial traffic based on growth of current commercial freight. Any traffic from new logging and mining would be in addition to the projected traffic. Traffic associated with reasonably foreseeable commercial development was included in the cumulative impact assessment provided in Chapter 4 of the Supplemental Draft EIS.
TRA06	The potential for congestion on a highway during summer months as a result of discontinuing the mainline ferry should be addressed (e.g., projected percentages of RV, heavy mining equipment, sightseers, etc. and their effect on the flow of traffic because of no pull-offs, sharp curves and narrow lanes.)
Response	<p>Traffic projections for project alternatives include an estimate of traffic demand for the summer and peak summer week. These estimates include Juneau, Haines, Skagway, and Whitehorse residents, visitors from other parts of Alaska, Canada, and the United States, and freight and industrial traffic.</p> <p>There are no mining projects planned for the west side of Lynn Canal in the foreseeable future. The only mining project planned on the east side of Lynn Canal is the Kensington Gold Project. All of the heavy equipment and most of the supplies (fuels, explosives, drill steel, chemical reagents, food, etc.) required to operate this mine would be shipped directly to the mine from Seattle with or without highway access to Juneau. It would be more cost effective to ship directly to the mine rather than bear the expense of shipping to Juneau or Haines first, re-handling the materials and then trucking or barging to Kensington. Both the east and west Lynn Canal highways would readily accommodate the projected traffic. All highway alternatives would have paved shoulders, pullouts, and areas of allowed passing.</p>
TRA07	Explain how tour bus traffic estimates were derived.
Response	Traffic estimates do not include tour bus activity because available information including interviews with tourism industry representatives does not indicate that there would be a reasonably foreseeable amount of tour bus traffic.

4.1 ALTERNATIVES (continued)

4.1.7 Traffic (continued)

TRA08	Explain how ferry unaccompanied vehicle estimates were derived.
Response	The 2004 traffic forecast does not predict traffic on ferry segments based on unaccompanied vehicles.
TRA09	A discussion of the impacts of mining traffic should be included.
Response	There are no mining projects planned for the west side of Lynn Canal in the foreseeable future. The only mining project planned on the east side of Lynn Canal is the Kensington Gold Project. All of the heavy equipment and most of the supplies (fuels, explosives, drill steel, chemical reagents, food, etc.) required to operate this mine would be shipped directly to the mine from Seattle with or without highway access to Juneau. It would be more cost effective to ship directly to the mine rather than bear the expense of shipping to Juneau or Haines first, re-handling the materials and then trucking or barging to Kensington. The projected work force for the Kensington Mine is 225. Traffic associated with this work force could be readily accommodated by the project alternatives and would not substantially increase any impacts.
TRA10	The East Lynn Canal Highway classification of "Industrial Use" should be extended to the Skagway ALDEA-funded ore terminal so that Canadian shipments can deliver here.
Response	The proposed project is not based upon a specific industrial use and there is no plan to classify any highway alternative as an industrial use highway.
TRA11	Local traffic usage estimates are overstated, particularly because the survey did not mention the possibility of a toll when polling Juneau, Skagway, and Haines residents.
Response	A highway toll is no longer part of any of the highway alternatives. Traffic estimates were recalculated for the Supplemental Draft EIS and are presented in Chapter 4 of the document and the Traffic Forecast Report, which is Appendix C of the Supplemental Draft EIS.
TRA12	Discuss the effects of losing the mass transit system on traffic, villages, tourists and people without cars (e.g., cost of bus travel, shuttle ferries, time needs and requirements to travel a road, and moving the ferry terminal from Auke Bay to Berners Bay).
Response	AMHS mainline service would end at Juneau with Alternatives 2 through 2C and 3. AMHS mainline service in Lynn Canal would continue with Alternatives 4A through 4D. Many current walk-on passengers would 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 demand.

4.1 ALTERNATIVES (continued)

4.1.7 Traffic (continued)

TRA15 **Revise the methodology developed for analyzing the bus systems so that it is applicable.**

Response The traffic forecast is not based on an estimate of bus service on the highway alternatives for the proposed project. It is likely that some bus service would develop but this service would not produce more traffic. It would transfer travelers from private vehicles already predicted in the analysis.

4.2 BIOLOGICAL ENVIRONMENT

4.2.1 Bald Eagles

EAG01 **Additional surveys are needed to identify new nests, nests missed during earlier surveys, and abandoned bald eagle nests.**

Response Surveys of eagle nests along east Lynn Canal have been conducted annually from 1997 through 2004. The west side of Lynn Canal was surveyed in 1994 and resurveyed in 2003 and 2004 after the West Lynn Canal Highway was determined to be a reasonable alternative. The survey information was used in the Bald Eagle Technical Report (Appendix R of the Supplemental Draft EIS) and is discussed by alternative in Chapter 4 of the Supplemental Draft EIS.

EAG02 **The abundance of bald eagles in the road alternative project area needs to be quantified.**

Response Bald eagle nest surveys were conducted for the Supplemental Draft EIS. The Bald Eagle Technical Report (Appendix R of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS both quantify active nests and discuss potential impacts to bald eagles from project alternatives.

EAG03 **Provide more information on mitigation measures proposed to minimize impacts to bald eagles.**

Response The Bald Eagle Technical Report (Appendix R of the Supplemental Draft EIS) and Chapter 4 of the document discuss measures that have been taken to minimize impacts to bald eagles. If a highway alternative is selected for the proposed project, construction would be timed to avoid nest tree areas during the nest occupation period, and to avoid active nests during the rearing season. In specific locations, monitors may be used to allow construction during these periods if agreed by the USFWS. Site-specific mitigation for potential construction impacts to specific eagle nesting trees would be the subject of ongoing consultations with the USFWS and would be agreed to on a case-by-case basis during design and construction.

4.2 BIOLOGICAL ENVIRONMENT (continued)

4.2.1 Bald Eagles (continued)

EAG04 Road alignments upslope from nesting trees could place the road at eye level to the nest. The road alignment should be downslope from nesting trees on steep shoreline terrain, and a screen of vegetation should be left intact between the road and nests.

Response It is not practical to place the alignments downslope of all eagle nests as this would require numerous deepwater fills. Based on eagle nest surveys conducted in 2003, there are 27 nests within 330 feet of the East Lynn Canal highway alternatives on the downhill side of the alignment and 19 nests within 330 feet of the West Lynn Canal highway alternative on the downhill side of that alignment. Based on cross sections of these alignments, nest tree locations, and the average nest height estimated by the USFWS (81 feet), only five of the nests along the East Lynn Canal highway alignment and three of the nests along the West Lynn Canal highway alignment would be at or below eye level from a highway. None of these nests are within 100 feet of the proposed alignments.

Eagle nests are typically oriented on the downhill side of a tree. Therefore, the five nests on the east side of Lynn Canal and three nests on the west side of Lynn Canal would be shielded from a highway by the nest tree itself as well as other trees in the space between the nests and the highway alignment. During construction, DOT&PF and USFWS would evaluate each of these nest trees to determine if further screening is necessary.

EAG05 Windthrow damage deserves far more consideration in the Technical Report. Blowdown will be extensive along a large portion of the road corridor for decades.

Response It is logical to assume that a linear opening in the forest approximately 80 feet wide could result in some blowdown but it is not possible to estimate the location or magnitude of such an impact. The need to stabilize individual specific eagle nest trees and/or adjacent trees would be determined in the field in consultation with the USFWS.

4.2.2 Fish

FSH01 The quality of the stream surveys is questionable.

Response The 1994 survey was conducted by professional biologists and environmental scientists, and was reviewed by senior scientists. The survey was complete in that all streams on the east and west sides of Lynn Canal were documented and photographed, and analyzed for their potential as anadromous fish habitat. Fish traps were set in streams where fish were not observed, but where potential favorable anadromous habitat was present. The survey also considered the ADF&G catalog of anadromous waters and reported streams in the project area that are listed in the catalog. The updated Anadromous and Resident Fish Streams Technical Report (Appendix P of the Supplemental Draft EIS) provides updated information on both resident and anadromous fish and streams potentially impacted in the project area. This information is summarized in Chapter 3 of the Supplemental Draft EIS.

4.2 BIOLOGICAL ENVIRONMENT (continued)

4.2.2 Fish (continued)

FSH02	Discuss impacts to riparian floodplains critical to fish in the project area.
Response	Streams and rivers in the project area are discussed in both the Anadromous and Resident Fish Streams and the Essential Fish Habitat Assessment technical reports, appendices P and N, respectively, to the Supplemental Draft EIS and summarized in Chapter 3 of the Supplemental Draft EIS. These reports consider project impacts on the fish habitat provided by the streams, and the fish populations that utilize the streams. Riparian floodplains that are only occasionally inundated do not constitute essential fish habitat and were not discussed as such in these reports.
FSH03	Discuss potential project effects at the intertidal interface between streams and the marine environment.
Response	The Essential Fish Habitat (EFH) Assessment (Appendix N of the Supplemental Draft EIS) provides the results of the intertidal and subtidal study conducted in August 2003 to characterize the intertidal and marine environment along several proposed alternative highway alignments. The EFH Assessment considers the impacts of each alternative on the intertidal and subtidal zones where disturbance in the form of placement of fill or dredging may occur. It also considers the potential impacts of ferry and highway operations on nearby intertidal and subtidal EFH. This information is summarized in Chapter 4 of the Supplemental Draft EIS.
FSH04	The anadromous stream listing needs to be updated due to the Otter Creek Hydro Project.
Response	The anadromous stream listing has been updated based on consultation with the ADF&G Catalog of Waters Important to the Spawning and Rearing of Anadromous Fish. The Otter Creek Hydro project is considered in the cumulative impact assessment in the Essential Fish Habitat Assessment (Appendix N of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS, which includes anadromous fish streams. The analysis has determined that the small stream potentially impacted by the Otter Creek project does not support anadromous fish populations.
FSH05	The presence and impacts to steelhead, Pacific herring and cutthroat trout in streams is not mentioned in the analysis.
Response	The Essential Fish Habitat Assessment (Appendix N of the Supplemental Draft EIS) discusses the presence of and potential impacts to Pacific herring. Cutthroat trout and steelhead are discussed as anadromous fish in the Anadromous and Resident Fish Streams Technical Report (Appendix P of the Supplemental Draft EIS). The information from these technical reports is summarized in Chapter 4 of the Supplemental Draft EIS.
FSH06	The DEIS should discuss upgrading the culverts on the existing road to provide improved fish passage.
Response	Improvements to the existing Glacier Highway are identified as an independent need in the STIP. Rehabilitation of the Glacier Highway, including fish passage culverts, will begin in 2005.

4.2 BIOLOGICAL ENVIRONMENT (continued)

4.2.2 Fish (continued)

FSH07	A survey of beaver activity as it relates to salmon habitat in the project area should be conducted.
Response	Beaver activity was not identified in the vicinity of crossings of anadromous streams. All of the anadromous streams on the selected alternative would be bridged.
FSH08	Discuss the criteria used to design bridges that would not affect eulachon migration. Consider the new information on eulachon spawning runs and habitat, and their role as a critical food source for much of the wildlife in Lynn Canal and Berners Bay.
Response	Eulachon distribution and life history are discussed in the Essential Fish Habitat (EFH) Assessment (Appendix N of the Supplemental Draft EIS). The EFH Assessment also describes how the Berners, Lace, and Antler rivers in Berners Bay would be crossed by multi-span bridges. Bridge piers up to 24-inches diameter placed 130 feet apart are not likely to effect eulachon migration. This information is summarized in Chapter 4 of the Supplemental Draft EIS.
FSH09	Discuss measures used to minimize adverse effects to anadromous fish streams that will be crossed by the highway.
Response	As described in the EFH Assessment (Appendix N of the Supplemental Draft EIS) and summarized in Chapter 4 of the Supplemental Draft EIS, stream crossings for highway would involve construction of single- or multi-span bridge structures. Most anadromous streams would be crossed by a single clear span. Multi-span bridges would be used for all anadromous waters that cannot be crossed with a single 130-foot long span.

4.2.3 Steller Sea Lions

SSL01	Three Steller sea lion haulout areas are within the proposed East Lynn Canal corridor. What measures are proposed to minimize impacts to the haulouts?
Response	The three main haulouts on the east side of Lynn Canal are at Point St. Mary's in Berners Bay, Met Point, and Gran Point. Avoidance and minimization measures and potential impacts are analyzed in the Steller Sea Lion Technical Report (Appendix S of the Supplemental Draft EIS) and summarized by alternative in Chapter 4 of the Supplemental Draft EIS.
SSL02	Steller sea lions have been observed at Gran Point during most of the year. More information is needed on haulout use throughout the year.
Response	Under permit from NMFS, DOT&PF installed a remote video camera system at the Gran Point haulout in 2002. DOT&PF project personnel have been recording the presence or absence of sea lions daily since January 2003. Results from the remote video camera and other historical surveys are presented in the Steller Sea Lion Technical Report (Appendix S of the Supplemental Draft EIS) and summarized in Chapter 4 of the Supplemental Draft EIS. There is usually a period in late summer when the haulout is not used.

4.2 BIOLOGICAL ENVIRONMENT (continued)

4.2.3 Steller Sea Lions (continued)

SSL03 **The number of Steller sea lions observed at Gran Point has exceeded 1,100. There is reason to believe that this area may be a rookery because mating behavior has been observed as well as young pups spread along a half mile of shoreline.**

Response A remote video camera was installed at the Gran Point haulout in 2003. DOT&PF and NMFS personnel have been monitoring the haulout daily using the video camera imagery. Observations to date have shown that Gran Point serves as a haulout only.

SSL04 **The Final EIS should indicate if the NMFS concurs with the proposed mitigation measures for Steller sea lions.**

Response Chapter 4 of the Supplemental Draft EIS describes the coordination between NMFS and DOT&PF under the Endangered Species Act done for the 1997 DEIS. At that time, NMFS recommended additional mitigation for Steller sea lions, which has since been incorporated into DOT&PF plans and is reported in Chapters 4 and 5 of the Supplemental Draft EIS. The Final EIS will contain DOT&PF's revised Biological Assessment and the response from NMFS.

4.2.4 Wetlands

WET01 **It is recommended that hydrogeomorphic functions be used to assess slope (highway placement effects on subsurface/surface flow and water storage) and riverine (channel and water storage dynamics and energy dissipation) wetlands.**

Response A new functional assessment methodology for wetlands was selected by the relevant agencies in 2003. Hydrologic functions of wetlands affected by project alternatives are addressed in the Wetlands Technical Report (Appendix O of the Supplemental Draft EIS) and Chapters 3 and 4 of the Supplemental Draft EIS.

WET02 **The DEIS pays little attention to individual wetlands and needs to provide a better assessment of wetland complexes and impacts to individual wetlands.**

Response In response to 2003 scoping comments, new wetlands field surveys were conducted and a new functional assessment was conducted. Individual wetlands were analyzed rather than wetland complexes. Pertinent information can be found in the Wetland Technical Report (Appendix O of the Supplemental Draft EIS) which is summarized in Chapters 3 and 4 of the Supplemental Draft EIS.

WET03 **The potential for on-site in-kind replacement of wetlands should be assessed.**

Response Chapter 5 of the Supplemental Draft EIS states that DOT&PF will provide compensatory mitigation for the loss of wetlands with a combination of agency-requested monitoring and in lieu fee. To date no in-kind on-site replacement of wetlands has been identified. Specific wetland mitigation for the selected alternative will be developed in consultation with resource management agencies and included in the Final EIS.

4.2 BIOLOGICAL ENVIRONMENT (continued)

4.2.4 Wetlands (continued)

WET04	The need to relocate the road across a wetland complex to avoid the Wild and Scenic portion of the Katzehin River is questionable.
Response	The alignment for the highway under Alternatives 2 through 2C is approximately two miles downstream of the boundary of the Wild and Scenic designation for the Katzehin River. The highway alignment at the river has been revised to minimize wetland impacts. The proposed alignment would impact approximately 0.79 acre on the south bank and 0.44 acre on the north bank of the river. Further discussion of impacts to wetlands can be found in the Wetlands Technical Report (Appendix O of the Supplemental Draft EIS) and in Chapter 4 of the Supplemental Draft EIS.
WET05	Project wetland mapping must be done in accordance with the 1987 Corps Wetland Delineation Manual and is needed to comply with the February 7, 1990 memorandum of agreement between the EPA and the Department of the Army (mitigation MOA).
Response	Wetland field work and mapping was conducted in accordance with the 1987 Corps Wetland Delineation Manual and can be found in the Wetlands Technical Report appended to the Supplemental Draft EIS.
WET06	The location/limits of wetland complex B-4 is not identified and an associated wetland functional assessment was not included in the Wetlands Technical Report.
Response	In response to 2003 scoping comments, new wetlands field surveys were conducted and a new functional assessment was conducted. Individual wetlands were analyzed rather than wetland complexes. Pertinent information can be found in the Wetland Technical Report (Appendix O of the Supplemental Draft EIS), and is summarized in Chapters 3 and 4 of the Supplemental Draft EIS.
WET07	Since the West Lynn Canal was not carried forward as a project alternative the study area boundary for the wetland analysis should be revised to include only the East Lynn Canal corridor and the marine highway options.
Response	The West Lynn Canal Highway has been determined to be a reasonable alternative; therefore, wetlands on the west of Lynn Canal are included in the analysis.
WET08	The DEIS does not identify the total acreage of impacts to wetlands and special aquatic sites within the Berners Bay area.
Response	The acreage totals for each alternative are presented in tabular form in the Wetlands Technical Report (Appendix O of the Supplemental Draft EIS). Special aquatic sites are addressed in the Anadromous and Resident Fish Streams Technical Report (Appendix P of the Supplemental Draft EIS) and the Essential Fish Habitat Assessment (Appendix N of the Supplemental Draft EIS). Wetland acreages are also presented in the wetland sections of Chapter 4 of the Supplemental Draft EIS, including a separate assessment of impacts to Berners Bay wetlands.

4.2 BIOLOGICAL ENVIRONMENT (continued)

4.2.4 Wetlands (continued)

WET09 Wetland maps in the Wetlands Technical Report should all be at the same scale for easier comparison. They should also include additional information, including linear length of road crossings, acreage of affected wetlands, and wetlands functions.

Response In response to 2003 scoping comments, new wetlands field surveys were conducted. The map figures in the Wetland Technical Report have been updated with the 2003 field survey information. To present all of the requested information on one map would result in a map that would be very difficult to interpret. The acreage of potentially affected wetlands and their functions are presented in the Wetland Technical Report (Appendix O of the Supplemental Draft EIS). The length of road crossings can be estimated using the scale on each wetland map figure. The wetland maps and discussion of wetland functions are also presented in Chapters 3 and 4 of the Supplemental Draft EIS.

WET10 The wetlands analysis only used 7 of 12 wetlands functions to value each complex. All 12 of the functions should be applied to the value ranking system.

Response In response to 2003 scoping comments, a new functional assessment was conducted for wetlands using a modified Adamus method. Detailed information is presented in the Wetlands Technical Report (Appendix O of the Supplemental Draft EIS).

4.2.5 Wildlife

WLD01 A biological evaluation must be conducted to address potential impacts to US Forest Service Region 10 sensitive species.

Response The wildlife analysis was expanded to include the Forest Service sensitive species. Please refer to the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS. A biological evaluation will be submitted to the Forest Service for the preferred alternative identified in the Final EIS.

WLD02 The choice of indicator species used in the study is questionable. The FEIS should include additional species comparable to the 13 species used by the Forest Service in the TLMP.

Response The list of species in the wildlife analysis was expanded to include Forest Service species of concern list. In addition, representative neotropical migratory birds and other species were also added. For a complete list of species analyzed refer to the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS).

WLD03 The last paragraph on page 5-22 of the DEIS gives the impression that all habitat is equal. The amount of habitat impacted is important. The analysis should include a discussion of where the habitat is located and what uses the habitat supports.

Response The habitat discussions have been updated in the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and Chapter 3 of the Supplemental Draft EIS.

4.2 BIOLOGICAL ENVIRONMENT (continued)

4.2.5 Wildlife (continued)

WLD04	Wildlife migration corridors should be identified so that potential impacts can be mitigated.
Response	The assessment of potential impacts to wildlife, including barriers to migration are provided in Chapter 4 of the Supplemental Draft EIS and the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS).
WLD05	The potential need for increased wildlife management and the costs involved needs further discussion for the road alternative.
Response	The potential need for any changes in current wildlife management practices in the Lynn Canal region are discussed in Chapter 4 of the Supplemental Draft EIS and the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS). Wildlife managers have indicated the largest need would not be for increased staff but for increased data. DOT&PF has proposed to fund wildlife population studies to monitor post-construction population levels.
WLD06	Moving the road alignment to EIS-B in Berners Bay to avoid wetlands could exacerbate moose impacts. These impacts need to be better evaluated.
Response	Alignment EIS-B in Berners Bay is no longer relevant because the Berners Bay alignment has been revised to minimize impacts to wetlands and bald eagles. As a result, the highway alignment crosses through a minimal amount of summer and winter moose habitat. Please refer to the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS.
WLD07	Estimate the number of moose hit by cars each year, because of the public safety issue as well as a moose impact.
Response	The relative potential for moose roadkill in Berners Bay and on the west side of Lynn Canal is addressed in the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS.
WLD08	The FEIS should provide a species list of birds, mammals, fish, amphibians, etc., in the project area.
Response	Representative lists of wildlife and fish species are presented in the following technical reports, all appended to the Supplemental Draft EIS: Wildlife (Appendix Q), Anadromous and Resident Fish Streams (Appendix P), and Essential Fish Habitat (EFH) Assessment (Appendix N) technical reports.

4.2 BIOLOGICAL ENVIRONMENT (continued)

4.2.5 Wildlife (continued)

WLD09	The document should provide more information/discussion on goshawks, and the goshawk nests identified in the 1997 DEIS need to be identified on a map.
Response	Goshawks are included in the expanded wildlife analysis in the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS. Goshawk nest locations were not identified based on the research needs established with resource agencies during the 2003 scoping process. Goshawk nests are difficult to survey for and it is more important to identify active nests during the time of potential disturbance. Pre-construction nest surveys would be conducted in the appropriate locations.
WLD10	The document does not evaluate potential impacts to Sitka black-tailed deer (i.e., winter and summer ranges, abundance, etc.).
Response	The potential impacts to Sitka black-tailed deer are analyzed in the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS), and are summarized in Chapter 4 of the Supplemental Draft EIS.
WLD11	The potential effects of road operations, construction and avalanche mitigation on mountain goats and other wildlife are not discussed in the document.
Response	These potential effects are now included in the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and summarized in Section 4 of the Supplemental Draft EIS.
WLD12	The DEIS needs to analyze impacts to goats and bears between Echo Cove and Sawmill Creek.
Response	The potential impacts to mountain goats and black and brown bears are analyzed in the Wildlife Technical Report and summarized in Section 4 of the Supplemental Draft EIS by alternative. The area between Echo Cove and Sawmill Creek is included in the analysis as well as other areas with potential habitat value for these species.
WLD13	The document does not provide information or potential effects to the Alexander Archipelago wolf (i.e., denning site locations, winter and summer distribution, etc.).
Response	The potential impacts to wolves are analyzed in the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and summarized by alternative in Chapter 4 of the Supplemental Draft EIS.
WLD14	The document should provide information on migratory bird use of the project area (i.e., species, periods of use, potential impacts, etc.).
Response	The potential impacts to neotropical migratory birds are analyzed in the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and summarized in Section 4 of the Supplemental Draft EIS by alternative.

4.2 BIOLOGICAL ENVIRONMENT (continued)

4.2.5 Wildlife (continued)

WLD15	Impacts to trumpeter swans in Berners Bay need to be evaluated (i.e., location of nesting, brooding, and rearing areas).
Response	Potential impacts to trumpeter swans are evaluated in the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and summarized in Chapter 4 of the Supplemental Draft EIS for each alternative. This analysis is based on existing information on nesting, brooding, and rearing areas.
WLD16	Include tables or figures that compare, all species impacts, including threatened and endangered species, and habitat impacts, fragmentation and reductions (marine and land) for each of the wildlife species/habitat types between every project alternative.
Response	Impacts to marine and terrestrial wildlife and their habitats, including habitat fragmentation are described by alternative in the Wildlife Technical Report (Appendix Q of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS. Table S-1 in the Summary of the Supplemental Draft EIS summarizes these impacts by alternative.
WLD17	The habitat capability models cannot provide confident quantification of animal number reductions, as presented in the DEIS. How well do habitat capability models account for human-caused mortalities (poaching, collisions, hunting, etc.)?
Response	The habitat capability models provide the best available tool for estimating the relative impact of project alternatives on some wildlife species. The results of the modeling done for the 1997 Draft EIS have been supplemented with other available information in the Supplemental Draft EIS. DOT&PF is proposing to fund population studies that would assess human effects. This would enable wildlife managers to include these effects in their management plans.
WLD19	Assess impacts to species in Berners Bay and other areas because of increased recreation use, hunting, fishing, wildlife and marine viewing and bird watching.
Response	Potential impacts associated with increased access were analyzed for the Berners Bay area and other areas on both the east and west sides of Lynn Canal. The analyses can be found in the following technical reports, all appended to the Supplemental Draft EIS: Wildlife (Appendix Q), Steller Sea Lion (Appendix S), and Bald Eagle (Appendix R) technical reports; and summarized by alternative in Chapter 4 of the Supplemental Draft EIS.

4.2 HISTORIC/ARCHEOLOGICAL/CULTURAL RESOURCES

4.2.6 Historic/Archeological/Cultural Resources

HIS01	The required consultation with Native groups needs to be conducted.
Response	In compliance with federal laws and regulations regarding cultural resources, most notably the National Historic Preservation Act of 1996 and 2000 revision of 36 CFR Part 800, DOT&PF consulted with appropriate Native groups. The consultation requested additional information regarding previously unidentified cultural properties within the project study area so that an adequate assessment could be conducted on the potential effects of project alternatives on cultural resources. The FHWA also consulted Native groups regarding determinations of historic property eligibility and effects on eligible properties.
HIS03	The DEIS needs to provide documentation to support the conclusion that the Ship Registry Cliffside Paintings will not be adversely effected by a road alternative.
Response	The 1997 Draft EIS Alternative 2 highway alignment came into Skagway adjacent to the Ship Registry area. The highway alignment for Alternatives 2, 2A, and 2C has been revised, partly in response to concerns regarding impacts to the Ships Registry and other historic properties. The proposed entry into Skagway currently comes down off of the bench below Lower Dewey Lake and ties into the Skagway road system at 23rd Street. Section 4.3.4 of the Supplemental Draft EIS addresses potential impacts of Alternatives 2, 2A, and 2C on cultural resources in the vicinity of Skagway.
HIS04	The document needs to clarify the extent of the areas where field surveys were conducted (e.g., maps) and provide a table that shows survey site identification number and status.
Response	New cultural resource surveys were conducted in 2003. A discussion of these surveys is presented in Chapter 3 of the Supplemental Draft EIS and the potential impacts of project alternatives are discussed in Chapter 4 of the document. Maps showing the general location of cultural resources within the area of potential effect are provided in the Supplemental Draft EIS.
HIS08	Historical and Archeological Resources section needs to address direct, indirect, and cumulative effects, as well as any other applicable laws or regulations.
Response	A discussion of the applicable laws is presented in Supplemental Draft EIS Chapter 3. The potential direct, indirect, and cumulative effects on historical and archeological resources is discussed by alternative in Chapter 4 of the Supplemental Draft EIS and in the Indirect and Cumulative Impacts Technical Report (Appendix U of the Supplemental Draft EIS).
HIS09	The Lower Dewey Lake bench and KLGO as historic places and should be considered in the evaluation of alternatives.
Response	The potential impacts to the Lower Dewey Lake area and Skagway historic areas are discussed by alternative in Chapter 4 of the Supplemental Draft EIS.

4.3 LAND USE

4.3.1 Land Use

LAN01	Land use designations should be updated using the latest Tongass Land Management Plan.
Response	The Land Use and Coastal Management Technical Report (Appendix F of the Supplemental Draft EIS) and Chapter 3 of the Supplemental Draft EIS have been updated using the 1997 Tongass Land and Resource Management Plan, the most recent plan.
LAN02	Alternative 2 (1997 DEIS) is a non-essential transportation corridor and would not be in compliance with LUD II guidelines. These areas are protected by roadless designation for exceptional wilderness and wildlife habitat.
Response	The congressionally designated LUD II permits roads only for access for authorized uses, for transportation needs identified by the state, or for vital linkages. In 1994, the state sent a letter to the Forest Service identifying a highway along the east side of Lynn Canal between Juneau and Skagway as a state transportation need. The Forest Service included the highway alignment as a transportation corridor in the 1997 Tongass Land and Resources Management Plan. This information is provided in the Land Use and Coastal Management Technical Report (Appendix F of the Supplemental Draft EIS) and in Section 3.1.1 of the Supplemental Draft EIS.
LAN03	Use of LUD II land in Berners Bay is a 4(f) use, and feasible options have been declared, 1 and 4a.
Response	The FHWA has determined that LUD II is a multi-use designation; therefore, Berners Bay is not a 4(f) property as discussed in Chapter 6 of the Supplemental Draft EIS.
LAN04	The project will not affect any Section 4 (f) resources.
Response	A determination on Section 4(f) resources is provided in Chapter 6 of the Supplemental Draft EIS.
LAN05	The Native Allotment application on file in the Berners Bay area needs to be incorporated into the analysis.
Response	The Native allotment application in Berners Bay is noted in the Land Use and Coastal Management Technical Report (Appendix F of the Supplemental Draft EIS) and Chapter 3 of the Supplemental Draft EIS. The east Lynn Canal alternative highway alignments that go around Berners Bay do not impact the Native allotment.
LAN06	The discussion of how existing recreational and subsistence opportunities could change under a road based alternative needs to be expanded (especially Dewey Lake Trail System and areas that are dependent on wilderness).
Response	These discussions are included in the Land Use and Coastal Management Technical Report (Appendix F of the Supplemental Draft EIS) and in Chapter 4 of the Supplemental Draft EIS.

4.3 LAND USE (continued)

4.3.1 Land Use (continued)

LAN07	There is a potential conflict between the planned Sherman Creek Wayside boat launch and the Kensington Mine marine terminal.
Response	Currently, no boat launch facilities are associated with any of the Juneau Access Improvements Project alternatives. The Forest Service Kensington Gold Project Supplemental Draft EIS proposes to move the marine terminal to the Slate Cove area.
LAN08	Relocation of the Berners Bay cabin and construction of a new day use area should be part of the project elements for the road alternative.
Response	As indicated in Section 4.3 of the Supplemental Draft EIS, the Forest Service cabin in Berners Bay would remain and become a road-accessed cabin. A handicapped-accessible pullout and trailhead would be located on the highway adjacent to the cabin and DOT&PF would construct a trail to the cabin under Alternatives 2, 2B, and 2C.
LAN12	A management strategy should be developed for Berners Bay to minimize potential impacts.
Response	DOT&PF would have no authority over lands outside the right-of-way of a state road in Berners Bay. Except for patented mining claims, the lands in the Berners Bay are managed by the Forest Service. The Forest Service has developed a management plan for these lands, which is described in the Tongass Land and Resource Management Plan (TLMP). Although the Supplemental Draft EIS alternatives are consistent with the TLMP, the Forest Service would refine its management goals in the next revision of the TLMP based on the selected project alternative.
LAN14	The most current CBJ Comprehensive Plan should be discussed in the DEIS instead of the outdated 1988 Plan.
Response	The Land Use and Coastal Management Technical Report (Appendix F of the Supplemental Draft EIS) and Chapters 3 and 4 of the Supplemental Draft EIS were updated with the most recent City and Borough of Juneau (CBJ) Comprehensive Plan.

4.4 MISCELLANEOUS

4.4.1 Miscellaneous

MSC01	The document should contain a section called “Decisions To Be Made” that outlines the decisions that will be made by all agencies as a result of the document.
Response	Potential direct and indirect impacts of each alternative are discussed in Chapter 4 of the Supplemental Draft EIS. Each of these discussions includes a description of the permits and approvals required for the alternative. The federal actions necessary for the proposed project are also listed in the Supplemental Draft EIS Summary.

4.4 MISCELLANEOUS (continued)

4.4.1 Miscellaneous (continued)

MSC02	Lower the estimated average driving speed presented for route between Juneau and Skagway to account for slow RV traffic, lack of passing lanes and winter conditions.
Response	Driving speeds are based on the expected average speed of the highway alternatives. DOT&PF anticipates that approximately 25 percent of the East Lynn Canal Highway would be striped to allow passing. These passing sections as well as pullouts would be available to slower moving traffic to allow following vehicles to pass.
MSC03	Include probability of earthquake damage and cost of repairs.
Response	The probability of an earthquake in the project region that would create ground accelerations great enough to damage project facilities is provided in Chapter 4 of the Supplemental Draft EIS. There is no evidence that potential damage and repair costs would be any different than for other highways in southeast Alaska.
MSC04	It should be clarified on page 5-39 (1997 DEIS) that the formal project review for purposes of the 404 permit is initiated in response to the Corps public notice, not the Corps permit.
Response	The Supplemental Draft EIS explains that the consistency determination would precede permit issuance following the Corps of Engineers and Alaska Department of Natural Resources public review.
MSC05	A decision based on quality of life is questionable since quality of life is a perception and perceptions change (reference page S-1, paragraph 4, 1997 DEIS). The DEIS seems to assume that "quality of life" equates to unrestricted driving.
Response	Quality of life issues are difficult to evaluate because they are based on personal values. The Socioeconomic Effects Technical Report (Appendix H of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS address quality of life issues from multiple perspectives.
MSC08	Section 5.4.10 (1997 DEIS)--it is not clear whether this discussion refers to economic or environmental impacts or both. Thorough, clear discussion of natural resource productivity relative to each alternative should be included.
Response	The "Local, Short-term Uses Versus Long-term Productivity" discussion has been revised in the Supplemental Draft EIS.
MSC09	Many unsubstantiated or undocumented statements are made in the DEIS. Conclusions and calculations need to be documented with a reference or explicitly outlined. Energy use and efficient use of resources is one of these statements.
Response	References to detailed analyses in appended technical reports has been added to the Supplemental Draft EIS. The energy use estimates associated with each alternative has been revised.

4.4 MISCELLANEOUS (continued)

4.4.1 Miscellaneous (continued)

MSC10	Discussion of ferry options is limited (should include an analysis of more vessel types) and are inconsistent in referring to the INCAT 84 meter vessel and the INCAT 78 meter vessel (pages 3-15, 3-16, and Figure 3-11).
Response	A new Marine Segments Report (Appendix B of the Supplemental Draft EIS) was prepared for the Supplemental Draft EIS. It includes a discussion of ferry options and analysis of vessel types.
MSC11	Non-substantive comments requiring no specific response.
Response	Comment acknowledged.
MSC12	Table 5 of the User Benefit Analysis does not include the Capital Cost of \$95 million that is included in Table 3-2.
Response	A new User Benefit Analysis was conducted for the Supplemental Draft EIS and is included as Appendix E. The results of this analysis are summarized in Chapter 4 of the Supplemental Draft EIS.
MSC13	Assess the efficiency and environmental impacts of ferry terminals in Berners Bay.
Response	The number of trips per day in summer and estimated fuel usage of the proposed ferries associated with project alternatives that involve Berners Bay ferry terminals is discussed in the Supplemental Draft EIS: Chapter 2, Project Alternatives, and subsections of Chapter 4 regarding energy. The environmental impacts are discussed in the appended technical reports and Chapter 4 of the Supplemental Draft EIS.
MSC14	The DEIS should include a comparison of fuel consumption and pollution between the alternatives.
Response	Chapter 4 of the Supplemental Draft EIS includes a section for energy use and fuel consumption for each alternative is discussed. Chapter 4 also includes a discussion on potential impacts to air and water quality.
MSC15	Discuss the safety of taking the ferry vs. driving.
Response	Both ferry and highway segments of all alternatives have been designed to existing safety standards. The cost of vehicle accidents on highway segments has been included in the User Benefit Analysis (Appendix E of the Supplemental Draft EIS).
MSC17	Consider the quality of experience for the resident or visitor separately (i.e., to not drive, to take the ferry). And safety in the cost/benefit analysis.
Response	The quality of experience difference between driving and taking a ferry, whether for a resident or a visitor, is subjective and therefore difficult to analyze as part of an environmental impact assessment. Potential impacts on quality of life are discussed for each alternative in the Socioeconomic Effects Technical Report (Appendix H of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS. Accident costs, which are a measure of safety, are included in the benefit/cost analysis provided in the User Benefit Analysis (Appendix E of the Supplemental Draft EIS).

4.4 MISCELLANEOUS (continued)

4.4.1 Miscellaneous (continued)

MSC20	Comments requested improvements in document organization.
Response	The Supplemental Draft EIS document has been reorganized.
MSC23	Put the alternatives up for vote in the southeast communities.
Response	Alternatives are analyzed in Environmental Impact Statements so that decision makers and the public can be informed on what the potential impacts of an action would be. While local government may choose to put advisory questions on the ballot, transportation decisions are made by the appropriate officials and not by public vote.
MSC24	Clarify whether or not there is an option to have both a road and a ferry system, and what happens to the AMHS if a road alternative is approved.
Response	The Supplemental Draft EIS range of reasonable alternatives a combination of highway and ferry transportation facilities. AMHS mainline service would terminate at Auke Bay with Alternatives 2 through 2C and 3. However, these alternatives would provide shuttle ferry service in Lynn Canal. A description of this service is provided in Chapter 2 of the Supplemental Draft EIS.
MSC27	Consider the litigation of having a road ranked 369.5 on the avalanche hazard index.
Response	The 1997 DEIS unmitigated avalanche hazard index (AHI) of 369.5 was associated with the east Lynn Canal highway alternative. Using more accurate survey data, refined alignments to avoid and minimize avalanche hazards, and additional weather observations and long-term climate studies the unmitigated AHI was recalculated in 2003 as 205 for the East Lynn Canal Highway and 100 for the West Lynn Canal Highway. The AHI for a highway route would be reduced to an acceptable residual AHI level of 30 or less. The Snow Avalanche Technical Report (Appendix J of the Supplemental Draft EIS) gives details of the studies and evaluations and Chapter 4 of the Supplemental Draft EIS summarizes the information.
MSC30	The document should address the values (scenic, wildlife, and economic) of having a roadless area.
Response	The Socioeconomic Effects Technical Reports (Appendix H of the Supplemental Draft EIS) discusses quality of life issues, the Land Use and Coastal Management Technical Report (Appendix F of the Supplemental Draft EIS) discusses impacts to recreational resources, and Chapter 4 of the Supplemental Draft EIS summarizes these discussions.

4.4 MISCELLANEOUS (continued)

4.4.1 Miscellaneous (continued)

MSC31	The public process should be available for all citizens to participate (i.e., hearings).
Response	Public informational meetings on the Supplemental Draft EIS were conducted whenever requested by committees, communities, unions, etc. Chapter 7 of the Supplemental Draft EIS provides information on all of the informational activities conducted for the Supplemental Draft EIS. Public hearings will be held on the Supplemental Draft EIS in Haines, Skagway, and Juneau. Residents of other communities can participate by submitting comments in writing.
MSC32	Photos on S13 and S16 might have the captions switched.
Response	Comment acknowledged. These captions were incorrect.
MSC33	Appendix B fails to contain cost of travel estimates for Alternative 2.
Response	A new User Benefit Analysis is provided in Appendix E of the Supplemental Draft EIS.
MSC37	Accommodate for travelers that kayak to the ferry terminals or bring bikes.
Response	Kayakers and bicyclists would be accommodated on the shuttle ferries for project alternatives. Travel on highway segments would require a vehicle or bicycle.
MSC38	Reference the Juneau Economic Development Committee spring 1997 profile document which notes that Juneau's population has increased at a significantly lower percentage than the 3 percent per year traffic volume increase on Egan Drive over the last seven years.
Response	Traffic and demographic data for the project region have been updated to 2002 in the Supplemental Draft EIS.
MSC39	The proposed road violates the concept of the Shakwak Project. It would add distance when the Shakwak is supposed to make access shorter.
Response	The purpose of Title 23 U.S.C. Section 218, commonly referred to as the Shakwak Project, is to improve surface transportation between the Interior and Southeast Alaska. All of the project alternatives would be consistent with this purpose.
MSC40	Consider the benefit of access to health care facilities in Juneau.
Response	The potential for increased access to health care facilities is discussed in the Socioeconomic Effects Technical Report (Appendix H of the Supplemental Draft EIS) and in Chapter 4 of the Supplemental Draft EIS.

4.5 MITIGATION

4.5.1 Mitigation

MIT01	An inventory of alternative mitigation options should be developed that would be sufficient to compensate for project impacts.
Response	Mitigation and commitments are included in Chapter 5 of the Supplemental Draft EIS. Further mitigation details for the selected alternative will be provided in the Final EIS.
MIT02	Wildlife mitigation measures should be further refined. The use of monitoring as a mitigation measure should be evaluated further.
Response	Proposed mitigation and commitments, including monitoring, are provided in Chapter 5 of the Supplemental Draft EIS.
MIT03	Discuss mitigation proposed for moose impacts in Berners Bay.
Response	Mitigation for moose and other terrestrial mammals is provided in Chapter 5 of the Supplemental Draft EIS and includes wildlife underpasses and post-construction monitoring to facilitate wildlife management.
MIT04	Moose browse enhancement should be further discussed as a mitigation measure.
Response	No browse enhancement has been proposed as mitigation for moose as browse has not been identified as an important factor. Only a small amount of browse would be impacted by the project alternatives.
MIT06	The DEIS should clearly state that cooperative studies cited to mitigate impacts have been proposed unilaterally.
Response	Monitoring studies to accurately assess wildlife populations after construction have been proposed by resource agencies and would only be implemented if approved by these agencies.
MIT07	More background information and backup data are needed to support the use of underpasses as a mitigation measure for wildlife movement, particularly for large mammals. Include cost estimates for the underpasses.
Response	Alternative highway alignments have been revised to minimize impacts to wildlife. Bridges would be designed to function as wildlife underpasses. Additional underpasses would be considered during design in consultation with resource management agencies to mitigate habitat fragmentation. Underpass costs are included in bridge estimates and mitigation estimates.

4.6 PHYSICAL ENVIRONMENT

4.6.1 Geology

GEO01 **Additional rationale should be presented to justify the statement on page 5-15 (1997 DEIS) that Alternatives 2 and 4 would result in negligible impacts to soils and geology.**

Response As indicated in Section 4.7.3 of the Supplemental Draft EIS, there are no prime or unique farmlands in the state of Alaska and the study area does not appear on the Natural Resources Conservation Services list of farmlands of state or local importance. For these reasons, project alternatives would not impact agronomic soils.

As discussed in Chapter 4 of the Supplemental Draft EIS, the only unique or unusual geologic features in Lynn Canal that could be impacted by project alternatives is karst on the west side of Lynn Canal. An analysis of this impact is provided in Section 4.4.8 of the Supplemental Draft EIS.

GEO02 **Feasibility of building a road on land that has been described as unsuitable for development due to its poor soil limitation rating should be further investigated in the road alternative analysis.**

Response The alternatives proposed for the project are reasonable and feasible based on preliminary engineering studies.

GEO03 **It is unclear if a geologic survey along the proposed highway alignment has already been performed to support the statement that "most of the rock is expected to be of adequate strength and character to allow the large steep cuts necessary if Alternative 2 is selected."**

Response A geotechnical survey based on a search of existing literature, aerial photography interpretation, and ground reconnaissance was completed for the Reconnaissance Engineering Report (DOT&PF, 1994). The conclusion of the study was that rock along the alignments can support steep cuts.

4.6.2 Hydrology

HYD01 **The potential for a roadway to act as a barrier to shallow groundwater and slope runoff, and the potential for drainage systems to direct sediment laden slope run off to wetlands and streams have not been adequately addressed in the DEIS. Specify factors and design criteria considered that would achieve the objective outlined on page 5-17 (1997 DEIS).**

Response The potential for highways to act as a barrier to shallow groundwater and slope runoff on wetlands and streams has been reassessed in the Hydrology and Water Quality Technical Report (Appendix K of the Supplemental Draft EIS) and is discussed by alternative in Chapter 4 of the Supplemental Draft EIS.

4.6 PHYSICAL ENVIRONMENT (continued)

4.6.2 Hydrology (continued)

HYD02 **A hydrologic study is needed to determine the potential effects of structures at Berners Bay, the Katzeihin River, and other flood plains on channel morphology, and flood plain dynamics.**

Response Potential floodplain impacts of project alternatives are addressed in Chapter 4 of the Supplemental Draft EIS. The proposed bridge design is based on approximately 130-foot spans abutting on 24-inch diameter piles. This design is unlikely to affect channel morphology or floodplain dynamics.

4.6.3 Landslides

LNS01 **The document does not adequately address landslide dangers in the corridor (i.e., frequency, mitigation, and cleanup cost).**

Response Landslide areas have been identified along the alignments for Alternatives 2 through 2C and 3. The locations of landslide areas are shown in Figure 3-12 of the Supplemental Draft EIS. Landslide hazards are discussed in Chapter 4 of the document.

4.6.4 Noise

NOI01 **The DEIS should expand the noise analysis for adding a new highway through a completely undeveloped area, include the quantity increase from present levels.**

Response Field measurements of ambient noise levels were taken in the summer of 2003 and a new noise analysis was conducted for the Supplemental Draft EIS. The results of the noise analysis are presented in the Noise Technical Report (Appendix L of the Supplemental Draft EIS) and summarized in Chapter 4 of the Supplemental Draft EIS.

NOI02 **Correct the section in the DEIS which states that downtown Skagway currently experiences helicopters, trains, small planes, cruise ships and trail activities and that noise increases from the road would be imperceptible.**

Response A new noise analysis was conducted for the Supplemental Draft EIS. That analysis included an evaluation of traffic noise impacts on sensitive receptors in Skagway. Where appropriate, traffic noise mitigation was also considered. Details on the noise analysis are presented in the Noise Technical Report (Appendix L of the Supplemental Draft EIS) and summarized in Chapter 4 of the Supplemental Draft EIS.

4.6.5 Visual

VIS03 **The document should provide a clear description or graphic depictions of the proposed project that clearly represents the visual impacts.**

Response The Visual Resources Technical Report (Appendix G of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS present photographic simulations of potential visual impacts of proposed project alternatives.

4.6 PHYSICAL ENVIRONMENT (continued)

4.6.5 Visual (continued)

VIS04	The 1997 DEIS does not adequately present adverse visual impacts described in the visual technical report.
Response	Chapter 4 of the Supplemental Draft EIS presents new discussions of the potential impact to visual resources by alternative.
VIS05	The visual impacts from bridges in Berners Bay and the Katzeihin areas needs to be addressed in the analysis.
Response	The Visual Resources Technical Report (Appendix G of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS include an analysis of the visual impacts of bridges.
VIS06	The visual impact of taking advantage of ridgelines and rock outcroppings for highway construction needs to be analyzed in the document. Discuss the effect the view of the road could have on cruise ship traffic.
Response	Visual impacts of project alternatives from boats, including cruise ships, in Lynn Canal are provided in the Visual Resources Technical Report (Appendix G of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS. Alternative alignments have been revised since the 1997 Draft EIS to minimize environmental impacts.
VIS10	Page 5-5 of 1997 DEIS states that alternative 2 "would provide significant and beneficial viewing opportunities," which is in conflict with other statements within the document that wildlife resources will have decreased habitat and sustainable yields in the road corridor.
Response	Alternative alignments have been revised since the 1997 DEIS to minimize impacts to wildlife and other environmental resources. Chapter 4 of the Supplemental Draft EIS provides an evaluation of views from the road as well as views of the road.

4.6.6 Water Quality

WTR01	Potential water quality impacts resulting from road maintenance activities, fuel storage, Kensington Mine Maintenance Facility, or construction staging should be part of the analysis for all alternatives.
Response	The potential cumulative effects on water quality from the proposed alternatives and other actions are discussed in the Indirect and Cumulative Impacts Technical Report (Appendix U of the Supplemental Draft EIS) and in Chapter 4 of the Supplemental Draft EIS.
WTR02	If water withdrawal will be associated with the development of construction camps or ferry terminals a discussion of the impacts to base flow should be included for all applicable alternatives.
Response	Any water withdrawal needs would be identified during final engineering design. Temporary or permanent water use would be subject to DNR permitting regulations, which require maintenance of base flows for anadromous and resident fish.

4.6 PHYSICAL ENVIRONMENT (continued)

4.6.6 Water Quality (continued)

WTR03 **The potential for water quality impacts due to an increase in recreational use of Berners Bay and other areas needs to be addressed in the analysis.**

Response None of the project alternatives would include new boat ramp facilities. Therefore, the only increase in recreational activity in Berners Bay associated with project alternatives would involve non-motorized light craft such as kayaks and canoes. Alternatives 2, 2B, and 2C are also likely to result in more hikers and backpackers using the Berners Bay region. These recreational uses are not likely to result in substantial effects on water quality.

WTR04 **The effects of ground disturbing activities on stream water quality need to be addressed.**

Response The Hydrology and Water Quality Technical Report (Appendix K of the Supplemental Draft EIS) addresses the potential for ground disturbing activities to impact surface waters, and this information is summarized in Chapter 4 of the Supplemental Draft EIS.

WTR05 **The potential impacts from deep water disposal of material and disposal of segregated woody debris needs to be addressed.**

Response The potential impacts from deep water disposal of rock are discussed in the Essential Fish Habitat (EFH) Assessment Report (Appendix N of the Supplemental Draft EIS). Woody debris would be buried under the roadway, including shoulders in upland areas (see typical section in Chapter 2 of the Supplemental Draft EIS). Some woody debris may be burned.

4.6.7 Wild & Scenic Rivers

RIV01 **Would the development of the East Lynn Canal corridor preclude future consideration of the Lace and/or Antler Rivers as Wild & Scenic?**

Response The construction of an east Lynn Canal highway and bridge at the Katzeihin River does not affect its eligibility for Wild and Scenic River status. Similarly, a highway would not preclude any future consideration of the Lace or Antler rivers for a Wild & Scenic River designation. As with the Katzeihin River, the lower area of the rivers could be excluded from the recommendation of consideration because of the transportation corridor.

RIV02 **What are the effects of the East Lynn Canal Route on the US Forest Service's ability to manage the Gilkey and Katzeihin Rivers as Wild & Scenic, and how would negative impacts be mitigated?**

Response These rivers have been recommended by the Forest Service for Wild and Scenic designation. The boundaries of the recommendations are two miles upstream of the mouth of the Katzeihin River and four miles upstream of the mouth of the Gilkey River. Therefore, project alternatives would not impact the ability of Forest Service to manage these rivers under the Wild and Scenic designation.

4.7 PURPOSE & NEED

4.7.1 Purpose and Need

PRP01	The reduced costs to users and the State of Alaska statements should be removed from the project purpose and need statement.
Response	Reducing costs to users and the State are a legitimate part of the purpose and need statement. Chapter 1 of the Supplemental Draft EIS explains the need to address those elements.
PRP02	The purpose and need section needs substantial clarification and quantifiable feasibility discussion.
Response	Chapter 1, Purpose and Need, of the Supplemental Draft EIS, has been expanded for clarification. The Alternatives Screening Report (Appendix A of the Supplemental Draft EIS) contains information on the feasibility of alternatives.
PRP03	It seems that Alternative 2 (1997 DEIS), with anticipated delays due to weather, winter avalanche closures, and/or lack of funding for equipment and maintenance, would not meet most of the purpose and need criteria.
Response	As discussed in Section 4.3.8.2 of the Supplemental Draft EIS, Alternatives 2 through 2C are projected to be closed an average of about 34 to 35 days per year in the winter. A northern Lynn Canal shuttle ferry is included in these alternatives. This shuttle ferry would carry northbound and southbound traffic between Haines, Skagway, and Juneau when the highway is closed for two or more days. As indicated in Section 4.3.7.4 of the Supplemental Draft EIS, Alternatives 2 through 2C would have lower operating costs than the No Action Alternative.
PRP07	The purpose and need for a new road is not clear. Clarify the roads users and beneficiaries, tourists, summer resident or year round resident, and actual changes in travel between Fairbanks and Anchorage (i.e., people, time, reason).
Response	The need for the proposed project has been clarified in Chapter 1 of the Supplemental Draft EIS. Project alternatives would improve access to and from Juneau in the Lynn Canal corridor for both residents and visitors. Chapter 2 of the Supplemental Draft EIS provides travel times for project alternatives between Juneau and Haines/Skagway. The Traffic Forecast Report (Appendix C of the Supplemental Draft EIS) provides a discussion on traffic demand from other parts of Alaska for project alternatives.

4.7 PURPOSE & NEED (continued)

4.7.1 Purpose and Need (continued)

PRP08 Amend the 1997 DEIS to remove the inherent bias, especially toward the eastern road alternative, which the EPA believed permeated the purpose and need statement and rest of the document. Research and report on each alternative equally (include mailings that represent all benefits and costs of every alternative).

Response DOT&PF and FHWA stand by the original purpose and need statement, which is explained and supported in Chapter 1 of the Supplemental Draft EIS. All of the reasonable alternatives in the document were analyzed at a comparable level. The results of the analyses are presented in the appended technical reports and summarized in Chapter 4 of the Supplemental Draft EIS.

PRP09 Include most environmentally preferable, improvement to quality of life, safe and reliable transportation and public transportation to the purpose and need.

Response The purpose of the proposed project is to improve access to and from Juneau in the Lynn Canal corridor. The purpose of the Supplemental Draft EIS is to provide an assessment of the environmental impacts, including impacts on quality of life, of alternatives that meet this purpose. All reasonable alternatives considered for the project are safe and reliable.

PRP12 Answer all of the EPA's concerns and satisfy comments and concerns of resource agencies.

Response The concerns of all cooperating and resource agencies are addressed in the Supplemental Draft EIS. DOT&PF's responses are provided in Appendix V.

4.8 SECONDARY & CUMULATIVE EFFECTS

4.8.1 Secondary and Cumulative Effects

SCC01 The Dewey Lakes system, Otter Creek and Lace River as well as future hydroelectric projects and the cost of producing energy need to be addressed in the analyses.

Response In accordance with NEPA guidelines and regulations, the cumulative impact analysis considers reasonably foreseeable future projects. The only reasonably foreseeable future hydroelectric project in the Lynn Canal region is the Otter Creek Project, as discussed in the Indirect and Cumulative Impacts Technical Report (Appendix U of the Supplemental Draft EIS) and Section 4.9 of the Supplemental Draft EIS.

SCC02 The analyses should address the potential for future mining operations in addition to the Kensington and Jualin mines.

Response In accordance with NEPA guidelines and regulations, the cumulative impact analysis considers reasonably foreseeable future projects. The only reasonably foreseeable future mining project in the Lynn Canal region is the Kensington Gold Project, as discussed in the Indirect and Cumulative Impacts Technical Report (Appendix U of the Supplemental Draft EIS) and Section 4.9 of the Supplemental Draft EIS.

4.8 SECONDARY & CUMULATIVE EFFECTS (continued)

4.8.1 Secondary and Cumulative Effects (continued)

SCC03	The DEIS needs to better evaluate impacts to Pacific herring and eulachon in Berners Bay and Lynn Canal.
Response	Attachment C of the Essential Fish Habitat (EFH) Assessment Report (Appendix N of the Supplemental Draft EIS) provides an evaluation of forage fish (e.g., Pacific herring and eulachon) in the project area. The information in this report was used to develop effects analysis for these fish in the EFH Assessment (Appendix N of the Supplemental Draft EIS) and the Indirect and Cumulative Impacts Technical Report (Appendix U of the Supplemental Draft EIS). The results of these analyses are summarized in Chapter 4 of the Supplemental Draft EIS.
SCC04	The potential cumulative effects on wildlife, including threatened and endangered species, and the environment have not been adequately evaluated.
Response	Revised wildlife and threatened and endangered species analyses were completed for the Supplemental Draft EIS. The analyses looked at potential impacts to species and their habitat. The results are discussed in the following technical reports, all appended to the Supplemental Draft EIS: Steller Sea Lion (Appendix S), Wildlife (Appendix Q), and Indirect and Cumulative Impacts (Appendix U). This information is summarized in Chapter 4 of the Supplemental Draft EIS.
SCC05	The secondary and cumulative impacts resulting from development and greater access should be considered in the evaluation (i.e., decreased wilderness). Discuss what types of development will be allowed.
Response	The Indirect and Cumulative Impacts Technical Report (Appendix U of the Supplemental Draft EIS) analyzes the effects of improved access and development on socioeconomic, physical environment, and biological environment resources. The analysis is summarized in Section 4 of the Supplemental Draft EIS.
SCC06	Economic losses from declines in hunting, fishing, and other wildlife related activities should be included in the analyses.
Response	As discussed in the Indirect and Cumulative Impacts Technical Report (Appendix U of the Supplemental Draft EIS) and Section 4.9 of the Supplemental Draft EIS, improved access is expected to increase hunting, fishing, and other wildlife related activities in the Lynn Canal region. No overall economic losses are predicted.
SCC07	Induced growth and increased vehicle use and their consequences on Juneau, Haines, and Skagway should be evaluated (social and political costs, unique qualities as well as air quality).
Response	The potential impacts to Juneau, Haines, and Skagway, including perceived changes to quality of life, are assessed in the Socioeconomic and Indirect and Cumulative Impacts Technical Reports, (Appendices H and U, respectively, of the Supplemental Draft EIS), and summarized in Chapter 4 of the Supplemental Draft EIS.

4.8 SECONDARY & CUMULATIVE EFFECTS (continued)

4.8.1 Secondary and Cumulative Effects (continued)

SCC08	Potential secondary development at Sawmill Creek, Slate Creek, and the Katzehin River should be analyzed.
Response	The referenced areas are under the jurisdiction of the Forest Service. The Tongass Land Management Program (TLMP) does not identify any development plans in the future with or without the proposed project. Therefore, other than the Kensington Gold Project and Goldbelt's Cascade Point Project, there are no reasonably foreseeable future developments in these areas to be analyzed.
SCC10	The indirect effects of increased noise from tourism activities associated with the road alternative needs to be addressed.
Response	Traffic noise levels on and near the highway are accounted for in the noise analysis provided in Chapter 4 of the Supplemental Draft EIS. Tourist activities beyond the highway would be regulated by landowners. At this time, it is not possible to accurately predict where and what these activities would be.
SCC11	The potential for increased hunting and/or fishing with the road alternative and its impacts needs to be addressed.
Response	The potential effects of hunting and/or fishing due to increased access is discussed in the Essential Fish Habitat and Wildlife sections of the Indirect and Cumulative Impacts Report (Appendix U of the Supplemental Draft EIS), as well as Chapter 4 of the Supplemental Draft EIS.
SCC12	The impacts of the proposed breakwater at the Katzehin River ferry terminal need to be discussed.
Response	The potential impacts of the proposed Katzehin Ferry Terminal including the breakwater are discussed in the Hydrology and Water Quality Technical Report (Appendix K of the Supplemental Draft EIS) and the Essential Fish Habitat Assessment Report (Appendix N of the Supplemental Draft EIS). This information is summarized in Chapter 4 of the Supplemental Draft EIS.
SCC13	Secondary effects on timber harvesting, mineral extraction, and road construction (allowed in TLMP) should be evaluated.
Response	In accordance with NEPA guidelines and regulations, the cumulative impact analysis considers reasonably foreseeable future projects. There are no timber harvests planned within Tongass National Forest lands in the project area. The Kensington Gold Project and Goldbelt's Cascade Point Road are the only mining and road construction projects foreseen in the region. Those two projects are included in the cumulative impact assessment presented in Section 4.9 of the Supplemental Draft EIS.

4.8 SECONDARY & CUMULATIVE EFFECTS (continued)

4.8.1 Secondary and Cumulative Effects (continued)

SCC14	Cumulative effects for Berners Bay need to be further developed (e.g., NEPA compliance states a lead organization must write a cumulative EIS, which would apply to Kensington & Jualin mines and Goldbelt's Cascade Point development and Lace River hydro project. Also study cumulative effects of: log transfer facilities, increased hunting & fishing, harassment of endangered species, expansion of tourism and recreation, plans to control access to cultural sites in the area, etc.).
Response	Past, present, and reasonably foreseeable actions were identified and evaluated in the Indirect and Cumulative Impacts Technical Report (Appendix U of the Supplemental Draft EIS) and in Chapter 4 of the Supplemental Draft EIS.
SCC15	Cumulative impacts to natural resources should be discussed in a single section and should include a thorough discussion of reasonably foreseeable future actions.
Response	An Indirect and Cumulative Impacts Technical Report is provided as Appendix U of the Supplemental Draft EIS and cumulative impacts are summarized in Section 4.9 of the Supplemental Draft EIS. A thorough discussion of reasonably foreseeable future projects is provided in both the technical report and Section 4.9.
SCC16	The possibility of increased homelessness, crime and pollution resulting from greater access in the impacted communities and along the roadway should be addressed in the analysis.
Response	None of the professionals consulted identified a potential for increased homelessness. The potential for increased crime is addressed in Chapter 4 of the Supplemental Draft EIS. The potential impacts from pollution are addressed in the Hydrology and Water Quality Technical Report (Appendix K of the Supplemental Draft EIS) and in Chapter 4 the Supplemental Draft EIS, under water and air quality.
SCC17	Impacts of increased recreational fishing and decreased/impacted fisheries habitat on the commercial fishing industry as a result of increased access under the road alternative need to be discussed.
Response	Impacts of increased recreational fishing are provided in Chapter 4 of the Supplemental Draft EIS. Impacts on commercial stocks of fish are addressed in the Essential Fish Habitat Assessment (Appendix N of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS.
SCC18	Impacts from off-road vehicle use in sensitive areas as a result of greater access should be discussed.
Response	No off-road vehicle trails are proposed for the project, and there are no off-road vehicle trails currently envisioned in the TLMP or the Haines State Forest Management Plan. Most of the land crossed by project highway alternatives is controlled by the Forest Service on the east side of Lynn Canal and the Forest Service and Alaska State Forest on the west side of Lynn Canal. The Forest Service and State of Alaska would have the responsibility for enforcing prohibition of off-road vehicle use of sensitive areas.

4.8 SECONDARY & CUMULATIVE EFFECTS (continued)

4.8.1 Secondary and Cumulative Effects (continued)

SCC19 Discuss impacts to small tourism operators (i.e., guides).

Response Potential impacts to small tourism operators are discussed in the Land Use and Coastal Management and Indirect and Cumulative Impacts Technical Reports, Appendices F and U, respectively, of the Supplemental Draft EIS. This information is summarized in Chapter 4 of the Supplemental Draft EIS.

SCC23 The road alternative analysis should consider effects on the majority of the communities in the southeast (i.e., Pelican) and not just Haines, Skagway, and Juneau.

Response The analysis of transportation impacts in Chapter 4 of the Supplemental Draft EIS details potential impacts to the AMHS, and therefore its ability to service other communities in Southeast Alaska, as well as to people traveling the Lynn Canal corridor without vehicles.

4.9 SOCIOECONOMICS

4.9.1 Socioeconomic

SEC01 The DEIS should reflect the latest population growth rate.

Response The socioeconomic analysis for the Supplemental Draft EIS considers population growth through 2002.

SEC02 The DEIS needs to discuss tourism statistics and the effects of a road on tourism.

Response Tourism statistics and the effects of improved access on tourism are discussed in the Socioeconomic Effects Technical Report (Appendix H of the Supplemental Draft EIS) and summarized in Chapter 4 of the Supplemental Draft EIS.

SEC03 The DEIS needs to further analyze the economic impacts of alternatives on the communities of Juneau, Haines and Skagway (e.g., net loss/gain in jobs, mass transit system, sectors that will gain/lose, and year round barge/air/freight services).

Response Economic impacts of project alternatives are discussed in the Socioeconomic Effects Technical Report (Appendix H of the Supplemental Draft EIS) and summarized in Chapter 4 of the Supplemental Draft EIS.

SEC04 More information is needed concerning potential infrastructure needs in affected communities, Juneau in particular, due to increased numbers of visitors.

Response Potential infrastructure needs for Juneau, Haines, and Skagway resulting from project alternatives are discussed in the Socioeconomic Effects Technical Report (Appendix H of the Supplemental Draft EIS) and summarized in Chapter 4 of the Supplemental Draft EIS.

4.9 SOCIOECONOMICS (continued)

4.9.1 Socioeconomic (continued)

SEC05	The document should contain a detailed breakdown of information on construction, maintenance, and operation costs to enable verification and accuracy of costs to appropriate parties.
Response	A breakdown of construction, maintenance, and operation costs are provided in the Technical Alignment Report, Appendix D of the Supplemental Draft EIS.
SEC06	Clarify if the costs associated with improving the existing highway, to the end of Glacier Highway, are included in the project costs.
Response	Implementation of the Juneau Access Improvements Project will not require the improvement of Glacier Highway. Sections of the Glacier Highway are identified in the STIP for improvement in the near future, independent of the Juneau Access Improvements Project. DOT&PF plans to begin rehabilitation and widening sections of the highway in spring 2005. Further rehabilitation and widening would be done as funding becomes available.
SEC07	Mitigation costs should be included in the total project cost.
Response	Estimated mitigation costs are included in the construction cost estimate for all project alternatives.
SEC08	Maintenance costs should account for periodic major resurfacing, bridge repairs, etc., over the life of the project.
Response	Costs for highway resurfacing and bridge repairs as well as vessel refurbishment are not part of annual maintenance and are therefore not included in the maintenance cost estimates. These costs are considered capital costs and are included in the economic analyses including life cycle, net present value, and user benefit.
SEC09	Clarify why the DEIS costs figures differ so much from the original reconnaissance study and other stages of the NEPA process.
Response	Project costs are refined as project engineering proceeds. The 1994 Reconnaissance Engineering Report (DOT&PF, 1994) was based on an alignment developed using quad maps. The current estimate is based on a new alignment developed using LIDAR, an aerial survey technique accurate to approximately two feet in elevation. The current cost estimates have greater detail and are more reliable.
SEC10	The economic impacts to the AMHS due to the loss of revenue along Lynn Canal needs to be included in the analysis.
Response	As discussed in Chapter 4 of the Supplemental Draft EIS, AMHS service in Lynn Canal is subsidized by the state. The No Action Alternative is estimated to require a state subsidy of about \$3.3 million in 2008. The annual AMHS subsidy for highway alternatives would be essentially equal to or less than the subsidy for the No Action Alternative, with Alternative 2 requiring the smallest AMHS subsidy at \$700,000 in 2008. See Chapter 4 of the Supplemental Draft EIS for more detail.

4.9 SOCIOECONOMICS (continued)

4.9.1 Socioeconomic (continued)

SEC12	The sample size of the household survey is smaller than required for statistical reliability, and neither corrections to nor a discussion of the biases inherent in the survey were made.
Response	An additional household survey was conducted in 2003 for the Supplemental Draft EIS. A discussion of survey methodology and reliability is included in the Household Survey Report (Appendix I of the Supplemental Draft EIS).
SEC13	The household survey questions were biased towards the road alternative. It should say, "Do you need a road?"
Response	A new household survey was conducted in 2003 for the Supplemental Draft EIS. Questions in the 2003 regarding Juneau Access Improvements alternatives were not biased towards any one alternative. The results of the survey are presented in the Juneau Access Household Survey Report (Appendix I of the Supplemental Draft EIS) and summarized in Chapter 4 of the Supplemental Draft EIS.
SEC14	Benefits to diverted, induced, and total users are overstated. Show a table illustrating the benefits of each option.
Response	A new User Benefit Analysis has been prepared and is included as Appendix E of the Supplemental Draft EIS. This analysis was based on a conservative estimate of who would use the alternatives and the value of their time. Furthermore, sensitivity analyses were conducted to test the validity of the assumptions.
SEC15	The numbers in the User Benefit Analysis, page 7, do not agree with the numbers for the Juneau-Haines segment on DEIS page 2 to 3, Table 2-01.
Response	A new User Benefit Analysis has been prepared and is included as Appendix E of the Supplemental Draft EIS
SEC16	The appropriateness of the discount rate and the use of a single discount rate are questioned.
Response	The new User Benefit Analysis (Appendix E of the Supplemental Draft EIS) includes an explanation of the discount rates used in the analysis.
SEC17	The economic model is not appropriate for comparing different transportation modes such as ferries, roads and an air option. The economic analysis needs to be redone to equally compare each alternative and accordingly adjust the cost/benefit analysis.
Response	A new User Benefit Analysis (Appendix E) is included in the Supplemental Draft EIS. This report includes a life cycle analysis in addition to the net present value/user benefit analysis.
SEC18	Sensitivity analysis should be applied to the user benefit study.
Response	A new User Benefit Analysis has been prepared and is included as Appendix E of the Supplemental Draft EIS. This new User Benefit Analysis includes sensitivity analyses.

4.9 SOCIOECONOMICS (continued)

4.9.1 Socioeconomic (continued)

SEC19	The assumption that all walk-on ferry travelers count as being in vehicles inflates the cost for ferry travel.
Response	Ferry demand, and therefore ferry operational costs, are based on the historic passenger to vehicle ratio 3.6. Number of passengers per vehicle on highway segments was based on the typical highway vehicle occupancy ratio of 2.3 passengers/vehicle.
SEC20	The use of a single per capita income for all travelers regardless of employment, age, etc., is questionable.
Response	A new User Benefit Analysis has been prepared and is included as Appendix E of the Supplemental Draft EIS. The new analysis used the 2002 mean hourly wage for an Alaska resident reported by the U.S. Department of Labor, Bureau of Labor Statistics, Occupational Employment Statistics (OES) for work-related travelers. The value of time for adults traveling for non-work purposes was based on 50 percent of after-tax wages. No opportunity cost was assigned to children's time. Children were estimated to make up 20 percent of non-work travelers, based on 2002 AMHS passenger ticket sales.
SEC21	The use of a single time value for all travelers is not appropriate.
Response	A new User Benefit Analysis has been prepared and is included as Appendix E of the Supplemental Draft EIS. This analysis explains how time was valued. Not all travel time was valued equally.
SEC22	Children should be excluded from the total number of travelers.
Response	Based on 2002 AMHS passenger ticket sales, children make up 20 percent of non-work travelers. Therefore, excluding children would result in an unrealistic estimate of demand and would result in underestimating required ferry capacity. However, to address the concern with including children, the new user benefit analysis (Appendix E of the Supplemental Draft EIS) assumes that there is no opportunity cost for children's time.
SEC23	The DEIS does not adequately address the costs associated with avalanche mitigation and winter road maintenance for both the proposed highway and the existing highway. The costs should be reflected in the user benefit analysis. Include a percent confidence for the projected costs.
Response	Maintenance costs analyzed in the User Benefit Analysis (Appendix E of the Supplemental Draft EIS) include the cost of avalanche mitigation. A new avalanche analysis was conducted for the Supplemental Draft EIS and this Snow Avalanche Report is included as Appendix J of the document.
SEC24	The project should be built in phases so that it does not take more than its share of funds available for construction.
Response	Chapter 2 of the Supplemental Draft EIS includes a discussion of funding considerations. Depending on the source of funds, the project may be phased.

4.9 SOCIOECONOMICS (continued)

4.9.1 Socioeconomic (continued)

SEC25	The availability of money under the proposed funding source is questionable, as is the responsibility of taking it (i.e., Shakwak, bonds, private sources, and supplemental federal allocations).
Response	Funding considerations for the proposed project are addressed in Section 2.5 of the Supplemental Draft EIS.
SEC26	It is unclear if the costs for construction, equipment, operation and maintenance, staff and cumulative economic and social impacts were included for each road alternative economic analysis. Separate state and traveler cost.
Response	Chapter 4 of the Supplemental Draft EIS provides the 30-year life cycle costs, present value of capital and operating costs to the State of Alaska, out-of-pocket user costs, and user benefits for each of the project alternatives. The 30-year life cycle costs include state and federal capital costs and state maintenance and operating expenses. Capital costs include design, right-of-way acquisition, highway, vessel, and terminal construction, vessel refurbishment, and vessel replacement. These costs are detailed in appendices to the Supplemental Draft EIS: the Marine Segments Technical Report (Appendix B), Technical Alignment Report (Appendix D), and User Benefit Analysis (Appendix E). The Socioeconomic Effects Technical Report (Appendix H of the Supplemental Draft EIS) provides a description of economic and social impacts of each project alternative, which is summarized in Chapter 4 of the Supplemental Draft EIS. Social and biological impacts are not included in the project life cycle cost or the user benefit calculations.
SEC27	It is unclear if the \$100 million labor costs associated with the construction cost for Alternative 2 (1997) was considered in Table 3-2 and how that cost estimate would compare to labor costs associated with the marine highway alternative.
Response	Chapter 2 of the Supplemental Draft EIS includes a revised comparison of costs by alternative. These costs include construction labor costs.
SEC28	A discussion of increased fares for passenger, vehicle and peak season surcharge under the marine highway alternative should be evaluated so that it could be self-supporting.
Response	AMHS often offers reduced rates to encourage travel during off peak times. Travel on the AMHS is fare sensitive. Therefore, charging more could have the effect of reducing demand instead of increasing revenue. Fares for both peak and off-peak travel have been rising as the AMHS adjusts for cost increases.
SEC29	It is unclear if the economic analysis included the costs to implement potential mitigation projects.
Response	Estimated mitigation costs are included in the construction cost estimate for all project alternatives. Please refer to the Technical Alignment Report, Appendix D of the Supplemental Draft EIS.

4.9 SOCIOECONOMICS (continued)

4.9.1 Socioeconomic (continued)

- SEC30** **The proposed toll has not been included as a user cost to travel the highway.**
- Response** As indicated in Section 2.5 of the Supplemental Draft EIS, no tolls are proposed for the highway segments of the build alternatives.
- SEC31** **Since the East Lynn Canal highway would be different than other highways in Alaska the state subsidy per mile of \$7.00 should be increased.**
- Response** As stated in the highway maintenance cost estimates in the Technical Alignment Report (Appendix D of the Supplemental Draft EIS), the maintenance cost for the highway alternatives is approximately \$8,000 per lane mile which equates to \$20,000 per mile of highway. This estimate is double the cost average of highway maintenance in Southeast Alaska.
- SEC32** **The annual maintenance costs for the highway alternative is different on DEIS page 3-15 and Appendix C, Socioeconomic Report page 1.**
- Response** New maintenance cost estimates are included in the Technical Alignment Report (Appendix D of the Supplemental Draft EIS).
- SEC33** **The conclusions of demographics needs to be revised since the AJ Mine will not be opening.**
- Response** A new Socioeconomic Technical Report was developed that provides current demographic information and is appended to the Supplemental Draft EIS.
- SEC34** **The DEIS is outdated with regards to public opinion of the project and needs to be updated.**
- Response** A new household survey was conducted in 2003. The results of that survey appear in the Household Survey Report, Appendix I of the Supplemental Draft EIS.
- SEC35** **The DEIS should use an Alaska income value rather than a U.S. Value, making its wage-bill value more relevant.**
- Response** The socioeconomic analysis uses an Alaska income value.
- SEC36** **The user cost of \$20 for using the road alternative (Table 3-2, 1997 DEIS) should include costs associated with owning and maintaining a vehicle (e.g., cost of car, car maintenance, insurance, fuel, oil, etc.).**
- Response** As discussed in the User Benefit Analysis (Appendix E and Chapter 4 of the Supplemental Draft EIS), user costs include car maintenance, depreciation, insurance, fuel, etc. Direct costs incurred at the time of travel are termed out-of-pocket costs and are also presented in Chapter 4 of the Supplemental Draft EIS as these are of concern to the traveling public.

4.9 SOCIOECONOMICS (continued)

4.9.1 Socioeconomic (continued)

SEC37	The AASHTO user benefit model was never intended to be applied to a new road in an undeveloped area, but rather to evaluate options within an existing road system. Thus, many costs such as degradation and loss of option were not accounted for.
Response	The AASHTO user benefit model is one tool for evaluating the benefits of project alternatives. The new User Benefit Analysis (Appendix E of the Supplemental Draft EIS) also includes a life-cycle cost analysis which presents total project costs.
SEC38	Ferry costs are incorrect in the DEIS; the costs are actually lower than represented in the DEIS.
Response	A new analysis of ferry costs is provided in the Marine Segments Technical Report (Appendix B of the Supplemental Draft EIS).
SEC39	The "frequency delay time" included in the marine alternatives, where a person's time waiting for the next ferry is given monetary value, is questionable.
Response	Frequency delay time is an important part of the user benefit analysis. The calculation of frequency delay is explained in the Traffic Forecast Report (Appendix C of the Supplemental Draft EIS). The value placed on frequency delay time is explained in the User Benefit Analysis (Appendix E of the Supplemental Draft EIS).
SEC40	A higher road toll should be considered for heavy mining equipment.
Response	A toll is no longer an option under the highway alternatives.
SEC41	Discuss the road alternative's impact on funding, operations and maintenance of roads and facilities locally and in other parts of the state.
Response	The economic analysis and the discussion of transportation impacts in Chapter 4 of the Supplemental Draft EIS documents the overall maintenance and operation cost of each alternative as well as the direct impact on AMHS. To the extent that an alternative costs more or less than another alternative for maintenance and/or operation, that alternative would impact other existing or potential transportation facilities. One of the stated purpose and need elements of the project is to reduce the state and user costs in the Lynn Canal corridor.
SEC42	The DEIS does not account for the potential of cost overruns for construction of the East Lynn Canal highway. Where will additional needed funding come from?
Response	The Supplemental Draft EIS is a pre-design environmental analysis document. Cost estimates are based on the best available information. The cost estimates include a contingency item for unexpected costs. Also, the User Benefit Analysis (Appendix E of the Supplemental Draft EIS) includes a sensitivity analysis to test the effect of potential overruns. In the event of a construction cost overrun, required funding would be from the same original sources.

4.9 SOCIOECONOMICS (continued)

4.9.1 Socioeconomic (continued)

- SEC43** It is unclear how additional police patrol and emergency services along the road, and in the impacted communities, will be funded, or how much additional force is actually needed.
- Response** Potential impacts of project alternatives on public services and facilities are provided in Chapter 4 of the Supplemental Draft EIS. The Socioeconomic Effects Technical Report (Appendix H of the Supplemental Draft EIS) explains that police and emergency services would be provided by local governments. These costs would be recovered by increased tax revenues from visitor spending.
- SEC44** It is unclear how the costs for joint development recreational opportunities (e.g., campgrounds, picnic areas) were accounted for in the total costs for Alternative 2.
- Response** No joint development is currently proposed for project alternatives. DOT&PF would fund pullouts and scenic overlooks along the highway proposed for Alternatives 2 through 2C and 3, and a trail to the Berners Bay cabin for Alternatives 2, 2B, and 2C. The Forest Service may develop trails at some of the pullouts in the future. Funding for those trails would be separate from the Juneau Access Improvements Project funding.
- SEC45** The user benefit of the positive experience of taking the ferry is excluded from the user benefit analysis.
- Response** Taking the ferry is a positive experience to some and a negative experience to others, but involves time in both cases. This time could be spent doing something else. The User Benefit Analysis (Appendix E of the Supplemental Draft EIS) states the assumptions used to value time and includes a sensitivity analysis to test the effect of these assumptions.
- SEC46** The engineer's cost estimate appears to be for a highway length of 91 km, but the DEIS discusses a required highway length of 105 km (or possibly 110 km). Cost underestimates should be accounted for. Distances should be expressed in mile.
- Response** Distances in the Supplemental Draft EIS are presented in miles and in English units in the appended technical reports. All cost estimates are based on the highway lengths for each alternative reported in the Supplemental Draft EIS.
- SEC47** The DEIS should include information on the costs of goods and services and how a road would impact those costs. (Barging will still be more economical than trucking.)
- Response** The Socioeconomic Technical Report (Appendix H of the Supplemental Draft EIS) and Chapter 4 of the Supplemental Draft EIS present discussions on potential impacts to the cost of goods.

4.9 SOCIOECONOMICS (continued)

4.9.1 Socioeconomic (continued)

SEC48	Cost analysis of the alternatives should be done independently from DOT&PF.
Response	Highway and ferry terminal cost estimates have been prepared by DOT&PF engineers. This is standard practice for EIS projects. A naval architect consultant prepared vessel construction and operating cost estimates. Benefit-cost analyses have been prepared by an economic consultant. The basis for the cost estimates and economic analyses are presented in relevant technical reports appended to the Supplemental Draft EIS.
SEC52	The cost of maintaining ferry docks in Juneau, Skagway and Haines, for emergency use, should be included in each of the road alternatives.
Response	Ferry terminals would be maintained in Juneau, Skagway, and Haines under all project alternatives and are included in the maintenance cost estimates provided in Chapters 2 and 4 of the Supplemental Draft EIS.
SEC61	The road will allow families to travel more frequently. The average income citizen cannot now, or in the future be able to make more than one trip/year out of Juneau with his family due to the high cost of air and ferry fares.
Response	Estimated travel frequency is provided in Chapters 2 and 4 of the Supplemental Draft EIS and in the Traffic Forecast Report (Appendix C of the Supplemental Draft EIS). Chapter 4 provides estimates of out-of-pocket costs. The higher projected demand for highway alternatives is a reflection of lower user costs and reduced travel time.
SEC62	Consider the costs associated with ferry service due to labor strikes and subsequent down times.
Response	Estimating the cost associated with labor strikes is speculative and not included in the Supplemental Draft EIS. Labor action could affect maintenance and operation of any alternative.

This Page Left Intentionally Blank