

Addendum to Appendix C

Traffic Forecast Report

Prepared by

McDowell Group, Inc.
Juneau • Anchorage, Alaska

With Assistance From
Kittleson & Associates, Inc.
Portland, Oregon

OCTOBER 2005

TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page</u>
ERRATA SHEET		W-9
1.0 SUPPLEMENTAL TRAFFIC FORECAST		W-11
1.1 Supplemental Year 1 Traffic Forecast.....		W-11

TABLES

<u>Table</u>	<u>Title</u>	<u>Page</u>
Table 3	2002 Lynn Canal AMHS Passenger Market Estimates (Juneau-Haines and Haines-Juneau).....	W-9

This page intentionally left blank.

ERRATA SHEET

OCTOBER 2004 TRAFFIC FORECAST REPORT

1. Page 9. Table 3. The following table replaces the table in the 2004 *Traffic Forecast Report* (data in the Non-residents and Market Total rows has been revised).

Table 3
2002 Lynn Canal AMHS Passenger Market Estimates
(Juneau-Haines and Haines-Juneau)

Market	Juneau - Haines*		Haines - Juneau**	
	Summer	Winter	Summer	Winter
Juneau residents	5,166	2,901	4,417	2,925
Haines residents	2,417	4,478	2,678	4,632
Skagway residents	15	18	10	65
Yukon residents	102	35	113	46
Other Alaska residents	1,042	706	1,494	1,091
Non-residents	10,649	824	10,101	626
Market Total	19,391	8,962	18,813	9,385

Notes: *This is the number of passengers traveling on a ferry from Juneau to Haines. It includes all passengers disembarking in Haines, except those that boarded in Skagway.

**This is the number of passengers boarding a ferry in Haines except those traveling to Skagway.

Source: Derived from the AMHS Reservations Management System (RMS) database.

2. Page 9. Last paragraph, second line. "...12,500 non-resident..." is replaced by "...12,000 non-resident..."
3. Page 9. Last paragraph, third line. "...11,600 traveled..." is replaced by "...11,000 traveled..."

This page intentionally left blank.

1.0 SUPPLEMENTAL TRAFFIC FORECAST

1.1 Supplemental Year 1 Traffic Forecast

The *User Benefit Analysis* (Appendix E) employs a set of user costs that are different from those employed in the *Traffic Forecast Report*. The *Traffic Forecast Report* was the first and most time-sensitive report related to Juneau Access Improvements Project economics. The socioeconomic effects and user benefit analyses could not be started until the traffic forecast was complete. The traffic forecast analysis was launched with the understanding that slightly more refined and updated project parameters might be developed and applied in subsequent economic analyses. The decision to proceed in this manner was based on the study team's determination that none of the potential revisions would have any substantial effect on the fundamental findings of the traffic and economic analyses.

The question has been raised about what effect the different user costs would have on the traffic forecast. To answer the question, User Benefit Analysis' user cost data was applied to the traffic model. The result was increases in traffic ranging from 0 to 17 percent, depending on the alternative. The following table presents the two sets of traffic numbers.

	Traffic Forecast Report Estimates*	User Benefit Analysis-Derived Estimates	Percent Difference
Current Service	80	80	0%
1 - No Action	91	106	17%
4C - Dayboat Auke Bay	100	109	9%
4D - Dayboat Sawmill Cove	127	132	4%
4A - FVF Auke Bay	137	141	3%
4B - FVF Sawmill Cove	161	164	2%
3 - West Lynn	305	353	16%
2B - East Lynn Stop @ KTZ	374	386	3%

Note: *Traffic estimates presented in the 2004 *Traffic Forecast Report* were rounded to the nearest ten.

The No Action Alternative and Alternative 3 have the largest differences between the two sets of traffic estimates. These differences stem from differing assumptions in the *Traffic Forecast Report* and the *User Benefit Analysis* regarding time value, fast ferry fares and vehicle travel speeds. As illustrated in the preceding table, these assumptions have different effects on each alternative, depending on the configuration of each alternative. Given that the differences are not substantial and neither set of assumptions is necessarily more accurate as a whole than the other, no changes have been made to the traffic forecast based on these differences. The addendum to the *User Benefit Analysis* discusses the significance of these differences in terms of these economic analyses.