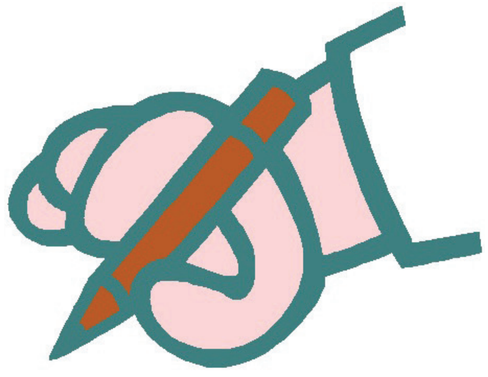
Welcome!

Open House and Public Hearing

Juneau Access Improvements Project

Draft Supplemental
Environmental Impact Statement



Sign In Here for

Public Testimony

The hearing format is "one hearing in three locations."

Juneau, 5:00 - 9:00 PM on October 14, 2014
Haines, 6:00 - 8:00 PM on October 15, 2014
Skagway, 6:00 - 8:00 PM on October 23, 2014

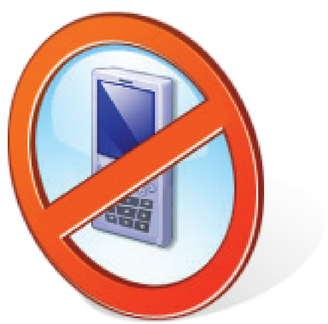
Individuals and organization or agency representatives may sign in to testify starting one half hour prior to the hearing start time.

You must sign in personally to speak during the public hearing portion of the meeting.

Ground Rules for Public Testimony

We ask that you please:

- Be respectful, courteous, and patient.
- Remain quiet while others are giving testimony so the court reporter can hear; leave the room for side discussions.
- Refrain from addressing the audience or asking for audience participation.
- Please help maintain an atmosphere where everyone feels comfortable and welcome, regardless of his or her position on the project.
- Please don't interrupt anyone while he or she is speaking.
- Turn off cell phones or set them to vibrate.



Testimony from individuals, including a representative from a commercial enterprise, will be limited to 3 minutes. Testimony by a group (an established non-profit club or association) or agency will be limited to 5 minutes.

All testimony will become part of the public record.

No displays, signs, or banners should be posted in the building.

Purpose of this Meeting

The purpose of today's meeting and hearing is to:

- Share information about the Draft Supplemental Environmental Impact Statement (SEIS)
- Receive your input on the Draft SEIS. When providing input at the hearing or in writing, it is most helpful to focus comments on:
  - *A particular alternative, impact, or proposed mitigation*
  - *Concerns about an alternative and its effects on the environment*
  - *Any incomplete or inaccurate information*
  - *How the project or alternative would affect you*

Project Purpose and Need

The Purpose and Need for the JAI Project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor that will:

Provide the **capacity** to meet transportation demand in the corridor	Provide **flexibility** and improve **opportunity** for travel	Reduce **travel times** between Lynn Canal communities	Reduce **State costs** for transportation in the corridor	Reduce **user costs** for transportation in the corridor

Project Timeline and NEPA Steps

1993-1994
Earliest scoping for JAI Project began

1997
Draft EIS released; public hearing and comment period

2003
Scoping reinitiated for Supplemental Draft EIS

2006
Federal Highway Administration (FHWA) issued a Record of Decision (ROD) for JAI Project, selecting Alternative 2B

2006
Complaint filed against FHWA and US Forest Service (USFS) in US District Court

2009
US District Court ruled FEIS was not valid. State of Alaska filed an appeal with US Court of Appeals for the Ninth Circuit

2011
US Court of Appeals upheld US District Court decision by a 2-to-1 margin

2011
Alaska Department of Transportation and Public Facilities (DOT&PF) and FHWA announced intent to complete an SEIS for JAI Project

Winter 2012
Notice of Intent to prepare an SEIS published; scoping period

Mid-2012
Additional field studies and analyses conducted

Fall 2014
Draft SEIS released; public hearing comment period

Fall/Winter 2014–2015
Review and evaluate comments, prepare Final SEIS*

2015
Final SEIS/ ROD*

We are here

1993 2003 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015

* Anticipated schedule.

What's new?

- Added new alternative: *Alternative 1B - Enhanced Service with Existing Alaska Marine Highway System Assets*
- Refined alternatives to respond to changes in project conditions, baseline conditions, regulations, and alternatives refinements and analyses
- Refined Alternative 2B roadway design and alignment to further reduce impacts to wetland habitats and reduce geotechnical hazards
- Refined Alternatives 2B and 3 roadway alignments to avoid and/or minimize impacts to bald eagle nest trees
- Incorporated AMHS programmed improvements including Day Boat Alaska Class Ferries (ACF)
- Conducted additional coordination with regulatory agencies
- New traffic analysis and forecast methodology

Cost Factors

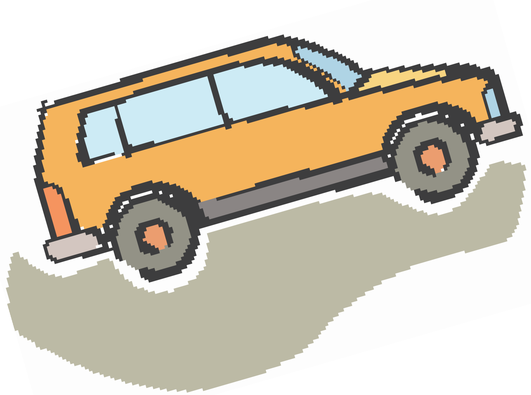
FACTORS	ALTERNATIVE							
	No Action	**1B**	**2B**	**3**	**4A**	**4B**	**4C**	**4D**
Initial Construction Costs[1] ($million)	$0	$0	$574	$516	$228	$287	$63	$90
Total Project Life Costs[2] ($million)	$669	$1,030	$1,093	$1,125	$1,556	$1,605	$861	$905
Annual Maintenance and Operations Costs ($million)	$15.4	$23.8	$20.4	$21.7	$33.7	$32.0	$20.0	$20.8
State Net Project Life Cost[3] ($million)	$301	$573	$494	$475	$770	$662	$446	$294
State Net Cost per Vehicle (dollars)	$210	$321	$52	$62	$333	$195	$277	$92
Total/Out-of-Pocket User Costs (one way) - Juneau-Skagway[4]	$286/$286	$223/$223	$101/$67	$142/$108	$286/$286	$204/$190	$286/$286	$204/$190
Total/Out-of-Pocket User Costs (one way) - Juneau-Haines[4]	$218/$216	$174/$173	$82/$47	$91/$59	$218/$216	$148/$132	$218/$216	$148/$132

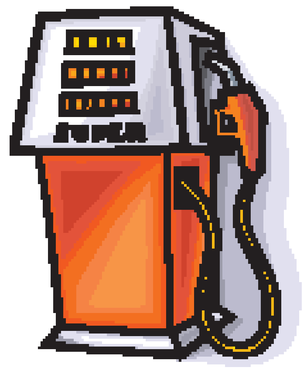
[1]Beyond AHMS programmed costs.

[2]The total project life cost is the summation of all capital and annual operating costs over the lifetime (36 years) of the project minus any residual value.

[3]The State Net Project Life Cost represents the total project life cost less the federal contribution and State revenue.

[4] The first number is total user cost and the second number is out-of-pocket cost. Total cost is based on fares plus $0.64 per mile for vehicular travel (AAA, 2012. *Your Driving Costs: How much are you really paying to drive?* http://newsroom.aaa.com/wp-content/uploads/2012/04/YourDrivingCosts2012.pdf). Out-of-pocket cost is based on fares and gasoline consumption.



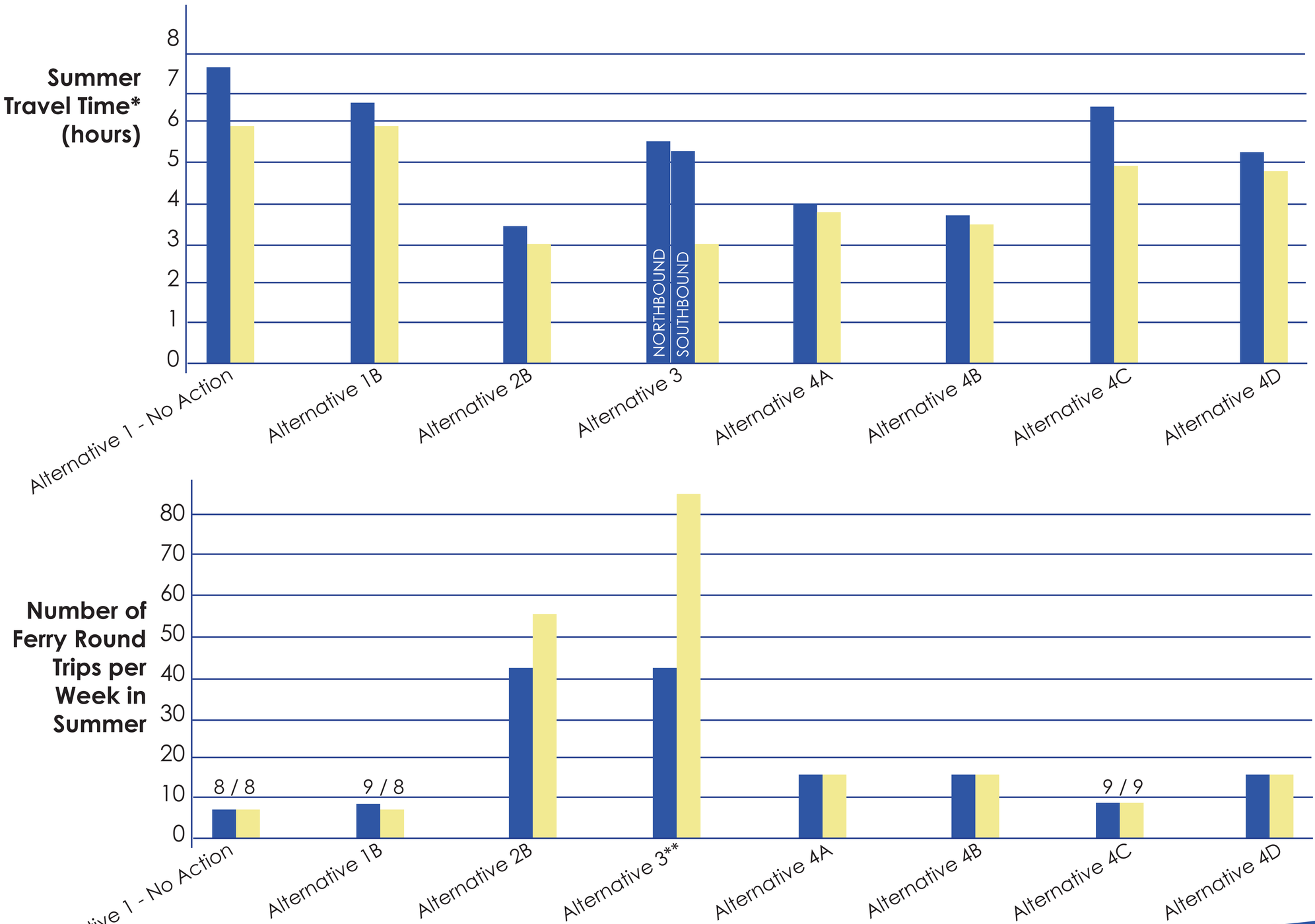


Community Impacts

	ALTERNATIVE							
Impact in 2020	**No Action**	**1B**	**2B**	**3**	**4A**	**4B**	**4C**	**4D**
Juneau								
New Local Employment	0	5	130	105	20	40	0	35
Population Increase	0	8	195	158	30	60	0	53
Skagway								
New Local Employment	0	5	85	50	15	30	5	25
Population Increase	0	8	128	75	23	45	8	38
Haines								
New Local Employment	0	0	60	15	10	20	0	20
Population Increase	0	0	90	23	15	30	0	30

Numbers are visitor traffic-related employment and population increases.

Travel Factors



Auke Bay to Skagway

Auke Bay to Haines

*Travel time for vehicles and Day Boat Alaska Class Ferry or Fast Vehicle Ferry or *M/V Malaspina* as a shuttle. In all alternatives except 2B and 3, the mainline ferry would have a travel time of 9.1 hours between Auke Bay and Skagway and 7.2 hours between Auke Bay and Haines.

Auke Bay to Skagway

Auke Bay to Haines

**Alternative 3 has no direct service between Auke Bay and Skagway; travel frequency between Juneau and Skagway is limited by the Haines-Skagway shuttle ferry service.

Traffic Forecasts

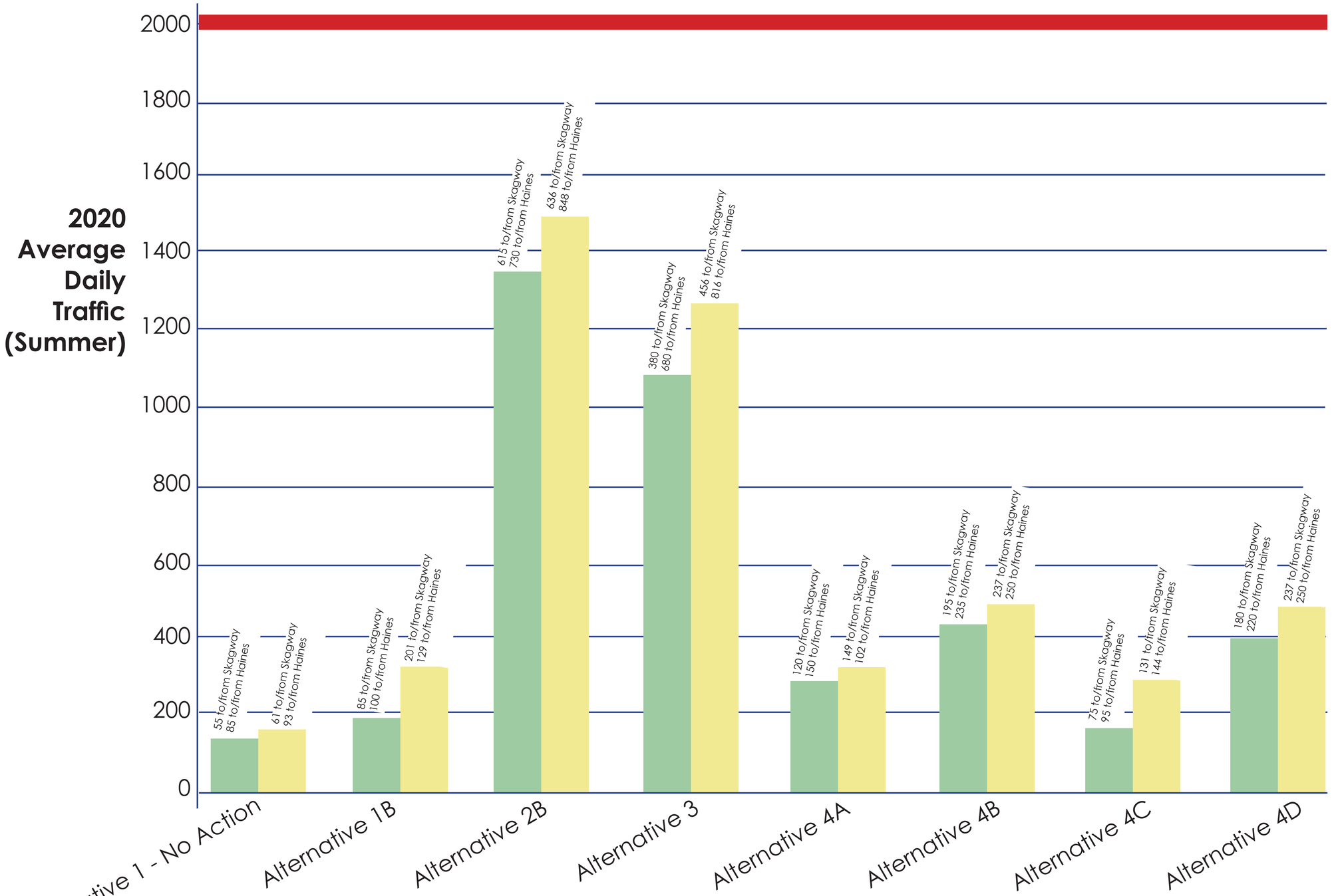
Traffic Forecast Analysis utilized recent (2011) data:

- Number of air and ferry passengers
- Number of vehicles traveling in Lynn Canal
- Average vehicle occupancy
- Average air and ferry fares
- Summer and winter seasonal factors
- Proportion of travelers on Juneau-Haines or Juneau-Skagway route

Two models developed:

1. Total Demand Model to predict unconstrained potential vehicle demand
2. Choice Model to predict percentage of total demand that would utilize each alternative, based on auto travel time and cost, ferry travel time and cost, ferry delay, and service (convenience) index, resulting in 2013 travel forecast

Traffic Forecast Results



Unconstrained Summer Demand (to/from Haines/ Skagway)
The number of cars per day that could travel during summer if a hypothetical highway were constructed between Juneau, Haines, and Skagway, and there were no impediments to travel; i.e., no ferry connections, no toll, no travel delays.

Summer Demand
The number of cars per day that would travel during summer under a given alternative.

Summer Capacity
The number of cars per day in summer that would be accommodated by a given alternative.

Environmental Impacts

	ALTERNATIVE							
	No Action	**1B**	**2B**	**3**	**4A**	**4B**	**4C**	**4D**
Number of Anadromous Streams[1] Crossed	0	0	10[2]	11	0	1	0	1
Old-growth Forest[3] Habitat Losses (acres)	0	0	42	308	0	38	0	38
Wetland Habitat[4] Losses (acres)	0	0	61	26	0	2	0	2
Intertidal/Subtidal Area[5] Losses (acres)	0	0	32	12	<1	3	<1	3
Essential Fish Habitat[6] Impacted (acres)	0	0	37	12	<1	2	<1	2
Eagle Nests Within 660 Feet	0	0	99	48	0	7	0	7
Total Eagle Nests Within 0.5 Mile	0	0	136	63	0	30	0	30

MITIGATION MEASURES

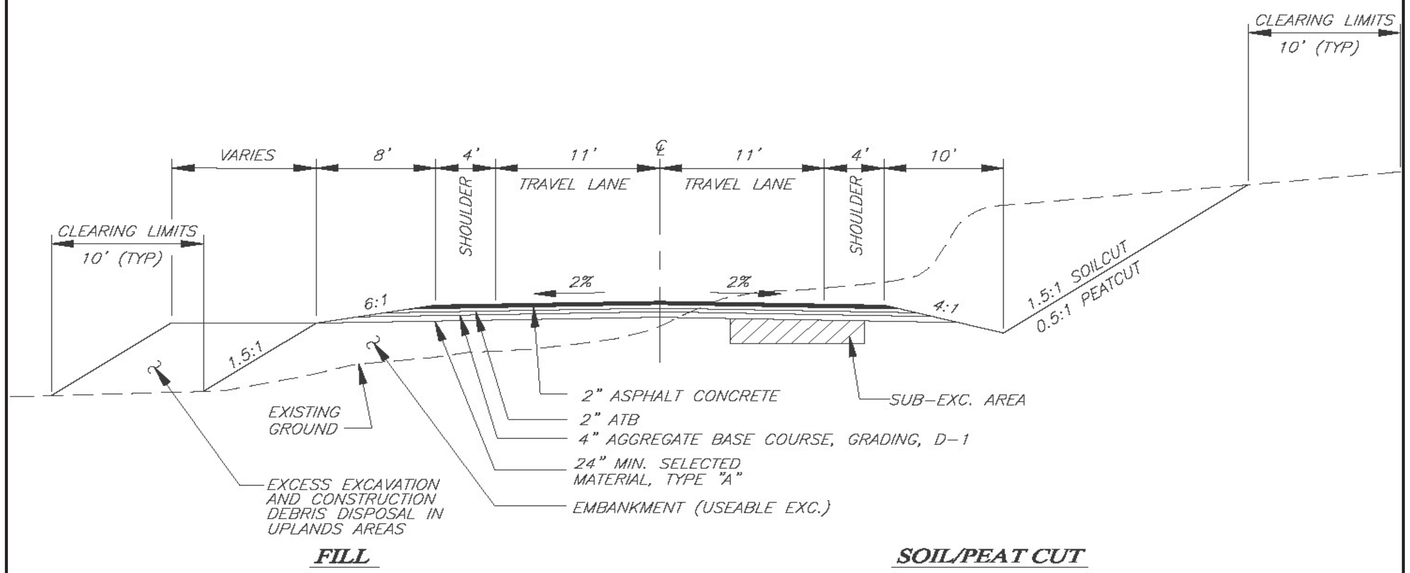
- Roadway footprint minimized to reduce wetlands impacts
- In-water work timed to minimize impacts to important prey species like herring and eulachon
- Gran Point and Met Point Steller sea lion haulouts to be monitored during construction blasting activities (Alternative 2B)
- Undercrossings at three high-use brown bear locations (Alternative 2B)
- Compensatory mitigation plan for wetland impacts
- Many bridges spanning waterways and other geographic features lengthened for wildlife passage (Alternatives 2B and 3)
- Alignments adjusted to the extent practicable to maximize avoidance of eagle nest trees (Alternatives 2B and 3)

[1] Streams that are known to support anadromous fish species; that is, fish that are born in fresh water, then migrate to the sea, where they spend most of their lives, and return to fresh water to spawn.
[2] One stream is bridged above anadromous fish use.
[3] Old-growth forests are stands dominated by trees of advanced age. They often provide unique habitat features for a wide variety of organisms and unique functions on the landscape that are not provided as well by younger forests.
[4] The Clean Water Act defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."
[5] The intertidal area is where the land submerges into the sea (seashore), and may include tidal pools; the subtidal area is the area of the shore that is submerged most of the time and exposed only during extreme low tides and full moon events.
[6] The Magnuson-Stevenson Fishery Conservation and Management Act defines essential fish habitat as "waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity."

Engineering: Typical Section

Juneau Access Improvements
Typical Roadway Section

Cut and Fill Typical
Both Sides of Roadway



TYPICAL ROADWAY SECTION

CUT AND FILL TYPICAL BOTH SIDES OF ROADWAY

Engineering:
Avalanche Mitigation for Alternative 2B

HAZARD REDUCTION MITIGATION MEASURES INCLUDE:

- Three avalanche shed structures would be built to protect the highway at three of the highest high-avalanche hazard areas.
- Bridges would span 10 avalanche hazard areas.
- Roadway embankments would be higher in avalanche hazard areas.

RISK MANAGEMENT MEASURES INCLUDE:

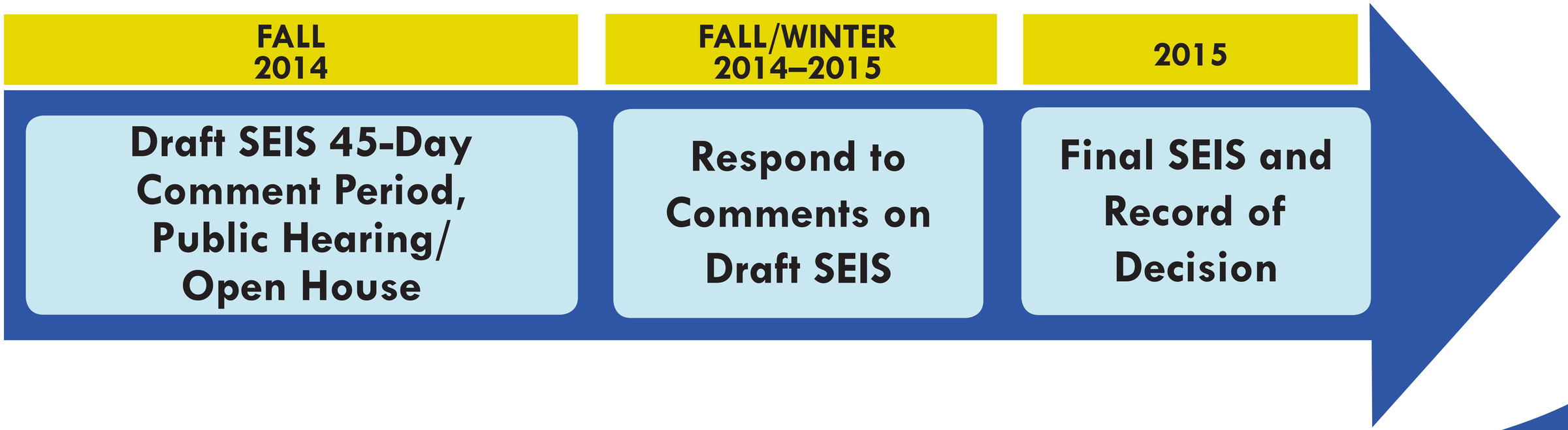
- Blaster boxes (remote-controlled explosives) would be installed at starting zones of eight high-avalanche areas.
- Helicopter aerial delivery of explosives for avalanche paths that require less frequent explosive work.
- Media alerts prior to avalanche control efforts and resulting road closures.

ESTIMATED ROAD CLOSURES:

- Refined alternatives and avalanche mitigation measures are estimated to reduce the number of road closures to an average of 10 closures (12 days) total per year.

Next Steps in the SEIS Process

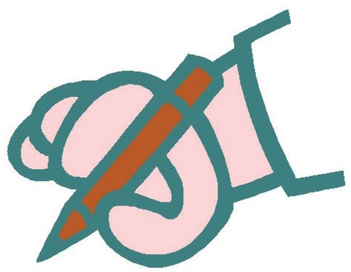
- Receive public and agency comments through November 10, 2014
- Respond to comments and revise analyses as needed
- Prepare a Final SEIS to be issued with FHWA's Record of Decision



Comments on the Draft SEIS

Comments on the Draft SEIS should be postmarked no later than November 10, 2014.

There are a number of ways you can submit your written comments on the Juneau Access Improvements Project Draft SEIS



- Fill out a Comment Form and leave it in the Comment Box during this Open House and Public Hearing

- Mail your comments to:
  Juneau Access Improvements Project Draft SEIS
  Attn: Deborah Holman
  DOT&PF Southeast Region
  P.O. Box 112506
  Juneau, AK 99811-2506

- Enter your comments directly online at:
  www.juneauaccess.alaska.gov

- E-mail your comments to:
  juneauaccess@alaska.gov

- Fax your comments to: **(907) 465-2016**
  Attn: Deborah Holman