

APPENDIX B

**TABLE OF DOCUMENT NUMBERS
WITH ISSUE CATEGORIES AND
CODED PUBLIC SCOPING COMMENTS**

This page intentionally left blank.

**TABLE OF DOCUMENT NUMBERS
WITH ISSUE CATEGORIES**

This page intentionally left blank.

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
1	Public	Creasy	Ben	General Marine Ferry Alts	Cost	
					Schedule	
				General Road	Convenience	
					Cost	
					O&M Cost	
			Transportation	Safety		
				Shipping Cost		
2	Public	Campen	Brenda	Alternative 1B	Against	
					Support	
				Alternative 1 - No Action	Support	
			General Marine Ferry Alts	Schedule		
3	Public	White	Bruce	Alternative 4C	Support	
4	Public	Brodersen	Carl	General Marine Ferry Alts	Convenience	
				General Road	Construction Cost	
				O&M Cost		
5	Public	Lucas	Elizabeth	Alternative 4C	Support	Community Needs
6	Public	Jenkins	Gary	Alternative 2B	Support	
				General Marine Ferry Alts	Against	Construction Cost
				O&M Cost		
7	Public	Mooney	J	Alternative 2B	Support	Convenience Recreation
8	Public	Love	Jason	Alternative 2B	Support	
				Alternative 3	Support	
9	Public	Dawson	Louise	Alternative 4C	Support	Community Needs
10	Public	Handy	Steve	Alternative 1B	Support	
				General Road	Against	
11	Public	Battaion	Mark	Alternative 1B	Support	
				Alternative 2B	Against	Access Environmental Visual Wildlife
				General Road	Against	
				Safety		
				Transportation Connections & Cost		
12	Public	Learmonth	Barbara	Alternative 1B	Support	
				Alternative 2B	Against	Construction Cost
					O&M Cost	
			General Marine Ferry Alts	Support	Cost	
13	Public	Nussbaumer	Dave	Alternative 3	Support	Construction Cost Safety
				Alternative 4D	Support	Reliability Schedule Transportation Connections & Cost
14	Public	Ewald	Kennt	Alternative 1 - No Action	Support	Cost

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
15	Public	Ewald	Judy	Alternative 1 - No Action	Support	
				General Road		Transportation Connections & Cost
16	Public	Shattuck	Allen	Alternative 2B	Support	Recreation
						Socioeconomic
				General Marine Ferry Alts	Against	Convenience
						Cost
						Environmental
						O&M Cost
17	Public	Johns	Glenn	Alternative 2B	Support	Socioeconomic
				Alternative 3	Against	Safety
				Construction Impacts		
				General Marine Ferry Alts	Against	Safety
						Socioeconomic
18	Public	Kennedy	Janet	Alternative 2B	Support	Socioeconomic
				Alternative 3	Support	Socioeconomic
				General Marine Ferry Alts	Against	Cost
						Reliability
19	Public	Johnson	Luke	Alternative 2B	Support	Access
				Alternative 3	Support	Access
				General Marine Ferry Alts	Against	Cost
						Schedule
20	Public	Bergmann	Alvin	Alternative 2B	Support	Cost
				Alternative 3	Support	Cost
21	Public	Haas	Dave	General Marine Ferry Alts	Support	Cost
				General Road	Against	Cost
22	Public	Peters	Martin	General Road	Fuel Utilization	
23	Public	Mills	Marrienne	General Marine Ferry Alts	Support	Cost
24	Public	Degen	Andrew/Sandra	General Road	Against	Construction Cost
						O&M Cost
				General Marine Ferry Alts	Support	Schedule
25	Public	Aikman	Colin	Alternative 1B	Support	
				General Road	Against	
26	Public	Shaw	Brita	Alternative 4C	Support	Ferry Design
				General Road	Against	O&M Cost
27	Public	Bevan	Hugh	Alternative 2B	Against	O&M Cost
						Transportation Connections & Cost
				General Marine Ferry Alts	Service	
				Support		Ferry Design
						Privatization
28	Public	Huebschen	Greg	General Marine Ferry Alts	Support	
29	Public	Graham	Kenneth	General Road	Against	Cost

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	
30	Public	Longenbaugh	Dee	Alternative 2B	Against	Cost	
						O&M Cost	
						Safety	
31	Public	Andrews	Robert	General Road	Against	Cost	
						Reliability	
						Safety	
32	Public	Weber	Bruce	General Road	Against	Transportation Connections & Cost	
33	Public	Belcher	Dixie	General Road	Against		
34	Public	Currier	Richard	General Road	Support	Recreation	
						Socioeconomic	
35	Public	Healy	Mike	Alternative 2B	Against	Cost	
				General Marine Ferry Alts	Support	Reliability	
36	Public	Schatzel	Fred	Alternative 1B	Support	Service	
37	Public	Smith	Graham	General Marine Ferry Alts	Against	Cost	
						Reliability	
						Service	
38	Public	Bennetsen	Tory	General Road	Support	Cost	
				General Marine Ferry Alts	Against	Convenience	
39	Public	Murray	Lorraine	Alternative 1 - No Action	Support		
				General Road	Against	Cost	
40	Public	Sloss	Jeff	General Marine Ferry Alts	Support		
				General Road	Against	Cost	
41	Public	Hoover	Jeff	Alternative 3	Support	Safety	
				Cost Analysis		Cost	
42	Public	Kunat	David	General Road	Support	Cost	
43	Public	Cohen	Gershon	Alternative 1 - No Action	Support	Socioeconomic	
				Alternative 4A	Support	Reliability	
				Alternative 4C	Support		
				General Marine Ferry Alts	Against	Transportation Connections & Cost	
					Schedule		
					Transporation Connections & Cost		
44	Public	Branson	Dominic	General Road	Against	Construction Cost	
						O&M Cost	
						Transportation Connections & Cost	
						Cost	
45	Lynn Canal Conservation Inc	Carey	Scott	Alternative 1B	Evaluation	Recreation	
							Reliability
							Socioeconomic
						O&M Cost	
						Vessel Optimization	
						Schedule	

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
				Alternative 2B	Evaluation	Construction Cost
						Design Feature
						Geotechnical
						O&M Cost
						Reliability
						Safety
						Socioeconomic
					Financial Feasibility	
					Geotechnical	
					Legality	
				Transportation Connections & Cost		
				Alternative 3	Transportation Connections & Cost	
				Alternative 4A	Evaluation	O&M Cost
						Vessel Optimization
				Alternative 4B	Evaluation	O&M Cost
						Vessel Optimization
						Routing
				Alternative 4C	Evaluation	O&M Cost
						Vessel Optimization
						Routing
				Alternative 4D	Evaluation	O&M Cost
						Vessel Optimization
						Routing
				Alternatives	Evaluation	Alternatives Considered but Eliminated
						Financial Feasibility
						Marine & Fish Habitat Including EFH
						Socioeconomic
Terminal Location						
Transportation Connections & Cost						
Travel Demand						
General Marine Ferry Alts	Cost Analysis					
		Travel Demand				
General Road	Evaluation	Construction Cost				
		Geotechnical				
		O&M Cost				
Permitting						
Project Description						
Purpose & Need	Safety & Reliability					
46	Public	Shattuck	Rick	Alternative 1B	Against	Capacity

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						O&M Cost
						Reliability
						Schedule
						Service
				Alternative 2B	Support	Transportation Needs
						Access
						Capacity
						Convenience
47	Public	Ellis	Lowell	Alternative 3	Support	Cost
						O&M Cost
						Improved Access
						Recreation
48	Public	Jacobson	Zachary	Alternative 1B	Support	Safety
				Alternative 4C	Support	Socioeconomic
				General Road	Against	
49	Public	Svenson	John	Alternative 4A	Support	Improved Access
50	Public	Ely	Thom	Alternative 1B	Ferry Design	Service
					Support	
				Alternative 2B	Cost Analysis	
					Geotechnical	
				Alternative 4A	Against	Cost
						O&M Cost
						Reliability
				Alternative 4B	Against	Routing
						Cost
						O&M Cost
						Reliability
				Alternative 4C	Against	Routing
						Transportation Connections & Cost
Cost						
Alternative 4D	Against	O&M Cost				
		Routing				
		Cost				
		O&M Cost				
Purpose & Need	Safety & Reliability	Routing				
51	Public	Griffard	Pete	General Marine Ferry Alts	Schedule	Transportation Connections & Cost
					Support	
52	Public	Paulick	Bill	Alternative 3	Support	

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	
				General Road	Support	Tolls	
					Support		
53	Public	Goldberg	Rob	Alternative 1B	Support	Ferry Design	
						Ferry Home Port	
						Schedule	
				Alternative 2B	Against	Cost	
						Geotechnical	
						Safety	
						Visual	
						Cost Analysis	
						Ferry Terminal Design	
						Funding Source	
						Safety	
						Socioeconomic	
						Transportation Connections & Cost	
						Visual	
						Wildlife	Bald Eagles
							Marine Mammals
							Terrestrial Mammals
			Alternative 3	Against			
			Alternatives	Evaluation	Cost Analysis		
			General Marine Ferry Alts	Cost			
				Efficiency			
				Ferry Design			
				Funding Source			
				O&M Cost			
				Schedule			
				Service			
				Support	Transportation Needs		
				Terminal Location			
				General Road	Safety		
54	Public	Clark	Philip	Alternative 4A	Support		
				Alternative 4C	Support		
				General Road	Against	Cost	
						Socioeconomic	
				Purpose & Need			
55	Public	Duis	Carol	Alternative 2B	Against	Cost	
						Safety	
						Transportation Connections & Cost	
				Alternative 4C	Support	Ferry Design	
				Purpose & Need			

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
56	Public	O'Dell	Brad	General Road	Against	Construction Cost O&M Cost
57	Public	Spickler	Scott	Alternative 2B	Support	Cost Socioeconomic
58	Public	Daugherty	Atlin	Alternative 1 - No Action Alternative 4A	Support	Cost Socioeconomic
59	Public	Neyhart	Peter	General Marine Ferry Alts General Road	Against Support	Reliability
60	Southeast Alaska Conservation Council	Hafey	Daven	Alternative 2B	Evaluation	Construction Cost Geotechnical O&M Cost Safety
					Permitting	Mitigation
					Threatened & Endangered Species	Consultation
					Update	
				Alternative 3	Screening	
					USACE	Purpose & Need
				Alternative 4A	Screening	
					USACE	Purpose & Need
				Alternative 4B	Screening	
					USACE	Purpose & Need
				Alternative 4C	Screening	
					USACE	Purpose & Need
				Alternative 4D	Screening	
					USACE	Purpose & Need
				Alternatives	Evaluation	Mitigation Threatened & Endangered Species Consultation TLRMP Vessel Optimization
					Evaluation	
General Marine Ferry Alts	Support Socioeconomic					
Purpose & Need	Safety & Reliability					
Wildlife	Bald Eagles	Mitigation Noise Survey				
61	Public	Cohen	Suzanne	General Marine Ferry Alts	Schedule	
					Support	
					Transporation Connections & Cost	
General Road	Against	Convenience Safety				
62	Public	Daugherty	Lisa	Alternative 1 - No Action	Support	Cost
				General Marine Ferry Alts	Support	Service
				General Road	Against	Construction Cost

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						O&M Cost Transportation Connections & Cost
63	Public	Anderson	Wendy	Alternative 1 - No Action	Support	
				General Marine Ferry Alts	Support	
				General Road	Against	
64	Public	Edwards	Larry	Alternative 1 - No Action	Support	Cost
				General Marine Ferry Alts	Support	
65	Public	Ramsey	Scott	General Marine Ferry Alts	Support	Cost Environmental
				General Road	Against	Cost O&M Cost Safety
						Visual
66	Public	Mauldin	Michael	Alternative 1 - No Action	Support	
				Alternative 4C	Support	
				General Road	Against	
67	Public	Poinsette	Derek	Alternative 1 - No Action	Support	
				General Marine Ferry Alts	Support	
				General Road	Against	
				Purpose & Need		
68	Public	Menzies	Malcolm	Alternative 1 - No Action	Against	Convenience Cost
				Alternative 2B	Support	Construction Cost Convenience Improved Access O&M Cost Recreation Socioeconomic Transportation Connections & Cost
				Alternative 3	Support	Construction Cost Convenience O&M Cost Recreation Socioeconomic Transportation Connection & Costs
				Alternatives	Evaluation	Alternatives Considered but Eliminated
				General Marine Ferry Alts	Against	Convenience Cost Service
69	Public	Sheldon	Burl	Alternative 2B	Against	Cost Reliability

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						Safety
				Alternative 4A	Against	Transportation Connections & Cost
				Alternative 4B	Against	Transportation Connections & Cost
				Alternative 4C	Against	Transportation Connections & Cost
				Alternative 4D	Against	Transportation Connections & Cost
				General Marine Ferry Alts	Ferry Design	Ferry Design
					Support	Socioeconomic
				Purpose & Need		
70	Public	Cook	Tamara	Alternative 2B	Against	Environmental
						O&M
						Transportation Connections & Cost
71	Public	Godbey	Will	General Marine Ferry Alts	Against	Cost
						Safety
				General Road	Support	Alternatives Considered but Eliminated
						Safety
72	Public	Stewart	Jackie	General Marine Ferry Alts	Support	
				General Road	Against	Environmental
						Geotechnical
						O&M Cost
73	Public	Russo	Ken	Alternative 2B	Against	Environmental
						Reliability
						Safety
					Cost Analysis	
				Alternative 4C	Support	Cost
						Reliability
						Safety
74	Public	Gunn	Mardell	Alternative 1B	Support	Service
				Alternatives	Evaluation	Terminal Location Funding Source
						Terminal Location Mining
				General Marine Ferry Alts	Against	Ferry Design
					Support	
				General Road	Against	Cost
						Geotechnical
						Safety
				Transportation	Transportation Connections	
75	Public	Hendricksen	Mavis	Alternative 2B	Support	Access
						Cost
						Energy
				General Road	Alternatives Considered but Eliminated	
					Support	Alternatives Considered but Eliminated

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
					Support	
76	Public	Randles	Pam	Alternative 1B	Support	Cost
					Support	
				Alternative 2B	Against	O&M Cost
						Safety
				Alternative 3	Against	O&M Cost
						Safety
				Alternative 4A	Support	Cost
					Support	
				Alternative 4C	Support	Cost
					Support	
General Marine Ferry Alts	Ferry Design					
	Support					
	Transporation Connections & Cost					
General Road	Against					
77	Public	LaCourse	Diane	Alternative 4C	Support	Reliability
					General Marine Ferry Alts	Cost
				General Marine Ferry Alts	Ferry Design	
					Ferry Home Port	
					Reliability	
					Socioeconomic	
					Terminal Location	
				General Road	Against	Birds
						Construction Cost
						Cost
	Marine Mammals					
	O&M Cost					
	Reliability					
	Safety					
	Travel Time					
78	Public	Furbish	C.E.	Alternatives	Evaluation	Community Support
						Cost Analysis
						Efficiency
						Environmental
						Funding Source
						Reliability
						Restorability
						Safety
						Socioeconomic
				Transportation Connections & Cost		
Transportation Needs						
Visual						
Purpose & Need						

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
79	Juneau Audubon Society	Baluss	Gwen	Alternative 1B	Evaluation	Fuel Utilization Wildlife
				Alternative 1 - No Action	Evaluation	
				Alternative 2B	Against	
				Alternative 3	Against	
				Alternative 4A	Evaluation	Marine Birds
				Alternative 4B	Against	Terminal Location Wildlife
				Alternative 4C	Evaluation	Fuel Utilization
					Wildlife	
				Alternative 4D	Against	Terminal Location Wildlife
				Alternatives	Evaluation	Bald Eagles Birds Birds Birds Habitat Habitat Habitat
				General Marine Ferry Alts	Ferry Design Ferry Design Fuel Utilization Transportation Needs	Marine Birds
				80	Public	Kermoian
Alternative 1 - No Action	Support	Ferry Design Service				
Alternative 2B	Against					
Alternative 3	Against					
Alternative 4B	Against					
	Support					
Alternative 4D	Against					
General Marine Ferry Alts	Ferry Design					
81	Public	Kermoian	Patty	Alternative 1B	Support	
				Alternative 1 - No Action	Support	
				Alternative 4B	Support	
				General Marine Ferry Alts	Ferry Design	
				General Road	Against	Cost Reliability Safety Visual Wildlife
82	Public	Miller	Mike	Alternative 1 - No Action	Support	
				Alternative 2B	Against	Geotechnical O&M Cost

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						Reliability
						Safety
				Alternative 3	Support	Recreation
						Safety
83	Public	Zeiger	Mark	Alternative 1B	Support	Access
						Cost
						Service
						Timing
					Support	
				Alternative 2B	Against	Cost
						Environmental
						Timing
				Alternative 3	Against	Cost
						Environmental
						Timing
				Alternative 4A	Support	
84	Public	Zeiger	Michelle	Alternative 1B	Service	
					Support	Efficiency
						Environmental
				Alternative 2B	Against	Cost
						Environmental
						Geotechnical
						O&M Cost
				Alternative 3	Against	Cost
						Environmental
						Geotechnical
						O&M Cost
				Alternative 4A	Against	Convenience
				Alternative 4B	Against	Convenience
				Alternative 4C	Against	Convenience
				Alternative 4D	Against	Convenience
					Against	
85	Public	Heaton	Rebecca	General Marine Ferry Alts	Support	Cost
				General Road	Against	Construction Cost
						O&M Cost
86	Public	Heaton	James	General Marine Ferry Alts	Support	Cost
				General Road	Against	Construction Cost
						O&M Cost
87	Public	O'Brien	Audrey & John	Alternative 2B	Support	Transportation Connections & Cost
					Support	
				General Marine Ferry Alts	Against	Ferry Design

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
88	Public	Willis	Emily	General Marine Ferry Alts	Support	
				General Road	Against	Environmental Safety
						Transportation Needs
89	Public	Harris	Scott	Alternative 1B	Support	
				Alternative 1 - No Action	Support	Socioeconomic Transportation Needs
				General Marine Ferry Alts	Ferry Design	
					Socioeconomic	
				General Road	Against	Environmental O&M Cost
90	Public	Baker	Bruce	Alternative 1B	Support	
				Alternative 2B	Against	Reliability Safety
				General Marine Ferry Alts	Support	Ferry Design
				General Road	Against	Construction Cost Funding Source O&M Cost Safety
						Socioeconomic Resources
91	Public	Evenden	Leslie	Alternative 1B	Support	Schedule
				General Marine Ferry Alts	Ferry Design	
92	Public	Simpson	Paulette	Alternative 2B	Support	O&M Cost Socioeconomic
				General Marine Ferry Alts	Against	O&M Cost Service
93	Associated General Contractor of Alaska	MacKinnon	John	Alternative 1B	Against	Service Temporary Solution
				Alternative 2B	Support	Cost
					Support	
				Alternatives	Evaluation	
				General Marine Ferry Alts	Against	Cost
				General Road	Support	Air Quality Fuel Utilization O&M Cost
94	Public	Hagevig	Rosemary	Alternative 2B	Support	Access Socioeconomic
				General Marine Ferry Alts	Against	Cost
				General Road	Support	
95	Public	Burns	Sharon	Alternative 2B	Support	Socioeconomic
				General Marine Ferry Alts	Against	Construction Cost Environmental O&M Cost
				General Road	Support	Access

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						Socioeconomic
96	Public	Poor	Richard	Alternative 2B	Support	Access
97	Public	Craig	Laurie	Alternative 2B	Against	Cost
						O&M
						Safety
						Transportation Connections & Cost
				General Marine Ferry Alts	Ferry Design	
					Socioeconomic	
					Support	Service
	Terminal Location					
	General Road	Against	Environmental			
			Safety			
98	Public	Warder	John	General Marine Ferry Alts	Cost Analysis	
					Support	
					Transportation Connections & Cost	
				General Road	Against	Cost
			Reliability			
			Safety			
99	Skagway Marine Access Commission	Wrentmore	Janice	Alternative 2B	AMHS System Analysis	
					Evaluation	Construction Cost
						Geotechnical
						Mass Transit
						Time Delay
					Ferry Design	
					Ferry Terminal Location	Homeland Security
					Ferry Terminal Operations	
					Legality	
					O&M Cost	
					Schedule	
					Traffic Analysis	Time Delay
					Transparency	
				Transportation Connections & Cost		
				Alternatives	Evaluation	Cost Analysis
						Purpose & Need
						Socioeconomic Visual
						Tolls
						Traffic Analysis
						Transparency
		Travel Demand				
	Evaluation					
	General Marine Ferry Alts	AMHS System Analysis	Cost Analysis			
		AMHS System Analysis				
		Cost Analysis				
		Environmental				

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
					Evaluation	Cost Analysis
						Routing
						Service
						Tolls
					Homeland Security	
					Schedule	
				General Project Purpose & Need	Homeland Security	
100	Public	Johnson	Brenda	General Marine Ferry Alts	Support	Safety
				General Road	Against	Cost
						Safety
						Wildlife
101	Public	Griffard	Donna	Alternative 1 - No Action	Support	
				Alternative 4C	Support	
				General Marine Ferry Alts	Support	Service
102	Public	Korsmo	Paul	Alternative 2B	Against	Cost
						Geotechnical
						Reliability
						Safety
						Socioeconomic
						Transportation Connections & Cost
					Against	
				Alternatives	Evaluation	Cost Analysis
						Geotechnical
						Public Input
						Reliability
						Safety
						Traffic Analysis Demand
					Evaluation	
				General Marine Ferry Alts	Support	Ferry Design
						Service
103	Public	Logan	Scott	General Marine Ferry Alts	Support	Service
				General Road	Against	
104	Sierra Club	Rorick	Mark	Alternative 1B	AMHS System Analysis	
				Alternatives	Evaluation	Agency Consultation
						AMHS System Analysis
						Construction Cost
						Cost Analysis
						Geotechnical
						Marine & Anadromous Fish & Shellfish
						Marine Mammals
						O&M Cost
						Roadless Rule

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						Safety
						Terrestrial Mammals
						TLRMP
						Traffic Analysis
						Transparency
						USACE Purpose & Need
					Evaluation	
					New Alternatives	Cost Estimate
						Cumulative Impacts
						Funding
				General Marine Ferry Alts	O&M Cost	
				General Road	Cost Analysis	
					Funding	
					Traffic Analysis	Reliability
				Purpose & Need	Safety & Reliability	
				Wildlife	Bald Eagles	Mitigation
						Survey
105	Public	Williams	Dean	Alternative 2B	Against	Cost
						Environmental
						Geotechnical
						O&M
						Reliability
						Safety
					Cost Analysis	
				Alternative 3	Support	Cost
						Safety
				General Marine Ferry Alts	Cost Analysis	
					Ferry Design	
					Terminal Location	
106	Public	Henderson	Bart	Alternative 2B	Against	Visual
				Alternatives	Evaluation	
				General Marine Ferry Alts	AMHS System Analysis	
					Support	
107	Public	Lavoie	Elizabeth	Alternatives	Evaluation	Cost Analysis
						Safety
						Socioeconomic
108	Public	Frick	Clay	Alternative 2B	Against	Bald Eagles
						Marine & Fish Habitat Including EFH
						Marine Mammals
						Socioeconomic
				General Marine Ferry Alts	Support	Convenience
						Cost
						Reliability
				General Road	Against	Access

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						Cost Safety
109	Public	Wilson	Teresa	Alternative 1B	Support	
				Alternative 1 - No Action	Support	
				Alternative 2B	Against	Construction Cost
						Environmental O&M Cost Safety
110	Public	Knapp	Richard	General Marine Ferry Alts	Against	Construction Cost O&M Cost Subsidized Cost
				General Road		Support
				111	Public	Hart
Purpose & Need						
112	Public	Mendez	Felipe	Alternative 1B	Support	
				Alternative 1 - No Action	Support	
				General Road	Against	
113	Public	Denker	Mike	Alternative 4C	Support	
				General Marine Ferry Alts	Ferry Design	
				General Road	Against	Socioeconomic
114	Public	Baldwin	Aric	Alternative 1B	Support	
				Alternative 1 - No Action	Support	
				General Road	Against	Construction Cost O&M Cost
115	Public	Beason	Karen	General Marine Ferry Alts	Support	
				General Road	Against	Cost Safety
116	Public	Histand	Sarah	Alternative 1B	Support	
				Alternative 1 - No Action	Support	
				General Road	Against	Cost O&M Cost
117	Public	White	Russ	Alternative 1 - No Action	Support	
				Alternative 4C	Service Support	
				General Marine Ferry Alts	Support	Efficiency Reliability
				General Road	Against	Cost Environmental Geotechnical O&M Cost Reliability

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						Safety
118	Public	Robichaud	Heidi	Alternative 1B	Support	
				Alternative 2B	Cost Analysis	
					Geotechnical	
				Alternative 4A	Against	Ferry Design
					Service	
					Support	Reliability
				Alternative 4B	Against	Ferry Design
						Reliability
						Terminal Location
					Service	
				Alternative 4C	Service	
				Alternative 4D	Against	Terminal Location
					Service	
				General Marine Ferry Alts	Ferry Design	
	Support	Reliability				
		Safety				
General Road	Against	Cost				
		Safety				
	Environmental					
Purpose & Need	Safety & Reliability					
119	Public	Owen	Patrick	Project Support	Convenience	
					Cost	
					Socioeconomic	
120	Public	Hathorn	Kirstin	Alternative 1B	Support	Convenience
						Reliability
						Safety
				General Road	Against	Construction Cost
						Geotechnical
						Marine & Anadromous Fish & Shellfish
						Marine Mammals
						O&M Cost
		Safety				
		Terrestrial Mammals				
121	Public	Hood	Kevin	Alternatives	Evaluation	Climate Change
						Cost Analysis
						Environmental
						Marine & Anadromous Fish & Shellfish
						Marine Mammals
						O&M
		Roadless Rule				

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						Safety
						Terminal Location
						Threatened & Endangered Species
						Transportation Connections & Cost
				General Marine Ferry Alts	O&M Cost	
122	Public	Fluetsch	Bradley	General Marine Ferry Alts	Against	Cost
						Socioeconomic
				General Road	Support	Socioeconomic
123	Public	Heinley	John	Alternative 1B	Service	
				Alternatives	Evaluation	Cost Analysis
					Update	
				Alternatives		
				General Marine Ferry Alts	Transporation Connections & Cost	
					Update	
124	Public	Bergstrom	Frank	Alternative 2B	Support	Cost
						Improved Access
						O&M Cost
						Socioeconomic
130	Public	Gabier	Welles	General Road	Support	
131	Public	Sperber	Richard	Alternative 2B	Support	
				Alternative 3	Support	
				General Marine Ferry Alts	Cost	
132	Public	Vanderbilt	Burton	Cost Analysis		
				General Marine Ferry Alts	Against	Access
						Convenience
						Cost
						Efficiency
						Reliability
						Schedule
						Socioeconomic
				General Road	Support	
133	Public	Morino	Sherri	General Road	Support	
134	Public	Roe	Jerri	General Marine Ferry Alts	Terminal Location	Convenience
					Transporation Connections & Cost	
135	Public	Reiswig	Jon	Alternative 2B	Support	Convenience
						Cost
						Safety
						Service
				General Marine Ferry Alts	Against	Schedule
136	Public	Martin	Paula	General Road	Against	Cost
						Geotechnical
						Safety
137	Public	Menke	Kathleen	Alternative 2B	Against	

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
				General Marine Ferry Alts	AMHS System Analysis	
138	Public	Van Fleet	Vicki	Alternative 1B	Support	Cost
						Socioeconomic
				Alternative 2B	Against	Transportation Needs
				Alternative 3	Support	Geotechnical
				Alternative 4A	Support	
139	Public	Schnabel	John	Alternative 3	Support	Construction Cost
						Convenience
						Geotechnical
						Recreation
						Resource Development
					Settlement	
				General Marine Ferry Alts	Cost	O&M Cost
140	Public	Simpson	Ruth	General Project		
141	Public	Barger	William	Alternative 4C	Support	
142	Public	Wenner	Jack	Alternative 2B	Against	Construction Cost
						Convenience
				Alternative 3	Service	Capacity
					Support	Cost
						Terminal Location
		Travel Time				
					Update	
143	Public	Jensen	Robert	General Marine Ferry Alts	AMHS System Analysis	
				General Road	Against	O&M Cost
						Socioeconomic
144	Public	Banks	Allison	General Project		
145	Public	Hodges	Molly	General Marine Ferry Alts	Support	
				General Road	New Alternative	
146	Public	Dadourian	Laurie	Alternative 1B	Support	Convenience
				General Marine Ferry Alts		Against
						O&M Cost
					Schedule	Convenience
					Terminal Location	Construction Cost
		Geotechnical				
		Safety				
147	Public	Dudzik	Lorraine	Alternative 1 - No Action	Support	Ferry Design
				General Marine Ferry Alts		Evaluation
148	Public	Roemmich	Cathie	General Road		
149	Public	Marks	Michael	Alternative 1 - No Action	Support	Ferry Design
150	Public	Henricksen	Thor	General Road		

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
151	Public	Johnson	Ginger	Alternative 1B	Against	Cost
				Alternative 2B	Support	Ferry Route
						Funding
						O&M Cost
						Road
						Service
Socioeconomic						
152	Public	Crandall	Susan	Alternative 4C	Support	
153	Public	Crandall	Craig	Alternative 4A	Support	Ferry Design
				Alternative 4C	Support	Ferry Design
154	Public	Langlois	Jim	Alternative 2B	Support	Convenience
						Road
						Transportation Connections & Cost
155	Public	Manuell	Mary	Alternative 1B	Support	
				Alternative 1 - No Action	Support	
156	Public	Bryant	Eddie	Alternative 2B	Support	Socioeconomic
157	Public	Werner	Dave	Alternative 2B	Cost	
					Mineral Exploration	
					O&M Cost	
					Recreational	
					Service	
					Socioeconomic	
					Transportation Connections & Cost	
					Wildlife	
158	Public	Konsler	Mike	Alternative 1B	Support	
				Alternative 4A	Support	
				Alternative 4C	Support	
				Alternatives	Terminal Location	
159	Public	Osborn	Marjorie	Alternative 1B	Support	Service
				Alternative 1 - No Action	Support	Service
				Alternatives	Transportation Connections & Cost	
				General Marine Ferry Alts	Support	Recreation
					Support	Socioeconomic
				General Road	Construction Cost	
					O&M Cost	
					Safety	
Wildlife						
161	Public	Haas	Dave	General Marine Ferry Alts	Support	Cost
				General Road	Against	Cost
						Environmental
162	Public	Finley	Pamela	Alternative 4A	Support	
				Alternative 4C	Support	
				General Marine Ferry Alts	Terminal Location	Convenience

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
				General Road	Against	Geotechnical Safety
163	Public	Metcalf	Frank	Alternative 2B	Support	Service
164	Public	Anderson	Blain	Alternative 1 - No Action	Support	Cost
				General Marine Ferry Alts	Efficiency Facilities	
				General Road	Against	Geotechnical O&M Cost
165	Public	Sandor	John	General Project	Support	
166	Public	Remund	Marty	Alternative 1 - No Action	Support	Reliability
				Alternative 2B	Against	Marine & Anadromous Fish & Shellfish
				Alternative 2B	Against	Wildlife
				Alternative 3	Against	Marine & Anadromous Fish & Shellfish
				Alternative 4B	Against	Marine & Anadromous Fish & Shellfish
				Alternative 4C	Support	Reliability
				Alternative 4D	Against	Marine & Anadromous Fish & Shellfish
				General Marine Ferry Alts	Ferry Design	Capacity O&M Costs Reliability
					Ferry Design	
					Support	Reliability Safety Visual
					General Road	Against
167	Public	Clark	Susan	Alternatives	Evaluation	Servicing
				General Marine Ferry Alts	Support	Safety Transportation Needs
				General Road	Against	Geotechnical Safety
168	Public	White	Hilma	Alternative 3	Support	
169	Public	Olsson	Yngve	Alternative 2B	Support	Convenience Cost Socioeconomic
				Alternative 3	Support	Convenience Cost Socioeconomic
170	Public	Penwell	Robin	Alternative 3	Support	Access
						Convenience
						Cost
						Reliability

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category		
						Travel Time		
172	Public	Berry-Frick	Anissa	Alternative 1 - No Action	Support	Ferry Design Schedule		
				General Road	Against	Transportation Connections & Cost		
174	The Alaska Committee	Jensen	Wayne	Alternative 1 - No Action	Against	Convenience Cost Travel Time		
				Alternative 2B	Ferry Terminal Location			
					Mining			
					Phasing			
					Safety			
				Support			Convenience Cost O&M Cost	
				Alternative 3	Ferry Terminal Location			
					Mining			
					Privatization			
					Support			Construction Cost Convenience Cost O&M Cost Recreation Travel Time
					Alternative 4A			Against Cost Service
					Alternative 4B			Against Cost Service
				Alternative 4C			Against Cost Service	
				Alternative 4D			Against Cost Service	
Alternatives			Evaluation	Alternatives Considered but Eliminated				
General Road			Support Support	Access				
176	Associated General Contractor of Alaska	MacKinnon	John	Alternative 1B	Against	Service		
			John	Alternative 2B	Support			
			John	Alternatives				
			John	General Marine Ferry Alts	Against	O&M Cost		
			John	General Road	Support	Fuel Utilization O&M Cost		
			John					
177	Public	Allen	Kristine	Alternative 1B	Support			
				Alternative 2B	Against	Environmental Geotechnical		

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category
						Safety
				General Road	Against	Safety
178	Citizens Recommending Alternative Planning	Thoma	Theodore	Alternative 2B	Against	Construction Cost
						Geotechnical
						O&M Cost
						Safety
						Safety
				Alternatives	Evaluation	Traffic Analysis
					Evaluation	
				General Marine Ferry Alts	AMHS System Analysis	
				General Project	Evaluation	
				Purpose & Need		
179	Public	Fink	Robert	Alternative 2B	Against	Marine Mammals
						Terminal Location
				General Marine Ferry Alts	Support	Service
				General Road	Against	Cost
						Environmental
						O&M Cost
						Safety
181	Public	Langlois	Jim	Alternative 2B	Support	Cost
						Socioeconomic
182	Public	Shattuck	Janice	Alternative 2B	Support	Recreation
						Socioeconomic
				Alternatives	Evaluation	Alternatives Considered but Eliminated
				General Marine Ferry Alts	Against	Capacity
						Convenience
						Cost
						Environmental
						Fuel Utilization
						Funding Source
						O&M Cost
						Reliability
183	Public	Boyce & Swift	Anne & Paul	Alternative 1B	Support	Ferry Design
				Alternative 2B	Against	Cost
						Reliability
						Safety
				Alternative 3	Against	Cost
						Reliability
						Safety
				Alternative 4A	Against	Cost
						Ferry Design
						Reliability
						Safety

Table of Document Numbers with Issue Categories

Comment Document Number	Organization Name	Commenter Last Name	Commenter First Name	Issue Category	Issue Sub-Category	Issue Sub-Sub-Category			
				Alternative 4B	Against	Cost			
						Ferry Design			
						Reliability			
						Safety			
							Alternative 4D	Against	Cost
						Reliability			
						Safety			
							Alternatives	Evaluation	Cost Analysis
									Reliability
									Transportation Connections & Cost
							General Marine Ferry Alts	Ferry Design	
									Reliability
			General Road	Against	Geotechnical				
					Safety				
					Transportation Connections & Cost				
					Travel Time				
184	Public	Figdor	George	Alternative 1B	Support				
				Alternatives	Evaluation	Terminal Location			
				General Marine Ferry Alts	Evaluation	Routing			
					Ferry Design				
			General Road	Against					

This page intentionally left blank.

CODED PUBLIC SCOPING COMMENTS

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 23, 2012 1:00 PM
To: Davis, Cecile
Subject: 012312 Ben Creasy JAIP Comments

From: Ben [<mailto:ben@pacificu.edu>]
Sent: Monday, January 23, 2012 12:53 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Improvements Project SEIS feedback

Hi,

I took a look at the comment request I got in the mail over my lunch break today. I have the following comments:

- My understanding is that shipping is generally a more efficient form of transport than driving. Thus, people who think we'll have cheaper goods in Juneau as things could be trucked in may be incorrect. Transportation- Shipping Cost
- The road seems like it would be long and risky, and would thus be a temptation for people to put their lives in danger. Maintaining the road would likely be expensive. General Road-Safety
- Building the road may encourage people to drive a lot more, leaving the ferries empty. This could render some of these expensive assets obsolete. General Marine Ferry Alt-Cost
- If the road involves a ferry to cross a certain section, then that seems to make the road significantly more inconvenient and expensive. General Road-Convenience
General Road-Cost
- I'm not sure if the increased schedule is super-necessary; I don't anticipate that I would use it a lot. If I'm going to Anchorage, I'm going to fly - taking the time off work is expensive and so it would not be worth it for me to either take the ferry or to drive. General Marine Ferry Alt-Schedule

Of course, it is difficult to evaluate these options without data. I glanced at the 2009 cost report on the website but it could be compared to the alternative costs for the suggestions in the proposed SEIS.

Thanks,

Ben Creasy

230 S Franklin St Apt 803

Juneau, AK 99801

907 (988) 6590

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, January 25, 2012 12:48 PM
To: Davis, Cecile
Subject: 012512 Brenda Campen JAIP Comment

Categories: Saved on Desktop

-----Original Message-----

From: Brenda Campen [<mailto:bcampen@ptialaska.net>]
Sent: Wednesday, January 25, 2012 12:36 PM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

name=Brenda Campen
[mail=bcampen@ptialaska.net](mailto:bcampen@ptialaska.net)
address=P.O. Box 1562
city=Sitka
state=Alaska
state=your state
comment=

I favor Alternative 1B - Enhanced Service With Existing AMH Assets. Alt 1B - Support

General Road - Against

I do not favor any road building. However, AMH service to Sitka must be maintained summer and winter at least at the current rate, and the summer 2012 restoration of service between Sitka and Angoon also should be maintained in any new configuration of service in SE AK.

General Marine Ferry Alt-Schedule

If a new ACF cannot be funded and built to keep service balanced between Lynn Canal and those of us on other communities, then I would support Alternative 1 - No Action. Alt 1-Support-Cost

Again, no new roads.
Thank you for the opportunity to comment.

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, January 17, 2012 1:11 PM
To: Davis, Cecile
Cc: Doyle, Kevin
Subject: 011712 Bruce White JAIP Comment

From: Bruce White [bawfish@alaska.net]
Sent: Tuesday, January 17, 2012 3:20 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access

Alternative 4C is the preferred alternative. There's absolutely no logic in spending hundreds of millions of dollars, or more, for a road along Lynn Canal to a ferry terminal at Katzehin. Alt 4C-Support-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 23, 2012 10:26 AM
To: Davis, Cecile
Subject: 012112 CarlBrodersen JAIP Comment

From: C B [\[mailto:krankenwagen@gmail.com\]](mailto:krankenwagen@gmail.com)
Sent: Saturday, January 21, 2012 9:16 PM
To: JuneauAccess@alaska.gov
Subject: I think your form is broken...

name=Carl Brodersen

mail=krankenwagen@gmail.com

address=Lena Loop

city=Juneau

state=AK

state=Still AK

General Road-Construction Cost

General Road-O&M Cost

comment=Please be realistic. It'll cost too much to build, cost too much to keep it open through winter, and it's only useful if you have a car. If we dumped \$400 million into the ferry system, we'd have a flexible, versatile, and efficient transportation system. Stop fighting geography.

General Marine Ferry Alt-Convenience

This page intentionally left blank.

Davis, Cecile

From: Liz Lucas [lizlucas@hotmail.com]
Sent: Sunday, January 15, 2012 9:00 PM
To: JuneauAccess@alaska.gov
Cc: Liz Lucas
Subject: FW: Juneau Access Improvements Project SEIS

From: Liz Lucas [<mailto:lizlucas@hotmail.com>]
Sent: Sunday, January 15, 2012 8:57 PM
To: www.juneauaccess@alaska.gov
Cc: Liz Lucas
Subject: Juneau Access Improvements Project SEIS

Dear Rueben Yost,

The insert in the Juneau Empire, 1/15/2012 was well written. I have studied it carefully and have decided that I highly favor Alternative 4C. It seems to serve the community in accommodating the tourist trade as well as meeting the needs of the community year-round. Thank you for all your work. Sincerely, Elizabeth Lucas, 2880 Fritz Cove Rd., Juneau, AK. 99801

Alt 4C-Support-Community Needs

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Friday, January 20, 2012 4:17 PM
To: Davis, Cecile
Cc: Doyle, Kevin
Subject: 012012 Gary Jenkins JAIP Comment

-----Original Message-----

From: GARY JENKINS [<mailto:gjenkins@gci.net>]
Sent: Friday, January 20, 2012 9:43 AM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

name=GARY JENKINS
[mail=gjenkins@gci.net](mailto:gjenkins@gci.net)
address=PO BOX 210194
city=AUKE BAY
state=AK
zip=99821

Alternative 2B-Support

comment=**JUNEAU HAS NEEDED A ROAD IN & OUT FOR A VERY LONG TIME. THE COSTS TO BUY, MAINTAIN & OPERATE FERRY'S IS WAY TOO EXPENSIVE. LET'S BUILD THE ROAD TO KATZEHIN NOW, (ALT. #1).**

General Marine Ferry Alt-Against-Construction Cost
General Marine Ferry Alt-Against-O&M Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, January 25, 2012 11:39 AM
To: Davis, Cecile
Subject: 012512 J. Mooney JAIP Comment

Categories: Saved on Desktop

-----Original Message-----

From: J Mooney [<mailto:meximelt@gci.net>]
Sent: Wednesday, January 25, 2012 10:12 AM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

name=J.Mooney
[mail=meximelt@gci.net](mailto:meximelt@gci.net)
address=4036 Deborah Drive
city=Juneau
state=ak
state=99801

comment=I think going with the original plan up the east side of Lynn canal would be the best studies have been done and a construction plan developed you just need to make sure to cross all your t's and dot your i's before releasing the new EIS so the anti road people have less ammo to take to court. Short shuttle ferry trips to Haines and Skagway would have less delays due to weather with the shorter crossing and the road would open up a vast amount of recreational areas and you can bet your bottom dollar that the folks that complain the most about a road are going to be the first ones to drive down it after it is completed!

Alt 2B-Support-Convenience
Alt 2B-Support-Recreation

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 23, 2012 9:32 PM
To: Davis, Cecile
Subject: 012312 Jason Love JAIP Comments

From: Jason L Love [jason_a_love@hotmail.com]
Sent: Monday, January 23, 2012 9:54 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Improvement Project SEIS

To Whom It May Concern,

I am writing to voice my preference on the proposed access projects in the Lynn Canal corridor. I would like the committee to know that I first approve of the East Lynn Canal Highway to Katzehin Delta, accompanied by a shuttle service to Haines and Skagway. My second option would be to support the construction of alternative 3, a highway built on the west side of Lynn Canal.

Alt 2B-Support

Alt 3-Support

Thank you,

Jason L.

This page intentionally left blank.

Davis, Cecile

From: Louise [eellpd@gci.net]
Sent: Sunday, January 15, 2012 9:21 PM
To: JuneauAccess@alaska.gov
Cc: Louise
Subject: Juneau Access Improvements Project SEIS

Sir.

Alt 4C-Support-Community Needs

I looked over the material in the Juneau Empire regarding the alternatives for SEIS. The Alternative 4C was the most reasonable, in that it served the whole Southeast community. Thanks! Louise Dawson, 2880 Fritz Cove Rd. , Juneau, AK. 99801

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, January 24, 2012 3:52 PM
To: Davis, Cecile
Subject: 012412 Steve Handy JAIP Comments

From: sdhandy@aol.com [<mailto:sdhandy@aol.com>]
Sent: Tuesday, January 24, 2012 3:51 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Improvement Project SEIS

To Whom It May Concern:

Thank you for keeping Juneau residents informed of news involving this controversial subject. I hope I may use the mode of communication as my 'official' voice.

After reading the latest on the subject, I tend to agree more with the New Alternative Under Consideration, Alternative 1B. Please move this option into the area of earnest consideration. I agree there should be more access; however, I do not agree with the idea of constructing any roads further than those that exist already.

Alt 1B-Support
General Road-Against

Thanks again for your hard work.

Regards,
Steve Handy
PO Box 35001
Juneau, AK 99803

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Thursday, February 16, 2012 10:48 AM
To: Davis, Cecile
Subject: 021612 Kristin Hathhorn JAIP Comment

From: Kristin Hathhorn [<mailto:hathbat@yahoo.com>]
Sent: Thursday, February 16, 2012 10:10 AM
To: juneauaccess@alaska.gov
Subject: Juneau road feedback

Dear DOT,

As a long time resident of Haines, I am opposed to either a East or West side road for the reason stated below. My preference is stated at the end of this letter.

1 - Cost

I believe the funds that would be spent on either road would be better utilized for improved ferry service. A thorough review of actual and cumulative costs is imperative. General Road-Against-Cost

2 - Safety

Any road would require driving in the winter. With the large amount of slide activity and hazardous terrain safety would be compromised with a road. The ferry is safe and reliable even in winter allowing users access to/from Juneau. I ask, "Would you allow your child to ride to/from a school activity in the middle of winter utilizing a road with many known hazards?" General Road-Against-Safety

3 - Environmental

Having actually hiked the East Side Road route, the amount of environmental impact will be great both physically and visually. Wildlife degradation is certain given the impacts of construction as well as increased access to public use. Alt 2B-Against-Environmental
Alt 2B-Against-Visual
Alt 2B-Against-Wildlife
Alt 2B-Agaisnt-Access

4 - Access for foot traffic

Many times we fly out of Juneau. If a road were built, how would foot traffic get from any of the proposed new ferry terminals to the airport? downtown? If one were to take their vehicle, where would they store it? As it currently stands, I can take the ferry to Auke Bay Terminal and for \$15-20 take a cab to the airport. I don't have to worry about car storage fees etc. General Road-Against-Transportation Connections & Costs

In closing, I support Alternative 1B. I would like to see the terminal remain at Auke Bay with improved ferry service. Alt 1B-Support

Thank you and I do hope common sense is utilized in making a rational decision to this ongoing debate.

Sincerely, Mark Battaion

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 23, 2012 10:27 AM
To: Davis, Cecile
Subject: 012112 Barbara Learmonth JAIP Comment

From: Barbara Learmonth [<mailto:blearmonth@gci.net>]
Sent: Saturday, January 21, 2012 4:07 PM
To: JuneauAccess@alaska.gov
Subject: JAI SEIS public comment

I prefer Alternative 1B for the following reasons:

- Elected officials constantly tell us that we need to economize. We have lost funding for essentials like schools, health care and public safety. So it makes sense to economize on public transportation costs by improving the marine highway instead of building a new road. It is cheaper in both initial construction costs and ongoing maintenance costs. Alt 1B-Support-Cost
- I live at 21 Mile Glacier Highway, so I am very familiar with road conditions and maintenance north of Auke Bay. The current road would not safely support increased the use that would come with the access road. The existing road would have to be widened, and maintenance and policing would have to be significantly increased. These costs have not been seriously considered. Alt 2B-Against-Construction Cost
Alt 2B-Against-O&M Cost
- I have heard that marine transportation is generally economical because we don't have to maintain the ocean like we maintain the roads. We just let it flow and ride on it. This makes sense to me. Our ability to rely on water in Southeast Alaska for both electricity and transportation is a huge asset. We should use it. General Marine Ferry Alt-Support-Cost

Thank you.

Barbara Learmonth
 20008 Cohen Drive
 Juneau, AK 99801
 (907) 789-4039

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Friday, January 27, 2012 9:44 AM
To: Davis, Cecile
Subject: 012612 Dave Nussbaumer JAIP Comment

From: Dave N [\[mailto:dcn51555@yahoo.com\]](mailto:dcn51555@yahoo.com)
Sent: Thursday, January 26, 2012 9:02 PM
To: juneauaccess@alaska.gov
Cc: Molly Sturdevant
Subject: Juneau access public comment

Alt 4D-Support-Reliability

It is my opinion that alternative 4D (with some minor modifications) makes the most sense at this time. I am completely against fast ferries due to their high tech, light weight designs which can't hold up reliably to the weather year round on the upper Lynn (as we have seen with Fairweather). These light weight high performance boats are also expensive to construct, expensive in fuel and less reliable to operate, and wear out engines far faster than Mono Hull ships. And since a good part of the ferry trip is waiting often times over 2 hours to load and unload anyway, and especially with the trip being shortened to Berners Bay, the speed advantaged gained by fast ferries is largely offset. As to modifications I would want to see to alternative 4D. Should ferry day service end up being the preferred way to improve access to and from Juneau then a shuttle bus should be included as a integral part of that system, operated from the Auke Bay ferry terminal to at some point interconnecting the city bus line before embarking on out the road to Sawmill Cove so that anybody who has a ferry ticket can ride the bus in order to accommodate walk on passengers. The other modification to 4D would be for the winter months. Instead of what is planned now which is on alternating days running to Skagway or Haines, all the way from Auke Bay, we should run one daily run from Sawmill Cove to Haines, with a stop in Skagway, back to Haines and on to Sawmill Cove. The real expense is in operating the ferry itself, and I believe higher ridership would be achieved by combining both towns daily, and by not extending the run all the way to Auke Bay (in winter) it would pay in reduced operation costs as well as give 7 day a week access to and from both towns on Northern Lynn.

Alt 4D-Support-Schedule

Alt 4D-Support-Transportation Connections & Cost

Should a highway up the Lynn Canal be the decision reached then I much prefer the WEST hwy route (alternative 3). This route should probably have been the main highway choice all along due to its being less prone to avalanche as well as much less construction costs and might have been under construction now had we known then that the EAST route would not be able to be built all the way to Skagway and require a ferry at Haines anyway.

Alt 3-Support-Construction Cost

Alt 3-Support-Safety

Thank you for your time on this very important issue.

Dave Nussbaumer
 PO Box 32221
 Juneau, AK 99803

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 30, 2012 9:47 AM
To: Davis, Cecile
Subject: 012912 Kennth Ewald JAIP Comment

From: ewald [<mailto:kjewald@aptalaska.net>]
Sent: Sunday, January 29, 2012 7:42 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Comment

I do not want to have to get on a ferry in Haines, ride to Juneau, get off there and wait for another ferry just to go to Petersburg for example.
I also think building and maintaing roads on either side of Lynn Canal would be very expensive. Plus the State would have to build and maintain ferries.

My prefrence is for #1.

Alt 1-Support-Cost

Kennth Ewald
PO Box 977
Haines, AK 99827

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 30, 2012 9:48 AM
To: Davis, Cecile
Subject: 012912 Judy Ewald

From: ewald [<mailto:kjewald@aptalaska.net>]
Sent: Sunday, January 29, 2012 7:32 PM
To: JuneauAccess@alaska.gov
Subject: Comments to Juneau Access

General Roads-Against-Transportation Connections & Cost

I do not like the alternatives that require us to ride a ferry to the next town, get off and wait for another ferry so I can continue my trip. Also having to get to and from a ferry terminal located far out of Juneau would make travel even harder. We frequently travel to Juneau to fly out of state or for doctor appointments and don't take a vehicle to Juneau. A ferry terminal located at Berner's Bay or North of it will increase our travel time and expenses. Well the hotels that now provide service to and from the ferry terminal continue to? I don't think so.

My preference is for Alternative #1. It isn't perfect but it more or less works better than the other alternative would.

Alt 1-Support

Judy Ewald
PO box 977
Haines, AK 99827

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 30, 2012 9:49 AM
To: Davis, Cecile
Subject: 012912 Allen Shattuck JAIP Comment

From: Allen Shattuck [<mailto:alshattuck@gci.net>]
Sent: Sunday, January 29, 2012 2:37 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Supplemental EIS

I am writing in response to your insert in the Juneau Empire asking for comments on the Juneau Access Supplemental EIS.

I support the earlier decision for the preferred alternative, namely, a road up the east side of Lynn Canal to Katzehin. Juneau desperately needs access to the road system for economic progress, retaining the capital, and providing Juneau residents with additional travel and recreation opportunities.

Alt 2B-Support-Socioeconomic
Alt 2B-Support-Recreation

Ferries are not the answer. They will still be very inconvenient, subject to space availability, and extremely expensive for the traveler. They are also not environmentally friendly when you consider fossil fuel consumption and potential wake damage. Further, I believe the ferries are more expensive when including vessel replacement cost, vessel maintenance, fuel, and crew costs in the analysis. Another drawback to ferries is the question of receiving adequate funding from the legislature in the future in light of state budget deficits.

Some preservationists such as SEACC have opposed the road fearing that it will open up Berners Bay. It seems that a road would indeed provide easier access to the recreational opportunities of Berners Bay and that is a positive as it would provide a fantastic recreation area accessible to all residents.

Alt 2B-Support-Socioeconomic
Alt 2B-Support-Recreation

Some residents of Haines and Skagway have opposed the road for Juneau but that seems hypocritical since they both have road links already.

In short, the road up the east side of Lynn Canal is the only feasible long range solution and the sooner we get on with it, the better in my opinion.

Thank you in advance for considering my comments.

Allen Shattuck

General Marine Ferry Alt-Against-Cost
General Marine Ferry Alt-Against-O&M Cost
General Marine Ferry Alt-Against-Environmental
General Marine Ferry Alt-Against-Convenience

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 30, 2012 9:51 AM
To: Davis, Cecile
Subject: 012712 Glenn E. Johns JAIP Comment

From: Glenn E. Johns [<mailto:glenn1930@hotmail.com>]
Sent: Friday, January 27, 2012 4:18 PM
To: JuneauAccess@alaska.gov
Subject: FW: Juneau, Acess

From: glenn1930@hotmail.com
To: juneauaccess@alaska.gov
Subject: Juneau, Acess
Date: Friday, 27 Jan 2012 16:17

During the early 1970's, I worked with Fred Wyler, in preparing the EIS for the ferry system versus the highway. The Ferry won out, because at that time cost for such, was not as great as what has happened in the present inflation for ship building. True, highway construction has spiraled also, but other things have been added to the slate. Sea lions in Berners bay, and anadromous fish. Eagles were one of the great problems during that era of the 70's. Now, they have been removed from the endangered species listing. That doesn't give one an open road to cut down all nest, but does change the scope of things, since the original EIS.

Crossing Berners Bay has been thought to be impossible to cross without fill, fill, fill etc. That is not true. Look at ,the time when the piling thought to be long enough to cross from Juneau to Douglas bridge, had to be added on, in the field, because of a design error by the STATE. San Francisco is built on a similar soil structure. What is my point? It is expensive, but piling can be used to cross the area of concern and not affect the species. This fact can be brought forth and accounted for with the rest of the proposal.

Construction Impacts

Crossing Lynn Canal at William Henry Bay is impossible, unless no one wants access during the wave action that develops on the Canal. Ships roll violently crossing such a body of water and would not be permitted to cross at times. The Coast Guard would rule against this unless some giant ship was considered.

Alt 3-Against-Safety

Construction of the road to Katzehin Delta does have merit, even with the added cost. Gaining access from here to Haines or Skagway, would be acceptable if a commuter ferry was proposed from this point. Running the road to either side using either side of the Canal would have drastic consequences to one of the communities economically. It appears that the cost of the ferries has been somewhat tainted for they must be replaced in the future beyond the scope of the present ongoing replacement cost and that the road, once established has only maintenance, if built to handle traffic projections accurate for the future. The interior provides most of the economy for the time being for the state and will continue. Mining along with the timber industry in southeast is so tied to the environment that it will be some time for any change.

Alt 2B-Support-Socioeconomic

The old Ferries developed early in the age of statehood served Southeast well. They are old and must sooner or later be replaced. Fast ferries have proved vulnerable in any heavy water.

General Marine Ferry Alt-Against-Safety

Southeast depends on ferries to serve the economy, not only Juneau, but the entire Southeast region. If one region goes under, it hurts all of us. When something stops someone suffers. Barge rates go up. That is what should be dealt with, along with environmental issues at this time, and not entirely environmental issues. Engineers can build around the environmental issues, but not the economic problems.

General Marine Ferry Alt-Socioeconomic

I do not pretend to know the answer to the problem, but all factors must be spoken of in all the Alternates, not just environmental issues.

Glenn E. Johns P.E., L.S.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 30, 2012 9:52 AM
To: Davis, Cecile
Subject: 012812 Janet Kennedy JAIP Comment

From: Janet Clarke Kennedy [<mailto:janetcfunter@gmail.com>]
Sent: Saturday, January 28, 2012 10:00 AM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

name=Janet C Kennedy
mail=funterjc@hotmail.com
address=PO Box 32922
city=Juneau
state=Alaska
state=Alaska

Alt 2B-Support-Socieconomic

Alt 3-Support-Socieconomic

comment=Alternative 2B and Alternative 3 are the only economically viable alternatives for people living in SE Alaska. The cost of ferry travel is prohibitive and normal families and the State of Alaska cannot afford any of the options in Alternative 4. THE COST OF FERRY TRAVEL IS TOO HIGH to rely on and ferries breakdown and have trouble traveling in the winter. Alternative 4 will not be good for SE Alaska or Juneau.

General Marine Ferry Alt-Against-Reliability

General Marine Ferry Alt-Against-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 30, 2012 9:53 AM
To: Davis, Cecile
Subject: 012812 Luke Johnson JAIP Comment

-----Original Message-----

From: Luke Johnson [<mailto:lukehjohnson@gmail.com>]
Sent: Saturday, January 28, 2012 3:05 PM
To: juneauaccess@alaska.gov
Subject: Juneau Access comments

name=Luke Johnson
mail=akdot@lukej.net
address=801 Sirstad St
city=Sitka
state=AK
state=99835
comment=

As a resident of SE Alaska, I am wholly in favor of access provided by new roads. Currently these are included in Alternative 2B and Alternative 3.

I feel strongly that roads are a more viable option, even if they initially provide some obstacles, especially in permitting and construction. Compared to most National Forests, the Tongass has minimal roads; and in most areas there is no need or possibility of building roads. It only seems logical to allow a road to be built where it is (arguably) feasible, and needed.

Alt 2B-Support-Access
Alt3-Support-Access

I have ridden the ferries from Juneau to Haines/Skagway dozens of times, and think the contrast between AMHS service compared to ability to travel on a road is significant. While initial build costs seem high compared to ships, ships force certain schedules (and perhaps prevent some from traveling), and ships are not economical compared to a 'drive yourself' options mile for mile.

General Marine Ferry Alt-Against-Schedule
General Marine Ferry Alt-Against-cost

Thanks for the ability to comment on this public process, and I look forward to driving North from Juneau some day in the future.

Luke

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, January 31, 2012 10:54 AM
To: Davis, Cecile
Subject: 013112 Alvin Bergmann JAIP Comment

From: Deb Bergmann [<mailto:blueanddeb1979@gmail.com>]
Sent: Tuesday, January 31, 2012 10:26 AM
To: JuneauAccess@alaska.gov
Subject: SEIS

To Whom Concerned:

First thank you for the project newsletter, it was very informative. I am very pleased that we are continuing to look at the road up to the Katzehin Delta. My preferred option would be 2B with a second option of alternative 3.

I feel we need to reduce our dependence on the ferries, which are proven to not be cost effective, and build a road which will finally get us a cost effective way to get to the interior or to the lower 48. Alt 2B-Support-Cost
Lets build the road!!!! Alt 3-Support-Cost

Alvin Bergmann

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, January 30, 2012 3:21 PM
To: Davis, Cecile
Subject: 013012 Dave Haas JAIP Comment

From: Dave Haas [<mailto:dhaas@gci.net>]
Sent: Monday, January 30, 2012 1:54 PM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

name=Dave Haas
[mail=arvoldhaas@gmail.com](mailto:arvoldhaas@gmail.com)
address=2590 Fritz Cove Rd.
city=Juneau
state=Alaska
state=your state

comment=It's flabbergasting to most of us long time Juneau residents that this project is going forward! I don't know anyone in Juneau who supports this so called "improvement" outside of DOT and those individuals/businesses who would directly benefit from the construction and services. If this was actually a direct road connection it might merit some consideration but since it's just an extension of what we already have, I see it as wasting your time and our money. I see the cost benefit of improving and strengthening our existing ferry system as much higher than this ridiculous amount of money for extending the road and cutting up the world class fjord in all of our back yards. Since DOT seems entrenched in pushing this project, the rest of Juneau will push back just as hard or harder to delay/stop it. Progress is not always improvement as you have chosen to portray it. DOT just needs to continue doing a good job of maintaining our existing roads and the ferry system. This is another "build a road to nowhere" proposal.

General Road-Against-Cost

General Marine Ferry Alt-Support-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, January 31, 2012 9:37 AM
To: Davis, Cecile
Subject: 013112 Martin Peters JAIP Comment

From: Peters, Martin D (DOT) [<mailto:martin.peters@alaska.gov>]
Sent: Tuesday, January 31, 2012 7:18 AM
To: DOT SER JuneauAccess
Subject: Form posted from Windows Internet Explorer.

name=your name
mail=your email
address=your address
city=your city
state=your state
state=your state

comment=How much of a reduction in fuel gallons per vehicle mile would the road attain. What would be the reduction in carbon footprint per vehicle mile.

General Road-Fuel Utilization

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, January 31, 2012 9:38 AM
To: Davis, Cecile
Subject: 013012 Marianne Mills JAIP Comment

From: Marianne Mills [<mailto:mariannemills@msn.com>]
Sent: Monday, January 30, 2012 7:41 PM
To: JuneauAccess@alaska.gov
Subject: I support Marine Alternatives

I support marine alternatives as the most cost effective and beneficial to the entire Southeast region.
General Marine Ferry Alts-Support-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 06, 2012 8:51 AM
To: Davis, Cecile
Subject: 020512 Andrew Degen JAIP Comment

From: Andrew Degen [adegen@starband.net]
Sent: Sunday, February 05, 2012 5:02 PM
To: JuneauAccess@alaska.gov
Subject: ferry service alterations

To Whom It May Concern;

My wife and I have lived in Haines since 1985 and we rely extensively on the mainline ferry service currently available. We urge you NOT to discontinue or re-configure this proven all-weather means of travel. Fast ferries are a bust: they FREQUENTLY cannot safely navigate the rough seas of the Lynn Canal. Point-to-point ferries is another bad idea: not only will it necessitate building new ferries (when these monies could be applied to expanding the mainline fleet), but it would be a logistical nightmare for the traveler - trying match conflicting schedules, late arrivals, vessel breakdown. What good is it if you live in Skagway and the Skagway-to-Haines ferry works fine and is on time, but the Haines-to-Juneau ferry is inoperable or greatly delay?. Stranding travelers who need to make multiple connections to get to a single final destination is never a good option - all of wich is avoided by a single mainline ferry making multiple STOPS. And the one ferry is either running or it is not - no stranded passengers.

General Marine Ferry Alt-Support-Schedule

Similarly ALL road alternatives are, what they have always been, an indefensible and inordinately expensive pipe dream. It is hard to imagine a more unrealistic topographical and geological landscape in which to try and build (much less maintain) an all-weather all-year road. And the costs are only going to skyrocket as the road (if built) ages and maintenance costs continue to escalate exponentially. Besides, the very CONCEPT ignores the obvious - we already have a 100-passenger lane highway in place that is maintenance free and will never deteriorate over time - it is called the Lynn Canal. This is the logical, least costly and most efficient means to move freight and people. We are lucky to have such a natural travel route available and should not deviate from utilizing it to the maximum. The answer to all our travel problems - both costs, safety and assured predictable arrival times lies right before our eyes.

General Road-Against-Construction Cost
 General Road-Against-O&M Cost

Mainline ferries are and will be the ONLY feasible answer to Inside Passage communities forever. Let's not miss the forest for the trees or be swayed by roadbuilding corporation lobbyists with false promises of construction and maintenance costs. Building a road up the Canal is directly akin to the moronic idea of building the "Bridge To Nowhere" in Ketchikan - which, fortunately after receiving the ridicule it deserved - was cancelled.

Sincerely;

Andrew Degen & Sandra June-Degen
adegen@starband.net

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 06, 2012 8:50 AM
To: Davis, Cecile
Subject: 020612 Colin Aikman JAIP Comment

From: Colin Aikman [c.aikman@skagway.org]
Sent: Monday, February 06, 2012 11:00 AM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

name=colin aikman
[mail=colinaikman@hotmail.com](mailto:colinaikman@hotmail.com)
address=po box 1126
city=skagway
state=alaska
state=alaska

General Road-Against

Alt 1B-Support

comment=i DO NOT support any further road development from juneau north in the lynn canal. i support improved ferry service in the canal to the north end. this appears to be option 1b. i think if you are honest with yourselves and do a truly unbiased statewide and/or southeast survey you will find the majority of individuals outside of juneau to agree with this statement. this idea has been defeated by statewide voters time after time. NO NEW ROADS IN SOUTHEAST AK!

General Road-Against

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Thursday, February 02, 2012 2:03 PM
To: Davis, Cecile
Subject: 020212 Brita Shaw JAIP Comment

From: Brita Shaw [mailto:brita_rice@yahoo.com]
Sent: Thursday, February 02, 2012 1:08 PM
To: juneauaccess@alaska.gov
Subject: Juneau access preference

Hello,

your pop-up email program wouldn't work on my computer in Juneau, with an ACS connection to the internet.

I am Brita Shaw, 300 Hermit Street #6, Juneau Alaska is the mailing address.
 email is brita_rice@yahoo.com 789-9963

[Alt4C-Support-Ferry Design](#)

[General Road-Against-O&M Cost](#)

My preference for Juneau Access is 4C, monohulls from Auke Bay. I think building a road part way up Lynn Canal simply means more individuals in cars burning fuel, the necessity of staffing a ferry terminal miles from a community and providing adequate facilities for people waiting for the ferries. Transportation for foot passengers would become much more expensive -- if someone were even to offer it. All drawbacks in my opinion. I have a row boat in the water just past the Auke Bay Recreation area at 15505 Glacier Highway. I have been swamped by the wake from the fast ferry when launching my boat. (I missed noting the passage of the ferry as it transits the area, although I normally am very aware of its schedule and its passage.) The wake rolls under the surface of the water until it hits the beach. It is almost undetectable until it's crashing a few seconds away from you. I am not interested in more ferries with the same kind of propulsion system deployed in the area. This vicious wave also wreaks havoc with the gravel on the beach. Normal summer weather doesn't move beach surfaces much, but this wake moves the gravel each time a fast ferry goes by. Neighbors have asked for the boats to slow down north of the south end Shelter Island and stay on the outside of Portland Island. These adaptations aren't consistently implemented. So please, no more fast ferries.

[Alt4C-Support-Ferry Design](#)

Again, my preferred option is 4C.

Respectfully, Brita Shaw

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 01, 2012 3:11 PM
To: Davis, Cecile
Subject: 020112 Hugh Bevan JAIP Comment

From: Hugh Bevan [<mailto:kbdsitka@gmail.com>]
Sent: Wednesday, February 01, 2012 2:58 PM
To: JuneauAccess@alaska.gov
Cc: 'Marlene Campbell'
Subject: Juneau Access SEIS Comments

February 1, 2012

First, I want to thank Alaska DOT/PF for all your hard work on this exceeding complicated transportation issue.

My comments:

1. I hope the various alternatives discussed in the DSEIS do not reduce ferry service to the other ports in SE Alaska.
General Marine Ferry Alt-Service
2. By terminating mainline service at Auke Bay Lynn Canal travelers must disembark at Katzehin or Sawmill Cove, then travel to Auke Bay on their own or on public transportation in order to connect with the mainline system. This creates two problems:
 - a. Complex travel and lodging logistics occur for persons with or without a personal vehicle such as winter highway travel to Auke Bay, lack of lodging at Auke Bay, and possible lengthy layovers at Auke Bay while waiting for a southbound mainline ferry.
 - b. The road extension increases maintenance demands on the DOT O & M budget which I believe is State funded.
Alt 2B-Against-Transportation Connections & Cost
Alt 2B-Against-O&M Cost
3. By extending Glacier Highway north to an intermediate terminal the State is adding to its road costs and to its ferry costs by expanding the fleet to serve Lynn Canal as a standalone route. If you do extend the road north, I would suggest investigating private sector ferry service for Lynn Canal. By so doing the State could reduce its costs to capitalize new ferries for the Lynn Canal route and reduce long term State O & M and employee expenses.
General Marine Ferry Alt-Support-Privatization
4. And, as an aside, my overall impression is monohull vessels are more durable, more seaworthy, and more cost effective than the FVF vessels.
General Marine Ferry Alt-Support-Ferry Design

Thank you for considering my comments.

Hugh Bevan
 720 Pherson St
 Sitka, AK 99835
kbdsitka@gmail.com

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, February 07, 2012 10:25 AM
To: Davis, Cecile
Subject: 020412 Greg Huebschen JAIP Comments

From: greg huebschen [<mailto:grehip@yahoo.com>]
Sent: Saturday, February 04, 2012 11:22 AM
To: juneauaccess@alaska.gov
Subject: juneau access

name=greg huebschen
[mail=grehip@yahoo.com](mailto:grehip@yahoo.com)

address=
city=juneau
state=ak

state=

comment=improved ferry service, no road.

General Marine Ferry Alt-Support

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, February 07, 2012 9:58 AM
To: Davis, Cecile
Subject: 020612 Kenneth Graham JAIP Comments

From: KENNETH GRAHAM [mailto:ken_df_graham@hotmail.com]
Sent: Monday, February 06, 2012 1:35 PM
To: JuneauAccess@alaska.gov
Subject: FW: Draft SEIS

name=Ken Graham

[mail=ken_df_graham@hotmail.com](mailto:ken_df_graham@hotmail.com)

address=PO box 85

city=Skagway

state=Alaska

state=your state

comment=This issue has come before the voters of the state of Alaska on several occasions. IT HAS BEEN VOTED DOWN BY THE PEOPLE OF ALASKA ON EVERY OCCASION! For the state to continue to waste our state's money and time shows a complete lack interest in what the people of the state of Alaska think and care only for what a few people and corporations Want. It reveals the obvious corruption of the current state administrators of the ferry system, the backroom deals, and the lengths to which they will go to perpetrate fraud against the residents of Alaska. It is shameful and criminal and should be investigated and the DOT should be held accountable as well as the administration. This project will cost the state over a billion dollars and that isn't counting the cost of the new ferrys we will have to buy, because the "road" will still have to have a ferry. General Road-Against-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, February 07, 2012 9:56 AM
To: Davis, Cecile
Subject: 020612 Dee Longenbaugh JAIP Comments

-----Original Message-----

From: Dee Longenbaugh [<mailto:deelong@alaska.com>]
Sent: Monday, February 06, 2012 3:34 PM
To: JuneauAccess@alaska.gov
Subject: RE: BUILD THE ROAD - NOT AGAIN!

name=Dee Longenbaugh
[mail=deelong@alaska.com](mailto:deelong@alaska.com)
address=808 Dixon
city=Juneau
state=Alaska
state=99801

comment=The ghost walks! This has been proven to cost huge amounts, be in an area with major avalanches, and impossible to maintain. Just build the ferries, please!

Alt 2B-Against-Cost
Alt 2B-Against-O&M Cost
Alt 2B-Against-Safety

Dee Longenbaugh
The Observatory, ABAA
299 North Franklin Street
Juneau, Alaska, 99801
www.observatorybooks.com
deelong@alaska.com

Since 1977
Alaska specialists
> Lichen on the rock ignores a nearby lightning strike, and so it is
> with cartographers.
B.E.W. Allen

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, February 07, 2012 9:55 AM
To: Davis, Cecile
Subject: 020612 Robert Andrews JAIP Comments

-----Original Message-----

From: Robert Andrews [<mailto:andrews@aptalaska.net>]
Sent: Monday, February 06, 2012 3:39 PM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

name=Robert Andrews
[mail=andrews@aptalaska.net](mailto:andrews@aptalaska.net)
address=PO Box 1072
city=Craig
state=AK
state=AK

comment=A road up Lynn Canal is not only a financial boondoggle, it is preposterous and unsafe. The road would be seasonal only and more expensive to travel as routine travel would now include layovers and interruptions due to weather. A very bad idea.

General Road-Against-Safety
General Road-Against-Cost
General Road-Against-Reliability

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, February 07, 2012 9:54 AM
To: Davis, Cecile
Subject: 020612 Bruce Weber JAIP Comment

-----Original Message-----

From: Coswebr@yahoo.com [<mailto:coswebr@yahoo.com>]
Sent: Monday, February 06, 2012 3:04 PM
To: juneauaccess@alaska.gov
Subject: Making a decision

There are lots of options explored in the handout on the road project. However, nowhere are the possible or likely shuttle ferry schedules explored if either the west or east Lynn Canal roads are built. Furthermore, there is no indication of what the shuttle ferries would cost the user. I am afraid that when using Alaska Airlines residents of Skagway and Haines would have to pay more to get to Juneau because they would have to drive to Juneau and pay for parking while away and pay for the shuttle ferries. High School sports teams would have to take a district vehicle to Juneau to catch a ferry to the other schools in southeast. At least for people using the airport and high school sports teams, either road project would be expensive and inconvenient.

General Roads-Against-Transportation Connection & Cost

Bruce Weber
Skagway

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, February 07, 2012 11:19 AM
To: Davis, Cecile
Subject: 020712 Dixie Belcher JAIP Comments

-----Original Message-----

From: Dixie Belcher [<mailto:dixiebelcher@hotmail.com>]
Sent: Tuesday, February 07, 2012 11:17 AM
To: JuneauAccess@alaska.gov
Subject: Extending road out of Juneau

name=Dixie

[mail=dixiebelcher@hotmail.com](mailto:dixiebelcher@hotmail.com)

address=1991 Hughes Way

city=Juneau

state=AK

state=AK

comment=Please don't bring up extending road out of Juneau issue again. We don't want it.

General Road-Against

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Thursday, February 09, 2012 9:39 AM
To: Davis, Cecile
Subject: 020812 Rick Currier JAIP Comment

-----Original Message-----

From: Richard A. Currier [<mailto:ricklisa@gci.net>]
Sent: Wednesday, February 08, 2012 7:30 PM
To: juneauaccess@alaska.gov
Subject: Public Comment: Juneau Access Road

name=Rick Currier
[mail=ricklisa@gci.net](mailto:ricklisa@gci.net)
address=12020 Cross Street
city=Juneau
state=AK
state=99801

comment=I support an access road to Juneau. An access road will open recreation areas for boating, hiking, skiing, off-roading, and boating all along Lynn Canal.

General Road-Support-Recreation

I used to take for granted that food and common consumer good prices were lower in Anchorage and Fairbanks until I realized that those products came out of the same Seattle area warehouses as items shipped to Juneau. The difference is that the Railbelt is logistically supported by competing transportation modes, while we in Southeast are at the mercy of two barge lines with rates set by government commissions. Please build the road; it will help our standard of living and our economy.

General Road-Support-Socioeconomic

Thank you,

Rick Currier

Sent from my iPad

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Thursday, February 09, 2012 9:37 AM
To: Davis, Cecile
Subject: 020812 Mike Healy JAIP Comments

From: Mike Healy [<mailto:michaelrhealy@hotmail.com>]
Sent: Wednesday, February 08, 2012 9:13 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Feedback

General Marine Ferry Alt-Support

I received the Project Newsletter for the Juneau Access Project. Thank you for asking the opinions of Skagway residents. I would like to see an improved ferry service, or no action. I think that a road to Skagway would be very bad for our community for a number of reasons, primarily the unreliability of the road being open during winter months. When we looking ahead at Alaska's future, with diminishing resources and more taxes to balance our budget certain, the price tag of a road project seems very irresponsible.

Alt 2B-Against-Reliability
Alt 2B-Against-Cost

Sincerely,

Mike Healy
michaelrhealy@hotmail.com

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 08, 2012 12:11 PM
To: Davis, Cecile
Subject: 020712 Fred Schatzel JAIP Comment

From: Fred Schatzel [<mailto:fschatzel@aptalaska.net>]
Sent: Tuesday, February 07, 2012 9:50 PM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

name=fred schatzel
[mail=fschatzel@yahoo.com](mailto:fschatzel@yahoo.com)
address=p.o.box 869
city=Haines
state=Alaska
state=your state

comment=Ferry service in Haines has gone down hill in the last 10 years in the winter months. Option 1 B seems ok except for the winter needs a daily run. The Taku should not turn around in Juneau. Some day's there is nowhere to sit on tiny vessels like the LeConte. The state needs to face the fact they need to subsidize the ferry system more to lower fares. Unfair not to. The ferry brings a lot of commerce in the summer to the entire state. Carry it in the winter to move are kids and elderly in the winter.

Alt 1B-Support-Service

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 08, 2012 12:10 PM
To: Davis, Cecile
Subject: 020812 Graham Smith JAIP Comment

From: Graham Smith [<mailto:grayco@gci.net>]
Sent: Wednesday, February 08, 2012 8:13 AM
To: JuneauAccess@alaska.gov
Subject: Comment

As someone who frequently travels to and from Juneau for business and leisure, I will comment that using and relying on the AMHS as the sole and primary transportation mode is the following; prohibitively expensive, unreliable, and restrictive. Travel by roadway would be less expensive than travel on the AMHS. The frequency and duration of travel to and from Juneau occurs less than optimal due to the high cost of travel on the AMHS. Travel on the AMHS is all too often delayed due to weather or mechanical issues. These delays cause exceptional business impediments due to time-based commitments to customers.

Therefore based on the high cost and the tenuous schedule of the AMHS, depending solely on the AMHS for travel has created an overall environment that is restrictive to both individual free movement and the delivery of business services in this region.

General Marine Ferry Alt-Against-Reliability
General Marine Ferry Alt-Against-Cost
General Marine Ferry Alt-Against-Service
General Road-Support-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 08, 2012 12:10 PM
To: Davis, Cecile
Subject: 020812 Torry Bennetsen JAIP Comment

-----Original Message-----

From: Tory Bennetsen [<mailto:Tory.Bennetsen@nahealth.com>]
 Sent: Wednesday, February 08, 2012 8:16 AM
 To: juneauaccess@alaska.gov
 Subject: Form posted from web browser.

name=Tory Bennetsen
[mail=thorsenvalhalla@hotmail.com](mailto:thorsenvalhalla@hotmail.com)
 address=1255 Fritz Cove Rd
 city=Juneau
 state=Alaska
 state=Alaska

General Marine Ferry Alt-Against-Cost

comment=No real good answers here. I think the ferry solution will always be too expensive. If the state would subsidize it more, that would help. I feel like I am paying for a private company to transport me when I take the ferry. Like I am paying the actual cost with no state help. That concept is not true with roads. With roads, the big expense is up front. Can the state afford this expense? It would be difficult. The road from Juneau to Skagway will be challenging to build. It seems like the road will be built eventually but maybe no time soon. If it doesn't get built, that is okay too. It keeps Juneau isolated which has its good points and bad points. More than likely, there are more good points to being isolated. But if the road gets built, I will use it. If I have to plan ahead to reserve a ferry, that kind of messes up the plan. I need to be able to use the road spontaneously. I don't know if this will be the case. Bottom line is that we really don't need a road but if one is built, I will use it.

General Road-Support-Convenience ↓

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 08, 2012 12:09 PM
To: Davis, Cecile
Subject: 020812 Lorraine Murray JAIP Comment

-----Original Message-----

From: Lorraine Murray [<mailto:lfm@alaska.net>]
Sent: Wednesday, February 08, 2012 9:01 AM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

name=
[mail=lfm@alaska.net](mailto:lfm@alaska.net)
address=Box 210192
city=Auke Bay
state=Ak
state=your state
comment=January 28, 2012

I vote for Alternative 1 - No Action. Because what we have now works fine.

Alt 1-Support

Extending the Glacier Highway would be another "Road to Nowhere" that only a small number of people would use.

Most people that I know can't even afford to drive all the way to Eagle Beach because gas prices are so high.

I also believe that extending the Glacier Highway would be a misuse of state funds; that private individuals stand to gain from the road extension along with the mining industry and I think this is wrong.

I also believe that our state should not be spending money on Juneau Access improvements that we do not need, while our state is cutting education costs and other services that Alaskans really DO NEED.

We have existing roads and water treatment facilities that need huge improvements, so lets address the things we need and not waste money on things we do not need.

General Road-Against-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 08, 2012 12:08 PM
To: Davis, Cecile
Subject: 020812 Jeff Sloss JAIP Comment

From: Susan Sloss [<mailto:jssloss@gci.net>]
Sent: Wednesday, February 08, 2012 11:49 AM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

name=Jeff Sloss
[mail=jeffsloss11@gmail.com](mailto:jeffsloss11@gmail.com)
address=740 5th St.
city=Juneau
state=AK
state=AK

comment=I support improving our existing infrastructure (ferries) and oppose the construction of unjustifiable, cost-prohibitive and unsafe roads such as the proposed road north from Echo Cove.

General Marine Ferry Alt-Support
General Road-Against-Cost
General Road-Against-Safety

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 08, 2012 12:07 PM
To: Davis, Cecile
Subject: 020812 Jeff Hoover JAIP comment

From: Hoover, Jeff J (DFG) [<mailto:jeff.hoover@alaska.gov>]
Sent: Wednesday, February 08, 2012 11:56 AM
To: DOT SER JuneauAccess
Subject: Form posted from Windows Internet Explorer.

name=Jeff Hoover
[mail=juneaufour@yahoo.com](mailto:juneaufour@yahoo.com)
address=4416 Ichabod Lane
city=Juneau
state=AK
state=your state

comment=I'd like to see the analysis focus on the cost to the STATE and the cost to the USER, not necessarily the total cost. My understanding is highways can be built using mostly federal monies. Also, I understand the cost to MAINTAIN the state ferries (and state highways) is primarily state general funds. It may be proven true that the TOTAL cost for a new road out of Juneau is more expensive than maintaining the state ferries for many years, but I suspect the STATE costs and USER costs will be less with the new road.

Cost Analysis

Also, I think a compromise option like Alternative 3 that uses SHORT ferry rides and a road would be palatable to most people and keep the costs down. The SHORT ferry rides should keep the STATE costs and the USER costs to a minimum compared to current service. I only mention Alternative 3 (west side) as I saw a You tube video of the Eastern side of the channel and the terrain looks impossible to build on. Thanks for your consideration of my comments.

Alt 3-Support-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 08, 2012 11:48 AM
To: Davis, Cecile
Subject: 020812 David Kunat JAIP Comment

From: David Kunat [<mailto:mail@davidkunat.com>]
Sent: Wednesday, February 08, 2012 11:18 AM
To: JuneauAccess@alaska.gov
Subject: Juneau Access

name=David Kunat
mail=mail@davidkunat
address=10785 glacier highway
city=Juneau
state=Alaska
state=Alaska

comment=I am a long time Juneau resident. I love the outdoors, and would consider myself a "Greenie". BUT at the same time a road would make my business here is Juneau so much easier, and I can not stress how important a road in and out would be to my and my fellow Juneau citizens. Please, lets get together and start building this road!

General Road-Support-Socieconomic

--
David Kunat

This page intentionally left blank.

2/8/2012

Reuben Yost
 Project Manager
 DOT&PF Southeast Region
 Juneau Access Improvements Project SEIS
 P.O. Box 112506
 Juneau Alaska 99811-2506

Re: Comments on the SEIS

The following are my comments on the Juneau Access Improvements Project Request for Comments:

1. I support Alternative 1, the No Action alternative.

Alt 1-Support

2. I might support Alternative 4A, depending upon the design of the fast ferry. Obviously the M.V. Fairweather has limitations in the winter. I cannot tell from the document whether the FVF you are discussing would be the same design as the Fairweather, or possibly some other design that would provide faster surface than the mainliners but with greater reliability.

Alt 4A-Support-Reliability

It is also unclear from your description under Alternative 4 as to what you mean by a "shuttle" between Haines and Skagway. I am assuming you mean the FVF would go between the two towns before it returns to Juneau, and not some other interpretation, such as a back and forth between Haines and Skagway at multiple times during the day (which would be unnecessary?)

3. I would support Alternative 4C.

Alt 4C-Support

Generally, I have several other comments on the operation of the Marine Highway System as related to this proposal:

1. All road alternatives should be shelved once and for all. They grossly underestimate the construction costs and consistently fail to acknowledge that no road pays for itself – as the ferries are for some reason expected to do. Include in your estimates a toll for using the road, and the costs of keeping it open in the winter if you want to compare apples to apples. Add in the fact that the road alternatives will still require a ferry hop and a new terminal. The idea that it is more efficient and cost effective is entirely disingenuous, and it runs counter to the repeated desires of the people who live here. Government is supposed to serve the people's wishes, not the other way around.

General Road-Against-Construction Cost
 General Road-Against-O&M Cost

2. I coach a high school team in Haines. We always travel by ferry to meets in SE. If the ferry terminal is moved further out the road we will have to bring a van with us when we travel because it will be unlikely that any hotel will come that far to pick us up. It will also require more time to get everyone to and from town. We really cannot afford any additional expense to get our kids to these competitions.

General Marine Ferry Alt-Against-Transportation Connections & Cost
 General Road-Against-Transportation Connections & Cost

3. The schedule should be reversed between Haines and Juneau so the ferry leaves Haines to travel to Juneau in the morning and returns to Haines that evening. I believe there are many more Haines residents trying to get to a doctor's appt, a business meeting, go shopping, meet with a legislator, etc., in Juneau, than Juneau residents who have some compelling reason to get to Haines during the daylight hours. The current schedule is entirely oriented to benefit Juneau residents

over Haines residents and compels Haines residents to find lodging in Juneau and conduct their business the next day. Because the ferry leaves Juneau in the morning, we almost always have to spend two nights in Juneau to catch the 7am departure on the day after we did our business in Juneau. It is also very inconvenient for returning to Haines after flying into Juneau from Outside. Planes arrive throughout the day and most of the ferries to Haines leave at 7 am, requiring another hotel stay.

General Marine Ferry Alt-Scheduling

4. Finally, when I travel on personal business it is extremely inconvenient that there is no public transport to the ferry. It is nothing short of remarkable that the busses turn around less than two miles from the ferry terminal. If I was of a cynical nature I'd assume the taxi companies had cut a deal with the City. Rather than spend a ridiculous amount of money moving the terminal further out the road, which will make the ferries far more inconvenient and expensive for all riders, you could use a fraction of the money to create a shuttle service so we could have mass transit to downtown and the Valley hotels from the Auke Bay terminal. That would be a much more reasonable expenditure of public funds for the Department of Transportation.

General Marine Ferry Alt-Transportation Connections & Cost

Sincerely,



Gershon Cohen Ph.D.
Box 956 Haines, Alaska 99827
907-766-3005

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 08, 2012 1:55 PM
To: Davis, Cecile
Subject: 020812 Dominic Branson JAIP Comment

-----Original Message-----

From: Dominic Branson [<mailto:dombak@aol.com>]
Sent: Wednesday, February 08, 2012 1:36 PM
To: juneauaccess@alaska.gov
Subject:

name=Dominic Branson
[mail=Dombak@gmail.com](mailto:Dombak@gmail.com)
address=4461 Eyelet Ct
city=Juneau
state=AK
state=AK

comment=I fully support the road. It's a shame it can't go all the way to Skagway but any distance is a step in the right direction. Cheaper more reliable access for citizens, tourists, and goods is a win-win for everyone. This project will make living in Juneau and all of southeast more affordable and provide recreation opportunities now only afforded to the affluent population. A toll road would even be a option I'd support!

General Road-Support-Cost
General Road-Support-Reliability
General Road-Support-Socieconomic
General Road-Support-Recreation

Sent from my iPad

This page intentionally left blank.

Lynn Canal Conservation, Inc.
Box 964 • Haines, Alaska 99827

February 15, 2012

LCC Juneau Access Scoping Comments

General Comments

The U.S. District Court ruled - and the U.S. Ninth Circuit Court of Appeals agreed - that the 2006 Juneau Access FEIS was flawed in that it failed to consider an alternative that would improve Juneau access with existing Alaska Marine Highway System (AMHS) assets. In addition to this shortcoming, Lynn Canal Conservation's prior draft and final EIS comments identified many other problems and inadequacies, including a strong bias towards building an East Lynn Canal road. During this supplemental environmental review, we hope that all reasonable alternatives will be "rigorously explore[d] and objectively evaluate[d]" as required by 40 CFR 1502.14(a).

Alts-Evaluation

A flawed 2006 FEIS purpose and need statement skewed the analysis toward road building over marine options. In order to achieve a fair comparison between alternatives, it is necessary to modify the purpose and need statement so that all important aspects of improving Juneau Access are considered and evaluated. Those portions of the existing purpose and need statement that bias the analysis toward road building should be eliminated. The purpose and need statement **must address safety and reliability**, and should not include reducing state and user costs. These concerns were aired over a decade ago, by many different parties, including the EPA, and have yet to be addressed.

P&N-Safety & Reliability

In addition to a skewed purpose and need statement, building an east Lynn Canal road was unfairly promoted in the 2006 EIS by overestimating road benefits and underestimating road costs. Also, benefits of marine travel were ignored¹ and fares for marine alternatives were high in comparison to shuttle ferry fares. We suggest the methodology used to compare road options to ferry options be entirely revisited in the Supplemental EIS to remove this bias and to provide apples-to-apples comparisons. We also suggest that the "fiscal constraint" outlined in the state's long-range transportation policy plan² be a primary consideration when determining whether or not an alternative is truly viable, or should in fact be eliminated from further consideration due to not being "financially feasible".³

Alts-Evaluation-Financial Feasibility

Alts-Evaluation

Scoping Comments Requesting Additional Information and Analysis in the SEIS

1) Analyze the occupancy rates for both passengers and vehicles for Lynn Canal marine segments to determine whether the existing No Action Alternative has been meeting the travel demand during the most recent five-year period. It would be helpful if this analysis were broken down seasonally.

General Marine Ferry Alts-Travel Demand

¹ 2000 McDowell Group AMHS Marketing and Pricing Study, page 64, for known benefits

² Let's Get Moving 2030, pages 1, 8, 30, 33, 36, and 65.

³ Juneau Access Improvements FEIS, page S-4

2) Assess the importance of Lynn Canal traffic to the sustainability of the Alaska Marine Highway by providing the following information for the most recent five-year period:

- Passenger volume in Lynn Canal as a percentage of total AMHS Southeast volume.
- Vehicle volume in Lynn Canal as a percentage of total AMHS Southeast vehicle volume.
- Passenger revenue in Lynn Canal as a percentage of total AMHS Southeast passenger revenue.
- Vehicle revenue in Lynn Canal as a percentage of total Southeast vehicle revenue.
- Total Lynn Canal revenues (fares, state rooms, etc.) as a percentage of total AMHS Southeast revenues.

General Marine Ferry Alts-Travel Demand
General Marine Ferry Alts-Cost Analysis

3) Analyze the efficiencies of existing vessels that could be deployed along the Lynn Canal route, including passenger capacity, vehicle capacity, crew costs, fuel efficiency, and maintenance requirements, in order to find the optimum vessels for Alternatives 1B and 4, in the context of actual demand (as determined by the analysis we requested in #1), as opposed to unreliable traffic demand forecasts.⁴

4) Provide strategic and efficient scheduling options for Alternative 1B.

Alt 1B-Schedule

5) Re-assess East Lynn Canal road closures for the 36 identified avalanche paths in the context of known road closures for the Klondike Highway over the most recent five-year period, not only due to avalanches, but also other reasonably foreseeable winter road closures, such as ice conditions, blowing snow, and poor visibility. Instead of a single number, a numerical range of potential closure seems more appropriate.

Alt 2B-Evaluation-Safety
Alt 2B-Evaluation-Geotechnical
Alt 2B-Evaluation-Reliability

6) The Golder Geotechnical Report was published in December of 2006, after completion of the FEIS and ROD. Incorporate this geotechnical information into the SEIS. Of particular interest is an estimation of road closures due to 112 identified geological hazards.⁵ (The EIS only identified 4 hazards)⁶. Include a realistic cost estimate for Alternative 2B for additional road maintenance, and safety features such as tunnels, retaining walls, snow sheds, etc, as a result of this new information.

Alt 2B-Evaluation-Geotechnical
Alt 2B-Evaluation-Construction Cost
Alt 2B-Evaluation-O&M Cost

7) Estimate the number of Katzeihin ferry crossings to and from Haines and Skagway that could be cancelled due to known high/wave wind conditions in Lynn Canal. Include analysis of how a decision of whether or not to build a breakwater at the Katzeihin ferry terminal would impact sailing cancellations.

Alt 2B-Evaluation-Reliability
Alt 2B-Evaluation-Design Feature

8) Assess routine and emergency health care issues for Haines and Skagway residents in the context of anticipated East Lynn Canal road closures.⁷

Alt 2B-Evaluation-Socioeconomic

⁴ Appendix C, pages 15, 16, and 25, SDEIS pages 1-6 and 3-15, and LCC's SDEIS comments at pages 5-6.

⁵ Lynn Canal Highway Phase I, Zone 4 Geotechnical Investigation, Table 6, page 34

⁶ JAFEIS, figure 3-12.

⁷ FEIS Appendix I pages 18 and 19 stating 19% of Haines and 16% of Skagway residents travel to Juneau for medical reasons.

Alts 1B-Evaluation-Vessel Optimization
Alts 4A-Evaluation-Vessel Optimization
Alts 4D-Evaluation-Vessel Optimization
Alts 1B-Evaluation-O&M Cost
Alts 4A-Evaluation-O&M Cost
Alts 4D-Evaluation-O&M Cost

Alts 4B-Evaluation-Vessel Optimization
Alts 4C-Evaluation-Vessel Optimization
Alts 4B-Evaluation-O&M Cost
Alts 4C-Evaluation-O&M Cost

9) Include an independent analysis of any DOT supplied road building, and operations and maintenance cost estimates, taking into consideration the extreme geotechnical features on the east side of Lynn Canal as identified in the 2006 Golder Report.

General Road-Evaluation-Geotechnical
General Road-Evaluation-Construction Cost General Road-Evaluation-O&M Cost

10) Evaluate each alternative in the context of “fiscal constraint” as discussed in the statewide transportation plan.⁸

Alts-Evaluation-Financial Feasibility

11) Include a preliminary 404(b)(1) evaluation.

Permitting

Scoping Comments Requesting Specific Changes from the 2006 FEIS Analysis

1) The purpose and need for the project must include safety and reliability. Without a safety and reliability assessment, Juneau access could actually decrease. In 1997 the EPA criticized the purpose and need statement because “the decision-making is steered toward selection of the highway simply by virtue of the manner in which project purpose is cast”.⁹ The EPA has further stated “the appropriate place to consider [user and state] cost is in the alternatives analysis, not in the purpose statement.”¹⁰ Please review these EPA criticisms and correct these major purpose and need deficiencies.

P&N-Safety & Reliability

2) Remove the net cost per vehicle analysis as it does not allow for an apples-to-apples comparison between roads which primarily support vehicular traffic, and ferries which transport passengers with vehicles, as well as passengers without vehicles, at about a 55 to 45% ratio.¹¹

Alts-Evaluation

3) Since all alternatives have a marine component, any references to Juneau as “the largest community on the North American continent not connected to the continental highway system” is meaningless and should be removed. All marine segments should be treated in an equal manner. That is, if wait time is factored into marine alternatives, it must also be factored into the ferry portion of road alternatives. Also provide comparable fare structures for the marine segments of all alternatives.

Project Description

Alts-Evaluation

4) Remove alternatives that require a new ferry terminal at Cascade Point. Building and staffing a second Juneau ferry terminal is both inefficient and unnecessary. This would require passengers to travel 30 additional miles from downtown Juneau, and would disturb essential fish and marine habitat, as noted by the U.S. Fish and Wildlife Service,¹² and the EPA.¹³

Alts-Evaluation-Terminal Location
Alts-Evaluation-Transportation Connections & Cost
Alts-Evaluation-Marine & Fish Habitat Including EFH

5) Prior to 2004, **all** Lynn Canal sailings connected Juneau, Haines, and Skagway. It is an efficient use of vessels, fuel, and crew connecting all three communities with a single ferry, since every ferry that goes between Juneau and Skagway passes directly by Haines. All Alternative 4 options have point-to-point service. At least one Alternative 4 option

Alt 4A-Routing
Alt 4B-Routing
Alt 4C-Routing
Alt 4D-Routing

⁸ Let’s Get Moving 2030, pages 1, 8, 30, 33, 36, and 65.

⁹ 1997 Draft EIS, Addendum to Section 7, and DEIS, page 2-1.

¹⁰ June 12, 2006 letter from EPA to U.S. Army Corps of Engineers

¹¹ 2000 McDowell Group Marketing and Pricing Study, page 65

¹² May 18, 2006 letter to Army Corps of Engineers, and SDEIS page 7-66.

¹³ SDEIS page 9.

should retain traditional routing. As written Alternative 4 requires at least three separate vessels (more capital costs) with three separate crews (more operational costs), and substantially greater fuel expense which artificially inflates the cost of all Alternative 4 options due to inefficiencies.

6) Analyze transportation costs to accommodate walk-on passengers for Alternatives 2, 3, and 4B and D, with both publicly provided and/or contracted services. If the state is unwilling to provide or contract for these services, factor in additional monetary costs for walk-on passengers, including potential outcomes of decreased mobility and decreased regional connectivity for this 45% segment of existing AMHS traffic.¹⁴ Also consider potential increases to car deck usage if a significant percentage of walk-ons are now forced to bring vehicles in order to access Juneau from Berners Bay.

Alts 2B-Transportation Connections & Cost
Alts 3-Transportation Connections & Cost

Alts 4B-Transportation Connections & Cost
Alts 4D-Transportation Connections & Cost

7) Compare East and West Lynn Canal road alternatives in an apples-to-apples manner regarding construction costs, maintenance and operations costs, and marine segment costs. Consider a West Lynn Canal road option with ferry service from Auke Bay.

8) Discuss the progress and scope of Phase II geotechnical work for Alternative 2B.

Alt 2B-Geotechnical

9) Assess extra costs to the AMHS when required to provide Lynn Canal ferry service during road closures, and discuss limiting factors of the AMHS to provide service to meet the Lynn Canal demand.

Alts-Evaluation

10) Scrap the demand forecast which creates pie-in-the-sky demand, and base anticipated demand on past usage.

Alts-Evaluation-Travel Demand

11) Provide a realistic assessment of community cost burdens versus benefits, for all alternatives, including added costs for providing emergency services on road segments.

Alts-Evaluation-Socioeconomic

12) Analyze the legality of building Alternative 2B, where the major portion of this alternative (the road north from Slate Cove, the Katzehin Terminal, and new shuttle vessel construction) “would be constructed in a second phase, when funding becomes available,”¹⁵ in the context of 23 C.F.R. 450.216(m).¹⁶

Alt 2B-Financial Feasibility
Alt 2B-Legality

Thank you for the opportunity to provide scoping comments.

Sincerely,

Scott Carey
President

¹⁴ 2000 McDowell Group Marketing and Pricing Study, page 65

¹⁵ January 2012 Juneau Access Newsletter, page 5.

¹⁶ A project or phase of a project may only be included in a STIP “if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.”

Alts-Evaluation-Alternatives Considered but Eliminated
General Road-Evaluation-Construction Cost
General Road-Evaluation-OKM Cost

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 15, 2012 1:22 PM
To: Davis, Cecile
Subject: 021512 Rick Shattuck JAIP Comment

From: Rick Shattuck [<mailto:rick@sginc.com>]
Sent: Wednesday, February 15, 2012 1:12 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Improvements Project SEIS comments

Alt 2B-Support-Capacity
Alt 2B-Support-Convenience
Alt 2B-Support-Cost
Alt 2B-Support-O&M Cost
Alt 2B-Support-Access

I am writing in support of Alternative 2B, the East Lynn Canal route with shuttle ferries to Haines and Skagway. Alternative 2B best meets the purpose and need of this project by providing the best combination of improvements in capacity and convenience while also reducing the long-term costs to the user and the state through reduced O&M costs.

Alternative 1B is a court-ordered wild-goose chase. There is no way that ferry service, as the sole mode of public surface transportation, can ever meet purpose and need of this project or the long-term transportation needs of the Lynn Canal corridor. The mainline ferries are too expensive, aging, and increasingly unreliable. The fast-ferries can't handle the weather in Lynn Canal, and are turning out to have perpetual maintenance issues. Even if the new Alaska-class ferries offer some improvements in these areas, the severe limitation in terms of capacity and scheduling combined with rising fuel prices and other O&M costs, will always cause the ferries to be less desirable than road links (where feasible). Further, will alternative 1B take away ferry service from other areas in Southeast Alaska? How much will service be reduced, and what will be the impact to those communities? Do the studies, prove that Alternative 1B is not practical or effective, and get back to work on updating the studies necessary to move forward with Alternative 2B.

From an environmental standpoint, this project has been studied to death. We know the sensitive areas, we know how to mitigate the impact to those areas, and we know properly-built roads do not destroy the surrounding ecosystems. Enough said. Let's get on with it.

Residents and businesses of S.E. Alaska need improved and affordable transportation access to and from their region. The State Capitol is in need of better access to and for its citizens. Financially and logistically, the ferry system is the wrong place to turn to for those transportation improvements. Please complete your work expeditiously so that this much-needed project can get back on track.

Alt 2B-Support-Cost
Alt 2B-Support-Access

Sincerely,

Rick Shattuck
Juneau, AK

Alt 1B-Against-Transpo Needs
Alt 1B-Against-O&M Cost
Alt 1B-Against-Reliability
Alt 1B-Against-Capacity
Alt 1B-Against-Schedule
Alt 1B-Against-Service

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 15, 2012 12:40 PM
To: Davis, Cecile
Subject: 021512 Lowell Ellis JAIP Comments

-----Original Message-----

From: Lowell Ellis [<mailto:ljellis@aptalaska.net>]
Sent: Wednesday, February 15, 2012 8:32 AM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

cf_name=Lowell Ellis
[cf_mail=ljellis@aptalaska.net](mailto:ljellis@aptalaska.net)
cf_address=Box 1402
cf_city=Haines
cf_state=Alaska

cf_comment=I believe that alternative #3 would be the the best solution. Not only would it solve the access problem, it would also create oportunities in the tourist industery, small businesses,outdoor rec, forest products and other industries. This route would be the easist to construct and the safest.

Alt 3-Support-Improved Access
Alt 3-Support-Socioeconomic
Alt 3-Support-Recreation
Alt 3-Support-Safety

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Wednesday, February 15, 2012 10:44 AM
To: Davis, Cecile
Subject: 021512 Zachary Jabobson JAIP Comment

From: Zachary A. Jacobson [<mailto:terraquae@aptalaska.net>]
Sent: Wednesday, February 15, 2012 10:13 AM
To: JuneauAccess@alaska.gov
Subject: SEIS Alternative(s) comment

To Whom it may concern:

Thank you for the opportunity to participate in this round of scoping and study.

I am a Haines resident and would like to voice favor for Alternative(s) 1B with intention to adopt 4C within ten years-- an inevitability.

Alt 1B-Support
Alt 4C-Support

The idea and endeavor to construct a highway in the Lynn Canal has become trite at this point. Road-building proponents need to shift their focus elsewhere, perhaps revisiting the Taku or Stikine proposals of not so long ago.

General Road-Against

Additionally, I would like to suggest that the State of Alaska is in a position to prove itself a global leader in marine engineering if we/you were able to step into the future like the pioneers and frontiersmen we pride ourselves to be. We know that petroleum reserves are finite, and anymore, clinging to the threads of Manifest Destiny is an incredible waste of time and energy. That generation of men have had their day and have built many great things for which I am thankful. But you, now you, prove yourself a bold and progressive leader. Employ your intellect and ingenuity to the best of your ability and cut the crap as far as a paved route to Juneau is concerned.

Again, only 1B and 4C have my support.

Sincerely,

Zachary A. Jacobson

HC 60 Box 5685
Haines, AK 99827

907-767-5685

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, February 14, 2012 9:09 AM
To: Davis, Cecile
Subject: 021312 John Svenson JAIP Comment

-----Original Message-----

From: Extreme Dreams [<mailto:svenson@extremedreams.com>]
Sent: Monday, February 13, 2012 9:54 PM
To: JuneauAccess@alaska.gov
Subject: Juneau access

Dear Sirs;

As a 40 year resident and business owner I have, as so may others, cherished and utilized the beauty of our world class Upper Lynn Canal, to better our relationships with travelers from near & far.

The only way of retaining this distinction and continue gaining the respect of world travelers it to work on an efficient ferry system.

Alternative 4A makes the most sense.

With this option there would be no complaints from lack of access and the alternative of hacking up the mountainside and endlessly maintaining a road would get a thumbs up from virtually every visitor to our incredible state.

Alt 4A-Support-Improved Access
Alt 4A-Support-Tourism

Thank you
John Svenson

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 13, 2012 4:36 PM
To: Davis, Cecile
Subject: 020912 Thom Ely JAIP Comment

Not sure if you got this one. Rosetta

From: Thom Ely [mailto:akthome@yahoo.com]
Sent: Thursday, February 09, 2012 3:25 PM
To: juneauaccess@alaska.gov
Subject: Juneau Road EIS

Δεαρ AK ΔOT & ΠΦ,

Alt 1B-Support-Service

I Support Alternative 1B in concept, which improves ferry service using existing assets and would double Lynn Canal ferry service in summer and maintain ferry service in winter at 4 days per week. I request that the state find the optimum vessel configuration to meet transportation needs in the Lynn Canal.

Alt 1B-Ferry Design

I support community-to-community ferry service and oppose those alternatives (4B and D), which would build a new ferry terminal in Berners Bay at Cascade Point. Currently there are no plans to provide public transportation from Berners Bay to Juneau. I often travel on the AMHS as a walk-on passenger and would have to pay more to get to the airport or town.

Alt 4B-Against-Transportation Connection & Cost

Alt 4D- Against-Transportation Connection & Cost

Alt 4A-Against-Reliability
Alt 4B-Against-Reliability

I oppose constructing new fast vehicle ferries (Alternatives 4A and 4B) because the Fairweather has not been reliable in Lynn Canal.

I question the lack of point-to-point routing imposed by Alternatives 4A, B, C, and D, which would no longer serve all three Lynn Canal communities, necessitating building three new vessels, each dedicated to one of these routes: Juneau/Haines/Juneau, Juneau/Skagway/Juneau, and Haines/Skagway. This routing adds unnecessary capital and operational costs. Support the traditional and more efficient routing used by mainline ferries, the Le Conte, and the summer day boat.

I request a realistic determination of East Lynn Canal road closures based on the discovery of 112 geological hazards (rock and landslides) in addition to the 36 avalanche paths. Please review the December 2006 Geotechnical Report at: http://www.dot.state.ak.us/stwdplng/projectinfo/ser/juneau_access/documents.shtm

Alt 2B-Geotechnical

I request a realistic cost estimate for an East Lynn Canal road based on the new geotechnical information that suggests a need for expensive snow sheds, tunnels, and retaining walls. I support a Purpose and Need Statement that includes safety and reliability, by promoting the concept that Juneau Access is not improved if DOT selects an unsafe and/or unreliable alternative.

P&N-Safety & Reliability

Alt 2B-Cost Analysis

Alt 4A-Against-Costs Alt 4D-Against-Costs
Alt 4A-Against-O&M Costs Alt 4D-Against-O&M Costs
Alt 4A-Against-Routing Alt 4D-Against-Routing
Alt 4B-Against-Costs
Alt 4B-Against-O&M Costs
Alt 4B-Against-Routing
Alt 4C-Against-Costs
Alt 4C-Against-O&M Costs
Alt 4C-Against-Routing

I prefer to continue to rely on ferries for medical and other appointments, travel connections, etc. The ferry system is the only reliable and safe transportation alternative for the Upper Lynn Canal.

General Marine Ferry Alt-Support-Reliability
General Marine Ferry Alt-Support-Safety

Sincerely,

Thom Ely
POB 1014
Haines, SK 99827
907-314-0860

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 13, 2012 9:37 AM
To: Davis, Cecile
Subject: 021212 Pete Griffard JAIP Comment

-----Original Message-----

From: Pete [<mailto:pg223griff@yahoo.com>]
Sent: Sunday, February 12, 2012 1:09 PM
To: juneauaccess@alaska.gov
Subject: Improvement process SEIS

Greetings

My name is Pete Griffard and I am a resident of Skagway.

I guess my biggest question is,

What do you do with walk ons for any of the road extension alternatives?

With the current cost of a taxi from Auke Bay to downtown Juneau what would it cost from the alternatives? Seems like this would be cost prohibitive for both traveler and a potential shuttle company.

What will people do when stranded at new proposed alternatives due to road closures or ferry service interruptions? Especially in winter? General Roads-Transportation Connection & Cost

One of the enhanced ferry alternatives make sense to me. General Marine Ferry Alt-Support

What would help us in Skagway is if in the winter the ferry would originate in Skagway, have a 6 hour layover and return the same day. If you did this, 3 days a week would be enough. Schedule this to coincide with mainline service and eliminate the mainline route to Skagway with a transfer instead. Gen Marine Ferry-Schedule

Thank you,

Pete Griffard

Sent from my iPad

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Thursday, February 16, 2012 9:49 AM
To: Davis, Cecile
Subject: 021512 Bill Paulick JAIP Comment

-----Original Message-----

From: Bill Paulick [<mailto:juneaubrass@alaska.com>]
Sent: Wednesday, February 15, 2012 6:07 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access opinion

cf_name=Bill Paulick
[cf_mail=juneaubrass@alaska.com](mailto:juneaubrass@alaska.com)
cf_address=9550 Moraine Way
cf_city=Juneau
cf_state=AK

Alt 3-Support
General Road-Support-O&M Cost

cf_comment=I favor option #3, or any other option that will minimize the use of AMHS assets. Between USCG manning req's (labor costs) and the riding cost of fuel and maintenance, this method of transportation needs to be minimized for economic reasons alone. I would be in favor of adding a toll component to the Juneau access road; something in the area of 1-2\$ per axle will offset some maintenance costs. I think we've studied this proposal enough. It's time to make a decision and get on with this program.

General Road-Support-Tolls

This page intentionally left blank.

Rob Goldberg
PO Box 1154
Haines, AK 99827
artstudioalaska@yahoo.com

Scoping Comments for the Juneau Access Supplemental EIS

February, 2012

To: Reuben Yost, Project Manager
DOT&PF

Background

I have been following the Juneau Access project for many years. Unlike most of the people who have been designing, planning and promoting the road north from Juneau, I have “boots on the ground” experience on the east side of Lynn Canal. I have been mountaineering in Alaska since 1978, and was a member of a threesome that made the third ascent of Mt. Sinclair, the highest point along the Lynn Canal. I also have a background in geology, glaciology and avalanche science. My home south of Haines looks out to the mountains on the east side of Lynn Canal, and I monitor the avalanche activity regularly. I have also been involved in planning for the Haines Borough for 22 years.

In the following comments I will attempt to highlight topics that I think were missing or deficient in the last EIS as well as to explain my preferred alternative.

Eliminate Bias

The last EIS was shamelessly biased in favor of the East Lynn Canal Road. A small example is that there were statements extolling the spectacular views that will be had from the road, yet no mention of being able to see anything from the ferries.

Alt 2B-Against-Visual

Statistics in the last EIS were grossly misleading. For example, there were figures comparing the cost per mile of vehicle transport in Alaska by road and ferry. The bulk of car traffic in Alaska takes place in Anchorage and Mat-Su, where the volume makes the cost per mile very low. The ferry numbers included trips to the Aleutians, which have low volume and high cost. Neither of these numbers had any relevance to the traffic flow in the Lynn Canal. Their only purpose was to mislead the public into thinking that moving cars on a road is really cheap and moving cars on a ferry is really expensive.

Alts-Evaluation-Cost Analysis

Be honest. If you attempt to spin the numbers you will be publicly exposed. Keep your numbers specific to the Lynn Canal.

Geotechnical Report

The geotechnical report done by Golder Associates was very valuable. By actually putting people on the ground to see the terrain, this report moved the planning for an East Lynn Canal road from the theoretical into the real world. I can tell you from personal experience that the geotechnical report is correct. The terrain is extremely severe. You cannot traverse for any distance along “the wall” without technical climbing equipment. What look like forested slopes from the water are often cliffs with trees growing out of the rock. There are miles of steeply sloped, and precariously perched, car to house sized mega-boulders that extend well above and below the waterline. Numerous rock outcroppings and cliffs extend upward from the water for hundreds of feet. There are many miles of shoreline where you cannot even land a kayak. The only “beaches” are at the bottom of avalanche paths. I would strongly encourage you to watch the documentary film “Steep Not Cheap”, made by experienced climbers Will Wacker and Mike Miller. It’s available on YouTube. Even they could not traverse the proposed route of the road. They were forced to swim around the most severe cliffs. Golder’s people didn’t even try to complete the traverse. Their survey stakes marking the proposed road alignment abruptly stopped at every obstacle and they retreated to boats.

The point is that the east side of Lynn Canal is no place to build a road. I’m not saying that it couldn’t be done with heroic engineering, but at what cost?

The last EIS was based on a theoretical picture of the terrain. The new EIS must be based on the data from Golder Associates’ geotechnical report. [Alt 2B-Against-Geotechnical](#)
[Alt 2B-Against-Cost](#)

Cost Estimates

The cost estimates in the last EIS were underestimated by a factor of 2. These numbers were misleading to the public and to the state and federal governments who would be asked to fund the project.

Now that the geologic obstacles have been identified, each problem detailed in the geotechnical report must be engineered and estimated individually, as is done with river crossings. Only in this way will a true cost estimate be realized. A generalized cost per mile will not work in this terrain.

The engineering and cost estimates should be done by an independent contractor, such as Golder Associates, and not by DOT&PF. [Alts-Evaluation-Cost Analysis](#)

Who Will Pay?

A road on the east side of Lynn Canal would likely cost upwards of a half billion dollars. Who will pay for this? If state funds are used, how will this affect the state’s ability to fund other transportation needs around the state? The federal government is facing record deficits. Will the American people stand for a half billion dollar project that connects a small city of 30,000 people to a ferry terminal in the middle of nowhere?

The EIS must contain a definite plan for funding the project.

Alt 2B-Funding Source

Future Costs

In the last EIS, much was made of the fact that the operating costs of the ferries are more than that of roads. However, there was no mention of the projected costs over time. Ferries have shown that they can last more than fifty years with periodic maintenance. Roads in this environment need rebuilding after twenty years or so. Typically, the state does minimal maintenance on its roads, and counts on federal funds to rebuild them when they degrade. Rebuilding roads today costs several million dollars per mile.

To give a true cost comparison between ferries and roads, the time period must be extended out fifty years. The costs of rebuilding a road every twenty years must be considered when comparing the operating and maintenance costs over a ferry's life span.

Alts-Cost Analysis

M & O Costs

In the last EIS, a good part of the state's reasoning for preferring a road instead of ferries was based on the perception that the ferries' maintenance and operations costs are too high. As I remember, when the costs were analyzed for just the Lynn Canal portion of the ferry system, there was about a \$5 million annual shortfall between expenses and revenue generated by fares and concessions. This needs to be analyzed further in the new EIS. Again, the numbers must be specific to the Lynn Canal ferry route and not include data from other parts of the ferry system.

There seems to be an expectation from DOT that the ferries should make money, or at least break even. This same standard is never applied to roads. There isn't a road in Alaska that doesn't cost the state money.

Last time around I presented an idea to address this annual shortfall. There is already a Marine Highway fund. If the legislature could find a way to put money into this fund as an investment account, the interest accrued could help offset all or part of the ferry's annual deficit. No one has given me a reason why this wouldn't work.

General Marine Ferry Alt-O&M
General Marine Ferry Alt-Funding Source

Public Safety

To my knowledge, no one has ever been killed in an accident on the Alaska Marine Highway. People die on the roadways in Haines and Juneau every year. These facts must be acknowledged in the EIS. An East Lynn Canal road would be especially dangerous. It would be narrow, twisty and exposed to extreme weather conditions, rockfall and avalanches.

General Road-Against-Safety

Avalanches

The EIS must be realistic in its assessments of the dangers posed by avalanches, and of the state's limited ability to control avalanches and mitigate the danger to the public. The

last EIS, in my opinion, vastly overestimated the state's ability to control avalanches on the east side of Lynn Canal. There were comparisons made to Thane Road. These comparisons were completely misleading. The mountains along the east side of Lynn Canal are a world apart from those that shed onto Thane Road. Along the Lynn Canal, the accumulation zones for avalanches are far higher (up to 6000'), extend for many miles and experience severe wind loading. Many of the avalanche paths are funnel shaped, which direct a tremendous volume of snow into the runout zones. There are avalanches from October through May. Below several of the paths the accumulated snow and debris pile up to heights of fifty feet or more, and I have seen the snow last into September.

The state will not be able to effectively control these avalanches. Neither cannons nor aircraft will be able to reliably discharge the loaded snow. The accumulation zones are far too extensive and remote, and the weather is often unsuitable for aircraft.

The fact is that if the state cared at all for the safety of the public, an east Lynn Canal road would be closed for most, if not all of the winter. These avalanches are not predictable. There are avalanches during winter storms, but there are also avalanches in the fall when it is raining at sea level, in the spring when the sun hits the slopes and on days when you would not expect there to be any danger at all. There is the now famous picture of the huge mass of snow floating in Lynn Canal that fell on a calm, drizzly morning in March. Who would have predicted that?

What protection is the state going to provide for the equipment operators whose job it will be to clear the snow and debris from these avalanche paths? Many of the accumulation zones are huge and have many slope aspects. If a north facing slope gives way, a crew will be sent in to clear the slide. I wouldn't want to be in the way when the sun hit the south facing slopes and sent another slide down. There would be no chance of survival. The maintenance workers on an east Lynn Canal road would have the most dangerous job in Alaska. There would probably be a reality TV show made about them.

The new EIS must consider concrete snow sheds below all the major avalanche paths as part of the road's design. The cost of these snow sheds must be estimated accurately.

There must be a detailed road closure policy in the EIS. The previous estimate of a month of closures per year was highly optimistic. The policy must err on the side of public safety. Four to five months of closures is probably closer to reality.

Even with a conservative closure policy, it is likely that travelers would become stranded on sections of the road between avalanche paths. It is easy to envision a scenario where travelers could find the road blocked by an avalanche, only to turn around and find that their escape is blocked by a different slide. The EIS should consider providing several rescue shelters along the route that would allow people to survive while awaiting a rescue that could take days. A rescue plan should be developed and put in the EIS.

Alt 2B-Against-Geotechnical

Alt 2B-Against-Safety

Shuttle Ferry

The EIS must consider the weather conditions in the Lynn Canal in the design of any shuttle ferry. Winter conditions can exceed 80 kts of wind and 15' seas, and commonly exceed 50 kts and 10' seas. Even a ship the size of the LeConte is not sufficient in the top end of these conditions. If a ferry is to provide service during times of road closure, which may be most of the winter, it will have to be the size of the proposed Alaska Class ferry. If this ship will have to be built to service the road, is the road necessary at all? The ferry could handle the traffic year round at far less cost.

General Marine Ferry Alt-Ferry Design

Katzehin Ferry Terminal

The EIS should take a hard look at whether the Katzehin River delta is a suitable place for a ferry terminal. The accumulated silt may not provide a firm foundation. The site is exposed to wind and waves, and would probably require a breakwater.

Alt 2B-Ferry Terminal Design

Police and Rescue

The EIS must consider the cost of police and rescue on any new road. There will be accidents. Will the trooper and ambulance squad from Haines be required to respond? If so, who will be left on the Haines side of Lynn Canal to respond to emergencies?

Alt 2B-Cost Analysis
Alt 2B-Safety

Economic Loss for Haines

The EIS must consider the potential economic loss to the community of Haines from an east Lynn Canal road. Haines currently benefits by being at the end of the road. Southbound travelers often stay in Haines while waiting for the ferry. Another factor that must be considered is the potential drain on Haines businesses from the big box stores in Juneau.

Alt 2B-Socioeconomic

Walk On Passengers

Many residents of Haines and Skagway, as well as visitors, prefer to travel without a car. Currently, a large percentage of ferry passengers walk on. The EIS must address what will happen to these travelers. There is no form of public transport from the ferry terminal at Auke Bay. Why would we think that there will be public transport from a ferry terminal at the Katzehin? Will the state provide bus service? The state should be encouraging people to take public transport instead of discouraging it.

Alt 2B-Transportation Connections & Cost

Visual Impacts

With the severity of the terrain, an east Lynn Canal road would have enormous cuts and fills. It would look like a horizontal strip mine scarring the length of one of the most beautiful fjords in the world. The EIS must address this. Would this road meet the visual quality standards of the US Forest Service? Would residents and visitors be happy with the way it would look?

Alt 2B-Visual

Environmental Issues

Sea lions, bald eagles and mountain goats must be considered in the EIS. The sea lion groups along the road's proposed route may be the largest in Alaska. Their haul outs are directly in the road's path. How will the road be routed and constructed to not displace the sea lions? There are numerous bald eagle nest trees along the proposed route. How will the road be routed to avoid them? Mountain goats regularly come to tidewater, probably to obtain salt from seaweed. A road would traverse their routes and put them at risk.

Alt 2B-Wildlife-Marine Mammals
Alt 2B-Wildlife-Eagles
Alt 2B-Wildlife-Terrestrial Mammals

Focus

The focus of the Juneau Access project has been on moving cars. I think instead, the project should focus on moving people, many of whom choose to traverse the Lynn Canal unencumbered by a car. This focus on cars has led DOT planners into the impractical and expensive position of trying to force a road into terrain that will not allow it. In this part of the world, the water is a lot flatter than the land. It makes perfect sense to use it for transportation.

The Alaska Marine Highway is a wonderful form of mass transit. Its ability to transport vehicles and people simultaneously is unique. It gives people a choice – take the car along when you need it, or leave it at home when you don't. It's time for DOT planners to stop looking at the Marine Highway as some sort of unwanted step-child and see it for what it is: a practical and versatile mass transit system.

General Marine Ferry Alt-Support-Transportation Needs

In these days of huge government deficits and rising energy costs, I think a conservative approach is called for. A huge construction project is not what we need. A road along either side of Lynn Canal would be enormously expensive and would give no greater access to Juneau. A road would endanger the public and cause harm to the landscape. The best approach is to work on making the ferry more efficient.

Alternatives

My Preferred Alternative:

A new ferry should be built specifically for the Lynn Canal. I will call it the Davidson after the explorer George Davidson and his namesake glacier near Haines. The Davidson should be at least the size of the Taku and with a hull designed for rough conditions. The LeConte is a great little ship, but I was on it a few weeks ago when the northerlies were blowing 60 kts and waves were coming over the bow and battering the windows in the forward observation lounge. When we made it to Haines the ship looked like Shackelton's ship "Endurance" after a winter in the Antarctic ice pack. The Davidson would be designed to be as fuel efficient as possible. It should have few, or no staterooms. The design should maximize the number of cars and people. Does this match your description of the Alaska Class ferry?

General Marine Ferry Alt-Ferry Design

The Davidson should be home ported in Skagway. I think it is much more important to the lives of the people of Haines and Skagway to depart in the morning than it is for people in Juneau. Residents of Haines and Skagway must come to Juneau for travel Outside and for medical services. The same cannot be said for Juneau residents coming northbound. A ferry that leaves Skagway at 7am and Haines at 9am allows residents of these communities to catch an Alaska Airlines flight out of Juneau that afternoon and get to Seattle by dinner time. It is often possible to continue on a redeye flight to the East Coast that night. On the return trip, it is often possible to catch the afternoon ferry northbound on the same day that you flew into Juneau. Home-porting the ship in Skagway also makes one day trips to Juneau for medical appointments possible. The difference between overnighing the ship in Skagway or Juneau may not make much of a difference to Juneau residents, but it is huge for the people of Haines and Skagway.

For efficiency, the number of ferries weekly in Lynn Canal should vary with the demand. In the summer, the Davidson or the Malaspina should run daily on a SGY-HNS-JNU-HNS-SGY schedule. The Bellingham run is an important link that should run year round. The Prince Rupert ferry is well used in the summer and should be kept on. That would give Lynn Canal nine ferries a week in the summer. If the ferries were running full, additional runs of the LeConte or the Fairweather could be added as needed. I do not think a second ferry is needed on most days. Last summer when there were two ships in back to back, the Malaspina could have handled the traffic and the Fairweather was burning all that fuel for a handful of passengers. The ferry system would operate a lot more efficiently if there were flexibility built into the system and a way to predict the amount of traffic. If Alaska Airlines manages to run with full flights there must be a way for the Marine Highway to do it too.

In the fall, as traffic wanes, the number of sailings would be reduced. The Bellingham ferry would stay, and the Davidson could be reduced to five and then four sailings a week for the winter, overnighing in Skagway.

General Marine Ferry Alt-Schedule
General Marine Ferry Alt-Service
General Marine Ferry Alt-Efficiency

Alternative 1. No Action

This is close to what I have suggested above.

Alternative 1B. Enhanced Ferry Service

If the passenger and vehicle traffic warrants it, I think this alternative would work. At the current level of demand, from my observations, I think that on days with two ferries there would be a lot of empty space. Why run extra ships if the demand doesn't warrant it? Please note: the Fairweather is completely unsuitable for winter use in the Lynn Canal and should not be considered. Again, a day boat in Lynn Canal should be home ported in Skagway overnight.

Alt 1B-Support-Schedule
Alt 1B-Support-Ferry design
Alt 1B-Support-Ferry Home Port

Alternative 2B. East Lynn Canal Road

I strongly suggest to all advocates of the East Lynn Canal Road option that you put on a pair of stout climbing boots, a climbing harness and a full rack of rock climbing gear and try to walk from Berners Bay to the Katzehin. Until you do that, you have absolutely no standing to raise your voice in favor of the road. You are speaking from a position of ignorance. Go out there and find the truth. God help all travelers if this road ever becomes a reality.

Alt 2B-Against-Geotechnical

Alternative 3. West Lynn Canal Road

I think my friend John Schnabel said it best: “It’s an easier place to build a road, but it doesn’t go to Juneau.”

Alt 3-Against

Alternative 4. Marine Alternatives

I have never been a fan of the fast ferries. The extra speed is not worth the enormous amounts of fuel they consume. They are also completely unsuited for the weather and sea conditions that occur in Lynn Canal in the winter, fall and sometimes in the spring and summer.

General Marine Ferry Alt-Ferry Design

Additionally, I strongly oppose moving any of the ferry terminals farther from the population centers. The focus must be on moving people, not cars.

Ferries that come to the upper Lynn Canal must stop at both Haines and Skagway. Traveling all that way just to skip one of the ports is wasteful.

General Marine Ferry Alt-Terminal Location
General Marine Ferry Alt-cost

Thank you for considering my comments.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Thursday, February 16, 2012 9:44 AM
To: Davis, Cecile
Subject: 021612 Philip Clark JAIP Comment

From: philip clark [<mailto:philippclark@yahoo.com>]
Sent: Thursday, February 16, 2012 7:51 AM
To: juneauaccess@alaska.gov
Subject: comment

philip clark
box 1205
skagway
AK

General Road-Against-Cost
General Road-Against-Socioeconomic

i do not support this road nonsense. this notion that access will be better and cheaper seems primarily to be driven by monied interests or lack of vision rather than public demand or reality. certainly it's along the lines of old-school beliefs that the more roads we have, the more nature is 'developed' the better off we are. balderdash! regardless of what is found by the seis i believe this road project is and will remain a waste of resources, and i believe it would be a hardship on the communities of haines and skagway--primarily skagway--as well as thousands of walk-on ferry travelers. if there are private mining operations interested in expanded roadworks, allow them to build them at their own cost, or suggest they build their own barge/ship docking facilities on site. i strongly support MARINE ALTERNATIVE 4A. i would also strongly support ALTERNATIVE 4C if 4A should prove to be more costly than presently tenable. i do not support any of the new road construction options.
thank you.
philip clark

Alt 4A-Support
Alt 4C-Support

P&N

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 13, 2012 9:36 AM
To: Davis, Cecile
Subject: 021212 Bob Duis JAIP Comment

Alt 2B-Against-Sa

From: Bob Duis [<mailto:duisjr@yahoo.com>]
Sent: Sunday, February 12, 2012 1:19 PM
To: JuneauAccess@alaska.gov; carol duis
Subject: JAI feedback

Alt 2B-Against-Safety
 Alt 2B-Against-Cost

As a resident of Haines, I am strongly opposed to alternative 2B. I've seen the slide/movie presentation by 2 guys who hiked/swam the proposed route and vividly remember the great number of avalanche and rockslide areas. Do you really want a 40-foot recreational vehicle or a double tanker of fuel in that danger? And your flyer didn't include the expense of various alternatives, but I'm sure that 2B would be ridiculously costly. That includes not only highway construction but one or two terminals, which still leaves a ferry ride necessary from the Katzenhin. You also must realize that many on our side of the Lynn Canal think that 2B is only for the benefit of the mine. Think how costly a cab ride to your proposed Comet terminal would be, or what about a busload of athletes/scholars being marooned there in bad weather?

P&N

Alt 2B-Against-Transportation Connections & Cost

I'm undecided about which is better--1B or 4A--because both rely on the fast ferry. I've seen how the Fairweather sometimes lives down to its name, being reliable only in "fair weather". So I'm in favor of 4C with the more sturdy conventional monohull.

Alt 4C-Support-Ferry Design

Besides not including expense, your flyer is circulated at time when many in Southeast are in the lower 48. Hope their opinions may be input at a later date.

Carol Duis
 907-303-0505
 Box 836
 Haines AK 99827

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 12, 2012 10:20 AM
To: Davis, Cecile
Subject: 021012 Bradley O'Dell JAIP Comment

From: Brad O'Dell [bodell@gci.net]
Sent: Friday, February 10, 2012 7:22 PM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

name=Bradley O'Dell
[mail=bodell@gci.net](mailto:bodell@gci.net)
address=6717 Marguerite Street
city=Juneau
state=AK
state=99801

comment=Do not waste any more time or money on building a road up Lynn Canal. We don't need it, never have and never will. The costs associated with building it and maintaining it are too high.

General Road-Against-Construction Cost
General Road-Against-O&M Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 12, 2012 10:20 AM
To: Davis, Cecile
Subject: 021012 Scott Spickler JAIP Comment

From: Scott Spickler [sspickler@gmail.com]
Sent: Friday, February 10, 2012 11:06 PM
To: juneauaccess@alaska.gov
Subject: Alternative 2B

name=Scott Spickler
[mail=Sspickler@gmail.com](mailto:Sspickler@gmail.com)
address=10754 Horizon Dr
city=Juneau
state=AK
state=99801

Alt 2B-Support-Cost

comment=I support alternative 2B. The time has come to move this project forward to provide reliable lower cost travel opportunities for SE Alaskans. The demand for hard link access has been delayed long enough and the associated increased costs due to said delays are strangling our regions growth.... In fact our population is shrinking. The road will prove to be one of the best long term investments the state can take now for future generations to come.

Thank you

Alt 2B-Support-Socioeconomic

Sent from my iPad

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 12, 2012 10:19 AM
To: Davis, Cecile
Subject: 021012 Atlin Daugherty JAIP Comment

From: Atlin Daugherty [akhomefire@yahoo.com]
Sent: Friday, February 10, 2012 11:42 PM
To: juneauaccess@alaska.gov
Subject:

name=Atlin Daugherty
[mail=akhomefire@yahoo.com](mailto:akhomefire@yahoo.com)
address=9223 N. Douglas Hyw
city=Juneau
state=ak
state=Ak

Alt 1-Support-Cost

comment=Alternative One is my first option. The system we have now works just fine and it will not cost tax payers millions. Lets face it if you are really going to come to Juneau to talk to politicians you are going to fly and if you don't fly, a four hour to two hour ferry ride is not that big of deal. Alternative 4A would be my next option manly because it would provide some jobs for people.

Alt 4-Support-Socioeconomics

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Friday, February 10, 2012 2:13 PM
To: Davis, Cecile
Subject: 021012 Peter Neyhart JAIP Comment

-----Original Message-----

From: Peter Neyhart [<mailto:pneyhart@alaska.net>]
Sent: Friday, February 10, 2012 12:16 PM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

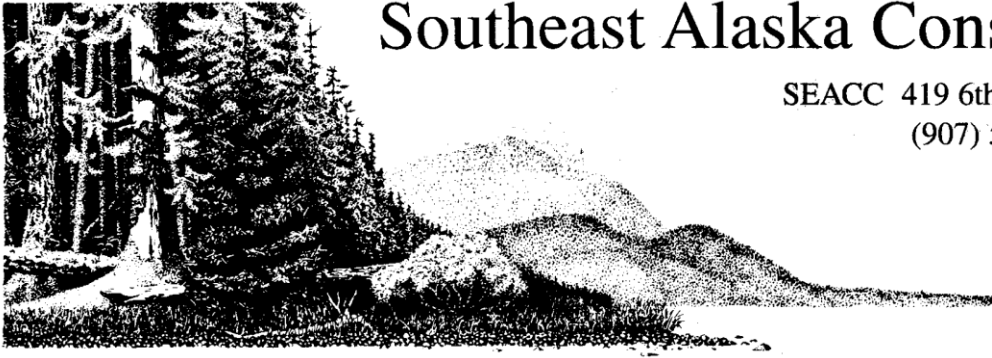
name=Peter Neyhart
[mail=pneyhart@alaska.net](mailto:pneyhart@alaska.net)
address=144 Behrends Ave
city=Juneau
state=Alaska
state=99801

General Marine Ferry Alt-Against
Alt 2B-Support

comment=I am not interested in enhanced ferry service as a excuse to delay alternative 2B at the courts requirement. I have lived in Juneau 42 years anticipating a highway out of Juneau. I am in my seventies and appreciate the ability to drive to destinations. My experiences with ferry service have been less than stirring. I have made near a dozen trips down the Alaska Highway and need reliable access to connections to the Highway.

General Road-Support-Reliability

This page intentionally left blank.



Southeast Alaska Conservation Council

SEACC 419 6th Street, Suite 200, Juneau, AK 99801
(907) 586-6942 phone • (907) 463-3312 fax
www.seacc.org • info@seacc.org

February 10, 2012

Tim Haugh
Environmental Program Manager
FHWA Alaska Division
PO Box 21648
Juneau, Alaska 99802-1648

Reuben Yost,
Project Manager
DOT&PF Southeast Alaska Region
PO Box 112506
Juneau, AK 99811-2506

via e-mail: Tim.Haugh@dot.gov

reuben.yost@alaska.gov

Re: Scoping comments relating to the supplemental environmental impact statement (SEIS) for Juneau Access Improvements

Dear Mr. Haugh and Mr. Yost:

Thank you for the opportunity to submit scoping comments on the supplement to the supplemental Environmental Impact Statement (SEIS) for the Juneau Access Improvements, a proposal to improve surface transportation to and from Juneau within the Lynn Canal Corridor. We have participated in good faith in this planning process for nearly 20 years. We are counting on both agencies to complete this SEIS process in a fair and unbiased manner and in conformance with federal and state legal requirements. We are hopeful that such a review will lead to a decision that avoids any degradation of the rich array of important fish and wildlife habitats, high value recreation and tourism uses, and 'wildland' character within Berners Bay and upper Lynn Canal in general. The special designation by Congress of the Berners Bay Legislated LUD II area in 1990, underscores the national significance of this area. Please consider the following recommendations as you proceed.

Redefine the Purpose and Need: Our hope that this SEIS process would not turn into another wasted effort to rationalize a decision already made – to build a road out of Juneau – was shaken by this statement in the Notice of Intent (NOI):

The purpose for the project remains the same: to improve surface transportation to and from Juneau within the Lynn Canal corridor to provide travel flexibility, capacity to meet demand, and greater travel opportunity while reducing travel time, state costs, and user costs.

77 Fed. Reg. 1973 (Jan. 12, 2012).

We recommend the agencies redefine the purpose and need for this project to drop components like 'reducing travel time' or 'lowering user costs' to focus on more

realistic criteria like improving regular, predictable, safe access for the public in Lynn Canal. This would be particularly prudent because of the agencies' inability to offer a reasonable explanation for their reliance on inaccurate and misleading frequency delay times in predicting traffic demand.

Finally, we acknowledge that consideration of 'state costs' is relevant when making any informed decision about how to provide regular, predictable, and safe transportation in Lynn Canal. Please explain, however, why a reduction in state costs provides a useful and accurate measure for determining whether the surface transportation system in Lynn Canal is safe, efficient, and reliable.

P&N

Drop Impracticable Alternatives from Consideration: Other than offering the court-mandated new alternative, the agencies indicate they intend to update all the action alternatives previously considered in the 2006 FEIS. Please – don't waste our time and taxpayer money on such monotonous repetition. Instead, we recommend the agencies take advantage of the expert analysis and review previously done by the Army Corps of Engineers, Environmental Protection Agency, U.S. Fish and Wildlife Service, and National Marine Fisheries Service.

Alts-Evaluation

For example, we hope that by "updating" the Juneau to Katzehin delta road alternative the agencies intend to substitute Alternative 2B, as modified to avoid and mitigate impacts during the post-FEIS 404(b)(1) Guidelines analysis. This Modified Alternative 2B reduced the acres of wetlands filled by nearly 57%, modified the alternative's route, avoided placing fill material in any contiguous wetland when constructing bridges to cross the Antler and Lace Rivers, and bridged additional salmon streams discovered during the 404(b)(1) Guidelines analysis. The SEIS should provide updated effects and cost figures for these changes.

Alt 2B-Update

We further recommend that FHWA and DOT&PF drop Alternative 3, Modified Alternative 3,¹ 4A, 4B, 4C, and 4D from further consideration. Upon completion of its 404(b)(1) Guidelines analysis, the Army Corps of Engineers concluded that:

Alternatives 3, Modified Alternative 3, 4A, 4B, 4C, and 4D, were all determined to be not practicable after taking into consideration cost, existing technology, and logistics in light of the overall project purpose. Logistics and technology were the deciding factors in this analysis.

Dept. of Army ROD & Permit Evaluation for the Juneau Access Improvements Project at 22 (June 13, 2008)(hereinafter "§404 ROD & Permit"). Although Alternative 4C would provide conventional monohaul service from Auke Bay instead of Berners Bay, DOT&PF advised the Corps that this alternative was impracticable because it would not increase capacity when compared to the other alternatives including the No Action Alternative. *Id.* at 19. Consequently, unless some new information had arisen since completion of this 404(b)(1) analysis, further analysis of these alternatives seems pointless.

Alt 3-USACE P&N
Alt 4A-USACE P&N
Alt 4B-USACE P&N
Alt 4C-USACE P&N
Alt 4D-USACE P&N
Alt 3-Screening
Alt 4A-Screening
Alt 4B-Screening
Alt 4C-Screening
Alt 4D-Screening

¹ The Corps of Engineers added this alternative during its 401(b)(1) Guidelines analysis to avoid issues over potential impacts to endangered species in Berners Bay raised by the EPA, National Marine Fisheries Service, and U.S. Fish and Wildlife Service. See "§404 ROD & Permit at 10.

The “New” Ferry Alternative: Federal courts directed the FHWA and DOT&PF to consider “an alternative which improved ferry service using existing assets . . . to foster informed decision-making and public participation.” This means the agencies must comprehensively evaluate how all the existing vessels in the Alaska Marine Highway System (and vessels likely to be deployed in the future) used in Southeast Alaska could be configured to provide better service in the Lynn Canal corridor while still providing satisfactory service and interconnectivity to other Southeast Alaska communities.

Consequently, we were disappointed to see DOT&PF’s January 2012 *Project Newsletter* label the new, court-mandated action alternative as a variant of the existing ‘no-action’ alternative. Both the FHWA and DOT&PF are responsible for taking a hard look at the effects of a marine alternative, which provides improved regular, predictable, and safe transportation in Lynn Canal, to foster informed decision-making and public participation. Anything short of this fails to fulfill the most basic purpose of NEPA.

Alts-Evaluation-Vessel Optimization

We have several recommendations for the FHWA and DOT&PF regarding the new, marine alternative:

- Re-number the new alternative as Alternative 2, and the road alternative as Alternative 3;
- Make sure that the SEIS reflects a comprehensive and integrated analysis of regular, predictable, and safe transportation in Lynn Canal;
- If the above Lynn Canal marine alternative would significantly diminish service to other Southeast Alaska communities, consider a third action alternative that would build two or more Alaska Class Ferries in order to meet capacity demand in Lynn Canal and provide adequate system-wide service.

Alts-Evaluation

We acknowledge that several of the ships in the AMHS fleet are aging and will need to be replaced in coming years. The state has commissioned the construction of at least one Alaska Class Ferry to replace one of its aging vessels, and more ships have been requested. Alaska Ship and Drydock, located in Ketchikan, is in strong contention to win the construction bid of Alaska Class Ferries, which would create approximately 200 year round jobs in Ketchikan. We strongly support Alaska Ship and Drydock and the State in their effort to invest Alaskan money in Alaskan infrastructure and laborers.

General Marine Ferry Alt-Support-Socioeconomic

‘Safety’ is a significant issue: Both federal and state law recognize safety as a key factor in making surface transportation decisions. *See* 23 U.S.C. § 101(b)(3)(D); 23 U.S.C. § 109(a); AS 19.05.125 (purpose of establishing highway department includes improving the “general welfare of the people of the state”). One of the four goals stated for the 2008 Southeast Alaska Transportation Plan is to “maintain or improve modal safety.”² Alaska new Statewide Long-Range Transportation Policy Plan, *Let’s Get Moving 2030*, identifies ‘safety’ as a primary policy consideration.

P&N-S&R

²See <http://dot.alaska.gov/sereg/projects/satp/mission.shtml> (last checked Feb. 7, 2012).

Given the significance of the safety issue in surface transportation planning, and the numerous avalanche and slide areas on the east side of Lynn Canal adjacent to the proposed road route, the Juneau to Katzehin delta road alternative presents huge safety problems not at issue with the Lynn Canal marine ferry alternative(s). Previous geotechnical investigations undertaken by Golder Associates (Dec. 2006) for DOT&PF along the 22.2 miles of proposed road south of the Katzehin River to Independence Creek show extensive technical difficulties and hazards associated with road construction and operation, including rockfalls, debris flows, and avalanche-related problems. While there are engineering and design solutions available, such as retaining walls, tunnels, and snow sheds, that may make such a route reasonably safe, the SEIS must disclose and analyze the costs involved. In addition to the engineering and design costs, the agencies need to take a hard look at the costs of maintaining the proposed road throughout the winter.

‘Threatened and Endangered Species’ are significant issues: If FHWA and DOT&PF intend to “update” all the alternatives considered in the 2006 FEIS, then we recommend that FHWA initiate early consultation on a range of alternatives and cumulative actions with the National Marine Fisheries Service. By dropping alternatives with ferry service from Berners Bay, the agencies will avoid possible disruption of the prey base for Steller sea lions and humpback whales and collisions resulting in disturbance, injury or mortality to these marine mammals.

Alts-Evaluation-T&E Consultation

Even if FHWA and DOT&PF drop the alternatives based on ferry service from a dock in Berners Bay to either William Henry Bay or Haines and Skagway as suggested above, *supra* at 2, we still advise the FHWA to initiate early consultation with the National Marine Fisheries Service. The proposed road alternative will cross designated critical habitat for Steller sea lions. Although the previous informal consultation with the National Marine Fisheries Service concluded that the proposed road was not likely to result in adverse modification of critical habitat, new information supports additional consultation. In particular, we understand that the proposed road segment near the Gran Point sea lion haulout does not have a clear design option at this time and the series of mitigation measures agreed to in 2006 are subject to change as the agencies learn whether the identified measures are effective or not. This type of adaptive management reflects significant uncertainty about the effectiveness of the chosen mitigation measures and requires the initiation of formal consultation. We recommend FHWA begin consultation now.

Alt 2B-T&E-Consultation

Compensatory Mitigation under § 404(b)(1) Guidelines is a significant issue: In its 2008 decision, the Army Corps directed DOT&PF to pay a total of \$1.22 million dollars as In-Lieu Fee (ILF) for the unavoidable adverse impacts to fresh water aquatic resources, intertidal, and subtidal marine waters. See “§404 ROD & Permit at 65 (condition 4.a-c). The Army Corps did not identify a specific ILF operator to whom payment should be made, or select the specific mitigation project sites where aquatic habitat restoration, enhancement, and/or preservation opportunities exist sufficient to replace the adversely affected resources of Berners Bay, an undisputed Aquatic Resource of National Importance.³

³ See Letter from EPA to U.S. Army Corps of Engineers (June 12, 2006); §404 ROD & Permit at 25-26. The State of Alaska’s response that Congress chose to designate Berners Bay a LUD II area, not a Wilderness area, does not lessen the substantial and unacceptable impacts that highway construction would have on the nationally significant wildland values of this incredibly productive ecosystem.

The Berners, Lace, Antler, and Gilkey Rivers, all of which flow into Berners Bay, were identified by ADF&G as primary salmon producers in the Tongass Fish and Wildlife Resource Assessment (ADF&G 1988). The report also rated the Berners and Gilkey Rivers a high value for sport fish.⁴ In describing the Berners River outstandingly remarkable values which qualified this river for Wild River designation under the Wild and Scenic Rivers Act, the Forest Service noted that "... the broad floodplain of the Berners River is a large dynamic wetland complex."⁵

In the 1990 Tongass Timber Reform Law, Congress chose to require special management for Berners Bay (and 11 other Tongass areas) because of its "critical importance for fish and wildlife habitat and their high value to tourism and recreation." *See* H.R. Conf. Rep. No. 101-931, at 16 (1990). Consequently, the SEIS should look at compensatory mitigation to compensate for losses in addition to aquatic resources. *See* 73 Fed Reg. 19594, 19602 (April 10, 2008)(explaining final rule for compensatory mitigation).

Given the irreversible impact to the undeveloped nature of this entire watershed from building a highway through Berners Bay, we believe the compensatory mitigation approved back in 2008 for this project is inadequate. We request that the SEIS disclose the "approved" ILF program that the agencies intend to utilize to mitigate impacts from this project, evaluate appropriate and practicable mitigation options. Such an evaluation will help determine if higher ILF are necessary to account for the higher risk and uncertainty associated with compensatory mitigation implemented after impacts have occurred, particularly the irreplaceable diminishment of Berners Bay's wildland character.

To mitigate potential impacts to Berners Bay from the proposed road, we further recommend that FHWA and DOT&PF be required to show that there are no other feasible land or water routes, that building a road through Berners Bay is clearly environmentally preferable, and the site-specific mitigation measure designed to avoid and minimize impacts to aquatic resources will be sufficient to compensate for lost resources.

Alt-Evaluation-Mitigation

Compliance with Tongass Forest Plan is a significant issue: The 2008 Tongass Forest Plan allows road construction on lands designated Old-Growth Habitat only if "no feasible alternative is available." Tongass Forest Plan at 3-52 (LAND2.B), 3-61 (TRAN.A.1) (Jan. 2008). Thus, the National Forest Management Act requires the Forest Service to determine that no feasible alternative exists before it can grant a right-of-entry for road construction through designated Old-Growth Habitat in Berners Bay.

The proposed highway route crosses three-designate Old-Growth Habitat reserves. We recommend that the comparative analysis of transportation alternatives conducted for the draft SEIS provide sufficient analysis to determine whether or not there are other feasible land or water routes available.

Alts-Evaluation-TLRMP

⁴ *See* Tongass Land Management Plan Revision, Final Supplemental Impact Statement, Roadless Area Evaluation and Wilderness Recommendations, Volume II, Appendix C-Part 1 at C1-475 (Feb. 2003).

⁵ *See* Tongass Land Management Plan Revision, Final Environmental Impact Statement, Appendix E at E-19 (Jan. 1997).

The 'Taking' or 'Disturbance' of Bald Eagles is a significant issue: Approximately 92 bald eagle nests are located within 0.5 miles of the proposed road alignment. Of those, approximately 49 are within 330 feet of the highway. Noise can alarm or otherwise upset bald eagles including disrupting the eagles' nesting behavior. Persistent noise can cause eagles to abandon their nests. Construction, operation and maintenance of the completed road will result in a persistent source of noise. That noise will disturb bald eagles.

Wildlife-Bald Eagles-Noise

Disturbance from noise may cause bald eagles to change nesting sites or abandon nesting sites altogether. The SEIS must disclose these effects and evaluate mechanisms to remedy the potential effects.

In addition, survey updates of nest locations should be conducted for the draft SEIS because the location and number of nests may have changed since 2005-2006.

Finally, FHWA and DOT&PF should disclose and evaluate appropriate compensatory mitigation for disturbances that cannot be avoided or mitigated, including abandoned nesting sites.

Wildlife-Bald Eagles-Mitigation

Wildlife-Bald Eagles-Survey

Thank you for consideration of these comments.

Best Regards,



Buck Lindekugel
Grassroots Attorney



Daven Hafey
Community Organizer

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 12, 2012 10:16 AM
To: Davis, Cecile
Subject: 021112 Suzanne Cohen JAIP Comment

From: Stuart Cohen [ssog@alaska.net]
Sent: Saturday, February 11, 2012 10:54 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access

name=Suzanne Cohen
[mail=ssog@alaska.net](mailto:ssog@alaska.net)
address=725 5th ST
city=Juneau
state=Alaska
state=Alaska

comment=Dear Folks,

General Road-Against-Convenience
General Road-Against-Safety

I have lived in Southeast Alaska for 25 years. In that time I have lived mainly in Juneau, but also in Haines. I am very concerned about the Juneau Access Project. I do not want the road built for a ferry terminal that is even more inconvenient than the one we have now. A few months ago I had to pick up my son at the terminal at 3 am. The white-knuckle drive from downtown took almost an hour, because the roads had not been plowed (even Egan Drive!). I cannot imagine what this drive would have been like had it been 80 miles in all that snow. It wouldn't have been possible. What I would like to see is improved ferry service. It would be great if the ferry's arrived and departed at times that were more convenient.

Public transportation from the ferry terminals into the towns they are near would be great. Also, if you have to move the Juneau Ferry Terminal, how about moving it back downtown. It would be better for the locals, better for the tourists, and better for the downtown businesses. Moving the terminal out the road further is just a VERY BAD IDEA! Thank you for your consideration.

General Marine Ferry Alt-Transportation Connections & Cost

General Marine Ferry Alt-Support

General Marine Ferry Alt-Schedule

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 12, 2012 10:17 AM
To: Davis, Cecile
Subject: 021112 Lisa Oellette JAIP comment

From: Lisa Ouellette [lisamaybehere@yahoo.com]
Sent: Saturday, February 11, 2012 7:54 PM
To: juneauaccess@alaska.gov
Subject: juneau access

I think Alternative 1, no action, is the best solution.

Alt 1-Support-Cost

I don't think that millions of dollars are justified in a project that extends the road to simply another ferry terminal. Whether the "shuttle" service ends up at Katzehin, Comet, or elsewhere, cars will still have to board a ferry, and having each car drive that much further past Auke Bay is a joke. What about people who don't have a car--how will they get to the ferry? Will I have to drive out there in the middle of the night to pick someone up when they return to town? If people are concerned about improving access to Juneau, I don't see how this new road or terminal will help. If people are in a hurry to get here they will fly; if they're going on a road trip they'll take the ferry. Flying is the best access to Juneau from the interior in terms of easy logistics and cost is probably flying anyway after you consider gas, hotels, "shuttle" costs, and time. I consider the ferry to be part of the road--after all, it is the MARINE HIGHWAY. I use the ferry quite a bit and have never felt limited by it's services. In fact, it is often a highlight of our trips. Please, please don't build this unneeded road. If more ferry service is needed, add more rounds or more ferries, but please don't waste our money on the building and maintaining of a new road!

General Roads-Against-Construction Cost
General Roads-Against-O&M Cost

General Roads-Against-Transportation Connections & Cost

Thanks,
Lisa Daugherty

General Marine Ferry Alt-Support-Service

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 12, 2012 10:17 AM
To: Davis, Cecile
Subject: 021112 Wendy Anderson JAIP Comment

From: wendy anderson [akbookgrl@hotmail.com]
Sent: Saturday, February 11, 2012 7:08 PM
To: JuneauAccess@alaska.gov
Subject: Juneau access improvement Project

Alt 1-Support

I support Alternative 1. no action.	The communities of Skagway and Haines have made it clear that the majority of their residents do not want a road. Improved ferry service is the only thing I would like to see.
-------------------------------------	---

General Road-Against

General Marine Ferry Alt-Support

Wendy Anderson
19 year Skagway resident

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 12, 2012 10:18 AM
To: Davis, Cecile
Subject: 021112 Larry Edwards JAIP comments

From: larryedwards@gci.net [larryedwards@gci.net]
Sent: Saturday, February 11, 2012 6:45 PM
To: JuneauAccess@alaska.gov
Subject: Comments on the Juneau Access project SEIS scoping

Alt 1-Support-Cost

Please just drop this project immediately. It makes no sense. The costs and impacts will be astronomical. Let's stick with the ferry.
Enough said.

General Marine Ferry Alt-Support

-- Larry Edwards
Box 6484
Sitka, Ak 99835

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Thursday, February 16, 2012 6:09 PM
To: Davis, Cecile
Subject: 021612 Scott Ramsey JAIP Comment

From: Scott Ramsey [scottakguide@gmail.com]
Sent: Thursday, February 16, 2012 8:34 PM
To: JuneauAccess@alaska.gov
Subject: Juneau access

Greetings

General Road-Against-Safety
General Road-Against-Cost

Thank you for the opportunity to voice my concerns. PLEASE don't build a dangerous expensive road. Can we please improve the ferry system. It is more sustainable, cheaper and more environmentally viable. I understand the folks in Juneau feel the need to drive somewhere, but they can put their cars on the ferry and drive somewhere or quit frankly move somewhere that has more access. It is not like the representatives are going to drive to Juneau from the interior, so it is the residents who choose to move to Juneau with its existing access. They can deal.

General Marine Ferry Alt-Support-Cost
General Marine Ferry Alt-Support-Environmental

Please, we live here because of the surrounding beauty not for a road to the capital. The scar on the landscape, the expense of keeping a road open, the dangers of driving it. The list of why not goes on. PLEASE NO ROAD

General Road-Against-Visual
General Road-Against-O&M cost
General Road-Against-Safety

--
Cheers Scott

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Thursday, February 16, 2012 6:32 PM
To: Davis, Cecile
Subject: 021612 Red Mauldin JAIP Comment

From: Red Mauldin [redmauldin@aptalaska.net]
Sent: Thursday, February 16, 2012 6:59 PM
To: JuneauAccess@alaska.gov
Subject: Form (cut and paste) Post from Firefox

cf_name=Michael Mauldin
cf_mail=redmauldin@aptalaska.net
cf_address=PO Box 133
cf_city=Skagway
cf_state=Alaska

cf_comment=At this time I'm torn between alternatives 1 and 4C. I am for sure against any road or terminal building.
Alt 1-Support
Alt 4C-Support
General Road-Against

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Friday, February 17, 2012 9:38 AM
To: Davis, Cecile
Subject: 021612 Derek Poinsette & Dawn Drotos JAIP Comment

From: Derek & Dawn [mailto:mergus_ak@yahoo.ca]
Sent: Thursday, February 16, 2012 8:30 PM
To: JuneauAccess@alaska.gov
Subject: SEIS Comments

Alt 1-Support
General Marine Ferry Alt-Support

Alternative 1, "no action", is the only reasonable alternative. Any attempt at improving transportation to and from Juneau should center on the ferry system. It is a small group of special interests that want to build this road, and everyone knows it. The era of Alaskan pork needs to come to an end.

P&N

No road! We neither need it, nor want it.

General Road-Against

*Derek Poinsette &
Dawn Drotos*

PO Box 555
Haines, Alaska 99827
907.303.6000
907.767.5414
mergus_ak@yahoo.ca

This page intentionally left blank.



Malcolm A. Menzies
Civil Engineer / Land Surveyor
U.S. Mineral Surveyor

19005 Glacier Hwy. Juneau, Alaska 99801

Phone: (907) 789 9025 Cell Phone: (907) 321-0628

e-mail: mmenzies@gci.net

February 17, 2012

Reuben Yost, Project Manager
DOT&PF Southeast Region
P.O. Box 112506
Juneau Access Improvements Project SEIS
Juneau, Alaska 99811-2506

Re.: Draft SEIS January Newsletter Comments
Due, February 20, 2012

Dear Mr. Yost and staff,

This letter is submitted regarding your SEIS newsletter of January, 2012 for which comments are requested to be submitted on or before February 20, 2012.

Your Supplemental EIS describes four principal alternatives and subdivisions thereof for access to the capital.

Two of these alternatives involve only marine access.

- Alternate 1 is our present access modes. This access method has served Alaska’s capital city well for decades. However, it is restrictive, very expensive, very slow and very inconvenient. This access needs to be replaced. Considering replacing this transportation mode only with other marine methods is a very expensive mistake!
- Alternate 4 and its subdivisions, 4A, 4B, 4C and 4D are various methods of what is “termed or called” *improved marine access*. These alternatives do not allow unrestricted, economical access to Alaska’s capital city. Some of these transportation methods even “improve” Lynn Canal access at the expense of other Alaska communities by taking ferry service from them and placing added service in the Lynn Canal corridor. Another mistake, both in transportation and regional unity.

Road only transportation, at this time, cannot be considered is my understanding. Therefore to consider a road without a ferry connection is the only alternate that will improve access to our state’s capital. All of Alaska must submit to such.

Alts-Evaluation-Alternatives Considered but Eliminated

General Marine Ferry Alt-Against-Convenience
General Marine Ferry Alt-Against-Cost
General Marine Ferry Alt-Against-Service

Alt 2B-Support-Convenience
Alt 2B-Support-Construction Cost
Alt 2B-Support-O&M cost
Alt 3-Support-Convenience
Alt 3-Support-Construction Cost
Alt 3-Support-O&M cost

Two of the SEIS alternatives improve access to our capital city by a combination of road and marine transportation links. For the traveling public, both alternatives would be faster, more convenient and less expensive for Alaskans and Alaska's visitors. Both of these road-ferry alternatives reflect a more economical overall capital expenditure and a lesser maintenance and operational expense. The method to improved access to and from Juneau is by improved roadway and shuttle ferry access.

My comments and beliefs to these two highway-shuttle ferry alternatives are;

- **Alternative 2B**, An East Lynn canal Highway to the Katzehin River area and a shuttle ferry or ferries to Haines and Skagway. Alt 2B-Support-Socioeconomic
Alt 2B-Support-Transportation Connections and Cost
Alt 2B-Support-Improved Access

I feel initial construction should conduct phase 1 work from Cascade Point to the Kensington Mine area in Slate Creek Cove. A road to this area can stand alone as a road to "Alaskan" resources. Such a road will improve access to the Kensington Mine with access safety being a substantial benefit. It will also open much recreational land to Alaska's and our visitors. Alt 2B-Support-Recreation

I do not feel an interim "summer" ferry terminal at Comet should be constructed due to the Comet area only allowing a temporary, limited use site with many unjustified expense. For temporary and perhaps permanent marine highway port facilities, DOT&PF should be looking at a public-private ferry terminal at the existing Kensington Mine facility docking facility. Such a port had been in joint use discussions in the past and should continue as part of this SEIS work effort.

Alternative 2B, the East Lynn Canal highway has been criticized by many in previous studies as being overly expensive, hazardous to the travelling public, to the area fish and wildlife and to the environment. Those criticizing individuals and groups state that they "would" prefer a West Lynn Canal alternative. I favor highway access (even restricted highway access with shuttle ferries) to and from our capital city. Should Alternate 2B, the East Lynn Canal Highway and Shuttle ferry route prove, by this SEIS, to be "overly expensive, hazardous to the travelling public, to area fish and wildlife and to the environment", I would then ask DOT/PF to turn their attention to Alternate 3, the West Lynn Canal Highway.

In decades past, Alternate 3 was under major transportation studies as access to and from the capital, using a highway-shuttle ferry system.

- **Alternate 3**, West Lynn Canal Highway.

In supporting West Lynn Canal Highway as an acceptable alternative to Alternate 2B, I feel Glacier Highway should be extended past Sawmill Cove to the Kensington Mine area at the entrance to Slate Creek Cove. As stated earlier, a road to the Kensington Mine has a purpose and need within itself as a "road to resources" as well as a continuation of Glacier Highway (or Juneau Access). Shuttle ferry service crossing Lynn Canal to Wm. Henry Bay can be achieved from either a private-public marine terminal with Kensington Mine or a standalone terminal within Slate Creek Cove. Alt 3-Support-Socioeconomic
Alt 3-Support-Transportation Connections and Cost

As stated earlier, Alternate 3 was surveyed and designed in the mid 1960's and 70's. At one time, a construction contract was to be bid for phase 1 access to Alaska's capital city. Previous to advertising the phase 1 bid, the initial surveys and design failed to disclose native burial grounds. While dealing with that, the Alaska Native Lands Settlement Claims stopped the forward progress to that earlier project. Both of these concerns have long been dealt with.

West Lynn Canal has a great amount of private and State land holdings as well as Federal lands. All of these lands have development potential. The west side of Lynn Canal has greater

Alt 3-Support-Socioeconomic
Alt 3-Support-Recreation
Alt 3-Support-Construction Cost
Alt 3-Support-O&M Cost

recreational values for the public. It is also my belief, as a Civil Engineer, that Alternate 3 will have less expensive construction and maintenance costs than Alternate 2B.

For the above reasons, I support Alternate 3 as a closely studied alternate to Alternative 2B. Both of these Alternatives provide a more economical and convenient transportation mode than any "all marine access".

Should you or your study team have questions, please do not hesitate to contact me.

Respectfully submitted,

Malcolm A. Menzies, P.E. & L.S.

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Friday, February 17, 2012 12:42 PM
To: Davis, Cecile
Subject: 021612 Burl Sheldon JAIP Comment

From: burl sheldon [<mailto:burls58@yahoo.com>]
Sent: Friday, February 17, 2012 12:35 PM
To: juneauaccess@alaska.gov
Cc: burls58@yahoo.com
Subject: Comments--Juneau Access Project

1/18/12

To:
 Juneau Access Project, AK DOT&PF

From:
 Burl Sheldon,
 P.O. Box 952,
 Haines, AK 99827

Re: My Comments on Juneau Access Project

I support only displacement-hull, marine access alternatives between Upper Lynn Canal and Juneau. The notion that an east side highway will be either safe or reliable is false and the cost of such a boondoggle grows each year. I do not consider the current evaluation by DOT, as to the duration and frequency of road closures during the period from November to April, as realistic. DOT has an obligation to project the realistic costs of the road based on the geo-technical data it has accumulated and to not sugar-coat and cherry-pick its findings, as it has done in the past.

General Marine Ferry Alt-Support-Ferry Design
 Alt 2B-Against-Safety
 Alt 2B-Against-Reliability
 Alt 2B-Against-Cost

The state should invest now in the “Alaska Class” ferry designs and get off the “Juneau Excess” road obsession for the north end.

I am an experienced rider, having lived in Juneau, Skagway or Haines since 1988. Lynn Canal is being served well by the displacements hull style vessels. Fast ferries have proven unreliable and unsuitable to the Lynn Canal environment and I oppose alternatives that utilize fast ferry designs.

General Marine Ferry Alt-Ferry Design

I believe that the vast majority of ferry riders view the travel time to and from Juneau as a bonus—time to relax, read a book, enjoy a movie or share time with a friend who they might not have otherwise bumped into. A priceless criteria for me is the ENJOYABLE time shared by all aboard the AMHS displacement vessels this is a huge plus in my view.

General Marine Ferry Alt-Support-Socioeconomic

Alternatives 4A, 4B, 4C and 4D seem to be ferry overkill. Having dedicated vessels that only serve two of the three communities at once seems highly redundant. I view the current summer situation, with Skagway as a home-port as a fine solution. Perhaps Juneau could be added as a home port as well, if multiple vessels were required. During the summer, the commercial fast ferries serve Haines-to-Skagway and Skagway-to-Haines

walk-on passengers better than the AMHS anyway, and there is already a hard-link from Skagway to Haines, albeit a long one.

In closing, the DOT states that safety and reliability are critical aspects of the project's purpose and need. I cannot imagine a safer, more reliable system for the challenging Lynn Canal environment than travel aboard the AMHS's displacement hull vessels.

P&N

Sincerely,

BURL SHELDON
Haines, AK

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 3:41 PM
To: Davis, Cecile
Subject: 021912 Tamara Cook JAIP Comment

From: tamcook50@aol.com [tamcook50@aol.com]
Sent: Sunday, February 19, 2012 3:51 PM
To: JuneauAccess@alaska.gov
Subject: Comment

Hi Mr. Yost. I strongly oppose the proposed Juneau road to nowhere. Driving for miles only to have to take a ferry at the end of the road does not seem convenient, surely not worth the cost and damage to the environment. Costs of maintaining the road after it is built and trying to keep it open during the winter will be a constant drain on Juneau resources. I cannot see how Juneau will cope with an endless stream of campers that will be able to drive to Juneau in the summer. Tourism is great. Especially when most of the tourists do not have cars. Thank you for considering this comment. Tamara Cook

Alternative 2B-Against-Transportation Connections & Cost
Alternative 2B-Against-Environmental
Alternative 2B-Against-O&M

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 3:43 PM
To: Davis, Cecile
Subject: 021912 Will Godbey JAIP Comment

From: Will E Godbey [wilcinmining@yahoo.com]
Sent: Sunday, February 19, 2012 2:41 PM
To: juneauaccess@alaska.gov
Subject: juneau road

General Road-Support-Safety
General Road-Support-Alternatives Considered but Eliminated

I can not wait for the road from Juneau to be built to Skagway. Please get on it ASAP. We used to be able to take injuries and medical emergencies to Whitehorse in Canada, but now Canada does not allow it. We can no longer fly planes to Juneau because of the US gov rules and have to order a private ambulance plane from Juneau that cost \$25,000 to \$50,000 a trip. This plane takes longer than a car ride to Whitehorse so if you are hurt real bad your only option is to smuggle yourself into Canada and show up at the hospital there and give them no chance to say no. Most people who spend the winters in Skagway want a road to Juneau, but the snowbirds with businesses in Skagway use their money to say no because they go south for health care and do not face these conditions. The ferries are too slow for going to Juneau and will not let a hurt person on. We had one person with a broken leg that had no money, so the Eagles gave him \$500 which he got a ferry ticket with and had to use crutches to get on the ferry. There is no way he could ever have paid for the air ambulance. He is no longer living in Skagway as the memory of that painfull experience is too much for him even tho the wages here were twice what he could earn elsewhere. Please ignore the options of the few who say no road.

General Marine Ferry Alt-Against-Safety
General Marine Ferry Alt-Against-Cost

Sincerely Will E Godbey
resident of Skagway since 1982 and Alaska resident since 1964

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 3:43 PM
To: Davis, Cecile
Subject: 021912 Jackie Steward JAIP Comment

From: Jackie Stewart [s2art@acsalaska.net]
Sent: Sunday, February 19, 2012 2:18 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access

General Road-Against-Geotechnical
General Road-Against-Environmental
General Road-Against-O&M cost

Building a road beyond Echo Cove does not make sense. There are too many challenges including active avalanche zones, sensitive habitat, high cost to maintain in the winter along with shrinking federal dollars to help pay for it. The state should focus instead on improving ferry service, which will benefit all of Southeast Alaska. I strongly oppose a road north out of Juneau and encourage the SEIS to focus on the best Marine Highway alternatives.

General Marine Ferry Alt-Support

Jackie Stewart
Juneau AK

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 3:44 PM
To: Davis, Cecile
Subject: 021912 Keng Russo JAIP Comment

From: keng russo [kengrusso@yahoo.com]
Sent: Sunday, February 19, 2012 1:03 PM
To: juneauaccess@alaska.gov
Subject: SEIS comments

February 16, 2012

Reuben Yost, Project Manager
DOT&PF Southeast Region
Juneau Access Improvements project SEIS

Mr. Yost

Thank you for the opportunity to comment on the Supplemental Juneau Access Improvement Project EIS.
Included are my comments

I believe DOT's preferred alternative 2B does not meet SAFE and RELIABLE transportation criteria. This winter, from Nov 1 to Feb 16, there have been 25 instances of the road out of Skagway being closed. We still have at least 6 weeks of winter weather. With the added miles and number of avalanche chutes on the proposed East Lynn Canal highway, the instances of road closures and potential safety concerns will rise astronomically! The risk of being caught in or between avalanches is too real and too great.

Alt 2-Against-Safety
Alt 2-Against-Reliability
Alt 2-Against-Environmental

I believe DOT greatly erred by omitting the true total cost to travelers, when they didn't address the cost of getting to or from the proposed new Katzehin Ferry Terminal, in their preferred alternative 2B.

Alt 2B-Cost Analysis

The solution I recommend to both these significant problems is simple: forget any type of road link and improve ferry service between existing facilities as proposed in Alternative 4C. This would provide the needed level of proven, safe, reliable transportation service between maritime communities and existing road links. Furthermore, it would end the wanton waste of state and federal dollars on what can only prove to be an economical and environmental quagmire.

Alt 2-Against-Safety
Alt 2-Against-Reliability
Alt 2-Against-Environmental
Alt 4C-Support-Safety
Alt 4C-Support-Reliability
Alt 4C-Support-Cost

Ken Russo
concerned Skagway citizen.

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 3:45 PM
To: Davis, Cecile
Subject: 021912 Mardell Gunn JAIP Comment

From: mark kistler [gunnmardell@yahoo.com]
Sent: Monday, February 20, 2012 1:28 AM
To: JuneauAccess@alaska.gov
Subject: comments on Lynn Canal ferry service for EIS

As a resident in Haines, I am dependent on the ferries for my travel. I consider myself very lucky to live in a place that has such a world class public transport system. I am amazed and distressed that it is not an obvious choice to improve our ferry service rather than sink more money into roads. With shrinking funds this is the direction the rest of the world is moving towards. Why would our state stick its head in the sand and build a road through areas that have known geological and avalanche hazards.

I support Alternative 1B with improved point to point service to the northern Lynn Canal.

I do not support the plan to construct new fast ferries. Very much money was spent in this attempt already and the Fairweather has been less than reliable for our waters.

With limited funds it makes no sense to me that this be spent in building a new terminal in Berners Bay. This would not be public transportation but rather public monies being used to provide transport for a private mining company. Our general local travelers and tourists need to go to population centers not to out of the way places miles away from their destination.

Please work on improving the ferry service to all SE Alaska residents while using the existing assets we have. New vessels will be needed so plan wisely for their best use and utilize the vessels we have with enough money for proper maintenance.

Thank you for considering my opinions.
Mardell Gunn

Alts-Evaluation-Terminal Location Funding Source
Alts-Evaluation-Terminal Location Mining

General Marine Ferry Alt-Support
General Road-Against-Cost
General Road-Against-Geological
General Road-Against-Safety
Alt 1B-support-Service
General Marine Ferry Alt-Against-Ferry Design

This page intentionally left blank.

JUNEAU ACCESS

COMMENT FORM

Improvement Project SEIS

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012

NAME: Mavis I. Henricksen
Email: mavisirene@hotmail.com
ADDRESS: P. O. Box 152
CITY: Skagway **STATE:** Alaska **ZIP:** 99840

COMMENTS:

I am a 78+ year old lifelong resident of Southeast Alaska. I was born and raised in Skagway, Alaska as were my mother and her five siblings. She and two of her siblings lived in Skagway and one in Juneau until they died. My grandparents came to Skagway in January 1899 to help build a railroad. My Grandfather died in the Pioneer home in Sitka, Alaska in 1916 and my Grandmother in 1965. My parents also lived here until their death. I lived in Ketchikan from May 1953 until 1970. My husband's parents lived in Ketchikan from 1912 and 1919 until their death in 1955 and 1972. Two of our sons live in Juneau and one in Skagway. My family and my husband's family have a lifelong investment in Alaska, to see it grow as a place to work and raise our families. Most of the descendants of these two families still live in Alaska and would like to see their descendants have the opportunity to stay if they wish.

General Road-Support

I support a highway between Juneau and Skagway (Juneau Access) on the East side of Lynn Canal and Taiya Inlet as soon as possible. I also believe a road should be built between Skagway and the Haines Highway. I continue to live in Skagway because of our highway out and I believe all the residents of Southeast Alaska and Western Alaska deserve affordable and convenient access to their capitol and homes that a road would give them. However affordable and convenient access in and out of SE Alaska for Alaska's citizens is not the only reason that Alaska and the United States need the Skagway/Juneau road.

The Skagway/Juneau road is only the beginning of what SE Alaska needs, but it is a step in the right direction. We need affordable access and we need affordable energy and these two are like a chicken and an egg, they depend on each other. We need roads where we are able to build them, connected by shuttle ferries. This would give us more versatility in our access and be much cheaper to operate than our present system. Besides roads within SE Alaska another access route for SE Alaska would be connecting with the Cassiar Highway through the Stikine River area into Wrangell and Petersburg.

Alt 2B-Support-Cost
 Alt 2B-Support-Access
 Alt 2B-Support-Energy

Access is very crucial for national defense, disasters and industry. During World War II two routes were crucial to the war effort. That was the Stikine River and the White Pass Railway. In I believe 1939 heavy equipment was taken up the Stikine River to Telegraph Creek where it was loaded on

General Road-Support-Alts Considered but Eliminated

trucks and hauled to Dease Lake, put on barges to Watson Lake to build their airfield. This network of air fields about every 300 miles was how supplies were flown to Russia (lend lease) during World War II. The Alaska Highway later connected these airfields. The Alaska Highway was built over twice as fast because of access by the White Pass Railroad to the middle of the proposed highway and was built both north and south from Carcross and Whitehorse.

Alt 2B-Support-Access

Another access that you may not have considered is when Juneau airport is closed down, which happens quite often, a drive to Whitehorse could probably get you a flight. Whitehorse airfield is the most open in the north, which I believe has a record of being closed about two days a year. Maybe with a little competition air fares would not be so high out of Juneau. Even Seattle and Portland have to use each other as alternate fields once in a while.

Most of the arguments against the road are a bunch of mularkey. Avalanches—the Swiss, Norwegians, Canadians and even Alaskans have been handling those issues for years. We don't have to reinvent the wheel on that one. Wildlife—most of the eagles are around the Chilkat River, but I am sure they will adapt, most of the wildlife like to use the roads also. It would be great have an electrical intertie with fiber optics along side the road, than in a submarine cable, which is harder to repair.

General Roads-Alternatives Considered but Eliminated

The Klondike National "Historic" Park objection is some more mularkey. For several hundred years before the Klondike Gold Rush, during the Gold Rush and ever since the Gold Rush, Skagway's history has been, "a transportation corridor", historically and in fact. That is why we exist or will continue to exist! The Klondike Gold Rush was a complete environmental disaster and these Parkies don't seem to realize that is big part of the "history". No, I do not want to go back to that destruction, but that is part of the history and they better realize it. We didn't have fancy painted buildings either, they were just big boxes, mostly unpainted. We had electricity, water and sewer and a community laid out in rectangular blocks. We had engineers, doctors, lawyers, con artists, murders and robberies.

The Municipality of Skagway land you wanted at Lower Dewey Lake was Forest Service land until the late 1970s when they turned it over to Skagway because the power company owned the water rights. Those rights go back to the late 1800 or early 1900. Because the Forest Service did not totally control the area, they didn't want it. The buildings and dams that existed up there belonged to the power company and I think they may pay taxes on the area. Most of the buildings are gone except the cabin at Upper Lake.

And to wrap this up, the pass through the mountain does not belong only to the people of Skagway. It is an asset of the State of Alaska and should be a shared resource as the oil money and the permanent fund is, besides it is State money that built and maintains the road out of here.

General Roads-Alternatives Considered but Eliminated

JUST BUILD THE ROAD--- PLEASE!

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 3:47 PM
To: Davis, Cecile
Subject: 021812 Pam Randles JAIP Comment

From: Pam Randles [pamrandles@me.com]
Sent: Saturday, February 18, 2012 9:20 PM
To: JuneauAccess@alaska.gov
Subject:

cf_name=Pam Randles
cf_mail=pamrandles@me.com
cf_address=PO Box 1591
cf_city=Haines
cf_state=AK

General Marine Ferry Alt-Support
General Roads-Against
cf_comment=First of all, I favor only marine alternatives. The road alternatives offer no incentive to Haines or Skagway residents. There are over 50 documented avalanche chutes on the proposed East Lynn Canal route. If that alternative is cheaper, the maintenance costs will eat up the difference. The West Lynn Canal alternative has similar problems. This is steep country. Alternatives 1B, 4A or 4C make sense to me. As a person coming to Juneau from Haines,if I do not have a car, it can be a hassle to get into town from the ferry terminal as it is. It would be worse from Berner's Bay. Between alternative 4A and 4C, I would like to know the track record of FVFs in winter. How often has the Fairweather been cancelled for weather compared to the Malaspina or the the LeConte? If they are all equal, I would prefer 4A. I would like to know the cost/benefit information for 1B, 4A and 4C in order to make a final decision. If all else is equal, 4A would be my choice. But I suspect all else isn't equal.

Alt 1B-Support-Cost Analysis
Alt 4A-Support-Cost Analysis
Alt 4C-Support-Cost Analysis

General Marine Ferry Alt-Ferry Design
General Marine Ferry Alt-Transportation Connections & Cost
Pam Randles
17 Moose Lane
P.O. Box 1591
Haines, Alaska 99827 USA
Mobile:(907) 982-1824
Landline:(907) 766-3664
pamrandles@me.com

Alt 1B-Support
Alt 4A-Support
Alt 4C-Support

Alt 2B-Against-Safety
Alt 2B-Against-O&M Cost
Alt 3-Against-Safety
Alt 3-Against-O&M Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 4:01 PM
To: Davis, Cecile
Subject: 022012 AMENDED Diane LaCouse JAIP Comment

From: Diane LaCourse [mailto:dklacourse@hotmail.com]
Sent: Monday, February 20, 2012 3:53 PM
To: JuneauAccess@alaska.gov
Subject: Amended Comments on the Juneau Access IP SEIS

Hello: This is my amended input, which includes information from a Washington State Department of Transportation website about the North Cascades Highway. Please read this information. That highway has avalanches, but nothing like the proposed east or west side Juneau road.

This is my final input. Please disregard my earlier input.

My preference for the Juneau Access IP SEIS is Alternative 4C.

As stated in Vol. 1 Issue 1 of the January 2012 newsletter, the project purpose is to "reduce travel times and costs to the State and travelers, while providing greater opportunities for travel and capacity to meet demand".

I would like to include the factors of safety and reliability. While these are not mentioned, they must be emphasized.

P&N

My rationale for selection of Alternative 4C is:

1) **Ferries are more reliable.** Based on number of passengers by season and weather, either a fast ferry (summer) or monohull (winters) can provide reliable service. With few exceptions, ferry service is typically very dependable.

I frequently fly south. I depend on the ferry to get me to Juneau for that flight. Ferry service (especially in winter) is more reliable than small aircraft, and is more reliable than potentially snowy, icy roads in winter. I want to be sure that I make my plane flight connection rather than be delayed by an avalanche or other weather-dependent factor.

Alt 4C-Support-Reliability

2) **Most ferries are safer.** Even if a road were built, I don't think I would use it in winter. I live on the Chilkat Inlet. Just between last year and this winter, my husband and I have noticed 4-5 new slides. These slides have come nearly down to the water. I consider both the east route and the west route to be unsafe. I can't imagine what it would be like in winter to be stranded by a snow slide when the temperature is cold, or to be delayed at the Katzehin because the winds are too strong on Lynn Canal for a ferry crossing to Haines. Many students travel for games to other schools in SE Alaska. Their safety and welfare should be a major concern. People would also be far from help if delayed at the Katzehin or other proposed terminal (there would be no short-term facilities).

General Road-Against-Safety

I have inclosed information from the Washington State DOT regarding the North Cascades Highway. Originally this was envisioned to be a year-around pass across the North Cascades. They indicate that "we cannot physically keep the North Cascades Highway open all winter. The North Cascades Highway has avalanche chutes that are more than 2,000 feet long. Even if a couple inches of snow slides, the chutes can dump a 20-foot deep avalanche on the highway in a matter of minutes...the highway has among the most avalanche chutes of any mountain pass highway in the country and there's no way anyone could provide a safe highway, short of putting the route in a tunnel. We have been asked many times to put signs along the highway to locate the avalanche zones, but we've thought better of it because they'd only last until the first avalanche. If you're curious where they are, it's pretty much a matter of "looking up".

I definitely consider monohull ferries safer in winter. In the summer, larger monohull ferries can be deployed to meet peak demand, and/or increase the number of sailings per day or week, and/or use shuttles to accommodate the peak demand.

General Marine Ferry Alt-Ferry Design

3) **Travel time has never been a factor. I enjoy the time viewing nature or catching a nap.** I don't believe a that a road would be materially less time than the ferry. This would even be more true in winter if road conditions are icy, etc.

General Road-Against-Travel time

At a prudent speed of 50 mph, it would take a little over two hours driving time. Add to that the ferry time, and the waiting time for the ferry. I have taken a small Ary from Edmonds, WA over to Kingston, WA. Between the lineup of cars/trucks/RV's and perhaps missing the sailing you planned for, it is quite likely that travel time would remain nearly equivalent to that of even the 4 1/2 ferry.

Washington State closes the North Cascades Highway each winter. In fact, it has only been open one winter since construction in 1972. Regarding the opening of the highway, their DOT states: "How long does it take to reopen the highway? Every year is different and brings it's own unique set of challenges. It's hard to give an exact period of time for how long it takes. Some years, we find the road has been damaged from flooding or avalanches. Other years, the snow hasturned to ice and it's extremely difficult to get the snowblowers and plows through it. Sometimes the snow is just extremely deep. With that said, our *experienced* crew usually manages to open the highway within four to six weeks."

General Road-Against-Reliability
General Road-Against-Safety

A road from Juneau will be unreliable in terms of when it is safe to travel, how long the road is safe to travel (season of use), and how long it will take to actually drive based on slides, snow, etc. If a slide comes down across the road, this will back up traffic both directions, and travelers could be stranded for hours if not

longer.4) **Costs to the State can be significantly reduced** with the right mix of ferries based on passenger demand and weather at that time of year. The number of sailings per week can also be adjusted.

I think the entire ferry system would need to be considered--including ferry service to the south and to the north.

I have traveled in a ferry many times between Juneau and Haines with very few passengers on board. This isn't economical nor sustainable.

General Marine Ferry Alt-Cost-Schedule

With the best mix of ferries, I believe this is more economical than building a road. Washington State in the 1970's envisioned the North Cascades Highway crossing the Cascades. That route has fewer avalanche paths than the proposed east side Juneau road. Today, that highway is seasonal only due to both the safety issues and the maintenance costs. I hope we avoid a similar costly mistake.

General Road-Against-Cost
General Road-Against-Safety
General Road-Against-O&M

A few winters back (5 years?), I recall DOT saying they did not have the funding to plow snow in Haines that winter. Even though that situation never materialized, it makes me wonder what would happen should either a

west or easterly route be chosen: would the cost to remove avalanche threats and snow plowing impact other parts of the state for their maintenance needs? How much is it really worth to have people drive and take a short ferry as opposed to the 2 1/2 to 4 1/2 hour ferry ride?

5) **Keep the terminal in Auke Bay.** The majority of people using the ferry system in the Upper Lynn Canal are traveling between Skagway, Haines, and Juneau. Auke Bay is best for plane connections, other ferry connections, shopping, medical facilities, and travel safety in inclement weather. Keep the terminal in a logical place to service the most customers.

General Marine Ferry Alt-Terminal Location

6) **The Haines economy depends on reliable people movement through town year-around.** The ferry is the most reliable way to do this.

General Marine Ferry Alt-Socioeconomic
General Marine Ferry Alt-Reliability

7) **Base a ferry for the Skagway-Haines-Juneau run in Skagway so that it is possible to make a round-trip journey to Juneau in one day.** As it is right now, going to Juneau involves an overnight. If the ferry is based in Skagway, it might be possible to go to Juneau for a doctor appointment or to catch a plane without a required overnight.

General Marine Ferry Alt-Ferry Home Port

8) An east-side road would disturb the **Stellar sea lions** at their Seal Rock haul out. Similarly, Stellar sea lions utilize Pyramid Harbor for a spring and fall haul out. **Arctic terns** utilize Pyramid Island as a summer nesting area.

General Road-Against-Marine Mammals
General Road-Against-Birds

9) Since much of the engineering of possible road locations have not been fully analyzed and evaluated, I believe **that the construction cost will be far greater than anticipated.** A road (either east side or west side) will not only be expensive to build, but also very **expensive to keep open in winter and to maintain, and would become even harder to maintain if the State's budget is reduced.**

General Road-Against-Construction Cost
General Road-Against-O&M cost

Again, from the Washington State DOT regarding the North Cascade Highway: "it costs approximately \$2 million to \$3 million to keep Snoqualmie Pass open and \$800,000 to keep Stevens Pass open" (year-around). "The total budget to keep the highway open for as long as we safely can is approximately \$200 to \$250,000. That includes the cost of plowing and deicing in the winter before avalanche conditions become too dangerous to keep the road open."

I think ferry service will always remain the most reliable , predictable , safe and least costly mode of transportation between Skagway, Haines, and Juneau.

Sincerely,

Diane La Course
Enclosure (below)

INFORMATION ON THE WASHINGTON STATE NORTH CASCADES HIGHWAY:

www.wsdot.wa.gov/Traffic/Passes/NorthCascades/birth.htm

Why not keep the highway open all winter?

We did keep it open one winter - the drought of 1976-77.

We cannot physically keep the North Cascades Highway open all winter. The North Cascades Highway has avalanche chutes that are more than 2,000 feet long. Even if a couple inches of snow slides, the chutes can dump a 20-foot deep avalanche on the highway in a matter of minutes. (The avalanche chutes on Stevens and Snoqualmie are all well under 1,000 feet long.) Couple that with the fact that the highway has among the most avalanche chutes of any mountain pass highway in the country and there's no way anyone could provide a safe highway, short of putting the route in a tunnel (which would eliminate all of its appeal, even if someone had that much money).

How much does it cost to reopen the highway?

Typically, the price tag is in the ballpark of \$150,000 to reopen the highway. However, the final cost is completely dependent on the kind of winter we have. Here's what it cost to reopen the highway in recent years: 2006 - \$135,000; 2007 - \$130,000; 2008 - \$195,000; 2009 - \$135,000; and 2010 - \$100,000.

The total budget to keep the highway open for as long as we safely can is approximately \$200 to \$250,000. That includes the cost of plowing and deicing in the winter before avalanche conditions become too dangerous to keep the road open.

These are pretty rough figures, but it costs approximately \$2 million to \$3 million to keep Snoqualmie Pass open and \$800,000 to keep Stevens Pass open.

Where are the avalanche zones?

We have been asked many times to put signs along the highway to [locate the avalanche zones](#), but we've thought better of it because they'd only last until the first avalanche. If you're curious where they are, it's pretty much a matter of "looking up".

The [Cutthroat Ridge avalanche zone](#) (CR #1) begins about one-tenth of a mile below milepost 166, and CR #11 and #12 dump almost exactly across from the milepost 165 sign at the beginning of [Spiral Gulch](#). From there, you can look across the gulch at [Liberty Bell Mountain](#) and easily count the chutes: chute #1 is on the far left; #2 and #3 are big and just to the right (uphill) from #1 in about the middle of the mountain. Four is less noticeable because it's not as big; it is canted a bit to the right because it's just about where the highway turns around the mountain and heads toward Washington Pass.

Liberty Bell #1 is about milepost 164; LB #4 is about milepost 163, and Washington Pass at 162.5.

Even when they don't have snow in them, most of the avalanche chutes become waterfalls during the spring runoff, so you'll find them as you're driving after the highway opens.

How long does it take to reopen the highway?

Every year is different and brings its own unique set of challenges. It's hard to give an exact period of time for how long it takes. Some years, we find the road has been damaged from flooding or avalanches. Other years, the snow has turned to ice and it's extremely difficult to get the snowblowers and plows through it. Sometimes the snow is just extremely deep. With that said, our *experienced* crew usually manages to open the highway within four to six weeks.

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 3:48 PM
To: Davis, Cecile
Subject: 021812 C. E. Furbish JAIP Comment

From: Furbish-Klensch [snowshoes@aptalaska.net]
Sent: Saturday, February 18, 2012 7:18 PM
To: JuneauAccess@alaska.gov
Subject: scoping comments for SEIS on Juneau Access Improvements

Thank you for receiving these comments on the Juneau Access Improvements SEIS. The EIS should objectively evaluate all reasonable transportation alternatives for transportation between Juneau and the Upper Lynn Canal. The following are some of the deficiencies must be addressed to produce a complete and credible EIS.

Inadequate Purpose Statement and Need for More Evaluation Criteria

The Purpose statement only mentions financial costs, travel time, and projected capacity needs. These are valid considerations, but the JAI SEIS should also include criteria such as improving public transportation safety, improving transportation reliability, promoting economic sustainability, minimizing environmental impact, and level of community support. AKDOT&PF representatives have stated in public meetings that these considerations are implied and will be included in the process, but this is inadequate. The SEIS should clearly state and describe all pertinent evaluation criteria, such as those listed below, and use these criteria in the evaluation procedure by including a matrix of criteria and alternatives showing the quantitative or qualitative rating for each criterion/alternative.

P&N

1) Travel safety. This is an important consideration in an area where winter travel by any method can be dangerous. Data on traffic accidents and road closures are available for both the Marine Highway System and the existing highway roads in Juneau, Haines and Skagway that are similar to the proposed Juneau access road. These data can be used to compare the safety of vehicular travel. What is the comparison between fatal transportation accidents upon existing highway roads in Skagway, Haines and Juneau vs. fatal transportation accidents upon the Marine Highway System between the same communities? What are the estimates for avalanche and weather-related road closures for any new roads by extrapolating information on existing highways with similar topography and weather?

Alts-Evaluation Criteria-Safety

2) Travel reliability. The people of Skagway and Haines have consistently rated reliability as an important factor for travel to Juneau. Existing data can be used to make comparison: how often have ferries in the upper Lynn Canal been canceled compared to how often have the state-maintained roads in Haines and Skagway been closed?

Alts-Evaluation-Reliability

3) Visual impact. Much of the region's economy, and almost all of Skagway's, is dependent upon tourism. All travel between Juneau, Haines and Skagway, whether air, sea or road, must traverse the Lynn Canal fjord. The visual and historic scene when traveling the fjord is a large part of the tourist experience. Therefore, impacts to the viewshed are not trivial, and should be included. Which alternatives include large, long-lasting visual changes to the landscape, which minimize it?

Alts-Evaluation-Visual

4) Regional cultural character. It is important to consider the character of place that is southeast Alaska - the lifestyle of communities in an island archipelago connected via the natural waterways. Part of the allure of southeast Alaska as a tourist destination comes from the fact that it is DIFFERENT from other, more developed Pacific Northwest destinations such as Puget Sound or Vancouver Island. Changes to the basic character of this region by altering our cultural framework from a water-based human environment to a road-based one will change the way communities interact and the visitor perception of being a different, special place. Which alternatives maximize these changes, which minimize it?

Alts-Evaluation-Socioeconomic

5) Economic impact of jobs. Construction, AMHS and road maintenance jobs should be included here. But indirect effects upon

regional jobs should also be included. New employment opportunities are only part of the picture, loss of existing jobs should be specifically described. The smaller communities, such as Skagway, will be especially susceptible to existing job loss – which is NOT erased by the creation of new jobs. Established family businesses which become economically infeasible due to a road are not operated by the same people who will benefit from new employment. What are the projected job gains and losses for different alternatives?

Alts-Evaluation-Socioeconomic

6) Impacts to sensitive natural areas. Natural resources impacts cannot be adequately described by simply tallying square footage of affected habitat for a restricted selection of particular species (although it is appropriate to include such quantitative measures for threatened, endangered, rare, keystone, or culturally important species). Berner's Bay is recognized as an area of diverse and very high quality fish and wildlife habitats, with major estuaries and inland habitats. The Katzehin River delta is the northern-most undeveloped estuary on the east side of Lynn Canal. These areas are important as integrated ecological units, not merely as dissected square footage of species habitat. Which alternatives impact sensitive natural areas, which do not?

Alts-Evaluation-Environmental

7) Community support. The communities of Juneau, Skagway and Haines have participated in surveys and held referenda on preferred transportation options. Substantial information on community support for different methods is available and should be included.

Alts-Evaluation-Community Support

8) Operational impact to the rest of the southeast Alaska Marine Highway System. The impact of each alternative upon the continued operation of the whole southeast Alaska Marine Highway System should be included. Which alternatives will enhance the efficiency of the AMHS in the rest of southeast Alaska, which will make it more expensive or inefficient?

Alts-Evaluation-Efficiency

9) Restorability. Road alternatives involve massive engineering landscape impacts. Some ferry alternatives involve road work and/or new ferry terminals, which would also produce landscape impacts. The feasibility and relative cost of restoring these landscape impacts should be considered when comparing the alternatives. While some dismiss such information, it must be acknowledged that other public engineering projects which produced massive landscape impacts, such as dams on rivers in the contiguous USA, are now being restored to a more natural state at considerable expense. At the time these projects were implemented, no thought was given toward restoration. A valid factor for consideration is whether alternatives include large engineered landscape modifications, and the relative cost of restoration of those modifications in the future.

Alts-Evaluation-Restorability

Missing Alternatives

The SDEIS does not include evaluation of reasonable alternatives such as improved ferry service supported by an enterprise investment fund. This economic model has worked in other places, and may be a reasonable alternative for the Upper Lynn Canal.

Alts-Evaluation-Funding Source

Provision for Foot Passengers in All Alternatives

Every alternative that includes a ferry terminal should include a state-operated shuttle bus for the substantial numbers of foot passengers that are ferry patrons. AKDOT&PF representatives have stated in public meetings that municipal services or private businesses will be expected to provide the final transportation link between remote ferry terminals and communities. The same representatives were unable to give any successful examples of this, and could only provide one recent example when it was tried and failed.

The present Auke Bay Terminal demonstrates the limit of municipal and private capacity to provide road transportation links to the rest of metropolitan Juneau. The City and Borough of Juneau does not extend its public bus service to Auke Bay, so they will certainly not provide public bus service to terminals that are more distant. Taxi cab service for a reasonable fee and within a reasonable time frame can be found at the Auke Bay terminal, but will become unreasonable for remote terminals. Similarly, many hotels and other lodgings provide complimentary shuttle service to the Auke Bay terminal, but it will be impractical for such businesses to provide that service to remote terminals.

Therefore, all alternatives that include a new terminal should include an AMHS-operated shuttle service from that terminal to Auke Bay, so that foot passengers can access the existing transportation services available at Auke Bay. The shuttle should be integrated into the AMHS so that passengers can book a seat on the shuttle at the same time they pay for their ferry passage. The costs to passengers and the cost to AMHS to operate the shuttles should be included in these alternatives.

Alts-Evaluation-Transportation & Costs
Alts-Evaluation-Transportation Needs

Independent, Third-party Assessment of Costs

Cost estimates should be reviewed and verified by a qualified, independent third party. In the same way that AKDOT&PF contracts for analyses such as community needs assessments or user-benefit analyses, a similar contract should be included to analyze and verify costs estimates among the alternatives. This is part of the planning process in other states when evaluating infrastructure planning, and should be a part of the Alaska process, too. In the past, AKDOT&PF cost estimates have sometimes been skewed toward a political or administrative preference. The people of southeast Alaska deserve to have accurate estimates of the costs so that they can make a reasonable evaluation of alternatives.

Alts-Evaluation-Cost Analysis

C. E. Furbish
POB 1076
Skagway, AK 99840

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 3:49 PM
To: Davis, Cecile
Subject: 021812 Gwen Baluss JAIP Comment

From: Gwen Baluss [gwenbaluss@yahoo.com]
Sent: Saturday, February 18, 2012 2:14 PM
To: juneauaccess@alaska.gov
Subject: Comments: Juneau Access Improvements Project SEIS

(Comments have also been submitted via U.S. mail)

Juneau Audubon Society
PO Box 21725
Juneau, Alaska
99802

Reuben Yost, Project Manager
DOT&PF Southeast Region
Juneau Access Improvements Project SEIS
P.O. Box 112506
Juneau, Alaska 99801-2506

RE: Juneau Access Improvements Project SEIS

Dear Mr. Yost,

On behalf of Juneau Audubon Society (JAS) I submit scoping comments for future proposals on the Juneau Access Project. JAS is a local non-profit, volunteer run organization with over 230 members. The organization's mission is to conserve the natural ecosystems of Southeast Alaska, focusing on birds, other wildlife and their habitats for the benefit and enjoyment of current and future generations.

The JAS Board has deep concerns about any new road construction, especially that which would border Berners Bay. Roads degrade bird habitat in variety of ways: fragmentation of pathways and flyways for land birds, loss of nesting habitat for hawks and songbirds by tree cutting, degradation of fisheries and wetlands that waterfowl and marine birds depend on from oil run-off and drainage, direct mortality from vehicle strikes, and disturbance from the human presence that follows roads. The areas along Lynn Canal and Berners Bay are increasingly rare examples of relatively undisturbed temperate rain forest and coastal wetland habitats that merited congressional wilderness designation.

[Alts-Evaluation-Habitat](#)

Extension of the current highway along the east side of Lynn Canal would affect the Berners Bay Important Bird Area. This area earned special designation because of its importance to gulls, waterfowl, and Bald Eagles due to its spring spawning runs of eulachon and Pacific herring. Annual spring concentrations include a substantial percentage of the world's breeding population of Thayer's Gulls. Waterfowl, especially Surf Scoters, and Bald Eagles also congregate on these spring runs of fish. While Bald Eagles are no longer considered an endangered species they are still protected from disturbance under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c).

[Alts-Evaluation-Birds](#)
[Alts-Evaluation-Bald Eagles](#)

Any proposed road along Lynn Canal would be in the beach buffer zone, an area of particular importance to many species in Southeast Alaska. Raptor species such as Merlin nest in the beach buffer and studies have shown songbirds like Pacific-slope Flycatcher and Red-breasted Sapsucker to be more abundant when there is a wide coastal strip. Partners in Flight, a coalition of professional bird biologists from agencies and the private sector joining to plan for songbird conservation, have listed these species among the priority species for Southeastern Alaska, meaning it is important to the total population for the species to

ensure they have adequate habitat in this bioregion. Further, upland mammal species like Brown bear feed along the water's edge for shellfish and sedges in the spring. Roads can cut off access to important food resources.

Alts-Evaluation-Birds
Alts-Evaluation-Habitat

Thus alternatives 2B or 3 are not acceptable.

Alts 2B-Against
Alts 3-Against

We are also not likely to support construction of a new ferry terminal at Sawmill Creek as stated in alternatives 4B and 4D, given its sensitive location. At the very least, more in-depth study and mitigation would be necessary regarding the effects to birds, fisheries and wildlife.

Alts 4B-Against-Wildlife Alts 4D-Against-Wildlife
Alts 4B-Against-Terminal Location Alts 4D-Against-Terminal Location Alts-Evaluation-Birds
Alts-Evaluation-Habitat

Regarding adding new ferries and/or increased numbers of ferry trips, we would prefer proposals that favor the most fuel efficient alternatives, and a structure that insures the number of trips that adapts to rider trends. In the call for comments, there is not a great deal of information about the particular vessels and true passenger needs. More information on this should be provided in the final document.

Gen Marine Ferry-Ferry Design
Gen Marine Ferry-Transportation Needs
Gen Marine Ferry-Fuel utilization

Further, we have concerns about fast ferries' potential collisions with and disturbance to marine birds. This has not been adequately addressed. Lynn Canal is one of the largest spring staging areas for Surf and White-winged Scoters in the world and it hosts important feeding habitat for Marbled Murrelets, all species of conservation concern due to documented global population declines.

Therefore, we may not support alternative 4a either.

General Marine Ferry Alt-Ferry Design-Marine Birds
Alt 4A-Evaluation-Marine Birds

We applaud the DOT's willingness to explore improving current ferry service using existing infrastructure, and to consider making service routes more efficient with innovations like reduction of shore waiting time. It is possible that we would support Alternative 1B or 4C when the SEIS is written, with more study given specifically to the question of fuel efficiency and impacts to wildlife, even for vessels in the current fleet.

Alt 4C-Evaluation-Fuel Utilization Alt 1B-Evaluation-Fuel Utilization
Alt 4C-Wildlife Alt 1B-Evaluation-Wildlife

The No Action alternative should be given serious consideration as well.

Alt 1-Evaluation

In summary, please consider the environmental impact as a top priority in any proposals. In particular, study the impacts to Southeast Alaska's birds.

Sincerely,

Gwen Baluss

Conservation Chair, Juneau Audubon Society

Kip Kermoian
PO Box 1024
Haines, AK 99827
alaskakip@yahoo.com

Feb 17, 2012

Reuben Yost, Project Manager
DOT&PF SE Region

RE: Juneau Access Improvement Project SEIS

Dear Mr. Yost,

I adamantly oppose any Alternative that includes construction of a road on either side of Lynn Canal or the building of additional ferry terminals in any areas other than Auke Bay, Haines or Skagway. As such, I do not support Alternatives: 2B, 3, 4B or 4D.

Alts 2B-Against
Alts 3-Against
Alts 4B-Against
Alts 4D-Against

I do not support the construction of new ACFs but would prefer that the existing ferries be maintained.

General Marine Ferry Alts-Ferry Design

Of the alternatives listed in the mailer:

I would support the "No Action" alternative without the new ACF, but rather with a FVF ferry operating once or twice daily in the upper Lynn Canal between Juneau, Haines and Skagway.

Alt 1-Support-Ferry Design
Alt 1-Support-Service

I would support 1B, again, without the construction of a new ACF supporting Sitka and Petersburg.

Alt 1B-Support-Ferry Design

I would support 4B.

Alt 4B-Support

Thank you,
Kip Kermoian

This page intentionally left blank.

Patty Kermoian
PO Box 1024
Haines, AK 99827
alaskakip@yahoo.com

Feb 17, 2012

Reuben Yost, Project Manager
DOT&PF SE Region

RE: Juneau Access Improvement Project SEIS

Dear Mr. Yost,

Alt 1-Support
Alt 1B-Support
Alt 4B-Support

I support alternatives "No Action", 1B or 4B, with the exception of building any ACF. Maintaining our existing fleet is far more desirable.

General Marine Ferry Alt-Ferry Design

I do not support the construction of any road along the Lynn Canal or the construction of new ferry terminals or facilities. Building such infrastructure is an unnecessary and extravagant use of funds, will resulting numerous impacts to wildlife, the view shed, present countless public safety hazards an too frequently limit travel due to unstable conditions. Impacts far outweigh any benefit of any alternative including these as options

General Road-Against-Cost
General Road-Against-Wildlife
General Road-Against-Visual
General Road-Against-Safety
General Road-Against-Reliability

Sincerely,
Patty Kermoian

This page intentionally left blank.

along the East side. This option has more support in the affected communities, and is the only possible safe land route north out of Juneau.

Thank you.

Alt 3-Support-Recreation
Alt 3-Support-Safety

Sincerely,

Mike Miller

17720 Point Stephens Spur Road

Juneau, Ak 99802 (907) 790-2846

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 4:13 PM
To: Davis, Cecile
Subject: 021912 Mark Zeiger JAIP Comment

From: Mark Zeiger [mzeiger@AKZeigers.com]
Sent: Sunday, February 19, 2012 7:03 PM
To: JuneauAccess@alaska.gov
Subject: Comments on Juneau Access Improvements Project SEIS

Dear Mr. Yost,

This is a response to DOT&PF's request for comments for the Juneau Access Improvements Project SEIS:

After reviewing the SEIS Alternatives, I recommend adopting Alternative 1B or Alternative 4A. I find Alternative 2B most objectionable, followed by Alternative 3.

Alt 1B-Support
Alt 4A-Support

I support Alternative 1B, enhanced service with existing AMHS assets, because it makes best use of an existing system, one that has been in place for many years. While the Alaska Marine Highway System does have faults and shortcomings, it has a long and successful history of serving Alaskans and visitors to our state. It is a maritime solution to the transportation needs of a maritime region.

Alt 1B-Support-Service
Alt 1B-Support-Access
Alt 1B-Support-Cost

It can, history has proven, be run better than it has in recent years. A sincere re-dedication of the resources and assets of DOT&PF to address the transportation needs of the region could greatly enhance access to and for Juneau with very little additional cost.

Alt 1B-Support-Access
Alt 1B-Support-Cost

Moreover, Alternative 1B can be implemented almost immediately, benefiting Alaska and her visitors as soon as the new schedule is in place, and becoming fully realized in only 5 years when the new Alaska Class Ferry would enter the system. If improved access to Juneau is as pressing an issue as some have claimed, then the solution that improves it in the shortest amount of time, for the least cost, is the most sensible.

Alt 1B-Support-Timing

In contrast, roads up the east or west sides of Lynn Canal, Alternatives 2B and 3, would take too long, cost too much, and require surmounting obstacles that are too great. In addition, they will cause too much environmental damage, not only in construction, but in the increased, careless use of the lands these roads would create greater casual access to.

Alt 2B-Against-Timing
Alt 2B-Against-Cost
Alt 2B-Against-Environmental
Alt 3-Against-Timing
Alt 3-Against-Cost
Alt 3-Against-Environmental

As I see it, the key issue of the Juneau Access solution is the best use of existing transportation infrastructure. To scrap or reduce the Alaska Marine Highway for a new land highway would be foolish, especially when one considers that the state has not been able to adequately maintain the roads and highways that already exist.

I have much more to say in favor of Alternative 1B and against Alternative 2B, but I believe this is the briefest statement of my most salient points. Thank you for the opportunity to weigh in on the matter, and best of luck in this process.

Sincerely,

Mark Zeiger

Haines, Alaska

--

This email message was composed and transmitted entirely by alternative energy. The electricity used to power the computer and satellite modem was generated by wind and solar.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 4:13 PM
To: Davis, Cecile
Subject: 021912 Michelle L. Zeiger JAIP Comment

From: Hunter Homesteader [akhomesteader@hotmail.com]
Sent: Sunday, February 19, 2012 7:09 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Improvements Project SEIS Comment

PO Box 1316
Haines, AK 99827

February 19, 2012

Reuben Yost, Project Manager
DOT & PF Southeast Region
Juneau Access Improvements Project SEIS
PO Box 112506
Juneau, AK 99811-2506

Dear Mr. Yost,

After reviewing the "Juneau Access Improvements Project SEIS Reasonable Alternatives," I can only recommend Alternative 1B. This is similar to the recommendation I gave when I wrote to you on this issue in March, 2006. Running the most efficient, rider friendly and ecologically sound Marine Highway System is the best use of the Alaskan tax dollar. Alt 1B-Support-Efficiency
Alt 1B-Support-Environmental

Earlier I wrote urging you to abandon the plans to build a road from Juneau to the Katzeihin River (Alternative 3). The reasons I cited have not changed in the last six years. The most compelling are the misuse of public funds to create a road across an impossible stretch of avalanche chutes as well as destroying delicate and irreplaceable ecosystems. This includes both Alternative 3 and the East Lynn Canal Highway (Alternative 2B.) Even if a safe route could be built, the cost of maintaining it would be prohibitive. Alt 2B-Against-Cost
Alt 2B-Against-Geotechnical
Alt 2B-Against-Environmental
Alt 2B-Against-O&M Cost

Alternatives 4 A through 4D are so inconvenient to the Alaska Marine Highway rider, that they are not options at all. Routes that only begin in the Juneau area do not serve the needs of the residents of the Upper Lynn Canal. Alt 3-Against-Cost
Alt 3-Against-Geotechnical
Alt 3-Against-Environmental
Alt 3-Against-O&M Cost
Alt 4B-Against-Convenience
Alt 4A-Against-Convenience
Alt 4C-Against-Convenience
Alt 4D-Against-Convenience

In brief, Alternative 1B provides the service that we have been asking for in Southeast Alaska for several years. It allows freedom of movement in both directions and will garner greater ridership from locals and tourists alike. Alt 1B-Service

Thank you,

Michelle L. Zeiger

This email message was composed and transmitted entirely by alternative energy. The electricity used to power the computer and satellite modem was generated by wind and solar.

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 5:08 PM
To: Davis, Cecile
Subject: 021912 Rebecca Heaton JAIP comment

From: Reba Heaton [operations@haineslibrary.org]
Sent: Sunday, February 19, 2012 8:00 PM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

cf_name=Rebecca Heaton
[cf_mail=rebamh@aptalaska.net](mailto:rebamh@aptalaska.net)
cf_address=1046 Small Tracts Rd
cf_city=Haines
cf_state=Alaska

General Road-Against-Construction Cost
General Road-Against-O&M Cost

cf_comment=Building the highway would be prohibitively expensive (I've never seen a road come in at or under the quoted cost) and would be even more expensive to maintain. If, indeed, it could be kept open more than 50% of the time. Add the cost of a ferry running constantly to close the gap left in the road and you are looking at foolishness. The Haines Highway doesn't pay for itself and noone expects it to; why should the Alaska Marine Highway? I think improved service on the Marine Highway makes much more fiscal sense. Thank you for this opportunity to comment. Sincerely ~ Rebecca Heaton

General Marine Ferry Alt-Support-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Sunday, February 19, 2012 5:08 PM
To: Davis, Cecile
Subject: 021912 Jim Heaton JAIP Comment

From: Reba Heaton [operations@haineslibrary.org]
Sent: Sunday, February 19, 2012 8:02 PM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

cf_name=James Heaton
cf_mail=heatonjim2@gmail.com
cf_address=1046 Small Tracts Rd
cf_city=Haines
cf_state=Alaska

General Road-Against-Construction Cost
General Road-Against-O&M Cost

cf_comment=Building the highway would be prohibitively expensive (I've never seen a road come in at or under the quoted cost) and would be even more expensive to maintain. If, indeed, it could be kept open more than 50% of the time. Add the cost of a ferry running constantly to close the gap left in the road and you are looking at foolishness. The Haines Highway doesn't pay for itself and no one expects it to; why should the Alaska Marine Highway? I think improved service on the Marine Highway makes much more fiscal sense. Thank you for this opportunity to comment. Sincerely ~ Jim Heaton

General Marine Ferry Alt-Support-Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 8:44 AM
To: Davis, Cecile
Subject: 022012 John and Audrey O'Brien JR JAIP comment

From: john obrien [tha48ne@gci.net]
Sent: Monday, February 20, 2012 11:06 AM
To: JuneauAccess@alaska.gov
Subject: Strongly Support Alternative 2B!

As lifelong Alaskans we strongly support Alternative 2B. Alt 2B-Support

No more FVFs' ! General Marine Ferry Alt-Against-Ferry Design

Slate Cove is "ok" but Comet is better. Alt 2B-Support-Transportation Connections & Cost

Thanks.

John and Audrey O'Brien JR
PO Box 33337
Juneau 99803

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 8:45 AM
To: Davis, Cecile
Subject: 022012 Emily Willis JAIP Comment

From: Emily Willis [emilygrace78@yahoo.com]
Sent: Monday, February 20, 2012 11:06 AM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

cf_name=Emily Willis
[cf_mail=emilygrace78@yahoo.com](mailto:emilygrace78@yahoo.com)
cf_address=PO Box 49
cf_city=Skagway
cf_state=AK

General Road-Against-Safety
General Road-Against-Transportation Needs
General Road-Against-Environmental

cf_comment=This proposed road is a very dangerous and also incredibly destructive proposition. Neither Skagway nor Juneau have a majority who want this road...so who does and why is it still being pushed. The environment doesn't need to be ruined in order for RV's to drive to these places. The ferry system is a great way to travel up or down the Lynn Canal. I do not want this road built.

General Marine Ferry Alt-Support

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 8:45 AM
To: Davis, Cecile
Subject: 022012 Scott Harris JAIP Comment

From: Scott Harris [scott@sitkawild.org]
Sent: Monday, February 20, 2012 10:23 AM
To: JuneauAccess@alaska.gov
Subject: comment - juneau access EIS

Hello,

Alt 1-Support-Transportation Needs
Alt 1-Support-Socioeconomic

Alt 1-Support

General Road-Against-O&M Cost
General Road-Against-Environmental

I live in Sitka, Alaska with my family. I support **Alternative 1: No Action** of the Juneau Access EIS. I am opposed to the construction of any new roads in Lynn Canal or ferry terminals in Berners Bay. Besides being being costly to maintain, a road in Lynn Canal and/or ferry terminals in Berner’s Bay will have unacceptable environmental impacts. The quality and uniqueness of our lives in Southeast Alaska are best served by focusing on improvements in the existing ferry system. Ferry improvements will also support the increased diversification and health of our economies. I strongly support the construction of new Alaska Class Ferries in Ketchikan, Alaska. That will provide jobs and increasing capacity to the ship construction facility there.

General Marine Ferry Alt-Ferry Design
General Marine Ferry Alt-Socioeconomic

I am also concerned that the Juneau Access EIS focuses unfairly on one community at the expense of others in Southeast Alaska. The Juneau Access EIS fails to recognize the importance of Lower 48 and Prince Rupert ferry routes. Travelers that arrive on those routes are very important to the economies of my community of Sitka and others. The Juneau Access EIS pamphlet mailed to residents doesn’t even mention the impact on existing Lower 48 ferry routes.

Socioeconomic

In summary, I support improvements to the existing ferry system and oppose any Lynn Canal roads or new terminals in Berner’s Bay.

Thank you,

Scott Harris

Scott Harris
1815 Edgcumbe Dr
Sitka

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 8:46 AM
To: Davis, Cecile
Subject: 022012 Bruce Baker JAIP Comment

From: Bruce Baker [bhbaker@gci.net]
Sent: Monday, February 20, 2012 7:34 AM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Improvements Project SEIS

February 20, 2012
 Mr. Reuben Yost, Project Manager
 DOT&PF Southeast Region
 Juneau Access Improvements Project SEIS
 P.O. Box 112506
 Juneau, AK 99811

E-mail: juneauaccess@alaska.gov

I strongly support Alternative 1B enhanced ferry service with existing AMHS assets and oppose other decision alternatives identified in the SEIS.

Alt 1B-Support

I also support better funding for both maintenance of existing ferries and construction of new Alaska Class Ferries that could serve Lynn Canal.

General Marine Ferry Alt-Support-Ferry Design

Alaska DOT&PF has approached the new SEIS with a pronounced bias toward road construction and has low-balled the costs of road construction and long-term maintenance.

General Road-Against-Construction Cost
 General Road-Against-O&M Cost

Over a 40-year period, DOT&PF estimates 8 people would die on a Juneau road. There are estimated to be 600 non-fatal vehicle accidents. In over 40 years of operation, there have been NO safety related deaths on the marine highway.

General Road-Against-Safety

The road would not be reliable in winter and would be closed an estimated 34 days each year whenever avalanche danger is moderate or greater. DOT&PF has yet to analyze how many additional days the road would be closed due to 112 rock, landslide, and other hazards identified in 2006, after the Record of Decision was issued.

Alt 2B-Against-Reliability
 Alt 2B-Against-Safety

The state's proposed phasing of road construction shows every indication of a desire to provide subsidized access to the gold belt north of Berners Bay. The state should let the Kensington and any other potential mines in the area sink or swim on their own without providing them with a highly subsidized upland road to their mine sites.

Gen Rd-Against-Funding Source

/s/ Bruce Baker
P.O. Box 211384
Auke Bay, AK 99821
E-mail: bhbaker@gci.net

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 8:51 AM
To: Davis, Cecile
Subject: 022012 Leslie Evenden JAIP Comment

From: Leslie Evenden [dldmevenden@hotmail.com]
Sent: Monday, February 20, 2012 12:39 AM
To: JuneauAccess@alaska.gov
Subject: JAIP

[General Marine Ferry Alt-Ferry Design](#)

I recommend alternative 1B - with ACF ferry adapted to load and unload from both sides, making turnarounds quicker. I like the ferry system, and am enjoying the consistent schedule this winter. If we have a consistent year-round schedule, the ferry system is more than adequate. [Alt 1B-Support-Schedule](#)

Leslie Evenden
PO Box 244
Haines, AK 99827

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 8:51 AM
To: Davis, Cecile
Subject: 022012 Paulette Simpson JAIP comment

From: Paulette Simpson [paulettem@gci.net]
Sent: Monday, February 20, 2012 12:34 AM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

Paulette Simpson
paulettem@gci.net
402 Alaska Belle Ct.
Douglas
AK

ALT 2B-Support-O&M Cost
ALT 2B-Support-Socioeconomic

I continue to strongly support Alternative 2B - a road up the East side of Lynn Canal. No other alternative can provide a measure of long-term sustainability to the AMHS system as well as inject substantial economic activity in the region. Escalating fuel and labor costs have eroded the ability of the AMHS to provide adequate service to the people of Southeast. Those costs will continue to escalate. Roads are much less expensive to maintain than ferries and cheaper for users. Wherever possible, roads should be lengthened and ferry runs shortened. Begin with the Lynn Canal Highway. Thank you.

General Marine Ferry Alt-Against-O&M Cost
General Marine Ferry Alt-Against-Service

This page intentionally left blank.



ASSOCIATED GENERAL CONTRACTORS of ALASKA

8005 Schoon Street • Anchorage, Alaska 99518
Telephone (907) 561-5354 • Fax (907) 562-6118

3750 Bonita Street • Fairbanks, Alaska 99706
Telephone (907) 452-1809 • Fax (907) 456-8599

February 20, 2012

Reuben Yost
PO Box 112506
MS 2506
Juneau, AK 99811-2506

Re: Juneau Access SEIS

Dear Mr Yost:

Reuben

On behalf of the Associated General Contractors of Alaska, a construction trade association of over 650 business members, representing the majority of the construction industry in Alaska, I write in support of Alternative 2B. East Lynn Canal Highway to Katzehin, shuttles to Haines and Skagway. Alternative 2B East Lynn Canal Highway to Katzehin should be the Preferred Alternative for the following reasons.

Alt 2B-Support

Subsidy - Most of the operation of the present AMHS is based on a 50 year old model, and continues to be a subsidy drain on state resources. For every \$3 it costs to operate the AMHS, the state pays over \$2 and users pay \$1. The escalating fuel and labor costs that have driven the AMHS state subsidy to unsustainable levels will continue to increase. There is no place served by the AMHS that does not have available private freight and passengers options, and the state subsidy results in unfair competition with private enterprises.

General Marine Ferry Alt-Against-Cost

Cost to the Travelling Public - Over ninety-nine percent of the vehicular traffic in Alaska occurs on highways. The cost to transport a vehicle on a ferry is almost \$6 per mile and the cost to transport a vehicle on a highway is less than 50 cents per mile. The Lynn Canal Highway would reduce traveler costs significantly.

Alt 2B-Support-Cost
General Marine Ferry Alt-Against-Cost

Road Travel more Eco-friendly - Vehicle travel on roads is more eco-friendly. Cars have become 97 percent cleaner in recent decades and often average 20-25 mpg whereas vehicles transported by ferry get an equivalent of 1.5 mpg. A road will result in a significant reduction in greenhouse gases in northern Southeast Alaska, and would be much less expensive to maintain than operating ferries in northern Southeast.

General Road-Support-Fuel Utilization
General Road-Support-O&M Cost
General Road-Support-Air Quality

Follow your Success - The successful model that needs to be followed is one of road segments and smaller shuttle boats. Successful models are the southern Southeast examples of the *Lituya* serving Ketchikan-Metlakatla and the IFA owned *Prince of Wales* serving Prince of Wales Island. These are smaller boats, home ported in the smaller communities, with local resident workers and results in better and less costly service to the communities.

Alts-Evaluation

I urge you to reject the Marine Alternatives - Enhanced Service with Existing AMHS Assets for the following reasons:

Reduced Service in AMHS - It is a redeployment of existing AMHS assets, and it will result in a reduction of service to other communities.

Alt 1B-Against-Service

Short-term Fix - It is a temporary solution that is the result of poor legal decisions by jurists who do not understand NEPA. This proposed Marine Alternative is not a permanent alternative like a road. A redeployment of portable assets that can be redirected at the whim of the administration or elected bodies should not be considered as a viable alternative. That reason alone should result in rejection of Marine Alternatives, or any other alternative that is not a fixed solution.

Alt 1B-Against-Temporary Solution

Thank you for the opportunity to comment on the continuing saga of Juneau Access.

Sincerely,



John MacKinnon
Executive Director
Associated General Contractors of Alaska

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:55 AM
To: Davis, Cecile
Subject: 022012 Rosemary Hagevig JAIP comment

From: Rosemary Hagevig [mailto:Rosemary.Hagevig@ccsjuneau.org]
Sent: Monday, February 20, 2012 10:54 AM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

cf_name=Rosemary Hagevig
cf_mail=rosemary.hagevig@ccsjuneau.org
cf_address=PO Box 240423
cf_city=Douglas
cf_state=Alaska

cf_comment=your comment: I have tried to comment eac time this issues has re-emerged as a process. I absolutely support the extension of the Lynn Canal Hwy. While I do not think that support for this road and support for a viable marine highway system are mutually exclusive, transportation on the AMHS has become more and more expensive and as such is far less accessable to middle income Alaskans. Vehicle traffic continues to become more and more eco-friendly as technology in automobiles advances. As a Juneau resident, I support Alternative 1B. because of the socio-economic factors noted previously as well as increasing the opportunity for all Alaskans to have better access to their state capital. I believe that any and all surface improvemtns will make our ferry system less expensive to operate and able to provide better service (hopefully with greater frequency) to the rest of the Region. I ahve lived in this Region since 1962 and well remember the initial arrival of the Malaspina in Ketchikan in April of 1963. We have come a long way since that initial year, and now it is well past time to enhance this important connection with surface links (such as suggested in Alternative 1B.)to make this systwem even more viable and available and affordable for all Southeasterners! Thanks you for the opportunity to comment.

General Road-Support

General Marine Ferry Alt-Against-Cost

General Road-Support-Environmental

Alt 2B-Support-Socioeconomics
Alt 2B-Support-Access

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:58 AM
To: Davis, Cecile
Subject: 022012 Sharon Burns JAIP Comment

-----Original Message-----

From: Sharon Burns [<mailto:sharon@abcstations.com>]
Sent: Monday, February 20, 2012 10:47 AM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Road

Alt 2B-Support-Socioeconomic

I support alternative 2b (East Lynn Canal Highway to Katzehin, with shuttles to Skagway and Haines). My main reason is because I believe a road would vastly improve economic activity, not only in Juneau, but in our region. A region that is struggling economically. A region that is seeing a decline in population and, as a result, in state representation. To continue using ferries where a road could be built is irresponsible - both environmentally and fiscally. The increasing cost of ferry construction, maintenance and fuel makes this particular route an option that should be avoided. Further, the fact that Juneau is not on the road system is an argument used time and again by proponents of a capital move. While building a road will not physically bring Juneau any closer to the population hub of south central Alaska, it certainly removes the perception of our 'remoteness' and makes the Capital more accessible to all residents. The road would also increase travel options to families who cannot afford to fly out of state. I believe we can no longer afford NOT to build the road.

General Road-Support-Access
General Road-Support-Socioeconomic

--
Sharon Burns
Juneau Radio Center
3161 Channel Drive
Juneau, AK 99801

907 586 3630 Phone
907 463 3685 Fax

General Marine Ferry Alt-Against-Construction Cost
General Marine Ferry Alt-Against-O&M Cost
General Marine Ferry Alt-Against-Environmental

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 11:26 AM
To: Davis, Cecile
Subject: 022012 Richard Poor JAIP Comment

-----Original Message-----

From: Richard Poor [<mailto:poor@gci.net>]
Sent: Monday, February 20, 2012 11:17 AM
To: JuneauAccess@alaska.gov
Subject: Juneau Access EIS

cf_name=Richard Poor
[cf_mail=poor@gci.net](mailto:poor@gci.net)
cf_address=your address
cf_city=Douglas
cf_state=Alaska

cf_comment=I support the construction of the Lynn Canal Highway. The East side route is the preferred alternative . It is imperative to improve access to Alaska Capital City and ease access for local travel to the rest of the world.

Alt 2B-Support-Access

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 11:27 AM
To: Davis, Cecile
Subject: 022012 Laurie Ferguson Craig JAIP Comment

-----Original Message-----

From: Laurie Craig [<mailto:lauriecraig@gci.net>]
Sent: Monday, February 20, 2012 11:22 AM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Project SEIS comments

cf_name=Laurie Ferguson Craig
[cf_mail=lauriecraig@gmail.com](mailto:lauriecraig@gmail.com)
cf_address=PO Box 33306
cf_city=Juneau
cf_state=Alaska
cf_comment=Thank you for the opportunity to submit comments on this important topic.

I would like to see greater effort devoted to upgrading the state marine highway system. We need to build ferries that can run between major communities as well as smaller ones. Juneau is the hub for many Southeast towns and we need to do better in providing good service for our neighbors.

General Marine-Support-Service

To do that, please do NOT extend the road to Katzehein River. A new ferry terminal 50 miles from Juneau will be inconvenient and, during winter, unsafe. The expense of building and maintaining a road to another costly ferry terminal -- which also needs staffing -- can be better invested in other improvements for the ferries. I suspect some families from out of town may get stuck by the long distance between Juneau and a potential Katzehein terminal with non-existent or very expensive ground transportation. I also question whether or not taxis will run all the way to that site to pick up fares.

Alt 2B-Against-Cost
Alt 2B-Against-Transportation Connections & Cost
Alt 2B-Against-O&M
Alt 2B-Against-Safety

To serve Southeast Alaska's needs, especially our friends who live in villages and rely on Juneau for medical, transportation and shopping needs, I recommend maintaining the Juneau-based terminal in Auke Bay.

General Marine Ferry Alt-Socioeconomic
General Marine Ferry Alt-Terminal Location

I hope new ferry designs are fuel efficient and capable of carrying containerized goods as well as private vehicles.

General Marine Ferry Alt-Ferry Design

Our state funding is most well utilized by constructing and maintaining a good ferry system, which I have been riding since 1969.

I do not support a road north. Avalanche threats, habitat destruction and expense are good reasons to use ferries instead of a road.

General Road-Against-Safety
General Road-Against-Environmental

Best regards,

Laurie Ferguson Craig

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 12:17 PM
To: Davis, Cecile
Subject: 022012 John B. Warder, Jr. JAIP Comment

From: John Warder [<mailto:warderj@hotmail.com>]
Sent: Monday, February 20, 2012 12:12 PM
To: JuneauAccess@alaska.gov
Subject: Comments on Juneau Access Improvements

Reuben Yost, Project Director

~~General Road-Against-Safety~~
~~General Road-Against-Reliability~~
~~General Road-Against-Cost~~

Just so there is no question about where I stand on this issue, I believe any transportation system in the upper Lynn Canal needs to be safe and reliable as well as fiscally responsible. The road links Alaska DOT are proposing will never meet these criteria. We already have a good highway system throughout the region and its called the Alaska Marine Highway System. I stongly support making it even better.

~~General Marine Ferry Alt-Support~~

For years DOT has been trying to push their road agenda on us without looking at reality. A classic example of their bias is found in their latest "Newsletter". In the January 2012 issue, they state, "Juneau, Alaska's capitol city, with a population of more than 31,000 residents, is the largest community on the North American continent not connected to the continental highway system." That statement is pure DOT B.S. We have only to look less than a thousand miles to the south to see the city of Victoria with a population of more than 80,000 residents on Vancouver Island, with a population of 740,000 residents (more than we have in our whole state), and Victoria is the also the capital city of the province of British Columbia. The island has no hard bridge or road link to the mainland, but instead is served quite well by at least nine ferry routes. There are many other major cities, even capitols, in North America not connected to the mainland-just do a Google search.

Another major concern I have is allowing DOT to "cook the books" for this project. They consistently cast the best light on their pre-determined best alternative. Any cost analysis of these alternatives should be done by an independent outside source. This analysis should include a real apples-to-apples comparison of what it will cost walk-on passengers to get to their destinations in Juneau, Haines or Skagway, compared to currently. DOT has always assumed that passengers are with their own vehicles but about half of their passengers are walk-ons. Even now there are no public buses in Juneau that go to the Auke Bay terminal, only taxis and hotel shuttles. Will the hotels send shuttle buses 80 miles north to meet guests? How much will an 80 mile cab ride cost? DOT isn't concerned about how a passenger gets to his/her final destination but the passenger certainly is. There has to be an apples-to-applescost study on this and other issues concerning the various alternative and DOT is not the one to do it considering their past work on this issue.

~~General Marine Ferry Alt-Transportation Connections & Cost~~
~~General Marine Ferry Alt-Cost Analysis~~

I've lived in Alaska since 1983 and always supported keeping the capitol in Juneau, but Willow is looking better and better to me. Moving the capitol makes much more sense than any of these road alternatives.

Thank you for this oppotunity to comment.

John B. Warder, Jr.
Skagway, Alaska

This page intentionally left blank.



SKAGWAY MARINE ACCESS COMMISSION

P. O. Box 1076
Skagway, AK 99840

February 20, 2012

Reuben Yost, Project manager
DOT&PF Southeast Region
Juneau Access Improvements Project SEIS
P.O. Box 11206
Juneau Alaska 99811-2506

Dear Mr. Yost:

Thank you for the opportunity to provide further testimony with regard to the Juneau Access Project. The Skagway Marine Access Commission is a non-profit corporation dedicated to improving business conditions in Northern Lynn Canal, promoting safe, reliable and efficient transportation networks and supporting fiscally responsible government projects. We ask that Alaska Department of Transportation (AKDOT) review our past testimony as it pertains to this issue which was submitted during the Final Environmental Impact Statement process of 2006. (See attached).General Project

The Skagway Marine Access Commission concurs with the findings of the U. S. District Court and the 9th Circuit Court of Appeals with the need to provide more substantial study to the Marine Transportation alternative. We are disappointed with AKDOT's narrow interpretation of this decision by focusing only on "existing assets" of the Alaska Marine Highway System (AMHS.) A more expansive, creative approach will certainly yield a more cost beneficial product.General Marine Ferry Alt-AMHS System Analysis

Any comprehensive discussion of the use of existing AMHS assets requires not only a study of the permutations and combinations of vessel deployment, scheduling and routing segments but must also include a significantly deeper analysis of tariffs and revenues as it pertains to Lynn Canal and the AMHS in general. It is our contention that this is what the Court desires and what was found sorely lacking in the 2006 Final Environmental Impact Statement (FEIS.)General Marine Ferry Alt-Evaluation-Service General Marine Ferry Alt-Evaluation-Routing General Marine Ferry Alt-Evaluation-Schedule General Marine Ferry Alt-Evaluation-Cost Analysis

The previous Final Environmental Impact statement failed to apply uniform, consistent standardized formulas to the transportation and engineering data used in its cost/benefit analysis of the various alternatives. Despite requests from the public for clarification, many assumptions were made but never substantiated. The Skagway Marine Access Commission believes that the court's decision mandates not only more comprehensive analysis but more accurate and precise application of established principles of economic analysis, transportation planning and engineering assessment.Alts-Evaluation-Transparency Alts-Evaluation

STANDARDIZATION OF COST CRITERIA

Each alternative in the FEIS contains a maritime link. AKDOT's choice of Alternative 2B as the preferred alternative and the exclusion of any possibility of a road link to Skagway (due to 4F issues) created a field of alternatives that all contain marine transportation as an element of their design. These alternatives differ only in the relative lengths of their road and ferry segments. On its face this distinction may appear insignificant but it produces a valuable opportunity to create an "apples to apples" comparison rather than the apples to oranges analysis historically used by AKDOT.

In particular, with regard to marine transportation, capital costs and operating costs should be roughly the same mile per mile for each alternative whether that alternative contains a long ferry run such as (Auke Bay to Haines) or a short run from (Katzehin to Haines). In other words, ANY comparisons with regard to costs and revenues on the various marine segments should use uniform criteria and performance formulas: **number of miles multiplied by standardized revenue per mile** or **number of miles multiplied by standardized cost per mile**, etc. This would give the AKDOT a much better tool for evaluating the relative benefits of the marine links versus the hard road links which, unless being proposed as toll roads, shift the full burden of subsidy to the government.

Alts-Evaluation-Cost Analysis

Further, this more balanced analysis allows for discussion to be initiated as to the role of tariffs/revenues and how they impact the following two statements of purpose and need goals:

- Reduce State costs for transportation in the corridor
- Reduce user costs for transportation in the corridor

Alts-Evaluation-P&N

TARIFFS, REVENUES AND SUBSIDIES

A hard link road route allows little opportunity for revenue under the traditional model unless it is a toll road. The tradition of charging the user for a maritime link is well established and considered the norm. This creates an inverse relationship between the two stated goals in the purpose and need statement. Because of this traditional manner of charging a toll for maritime transport both the State of Alaska and the end user will bear a portion of cost either through State government subsidy or ticket price respectively. The actual percentage that would be applied to each entity is inverse to the other. A decrease in the obligation to the State would be realized as an increase to the user and vice versa.

This inherent conflict within the Purpose and Need makes it essential that AKDOT pay special attention to the tariff issue and do extensive research into the AMHS ticket price structure to achieve an optimum ticket price to maximize efficiencies of demand and revenue capture. Following the completion of the FEIS, AKDOT commissioned a study of AMHS tariffs system wide. This study, conducted by Northern Economics Inc. and completed in April 2008, would be a good place to start the analysis. The report is entitled **Passenger/Vehicle/Cabin Rate Study for the Alaska Marine Highway System** and is available for review on the AMHS website; it provides an excellent overview of the wide range of per mile tariff values for all the AMHS route segments.

Alts-Evaluation-Cost Analysis

Alts-Evaluation-P&N

Alts-Evaluation-Toll

One of the most noticeable findings of the study is the elevated tariffs of the route segments from Skagway to Haines and Skagway to Juneau relative to the rest of the AMHS route segments. These price/rate discrepancies create obvious problems in terms of economic efficiencies of price elasticity and demand. Furthermore, these are the very tariffs quoted in the FEIS for cost comparison to the preferred alternative. Neither the FEIS nor the Northern Economics report state what rationale the AKDOT used to depart from the median standard per mile tariff. But the result of that departure is a lopsided analysis in the FEIS that misrepresents the true cost per mile, especially when factored against the cost determinations quoted in the FEIS for the Katzehin to Skagway route for preferred alternative 2B.

The distance from Katzehin to Skagway is nearly the identical distance of Haines to Skagway yet the pricing disparity of the cost quoted for the maritime segment of Alternative 2B is somehow determined to be less than 25% of the traditional tariff structure charged by AMHS and the standard for every other alternative presented in the FEIS. **In the preferred Alternative 2B the FEIS puts the cost of the Katzehin/Haines to Skagway shuttle at \$40 for a hypothetical family of four with a vehicle. Yet today, under the present price structure using the AMHS tariff schedule, the cost for a family of four with a vehicle to travel from Skagway to Haines is \$157.** The principals of sound economic analysis and transportation planning require that these discrepancies be addressed in any future planning documents produced by the AKDOT.

Alts-Evaluation-Cost Analysis

Alts-Evaluation-Toll

Traffic studies to date demonstrate that a preponderance of AMHS traffic occurs in Lynn Canal. With its inflated pricing and its large traffic volume, Lynn Canal makes a disproportionately large financial contribution to the overall AMHS system as compared to the rest of the region. An issue of concern with regard to the goal of reducing State costs (reference Purpose and Need) would be possible impacts that the loss of Lynn Canal revenues would have on the rest of the system, either in the form of increased tariffs for users in other communities in Southeast or increased level of required government subsidy.

General Marine Ferry Alt-AMHS System Analysis-Cost Analysis

QUESTIONABLE ASSUMPTIONS AND INCONSISTENT METHODOLOGY IN DEVELOPING LYNN CANAL TRANSPORTATION MODELS

The only way to achieve a true comparison between a road link in Lynn Canal and ferry transportation in Lynn Canal is to develop a model for marine transportation as a stand-alone operation over the identical distance of the proposed road. In the past, the AKDOT has burdened the comparison by including losses incurred by marine operations elsewhere in the region as costs against marine operations in Lynn Canal. Assuming the Department is successful in building a road and completely eliminating marine transportation in Lynn Canal the AMHS would still incur the same administrative costs and revenue shortfalls on the remaining state-wide AMHS routes. Therefore, it is incorrect to include them as costs in the operational budget being hypothetically proposed for the Lynn Canal Route. The previous EIS showed bias toward the Department's hard link "preferred alternative" by burdening ALL marine alternatives with central office costs EXCEPT the marine components of the preferred alternative 2B. Here, costs and fares were minimized by as much as 75% in order to skew the comparison in favor of the outcome.

As we pointed out in our comments on the 2006 FEIS, AKDOT eliminated from their analysis all costs of staff, security, mooring and customer services at the three ferry terminals involved in the preferred alternative. Despite questions from the public, the department never explained why these costs were associated with the Haines/Skagway ferry terminals in all marine alternatives but not for those same terminals when proposed within the context of the "preferred alternative."

The new EIS must contain an analysis of an Auke Bay to Haines/Skagway marine alternative that is not burdened with overall regional costs and revenue losses south of Juneau and the preferred alternative (2B) must be encumbered with its fair share of ferry and terminal operational costs from Katzehin to Skagway and Haines. The model must assume that all ferries stop in Auke Bay and divert their onward northbound traffic to ferries operating in Lynn Canal. The model would then accurately mirror the preferred alternative in which all ferries stop in Auke Bay and divert their northbound traffic via a road to a ferry terminal in Katzehin where they would board ferries to Haines and Skagway. An added benefit of a stand-alone marine model is that the service can be tailored solely to the seasonal fluctuations of demand in Lynn Canal in order to serve the customer base most effectively and maximize the revenue/cost ratio.

Alts-Evaluation-Traffic Analysis
Alts-Evaluation-Cost Analysis

Another example of discrepancies between alternatives is the FEIS's assumption of no wait time with regard to travel time calculations for Alternative 2B. All other marine alternatives have a calculated wait time in their discussions of required travel times. The "no wait" calculation for 2B is over simplistic and unrealistic; it is reasonable to assume that people will impose their own "check-in" time in order not to miss the ferry. (i.e. leaving 30 to 45 minutes earlier in order to be certain to obtain a car deck space. A more equitable solution would be to attribute a 45 minute wait time to the 2B alternative because the cost of missing the ferry is 90 minutes.

Alt 2B-Traffic Analysis-Time Delay

Another unreported impact of Alternative 2B is the cost to the end-user without a car who must secure ground transportation from Katzehin to Juneau. The proposed preferred alternative effectively dismantles a mass transit system with historical precedent. Statistics show 45% of the ridership on the AMHS is foot traffic but the FEIS provided no projections as to the increased costs for these people. To date, when this issue has been raised, the only response that has been provided is that it is not AKDOT's responsibility to provide that transportation. However debatable that answer might be, at a minimum, the department is required, to include those costs in the EIS as additional expense to nearly half the existing customer base of AMHS in Lynn Canal.

Alt 2B-Transportation Connections & Cost

In 2004 a group of business people in Haines and Skagway hired a consultant to determine how a stand-alone ferry system operating solely in the Lynn Canal might best be configured. We are attaching the Lynn Canal Transportation Project report and business plan for your review. While outdated in some respects, we believe that if the goal of the Supplemental EIS is to evaluate the best marine alternatives, then a model similar to the one in the study must be considered. In developing such an alternative, AKDOT should put all options on the table including types of vessels used, scheduling options, fare structures, labor sources, and management structures.

General Marine Ferry Alt-AMHS System Analysis

Skagway Marine Access Commission recommendations:

- AKDOT hire an outside economic firm to perform a price elasticity study for the AMHS with regard to tariffs and demand.
General Marine Ferry Alt-AMHS System Analysis
- Incorporate and investigate tariff modification recommendations outlined in the AMHS Tariff study by Northern Economics Inc. (2008).
General Marine Ferry Alt-AMHS System Analysis
- Include the AMHS staff (staff traffic planner, scheduler, and business staff) in the development of possible vessel deployment and scheduling matrices.
General Marine Ferry Alt-AMHS System Analysis
- Isolate and identify maritime transportation costs specific to the Lynn Canal route segment for comparison across all proposed alternative maritime route segments. Ensure that any assumptions and methodology used are consistent for all evaluated alternatives.
General Marine Ferry Alt-Cost Analysis
- Estimate the future level of required State subsidy for AMHS and the impacts on the remainder of the region assuming implementation of the preferred Alternative 2B and the resultant loss of traffic and revenue currently being generated in Lynn Canal.
Alt 2B-AMHS System Analysis
- Include safety, reliability and predictability in the Statement of Purpose and Need.
P&N
- Justify underlying traffic assumptions regarding large projected demand for vehicular traffic.
Alts-Evaluation-Travel Demand
- Include in your analysis ferry operation and terminal costs associated with the hard link preferred alternative.
Alt 2B-O&M Cost
- Include in depth analysis of end-user (walk on traffic) costs for transportation between Katzeihin and Juneau.
Alt 2B-Transportation Connections & Cost
- Using the Lynn Canal Transportation Project as a guide, develop an alternative that includes a stand-alone ferry system in Lynn Canal that mirrors as closely as possible the road/ferry alternative 2B over the same number of miles, with similar traffic routings and uniform cost formulas that are not burdened with costs or losses incurred south of Juneau.
General Marine Ferry Alt-AMHS System Analysis
- Hire an independent consultant to review the results of the suspended Golder contract and any further geo-technical or engineering work that has been conducted which would impact construction costs of the road link in Alternative 2B.
Alt 2B-Evaluation-Construction Cost Alt 2B-Evaluation-Geotechnical
- Itemize potential impacts to northern Lynn Canal economies which could result from changes in cruise ship patterns owing to scenic degradation.
Alts-Evaluation-Socioeconomic Visual

The Skagway Marine Access Commission believes that a response to our comments and recommendations as listed would be an indication of AKDOT's sincerity to legitimately address the inadequacies identified by the courts and provide an honest analysis in a fair, meaningful and transparent manner. We are transmitting these comments via fax and email. Thank you for your consideration.

Janice C. Wrentmore, President
Skagway Marine Access Commission

Attachments:

Business Plan/Lynn Canal Transportation Project
Analysis of Traffic on Lynn Canal Ferry Routes by McDowell Group
Legal comments re: fiscal constraint by Jeff Parker, Atty.
Skagway Marine Access Commission comments on FEIS 2006

FAX

TO: Reuben Yost

FROM: Skagway Marine Access Committee, Jan Wrentmore, Chair

SUBJECT: Final Comments on Final EIS on Juneau Access

DATE: March 12, 2006

Following are the comments of the Skagway Marine Access Committee on the Final Environmental Impact Statement on Juneau Access. We are faxing these to the following fax numbers: 907-465-4414 and 465-2016. We will call tomorrow and confirm that you have received them and as added confirmation (since you have stated that your fax machines do not work well) are emailing you as well.

1. The disproportionate preponderance of data for road alternatives and the corresponding lack of similarly consistent data for ferry alternatives reveal the underlying bias in the EIS in favor of a road connection which from the beginning has been the Governor's stated political agenda. The EIS is unclear as to the advantages gained by the public and the cost savings to the state of spending roughly \$238 million to extend beyond Cascade Point to Katzehin. The EIS does not provide an "apples to apples" comparison of all of the alternatives. The marine alternatives require more extensive review. In particular, the data provided is insufficient to explain why alternative 4D is not the preferred alternative. This alternative appears to be burdened with central office costs and other marine highway costs that do not encumber the marine portion of the preferred alternative 2B. Of all the marine alternatives, only Alternative 2B (preferred) is not similarly encumbered with these costs. Please see attached analysis of Cascade Point alternative. Alternatives-Evaluation

Additionally, the FEIS assumes no wait time with regard to travel time calculations for Alternative 2B. All other marine alternatives have a calculated wait time in their discussions of required travel times. The "no wait" calculation for 2B is over simplistic and unrealistic; it is reasonable to assume that people will impose their own "check-in" time in order not to miss the ferry. (I.e. leaving 30 to 45 minutes earlier in order to be certain to obtain a car deck space. A more equitable solution would be to attribute a 45 minute wait time to the 2B alternative because the cost of missing the ferry is 90 minutes. The assumption of zero wait time is bad science and poor methodology. Alt 2B-Evaluation-Time Delay

2. The magic tariff quoted on page 42 of section 4 says it will cost a family of four with a standard vehicle \$40 to travel from Haines to Skagway. In the Final EIS for Juneau Access (Section 4, page 42), the statement is made that it will cost a family of four with a standard vehicle \$40 to travel from Haines to Skagway. Yet the cost of a ticket with the AMHS for June 2005 is \$ 167.00 for that same family. That doesn't include the 10% fuel surcharge which would make it \$184.00. How do you explain this discrepancy? If there are significant cost savings, why haven't you instituted these cost savings for the public under the existing structure?

If you reduce the price of a ferry ticket as proposed in the EIS by such a high percentage (75%), do you believe you will have the capacity to accommodate the increase in ridership? This precedence is based on this past winter's significant increase in ridership in part due to the 30% fare reduction.

Tariffs in Lynn Canal are currently the highest per mile in the system. Isn't this a purely arbitrary decision not based on true operating costs but an attempt to generate revenue? If so, why the discrepancy between existing tariffs and ticket prices proposed in the EIS?

3. The proposed preferred alternative effectively dismantles a mass transit system with historical precedent. Has there not been federal mass transit money invested in the marine highway in the past? What are the legal consequences of dismantling this system? How can you possibly defend the statement that walk-ons are not your responsibility when walk-ons constitute 45% of the current customer base for Marine Highway?

Alt 2B-Legality Alt 2B-Evaluation-Mass Transit

4. Is there a conflict of interest in the fact that John McKinnon is deputy commissioner of DOT and yet his family owns mineral rights on the east side of Lynn Canal alongside the road corridor?

Alt 2B-Transparency

5. The proposed facility operations for the Katzehin, Skagway, and Haines terminals calls for complete elimination of staff, security, mooring and customer services. According to the traffic estimates, these three terminals will handle more traffic than the Capitol City terminal of Auke Bay. Yet, these terminals, unlike all other AMHS Class A or B terminals, will be completely unmanned and all existing customer service, security, safety, maintenance and traffic staging will be dismantled. In particular, the

Alt 2B-Ferry Terminal Operations

Skagway port is adjacent to an international boundary, and is considered one of the busiest cruise ship ports in the world. An unmanned and unsecured terminal located centrally in the harbor basin creates a potential terrorism target. Homeland security concerns apply to all three unmanned terminals. Of additional concern for all three

Alt 2B-Ferry Terminal Location-Homeland Security

terminals would be the logistics of mooring a ferry in adverse weather and high wind conditions normally associated with Lynn Canal year round. The EIS neglects to address any of Homeland Security's maritime security requirements and their associated costs.

Alt 2B-Ferry Terminal Operations

The question remains that if these three high volume terminals can operate without staff and without regard to the above mentioned services, why would a terminal such as Auke Bay need continue to provide security and ticketing capability. The EIS is silent with regard to maritime security issues and associated costs with regard to personnel requirements, time delays, and vessel/terminal infrastructure for all marine alternatives. The EIS neglects to address in any form the environmental consequences of creating a new remote port in the navigable waters of Alaska.

General Marine Ferry Alts-Homeland Security

General Marine Ferry Alts-Environmental

6. Over simplistic analysis of real time traffic patterns will lead to bottlenecks at the three terminals (Skagway, Haines and Katzehin). The Department's unfamiliarity with the tourism patterns of traffic in Northern Lynn Canal is apparent in numerous miscalculations as to vessel design, capacity and scheduling: ie. the use of the Aurora which is severely limited in its ability to accommodate large RV's and freight vans along the Haines/Skagway corridor, particularly in the summer months. Alternative 2B does not take into consideration the numerous combinations of walk-on passengers, single passenger cars, RV's, freight vans and high volume passenger vehicles such as tour busses. The EIS fails to factor in the missed "opportunity costs" or "time costs" which are factored in on other alternatives.

Alt 2B-Traffic Analysis
Alt 2B-Ferry Design
Alt 2B-Schedule

7. In the Juneau Access Final Environmental Impact Statement, FHWA/AKDOT failed to identify the Department of Homeland Security/USCG as a cooperating agency or to pursue any discussion or investigation with regard to the Maritime Security for any of the Marine Alternatives including Alternative 2B (preferred).

General Project-Homeland Security

Attachment: **Cascade Point: a better choice for a ferry terminal than Katzehin**

**THE STATE CAN SAVE \$200 MILLION BY SHORTENING
THE DRIVE TO THE FERRY TERMINAL**

Of the \$260 million projected cost for the Juneau road, roughly \$200 million will be spent to extend the ferry terminal road beyond Cascade Point to a “no services” ferry terminal in Katzehin.

Disadvantages of Katzehin Terminal

- Will not save the traveler any time (ferry time and driving time between Cascade Point and Katzehin are roughly equivalent given the road speed limit will be 35 miles per hours in most places)
- Will not decrease the state’s dependence on ferries (3 shuttle ferries will be needed to operate between Skagway, Haines and Katzehin)
- Will incur more maintenance costs over the the life of the project
- Does not provide a hard link to the nation’s highways
- Requires the state to purchase three additional vessels

Advantages of Cascade Point Terminal

- Much more convenient and inexpensive for the foot traveler who must rely on public transportation to go to and from the terminal
- A safer and more reliable route because it avoids the frequent closures predicted for winter due to avalanche
- Avoids degradation of environment and ancestral uses of Berners Bay and Katzehin flats
- Advantageous savings for crew costs
- Better return on the state’s investment
- Utilizes existing fast ferries and does not require purchase of additional boats
- Less loss of life

CASCADE POINT

Road construction cost to Sawmill Cove **\$6 million**

Utilizes **existing** fast ferries (Fairweather & Chenega)

Annual road maintenance cost **\$19 thousand**

Annual Ferry maintenance cost **\$10.1 million**

When traffic demand is lowest (winter) , service can be scaled down to meet demand

KATZEHIN

Road construction cost to Katzehin **\$189million**

Requires **\$53 million** to construct 3 shuttle ferries

Annual road maintenance cost **\$1.3 million**

Annual ferry maintenance cost **\$7.7 million**

When traffic demand is lowest, (winter), maintenance costs are highest

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 12:53 PM
To: Davis, Cecile
Subject: 022012 Brenda Johnson JAIP Comment

-----Original Message-----

From: Brenda Johnson [<mailto:bjohnson@wildflowercourt.org>]
Sent: Monday, February 20, 2012 12:49 PM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

cf_name=Brenda Johnson
[cf_mail=bljinalaska@gmail.com](mailto:bljinalaska@gmail.com)
cf_address=5875 Glacier Hwy #26
cf_city=Juneau
cf_state=AK [General Marine Ferry Alt-Support-Safety](#)

cf_comment=I feel the best improvements and safest way to get in and out of Juneau are to improve the ferry system. I feel that the road has too many unsafe areas(avalanch). It still is a road to nowhere. There is no purpose for the road when we already have the ferry. The road would destroy wildlife habitat. The K. mine already ferries people to and from. There is no need to spend millions of \$ for a dead end road.

[General Road-Against-Wildlife](#)
[General Road-Against-Cost](#)

General Road-Against-Safety

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 12:54 PM
To: Davis, Cecile
Subject: 022012 Donna Griffard JAIP Comment

-----Original Message-----

From: Donna Griffard [<mailto:donnabadonna@yahoo.com>]
Sent: Monday, February 20, 2012 12:49 PM
To: JuneauAccess@alaska.gov
Subject: Juneau access comments

cf_name=Donna Griffard

[cf_mail=donnabadonna@yahoo.com](mailto:donnabadonna@yahoo.com)

cf_address=PO Box 734

cf_city=Skagway

cf_state=AK

Alt 1-Support

General Marine Ferry Alt-Support-Service

cf_comment=I support Alternative 1. Improved ferry system would be a plus. Alternative 4C also okay.

Alt 4C-Support

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 1:03 PM
To: Davis, Cecile
Subject: 022012 Mike Korsmo JAIP Comment

-----Original Message-----

From: Mike Korsmo [mailto:mkorsmo@aptalaska.net]
Sent: Monday, February 20, 2012 12:46 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access Scoping comments

I tried to send these through your website but they do not seem to send.
I hope other folks are not experiencing the same problem

Paul M Korsmo
P.O. Box 245
Skagway, AK, 99840

mkorsmo@aptalaska.net

Comments:

As a 28 year traveler in the Lynn Canal I do not approve of a hard link from Juneau to a remote ferry terminal on the Katzehin river delra. Nor do I approve of an eventual hard link continuing on to Skagway which I believe is the ultimate goal of some folks within DOT/PF

Alt 2B-Against

Reasons for not being in favor of the Juneau Access Road:

-the route has serious safety issues particularly in the winter due to driving conditions and a multitude of avalanche paths within the route.

Alt 2B-Against-Safety
Alt 2B-Against-Geotechnical

-the route does not provide a safe and reliable alternative to existing and future service.

-Juneau Access does not address an alternative for the approx 45% of the folks traveling the corridor who do not drive cars but walk on the ferries. It basicall strands those folks at either end of the system leaving them with no means to travel or some very expensive options of cab service or or hitchhiking. If it is assumed that there will be a private transportation service to get address this issue the costs of that service should be studied and addressed in the comparison costs of travel in ferry vs road alternatives.

-Juneau Access Road will take a very large percentage of revenue away from the Marine Highway System.

Alt 2B-Against-Cost

-a majority of citizens in the Upper Lynn Canal communities have repeatedly asked for continued or improved ferry service over a road.

General Marine Ferry Alt-Support-Service

the Document should reflect the various polls, resolutions, public votes, and letters that show this general consensus over the past many years. These are all public knowledge.

Alts-Evaluation

-the addition of the Alaska Class Ferries into the System will adequately address the needs of Lynn Canal. Previous projections of need or traffic numbers seem to artificially inflated and do not reflect traffic numbers from the past many years. Particularly with the decline in population of the region.

Alts-Evaluation-Traffic Analysis Demand

Here are some items that should be addressed in your analysis:

General Marine Ferry Alt-Support-Ferry Design

Alt 2B-Against-Transportation Connections & Cost

Alt 2B-Against-Reliability

-How often the Klondike Highway has been closed due to winter driver conditions and avalanches the past few years to adequately reflect how often the road would be closed an alternative ferry service would have to provide transportation.
-the avalanche studies of the corridor should be finished (Golder Report) and an independent analysis of the report should be analyzed independently -safety and reliability should be a major consideration when comparing road versus ferry alternatives. [Alts-Evaluation-Safety](#) [Alts-Evaluation-Reliability](#) [Alts-Evaluation-Geotechnical](#)

-there needs to be a realistic analysis of the per mile costs of the existing ferry travel in the Lynn Canal vs road travel (Which should address costs of private transportation for stranded walk on passengers). The current tariffs are inflated in the Lynn Canal and do not reflect the average per mile cost of the rest of the system. On the other habd your costs for shuttle ferries from the Katzehin to Haines and Skagway are artificially low compared to current tariffs between Haines and Skagway and should be changed to address more realistic costs.

-the revenue loss to the overall system if Lynn Canal ferry service was discontinued should be factored in the analysis or at least addressed to show what how this project would effect future AMHS revenues. [Alts-Evaluation-Cost Analysis](#)

-the comments sent to you for this scoping document should be independently analyzed and a realistic consensus from the public should be brought forward in the final document. There should be lots of weight given to comments from effected communities also. [Alts-Evaluation-Public Input](#)

I could go on and on but I will end it here. I also have serious concerns about the social and economic impacts of the Juneau Road to the community of which I reside, Skagway. [Alt 2B-Against-Socioeconomic](#)

Thank you for allowing me to comment,
Paul M Korsmo
Skagway resident
Skagway Assemblymen
-

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 1:27 PM
To: Davis, Cecile
Subject: 022012 Scott Logan JAIP Comment

-----Original Message-----

From: Scott Logan [<mailto:sslogan@me.com>]
Sent: Monday, February 20, 2012 1:18 PM
To: juneauaccess@alaska.gov
Subject:

cf_name=Scott s logan
[cf_mail=Sslogan@aptalaksa.net](mailto:Sslogan@aptalaksa.net)
cf_address=Box 686
cf_city=Skagway
cf_state=Alaska

cf_comment=I am in agreement with the majority of the voters in Skagway, Haines, and Juneau when they voiced their desires for improved ferry service and no road to Juneau. How many more decades of wasted tax monies is this issue going to consume. The entire road project has been flawed by greed.

General Marine Ferry Alt-Support-Service
General Road-Against

Sent from my iPad
Scott Logan
Box 686
Skagway AK

This page intentionally left blank.



To:

February 20th, 2012

Alaska Department of Transportation &
Public Facilities, Southeast Alaska Region

Post Office Box 112506

Juneau, Alaska 99811-2506

juneauaccess@alaska.gov Via e-mail and US Postal Service

Attention: Mr. Reuben Yost, Project Manager

Re: Lynn Canal Transportation Access Improvements

Dear Mr. Yost:

On behalf of the Juneau Group of the Sierra Club and the Alaska Chapter of the Sierra Club, I am submitting scoping comments on the Juneau Access Improvement Project's court mandated 'Supplemental Environmental Impact Statement'. The Juneau Access Improvement Project will sometimes be referred to as JAIP.

The Sierra Club is a national grassroots conservation organization with approximately 750,000 members. Founded on May 28th 1892 by John Muir, the Sierra Club's involvement in S.E. Alaska conservation issues spans the entire history of the 'Club' and continues today. In the late 1960's the Alaska Chapter of the Sierra Club and the Juneau Group of the Sierra Club (JGSC) were incorporated under the National Sierra Club. The Alaska Chapter of the Sierra Club has approximately 1,500 members with about 450 of them residing in S.E. Alaska under the banner of JGSC. Many of our members have visited and enjoyed the lands affected by the project. The Sierra Club's mission of "Exploring, Enjoying, and Protecting the Planet" is directly related to the Juneau Access Project.

Issues that need to be dealt with for all alternatives

Because of the time between that issuing of the 2006 FEIS and now, many issues including ones not noted in the scoping request need an up-dated analysis.

1) First, a new, complete, and independent study of the costs of building the roads needs to be done. This should include a geo-tech cost study for the full length of any road used in any alternative. It is well known that only a partial geo-tech cost study was done for the Lynn Canal eastside road alternative for the 2006 FEIS. In DOT's submission for scoping comments it was noted that geo-tech studies are being done, but there was no information on who is doing the analysis, whether it is DOT or a contracted business, or if the study is for the whole project. In 2006 the State of AK commissioned a geo-tech study to be done by Golder Associates Inc. Golder Associates Inc. identified numerous rock fall areas, mega boulders that would have to be blasted to be removed, and numerous other cost and safety hazards along the 22 miles actually studied of 60 miles of the proposed route going from Auke Bay Juneau to the Katzehin River Delta. Golder Associates Inc. had their contact stopped after only analyzing approximately one 3rd of the road route. This was phase 1 of zone 4, going from Independence Creek to the Katzehin River Delta. It is also known that the Golder Associates' engineers had a gag order on them that did not allow any contracted engineer to say anything about what they had found during their studies, or what they thought about it, without DOT approval. The Golder Associates Inc. report for the phase 1 zone 4 studies is attached and it should be noted that it identified numerous cost and safety issues that had not been identified before the State of AK commissioned the study. Also, the results of the partial study were not fully incorporated into the 2006 FEIS. The ability of DOT to do accurate cost study is very much in question based on past studies. In 2005 DOT estimated a 23-mile pioneer gravel road with temporary bridges would cost \$30 million. The lowest bid came in at \$51.5 million. This pioneer road was a piece of the Juneau Access Project that was going to be paid for by the State. The Sierra Club suggests that Golder Associates Inc., or a similar independent company, be contracted to do a new and complete geo-tech analysis of all road segments, in all alternatives, and that no gag orders be put into any contract for any company that is or will be doing the geo-tech analysis. Using Golder Associates Inc. would be more economically efficient as they have already been involved.

Alts-Evaluation-Geotechnical Alts-Evaluation-Construction Cost
Alts-Evaluation-Safety
Alts-Evaluation-Transparency

(A) The costs of **using** the roads must be compared with the costs of **using** an improved ferry service and all the other marine option alternatives. Both from the consumers stand point, and from the systems stand point. A full accounting needs to be done. Such as a tariff on the roads which would impact both the system and the user. And the costs of fuels for boats, monohulls, shuttles, and fast ferries. The costs of fuel for trucks, cars, and busses. The fee's for using a ferry with or without a car or truck. The cost of a taxi or bus to get from the Katzehin Delta to Juneau. And the money spent by ferry users on board for all the various amenities for sale, on the ferries, which impacts both the users and the system.

Alts-Evaluation-Cost Analysis

2) An updated analysis on the effects of all alternatives on aquatic resources needs to be done with consultation with all appropriate resource agencies. Current population data of salmon, eulachon, all marine mammals, and other aquatic dependent species, including terrestrial species, needs to be part of the analysis. Population data should include updates on both location and numbers so that the effects of any road routes can be scientifically analyzed by the best resource agency biologists. And as known, Alt 2b, the Lynn Canal eastside road, will cross designated critical habitat for Steller sea lions. The Sierra Club requests that the FHWA and DOT&PF initiate an early consultation with the NMFS, the USFWS, and the ADFG to address fully the impacts from all alternatives on all effected wildlife.

Alts-Evaluation-Agency Consultation

The Sierra Club requests that all memos and notes of all consultations be made public in a way that is easily accessible by the public, not buried in un-known sub-folders on a disc that has to be asked for. Note that from any consultation with Federal Agencies, the documents from such consultations come under the new administrative guidelines of the 'Freedom of Information Act'.

Alts-Evaluation-Transparency

A) American Bald Eagles: From 2005-2006 the places and numbers of bald eagle nests have changed and a new survey needs to be done before the DSIES is published. Impacts on eagle nesting need to be clearly defined in the SIES, and mitigation measures need to be put into place.

Wild-Bald Eagles-Survey
Wild-Bald Eagles-Mitigation

3) Safety issues. First and very important, safety was basically only a cost issue in the '2006' FEIS (and therefore needs to be updated for that reason and others), it was not part of the 'Purpose and Need' in the EIS process, though it had been in the original 'Juneau Access Improvement Project's' EIS. This should be remedied in the current SEIS so that the focus of the project includes safety as a priority issue. Please note that DOT Commissioner Luiken said in a Joint Transportation Committee DOT hearing that the "*Four E's of safety in all DOT projects, be them construction or maintenance, are "education, enforcement, **engineering**, and **emergency services**."* And that one of the four goals stated for the 2008 Southeast Alaska Transportation Plan is to "maintain or improve modal safety." Prioritizing safety becomes more important when consideration is done for the possibilities of harm or death, gods or goddesses forbid, to the students traveling by bus during the winter on the eastside road. To leave safety out of the Purpose and Need of the project seems to contradict Commissioner Luiken's statement to our State Legislators, and the goals of the Southeast Alaska Transportation Plan.

P&N-Safety & Reliability

In regards to updates, all possible safety hazards along the road routes need to be identified, including summer rock slides, and the safety of doing the road construction also. Hazards need to be analyzed for the cost of the road maintenance related to them, such as avalanche snow removal, de-icing the roads, avalanche mitigation, and rock slide removal. DOT needs to analyze when such maintenance and mitigation actions will not be able to be done because of weather conditions, and tie it to the effect on road closures because of the un-ability to keep the roads safe. And DOT needs to update and accurately analyze the cost of creating avalanche barriers or tunnels, and the cost and effectiveness of avalanche mitigation. DOT also needs an up-dated estimate of the

time that any hazards may close a road and this is related not only to reliability but to safety also. Emergency services such as the access to hospitals, the ability to provide ambulance access along road routes, and the ability to provide policing are all issues directly related to safety and reliability. All of these issues need to be up dated because of changing conditions, such as the amount of policing available, the budgets for winter road maintenance, and other changing conditions, and not just referred to as being dealt with in past NEPA work.

When this is done a new comparison of roads safety and reliability to the safety and reliability of ferry services needs to be done. It should be noted in a comparison of alternatives that in the 50 years of contiguous ferry service in Lynn Canal not a single person has lost their life by traveling in ferries. It is extremely unlikely that this will be the case for the road projects in the SEIS.

Alts-Evaluation

4) Travel Demand and Delay. DOT in the past has basically used an assumption that if a road to connect Juneau to the continental highway system is built it will result in a huge increase in travel demand, and that therefore there is a backlog of travel demand waiting to be dealt with, and that the current marine service cannot deal with it. This assumption is very dicey, un-proved, and is essentially un-provable. Any assumption that a high percentage of travelers on the Alaska Highway, who are now mostly going to central and north Alaska, will turn south and go to Juneau is highly suspect. An updated study of the expected numbers of travelers using the road alternatives for access to Juneau needs to be done. Such as how many travelers will really turn south from the Alaska Highway at Haines Junction to get to Haines, or really turn south from Whitehorse BC Canada to get to Skagway and take a shuttle ferry to Haines. And then get on a shuttle ferry at Haines to cross Lynn Canal to get to a ferry terminal, then get off the shuttle ferry, and then head south to Juneau on their or someone else's car, or on a bus, or on a taxi. The cost and time of doing such a thing makes DOT's assumption that a lot of travelers will do it preposterous. DOT's travel demand assumptions are basically a build it and they will come assumption.

An updated accurate study of time delay for these travelers using the Lynn Canal Eastside road needs to be done , i. e., waiting for a friend with a car to help them get to and from a ferry terminal, waiting for the ferry to arrive and depart, and boarding the ferry and getting off it, and waiting for a bus or taxi to take them to Juneau if they do not have car, all of these scenarios need to be in the mix when calculating travel demand and the time it takes to get from the Alaska Highway to Juneau, from Haines to Juneau, from Skagway to Juneau, and back and forth. Then a comparison needs to be done with the simplicity and reliability of the current Marine Highway System and the other no road alternatives in the SEIS.

Alts-Evaluation-Traffic Analysis

A) Reliability is directly related to demand and time of travel. Road closings and winter road conditions have to be in the mix, and not only on the roads being proposed to be built in the SEIS. There are problems related to traveling in winter on the road from Anchorage to Haines also. This relates to the issue of whether the road alternatives really work better than flying to get Alaska citizens access to the state capital when the legislature is in session.

General Road-Traffic Analysis-Reliability

5) Tongass Forest Management Plans. In DOT's request for scoping comments it was said that an up-date is needed for the Juneau Access Improvement Project because the new 2008 Tongass Management Plan was not in place during the past NEPA process. This was related to roads going through old growth reserves. Going through an old growth reserve is only allowed or permitted, by the Forest Service, and only if there is no other practical feasible alternative available. However, more things have changed in regards to forest plans than just the 2008 plan, the National Roadless Rule now applies to the Tongass National Forest. It changes the 2008 Tongass Management Plan and DOT needs to deal with this change in the SEIS also. And saying that waiting for another court decision to come out will not be adequate. The rule is in place now. One change is, that under the roadless rule the approval for a road though an IRA needs approval from the Secretary of Agriculture or someone that is delegated by the Secretary to make the decision. And the responsible official bases his or hers decision on there being no practical alternative, including a practicable marine alternative. And because the roadless rule is now in place a full evaluation of the effects of alternatives on roadless areas values and their unique characteristics needs to be done. Impacts addressed should include:

- Loss of non-motorized recreation opportunities
- Loss of natural soundscape and view shed
- Displaced and poached wildlife
- Run-off pollution impacts to fish habitat and fish runs
- Increased vectors for invasive species
- Increased OHV impacts
- Increased litter

Funding of the Project

Full funding for any road alternative needs to be identified and to be certain before any road building goes forward. This issue is directly related to having an independent cost analysis done for the whole project, not one that is stopped one third of the way through as the Golder Associates Inc. report was. Note, because the cost of building roads has gone up, identifying the funding sources for the roads is also an issue that needs updating in the SEIS. The Juneau Access Improvement Project is a mega project in that even the lowest cost estimate says it will cost more than a half of a billion dollars. In regards to a mega project the Federal Highway Administration has said that *"The State should take such action as is necessary to identify total costs and schedules for all projects under development and assure that strategies for funding are in place to assure timely advancement of major projects beyond the time frame of the Draft STIP."* And *"projects over \$500 million require a project management plan and financial plan to be approved by the Federal Highway Administration."* And *"we expect proactive measures will be implemented to insure that projectscan be funded."* Full letter to ADOT&PF is attached.

In the past DOT has said that they have the funding for just a part of the east side road, then they can build that piece of the road, and then they can find the money for another piece of the road, apparently from an un-clear, un-identified future resource. This piece by piece funding of a mega project is, simply put, un-acceptable. Depending on unidentified resources to finish a project can easily result in a failed project, and this is not compatible with the directive from the Federal Highway Administration. In 2007, in response to a request from an Alaska State Senator, DOT said 112 million dollars of funding for the estimated full cost of 273 million dollars had not been found for the East Lynn Canal road alternative (letter to Senator Albert Kookesh is attached). To date the DOT estimated cost has doubled and no additional funding has been appropriated for the construction of the any of the roads in the JAIP.

A) In speeches to Alaska's legislators the Alaskan delegation has said repeatedly that Alaska should not look for the federal funding they have depended on in the past. Budgets are being cut for all federal agencies and congress is being very conservative when dealing with the debt crisis. DOT needs to take this into account when or if they are thinking they can get funding for an east or west side road.

B) If it is clearly the intent, now, of DOT building a Lynn Canal Eastside road connection to the Skagway Klondike Highway by going from the Katzehin Delta ferry terminal along the coast towards Skagway and then up to and through the Dewey Lakes Recreation area, that is above the town of Skagway, and then hooking down to connect with the Klondike highway north of town of Skagway, then this should be noted in the SEIS. Also, identifying the funding for the road extension, getting a cost estimate of the road extension should be in the SEIS. And it should be analyzed as foreseeable future cumulative impacts under the requirements of NEPA. This proposal was put out by DOT in early February 2012 at a meeting in Vancouver, BC. ADOT&PF officials attending were Patrick Kemp, Deputy Commissioner of DOT, Jeff Ottesen, Director of Program Development, Mike Vigue, Chief of Capital Program Planning, Joseph Buck, Special Assistant to the Commissioner, and Mark Davis, Deputy Director Investment Finance & Analysis, AIDEA.

Alts-New Alternative-Cost Estimate
Alts-New Alternative-Funding
Alts-New Alternative-Cumulative Impacts

Improved Ferry Service and Range of Alternatives

1) Alternative 1b, the 'Improved Ferry Service Alternative' needs to be improved. The alternative needs to meet the demands of not only the Lynn Canal travelers, but should be one that does not cannibalize other Southeast Alaska ferry services. There are probable ways to use existing ships, and ones being made, that would not do such a thing. Existing legacy boats can become Lynn Canal day boats that operate during the peak summer marine travel time so as to not take a fast ferry out of service on the Sitka route. One legacy boat could provide twice a day sailing from Juneau to Haines or Skagway. Two legacy boats at the peak of travel would double this accommodation. Other vessel deployment options need to be explored and what is called a **"comprehensive vessel operation matrix"** should be made. It would provide a base to make a combined

single marine service alternative that for all of Southeast Alaska is safe and reliable. Note that building one or two more Alaska Class Ferries, and one is already being built, should also be considered in a comprehensive vessel operation matrix. And to lower operating costs new ferries might run on biodiesel. This should be a consideration when creating a holistic marine service system for Southeast Alaska.

General Marine Ferry Alt-O&M Cost

A) The other marine and road alternatives when combined with Alternative 1b narrow the range of alternatives in such a way that a whole Southeast Alaska single marine alternative is basically hidden behind a screen. It should be noted that options, Alt 3, Modified Alt 3, 4A, 4B, 4C, and 4D, basically the same as in the SEIS and the past EIS, did not meet the purpose and need requirements under the Army Corp of Engineer's regulations and were considered to be not practicable for logistic and technical reasons. Some of the reasons were the ability to make a terminal to handle the size and numbers of boats at the places identified in the alternatives, the logistics of getting to and from the added ferry terminals (and their costs), and that the alternatives would not meet at least one of the purpose and needs of the project, decreasing travel time. These alternatives are still unviable alternatives. The Sierra Club suggests that any unviable alternatives be removed and a comprehensive vessel operation matrix alternative be made, analyzed, and put into the SEIS.

Alts-Evaluation-USACE P&N
Alts-Evaluation-AMHS System Analysis

Thank you for considering the Sierra Club's comments

Sincerely;

Mark Rorick, Chair Juneau Group of the Sierra Club
1055 Mendenhall Peninsula Rd. Juneau AK, 99801
907-789-5472 mprorick@alaska.net

Pamela Brodie, President, AK Chapter of the Sierra Club
P.O. Box 1139, Homer AK 99603-1139,
907-235-3855 pbrodie@gci.net

Copy: Tim Haugh, Environmental Program Manager
FHWA Alaska Division, P.O. Box 21648
Juneau, Alaska 99802-1648 (w/enclosures)
Via e-mail: Tim.Haugh@dot.gov

Attachments:

- 1) Golder Associates Inc. report
- 2) Memo from FHWA Alaska Division to ADOT&PF
- 3) Letter from ADOT&PF to Senator Kookesh

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 1:28 PM
To: Davis, Cecile
Subject: 022012 Dean Williams JAIP Comment

-----Original Message-----

From: Mary McDowell [mailto:mmcd@acsalaska.net]
 Sent: Monday, February 20, 2012 1:04 PM
 To: JuneauAccess@alaska.gov
 Subject: Form posted from Windows Internet Explorer.

cf_name=Dean Williams
 cf_mail=mmcd@acsalaska.net
 cf_address=1401 Martin Road
 cf_city=Juneau
 cf_state=AK
 cf_comment=East Side Highway Construction (Alternative 2B):

- The costs of building and maintaining a safe highway on the east side of Lynn Canal have been grossly underestimated by DOT to date. Either this alternative should no longer be supported by the state, or the real costs need to be appropriately reflected in the SEIS to allow for proper consideration and comparison of alternatives. Alt 2B-Cost Analysis

- I do not believe it is possible to construct a safe, reliable highway on the east side of Lynn Canal without significant tunneling and / or numerous strong, waterproof sheds for the many active snow and land avalanche areas along the route. These dangers are very apparent now, and would increase with road construction alterations. Additional geophysical work (i.e. expanded Golder analysis) would further document these serious issues. Alt 2B-Against-Safety
Alt 2B-Against-Reliability
Alt 2B-Against-Geological
- Without the extensive tunneling or shed construction referenced above, the highway will be extremely dangerous and unreliable due to avalanche danger or actual events. Public safety and state liability concerns would have the highway closed when avalanche danger was high, and avalanche events would close the highway until expensive clearing operations could be safely conducted. A heavy snow / rapid warming event in northern Southeast in late January 2012 resulted in numerous avalanches in the Juneau area (at least 14), including one that, despite avalanche mitigation measures conducted in previous weeks, covered the Thane Road with about 20 feet of snow. The many extremely steep avalanche areas along the east side of Lynn Canal receive heavy snow in most years and are subject to very high winds that can contribute to drifts and layering that increase avalanche danger. Unlike the Thane Road area, there would not be a cost effective method for the state to conduct avalanche mitigation along this route. Rock and debris avalanches would also be very significant public safety and maintenance issues.

- The costs of physically maintaining an east side highway and providing prudent safety and support services need to be properly reflected in documents that are addressing Lynn Canal options. An east

Alt 2B-Against-O&M Cost

side road would be labor intensive for both routine and incident-related maintenance, and the long distance from emergency services in Juneau and Haines would make it a very dangerous highway.

- A phase 1 of an east side highway to access a ferry terminus in the northern part of Berners Bay is not a prudent action. The cost of this project, the impact on the Berners Bay ecosystem, the before mentioned high cost / feasibility of maintenance and emergency services, and the lack of viability of phase 2 construction to Katzehin mean that phasing of the overall project should not be considered in an alternative.

Alt 2B-Against-Cost
Alt 2B-Against-Environmental

Marine Alternatives:

- In order to make reasoned decisions on something as important as improvements to Juneau access, there should be proper consideration of what type of marine vessel service would meet reasonable needs. Consideration of alternatives should recognize the seasonal advantages (spring, summer, fall) and limitations (winter) of fast vehicle ferries (FVF) and a range of current and projected monohulls (conventional or Alaska Class).

General Marine Ferry Alt-Ferry Design

- The southern marine terminal should remain the Auke Bay area for public safety, convenience and overall cost reasons. There could be exploration of eventual connection with a highway constructed on the west side of Lynn Canal (referenced in the next section).

General Marine Ferry Alt-Terminal Location

- The costs / benefits / limitations / advantages of marine options need to be compared to reasonable costs and facts regarding east side road options.

General Marine Ferry Alt- Cost Analysis

Other:

- There should be serious consideration of potential road options for a highway on west side of Lynn Canal. I recognize that there would be substantial challenges and expenses with river crossings and protection of habitat, but there may eventually be an appropriate, safe west side road option that when combined with a good marine system would be cost effective. The marine terminus for such a combination should remain in the Auke Bay area due to the public safety, year-round convenience and cost reasons listed above.

Alt 3-Support-Safety
Alt 3-Support-Cost

Summary:

- Given the current fiscal climate and the issues identified above, I do not believe that an east side of Lynn Canal highway is a prudent alternative. Juneau access will not be improved by a road project that can either not secure adequate funding or be operated on a safe, reliable basis. Expanded marine options and feasibility work on a potential west side highway should be the focus of DOT efforts in moving forward. I do not believe that the potential to secure needed funds for expanded marine service would be “bleak” (DOT website terminology) if the state were genuinely promoting marine solutions to improving Juneau access rather than being fixated on an east side road that I do not believe to be viable.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 2:36 PM
To: Davis, Cecile
Subject: 022012 Bart Henderson JAIP Comment

-----Original Message-----

From: bart henderson [<mailto:rbartelow@mac.com>]
 Sent: Monday, February 20, 2012 1:51 PM
 To: JuneauAccess@alaska.gov
 Subject: Juneau Access Comments for the SEIS

To whom it may concern,

As a resident of Haines, and a business owner in Haines, Skagway and in Juneau, I have been involved in the Road vs Ferry debate for the past decade. As the chairman for the Lynn Canal Transportation Project in 2004 and 2005, I headed up the project we sponsored to investigate what a business plan for the ideal Ferry System in the Lynn Canal would look like. We hired Kent Miller to do the research and design for us. We put everything on the table, vessels, management, schedules, terminals, etc. We used the assumption that this system would be designed to handle 100% of the historic traffic carried by the AHMS in the Lynn Canal plus have the ability to grow. And we assumed that the income would be based on the AHMS fare structure.

The results of that business plan showed us that it is indeed possible to design a ferry system that can handle the traffic, with a much more user friendly schedule, and have the operations at least break even "out of the fare box".

General Marine Ferry Alt-AMHS System Analysis

How does this relate to 2012 and the SEIS process now underway for the "Juneau Access" project? It shows that we need to compare a Marine Alternative to the Road, that is an apples to apples comparison. In the last EIS, DOT only considered Marine Access options that included a AHMS system that extended south of Juneau. The problem with this approach is that it muddies the waters when coming up with the economics and useability of a Marine Option. Since the construction of a Road would mean that all ferry traffic south of Juneau would become a separate operation from the traffic in the Lynn Canal corridor, then to be a legitimate comparison, a marine alternative that operates solely in the Lynn Canal should be considered.

If such an alternative is intelligently and fairly designed then I believe that it would show, just as our Lynn Canal Transportation Study did, that a ferry system in the Lynn Canal can be more economical, more dependable, and safer than a Road. And as is the all important NEPA process requires, such a ferry system would be infinitely less intrusive to the sensitive environment of the Lynn Canal Shoreline.

Alts-Evaluation

Southeast Alaska is heavily dependent on the Cruise Line traffic that frequent our beautiful water ways. People pay big money to come to enjoy the pristine scenery we have. And the Lynn Canal is arguably one of the very most spectacular parts of their entire journey, and the East shoreline of the Lynn canal is the most spectacular scenery in the Lynn Canal. To force a road along the incredibly steep east side would create an enormous scar on the scenery, the results of which might be hard to quantify but need to be included in this decision none the less.

Alt 2B-Against-Visual

The People of Haines and Skagway and Juneau have over and over again spoken in support of the ferry system over a road up the Lynn Canal. Yet for decade after decade the Ferry system falls further and further into decline, because the powers at DOT continue to show and push their preference for road building. If the money wasted on all the studies and attempts to build this unwanted road would have just been invested in improving the ferry system in the Lynn Canal, then there would be no discussion because the ferry system would be working so well that no one would want a road.

General Marine Ferry Alt-Support

Thank you for your consideration.

Bart Henderson
Haines, Alaska

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 3:36 PM
To: Davis, Cecile
Subject: 022012 Liz Lavoie JAIP Comment

-----Original Message-----

From: Liz Lavoie [<mailto:liz@redonion1898.com>]
Sent: Monday, February 20, 2012 3:05 PM
To: 'juneauaccess@alaska.gov'
Subject: Form posted from Windows Internet Explorer.

cf_name=Elizabeth Lavoie
[cf_mail=elizabethlavoie@yahoo.com](mailto:elizabethlavoie@yahoo.com)
cf_address=PO Box 1313
cf_city=Skagway
cf_state=AK

cf_comment=Thank you for hearing my comments. My concern is that there needs to be some sort of auditing measure in place to ensure that the costs of ALL alternatives are in fact being measured by the same spoon and not being manipulated to make some appear more favorable than others. However the cost is assessed, it needs to be consistent and transparent for all of the alternatives. There should also be a safety ranking given for each alternative as well as some projection of long term economic effects on communities north of Juneau due to the certain loss of cruise ship traffic should a road alternative be chosen. Thank you for your consideration, I look forward to seeing the results.

Alts-Evaluation-Cost Analysis
Alts-Evaluation-Safety
Alts-Evaluation-Socioeconomic

Elizabeth Lavoie

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:00 PM
To: Davis, Cecile
Subject: 022012 Clay Frick JAIP Comment

From: Clay Frick [claydeepsix@aol.com]
Sent: Monday, February 20, 2012 11:05 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access SEIS

Rueben Yost, Project Manager
DOT&PF Southeast Region
Juneau Access Improvement Project SEIS
PO Box 112506
Juneau, AK 99811

[General Road-Against-Cost](#)
[General Road-Against-Access](#)
[General Road-Against-Safety](#)
[General Marine Ferry Alt-Support-Convenience](#)
[General Marine Ferry Alt-Support-Cost](#)
[General Marine Ferry Alt-Support-Reliability](#)

Thank you for taking my comments regarding the Juneau Access Road.

As a Haines resident and a property owner in Juneau, I have the opportunity to ride the ferry round trip between Auke Bay and Haines at least once a month. I find the existing service convenient affordable and reliable. I feel a road blasted in the east side of Lynn Canal a total waste of money. That money would be way better spent by continuing to up grade the Alaska ferry fleet. The proposed road would provide less accessibility between the northern Lynn Canal and Juneau than the existing ferry, especially in the winter given the hazardous avalanche chutes the road would transect. There would be many a time the road would have to be closed because of dangerous avalanche conditions.

I share Southeast Alaska Conservation Council concerns about habitat degradation in Berners Bay and the east side of the Lynn Canal road construction would create. The proposed road would pass through important areas for sea lions, eagle nesting grounds and important fish habitat. The important habitat that will be compromised will have an adverse economic effect on tourism and fishing opportunities.

[Alt 2B-Against-Marine Mammals](#)
[Alt 2B-Against-Bald Eagles](#)
[Alt 2B-Against-Marine & Fish Habitat Including EFH](#)
[Alt 2B-Against-Socioeconomic](#)

I urge the DOT to shelve this expensive ineffective road project and put the money where it makes the most sense, our ferry system.

Thank you,

Clay Frick
PO Box 1222
Haines, AK 99827

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:01 PM
To: Davis, Cecile
Subject: 022012 Teresa Wilson JAIP Comment

From: Teresa Wilson [teresa_w12@hotmail.com]
Sent: Monday, February 20, 2012 10:17 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access comments

Alt 2B-Agaist-Construction Cost
Alt 2B-Agaist-O&M Cost
Alt 2B-Agaist-Safety
Alt 2B-Agaist-Environmental

I am a resident of Skagway and I do NOT support the road being built from Juneau to Skagway. The costs of building and maintaining a road that will be greatly hindered by avalanches, slides and will destroy the pristine wilderness along the Lynn Canal is outrageous. There is already existing modes of transportation provided by the Alaska Marine Highway & Air Taxis that are a rich part of South East Alaska's history and future.

I support Alternative 1 and portions of Alternative 1b from FEIS 2006 reasonable alternative to be updated.

Alt 1-Support
Alt 1B-Support

Just because a road can be built does not mean it should be. Please consider all other options before beginning this road of destruction.

Thank you for considering my comments.

Teresa Wilson

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:02 PM
To: Davis, Cecile
Subject: 022012 R.J. Knapp JAIP Comment

From: richard [knaprp@gci.net]
Sent: Monday, February 20, 2012 10:14 PM
To: JuneauAccess@alaska.gov
Subject: SEIS Comments

General Road-Support-Cost

There are myriad reasons to build the Lynn Canal Highway. Start with transportation costs. The State subsidizes AMHS operations to the tune of more than \$100 million annually and, for the most part, most of AMHS' customers are there for lack of a suitable alternative. Then there's the question of capital costs for replacement of the aging fleet, literally billions, and still the clientele is "captive". Finally, Alaska's "wealth" is finite and though most of us won't be around when it runs out, it will be interesting when people try to answer as to why we didn't invest in sustainable infrastructure when we had the means to do so. The SEACC'S, along with their "foundation funding" will be long gone.

BUILD THE ROAD NOW!!!!!!

General Marine Ferry Alt-Against-Subsidized Cost
General Marine Ferry Alt-Against-Construction Cost
General Marine Ferry Alt-Against-O&M

Submitted: R.J. Knapp
2918 Blueberry Hills Rd.
Juneau, AK., 99801

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:04 PM
To: Davis, Cecile
Subject: 022012 Karla Hart JAIP Comment

From: Karla Hart [alaskabirder@gmail.com]
Sent: Monday, February 20, 2012 10:07 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access comments, continued.

I was just rereading the cover page of the January 2012 newsletter and the stated project purpose:

"The project purpose is to reduce travel times and costs to the State and travelers, while providing greater opportunities for travel and capacity to meet demand."

Is there a documented NEED to reduce travel times? That may be a WANT of some, but the reality of living in a large landscape is that it takes time to get places. The study should outline the basis for all aspects of the purported project purpose.

P&N

On what time frame does the analysis exist? The Alternative 2B (and any other alternative) must demonstrate that there is a real possibility that the road will reduce travel times and costs between Juneau and the continental road system to the State and travelers (all travelers, not just those with a motor vehicle) in some realistic time frame or it does not meet the project purpose.

P&N
Alts-Evaluation-Cost Analysis
Alts-Evaluation-Traffic Analysis

Further, operations must consider a realistic range of traffic and capacity on all alternatives.

I don't recall if the prior analysis included a comparison of time and costs for Juneau to Anchorage, Juneau to Fairbanks and Juneau to Seattle. Regardless, this should be provided and include real costs of wear/tear on the vehicle, value of time, etc.

AI

For example - a flight from Juneau to Anchorage costs between \$xxx/advance fare and \$xxx/full fare coach and takes 3 hours including check-in times.

To drive requires a vehicle and then costs: (ferry \$xxx/vehicle + \$xxx/passenger) + (756 miles Haines-Anc * IRS allowed 55.5 cents/mile=\$419.58) + estimated 15.5 hours driving non-stop

A flight from Juneau to Anchorage, one way in April is \$177/person (as of 2/20/12). Non-stop 1 hour, 42 minutes flight + 2 hours airport = 4 hours maximum. If you wanted to go tomorrow, the cost would be \$282.

To drive - let's say the ferry ride Juneau to Haines was free and took no time and that our fictional person has a safe car that can make the remote drive and a passport to go through Canada and adequate funds and no convictions that blocked access to Canada). According to Google Maps the drive from Haines to Anchorage is 756 miles. IRS allows 55.5 cents per mile as reimbursement for the full costs of transportation (car wear/tear, maintenance, tires, fuel) in the U.S. so we'll use that although actual costs of fuel and mechanical challenges are higher along this route. 756 miles @ 55.5 cents/mile = \$419.58. Estimated driving time is 15.5 hours. Even with two passengers and allowing no lodging or food enroute, it would still be cheaper, and much quicker, to fly if you planned ahead.

Of course, with either option you could encounter bad weather, mechanical problems, etc. that result in delays.

Alts-Evaluation-Cost Analysis
Alts-Evaluation-Traffic Analysis

A flight from Juneau to Seattle, one way with three week advance purchase is \$275 (as of 2/20/12).

To drive, again let's create a free and timeless ferry ride Juneau to Skagway and make the same assumptions as the example above. The shortest route is along the Cassiar Highway - 1,610 miles @ 55.5 cents/mile = \$893.55. Estimated driving time is 36 hours. Most people will break that drive into multiple days of travel and either camp or use commercial lodging. I'll leave that free for these purposes. Even with three passengers, it would still be cheaper to fly.

For travel to connect with any American town beyond Haines/Skagway the cost and time argument will not pencil out for most people. Yes, it may be cheaper for a family to drive and camp and eat from grocery stores, but for most it still wouldn't be and barriers of the international border, winter weather and remote roads will remain obstacles not addressed by a road from Juneau.

Karla Hart
Juneau, Alaska

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:05 PM
To: Davis, Cecile
Subject: 022012 Felipe Mendez JAIP Comment

From: felipe Mendez [flipshine@gmail.com]
Sent: Monday, February 20, 2012 9:59 PM
To: JuneauAccess@alaska.gov
Subject: juneau road

ALT 1-Support
ALT 1B-Support

I am a resident of Skagway and would like to write my support for alternative 1 and 1B. I oppose a road being built beyond the existing corridor. I support a reduction in fare but do not feel as if any increased ferry service is necessary at this point. Thank you.

General Road-Against

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:05 PM
To: Davis, Cecile
Subject: 022012 Mike Denker JAIP Comment

From: mike denker [bladen@aptalaska.net]
Sent: Monday, February 20, 2012 9:56 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access - Alternative 4C

cf_name=mike denker
[cf_mail=bladen@aptalaska.net](mailto:bladen@aptalaska.net)
cf_address=box 298
cf_city=haines
cf_state=ak

Alt 4C-Support

cf_comment=We prefer Alternative 4C. Ferry service is the most practical alternative over building a road to access a town of 30,000 people. Conventional monohull shuttles offer the most consistent service in the common types of weather here in Southeast.

General Marine Ferry Alt-Ferry Design

Also, building a road (any side) would do nothing for the other towns in Southeast Alaska, and may very well weaken the overall health of the Ferry system since the Lynn Canal is the most profitable run in Southeast Alaska.

General Road-Against-Socioeconomic

Mike Denker

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:06 PM
To: Davis, Cecile
Subject: 022012 Aric Baldwin JAIP Comment

From: Aric Baldwin [aricabaldwin@gmail.com]
Sent: Monday, February 20, 2012 9:49 PM
To: JuneauAccess@alaska.gov
Subject: juneau road

Alt 1-Support
Alt 1B-Support

I would like to write my support for alternative 1 as my preferred choice. However, I also support the fair reduction portion of 1B as a way to increase use, but do not necessarily feel as if the added service is necessary at this point in time. I strongly oppose any additions to the existing road corridor. Despite the cost of initial construction the maintenance of the road would be an incredible burden on the taxpayer.

Thank you.

General Road-Against-Construction Cost
General Road-Against-O&M Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:07 PM
To: Davis, Cecile
Subject: 022012 Karen Beason JAIP Comment

From: Karen Beason [kb.takugraphics@gmail.com]
Sent: Monday, February 20, 2012 9:24 PM
To: juneauaccess@alaska.gov
Subject: Ferry service

General Road-Against-Cost
General Road-Against-Safety

No road! Just improve our ferry service! The ferry is what makes S.E. Alaska special, a new conventional ferry would be great. Heck two ferries still cheaper and safer than a road.

General Marine Ferry Alt-Support

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:07 PM
To: Davis, Cecile
Subject: 022012 Sarah Histand JAIP Comment

From: sarah histand [sarahmhistand@gmail.com]
Sent: Monday, February 20, 2012 9:22 PM
To: JuneauAccess@alaska.gov
Subject: Your website comment form didn't work, so here are my comments!

cf_name=Sarah Histand
cf_mail=sarahmhistand@gmail.com
cf_address=PO Box 846
cf_city=Skagway
cf_state=AK

cf_comment=I do not support a road between Juneau and Skagway for sustainability reasons. The Marine Highway system is a very good option for Southeast Alaska. My preferred options are 1 and 1B, with the funds that would have been spent on all of the maintenance of the road being put toward lowering ferry costs for local residents. your comment

Alt 1-Support
Alt 1B-Support
General Road-Against-Cost
General Road-Against-O&M Cost

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:08 PM
To: Davis, Cecile
Subject: 022012 Russ White JAIP Comment

From: Russ White [rustlew@aptalaska.net]
Sent: Monday, February 20, 2012 9:19 PM
To: JuneauAccess@alaska.gov
Subject: Comments on Juneau Access SEIS

Thank You for the opportunity to comment on the Juneau Access Project.

I strongly favor option 4C (Conventional Monohull service from Auke Bay) or Option 1 (keep or improve existing service), with the only disadvantage of option 4C being the apparent lack of service between Skagway and Haines in the winter months.

Alt 1-Support
Alt 4C-Support
Alt 4C-Service

I strongly oppose all of the road options due to the extreme expense and road maintenance costs. The numerous avalanche chutes, the engineering and construction hurdles, etc. will make this road cost much more than is budgeted for, and a ferry ride would still be required. Winter storms are much more likely to interrupt road/shuttle ferry access than the current robust ferries. Existing service is much more efficient and reliable, and avoids the environmental issues involved with building a road through what is effectively currently a wilderness.

General Marine Ferry Alt-Support-Efficiency
General Marine Ferry Alt-Support-Reliability

Thank you for your consideration.

Sincerely,

Russ White
430 Matrix Road
Haines, AK 99827

General Road-Against-O&M cost
General Road-Against-Safety
General Road-Against-Geotechnical
General Road-Against-Cost
General Road-Against-Reliability
General Road-Against-Environmental

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:57 AM
To: Davis, Cecile
Subject: 022012 Heidi Robichaud JAIP Comment

From: Heidi Robichaud [<mailto:scrimqueen@gmail.com>]
Sent: Monday, February 20, 2012 10:50 AM
To: JuneauAccess@alaska.gov
Subject: Juneau ACCESS SEIS comments

To Rueben Yost, Project Manager

DOT and PF Southeast

Region

Juneau Access Improvements Project SEIS
Juneau Alaska

From Heidi Robichaud

PO Box 1674 Haines Alaska 99827

Re: Juneau Access Comments

As a 40 year resident of southeast Alaska and avid ferry user, for both business and personal reasons (at least several times per month in the region and once annually to Bellingham) I support the concept of Alternative 1B. I would encourage the state to find the optimum vessel configuration to meet transportation needs in the Lynn Canal.

Alt 1B-Support
General Marine Ferry Alt-Ferry Design

Alt 4B-Against-Terminal Location
Alt 4D-Against-Terminal Location

Generally, I support community-to-community ferry service and oppose alternatives (4B and D), which would build a new ferry terminal in Berners Bay at Cascade Point. I am strongly opposed to the state wasting any money constructing new fast vehicle ferries (Alternatives 4A and 4B) because the Fairweather has proven unreliable in Lynn Canal.

Alt 4A-Against-Ferry Design
Alt 4A-Against-Reliability
Alt 4B-Against-Ferry Design
Alt 4B-Against-Reliability

P&N-Safety & Reliability

I also support a Purpose and Need statement that includes safety and reliability. If trying to get to Whitehorse in winter is any indication, the thought of having to rely on driving my car down to Juneau in the winter for a needed departure or medical emergency, is quite daunting, and I would certainly not recommend it to anyone I love. I conduct regular business and travel in and through Juneau and the ferries provide predictable, reliable and safe access.

General Marine Ferry Alt-Support-Reliability
General Marine Ferry Alt-Support-Safety

I question the lack of point-to-point routing imposed by Alternatives 4A, B, C, and D, under which additional needed routing adds unnecessary capital and operational costs. I support the traditional and more efficient routing used by mainline ferries, the Le Conte, and the summer day boat.

Alt 4A-Service Alt 4C-Service
Alt 4B-Service Alt 4D-Service

I request that DOT perform a realistic determination of East Lynn Canal road closures based on the discovery of 112 geological hazards (rock and landslides) in addition to the 36 avalanche paths. I also request a realistic cost estimate for an East Lynn Canal road based on new geotechnical information that suggests a need for expensive snow sheds, tunnels, and retaining walls.

Alt 2B-Geotechnical
Alt 2B-Cost Analysis

The idea of building a road up either side of Lynn Canal, which is still reliant on ferries anyway, seems fiscally, logically, environmentally and safetywise to be totally reckless in my opinion.

General Road-Against-Cost
General Road-Against-Environmental
General Road-Against-Safety

Thank you for your consideration,

Heidi Robichaud

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:09 PM
To: Davis, Cecile
Subject: 022012 Patrick Owen JAIP Comment

From: richard [knarpr@gci.net]
Sent: Monday, February 20, 2012 9:08 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access SEIS

Given the deteriorating demographics of Southeast Alaska, construction of the Lynn Canal is not only desirable, it is a dire necessity if we are to survive economically and sociologically. By making surface transportation less expensive and more convenient, communities will come together in addressing common interests rather than existing in relative isolation and insularity.

Project Support-Socioeconomic
Project Support-Cost
Project Support-Convenience

Submitted: Patrick Owen
415 Willoughby Ave.
Apt. 418
Juneau, AK. 99801

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:13 PM
To: Davis, Cecile
Subject: 022012 Kristin Hathhorn JAIP Comment

From: Kristin Hathhorn [khathhorn@lpsd.com]
Sent: Monday, February 20, 2012 8:19 PM
To: JuneauAccess@alaska.gov
Subject: Juneau Access

To Whom It May Concern:

I am writing this letter in support of Alternative 1B: improved ferry service and ferry terminal at Auke Bay. There are several reasons for this:

1. The cost associated with building a road along either the east or west side of Lynn Canal is a reckless use of DOT funds when improved ferry service would provide a SAFE means of travel at a fraction of that cost.

Gen Rd-Against- Construction Cost
Gen Rd-Against- Safety
Gen Rd-Against- Geological
Gen Rd-Against- O&M Cost

2. Safety is a huge issue with the proposed road along Lynn Canal which traverses rugged terrain and numerous alvalanche paths that spill tons and tons of snow down to the water's edge. Maintainence costs would be astonomical while the sane would opt to stay home rather than put their lives at stake driving to Juneau. Ferry travel, on the other hand is safe, reliable, and with improved service, convenient.

Alt 1B-Support-Safety
Alt 1B-Support-Reliability
Alt 1B-Support-Convenience

3. The Lynn Canal is home to bountiful wildlife which would be negatively impacted if a road were to be constructed. Sea lions would be forced away from haul outs; mountain goats whose winter habitat is close to the water would have no where to go; the potential of harming our precious salmon runs is great. Why put so much at risk when a road is not necessary?

General Road-Against-Terrestrial Mammals
General Road-Against-Marine & Anadromous Fish & Shellfish

As a life long Alaska resident and 17 year resident of Haines, I urge you to act rationally and choose to improve on our ferry service rather than spend state and federal tax payers money irresponsibly on a project that is simply not needed.

Thank you,

Kristin Hathhorn
POB 1415
Haines, AK 99827

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:17 PM
To: Davis, Cecile
Subject: 022012 Kevin Hood JAIP comment
Attachments: KHoodJAIPProjectSEISScopingComments2.20.2012.doc

From: Kevin Hood [kevin.e.hood@gmail.com]
Sent: Monday, February 20, 2012 7:49 PM
To: JuneauAccess@alaska.gov
Subject: Comments re JAI Project SEIS

Greetings! Please accept the attached comments regarding the Juneau Access Improvements SEIS (also pasted below).

Thank you.

Kevin Hood

3819 N. Douglas Hwy
Juneau, AK 99801
February 20, 2012

Reuben Yost, Project Manager
DOT&PF Southeast Region
Juneau Access Improvement Project SEIS
P.O. Box 112506
Juneau, AK 99811-2506

Dear Project Manager Mr. Reuben Yost:

Please accept my following scoping comments pertaining to the Juneau Access Improvements (JAI) Project Supplemental Environmental Impact Statement (SEIS):

I. Require that Independent Auditors Verify Cost Estimates of Juneau Access Improvements Project Supplemental Environmental Impact Statement

Alts-Evaluation-Cost Analysis

Cost estimates for Juneau Access Improvements (JAI) Project SEIS alternatives must be verified by auditors independent of the Alaska Department of Transportation. The AK DOT has eroded public confidence in its ability to objectively assess costs of transportation projects. For instance, regarding the Juneau Road – Ferry Project when the DOT estimated its cost at \$374 million:

- The DOT estimated a 23-mile pioneer gravel road with temporary bridges would cost \$30 million. The lowest bid came in at \$51.5 million. This discrepancy raises questions about the DOT's accuracy regarding the \$374 million estimate for 50 miles of paved highway with numerous bridges, elevated structures, retaining walls, tunnels, avalanche snowsheds, other improvements, the new ferry terminal and two new shuttle ferries.
- When the DOT testified before the Senate Transportation Committee during winter of 2008, it compared the cost of the proposed Juneau Road – Ferry Project with the cost of the entire Alaska Marine Highway System. The DOT was unprepared to compare the proposed Project cost to the cost of the existing Lynn Canal ferry service. The failure to compare apples to apples gives the appearance of corrupting statistics in favor of the Juneau Road – Ferry Project.
- The DOT's geotechnical consultants, Golder Associates, Inc., surveyed a 22 mile zone of the proposed Juneau Road – Ferry Project and compiled a detailed report documenting rock slides, debris flows, rockfalls, mega-boulders, mega-talus, soil raveling and transitional sliding. The report also made specific recommendations for mitigating these hazards. Instead of continuing to ground-truth the remaining zones, determining the necessary construction techniques and composing a more accurate Project cost estimate, the DOT terminated their contract with Golder Associates, Inc.

Perhaps the Juneau Road – Ferry Project would have only cost \$374 million. The problem is that the DOT has compromised its credibility such that Alaskans cannot rely on their numbers. We need other credible professionals to provide their own estimates.

Washington State DOT requires audits from independent experts to validate cost estimates for any mega-transportation projects costing over \$100 million. This is described as “work to build public confidence and improve project management by using a new method to validate and communicate the probable cost and schedule of its projects.” (from “The Development of CEVP [Cost Estimate Validation Process] – Washington State's Cost-Risk Estimating Process”) It is a healthy function of an accountable, transparent and fiscally responsible government agency. Conducting such an exercise here could only benefit Alaskans. We would learn that the \$374 million estimate is valid and that the Alaska DOT is credible. Or we would learn otherwise. Either way, Alaskans would have a clearer picture.

Cost estimates must be consistent in terms of being comprehensive and considering equivalent timeframes. All initial capital costs, refurbishment and replacement costs and maintenance and operating costs must be included for each alternative. To avoid selecting a biased frame of reference, several timeframes should be considered across the alternatives, such as the total projected costs ten, twenty and thirty years out.

Cost estimates for Juneau Access Improvements (JAI) Project SEIS alternatives should include adjustments for projected price inflation and availability/scarcity of materials. Additionally, cost estimates should anticipate delays brought on by citizens exercising their constitutional rights to challenge government decisions.

Securing independent auditor cost estimates would show Alaskans that their Department of Transportation values transparency and accountability.

II. The Juneau Access Improvements (JAI) Project SEIS Alternatives Must Contain a Balanced Assessment of Benefits and Impacts of the Alternatives Upon Roadless Area Values

Since 2006, both the 9th and 10th Circuit Court of Appeals have upheld the Roadless Rule protecting roadless areas in the national forest system. The Roadless Rule is the most-commented-upon regulation ever promulgated by the federal government. Four rounds of nationwide comment periods have generated millions of comments which have averaged 85-95% in favor of protecting roadless areas to 5-15% opposed. As some of the Juneau Access Improvements (JAI) Project SEIS alternatives affect roadless areas, including the largest inventoried roadless area in the entire national forest system, it is critical that the AK DOT explicitly explain how each alternative relates to the Roadless Rule.

The Alaska Department of Transportation does a sound job of touting the purported benefits of more roads. The Southeast Alaska Transportation Plan alternatives should also detail impacts to roadless area values should roads be built where none currently exist. It is the fact that Southeast Alaska is largely unroaded that underlies the character of the place. For many, this is a positive aspect and a fundamental reason as to why we call this place home. If the Alaska Department of Transportation were objective, you'd present all of the alternatives evenhandedly. But the Alaska Department of Transportation regards our roadlessness as backward and a condition that must be remedied by development. The Alaska Department of Transportation needs to recognize the positive values of roadless areas and how they would be affected by Juneau Access Improvements (JAI) Project SEIS alternatives.

This would not be hard to do. The US Forest Service has inventoried all roadless areas in Southeast Alaska and described the values of each area in its 2003 Supplemental Environmental Impact Statement that appends the Tongass Forest Plan. The affected values would include subsistence, recreation, cultural and traditional uses, scenic, wildlife, biodiversity and others. For many of us, it is precisely the lack of roads that preserves these values.

[Alts-Evaluation-Roadless Rule](#)

Impacts addressed should include:

- Loss of non-motorized recreation opportunities
- Loss of natural soundscape and viewshed
- Displaced and poached wildlife

- Run-off pollution impacts to fish habitat and fish runs
- Increased vectors for invasives
- Increased OHV impacts
- Increased litter

III. The Juneau Access Improvements (JAI) Project SEIS Must Explicitly Address OHV Impacts to Berners Bay and Other Sensitive Areas

The alternatives that require the construction of a road around Berners Bay and up the west side of Lynn Canal must detail the impacts of expanded OHV use into sensitive areas, including riparian areas, nesting grounds, fish runs, denning/bedding areas and migration/transit corridors for wildlife. With the opening of the Kensington Mine, the Juneau Ranger District is already experiencing increased OHV impacts in Berners Bay. The AK DOT notion that OHV access can be limited by boulders is laughable. Boulders provide a challenge, not a deterrent. Montana Creek has been getting hammered for years despite boulders “inhibiting” OHV use. AK DOT’s assumption must be that OHV use will occur wherever roads are built.

Alts-Evaluation-Environmental

IV. The Juneau Access Improvements (JAI) Project SEIS Alternatives Must Contain a Projected Carbon Footprint

Climate change is the most urgent issue pressing upon humanity. Each alternative should project its carbon footprint. The projections should include:

Alts-Evaluation-Climate Change

1. Emissions from initial capital improvements
2. How emissions will be affected by refurbishment and replacement
3. Emissions from operation and maintenance
4. Emissions from use by the people
5. Loss of carbon sequestration capacity due to destruction of forest and other vegetation as a result of developing transportation infrastructure

The projections should compare the Juneau Access Improvements (JAI) Project SEIS alternatives across 25, 50 and 100 years to provide the fullest perspective. It is also critical that the formulas and assumptions used to make these comparisons be made readily available for public scrutiny.

V. Include Innovative Developments for Ferries

While it is acceptable to project the current ferry system forward as a baseline, there should also be analysis of potential innovations, both in functioning and in funding. For example, new ferries might run on biodiesel, veggie or fish oil, be hybrids, harness solar power and the wind. Recently, the U.S. Navy has begun experimenting with converting its fleet to biofuels. Even if biofuels do not replace fossil fuel consumption by 100% they can bring down operating costs.

General Marine Ferry Alt-O&M Cost

Similarly, allowing corporate sponsorship and advertising on the ferries might also generate revenue that would offset some of the operating costs. Also, finding a means of combining local ferry traffic (vehicles and people) with out-of-state visitors on cruise ships seems to be a win-win possibility that serves transit needs of locals and fills otherwise empty berths on cruise ships.

VI. The Juneau Access Improvements Project SEIS is Lacking Alternatives that Meet the 9th Circuit Court Order

My understanding is that the 9th Circuit Court of Appeals invalidated the Final Environmental Impact Statement because it failed to consider improving surface transportation with existing assets. Additionally the National Environmental Policy Act requires consideration of a range of practicable alternatives as well as explicit reasoning as to why certain alternatives are disregarded. The SEIS should include another two key alternatives that address the 9th Circuit order, fulfill NEPA and address many of the above concerns, especially cost and impacts to roadless areas.

Alts-Evaluation-Terminal location
Alts-Evaluation-Transportation Connections & Cost

- A. There should be an alternative that considers building a terminal at Yankee Cove and that connects to a terminal at Comment Beach. A shuttle ferry would run between the two and there would be no road around Berners Bay.
- B. There should be an alternative that considers building a terminal at Cascade Point and one at Slate Creek Cove. This would be in case the difference in transit time and operating conditions makes this alternative more feasible than the one mentioned in A.

There is development already at all of the aforementioned locations, including infrastructure for vessels at Yankee Cove, Comment Beach and Slate Creek Cove and road access to all four locations. Failing to provide alternatives that link these together would seem egregious.

Alternative A would best protect Berners Bay, while still providing northerly linkage. Alternative B might be more feasible considering currents, winds and transit time, although it would have more impact on Berners Bay.

In considering these, and all alternatives that involve marine transit near/around Berners Bay, you should take into account what has changed since 2006:

Alts-Evaluation-Threatened & Endangered Species
Alts-Evaluation-Marine & Anadromous Fish & Shellfish
Alts-Evaluation-Marine Mammals

- Humpback whales, protected under the Endangered Species Act, have been increasing at a rate of 8% per year;
- The National Marine Fisheries Service has determined that the Lynn Canal herring, which spawn in Berners Bay, are not a population distinct from the southeast Alaska herring stock;
- The eastern population of the Stellar Sea Lion is likely to be de-listed from the Endangered Species Act in the near future

These points weaken or refute the position that marine transit shuttle service across Berners Bay, whether from Yankee Cove to Comment Beach or from Cascade Point to Slate Creek Cove, would create unacceptable impacts to imperiled species. These alternatives would seem to represent compromises that would preserve the integrity of Berners Bay and roadless areas while allowing for efficient northerly transit. In my opinion, their absence is glaring.

VII. Safety Considerations Need Much Greater Detail in the Juneau Access Improvements Project SEIS

The Juneau Access Improvements Project SEIS needs to disclose whether or not AK DOT is creating High Risk Rural Roads per SAFETEALU / 23USC148 with the alternatives featuring road construction. With the road-building alternatives, AK DOT is proposing replacing a ferry system by which there has never been a single fatality with a road system that will lead to fatalities. AK DOT needs to explain how moving from a fatality-free transportation system to one that will have fatalities meets the Transportation Secretary's highway safety improvement program.

Alts-Evaluation-Safety
Alts-Evaluation-O&M

AK DOT needs to take into account that since 2006, there have been several years of record snowfall in the Juneau area. Climate models project a 10-20% increase in precipitation in the Juneau latitudes which translates into abundant snowfall when the temperatures are low. How will AK DOT conduct avalanche control with unprecedented snowpacks? The estimate of 30-days of road closure needs to be revisited and validated. Consider that the road to Thane was recently covered in almost 20' of snow – just days after the snowpack was hammered by artillery shells which failed to release the massive slide. Conventional avalanche mitigation will be challenged by unconventional weather.

Similarly, AK DOT needs to address how it will keep many miles of road drivable when exposed to frequent freeze-thaw conditions common in the winter.

Conclusion

The more AK DOT presents a balanced perspective and transparency in its assumptions and calculations, the more credibility the department will have and the more the Juneau Access Improvements Project SEIS will empower Alaskans to make informed choices about their future.

Thank you for considering my comments.

Sincerely,

Kevin Hood

kevin.e.hood@gmail.com

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:19 PM
To: Davis, Cecile
Subject: 022012 Bradley J. Fluetsch JAIP Comment

From: Brad Fluetsch [bjf@gci.net]
Sent: Monday, February 20, 2012 7:22 PM
To: JuneauAccess@alaska.gov
Subject: Form Post from Firefox

cf_name=Bradley J. Fluetsch
[cf_mail=bjf@gci.net](mailto:bjf@gci.net)
cf_address=5730 North Douglas Hwy #B
cf_city=Juneau
cf_state=AK

[General Marine Ferry Alt-Against-Cost](#)
[General Marine Ferry Alt-Against-Socioeconomic](#)

cf_comment=The Alaska Ferry connection between Juneau and either Skagway or Haines is outrageously priced when you compare it to the cost of driving the 100 miles. That ridiculous price inhibits tourism, commerce and Alaskan's ability to get to their Capital City. The lack of road access also diminishes connectivity of electrical systems and denies the sharing of broadband communications which cost jobs and economic prosperity. By eliminating the Alaska Marine highway system between Juneau and Northern Lynn Canal communities means more resources for the Marine Highway that can be focused on those communities that a road is simply impossible because they are on Islands. Build the road! The success of the interstate highway system in building the United States economy is irrefutable, building the road between Canada and Alaska's Capital city will be just as successful and irrefutable by expanding tourism, commerce and trade.

[General Road-Support-Socioeconomic](#)

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:20 PM
To: Davis, Cecile
Subject: 022012 John C. Heinley JAIP Comments

From: John Heinley [jcheinley@jameckengineering.com]
Sent: Monday, February 20, 2012 7:15 PM
To: juneauaccess@alaska.gov
Subject: Comments on Juneau Access SEIS

Thanks for the opportunity to comment:

1. In Alternative 1B (aka 'the court-ordered' alternative) ferry service will be changed – “This would alter other existing routes.” How so? The table provided shows, presumably, the new service frequency at different locations but doesn't specify or describe how it is different from existing service. Which routes will have more service, which ones will have less service? Plus, the new Alaska Class Ferry, which has not even been built yet, is counted as an 'existing' asset. Is this consistent with the court's understanding of existing, or the people's? In order to provide enhanced service somewhere, even given proposed expansions in load-unload capacity, etc., won't you have to reduce service somewhere else?
2. The Malaspina is currently scheduled for round-trip service on most days out of Haines / Skagway / Juneau, but has periodic gaps in the schedule. If these gaps are for scheduled maintenance or other necessary actions, how can this ferry (or even the planned Alaska Class Ferry), make even more sailings? Alt 1B-Service
3. This SEIS, as a document used to help make decisions, would be more useful if it showed how the alternatives compared to each other in cost – both to the state and to the user. For example, the state will have to consider how much it would cost to build and maintain an extended road between Katzehin, with additional shuttle ferries, vs. the cost to build, operate, and maintain additional large ferries (I presume this is already in the existing EIS). How much would a user have to pay for fuel, shuttle-ferry fare, etc. vs. the cost to take a ferry? This would have an effect on travel-demand – and resultant environmental effects – that could be compared across the various alternatives. Alts-Evaluation-Cost Analysis
4. What has happened that could affect the various alternatives since FHWA's ROD in 2006, or approval by the Corps of Engineers of the 404 permit in late 2008? Advisory votes, etc., should be acknowledged in the SEIS, and as applicable, indicate a preferred alternative. Alts-Update
5. Just as the Alaska Class Ferry, not yet built, is envisioned as part of the solution for Juneau Access, transit connections to the ferry terminals (not just in Juneau, but Haines and Skagway as well), even though absent right now, should be part of the solution. Walk-on passengers have few options as it is. How will the alternatives enhance, or further degrade, walk-on transportation options? What coordination has been done with transit agencies, or will need to be done depending on the alternative chosen? For instance, any alternative moving primary ferry access to Berner's Bay would make a transit connection that much harder at the Juneau end. What actions would need to be taken to accommodate walk-on passengers? General Marine Ferry Alts-Transportation Connections and Cost
6. Benefits from additional ferry-capacity – system wide – should also be acknowledged in the SEIS. If additional ferries, fast or otherwise, are built as part of the Juneau Access, then they would be available to be re-deployed at some future date if a road were built along Lynn Canal. Given planned replacement of the 1963-era ferries, any additional ferries, especially Fast Vehicle Ferries, would create additional capacity in terms of extra ships, faster ships, and a resulting increase in service. Alternatives
7. What has been identified in ferry-user feedback that can be used in the SEIS? Has any such feedback been used to update the ferry-oriented alternatives? Especially, did low-income and other ferry-dependent users, including crews, provide feedback? General Marine Ferry Alt-Update

Good luck with the next document.

John C. Heinley
P O Box 23343
Juneau AK 99802-3343
(360) 790-9730

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Tuesday, February 21, 2012 11:02 AM
To: Davis, Cecile
Subject: 022112 Frank Bergstrom JAIP Comments

-----Original Message-----

From: Frank Bergstrom [<mailto:frank.b@gci.net>]
Sent: Tuesday, February 21, 2012 9:18 AM
To: JuneauAccess@alaska.gov
Subject: Form posted from Windows Internet Explorer.

cf_name=Frank Bergstrom
[cf_mail=frank.b@gci.net](mailto:frank.b@gci.net)
cf_address=POB 22909
cf_city=Juneau
cf_state=AK

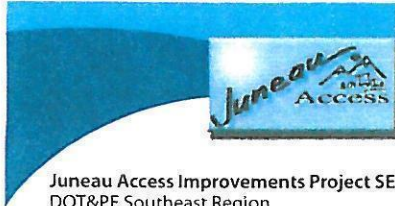
cf_comment=Alternative 2B - East Lynn Canal Hwy to Katzehin w/ shuttle ferries to Haines and Skagway is the logical choice for Juneau Access.

Reasons:

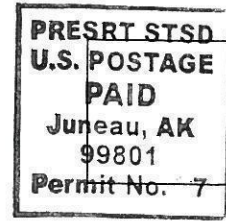
1. State budgets will likely decline along with oil production. We cannot afford escalating costs of current ferry service.
2. SE Alaska's loss of population and representation will exacerbate the difficulty of obtaining future operating budget.
3. The highway would reduce transportation operating costs over the ferries.
4. Traveler costs will be greatly reduced, allowing people of less means to travel.
5. Overall economic activity will be facilitated.
6. Fuel will be conserved.
7. Existing ferries can be used elsewhere where they are most needed to support struggling bush communities.
8. Roads in Alaska save money over ferries.
9. The CBJ comp plan encourages transportation links.
10. Robbing Peter to pay Paul; i.e., taking boats from rural SE AK to add service in Lynn Canal is bad policy for the region. It will lead to further population declines in SE communities. Such a policy is unenlightened, discriminatory, and ultimately more expensive.

Alt 2B-Support-Cost
Alt 2B Support-Socioeconomic
Alt 2B Support-O&M Cost
Alt 2B Support-Improved Access

This page intentionally left blank.



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
PO. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

www.juneauaccess.com

Welles Gabier
3221 Pioneer Ave.
Juneau, AK 99801



yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): Welles Gabier
Street Address: 3221 Pioneer Ave
City: Juneau State: AK Zip: 99801
E-mail Address: _____
Phone: 586-3893
Comments: _____

Please build the road.
Thanks
General Road-Support

contact us

✉ **mail:**
Reuben Yost, Project Manager
Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

📠 **fax:** (907) 465-2016

📧 **e-mail:**
juneauaccess@alaska.gov

RETURN MAILING INSTRUCTIONS:

- 1) Refold the postcard so the Juneau Access Improvements project SEIS address is on the outside,
- 2) seal the open edges with tape (NO STAPLES), 3) add a stamp, and 4) drop it in the mail.

This page intentionally left blank.

JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS



COMMENT FORM

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.



Name: RICHARD SPERRER

Email: SPERB34@HOTMAIL.COM

Address: 408 ST. ANNS AVENUE

City: DOUGLAS

State: AK

Zip: 99824

Comments (Please Print):

I MOVED TO JUNEAU, ALASKA IN APRIL 1969. FROM THAT TIME TO NOW I HAVE DRIVEN TO ANCHORAGE ONCE, BEEN TO THE HAINEES FAIR ONCE, ABOUT EVERY 10 YRS. I HAVE TAKEN THE FERRY TO SKAGWAY, TO WHITEHORSE, TO HAINEES THEN BACK TO JUNEAU ON THE FERRY. THE REASON I HAVE NOT MADE MORE TRIPS IS BECAUSE THE FERRY IS TOO EXPENSIVE FOR ME.

General Marine Ferry Alt-Cost

NOW IF YOU CAN GET ME FROM JUNEAU TO HAINEES AND BACK ON ONE TANK OF GAS PER ALTERNATIVE 2B OR ALTERNATIVE 3 I AM INTERESTED; IF IT IS NOTHING BUT MORE FERRIES THEN I AM NOT INTERESTED. CAN'T AFFORD TOO MANY FERRY RIDES.

Alt 2B-Support
Alt 3 -Support

Thank you for your participation!

This page intentionally left blank.

Reuben Yost, Project Manager
DOT&PF southeast Region
Juneau Access Improvements Projects SEIS
P.O Box 112506
Juneau, AK 99811-2506

Burton Vanderbilt MD
12175 Glacier Highway A103
Juneau AK 99801



January 27, 2012

Dear Mr. Yost

General Marine Ferry Alt-Against-Access
General Marine Ferry Alt-Against-Cost
General Marine Ferry Alt-Against-Convenience
General Marine Ferry Alt-Against-Schedule

I write in strong support for improved road access for Juneau. I offer personal and general reasons:

The current ferry schedule, and any even remotely possible ferry schedule, is not even close to the level of access that I desire. It is too expensive especially for cars, too slow, and too infrequent. I have lived in Juneau for 5 years. Only once have I used the ferry system. This was to do a hike on the Chilkoot trail. Unfortunately, because of the ferry schedule, a round trip ferry was impossible and I flew to Skagway, taking the 7 hour ferry ride back. Leaving Skagway on the ferry was illuminating. My previous ferry experiences are in Puget Sound, with the ferries especially in the summer, almost always packed full with cars and people. The ferry from Skagway, leaving on a mid June day, had 7 vehicles get on. The dining area was 90% empty for breakfast. My thoughts were that the subsidy must be enormous and it could not continue with this level of passengers at the height of the summer season. I suppose Alaska has lots of oil money now it is beyond naïve for us to believe that the level of subsidy of the ferry system can indefinitely increase. The ferry ride down the Lynn Canal was a wonderful experience. My brother was with me. 4 years later he came back and we were going to visit Skagway together. Unfortunately the ferry schedule did not allow me to go with him without missing work. He said the ferry ride from Skagway the second time was "tedious."

General Marine Ferry Alt-Against-Efficiency
General Marine Ferry Alt-Against-Cost

Additional reasons:

1. Lack of access to better weather is harmful to recruiting and retention of skilled workers. As a pathologist at Bartlett Hospital I have knowledge of the substantial

difficulty that the laboratory and hospital experiences in recruitment and retention of skilled personnel. A key person in medical coding told me that the key reason she left Juneau for Montana was that she could not get "over the mountains" on rainy summer weekends. I have sufficient resources to afford airfare out, which is essential to my living here.

2. Car access is cheap for drivers compared to the ferry even if a toll were charged. Please include the cost to ferry passengers/ cars compared to driving in cost analysis and not just the direct governmental costs.

Alts-Cost Analysis

3. Lack of reliability of the ferry system: Just this week two trips north from Juneau were cancelled, one for weather, one for mechanical difficulties.

General Marine Ferry Alt-Against-Reliability

4. The cost of ferries and ferry service increases at a rate far higher than inflation and will inevitably threaten, at some point in the future, the level of service. Long term increases in the frequency of service with the current SE population, is a pipe dream.

General Marine Ferry Alt-Against-Cost

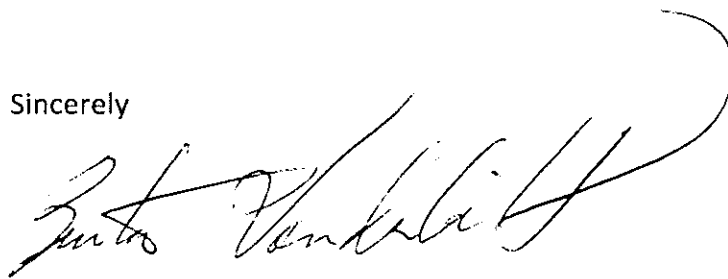
5. I find the constant refrain that a road is impossible to build and would be wiped out by avalanches as hyperbole when compared multiple other more difficult locations. From my flyover, I don't believe that anything on a Lynn Canal highway could compare with the road from North Vancouver to Squamish BC. Numerous roads along fjords in Norway, often connecting far smaller population centers than Juneau, also offer comparison.

General Road-Support

The solution for improved Juneau access to/from the mainland is a road.

Please have the perseverance to see through the seemingly endless objections and delaying tactics and actually build a Juneau access road while I am still young enough to use it.

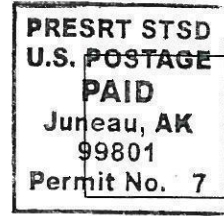
Sincerely



Burton Vanderbilt
bvanderbilt@msn.com



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

Sherri Morino
3201 Douglas Hwy
Juneau, AK 99801

www.juneauaccess.com



yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): Sherri Morino

Street Address: 3201 Douglas Hwy

City: Juneau State: AK Zip: 99801

E-mail Address: Sharm.morino@alaska.gov

Phone: 907-465-1763

Comments: I continue to support a road to connect Juneau with Haines or Skagway

contact us

✉ **mail:**
Reuben Yost, Project Manager
Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

📠 **fax:** (907) 465-2016

📧 **e-mail:**
juneauaccess@alaska.gov

General Road-Support

RETURN MAILING INSTRUCTIONS:

- 1) Refold the postcard so the Juneau Access Improvements project SEIS address is on the outside,
- 2) seal the open edges with tape (NO STAMP),
- 3) affix a postage stamp, and 4) drop it in the mail.

This page intentionally left blank.



PO Box 240261
Douglas AK 99824
January 22, 2012

Sirs:

Having just read your Juneau Access Newsletter which I received in the mail, I notice there are some ferry options which eliminate service at the Auke Bay ferry terminal.

Having worked at the Juneau airport for several years, I know that there are arriving passengers heading for the ferry terminal - and probably some coming from the terminal. At this time, taxi service is their only option between Auke Bay and the airport. Moving the ferry terminal even farther out the road would seem to eliminate service for those travelers unless a reasonable shuttle service were made available.

(2)

For myself, I have made only 3 trips on the ferry during the last 30 years and I was always a walk-on without a room. The first two trips were made before I went to work. After starting work full-time, it took a long time to get my one chance to leave Juneau on a Friday night, arrive early Saturday morning in Petersburg and get back to Juneau on Sunday to get to work on Monday morning.

When I am 66 years old I hope to reduce work hours to part-time. Then I could possibly get on the ferry to visit Skagway friends, but driving out to Berners Bay ~~and~~ just to get on the ferry is not inviting.

General Marine Ferry Alt-Term Location-Convenience

I would suggest that you do a survey through at least the summer of 2012 — both for locals and arriving and departing travelers — to find out if the

General Marine Ferry Alt-Transportation Connections & cost

③

added distance to the ferry terminal
would have a significant impact or
simply put ferry service out of reach
for some travelers.

! Just a thought,
Gene Roe

This page intentionally left blank.

JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS



COMMENT FORM

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.

Name: JON A. REISWIG
 Email: SALMONCREEKMEDICAL@GCI.NET
 Address: 11260 N. DOUGLAS HWY.
 City: JUNEAU State: AK Zip: 99801



Comments (Please Print):

Alt 2B-Support-Convenience

- I am in FAVOR OF OPTION ALTERNATIVE 2B
- ① I LIKE TO GO WHEN I AM READY + AT PRESENT 2 ALL MARINE ROUTE I DO NOT HAVE THAT OPTION
 - ② IN CASE OF MAJOR DISASTER IN JUNEAU A LAND ALTERNATIVE WOULD GIVE GREATER FLEXIBILITY
 - ③ IT APPEARS ON THE CHART THAT THIS OPTION GIVES THE SHORTEST FERRY DISTANCE
 - ④ THE BREAKDOWN RATE OF THE FERRY (ALL) SYSTEM + EMPLOYEE COSTS IN THE LONG RUN WOULD EXCEED HIGHWAY + SHORT FERRY COSTS
 - ⑤ THE PRESENT ALL FERRY SYSTEM MAKES IT HARD FOR LOCALS TO OBTAIN RESERVATIONS UNLESS PLANS ARE MADE WELL IN ADVANCE SO IT ALMOST SEEMS TO BE A SYSTEM FOR TOURISTS

Alt 2B-Support-Safety

Alt 2B-Support-Service

Alt 2B-Support-Cost

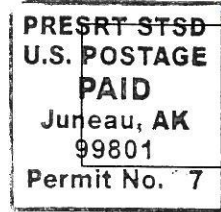
General Marine Ferry Alt-Against-Schedule

Thank you for your participation!

This page intentionally left blank.



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

Paula A. Martin
P.O. Box 328
Haines, AK 99827

www.juneauaccess.com



yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): Paula Martin

Street Address: Po Box 328

City: Haines State: AK Zip: 99807

E-mail Address: martinp@aptalaska.net

Phone: _____

Comments: I think a road would be too expensive & too dangerous (slides & avalanches)

General Road-Against-Cost
General Road-Against-Safety
General Road-Against-Geotechnical

contact us

✉ **mail:**
Reuben Yost, Project Manager
Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

📠 **fax:** (907) 465-2016

✉ **e-mail:**
juneauaccess@alaska.gov

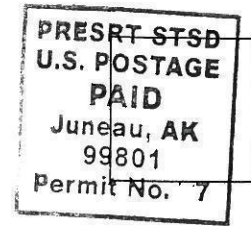
RETURN MAILING INSTRUCTIONS:

- 1) Refold the postcard so the Juneau Access Improvements project SEIS address is on the outside,
- 2) seal the open edges with tape (NO STAPLES),
- 3) add a stamp, and
- 4) drop it in the mail.

This page intentionally left blank.



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

Kathleen Menke
P.O. Box 781
Haines, AK 99827

www.juneauaccess.com



General Marine Ferry Alt-AMHS Systems Analysis
Alt 2B-Against

yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): Kathleen Menke

Street Address: Bx 781

City: Haines State: AK Zip: 99827

E-mail Address: ci@akmk.com

Phone: 907-766-3517

Comments: There needs to be an alternative with new & improved AMH assets leading to regular, reliable, affordable ferry service.

RETURN MAILING INSTRUCTIONS: Road to Katzev is unacceptable.

contact us

✉ mail:

Reuben Yost, Project Manager
Juneau Access Improvements
Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

📠 fax: (907) 465-2016

📧 e-mail:

juneauaccess@alaska.gov

1) Refold the postcard so the Juneau Access Improvements project SEIS address is on the outside, 2) seal the open edges with tape (NO STAPLER), and 4) drop it in the mail.

This page intentionally left blank.

JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS

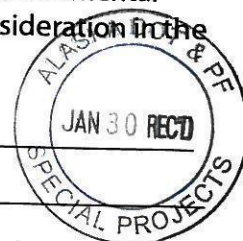


COMMENT FORM

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.

Name: VICKI VAN FLEET
 Email: JGVVF18@GMAIL
 Address: 8470 N. DOUGLAS
 City: JUNEAU State: AK Zip: 99801



Comments (Please Print):

OF THE FEIS ALTERNATIVES BEING STUDIED
 I WOULD LIKE TO COMMENT -
 ALTERNATIVE 1B SEEMS TO MAKE THE
 MOST IMMEDIATE SENSE AND HAS THE
 POTENTIAL TO ADDRESS OUR CURRENTS
 PROBLEMS WITH TIMELY SOLUTIONS -
 IE: - DAILY FVF LYNN CANAL ROUTES DURING
 OUR SUMMER MONTHS

Alt 1B-Support-Transportation Needs

Alt 2B-Against-Geotechnical

ALTERNATIVE 2B IS IMPRACTICAL FOR A MYRIAD
 OF REASONS - CONSIDERING THE TERRAIN - I HAVE
 NEVER SEEN THE LOGIC OF THIS ROUTE.
 ALTERNATIVE 3 WOULD SEEM THE BETTER LAND-BASED ROUTE
 SINCE FERRYING WILL OCCUR SOMEWHERE ON ALL
 ROUTES

Alt 3-Support

ALTERNATIVE 4A LOOKS PROMISING LONG TERM SOLUTIONS!

Alt 4A-Support

Thank you for your participation!

IN CONCLUSION - ENHANCING OUR EXISTING MARINE
 HIGHWAY SYSTEM & REDUCING CUSTOMER COSTS WOULD
 BE THE MOST SENSIBLE OPTION & ECONOMICAL IN THE LONG
 ANALYSIS.

Alt 1B-Support-Cost
 Alt 1B-Support-SocioEconomic

This page intentionally left blank.

JOHN J. SCHNABEL
P.O. Box 149
HAINES, ALASKA 99827

January 29, 2012



Reuben Yost, Project Manager DOT SE
Juneau Access Improvement Project
P.O. Box 112506
Juneau, AK 99811-2506

My name is John Schnabel. I am 92 yrs old below the waist, have lived in Haines since 1939 except for 4 yrs in the Naval Air Corp in WW2. Alt3-Support-Convenience

I favor Alt #3 road access over using Ferries because it is more flexible.

From a long term standpoint the cost of Ferry replacement, maintenance, salaries and Pensions will far outweigh the expense of a road.

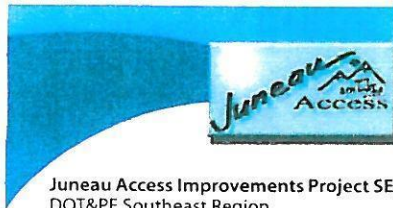
I favor the West side. It does not have Avalanche problems. It will cost less to construct because by starting at Haines the access for workers, material and equipment will far outweigh the East side. The Pre Engineering and P Line work on site was done in the 1960's for estimates on the West side. The West side opens up land for settlement, recreation and resource development. It also provides the opportunity for vehicle traffic to reach Glacier Bay through the Endicott at an 800 ft elevation. From the standpoint of Economics alone it is the right choice.

- Alt 3-Support-Geotechnical
- Alt 3-Support-Construction Cost
- Alt 3-Support-Settlement
- Alt 3-Support-Recreation
- Alt 3-Support-Resource Development

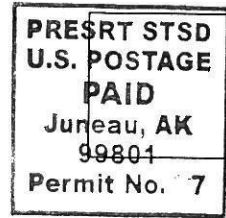
General Marine Ferry Alt-Cost
General Marine Ferry O&M Cost

Sincerely,

This page intentionally left blank.



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

www.juneauaccess.com

Bob Simpson
5545 N. Douglas Hwy
Juneau, AK 99801



yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): Ruth Simpson
Street Address: 5545 N Douglas
City: Juneau State: AK Zip: 99807
E-mail Address: Simpsonruth1957@gmail.com
Phone: 907 576 9017

contact us

✉ mail: Reuben Yost, Project Manager
Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

📠 fax: (907) 465-2016

📧 e-mail: juneauaccess@alaska.gov

Comments: when is the sewer arriving @ 3 mile N Douglas
How much will it cost?

General Project

RETURN MAILING INSTRUCTIONS:

- 1) Refold the postcard so the Juneau Access Improvements project SEIS address is on the outside,
- 2) seal the open edges with tape (NO STAPLES),
- 3) affix postage, and 4) drop it in the mail.

This page intentionally left blank.

JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS



COMMENT FORM

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.



Name: William B. Barger

Email: WLLMBARGER@YAHOO.COM

Address: P.O. Box 83, 6th State Street

City: SKAGWAY State: AK Zip: 99840-0083

Comments (Please Print):

I support ALTERNATIVE 4, of the MARINE ALTERNATIVES, This is Best way to go.

Alt 4C-Support

Thanks —

Thank you for your participation!

This page intentionally left blank.

JACK WENNER
P.O. BOX 1614
HAINES
AK 99827

0142_Jack.Wenner_IND



Supplemental EIS January, 2012

Juneau Access DOT & PF

I favor alternative 3. With only minor additional construction on the east Lynn Canal side to meet the ferry terminal. There seems to be confusion with the other alternatives in the best location for a ferry terminal on the east side. Be it Echo Cove, Cascade Point or Sawmill Cove. The west ferry terminal would remain at William Henry Bay an hourly ferry, on each side, would provide service between the east and west terminals.

Alt 3-Support-Terminal Location

We have a natural transportation corridor from William Henry Bay north past Pyramid Harbor to the shortest crossing of the Chilkat River at Zimovia Point to meet the Haines Highway. This intersection four miles from the Haines Airport would require a far shorter bridge than that shown in alternative 3 and not direct traffic through a residential part of Haines.

Alt 3-Update

A ferry from Haines would connect to Skagway on a seasonal schedule.

Alt 3-Service

The west side road would cost far less and meet the objective of improving the connection between Juneau and the continental highway system by reducing travel time and cost while providing capacity and opportunity to travel.

Alt 3-Support-Travel Time
Alt 3-Support-Capacity
Alt 3-Support-Cost

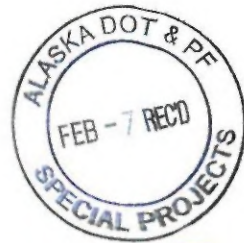
Alternative 2B would require extensive high cost construction on the east side of the Lynn Canal to Katzehin. This along with most other alternatives would not improve the opportunity to travel.

Alt 2B-Against-Construction Cost
Alt 2B-Against-Convenience

Please respond before 2/20/12 to Juneau Access DOT&PF Southeast Region, Juneau Access Improvements Project SEIS, P.O. Box 112506, Juneau, AK. 99811-2506

Jack Wenner 2/6/12

This page intentionally left blank.



Dear Sir,

Feb 6, 12

I very much want to comment on the Juneau Access Project and will go with Alternative #1. take no action.

I am a 37 year self employed Alaska resident working in logging, building, land development and fishing and am normally "pro-development". However in this case the road to Juneau is a bad idea. The main argument is access to the Capitol of our great State. Who would go in this age of the computer? If you want to contact people in government all you have to do is punch a few keys and sent an E-Mail. It is much cheaper then gas and time. Besides, most State Rep's have offices in their home towns. We have such an office here in Haines.

I think the real reason some want this road is to promote business for some stores, land companies and a few big construction outfits. The cost of such a project is big when most in government talk of cutting cost. The yearly maintenance would be huge, look at the snow problems this year. The future may not want to pay for these costs.

General Road-Against-Socioeconomic
General Road-Against-O&M Cost

Most of us in Southeast like it the way it is. Please do not do this project. Add a boat or two to the Ferry System and call it good.

General Marine Ferry Alt-AMHS-System Analysis

If you want to improve things for people in the State get behind the gas line.

Thank you for your time.

Robert L. Jensen

ROBERT L. JENSEN

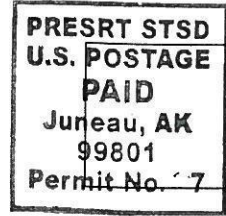
Box 477

Haines, Alaska 99827 766-2514

This page intentionally left blank.



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

www.juneauaccess.com

Alison Banks
P.O. Box 237
Gustavus, AK 99826



yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): Allison Banks

Street Address: PO Box 237

City: GUSTAVUS State: AK Zip: 99826

E-mail Address: Allison_Banks@nps.gov

Phone: 907-697-2611

Comments: Please send me a notification when documents are available for comment. I will select which documents I wish to get copies of. Thank you.

contact us

mail:
Reuben Yost, Project Manager
Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

fax: (907) 465-2016

e-mail:
juneauaccess@alaska.gov

General Project-Information Request

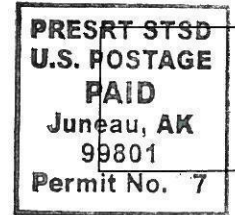
RETURN MAILING INSTRUCTIONS:

- 1) Refold the postcard so the Juneau Access Improvements project SEIS address is on the outside,
- 2) seal the open edges with tape (NO STAP
- 3) affix postage, and
- 4) drop it in the mail.

This page intentionally left blank.



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

Molly Hodges
318 Coleman St.
Juneau, AK 99801

www.juneauaccess.com



yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): Molly Hodges

Street Address: 318 Coleman St

City: Juneau State: AK Zip: 99801

E-mail Address: _____

Phone: _____ General Marine Ferry Alt-Support

Comments: Improved ferry services is vital. Would road access be viable via Taku near Atlin? Would be shorter. General Road-New Alternative

contact us

✉ **mail:**
Reuben Yost, Project Manager
Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

📠 **fax:** (907) 465-2016

📧 **e-mail:**
juneauaccess@alaska.gov

RETURN MAILING INSTRUCTIONS:

- 1) Refold the postcard so the Juneau Access Ir
- 2) seal the open edges with tape (NO STAPLES

project SEIS address is on the outside, mp, and 4) drop it in the mail.

This page intentionally left blank.

0146_Laurie.Dadourian_Ind

Fax to: Juneau access
(907) 465-2016

Alt 1B-Support-Convenience

As a resident of Haines I support Alternative 1B. The existing ferry route + terminals are convenient + usable compared to your other proposed ideas.

General Marine Ferry Alt-Against-Ferry Design

New fast ferries are not reliable in our climate + rough seas. Duke Bay is far enough away from the airport + downtown; to use Beenees Bay for a terminal is even more inconvenient (unless you're a taxi driver or take a car onboard).

General Marine Ferry Alt-Terminal Location-Convenience

I urge you to keep the schedule simple + route ferries JNU/HAS/SKG/HAS/JNU instead of more boats + additional costs with individual routes.

General Marine Ferry Alt-Schedule

I do not support any road ~~is~~ option due to the frequent closures from avalanches, costs in building + maintenance, and impact to wild lands.

General Road-Against-Safety
General Road-Against-Geotechnical
General Road-Against-Construction Cost
General Marine Ferry Alt-Against-O&M Cost

Thank you -

Laurie Dadourian
Haines AK



This page intentionally left blank.

February 10, 2012

From:
Lorraine Dudzik
P.O. Box 1101
Haines, Alaska 99827
907-766-2071



To:
Reuben Yost, Project Manager
DOT&PF Southeast Region
Juneau Access Improvements Project SEIS
P.O. Box 112506
Juneau, AK 99811-2506

Dear Reuben Yost, Project Manager:

Please accept this letter as my public comment on the Alaska Marine Highway for the Juneau Access Improvements Project SEIS.

I must comment that the January 2012 Project Newsletter, Volume 1 Issue 1, lacks important information that would greatly assist in making a decision on this matter. I feel the most important information should have been detailed in the "COMPARING FERRIES" section. Only listing speed and vehicle capacity for ferries greatly misleads the public. A more honest listing would have listed: passenger occupancy, number of restrooms, cafeteria occupancy, types of handicap accessibility, number of staterooms, WIFI or computer access, other amenities, and costs per ferry or refurbishing. This is the information needed to make a decision. Also included should have been the estimated cost of each alternative. The space was available in this issue if it was designed properly. My recommendation is as follows:

General Marine Ferry Alternatives-Evaluation

I support Alternative 1. NO ACTION:

BUT I would like to make a recommendation which would better serve the public. It would be Alternative 1 with the building of a new vessel that includes staterooms and cafeterias, as opposed to the Alaska Class Ferry. The Alaska Marine Highway is a major access to Alaska for tourism, and staterooms are needed for this type of travel, as well as for the aging population who use the system for medical visits, families traveling with children, business travelers who need the stateroom space and travelers who prefer to travel in the comfort of a stateroom. By essentially eliminating the future building or refurbishing of "FULL CLASS FERRIES", ones that have staterooms and cafeterias, we are showing signs of a declining civilization that is not ready to provide proper transportation for the future of the State of Alaska. Thank you for the opportunity to provide my comments.

Alt 1-Support-Ferry Design

Sincerely,

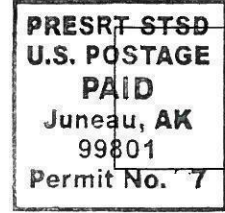
A handwritten signature in blue ink that reads "Lorraine Dudzik". The signature is written in a cursive, flowing style.

Lorraine Dudzik

This page intentionally left blank.



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

www.juneauaccess.com

Juneau Chamber of Commerce
Cathie Roemmich
3100 Channel Drive
Juneau, AK 99801



yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): Cathie Roemmich

Street Address: 3100 Channel Drive

City: Juneau State: AK Zip: 99801

E-mail Address: jcc@alaska.com

Phone: 463-3844

Comments: It is in the best interest of all Alaskans to move forward with building this road as soon as possible General Road-Support

contact us

✉ mail: Reuben Yost, Project Manager
Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

📠 fax: (907) 465-2016

✉ e-mail: juneauaccess@alaska.gov

RETURN MAILING INSTRUCTIONS:

- 1) Refold the postcard so the Juneau Access Improvements project SEIS address is on the outside,
- 2) seal the open edges with tape (NO STAPLES), 3) add a stamp, and 4) drop it in the mail.

This page intentionally left blank.

February 10, 2012

From:
Michael Marks
P.O. Box 1101
Haines, Alaska 99827
907-766-2071



To:
Reuben Yost, Project Manager
DOT&PF Southeast Region
Juneau Access Improvements Project SEIS
P.O. Box 112506
Juneau, AK 99811-2506

Dear Reuben Yost, Project Manager:

Please accept this letter as my public comment on the Alaska Marine Highway for the Juneau Access Improvements Project SEIS.

I must comment that the January 2012 Project Newsletter, Volume 1 Issue 1, lacks important information that would greatly assist in making a decision on this matter. I feel the most important information should have been detailed in the "COMPARING FERRIES" section. Only listing speed and vehicle capacity for ferries greatly misleads the public. A more honest listing would have listed: passenger occupancy, number of restrooms, cafeteria occupancy, types of handicap accessibility, number of staterooms, WIFI or computer access, other amenities, and costs per ferry or refurbishing. This is the information needed to make a decision. Also included should have been the estimated cost of each alternative. The space was available in this issue if it was designed properly. My recommendation is as follows:

I support Alternative 1. NO ACTION:

BUT I would like to make a recommendation which would better serve the public. It would be Alternative 1 with the building of a new vessel that includes staterooms and cafeterias, as opposed to the Alaska Class Ferry. The Alaska Marine Highway is a major access to Alaska for tourism, and staterooms are needed for this type of travel, as well as for the aging population who use the system for medical visits, families traveling with children, business travelers who need the stateroom space and travelers who prefer to travel in the comfort of a stateroom. By essentially eliminating the future building or refurbishing of "FULL CLASS FERRIES", ones that have staterooms and cafeterias, we are showing signs of a declining civilization that is not ready to provide proper transportation for the future of the State of Alaska. Thank you for the opportunity to provide my comments.

Alt 1-Support-Ferry Design

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Marks".

Michael Marks

This page intentionally left blank.



Attn. Reuben Yost
 From. Thor Henricksen
 Subject. Juneau Access

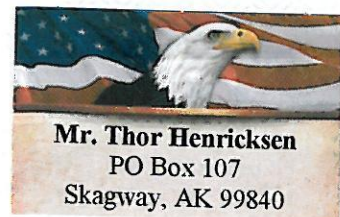
I fully support building a road that connects Juneau with the North America road system. Preferably with no ferry's to finish the connection.

I would like that road to connect to Skagway, but if it has to go a different way, I would still support it. I think the Taku river and up to Atlin. Skagway doesn't really deserve the road they have. Maybe the State could save some money by cutting winter maintenance ~~on~~ on the Klondike, and the Ore Haul could come down the Taku.

General Road-Support

Thor Henricksen

Thank you, Reuben for all your good work.



This page intentionally left blank.

This page intentionally left blank.

0152_Susan.Crandall_Ind

Send Comments to Juneau Access Improvements

Name:

Susan Crandall

E-mail:

susancrandalldogs@gn

Street Address/P.O.Box:

PO Box 33233

City:

Juneau

State:

AK



Comment:

Alternative 4C is my choice.

Alt 4C-Support

Send

Reset

Department of Transportation & Public Facilities
PO Box 112500
3132 Channel Drive
Juneau, Alaska 99811-2500
Phone: 907-465-3900 || 907-586-8365 (FAX)

Project Resources

- Juneau Access Improvements Home
- Project Documents
- Maps & Photos
- Submit Comments
- Contact

Regional Links

- SE Region Home
- SE Region Projects
- SE Region Contract Bid Calendar
- SE Region Contract Bid Results
- SE Region Maintenance and Operations(M&O)
- SE Region AsBuilts

This page intentionally left blank.

SE Region Survey Plats

SE Region Contacts

Send Comments to Juneau Access Improvements

Name:

Craig Crandall

E-mail:

craigcrandall26@hotmail.com

Street Address/P.O.Box:

PO Box 33233

City:

Juneau

State:

AK

Comment:

Alternative 4A or 4C for a ACF holds more vehicles and can operate in adverse weather cond.

Alt 4A-Support-Ferry Design
Alt 4C-Support-Ferry Design

This page intentionally left blank.

February 12, 2012

Reuben Yost, Project Manager
DOT&PF Southeast Region
Juneau Access Improvements Project SEIS
P.O. Box 112506
Juneau, Alaska 99811-2506



Jin K Langlois (Tammy)
5030 Pond Vista Dr.
Juneau, AK 99801

Subject: JUNEAU ACCESS

I support Alternative 2B – East Lynn Canal Hwy to Katzehin, Haines and Skagway.

The cost of living in Juneau is very high, I have one son at Floyd Dryden Middle School (sixth grade), he is active in sports and Boy Scouts, every trip to Haines or Skagway is about \$250.00. Most of my cost is the ferry, food and a place to sleep.

Cost for my family (three people) to go to Haines or Skagway, ferry only is \$200.00 to \$400.00 depending on season. As for flying 700.00 to 900.00 per person to Anchorage or Seattle (season dependant). Bottom line, travel to and from Juneau is very expensive.

Please build the ROAD, quick crossing to Haines or Skagway gives me access to the road system. Ferry service is slow (4 to 6 hours), expensive and the schedule is not consistent. Planning a trip requires an overnight stop which cost more money.

Build the road.

Alt 2B-Support-Convenience

Alt 2B-Support-Transportation Connections & Cost

Alt 2B-Support-Road

Sincerely,

Tammy Langlois

A handwritten signature in cursive script that reads "Tammy Langlois".

This page intentionally left blank.

Reuben Yost, Project Manager
 DOT+PF & E Region
 Inr. Access Improvements Project SEIS
 P.O. Box 112506
 Juneau, Alaska 99811-2506

Feb. 13, 2012



Dear Mr. Yost,

As a senior citizen who is computer illiterate
 I hope this note will suffice as a viable
 alternate to a print out comment form con-
 cerning the Juneau Access Improvements Project SEIS.

Your alternative 1B with enhanced
 service to Lynn Canal sounds good to me.
 However, if this is determined not to be
 feasible I would prefer that we stayed
 with alternative 1, no action, rather than
 even considering the other alternatives.

Please keep me posted on future develop-
 ments of this issue.

Alt 1B-Support
 Alt 1-Support

Thank you,
 Mary Manuel
 Box 17
 Haines, Alaska
 99827

This page intentionally left blank.

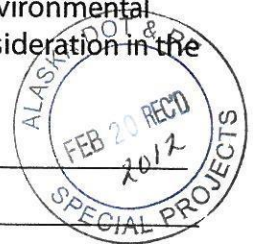
JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS



COMMENT FORM

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.



Name: Eddie L Bryant
 Email: bryantLaverne@hotmail.com
 Address: P.O. Box 794
 City: Haines State: AK Zip: 99827

Comments (Please Print):

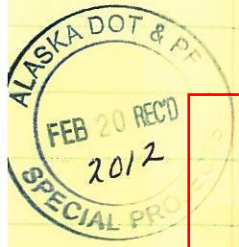
Hell yea lets build the road (sorry) 2-3 is Reasonable For Haines, possibly to even Allow For an expansion of our overfull Small Boat Harbor, maybe some Fuel Sales Competition? Alt 2B-Support-Socioeconomic

Also 2-3 Allows A Buffer Zone For those here in Haines who dont welcome any Change (good or bad) (oh sorry off topic) I dont know of and Roads they went and dug up Because no-one was using them.

lets Build This Road and Above - ahead keep it Between the ditches Ed...

Thank you for your participation!

This page intentionally left blank.



MR. REUBEN YOST

①

CONCERNING THE JUNEAU ACCESS PROJECT. I SUPPORT ALT. 2B. NOT HAVING THE CAPITAL OF SUCH A HUGE STATE CENTRALLY LOCATED IS GROSSLY UNFAIR TO ITS RESIDENTS. SINCE THE CAPITAL IS ISOLATED AT THE FAR END OF OUR STATE AND IS ACCESS LIMITED, THE LEAST WE SHOULD DO IS TO MAKE IT MORE ECONOMICALLY ACCESSABLE. ALTERNATIVE 2B WOULD HELP. HOURLY SHUTTLE SERVICE WITH FAST LOAD/UNLOAD CAPABILITIES TO AND FROM KATZEHIN WOULD GREATLY ENHANCE TRAVEL TO AND FROM JUNEAU. DRIVING FROM THE INTERIOR TO HAINES IS ONE THING, MAKING A TIMELY FERRY CONNECTION TO JUNEAU IS ANOTHER. THE MOTELS AND RESTURANTS IN HAINES DO A BANG-UP BUSINESS BECAUSE OF THIS PROBLEM. HOURLY SHUTTLE SERVICE TO A HIWAY TO JUNEAU WOULD SOLVE THIS COSTLY, TIME CONSUMING PROBLEM. EXPEDITING TRAFFIC IS THE KEY TO A EFFACENT HIWAY SYSTEM. EXPENSIVE AND UNTIMELY FERRY CONNECTIONS AT HAINES CREATES A HUGE BOTTLE-NECK IN THIS SYSTEM. ALT. 2B HAS THE POTENTIAL TO REVOLUTIONALIZE SURFACE TRAVEL TO AND FROM JUNEAU.

DAVE WERNER
BOX 635
HAINES, AK
99827

(CONT.)

IT WOULD DO WONDERS FOR THE RESIDENTS OF HAINES SEEKING THE NEEDED SERVICES THAT JUNEAU HAS TO OFFER. SUCH AS MEDICAL SERVICES, AIRLINE CONNECTIONS, SCHOOL SPORTS TRAVEL, THE LIST IS ENDLESS. SAME DAY ROUND TRIPS WOULD THEN BE POSSIBLE.

THE ROAD WOULD OPEN UP VAST NEW RECREATION AREAS, CUT COST FOR MINERAL EXPLORATION AND EXTRACTION, CUT TRAVEL COSTS FOR GILLNETTERS BETWEEN CLOSURES, INCREASE JUNEAUS RV POTENTIAL AND INCREASE HAINES WINTER SPORTS BUSINESS. DAILY FREIGHT SERVICE TO HAINES IS A GIVEN, TOUR AND PAX BUS SERVICE A POSSIBILITY.

Alt 2B-Recreation
Alt 2B Mineral Exploration
Alt 2B-Cost

MAINTAINING A FLAT SEA LEVEL HIWAY WITH NO HILLS OR MOUNTAIN PASSES WOULD BE EASY TO MAINTAIN EXCEPT DURING PEAK SNOW STORMS. GOOD HIWAY DESIGN WOULD SOLVE MOST AVALANCE SITUATIONS. ELIMINATING FERRY SERVICE TO HAINES WOULD SAVE THE STATE AND FEDERAL GOVERNMENTS TENS OF MILLIONS OF DOLLARS ANUALLY COMPARED TO MAINTAINING THE HIWAY. A FEW LAND ANIMALS MIGHT BE COMPROMISED WITH A HIWAY BUT WOULD FAROUT WEIGH THE IMPACT POTENTIAL TO MARINE MAMMALS, SEA BIRDS AND FISH FROM FERRY TRAFFIC.

Alt 2B-O&M Cost
Alt 2B-Cost

Alt 2B-Wildlife

Dave Weimer

Feb. 13, 2012

Mike Konsler

PO Box 171

Skagway, AK 99840-0171

907 612-0239

Alaska DOT & PF
 Southeast Region Planning Staff
 PO Box 112506
 Juneau, AK 99811-2506



Dear Planning Staff,

Thank you for your recent newsletter. I'd like to comment on the New and Reasonable Alternatives.

I'm most in favor of Alternative 1B, Enhanced Service with Existing AMHS Assets. It makes good sense to optimize use of existing ferries and terminals. It may also be sensible to incorporate elements of Marine Alternatives 4A and/or 4C.

Alt 1B-Support Alt 4C-Support
 Alt 4A-Support

I am opposed to building roads to new ferry terminals located more remotely from our communities. It would make travel for walk-on passengers more expensive and inconvenient. Ferry terminals should be located near something interesting. Sitka is a great example. Thru passengers bound for Bellingham have an hour to stretch their legs. There are hiking trails a short walk from the terminal. Also, an inexpensive shuttle takes people downtown and brings them back in time to board. This proximity to a town is an enhancement to travel that helps increase ridership. Remote terminals don't have that appeal.

Alts-Evaluation-Terminal Location

I like Alternative 1B. I hope you'll try to make it work. Thank you for your time.

Sincerely,
 Mike Konsler

This page intentionally left blank.

February 15, 2012

To: Ruben Yost, Project manager
 DOT&PF Southeast Region
 Juneau Access Improvements Project SEIS
 P.O. Box 112506
 Juneau, AK 99811-2506



re: Comments on Juneau Access Improvements Project SEIS

Sir: I tried to send my comments via your web site, but I could get no indication that they had gone through. I completed the name and address, and typed my comments into the paragraph box. I then clocked "send" and nothing happened. I clicked "send" a second time and nothing happened. *(on Feb 15 at 8:30 P.M.)*

This print copy is to assure that my comments are included before the deadline. I sincerely hope the web site was working properly so other people's comments were not missed.

Thank you.

Comments:

I strongly urge DOT&PF to pursue the new **Alternative 1B – Enhanced Service with Existing AMHS Assets**, provided that estimates of ridership by residents and visitors justify the cost of the additional service. If ridership is not expected to increase much beyond current levels (particularly in winter), I support **Alternative 1 - No Action**.

Alt 1B-Support-Service
 Alt 1-Support-Service

* The Alaska Marine Highway is a workable route for residents and a wonderful attraction for visitors. Just look at how many more travelers come to Alaska by cruise ship now than by air. Though AMHS offers a much simpler level of food and sleeping accommodations, like the cruise ships it allows visitors (and residents!) to travel at a leisurely pace and to enjoy the countryside and the attractions of the Inside Passage. This is something highways down south, and the inconveniently broken up land/water travel of the other alternatives, do not offer. Why break up this relaxing journey with short roads and shuttle ferries? *General Marine Ferry Alt-Support-Recreation*

* I see no point in corralling passengers at Echo Cove or Berners Bay. Foot passengers particularly will be stuck out in the middle of nowhere, away from the services and conveniences of Auke Bay and downtown Juneau. It will be farther for people to go to meet them and pick them up. Costs of transportation to and from town will increase considerably so they are less attractive to tourists and more difficult for Southeast residents (including student sports teams and others who use the ferries). *Alts-Transportation Connections & Cost*

* I see no point in incurring the tremendous (and always underestimated) costs for construction, maintenance, and emergency services on any extensions of the current roads, or for the inevitable and unnecessary disruptions to wildlife and the landscape. Let's spend what money we have on more urgent projects.

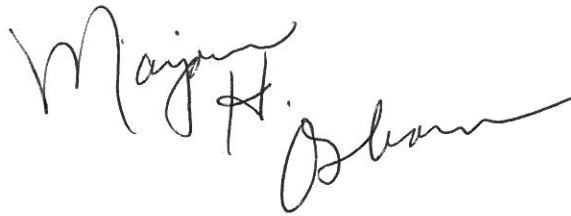
General Road-Construction Cost
 General Road-Maintenance Cost
 General Road-Safety
 General Road-Wildlife
 General Road-Visual

* We are the only state capital city not “**directly**” connected to the continental highway system? Hooray for us! This is an asset we benefit from and should take advantage of. It is a distinction in keeping with our unique geography (which is not favorable to highways), and a way of life distinct from that of the Lower 48 (and most other parts of the world). That distinction can only increase Juneau’s appeal to tourists as the Lower 48 road system continues to develop. If people do want to connect with the continental highway system, there are still four points for doing so: Haines, Skagway, Prince Rupert, and Bellingham are all convenient stops, and these communities benefit from ferry traffic.

General Marine Ferry Alt-Support-Socioeconomic

Sincerely,

Marjorie H. Osborn
P.O. Box 211448
Auke Bay, AK 99821

A handwritten signature in black ink, appearing to read "Marjorie H. Osborn". The signature is written in a cursive style with a large initial "M" and a long, sweeping tail.

JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS



COMMENT FORM

Your input is important to this project!

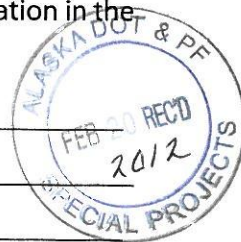
FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.

Name: Dave Haas

Email: arvoldhaas@gmail.com

Address: _____

City: Juneau State: Wisc Zip: 99801



Comments (Please Print):

I am astounded that DOT continues to promote this "improvement"! Those of us who have lived in Juneau a long time (+30yrs.) appreciate the ferry system and don't see the improvement or cost/benefit of extending the road only to still board a ferry to go north! We'd rather see the ferry system well maintained and kept updated. Then tear up a lot of pristine shoreline for a shorter ferry ride. I don't know of anyone in Juneau who supports this except for DOT employees and companies who would benefit from the construction work on new services provided. Please stop wasting our money and your time! Dave Haas

General Marine Ferry Alt-Support-cost
General Road-Against-Cost
General Road-Against-Environmental

Thank you for your participation!

This page intentionally left blank.

February 12, 2012

Reuben Yost, Project Manager
DOT&PF Southeast Region
Juneau Access Improvements Project SEIS
P.O.Box 112506
Juneau, Alaska 99811-2506



RE: Access project comments

Dear Mr. Yost:

I am in favor of the Marine alternatives from Auke Bay, either FVF from Auke Bay (alternative 4A) or the conventional monohull from Auke Bay (alternative 4C) You also might want to consider a hybrid of 4A and 4C that would have one monohull and one fast ferry from Auke Bay. Fast ferries are, of course, faster, but they are also gas hogs. One of each would be a compromise.

Alt 4A-Support
Alt 4C-Support

I prefer ferries to roads because the terrain of land abutting Lynn Canal is too steep for a road. The road would be subject to many avalanche chutes and would be dangerous to drive, especially in the winter. I prefer a ferry leaving from Auke Bay rather than Berners Bay because a ferry terminal at Berners Bay would be farther away from population centers and therefore more inconvenient. There's no particular reason to have a farther ferry terminal. In addition, cars off other ferries arriving at Auke Bay should not have to drive another 30-40 miles to catch the Lynn Canal ferry. Foot passengers arriving at Auke Bay from other areas would have no way to get to Berners Bay to catch the Lynn Canal ferry.

For all of the above reasons, alternative 4A or 4C makes the most sense. Thank you for the opportunity to comment on this matter.

General Road-Against-Geotechnical
General Road-Against-Safety
General Marine Ferry Alt-Terminal Location-Convenience

Sincerely,

A handwritten signature in blue ink that reads "Pamela Finley".

Pamela Finley
820 Sixth St
Juneau, Ak. 99801

This page intentionally left blank.



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

Frank Metcalf
P.O. Box 32243
Juneau, AK 99803

www.juneauaccess.com

yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): FRANK METCALF
Street Address: P O Box 32243
City: JUNEAU State: AK Zip: 99803
E-mail Address: fmetcalf@acsalaska.net
Phone: 907-789-9357

Comments: I FAVOR 2B, THIS SHOULD HAVE BEEN DONE LONG AGO. THE FERRY'S SHOULD BE USED WHERE THEY ARE NEEDED WORSE, AND THERE ARE NO ALTERNATIVE SOLUTIONS

Alt 2B-Support-Service

contact us

mail:
Reuben Yost, Project Manager
Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506
 fax: (907) 465-2016
 e-mail:
juneauaccess@alaska.gov

RETURN MAILING INSTRUCTIONS:

- 1) Refold the postcard so the Juneau Access Improvements project SEIS address is on the outside,
- 2) seal the open edges with tape (NO STAPLES), affix a stamp, and 4) drop it in the mail.

This page intentionally left blank.

JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS



COMMENT FORM

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.

Name: Blain Anderson

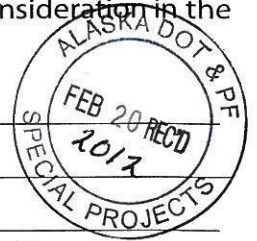
Email: oystercatcher.sail@gmail.com

Address: PO Box 6078

City: Sitka

State: AK

Zip: 99835



Comments (Please Print):

As an Alaskan of 15 years, I have been generally happy with the existing ferry service in SE.

I support the No Action Alternative and trust the Alaska Marine Highway System to make the necessary management and vessel changes to keep the service a viable transportation option.

With the increasing airfares in the region and increased costs of fuel, the ferry is the only option for most of us. [Alt 1-Support-Cost](#)

That said, I do think that the existing ferry service could become far more efficient at loading and with ticket taking. I recently travelled on the BCFerry in British Columbia and was astounded at their efficient ticket booths with weighing stations, comfortable (and profitable) waiting mall with cafes, shops, bars, and couches. I suggest that the AMHS management team travel to Vancouver and tour the Tswassan ferry terminal.

[General Marine Ferry Alt-Efficiency](#)
[General Marine Ferry Alt-Facilities](#)

A road to Skagway is the wrong option. So is a road to the pristine Berners Bay area. How much does Juneau spend to clear avalanches on roads? Does the state really want to take on another avalanche-prone road? The existing ferry system is very good. Spend that money to make it the best ferry system in the world.

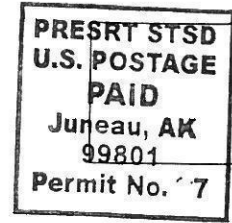
[General Road-Against-Geological](#)
[General Road-Against-O&M Cost](#)

Thank you for your participation!

This page intentionally left blank.



Juneau Access Improvements Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506



For more information about the Juneau Access Improvements project Supplemental Environmental Impact Statement (SEIS) process and alternatives, visit our project Web site:

John A. Sandor
3311 Foster Ave.
Juneau, AK 99801

www.juneauaccess.com

yes! I want to remain on the Juneau Access Improvements project SEIS mailing list. Here is my contact information:

Name (First and Last): JOHN SANDOR
Street Address: 3311 FOSTER AVE
City: JUNEAU State: AK Zip: 99801
E-mail Address: JSANDOR@AK.NET
Phone: (907) 586-2497

contact us

mail:
Reuben Yost, Project Manager
Juneau Access Improvements
Project SEIS
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

fax: (907) 465-2016

e-mail:
juneauaccess@alaska.gov

General Project-Support

Comments: I STRONGLY FAVOR THIS JUNEAU ACCESS PROJECT
BUT ALSO SUPPORT AN INTER-TIE
HIGHWAY-TRANSMISSION LINE
CONNECTION BETWEEN
WRANGELL/TYEE and the BRITISH
COLUMBIA Highway 37-TRANSMISSION
LINE APPROVED BY THE CANADIAN GOVERNMENT'S
RETURN MAILING INSTRUCTIONS:

- 1) Refold the postcard so the Juneau Access Improvements project SEIS address is on the outside,
- 2) seal the open edges with tape (NO STAPLES), 3) add a stamp, and 4) drop it in the mail.

John A. Sandor 1/31/2012

This page intentionally left blank.



Reuben Yost, Project Manager
DOT+PF Southeast Region
Juneau Access Improvements Project SEIS

2/20/12

I'm a 39 year Southeast resident. In that time I have lived in Juneau, Sitka, Haines + Port Alexander. I think the bumper sticker says it best. Why Extend the Dead End? Ferries Go All the Way. Let me elaborate.

The ferry system is a safe + reliable transportation system. Upper Lynn Canal is a wild + scenic fiord. A big part of that beauty is there is no road. I think visitors enjoy the uniqueness of Southeast Alaska, with its ferries + lack of roads everywhere. I know locals also enjoy it.

Also as a commercial, subsistence, sport fisherman + hunter I am concerned with fish + wildlife taking a hit with road access, especially in pristine habitat areas like Berners Bay. Berners Bay is an important herring spawn area for Lynn Canal, as well as needed salmon spawning habitat. It's also rich in crab + other wild life, moose, bear, Goat etc. There are also sealion haulouts in Lynn Canal.

For these reasons I don't support Alternative 2B, alternative 3, or 4B or 4D.

There are also too many Avalanche + Slide paths for a road in Lynn Canal.

Fast Ferries are unreliable for Lynn Canal in the winter. The Fairweather run between Auke Bay, Haines + Skagway is cancelled a lot in the winter due to weather. Fast Ferries seem to have more break downs, burn alot more fuel + carry less passengers + cars.

General Marine Ferry Alt-Support-Safety
General Marine Ferry Alt-Support-Reliability
General Marine Ferry Alt-Support-Visual

General Road-Against-Geotechnical

General Marine Ferry Alt-Ferry Design-Reliability
General Marine Ferry Alt-Ferry Design-O&M Cost
General Marine Ferry Alt-Ferry Design-Capacity

Alt 2B-Against-Wildlife
Alt 3-Against-Wildlife
Alt 4B-Against-Wildlife
Alt 4D-Against-Wildlife
Alt 2B-Against-Marine & Anadromous Fish & Shellfish
Alt 3-Against-Marine & Anadromous Fish & Shellfish
Alt 4B-Against-Marine & Anadromous Fish & Shellfish
Alt 4D-Against-Marine & Anadromous Fish & Shellfish

I would support Alternative 1, or maybe alternative 4C. In Haines our winter ferry service is good. The Le Conte is much more reliable than the Fairweather.

Alt 1-Support-Reliability
Alt 4C-Support-Reliability

I'm not in Haines in the summer. I'm out commercial fishing. So I don't know if the summer ferry service between Juneau Haines & Skagway is adequate or not.

I noticed that the Alaska Class Ferry is designed to carry 60 cars, compared to the Malaspina's 88.

Hopefully when the older ferries are replaced, we will not lose car/vehicle space.

General Marine Ferry Alt-Ferry Design

Thanks for letting me comment, and for your time & consideration.

Sincerely,

Marty Remund
Marty Remund
P.O. Box 1295
Haines, AK. 99827

P.S. Can you please add me to your project mailing list, either mail, or email remundmarty@yahoo.com

This page intentionally left blank.

JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS



COMMENT FORM

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.

Name: Hilma White

Email: yngruelof@yahoo.com

Address: P.O. Box 473

City: Haines, State: AK Zip: 99827

Comments (Please Print):

I am in favor of a road, I think #3 would be the best route.

Alt 3-Support

Thank you for your participation!

This page intentionally left blank.

JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS



COMMENT FORM

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.

Name: Yngve Olsson

Email: yngveolof@yahoo.com

Address: P.O. Box 605

City: Haines State: AK Zip: 99827

Comments (Please Print):

I am in favor for a road from Juneau to Haines. I believe the best route would be alternative #3. I think that #2B would also be good. A road from Juneau to Haines would be really good for both communities. We need a more convenient & cheaper way to Juneau. A road is always progress

Alt 3-Support-Socioeconomic Alt 2B-Support-Socioeconomic
 Alt 3-Support-Convenience Alt 2B-Support-Convenience
 Alt 3-Support-Cost Alt 2B-Support-Cost

Thank you for your participation!

This page intentionally left blank.

JUNEAU ACCESS IMPROVEMENTS PROJECT SEIS



COMMENT FORM

Your input is important to this project!

FHWA and DOT&PF continue to be interested in your input regarding the alternatives and environmental studies required for the SEIS. Comments are welcome at any time, but to be included for consideration in the Draft SEIS, they must be received no later than Monday, February 20, 2012.

Name: Robin Penwell
 Email: ynave.elf@yahoo.com
 Address: P.O. Box 603
 City: Haines State: AK Zip: 99827

Comments (Please Print):

I think we should go with Alternative # 3. I think it's the better choice. We really need a road, so we would have access to other communities, and we wouldn't have to rely on the ferry. We could come & go as we please, with the ferry schedule as of how we have to rely on it. And, when we go to Juneau, we are forced to stay in Juneau for 3 days. And, that is really expensive since we have no one to stay with.

Please approve this!
 Thank-you.

Alt 3-Support-Access
 Alt 3-Support-Reliability
 Alt 3-Support-Convenience
 Alt 3-Support-Schedule
 Alt 3-Support-Cost

Thank you for your participation!

This page intentionally left blank.

Davis, Cecile

Subject: FW: Juneau access comments
AMServiceURLStr: https://Slingshot.hdrinc.com/CFSS/control?view=services/FTService

From: annisa berry-frick [<mailto:backlagoon@aol.com>]
Sent: Sunday, March 11, 2012 3:22 PM
To: JuneauAccess@alaska.gov
Subject: Fwd: Juneau access comments

Hi Reuben,

Here's the original comment letter that I found in my sent box. Anissa

Begin forwarded message:

From: annisa berry-frick <backlagoon@aol.com>
Subject: Juneau access comments
Date: February 20, 2012 6:46:50 PM AKST
To: juneauaccess@alaska.gov

cf_name=annisa berry-frick
[cf_mail=backlagoon@aol.com](mailto:backlagoon@aol.com)
cf_address=6105 thane rd
cf_city=juneau
cf_state=ak

cf_comment=Juneau Access should be with the existing ferry routing. No road to Juneau, no new ferry terminals way out of town, no more fast ferries. General Road-Against-Transportation Connections & Cost

This lends my support of Alternative 1; no action.

I spend summer in Haines and winter in Juneau, so am frequently traveling each way throughout the year. In the summer, the daily ferry works well for upper Lynn canal. In the winter, it works to have at least 3 ferries per week. The conventional ferries are the best for the relative short distance, providing the necessary car deck space that the fast ferries lack.

Alt 1-Support-Schedule
Alt 1-Support-Ferry Design

This page intentionally left blank.



Reuben Yost, Project Manager
DOT&PF Southeast Region
P.O. Box 112506
Juneau Access Improvements Project SEIS
Juneau, Alaska 99811-2506

Re.: Draft SEIS January Newsletter Comments

Due, February 20, 2012

Dear Mr. Yost:

This letter is submitted as the Alaska Committee's comments to your SEIS newsletter of January, 2012 for which comments were requested to be submitted on or before February 20, 2012. We unfortunately did not submit the letter prior to that date, but wanted to be on record relative to the project and the current process.

The Alaska Committee's mission statement is;

"Dedicated to making state government work better for all Alaskans by improving and enhancing Juneau as Alaska's Capital City".

As such, access to Alaska's Capital is of extreme importance. Transportation is a major part of our local governments Comprehensive Plan. It states;

"The CBJ must maintain its regional, national, and international transportation links if it is to prosper and overcome its physical isolation. As Southeast Alaska's largest city, Juneau can improve its role as a regional transportation and service center by improving its access to this Transportation network."

CBJ Comprehensive Plan Policy 4.1 States: It is the policy of the CBJ to support the improvement of transportation systems which reinforce Juneau's role as the Capital City of Alaska and a regional transportation and service center.

Implementing Actions:

4.1.1. Assume a leadership role in the encouragement of surface transportation links into and out of the borough. Consider all alternatives to improve transportation links between Haines, Skagway and other areas of Southeast Alaska, including roadways, high speed ferries, and light or standard rail."



Juneau’s present access is limited to sea and air. We are the only U.S. state capital city on the North American Continent that does not have road access for its residents and visitors. Your Supplemental EIS describes four principal alternatives and subdivisions thereof for access to the capital.

Four of these alternatives involve only marine access.

Alt 4A-Against-Cost
Alt 4A-Against-Service
Alt 4B-Against-Cost
Alt 4B-Against-Service
Alt 4C-Against-Cost
Alt 4C-Against-Service
Alt 4D-Against-Cost
Alt 4D-Against-Service

- Alternate 1 is our present access mode. This access method has served Alaska’s capital city well for decades. However, it is restrictive, very expensive, slow and inconvenient. This access needs to be replaced.

Alt 1-Against-Cost Alt 1-Against-Travel Time
Alt 1-Against-Convenience

- Alternate 4 and its subdivisions, 4A, 4B, 4C and 4D are various methods of what is “termed or called” *improved marine access*. These alternatives do not allow unrestricted, economical access to Alaska’s capital city. Some even “improve” access at the expense of other Alaska communities by taking ferry service from them and placing added service in the Lynn Canal corridor.

Two of the SEIS alternatives improve access to our capital city by a combination of road and marine transportation links. For the traveling public, both would be faster, more convenient and less expensive for Alaskans and Alaska’s visitors. Additionally, they reflect a more economical overall capital and a less maintenance and operational expense. The Alaska Committee supports improved access to and from Juneau by improved roadway and shuttle ferry access.

Alt 2B-Support-Travel Time Alt 3-Support-Travel Time
Alt 2B-Support-Convenience Alt 3-Support-Convenience
Alt 2B-Support-Cost Alt 3-Support-Cost
Alt 2B-Support-O&M Cost Alt 3-Support-O&M Cost

Our comments to these two highway-shuttle ferry alternatives are;

- **Alternative 2B**, An East Lynn canal Highway to the Katzehin River area and a shuttle ferry or ferries to Haines and Skagway.

Alt 2B-Phasing
Alt 2B-Mining
Alt 2B-Safety

We believe initial construction should conduct phase 1 work from Cascade Point to the Kensington Mine area in Slate Creek Cove. A road to this area stands on its own utility as a road to (an Alaskan) resources. This will improve access to the Kensington Mine with access safety being a substantial benefit. We do not feel an interim “summer” ferry terminal at Comet should be constructed due to the temporary, limited use site and expense thereof. For temporary and perhaps permanent marine highway port facility, DOT&PF should be looking at a public-private ferry terminal at the existing Kensington Mine facility. This port had been in joint use discussions in the past and should continue as part of this SEIS work effort.

Alt 2B-Ferry Terminal Location
Alt 2B-Ferry Privatization

The East Lynn Canal highway corridor is the only access that could give Juneau a hard link, in the future, to the North American Continental Highway System. Although not part of this study effort, it has to be a strong reason to favor Alternative 2B over Alternative 3, the West Lynn Canal Highway.

Alts-Evaluation-Alternatives Considered But Eliminated

Alternative 2B, the East Lynn Canal highway has been criticized by many in previous studies as being overly expensive, hazardous to the travelling public, to the area fish and wildlife and to the environment. These criticizing individuals and groups state that they “would” prefer a West Lynn Canal alternative. The Alaska



P.O.Box 22138, Juneau, Alaska 99802-2138 • www.alaskacapital.com

Committee favors highway access to our capital city. Should Alternate 2B, the East Lynn Canal Highway and Shuttle ferry route prove by this SEIS to be “overly expensive, hazardous to the travelling public, a hazard to the area fish and wildlife and to the environment”, we would then turn our support to Alternate 3, the West Lynn Canal Highway.

General Road-Support

- **Alternate 3**, West Lynn Canal Highway.

In supporting West Lynn Canal Highway as an acceptable alternative to Alternate 2B, we believe Glacier Highway should be extended past Sawmill Cove and on to the Kensington Mine area at the entrance to Slate Creek Cove. As stated earlier, a road to the Kensington Mine has great utility within itself as a “road to resources” as well as a continuation of Glacier Highway (or Juneau Access). Shuttle ferry service crossing Lynn Canal to William Henry Bay can be achieved from either a private-public marine terminal with Kensington Mine or a standalone terminal within Slate Creek Cove.

Alt 3-Ferry Terminal Location
Alt 3-Mining
Alt 3-Privation

Alternate 3 was surveyed and designed in the mid 1960’s to the early 1970’s. At one time, a construction contract was to be bid for phase 1 access to Alaska’s capital city. As we understand, previous to advertising the first phase bid, previously undisclosed native burial grounds and then the Alaska Native Lands Settlement Claims stopped the forward progress to that earlier project.

West Lynn Canal has a great amount of private and State land holdings as well as Federal lands. The west side of Lynn Canal has greater recreational values for the public and, we believe less expensive construction costs.

Alt3-Support-Recreation
Alt3-Support-Construction Cost

For the above reasons, a closely studied alternate to Alternative 2B, Highway and Shuttle Access to Alaska’s Capital City is Alternative 3 over all other alternatives within this Supplemental Environmental Impact Statement.

Should you or your study team have questions regarding the Alaska Committee’s response to volume 1, issue 1 of the Juneau Access Newsletter, please do not hesitate to contact us.

Respectfully submitted,

The ALASKA COMMITTEE

Wayne Jensen, Chair

This page intentionally left blank.

Davis, Cecile

From: Alcantra, Rosetta M.
Sent: Monday, February 20, 2012 10:48 AM
To: Davis, Cecile
Subject: 022012 John MacKinnon JAIP Comment

-----Original Message-----

From: John MacKinnon [<mailto:John@agcak.org>]
 Sent: Monday, February 20, 2012 10:07 AM
 To: juneauaccess@alaska.gov
 Subject: Form posted from web browser.

cf_name=John MacKinnon
[cf_mail=john@agcak.org](mailto:john@agcak.org)
 cf_address=8005 Schoon Street
 cf_city=Anchorage
 cf_state=Alaska
 cf_comment=

I write in support of Alternative 2B. East Lynn Canal Highway to Katzehin, shuttles to Haines and Skagway. Alternative 2B East Lynn Canal Highway to Katzehin should be the Preferred Alternative for the following reasons.

Alt 2B-Support

Subsidy - Most of the operation of the present AMHS is based on a 50 year old model, and continues to be a subsidy drain on state resources. For every \$3 it costs to operate the AMHS, the state pays over \$2 and users pay \$1. The escalating fuel and labor costs that have driven the AMHS state subsidy to unsustainable levels will continue to increase. There is no place served by the AMHS that does not have available private freight and passengers options, and the state subsidy results in unfair competition with private enterprises.

Cost to the Travelling Public - Over ninety-nine percent of the vehicular traffic in Alaska occurs on highways. The cost to transport a vehicle on a ferry is almost \$6 per mile and the cost to transport a vehicle on a highway is less than 50 cents per mile. The Lynn Canal Highway would reduce traveler costs significantly.

General Marine ferry Alt-Against-O&M Cost

Road Travel more Eco-friendly - Vehicle travel on roads is more eco-friendly. Cars have become 97 percent cleaner in recent decades and often average 20-25 mpg whereas vehicles transported by ferry get an equivalent of 1.5 mpg. A road will result in a significant reduction in greenhouse gases in northern Southeast Alaska, and would be much less expensive to maintain than operating ferries in northern Southeast.

General Road-Support-Fuel Utilization
 General Road-Support-O&M Cost

Follow your Successes - The successful model that needs to be followed is one of road segments and smaller shuttle boats. Successful models are the southern Southeast examples of the Lituya serving Ketchikan-Metlakatla and the IFA owned Prince of Wales serving Prince of Wales Island. These are smaller boats, home ported in the smaller communities, with local resident workers and results in better and less costly service to the communities.

Alternatives

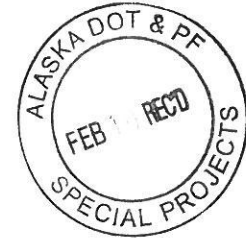
I urge you to reject Alternative 1B - Enhanced Service with Existing AMHS Assets for the following reasons:

Reduced Service in AMHS - It is a redeployment of existing AMHS assets, and it will result in a reduction of service to other communities.

Short-term Fix - It is a temporary solution that is the result of poor legal decisions by jurists who do not understand NEPA. This proposed Alternative 1B is not a permanent

alternative like a road. A redeployment of portable assets that can be redirected at the whim of the administration or elected bodies and should not be considered as a viable alternative. That reason alone should result in rejection of Alternative 1B, or any other alternative that is not a fixed solution.

Reuben Yost, Project Manager
DOT&PF Southeast Region
Juneau Access Improvements Project SEIS
P.O. Box 112506
Juneau, Alaska 99811-2506



February 8, 2012

Alt 1B-Support

I have been a resident of Juneau for 33 years and I am writing to support improved ferry service for Juneau using existing infrastructure rather than the Juneau Access Road.

This winter we got a taste of our normal winter weather and I find it quite insane to extend the road when DOT cannot safely clear the roads we have. I live at 27 mile and many days this winter I drove to work on dangerous roads. **General Road-Against-Safety**

This road also raises other significant safety concerns. Avalanche studies indicate that there are 36 identified active avalanche paths along the proposed route powerful enough to force a vehicle off the roadway and into nearly freezing ocean water. The Juneau Access Road SEIS decision was that it would have one of the highest avalanche risks of any road in the entire country. Why do we build a road that may be closed 30 days a year because of dangers related to avalanches and unsafe weather or use helicopters to drop satchels of explosives to trigger avalanches in problem areas? It is carelessness to replace a ferry service with an unsafe and environmentally disastrous road and ferry combination. I think this Juneau Access Road is absolutely unwarranted and superfluous.

Alt 2B-Against-Geotechnical
Alt 2B-Against-Safety
Alt 2B Road-Against-Environmental

Berners Bay is an area of incredible ecological significance in the heart of the Tongass National Forest and is recognized by the U.S. Environmental Protection Agency as an "Aquatic Resource of National Importance." It is vital to preserve this area to keep the spectacular wilderness setting in a manner that protects the natural environment and keeps the ecosystem intact. This road would end at the mouth of the Katzehin, a National Wild and Scenic River and mar one of the most spectacular portions of Alaska's famed Inside Passage, a unique region of pristine water, snow-capped mountains, deep fjords, and forested inlands. Why do we have to build a road that is irreversible and will forever change this? The Alaska Marine Highway has been part of the magic of Southeast Alaska for almost 50 years and ferries leave no path.

Alt 2B-Against-Environmental

Nothing can make up for the issue of human encroachment in Berners Bay. I regularly clean up the area around 27 mile and am disheartened how often disrespectful people will drive out the road and dump their trash or leave larger items in incredibly beautiful places. The roadway is littered with discarded bottles and cans. Animals are dropped

February 8, 2012

off and abandoned. Off road vehicles and automatic weapons are used with total disregard for the impact. Out of sight, out of mind? I think they are without sight and out of their minds. I urge you to use your foresight and authority to support enhanced ferry service for Juneau and oppose this most undesirable road that will forever change Berners Bay and the Inside Passage.

Thank you for taking the time to listen to my comments.

Sincerely,

A handwritten signature in cursive script, reading "Kristine L. Allen". The signature is written in black ink and includes a long horizontal flourish at the end.

Kristine L. Allen

CITIZENS RECOMMENDING ALTERNATIVE PLANNING

Post Office Box 21884
Juneau, Alaska
U.S.A
99802-1884
Office: (907) 586-2117



January 31, 2012

Alaska Department of Transportation &
Public Facilities, Southeast Alaska Region
Post Office Box 112506
Juneau, Alaska 99811-2506

Attention: Mr. Reuben Yost, Project Manager

Re: Lynn Canal Transportation Access Improvements

Dear Mr. Yost:

On behalf of the member organizations and individuals associated with the Citizens Recommending Alternative Planning, I am delighted to provide comments addressing the Supplemental Environmental Impact Statement (SEIS) process recently commenced by the Department of Transportation & Public Facilities (DOT/PF). DOT/PF has requested scoping comments as part of the SEIS process after DOT/PF's attempt to force road construction on the east side of Lynn Canal was shut down in the federal district court. Having studiously followed what the department calls the "Juneau Access" project for decades, Citizens Recommending Alternative Planning is pleased to provide the observations and recommendations set out below. It is our sincere hope that someone at DOT/PF finally starts taking the legally mandated review process seriously. Completing an honest evaluation of realistic Lynn Canal planning alternatives in a manner consistent with legal standards and the rulings of the judiciary makes common sense in 2012.

First, this entire exercise is more than just an improvement in transportation for Juneau. DOT/PF's continued reference to the "Juneau Access Improvements" project underscores the narrow and parochial approach the department has taken in regard to improving transportation in Southeast Alaska for many decades. The communities of Haines and Skagway deserve full consideration when it comes to transportation planning related to the Lynn Canal area, as do others like Hoonah, Angoon, Gustavus and the balance of Southeast Alaska coastal towns.

P&N

The work to date conducted by DOT/PF on improving transportation in northern Southeast Alaska has been misguided and essentially hi-jacked for decades by road zealots. While this zest for road construction is understandable in the context of a modern society that believes one should be able to drive anywhere, anytime and

apparently for free, the department is compelled by federal law and common sense to consider other reasonable alternatives, especially ones that don't require massive subsidies from the federal government. To date, the vast majority of efforts by DOT/PF for planning transportation needs in the Lynn Canal area have been an elaborate pretext to support a pre-ordained outcome -- building an expensive road from Juneau to Skagway.

In pursuit of this long-cherished road dream, DOT/PF has ignored many practical, legal and financial considerations which make it obvious the department is not an agency devoted to transportation but to a continuation of the former Alaska Department of Highways. This deeply held cultural conviction and bias in favor of road engineering and construction is pointedly illustrated in the January, 2012 **Project Newsletter** on "Juneau Access" where the SEIS describes Juneau as being the largest community on the North American continent not connected to the continental highway system. The **Project Newsletter** continues that, "the project purpose is to reduce travel times and costs to the State and travelers, while providing greater opportunities for travel and capacity to meet demand." The criteria the department uses as the purpose for the project leads inevitably to the conclusion that building a road is the only way to meet the transportation needs of Lynn Canal. That is faulty criteria and an improper conclusion. P&N

Even the most ardent road booster agrees that DOT/PF has spent decades and millions of dollars pursuing construction of a road to Juneau without success. The only way the citizens of SE Alaska and visitors that use public transportation in this region will see improvements in Lynn Canal is if DOT/PF actually completes the SEIS in a manner that is fair, unbiased, and that conforms with federal legal requirements. Decades of dithering by DOT/PF with the EIS process has yielded no meaningful improvements to transportation in the Lynn Canal corridor and it is long past time for DOT/PF to complete a legally defensible EIS and SEIS. General Project-Evaluation

In order complete a SEIS that allows for a factual discussion of how best to improve transportation in the Lynn Canal area and passes legal muster, DOT/PF must first change the Purpose and Need provisions in the SEIS. A redefinition of the SEIS section that calls for improved service and seeks to lower the marginal costs incurred by the State of Alaska is obviously necessary to complete a relevant analysis of transportation needs. The forced discussion in the EIS and now the SEIS about "travel time for travelers" and "reducing the cost for travelers" is nothing more than an elaborate ruse to skew and push the end analysis in favor of road construction. P&N

Redefining the Purpose and Need section for this project based on enhancing regular, predictable access in a safe fashion will afford the public, department and final decision makers with realistic information that allows for improvements. However, using criteria like 'reduced travel time' or 'lower costs to individual travelers' cannot be used to drive the analysis in a pre-determined fashion. Asking a member of the public whether they would prefer to travel faster and at lower cost is not a realistic basis for making public investments or deploying scarce government resources. Similarly, asking Alaskans whether they want no taxes, an increased Permanent Fund Dividend and free beer every Friday will produce the exact same response.

The genuine issues related to public transportation purposes and needs in the Lynn Canal region must revolve around providing predictable, dependable and safe public transportation services in a manner the public can afford. Personal and individual preferences for speed and savings cannot be substituted for sober economic and public policy analysis given the relative lack of transportation demand in Lynn Canal. P&N

If DOT/PF insists on skewing the analysis related to providing legitimate public transportation needs in Lynn Canal with metrics centered on personal travel time, individual costs and other subjective criteria, then it is essential for the agency do a fair comparison of the personal time and personal financial contributions made by ferry users compared to prospective road users. If the current ferry users on the Lynn Canal routes pay a known percentage of vessel operations for the degree of service utilized, then a similar calculation must be made on what the likely tariff for operating a partial road in the Lynn Canal corridor would entail. In a similar fashion, it is essential that the department conduct a thorough and fair analysis of the likely loss of time associated with road travel, particularly in the winter when the proposed road and shuttle ferry will certainly be closed for long periods due to avalanches or when the projected shuttle ferries are unable to operate from Haines or Skagway due to their small size and inability to operate in adverse winter marine conditions. Alts-Evaluation

Thus far in the tortured and lengthy EIS process, the department has consistently and steadfastly failed to address safety issues readily apparent in the road alternatives, particularly the preferred road alternative on the east side of Lynn Canal. The numerous avalanche and slide areas on the east side of Lynn Canal adjacent to the proposed and preferred road present huge safety problems that are not present with existing ferry operations. The significant safety issues associated with avalanches and slides could be addressed in terms of engineering design and then constructed in a manner that is reasonably safe, but at what cost? And if the proposed road is built but shut for hours or days at a time, as is predictable, where is the department's analysis on lost time, safety and other topics that certainly must be addressed? Implicit in the previous EIS work conducted by the department was the fanciful notion that DOT/PF would keep the proposed mountain road clear in winter. This kind of magical thinking -- a variation on the old saying that "We'll cross that bridge when we come to it," -- must be responsibly addressed now in the SEIS. Alt 2B-Against-Geotechnical
Alt 2B-Against-Safety
Alt 2B-Against-Construction Cost
Alt 2B-Against-O&M

Beyond the formidable costs of constructing a road, the costs in terms of addressing safety concerns loom very large. In over 50 years of continuous operation the AMHS has not incurred a single loss of life while transporting passengers in the Lynn Canal corridor. Can we state with any degree of assurance the same about road travel on what will be winding road perched, in part, along a narrow cut between mountain and sea? Individuals will operate motor vehicles on what will certainly be a less than an adequate highway for decades to come, particularly during the winter. Additionally, operation of buses full of students enroute to sporting events in Haines, Skagway, Juneau and beyond presents special safety concerns that the EIS and SEIS have yet to address. Alt 2B-Against-Safety

Because the federal judiciary has sanctioned DOT/PF for failing to do the most obvious and rudimentary analysis related to utilization of existing ferry assets (in order to meet the demand for transportation in the Lynn Canal region), one would think the department would take seriously the directive to take a look at this option. Apparently this is not the case. Looking at the **Project Newsletter** describing the SEIS, it is obvious from a casual read that the newly proposed 1B option is badly flawed. 1B is labeled as a variation of the “No Action” alternative, which is illogical. What the department needs to do here in order to meet federal legal requirements and the directive of the federal district court is conduct a realistic assessment of all options that would reconfigure the Southeast portion of the Alaska Marine Highway System. The SEIS needs a single marine alternative that safely provides predictable ferry service in Lynn Canal, without significantly diminishing that service to other Southeast Alaska communities. The other four marine options in the SEIS (4A-D) are a cluttered smokescreen to avoid doing a combined marine option assessment.

General Marine Ferry Alt-AMHS System Analysis

If doing a comprehensive and integrated analysis of the realistic ferry options for Lynn Canal is too difficult for the road engineers in charge of the SEIS, either get some input from AMHS individuals or an organization like the Marine Transportation Advisory Board (MTAB) that understand vessel deployment and arranging system schedules, or else hire competent individuals to devise the options. It isn't that hard; Alaska Airlines makes decisions daily on where best to deploy their assets, while the barge companies and other transportation businesses serving SE Alaska make similar calculations and decisions.

The issues in these kinds of situations always revolve around deploying available assets in a cost effective manner to provide regular, predictable service in a manner acceptable to the customer base. The Lynn Canal public understands there will be a difference in service depending on seasonal demand -- no different than when Alaska Air shifts from the summer to the winter schedule in terms of airline travel. The possible options for using existing and future ferries need to be set out in a **comprehensive vessel operations matrix** that weighs the pros and cons of vessel deployment in order to select the option that best serves the residents of the Lynn Canal region and the rest of Southeast Alaska.

General Marine-AMHS System Analysis

The figures used by DOT/PF related to actual use of ferries are certainly relevant when developing a comprehensive vessel operations matrix. But the figures used by DOT/PF related to future or anticipated transportation needs in the Lynn Canal Corridor are sketchy. The metrics used by DOT/PF as part of the projected demand for transportation in Lynn Canal in the EIS were very dubious. There was a strong assumption then that a vast unmet need for vehicular travel would explode when a road was constructed. Let's be realistic -- a few Juneau folks are going to pack their SUV and motor up to Whitehorse on summer weekends to play golf and drink a few beers if a road is built. But the assumption that there is a large, unmet demand for transportation in Lynn Canal is highly suspect.

Looking at other forms of transportation in this same corridor, it is clear that there is less demand for travel to and from the Yukon from Juneau than in the past. Historically, Wien Airlines and Air North / Canada operated routes between Juneau and Whitehorse, but those days are gone. Changes in border security, the price of fuel,

Alts-Evaluation-Traffic Analysis

changing demographics and personal preferences all make travel to the “continental road system” less likely, not more likely. There will not be an eruption of commerce that follows from construction of a Lynn Canal road. Construction of a road will change some transportation use patterns but will not increase traffic in such a significant way to justify a \$500-600 million dollar ‘pioneer’ road that takes a decade to build.

In the end, DOT/PF needs to use the SEIS to focus on an honest, genuine review of ferry utilization alternatives. This review needs to be comprehensive and integrated as well as account for different seasonal use patterns. The department can start this analysis by considering the most obvious and simple solution to improving transportation in the Lynn Canal corridor by placing one of the existing legacy vessels into “day boat” operation during the summer. Assuming there really is sufficient demand, a companion vessel (either a new Alaska Class Ferry or another legacy craft), could also operate in Lynn Canal as a summer day boat. One vessel could originate each day from either Skagway or Haines, travel south and return. The companion vessel might originate from Auke Bay and travel north and return, providing twice a day sailings from and to all the communities in Lynn Canal. At least in the summer when seasonal demand for travel is apparently significant, this kind of arrangement might yield significant improvements in terms of safe, reliable and predictable transportation. In this context, the proposed utilization of a fast ferry in Lynn Canal contemplated by the new Alternative 1B will likely erode ferry service to Sitka and impinge on travel for commercial and medical needs by Sitka residents. This scenario makes no sense.

General Marine Ferry Alt-AMHS System Analysis

It is obvious at this juncture that real analysis and options related to improving transportation access in Lynn Canal include looking at all the ways in which the AMHS could effectively deploy vessels in service between Skagway, Haines and Juneau. These options have to consider impacts on other communities within Southeast Alaska and address the Alaska Marine Highway System schedule on an integrated basis. Once this evaluation is complete, the optimal marine alternative will probably be apparent, even to the most passionate road advocates. At least then the department can honestly compare the various road alternatives with a genuine ferry alternative. DOT/PF should not issue a Record of Decision calling for a road that will never be completed because it isn’t affordable¹, makes no sense and doesn’t enjoy sufficient political support in the Alaska Legislature in an era of diminished federal highway funding.²

Thank you for your attention to these SEIS comments.



Theodore Thoma
President

¹ ***Easy to Start, Impossible to Finish: Alaska Spends Millions on Roads and Bridges without Financial Plans to Complete Projects*** Recommendations for Action Report, February 2010.

² Federal Highway Administration Letter to Leo von Scheben, November 4, 2009.

Enclosures: ***Easy to Start, Impossible to Finish*** Report, February 2010
Federal Highway Administration Letter, November 4, 2009

Copy: Tim Haugh, Environmental Program Manager
FHWA Alaska Division, P.O. Box 21648
Juneau, Alaska 99802-1648 (w/enclosures)

**Easy to Start, Impossible to Finish:
Alaska Spends Millions on Roads and Bridges without Financial
Plans to Complete the Projects**

Recommendations for Action

February 2010



Lois N. Epstein, P.E.

Engineer and Director of the Alaska Transportation Priorities Project

www.aktransportation.org
www.akbridgesandroadstonowhere.org



Promoting sensible transportation systems and policies in Alaska

Easy to Start, Impossible to Finish: Alaska Spends Millions on Roads and Bridges without Financial Plans to Complete the Projects

Recommendations for Action

February 2010
Lois N. Epstein, P.E.

Summary: Over several successive administrations, the State of Alaska has spent \$133.4 million on five expensive road and bridge projects. The state also has dedicated another \$205.2 million to these projects. With an estimated total cost of \$5.4 billion, there is a deficit of over \$5 billion for these projects (see Table 1, below). Continued spending on these roads and bridges preempts funding of other transportation projects with greater and/or nearer-term benefits to travelers in Alaska.

At a time of declining federal transportation revenues, *the state only has 6% of the dollars needed to build these projects* assuming no unexpected cost overruns. The projects do not have financial plans identifying how they will be paid for, nor is it clear how they will be maintained and preserved should the state build them. It appears financially impossible to complete them.

Fiscally-conservative leadership at the highest level of state government is needed. The state should not continue to spend its increasingly scarce transportation funds on these projects if there is essentially no likelihood of adequate federal, state, or private money available to finish them. The state should suspend spending on these projects until full funding is reasonably assured. If after analysis funding prospects are dim, dedicated funds should be redirected to higher-priority transportation investments.

In November 2009, the federal government sent a letter to the Alaska Department of Transportation and Public Facilities (ADOT) expressing its concern over the state's lack of "fiscal constraint." If the state does not suspend or cancel one or more of these projects, it's likely that future federal transportation funding for Alaska may be in jeopardy.

Table 1 shows the amount spent to date on each of the five projects, the amount the state has dedicated, the estimated cost, the approximate deficit, and the percent of cost funded. Following the Background, Analysis, and Recommendations sections below, pages 7-11 contain detailed information on each of the projects including source documentation of Table 1 data.

Table 1
Money Available for Five Proposed Alaska Transportation Projects vs. Project Costs

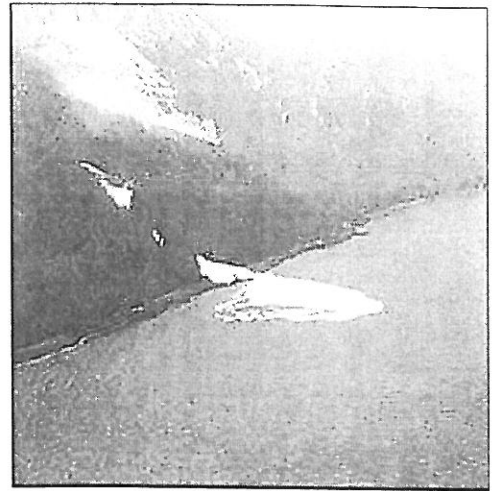
Project	Spent (\$ mill.)	Dedicated ¹ (\$ mill.)	Est. Cost (\$ mill.)	Approx. Deficit (\$ mill.)	% of Cost Funded ²
Gravina Island Access	56.1	87.4 – allocated by ADOT/leg.	400 (2006)	260	36%
Juneau Access Road/Ferry	25.2	35.8 – allocated by ADOT/leg.	500 (2009)	440	12%
Knik Arm Bridge	45.1	73 – allocated by ADOT/leg.	1,500 (2009)	1,380	8%
Road to Nome	1	1 – Gov's budget	2,500 (2010)	2,500	<1%
Road to Umiat	6	8 – Gov's budget	500 (2010)	490	3%
Total	\$133.4 mill.	\$205.2 mill.	\$5,400 mill.	>\$5,000 mill.	6%

¹ Dollars allocated by Alaska Department of Transportation and Public Facilities and approved by the legislature, or in Governor Seam Parnell's proposed 2011 budget.

² (Spent + Dedicated) / Estimated Cost.

Project 2: Juneau Access Road/Ferry

The proposed **Juneau Access Road/Ferry** project would consist of 51 miles of new road from Echo Cove approximately 40 miles north of Juneau to the undeveloped Katzeihin River via the east side of Lynn Canal, a new ferry terminal at the river 90 miles from Juneau, and new shuttle ferries to travel to Skagway (pop. 865) and Haines (pop. 2,300 in the Borough). Currently a larger ferry serves these two communities operating from a terminal 13 miles from downtown Juneau. Because of concerns expressed by the National Park Service, in 2005 the Federal Highway Administration dropped its original plan to build a road from Juneau to Skagway and instead adopted the road/ferry combination.²⁵



The Juneau Access Road/Ferry project will not result in new major economic development in Alaska.²⁶ Average daily traffic projections for the road would be only 380 vehicles/day during opening year and 670 vehicles/day after 30 years.²⁷

*Avalanche across the proposed project route.
Photo by Scott Logan*

The state legislature appropriated \$5 million in 2005 and \$45 million in 2006 to the project, and allowed \$9 million of the General Funds money appropriated to be used for other projects in 2007. Of the \$200 million in federal funds originally expected to pay for the project, \$111 million no longer is available.²⁸ As of July 2009, the state has spent \$25.2 million on the project.²⁹ Approximately \$4.8 million in federal funds and \$31 million in state funds for a total of \$35.8 million remains dedicated to the project.³⁰

According to an independent estimate undertaken by the state, the project will cost over a half-billion dollars,³¹ not including likely increases when the challenging construction terrain has been fully surveyed (see the photo, above). On February 13, 2009, the Alaska District Court ruled that the existing Environmental Impact Statement was inadequate because it did not analyze enhanced ferry service using existing infrastructure, and thus must be revised; the decision calls all issued permits into question. The state is appealing this decision to the 9th Circuit Court of Appeals; the federal government decided not to join in the appeal.

Despite the unlikelihood of funding to complete project construction, in December 2009 Governor Parnell announced that he plans to spend \$5 million to upgrade the first three miles of the road beyond Echo Cove using the funds appropriated during the 2005 legislative session.³²

²⁵ Juneau Access Improvements Final Environmental Impact Statement, *op. cit.*

²⁶ *Ibid.*, p. S-6.

²⁷ *Ibid.*, p. 4-162.

²⁸ Money from federal "Shakwak" funds is not included in the Alaska 2010-2013 Statewide Transportation Improvement Program, a document listing all expected federal and state funding sources.

²⁹ Juneau Access Improvements: 2009 FFY Cost Report, State Project No.: 71100, Federal Project Number: STP-000S(131), p. 3, July 2009, http://www.dot.state.ak.us/stwdplng/projectinfo/ser/juneau_access/assets/2009_FFY_Cost_Report.pdf.

³⁰ Email from ADOT's Reuben Yost to Southeast Alaska Conservation Council's Mark Gnad on April 16, 2009.

³¹ Juneau Access Improvements: 2009 FFY Cost Report, *op. cit.*, p. 7 (shows \$491.2 million cost estimate, plus the previously spent \$25.2 million must be added).

³² Governor Parnell Moves to Extend Glacier Highway (press release), December 7, 2009, <http://gov.alaska.gov/parnell/press-room/full-press-release.html?pr=5187>.



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 W. 9TH STREET, ROOM 851
P.O. BOX 21648
JUNEAU, ALASKA 99802-1648

FEDERAL TRANSIT ADMINISTRATION
915 SECOND AVENUE, SUITE 3142
SEATTLE, WASHINGTON 98174

November 4, 2009

Mr. Leo von Scheben, P.E., L.S., M.B.A.
Commissioner
Alaska Department of Transportation
and Public Facilities
P.O. Box 112500
Juneau, Alaska 99811-1125

In Reply Refer To:
PR 2-2

Dear Mr. von Scheben:

We have reviewed the 2010-2013 Draft Statewide Transportation Improvement Program (STIP). Based on our review of the assumptions outlined in the 2010-2013 Draft STIP's chapter titled "STIP Financial Assumptions" (Page Intro 7), the Fiscal Summary table of Available and Programmed Funds (Pages Intro 41-42), and the methodology as outlined by the DOT&PF's Division of Program Development presentation, we find that the Draft STIP is fiscally constrained and funds can reasonably be expected to be available over the time period contemplated (FFY 2010 – FFY 2013).

However, the Federal Highway Administration and Federal Transit Administration are concerned that the State will be over programmed in the long term and that sufficient funds are not available from current recognizable sources to complete a number of large projects contemplated by the State's program. The State should take such action as is necessary to identify total costs and schedules for all projects under development, and assure that strategies for funding are in place to assure timely advancement of major projects beyond the time frame of the Draft STIP.

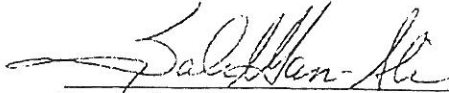
Pursuant to SAFETEA-LU Section 1904, Federal-aid highway projects anticipated to cost in excess of \$100 million, require an approved finance plan. In addition, projects over \$500 million require a project management plan and financial plan to be approved by the Federal Highway Administration.

We consider fiscal constraint important. Funding for projects past FFY 2013 is a concern and should be addressed on a continual basis as one analyzes what projects can realistically be expected to be funded with future Federal-aid funding. This concern becomes heightened as the projects advance to the financial plan approval stage. As previously mentioned, we expect proactive measures will be implemented to ensure that projects after FFY 2013 can be funded.



Both our staff can provide any assistance needed to ensure these requirements are met. If you have any questions please contact Peter Serrano of the Federal Highway Administration (FHWA) at (907) 586-7422, and/or Ned Conroy of the Federal Transit Administration (FTA) at (206) 220-4318.

Sincerely,



for David C. Miller
Division Administrator
Federal Highway Administration
Administration

R.F. Krochalis
Regional Administrator
Federal Transit

Cc: Jeff Ottesen, Director, DOT&PF Division of Program Development

This page intentionally left blank.

Jan 29, 2012



To, Reuben Yost

Please do what you can to stop the Juneau road north up Lynn Canal. That would desicrate the fantastic wilderness area that I've appreciated for almost 30 years.

General Road- Against-Environmental

One of my major concerns is the Northern Terminus is to be at a significant sealion Haul out, If it can't be stopped at least save the Haul out area, change the terminal area.

As it is I'm happy with the ferry service I've been using since the 70's.

I can't see how you could claim that it wouldn't irreparably damage a largely pristine environment to run a costly byway there.

General Road-Against-Environmental
General Road-Against-Cost

Just the winter management of the Hyway alone makes it ~~impractical~~ expensive and Hazardous. People that feel the need to be more road connected are free to live other places.

General Road-Against-O&M Cost
General Road-Against-Safety

I can't fully express the joy I felt when I heard the Park Service put a stop to it reaching up here to Skagway.

General Marine Ferry Alt-Support-Service

Alt 2B-Against-Marine Mammals
Alt 2B-Against-Terminal Location

If any money is to be spent
please put it into ferry service.

Hopefully

Robert D. Fink
Box 1335
Skagway, AK 99840

Robert D. Fink

Please once and for all stop
this silly talk of building
such an expensive road just for
the convenience of a few.

Let's try to limit Government spending

January 23, 2012



Juneau Access

Alt 2B-Support-Socioeconomic

I am supporting the Alternative 2B East Lynn Canal Highway. Juneau needs road access to the outside world (Road system) to grow. As a home owner my property taxes are extremely high, with a larger tax base we could lower the cost of living in Juneau. I want the ability to drive north, a short trip across Lynn Canal to Haines and I'm on my way without paying several hundred dollars for a family of three on the ferry system.

Alt 2B-Support Cost

Having an access road for Juneau will bring more diversity to our town and job opportunities for our community. Back side of Douglas Island development will move forward and the second crossing will be built. Juneau could be a major launching point for travelers riding the ferry system. Juneau will be a destination not just an Island locked community. This community has so much potential, lower the cost of living here and watch our community will grow.

Alt 2B-Support-Socioeconomic

Build the ROAD.

Sincerely,

Jim Langlois

A handwritten signature in black ink, appearing to read "Jim Langlois".

5030 Pond Vista Dr

Juneau AK 99801

langloisjb@excite.com

This page intentionally left blank.

Holman, Deborah L (DOT)

From: Allen Shattuck <alshattuck@gci.net>
Sent: Sunday, January 29, 2012 2:44 PM
To: DOT SER JuneauAccess
Subject: Juneau Access Supplemental EIS

I am writing in response to your insert in the Juneau Empire requesting comments on the Juneau Access Supplemental EIS.

I support the earlier decision for the preferred alternative, namely, a road up the east side of Lynn Canal to the Katzehin delta. Juneau desperately needs access to the road system for economic progress, retention of the capital, and providing Juneau residents with additional travel and recreation opportunities.

Alt 2B-Support-Socioeconomic
Alt 2B-Support-Recreation

Ferries are not the answer. They will still be very inconvenient, subject to space availability, and extremely expensive for the traveler. They are also not environmentally friendly when you consider fossil fuel consumption and potential wake damage. Further, I believe the ferries are more expensive when including vessel replacement cost, vessel maintenance, fuel, and crew costs in the analysis. Another drawback to ferries is the question of receiving adequate funding from the legislature in the future in light of state budget deficits. Finally, ferries are not reliable as shown by the numerous cancellations and delays lately caused by mechanical problems and weather.

General Marine Ferry Alt-Against-Reliability

In short, the road up the east side of Lynn Canal is the only reasonable long range solution and the sooner we build it, the better. Eventually, I would like to see the road extended on to Skagway for a true land link that is convenient, inexpensive, and reliable.

Alternatives-Evaluation-Alts Considered but Eliminated

General Marine Ferry Alt-Against-Funding Source

Thank you in advance for considering my comments.

Janice Shattuck

General Marine Ferry Alt-Against-Convenience
General Marine Ferry Alt-Against-Cost
General Marine Ferry Alt-Against-Capacity
General Marine Ferry Alt-Against-Fuel Utilization
General Marine Ferry Alt-Against-Environmental
General Marine Ferry Alt-Against-O&M Cost

This page intentionally left blank.

Holman, Deborah L (DOT)

From: Anne Boyce <annepaul@aptalaska.net>
Sent: Friday, February 17, 2012 1:53 PM
To: DOT SER JuneauAccess
Subject: JAI Project SEIS Comments
Attachments: Jnu Access Ltr 2_17_2012.doc; ATT1144562.htm

To Whom, etc., etc.:

Attached are comments regarding the Juneau Access Improvement Project SEIS being solicited as of January, 2012. We are mailing a hard copy of these remarks via USPS Certified Mail as of today. We would appreciate receiving confirmation of receipt of this email and its contents.

Thank you.

Anne Boyce & Paul Swift
PO Box 564
Haines, AK 99827
907-766-2350
annepaul@aptalaska.net

February 17, 2012

To: Reuben Yost, Project Manager
DOT&P Southeast Region
Juneau Access Improvements Project SEIS
P.O. Box 112506
Juneau, AK 99811-2506



Dear Mr. Yost:

According to your Project Newsletter Of January 2012, the State of Alaska has proposed "Juneau Access Improvement [JAI]" to "improve the connection between Juneau and the continental highway system through the Lynn Canal Corridor". In fact, we HAVE had such access via the Alaska Marine Highway system for some 50+ years, although not so reliably nor efficiently in the past decade as in the 20th Century. Anyone who wishes and expects to "connect" to the continental highway system from Juneau, to drive one-way, for example, from Haines to, say, Fairbanks (650 miles), or Anchorage (800 miles), invests enough planning to incorporate existing ferry schedules & costs. (And, presumably, would not be denied transit through the 350 miles of Canada due to undesirable personal records.)

So far from improving Juneau access, save for Option 1B, the various proposed combinations of road extension, FVF's, and new terminal locations take access *backwards*. And irrespective of the individual scenarios, they all still must depend on ferry connections.

Alts-Evaluation-Transportation Connections & Cost

Paul has lived in Haines since 1970; I moved here in 1979. We are aged 74 and 63, respectively. We use the ferry system principally to access Juneau

- (1) for medical care; and
- (2) for jet service outside Alaska.

We make Juneau medical appointments for vision & audio checkups, periodic cardiologist reviews (with a Seattle doctor who comes to Juneau 1 day every 3 months), enhanced diagnostics tests, and surgical procedures, **months in advance**. Note that under the current day ferry schedule, these appointments mandate our spending at least 2 nights in Juneau.

Alts-Evaluation-Transportation Connections & Cost

We set up our annual major trips "Outside" **nearly a year in advance** to take advantage of mileage credits and optimal fares. We arrange for house-sitting, pet care, etc., to cover our home obligations when we're away. **Having Juneau access which operates reliably irrespective of weather, road conditions and our driving abilities is essential.**

Alts-Evaluation-Reliability

It is frustrating for DOT not to understand our needs. I would like you to consider the implications of trading dependable ferry service for forced automobile use which

(1) **subjects us to unsafe drivers** (inexperienced youth, inebriates, joy riders, cell phone users, texters, inexperienced winter drivers, etc.)

General Road-Against-Safety

(2) **subjects us to the vagaries of SE Alaska weather** -- especially in winter -- exposing us to such hazards as

(a) **objective route dangers** (e.g., with option 2B, avalanche (36 identified chutes), wash-outs & rock fall (112 identified sites))

(b) **poor driving conditions** (snow, ice, sleet, freezing rain, whiteouts, etc.)

General Road-Against-Geotechnical
General Road-Against-Safety

Paul is Haines' *NOAA COOP observer* for the National Weather Service in Juneau. The past 6 winters [November through April] we've experienced

<u>Year</u>	<u>Total Hns Snowfall*</u>	<u># of Days Precipitation**</u>	<u>Jnu Snowfall*</u>
2006/07	26 ft	112/181	17 ft
2007/08	18 ft	104/182	09 ft
2008/09	20 ft	98/181	15 ft
2009/10	17 ft	102/181	05 ft
2010/11#	08 ft	78/181	07 ft
2011/12	24 ft [to date]	78/108	09 ft

* rounded to nearest foot

** any measurable precipitation including rain, snow, sleet, etc.

near-record dry winter notable for cold, high winds, and multiple cancellations of Upper Lynn canal ferry (esp FSF) runs

(c) **shuttle ferries unable to perform in typical non-summer sea/wind conditions**

The AMHS Fast Vehicle Ferry *M/V Fairweather*, and even the small monohull *Aurora* have proven their inability to cope with Lynn Canal conditions, especially in winter. Principally scheduled as the Haines ferry in December & January 2010/2011, the FVF's chronic cancellations wreaked havoc with holiday mail delivery, school sports teams travel, & residents with finite school vacation windows.

General Marine Ferry Alt-Ferry Design

(3) **subjects us to indeterminate delays and/or long waits** by "First Come, First Serve" shuttle service

General Road-Against- Travel Time

(4) **requires us to drive** despite our diminishing capacity to deal with highway demands. As we've gotten older, our reflexes have slowed and it's very difficult to drive after dark.

General Road-Against-Safety

(5) **leaves us stranded at proposed terminals** (Katzehin, Comet, & Sawmill Cove -- 75, 50, & 30 miles (approx.) north of Auke Bay, respectively) **without public transportation.**

Currently we can have Juneau friends or public transportation (primarily, Juneau hotels shuttles) fetch us from or deliver us to the Auke Bay ferry terminal. Cab fares, while

expensive, are feasible. Without a vehicle how are we to get from Katzehin, or Comet, etc., to downtown Juneau?

General Road-Agaisnt-Transportation Connections & Cost

Until about 10 years ago, The AMHS in Southeast ran effectively and reliably. It did not matter that in winter service between Haines and Juneau was reduced to 3-4 times per week. We could PLAN around the virtually guaranteed schedule. That all has changed, with aging ferries, misplaced/inadequate fast ferries, and sub-regional loop service constantly impacted by failures in other parts of the system.

General Marine Ferry Alt-Reliability

In sum, we view as illogical and unacceptable alternatives 2B, 3, 4A, 4B, & 4D which force unsafe, undependable, & expensive road extensions to Juneau access. We reject alternatives 4A & 4B and any other proposal component (i.e., cross-canal shuttle ferries) which depends on FVF's -- proven non-starters.

Alt 4A-Against-Ferry Design
Alt 4B-Against-Ferry Design

We support Juneau Access alternative 1B -- which ought to be titled "Restored" rather than "Enhanced" -- ferry service between Auke Bay and *the Haines Lutak terminal where an existing facility is in place*, with one caveat: the proposal can not include scheduling FSF's during winter months. We support this improved Juneau access including federally-funded Alaska Class ferries, monohull designs, and existing terminal infrastructure, which gets us from Haines to Juneau and beyond, via public transportation.

Alt 1B-Support-Ferry Design

And finally we request a true cost/benefit comparison of the various proposals based on *complete* engineering designs of each proposal *in its entirety*.

Alts-Evaluation-Cost Analysis

Sincerely,



Anne Boyce and Paul Swift
PO Box 564
Haines, AK 99827
(907) 766-2350
annepaul@aptalaska.net

Alt 2B-Against-Safety
Alt 2B-Against-Reliability
Alt 2B-Against-Cost
Alt 3-Against-Safety
Alt 3-Against-Reliability
Alt 3-Against-Cost
Alt 4A-Against-Safety
Alt 4A-Against-Reliability
Alt 4A-Against-Cost
Alt 4B-Against-Safety
Alt 4B-Against-Reliability
Alt 4B-Against-Cost
Alt 4D-Against-Safety
Alt 4D-Against-Reliability
Alt 4D-Against-Cost

Holman, Deborah L (DOT)

From: george figdor <figdor@aptalaska.net>
Sent: Monday, February 20, 2012 11:29 PM
To: DOT SER JuneauAccess
Subject: comments on juneau access

Attention DOT:

I am a resident of Haines and would like to make the following comments on the Juneau Access EIS:

- I support option 1B for improved ferry service.

Alt 1B-Support

- I oppose options that would move the ferry terminal to Berners Bay--- or any location farther from downtown Juneau than Auke Bay.

Alts-Evaluation-Terminal Location

- I support the building of LeConte class ferries---and not fast ferries, which have not proven successful in Lynn Canal. I support the traditional ferry routes and the summer day boat. These have proven reliable and efficient.

General Marine Ferry Alt-Evaluation-Routing

- I am opposed to all Lynn Canal road options.

General Road-Against

George Figdor
Box 612
Haines, AK 99827

General Marine Ferry Alt-Ferry Design

This page intentionally left blank.