

**APPENDIX D**  
**PUBLIC AND AGENCY SCOPING COMMENTS**  
**ANALYSIS SPREADSHEETS**

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**APPENDIX D-1**

**DOCUMENT CONTROL NUMBER KEY SHEET**

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**Document Control Number Key Sheet**

Comment #	Name	Organization/Business Name
0001	Ben Creasy	Public
0002	Brenda Campen	Public
0003	Bruce White	Public
0004	Carl Brodersen	Public
0005	Elizabeth Lucas	Public
0006	Gary Jenkins	Public
0007	J. Mooney	Public
0008	Jason Love	Public
0009	Louise Dawson	Public
0010	Steve Handy	Public
0011	Mark Battaion	Public
0012	Barbara Learmonth	Public
0013	Dave Nussbaumer	Public
0014	Kennth Ewald	Public
0015	Judy Ewald	Public
0016	Allen Shattuck	Public
0017	Glenn Johns	Public
0018	Janet Kennedy	Public
0019	Luke Johnson	Public
0020	Alvin Bergmann	Public
0021	Dave Haas	Public
0022	Martin Peters	Public
0023	Marianne Mills	Public
0024	Andrew Degen/Sandra	Public
0025	Colin Aikman	Public
0026	Brita Shaw	Public
0027	Hugh Bevan	Public
0028	Greg Huebschen	Public
0029	Kennth Graham	Public
0030	Dee Longenbaugh	Public
0031	Robert Andrews	Public
0032	Bruce Weber	Public
0033	Dixie Belcher	Public
0034	Rick Currier	Public
0035	Mike Healy	Public
0036	Fred Schatzel	Public
0037	Graham Smith	Public
0038	Tory Bennetsen	Public
0039	Lorraine Murray	Public
0040	Jeff Sloss	Public
0041	Jeff Hoover	Public
0042	David Kunat	Public
0043	Gershon Cohen	Public
0044	Dominic Branson	Public
0045	Scott Carey	Lynn Canal Conservation, Inc

Comment #	Name	Organization/Business Name
0046	Rick Shattuck	Public
0047	Lowell Ellis	Public
0048	Zachary Jacobson	Public
0049	John Svenson	Public
0050	Thom Ely	Public
0051	Pete Griffard	Public
0052	Bill Paulick	Public
0053	Rob Goldberg	Public
0054	Philip Clark	Public
0055	Carol Duis	Public
0056	Brad O'Dell	Public
0057	Scott Spickler	Public
0058	Atlin Daugherty	Public
0059	Peter Neyhart	Public
0060	Daven Hafey	Southeast Alaska Conservation Council
0061	Suzanne Cohen	Public
0062	Lisa Daugherty	Public
0063	Wendy Anderson	Public
0064	Larry Edwards	Public
0065	Scott Ramsey	Public
0066	Michael Mauldin	Public
0067	Derek Poinsette & Dawn	Public
0068	Malcolm Menzies	Public
0069	Burl Sheldon	Public
0070	Tamara Cook	Public
0071	Will Godbey	Public
0072	Jackie Stewart	Public
0073	Ken Russo	Public
0074	Mardell Gunn	Public
0075	Mavis Henricksen	Public
0076	Pam Randles	Public
0077	Diane LaCourse	Public
0078	C. E. Furbish	Public
0079	Gwen Baluss	Juneau Audubon Society
0080	Kip Kermoian	Public
0081	Patty Kermoian	Public
0082	Mike Miller	Public
0083	Mark Zeiger	Public
0084	Michelle Zeiger	Public
0085	Rebecca Heaton	Public
0086	James Heaton	Public
0087	John and Audrey O'Brien	Public
0088	Emily Willis	Public
0089	Scott Harris	Public
0090	Bruce Baker	Public

**Document Control Number Key Sheet**

<b>Comment #</b>	<b>Name</b>	<b>Organization/Business Name</b>
0091	Leslie Evenden	Public
0092	Paulette Simpson	Public
0093	John MacKinnon	Associated General Contractors of Alaska
0094	Rosemary Hagevig	Public
0095	Sharon Burns	Public
0096	Richard Poor	Public
0097	Laurie Ferguson Craig	Public
0098	John Warder	Public
0099	Janice Wrentmore	Skagway Marine Access Commission
0100	Brenda Johnson	Public
0101	Donna Griffard	Public
0102	Paul Korsmo	Public
0103	Scott Logan	Public
0104	Mark Rorick	Sierra Club
0105	Dean Williams	Public
0106	Bart Henderson	Public
0107	Elizabeth Lavoie	Public
0108	Clay Frick	Public
0109	Teresa Wilson	Public
0110	R.J. Knapp	Public
0111	Karla Hart	Public
0112	Felipe Mendez	Public
0113	Mike Denker	Public
0114	Aric Baldwin	Public
0115	Karen Beason	Public
0116	Sarah Hstand	Public
0117	Russ White	Public
0118	Heidi Robichaud	Public
0119	Patrick Owen	Public
0120	Kristin Hathhorn	Public
0121	Kevin Hood	Public
0122	Bradley Fluetsch	Public
0123	John Heinley	Public
0124	Frank Bergstrom	Public
0125	Marlene Campbell	City and Borough of Sitka
0126	Jennifer Curtis	Environmental Protection Agency
0127	Mathew Kern	ADF&G
0128	Stephanie Scott	Haines/Skagway/Juneau Borough
0129	Forrest Cole	USFS
0130	Welles Gabier	Public
0131	Richard Sperber	Public
0132	Burton Vanderbilt	Public
0133	Sherry Morino	Public
0134	Jerre Rae	Public
0135	Jon Reiswig	Public
0136	Paula Martin	Public
0137	Kathleen Menke	Public

<b>Comment #</b>	<b>Name</b>	<b>Organization/Business Name</b>
0138	Vicki Van Fleet	Public
0139	John Schnabel	Public
0140	Ruth Simpson	Public
0141	William Barger	Public
0142	Jack Wenner	Public
0143	Robert Jensen	Public
0144	Allison Banks	Public
0145	Molly Hodges	Public
0146	Laurie Dadourian	Public
0147	Lorraine Dudzik	Public
0148	Cathie Roemmich	Public
0149	Michael Marks	Public
0150	Thor Henricksen	Public
0151	Ginger Johnson	Public
0152	Susan Crandall	Public
0153	Craig Crandall	Public
0154	Tammy Langlois	Public
0155	Mary Manuell	Public
0156	Eddie Bryant	Public
0157	Dave Werner	Public
0158	Mike Konsler	Public
0159	Marjorie Osborn	Public
0160	Cathy Munoz	State Capitol Representative, District 4
0161	Dave Haas	Public
0162	Pamela Finley	Public
0163	Frank Metcalf	Public
0164	Blain Anderson	Public
0165	John Sandor	Public
0166	Marty Remund	Public
0167	Susan Clark	Public
0168	Hilma White	Public
0169	Yngve Olsson	Public
0170	Robin Penwell	Public
0171	Stephanie Scott	Haines Borough
0172	Anissa Berry-Frick	Public
0173	Bill Hanson	USFWS
0174	Wayne Jensen	The Alaska Committee
0175	Dale Pernula	City and Borough of Juneau
0176	John MacKinnon	Public
0177	Kristine Allen	Public
0178	Theodore Thoma	Citizens Recommending Alternative Planning
0179	Robert Fink	Public
0180	James Balsiger	NMFS
0181	Jim Langlois	Public
0182	Janice Shattuck	Public
0183	Anne Boyce	Public
0184	George Figdor	Public
0185	Steve Meyers	USACE

**APPENDIX D-2**

**SCOPING ISSUE COUNT BY CATEGORY, SUB-CATEGORY  
AND SUB-SUB-CATEGORY**

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Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternative 1 - No Action	Against	Travel Time	1
Alternative 1 - No Action	Against	Convenience	2
Alternative 1 - No Action	Against	Cost	2
Alternative 1 - No Action	Evaluation		1
Alternative 1 - No Action	Support	Ferry Design	4
Alternative 1 - No Action	Support	Reliability	1
Alternative 1 - No Action	Support	Schedule	1
Alternative 1 - No Action	Support	Service	2
Alternative 1 - No Action	Support	Socioeconomic	1
Alternative 1 - No Action	Support	Transportation Needs	1
Alternative 1 - No Action	Support		16
Alternative 1 - No Action	Support	Cost	5
Alternative 1B	Against	Cost	1
Alternative 1B	Against	O&M Cost	1
Alternative 1B	Against	Reliability	1
Alternative 1B	Against	Schedule	1
Alternative 1B	Against	Service	4
Alternative 1B	Against	Temporary Solution	1
Alternative 1B	Against	Transportation Needs	1
Alternative 1B	Against	Capacity	1
Alternative 1B	Against		1
Alternative 1B	AMHS System Analysis		2
Alternative 1B	Evaluation	Fuel Utilization	1
Alternative 1B	Evaluation	O&M Cost	1
Alternative 1B	Evaluation	Vessel Optimization	1
Alternative 1B	Evaluation	Wildlife	1
Alternative 1B	Ferry Design		1
Alternative 1B	Schedule		1
Alternative 1B	Service		3
Alternative 1B	Support	Access	2
Alternative 1B	Support	Convenience	2

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternative 1B	Support	Environmental	1
Alternative 1B	Support	Ferry Design	4
Alternative 1B	Support	Ferry Home Port	1
Alternative 1B	Support	Reliability	1
Alternative 1B	Support	Safety	1
Alternative 1B	Support	Schedule	2
Alternative 1B	Support	Service	5
Alternative 1B	Support	Socioeconomic	1
Alternative 1B	Support	Timing	1
Alternative 1B	Support	Transportation Needs	1
Alternative 1B	Support		20
Alternative 1B	Support	Cost	4
Alternative 1B	Support	Efficiency	1
Alternative 2B	Against	Convenience	1
Alternative 2B	Against	Cost	12
Alternative 2B	Against	Environmental	10
Alternative 2B	Against	Geotechnical	10
Alternative 2B	Against	Marine & Anadromous Fish & Shellfish	1
Alternative 2B	Against	Marine & Fish Habitat Including EFH	1
Alternative 2B	Against	Marine Mammals	2
Alternative 2B	Against	O&M	3
Alternative 2B	Against	O&M Cost	7
Alternative 2B	Against	Reliability	10
Alternative 2B	Against	Safety	18
Alternative 2B	Against	Socioeconomic	2
Alternative 2B	Against	Terminal Location	1
Alternative 2B	Against	Timing	1
Alternative 2B	Against	Transportation Connections & Cost	5
Alternative 2B	Against	Visual	3
Alternative 2B	Against	Wildlife	2
Alternative 2B	Against	Access	1

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternative 2B	Against	Bald Eagles	1
Alternative 2B	Against	Construction Cost	4
Alternative 2B	Against		4
Alternative 2B	AMHS System Analysis		1
Alternative 2B	Cost		3
Alternative 2B	Cost Analysis		5
Alternative 2B	Evaluation	Construction Cost	3
Alternative 2B	Evaluation	Design Feature	1
Alternative 2B	Evaluation	Geotechnical	4
Alternative 2B	Evaluation	Mass Transit	1
Alternative 2B	Evaluation	O&M Cost	2
Alternative 2B	Evaluation	Reliability	2
Alternative 2B	Evaluation	Safety	2
Alternative 2B	Evaluation	Socioeconomic	1
Alternative 2B	Evaluation	Time Delay	1
Alternative 2B	Ferry Design		1
Alternative 2B	Ferry Terminal Design		2
Alternative 2B	Ferry Terminal Location	Homeland Security	1
Alternative 2B	Ferry Terminal Location	Phasing	2
Alternative 2B	Ferry Terminal Location		2
Alternative 2B	Ferry Terminal Operations		2
Alternative 2B	Financial Feasibility		1
Alternative 2B	Funding Source		1
Alternative 2B	Geotechnical		3
Alternative 2B	Legality		2
Alternative 2B	Marine & Anadromous Fish & Shellfish		1
Alternative 2B	Mineral Exploration		1
Alternative 2B	Mining		1
Alternative 2B	O&M Cost		3
Alternative 2B	Permitting	Mitigation	1
Alternative 2B	Phasing		1

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternative 2B	Recreational		1
Alternative 2B	Safety		2
Alternative 2B	Schedule		1
Alternative 2B	Service		1
Alternative 2B	Socioeconomic		2
Alternative 2B	Support	Access	7
Alternative 2B	Support	Capacity	1
Alternative 2B	Support	Construction Cost	1
Alternative 2B	Support	Convenience	7
Alternative 2B	Support	Cost	12
Alternative 2B	Support	Energy	1
Alternative 2B	Support	Ferry Route	1
Alternative 2B	Support	Funding	1
Alternative 2B	Support	Improved Access	2
Alternative 2B	Support	Mining	1
Alternative 2B	Support	O&M Cost	6
Alternative 2B	Support	Recreation	5
Alternative 2B	Support	Road	2
Alternative 2B	Support	Safety	1
Alternative 2B	Support	Service	3
Alternative 2B	Support	Socioeconomic	17
Alternative 2B	Support	Transportation Connections & Cost	4
Alternative 2B	Support	Transportation Needs	1
Alternative 2B	Support		7
Alternative 2B	Threatened & Endangered Species	Marine Mammals	1
Alternative 2B	Threatened and Endangered Species	Consultation	1
Alternative 2B	Traffic Analysis	Time Delay	1
Alternative 2B	Traffic Analysis		1
Alternative 2B	Transparency		1
Alternative 2B	Transportation Connections & Cost		6
Alternative 2B	Update		1

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternative 2B	Visual		1
Alternative 2B	Wetlands	Mitigation	1
Alternative 2B	Wetlands		1
Alternative 2B	Wildlife	Bald Eagles	1
Alternative 2B	Wildlife	Marine Mammals	1
Alternative 2B	Wildlife	Terrestrial Mammals	1
Alternative 2B	Wildlife		2
Alternative 3	Against	Environmental	2
Alternative 3	Against	Geotechnical	1
Alternative 3	Against	Marine & Anadromous Fish & Shellfish	1
Alternative 3	Against	O&M Cost	2
Alternative 3	Against	Reliability	1
Alternative 3	Against	Safety	5
Alternative 3	Against	Timing	1
Alternative 3	Against		3
Alternative 3	Ferry Terminal Location		1
Alternative 3	Marine & Freshwater Habitat Including		1
Alternative 3	Mining		1
Alternative 3	Permitting		1
Alternative 3	Privatization		1
Alternative 3	Screening		1
Alternative 3	Service		1
Alternative 3	Support	Access	2
Alternative 3	Support	Capacity	1
Alternative 3	Support	Construction Cost	5
Alternative 3	Support	Convenience	5
Alternative 3	Support	Cost	7
Alternative 3	Support	Geotechnical	1
Alternative 3	Support	Improved Access	1
Alternative 3	Support	O&M Cost	3
Alternative 3	Support	Recreation	5

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternative 3	Support	Reliability	1
Alternative 3	Support	Resource Development	1
Alternative 3	Support	Safety	4
Alternative 3	Support	Settlement	1
Alternative 3	Support	Socioeconomic	5
Alternative 3	Support	Terminal Location	1
Alternative 3	Support	Transportation Connection & Costs	1
Alternative 3	Support	Travel Time	3
Alternative 3	Support		5
Alternative 3	TLRMP	Karst Res.	1
Alternative 3	Transportation Connections & Cost		1
Alternative 3	Update		1
Alternative 3	USACE	Purpose & Need	1
Alternative 3	Wetlands		1
Alternative 3	Against	Cost	4
Alternative 4A	Against	O&M Cost	2
Alternative 4A	Against	Reliability	3
Alternative 4A	Against	Routing	1
Alternative 4A	Against	Safety	1
Alternative 4A	Against	Service	1
Alternative 4A	Against	Transportation Connections & Cost	1
Alternative 4A	Against	Convenience	2
Alternative 4A	Against	Cost	5
Alternative 4A	Against	Ferry Design	4
Alternative 4A	Evaluation	Marine Birds	1
Alternative 4A	Evaluation	O&M Cost	1
Alternative 4A	Evaluation	Vessel Optimization	1
Alternative 4A	Routing		1
Alternative 4A	Screening		1
Alternative 4A	Service		1
Alternative 4A	Support	Cost	1

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternative 4A	Support	Improved Access	1
Alternative 4A	Support	Reliability	2
Alternative 4A	Support	Socioeconomic	1
Alternative 4A	Support	Tourism	1
Alternative 4A	Support		6
Alternative 4A	Support	Ferry Design	1
Alternative 4A	USACE	Purpose & Need	1
Alternative 4B	Against	Ferry Design	4
Alternative 4B	Against	Marine & Anadromous Fish & Shellfish	1
Alternative 4B	Against	O&M Cost	3
Alternative 4B	Against	Reliability	4
Alternative 4B	Against	Routing	1
Alternative 4B	Against	Safety	2
Alternative 4B	Against	Service	1
Alternative 4B	Against	Terminal Location	2
Alternative 4B	Against	Transportation Connections & Cost	3
Alternative 4B	Against	Wildlife	1
Alternative 4B	Against	Cost	6
Alternative 4B	Against		1
Alternative 4B	Evaluation	O&M Cost	1
Alternative 4B	Evaluation	Vessel Optimization	1
Alternative 4B	Routing		1
Alternative 4B	Screening		1
Alternative 4B	Service		1
Alternative 4B	Support	Convenience	2
Alternative 4B	Support		2
Alternative 4B	Transportation Connections & Cost		1
Alternative 4B	USACE	Purpose & Need	1
Alternative 4C	Against	O&M Cost	1
Alternative 4C	Against	Routing	1
Alternative 4C	Against	Service	1

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternative 4C	Against	Transportation Connections & Cost	1
Alternative 4C	Against	Convenience	2
Alternative 4C	Against	Cost	2
Alternative 4C	Evaluation	Fuel Utilization	1
Alternative 4C	Evaluation	O&M Cost	1
Alternative 4C	Evaluation	Vessel Optimization	1
Alternative 4C	Routing		1
Alternative 4C	Screening		1
Alternative 4C	Service		2
Alternative 4C	Support	Cost	2
Alternative 4C	Support	Ferry Design	3
Alternative 4C	Support	Reliability	3
Alternative 4C	Support	Safety	1
Alternative 4C	Support		13
Alternative 4C	Support	Community Needs	2
Alternative 4C	USACE	Purpose & Need	1
Alternative 4C	Wildlife		1
Alternative 4D	Against	Marine & Anadromous Fish & Shellfish	1
Alternative 4D	Against	O&M Cost	2
Alternative 4D	Against	Reliability	1
Alternative 4D	Against	Routing	1
Alternative 4D	Against	Safety	2
Alternative 4D	Against	Service	1
Alternative 4D	Against	Terminal Location	2
Alternative 4D	Against	Transportation Connections & Cost	3
Alternative 4D	Against	Wildlife	1
Alternative 4D	Against	Convenience	1
Alternative 4D	Against	Cost	5
Alternative 4D	Against		4
Alternative 4D	Evaluation	O&M Cost	1
Alternative 4D	Evaluation	Vessel Optimization	1



Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternative 4D	Routing		1
Alternative 4D	Screening		1
Alternative 4D	Service		1
Alternative 4D	Support	Reliability	1
Alternative 4D	Support	Schedule	1
Alternative 4D	Support	Transportation Connections & Cost	1
Alternative 4D	Transportation Connections & Cost		1
Alternative 4D	USACE	Purpose & Need	1
Alternatives	Evaluation	Agency Consultation	2
Alternatives	Evaluation	Alternatives Considered but Eliminated	4
Alternatives	Evaluation	AMHS System Analysis	1
Alternatives	Evaluation	Bald Eagles	1
Alternatives	Evaluation	Birds	3
Alternatives	Evaluation	Climate Change	1
Alternatives	Evaluation	Community Support	1
Alternatives	Evaluation	Construction Cost	1
Alternatives	Evaluation	Cost Analysis	19
Alternatives	Evaluation	Cultural Resources	1
Alternatives	Evaluation	Efficiency	1
Alternatives	Evaluation	Environmental	3
Alternatives	Evaluation	Funding Source	1
Alternatives	Evaluation	Geotechnical	3
Alternatives	Evaluation	Habitat	3
Alternatives	Evaluation	Marine & Anadromous Fish & Shellfish	2
Alternatives	Evaluation	Marine & Fish Habitat Including EFH	1
Alternatives	Evaluation	Marine Mammals	2
Alternatives	Evaluation	Mitigation	1
Alternatives	Evaluation	O&M	1
Alternatives	Evaluation	O&M Cost	1
Alternatives	Evaluation	Public Input	1
Alternatives	Evaluation	Purpose & Need	2

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternatives	Evaluation	Reliability	4
Alternatives	Evaluation	Restorability	1
Alternatives	Evaluation	Roadless Rule	3
Alternatives	Evaluation	Safety	6
Alternatives	Evaluation	Servicing	1
Alternatives	Evaluation	Socioeconomic	7
Alternatives	Evaluation	Socioeconomic Visual	1
Alternatives	Evaluation	Terminal Location	4
Alternatives	Evaluation	Terminal Location Funding Source	1
Alternatives	Evaluation	Terminal Location Mining	1
Alternatives	Evaluation	Terrestrial Mammals	1
Alternatives	Evaluation	Threatened & Endangered Species	1
Alternatives	Evaluation	Threatened & Endangered Species	1
Alternatives	Evaluation	TLRMP	5
Alternatives	Evaluation	Tolls	2
Alternatives	Evaluation	Traffic Analysis	5
Alternatives	Evaluation	Traffic Analysis Demand	1
Alternatives	Evaluation	Transparency	3
Alternatives	Evaluation	Transportation Connections & Cost	7
Alternatives	Evaluation	Transportation Needs	4
Alternatives	Evaluation	Travel Demand	2
Alternatives	Evaluation	USACE Purpose & Need	1
Alternatives	Evaluation	Vessel Optimization	1
Alternatives	Evaluation	Visual	1
Alternatives	Evaluation		15
Alternatives	Alternative 2	Cost Estimate	1
Alternatives	Alternative 2	Cumulative Impacts	1
Alternatives	Alternative 2	Funding	1
Alternatives			1
Alternatives	TLRMP	Climate Change	1
Alternatives	TLRMP	Geotechnical	1

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
Alternatives	TLRMP	Minerals	1
Alternatives	TLRMP	Mining	1
Alternatives	TLRMP	Recreation	1
Alternatives	TLRMP	Scenery	1
Alternatives	TLRMP	Sensitive Species	1
Alternatives	TLRMP	Standards & Guidance	1
Alternatives	TLRMP	Threatened & Endangered Species	1
Alternatives	TLRMP	Wildlife	2
Alternatives	Transportation Connections & Cost		1
Alternatives	Update		2
Alternatives			2
Construction Impacts	Invasive Plants		1
Construction Impacts	Native Plants		1
Construction Impacts	O&M		1
Construction Impacts			1
Cost Analysis			2
Cultural Resources			1
Financial Feasibility / Evaluation /	Evaluation	Financial Feasibility	2
General Marine Ferry Alts	Against	Efficiency	1
General Marine Ferry Alts	Against	Environmental	3
General Marine Ferry Alts	Against	Ferry Design	4
General Marine Ferry Alts	Against	Fuel Utilization	1
General Marine Ferry Alts	Against	Funding Source	1
General Marine Ferry Alts	Against	O&M Cost	7
General Marine Ferry Alts	Against	Reliability	4
General Marine Ferry Alts	Against	Safety	2
General Marine Ferry Alts	Against	Schedule	3
General Marine Ferry Alts	Against	Service	3
General Marine Ferry Alts	Against	Subsidized Cost	1
General Marine Ferry Alts	Against	Transportation Connections & Cost	1
General Marine Ferry Alts	Against	Access	2

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
General Marine Ferry Alts	Against	Capacity	1
General Marine Ferry Alts	Against	Construction Cost	3
General Marine Ferry Alts	Against	Convenience	4
General Marine Ferry Alts	Against	Cost	15
General Marine Ferry Alts	Against	Socioeconomic	2
General Marine Ferry Alts	Against		1
General Marine Ferry Alts	AMHS System Analysis	Cost Analysis	1
General Marine Ferry Alts	AMHS System Analysis		16
General Marine Ferry Alts	Convenience		1
General Marine Ferry Alts	Cost	Schedule	1
General Marine Ferry Alts	Cost		4
General Marine Ferry Alts	Cost Analysis		4
General Marine Ferry Alts	Efficiency		2
General Marine Ferry Alts	Environmental		1
General Marine Ferry Alts	Evaluation	Cost Analysis	2
General Marine Ferry Alts	Evaluation	Routing	2
General Marine Ferry Alts	Evaluation	Service	1
General Marine Ferry Alts	Evaluation	Tolls	1
General Marine Ferry Alts	Evaluation		1
General Marine Ferry Alts	Facilities		1
General Marine Ferry Alts	Ferry Design	Capacity	1
General Marine Ferry Alts	Ferry Design	Marine Birds	1
General Marine Ferry Alts	Ferry Design	O&M Cost	1
General Marine Ferry Alts	Ferry Design	Reliability	1
General Marine Ferry Alts	Ferry Design		19
General Marine Ferry Alts	Ferry Home Port		1
General Marine Ferry Alts	Fuel Utilization		1
General Marine Ferry Alts	Funding Source		1
General Marine Ferry Alts	Homeland Security		1
General Marine Ferry Alts	O&M Cost		5
General Marine Ferry Alts	Reliability		6

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
General Marine Ferry Alts	Safety		3
General Marine Ferry Alts	Schedule		14
General Marine Ferry Alts	Service		6
General Marine Ferry Alts	Socioeconomic		4
General Marine Ferry Alts	Support	Convenience	1
General Marine Ferry Alts	Support	Cost	8
General Marine Ferry Alts	Support	Efficiency	1
General Marine Ferry Alts	Support	Environmental	1
General Marine Ferry Alts	Support	Ferry Design	4
General Marine Ferry Alts	Support	Privatization	1
General Marine Ferry Alts	Support	Recreation	1
General Marine Ferry Alts	Support	Reliability	4
General Marine Ferry Alts	Support	Safety	4
General Marine Ferry Alts	Support	Schedule	2
General Marine Ferry Alts	Support	Service	6
General Marine Ferry Alts	Support	Socioeconomic	3
General Marine Ferry Alts	Support	Transportation Needs	2
General Marine Ferry Alts	Support	Visual	1
General Marine Ferry Alts	Support		16
General Marine Ferry Alts	Terminal Location	Convenience	3
General Marine Ferry Alts	Terminal Location		4
General Marine Ferry Alts	Transporation Connections & Cost		7
General Marine Ferry Alts	Transportation Needs		1
General Marine Ferry Alts	Travel Demand		2
General Marine Ferry Alts	Update		1
General Project	Evaluation	Consistency Review	1
General Project	Evaluation		2
General Project	Homeland Security		1
General Project	Information Request		1
General Project	Support		1
General Project			2

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
General Road	Against	Cost	20
General Road	Against	Environmental	8
General Road	Against	Funding Source	1
General Road	Against	Geotechnical	13
General Road	Against	Marine & Andromous Fish & Shellfish	1
General Road	Against	Marine Mammals	2
General Road	Against	O&M Cost	20
General Road	Against	Reliability	5
General Road	Against	Safety	33
General Road	Against	Socioeconomic	3
General Road	Against	Terrestrial Mammals	1
General Road	Against	Transportation Connections & Cost	6
General Road	Against	Transportation Needs	1
General Road	Against	Travel Time	3
General Road	Against	Visual	2
General Road	Against	Wildlife	2
General Road	Against	Access	1
General Road	Against	Birds	1
General Road	Against	Construction Cost	12
General Road	Against		12
General Road	Alternatives Considered but Eliminated		2
General Road	Construction Cost		2
General Road	Convenience		1
General Road	Cost		1
General Road	Cost Analysis		1
General Road	Environmental		1
General Road	Evaluation	Construction Cost	2
General Road	Evaluation	Geotechnical	1
General Road	Evaluation	O&M Cost	2
General Road	Fuel Utilization		1
General Road	Funding		1

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Count
General Road	New Alternative		1
General Road	O&M Cost		4
General Road	Safety		4
General Road	Support	Access	2
General Road	Support	Air Quality	1
General Road	Support	Alternatives Considered but Eliminated	2
General Road	Support	Fuel Utilization	2
General Road	Support	O&M Cost	2
General Road	Support	Recreation	2
General Road	Support	Reliability	2
General Road	Support	Safety	1
General Road	Support	Socioeconomic	5
General Road	Support	Tolls	1
General Road	Support		10
General Road	Support	Convenience	1
General Road	Traffic Analysis	Reliability	1
General Road	Transportation Connections & Cost		3
General Road	Visual		1
General Road	Wildlife		1
General Road	Against	Convenience	1
General Road	Support	Cost	3
Government-to-Government Consultation			1
Land Use	Infrastructure Improvements		1
Marine & Anadromous Fish & Shellfish			1
Marine & Freshwater Habitat Including EFH	Consultation		1
Marine & Freshwater Habitat Including EFH			3
Permitting			4
Project Description			1
Project Support	Convenience		1
Project Support	Cost		1
Project Support	Socioeconomic		1

Scoping Issue Count by Category, Sub-Category, and Sub-Sub-Category

<b>Issue Category</b>	<b>Issue Sub-Category</b>	<b>Issue Sub-Sub-Category</b>	<b>Count</b>
Purpose & Need	Safety & Reliability		6
Purpose & Need			21
Socioeconomic Resources			1
Threatened & Endangered Species	Consultation		2
Threatened & Endangered Species			1
Transportation	Shipping Cost		1
Transportation	Transportation Connections		1
Wildlife	Bald Eagles	Mitigation	2
Wildlife	Bald Eagles	Noise	1
Wildlife	Bald Eagles	Survey	3
Wildlife	Bald Eagles		1
Wildlife	Birds		1
Wildlife	Marine & Anadromous Fish & Shellfish		1
Wildlife	Marine Mammals		1
Wildlife	Terrestrial Mammals		2
			1282



## **APPENDIX D-3**

# **SCOPING ISSUES BY CATEGORY, SUB-CATEGORY AND SUB-SUB-CATEGORY**

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Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1 - No Action	Against	Convenience	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!	68	Public
Alternative 1 - No Action	Against	Convenience	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.	174	The Alaska Committee
Alternative 1 - No Action	Against	Cost	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!	68	Public
Alternative 1 - No Action	Against	Cost	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.	174	The Alaska Committee
Alternative 1 - No Action	Against	Travel Time	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.	174	The Alaska Committee
Alternative 1 - No Action	Evaluation		The No Action alternative should be given serious consideration as well.	79	Juneau Audubon Society
Alternative 1 - No Action	Support	Cost	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 preference is for #1.	14	Public
Alternative 1 - No Action	Support	Cost	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.	58	Public
Alternative 1 - No Action	Support	Cost	I don't think that millions of dollars are justified in a project that extends the road to simply another ferry terminal	62	Public
Alternative 1 - No Action	Support	Cost	Please just drop this project immediatly. It makes no sense. The costs and impacts will be astronomical.	64	Public
Alternative 1 - No Action	Support	Cost	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	164	Public
Alternative 1 - No Action	Support	Ferry Design	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.	80	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1 - No Action	Support	Ferry Design	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.	172	Public
Alternative 1 - No Action	Support	Ferry Design	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.	147	Public
Alternative 1 - No Action	Support	Ferry Design	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.	149	Public
Alternative 1 - No Action	Support	Reliability	I would support Alternative 1 or maybe alternative 4C. In Haines our winter ferry service is good. The LeConte is much more reliable than the Fairweather.	166	Public
Alternative 1 - No Action	Support	Schedule	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.	172	Public
Alternative 1 - No Action	Support	Service	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.	80	Public
Alternative 1 - No Action	Support	Service	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.	159	Public
Alternative 1 - No Action	Support	Socioeconomic	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.	89	Public
Alternative 1 - No Action	Support	Transportation Needs	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.	89	Public
Alternative 1 - No Action	Support		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	2	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1 - No Action	Support		My preference is for Alternative #1. It isn't perfect but it more or less works better than the other alternative would.	15	Public
Alternative 1 - No Action	Support		I vote for Alternative 1 – No Action. Because what we have now works fine.	39	Public
Alternative 1 - No Action	Support		1. I support Alternative 1 the No Action alternative.	43	Public
Alternative 1 - No Action	Support		I support Alternative 1. no action.	63	Public
Alternative 1 - No Action	Support		At this time I'm torn between alternatives 1 and 4C	66	Public
Alternative 1 - No Action	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.	67	Public
Alternative 1 - No Action	Support		I support alternatives "No Action" 1B or 4B with the exception of building any ACF.	81	Public
Alternative 1 - No Action	Support		I highly recommend that the State adopt Alternative 1. As stated in the January 2012 Project Newsletter this "no action" alternative includes the use of a new Alaska-class ferry soon to be under construction in Ketchikan. Improved ferry service in Lynn Canal is the way to go.	82	Public
Alternative 1 - No Action	Support		I support Alternative 1.	101	Public
Alternative 1 - No Action	Support		I am a resident of Skagway and would like to write my support for alternative 1 and 1B.	112	Public
Alternative 1 - No Action	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.	114	Public
Alternative 1 - No Action	Support		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.	116	Public
Alternative 1 - No Action	Support		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.	117	Public
Alternative 1 - No Action	Support		I support Alternative 1 and portions of Alternative 1b from FEIS 2006 reasonable alternative to be updated	109	Public
Alternative 1 - No Action	Support		Your alternative 1B with enhanced service to Lynn Canal sounds good to me. However if this is determined not to be foreseeable I would prefer that we stayed with alternative 1 no action rather than even considering the other alternatives. Please keep me posted on future developments of this issue.	155	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1B	Against	Capacity	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.	46	Public
Alternative 1B	Against	Cost	I do not support Alternative 1B because it adds service to Lynn Canal at the expense of the rest of the ferry routes in Southeast Alaska.	151	Public
Alternative 1B	Against	O&M Cost	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.	46	Public
Alternative 1B	Against	Reliability	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.	46	Public
Alternative 1B	Against	Schedule	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.	46	Public
Alternative 1B	Against	Service	Reduce Service in AMHS - It is a redeployment of existing AMHS assets and it will result in a reduction of service to other communities.	93	Associated General Contractor of Alaska

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1B	Against	Service	Most Sitkans will be opposed to any option such as 1B which reduces the level of service of the Fast Vehicle Ferry to Sitka. Moving the Fast Vehicle Ferry to Lynn Canal would not only seriously reduce the level of service between Sitka and Juneau which has been highly successful but would not be justified in Lynn Canal which has high volumes of passengers and vehicles requiring a larger vessels. The Fast Vehicle Ferry is cost effective to provide fast regular service to and from Juneau and ridership will be reduced on slower vessels due to the long travel time required necessitating at least an extra travel day.	125	City and Borough of Sitka
Alternative 1B	Against	Service	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.	46	Public
Alternative 1B	Against	Service	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.	176	Associated General Contractor of Alaska
Alternative 1B	Against	Temporary Solution	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.	93	Associated General Contractor of Alaska
Alternative 1B	Against	Transportation Needs	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.	46	Public
Alternative 1B	Against		I do not favor any road building.	2	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1B	AMHS System Analysis		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	104	Sierra Club
Alternative 1B	AMHS System Analysis		As an ardent supporter of our Marine Highway System I have been reviewing the new alternative 1B now under consideration in the SEIS. It is important to note additional ferry service to upper Lynn Canal may in turn diminish service to other ports such as Sitka and Petersburg. Over the course of many AMHS informational committee hearings in the legislature I have learned how difficult it is to shift ferry service to one specific region of Southeast without adversely affecting another.	160	Alaska Legislature
Alternative 1B	Evaluation	Fuel Utilization	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.	79	Juneau Audubon Society
Alternative 1B	Evaluation	O&M Cost	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 1B	Evaluation	Vessel Optimization	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 1B	Evaluation	Wildlife	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.	79	Juneau Audubon Society
Alternative 1B	Ferry Design		I request that the state find the optimum vessel configuration to meet transportation needs in the Lynn Canal.	50	Public
Alternative 1B	Schedule		4) Provide strategic and efficient scheduling options for Alternative 1B.	45	Lynn Canal Conservation Inc
Alternative 1B	Service		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.	84	Public
Alternative 1B	Service		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.	84	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1B	Service		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?	123	Public
Alternative 1B	Support	Access	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.	83	Public
Alternative 1B	Support	Access	It can history has proven be run better than it has in recent years. A sincere rededication 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.	83	Public
Alternative 1B	Support	Convenience	Ferry travel on the other hand is safe reliable and with improved service convenient.	120	Public
Alternative 1B	Support	Convenience	As a Resident of Haine I support Alternative 1B. The existing ferry route and terminals are convenient and usable compared to your other proposed ideas.	146	Public
Alternative 1B	Support	Cost	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.	76	Public
Alternative 1B	Support	Cost	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.	83	Public
Alternative 1B	Support	Cost	It can history has proven be run better than it has in recent years. A sincere rededication 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.	83	Public
Alternative 1B	Support	Cost	In conclusion - enhancing our existing marine highway system and reducing customer costs would be the most sensible option and economical in the long analysis	138	Public
Alternative 1B	Support	Efficiency	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.	84	Public
Alternative 1B	Support	Environmental	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.	84	Public
Alternative 1B	Support	Ferry Design	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.	53	Public
Alternative 1B	Support	Ferry Design	I would support 1B again without the construction of a new ACF supporting Sitka and Petersburg.	80	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1B	Support	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.	183	Public
Alternative 1B	Support	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.	183	Public
Alternative 1B	Support	Ferry Home Port	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.	53	Public
Alternative 1B	Support	Reliability	Ferry travel on the other hand is safe reliable and with improved service convenient.	120	Public
Alternative 1B	Support	Safety	Ferry travel on the other hand is safe reliable and with improved service convenient.	120	Public
Alternative 1B	Support	Schedule	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.	53	Public
Alternative 1B	Support	Schedule	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.	91	Public
Alternative 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.	50	Public
Alternative 1B	Support	Service	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.	36	Public
Alternative 1B	Support	Service	I support Alternative 1B with improved point to point service to the northern Lynn Canal.	74	Public
Alternative 1B	Support	Service	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.	83	Public
Alternative 1B	Support	Service	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.	159	Public
Alternative 1B	Support	Socioeconomic	In conclusion - enhancing our existing marine highway system and reducing customer costs would be the most sensible option and economical in the long analysis	138	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1B	Support	Timing	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.	83	Public
Alternative 1B	Support	Transportation Needs	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 current problems with timely solutions- i.e. Daily FVF Lynn Canal Routes during our summer months	138	Public
Alternative 1B	Support		I favor Alternative 1B - Enhanced Service With Existing AMH Assets.	2	Public
Alternative 1B	Support		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.	10	Public
Alternative 1B	Support		In closing I support Alternative 1B. I would like to see the terminal remain at Auke Bay with improved ferry service.	11	Public
Alternative 1B	Support		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.	12	Public
Alternative 1B	Support		I support improved ferry service in the canal to the north end. this appears to be option 1b.	25	Public
Alternative 1B	Support		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.	48	Public
Alternative 1B	Support		Alternatives 1B 4A or 4C make sense to me.	76	Public
Alternative 1B	Support		I support alternatives "No Action" 1B or 4B with the exception of building any ACF.	81	Public
Alternative 1B	Support		After reviewing the SEIS Alternatives I recommend adopting Alternative 1B or Alternative 4A. I find Alternative 2B most objectionable followed by Alternative 3.	83	Public
Alternative 1B	Support		I live in Sitka Alaska with my family. I support Alternative 1: No Action of the Juneau Access EIS.	89	Public
Alternative 1B	Support		I strongly support Alternative 1B enhanced ferry service with existing AMHS assets and oppose other decision alternatives identified in the SEIS.	90	Public
Alternative 1B	Support		I am a resident of Skagway and would like to write my support for alternative 1 and 1B.	112	Public
Alternative 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.	114	Public
Alternative 1B	Support		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.	116	Public
Alternative 1B	Support		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.	118	Public
Alternative 1B	Support		I support Alternative 1 and portions of Alternative 1b from FEIS 2006 reasonable alternative to be updated	109	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 1B	Support		Your alternative 1B with enhanced service to Lynn Canal sounds good to me. However if this is determined not to be foreseeable I would prefer that we stayed with alternative 1 no action rather than even considering the other alternatives. Please keep me posted on future developments of this issue.	155	Public
Alternative 1B	Support		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.	158	Public
Alternative 1B	Support		I support option 1B for improved ferry service.	184	Public
Alternative 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.	177	Public
Alternative 2B	Against	Access	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.	11	Public
Alternative 2B	Against	Bald Eagles	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.	108	Public
Alternative 2B	Against	Construction 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 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.	12	Public
Alternative 2B	Against	Construction Cost	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.	109	Public
Alternative 2B	Against	Construction Cost	Alternative 2B would require extensive high cost construction on the east side of the Lynn Canal to Katzeihin. This along with most other alternatives would not improve the opportunity to travel.	142	Public
Alternative 2B	Against	Construction Cost	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.	178	Citizens Recommending Alternative Planning
Alternative 2B	Against	Convenience	Alternative 2B would require extensive high cost construction on the east side of the Lynn Canal to Katzeihin. This along with most other alternatives would not improve the opportunity to travel.	142	Public
Alternative 2B	Against	Cost	The ghost walks! This has been proven to cost huge amounts to be in an area with major avalanches and impossible to maintain. Just build the ferries please!	30	Public
Alternative 2B	Against	Cost	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 look ahead at Alaska's future with diminishing resources and more taxes to balance our budget certainly the price tag of a road project seems very irresponsible.	35	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Cost	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.	53	Public
Alternative 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.	55	Public
Alternative 2B	Against	Cost	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.	97	Public
Alternative 2B	Against	Cost	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.	69	Public
Alternative 2B	Against	Cost	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.	83	Public
Alternative 2B	Against	Cost	Earlier I wrote urging you to abandon the plans to build a road from Juneau to the Katzehein 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.	84	Public
Alternative 2B	Against	Cost	Juneau Access Road will take a very large percentage of revenue away from the Marine Highway System	102	Public
Alternative 2B	Against	Cost	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 Katzehein mean that phasing of the overall project should not be considered in an alternative.	105	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 2B	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 2B	Against	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.	11	Public
Alternative 2B	Against	Environmental	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.	70	Public
Alternative 2B	Against	Environmental	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.	73	Public
Alternative 2B	Against	Environmental	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.	73	Public
Alternative 2B	Against	Environmental	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.	83	Public
Alternative 2B	Against	Environmental	Earlier I wrote urging you to abandon the plans to build a road from Juneau to the Katzehin 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.	84	Public
Alternative 2B	Against	Environmental	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.	105	Public
Alternative 2B	Against	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 he 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.	109	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Environmental	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 might 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.	177	Public
Alternative 2B	Against	Environmental	Berners Bay is an area of incredible ecological significance in the heart of the Tongass National Forest and is recognized by the US 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.	177	Public
Alternative 2B	Against	Geotechnical	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.	53	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Geotechnical	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.	53	Public
Alternative 2B	Against	Geotechnical	The highway simply will not provide improved and reliable transportation to Juneau. The East Side route is unpredictable and hazardous. My biggest concern I have having walked the ground and studied all of the planning materials is with public safety. We all saw the kind of damage a large avalanche or rock-fall can do as when our power line was destroyed between Juneau and Snettisham. There are 31 major active avalanche chutes numerous minor chutes 53 areas of rock fall and 42 debris flow chutes. It will take the National Guard to keep the road open in winter. It will be tremendously expensive for DOT to maintain year-round.	82	Public
Alternative 2B	Against	Geotechnical	Earlier I wrote urging you to abandon the plans to build a road from Juneau to the Katzehin 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.	84	Public
Alternative 2B	Against	Geotechnical	The route has serious safety issues particularly in the winter due to driving conditions and a multitude of avalanche paths within the route.	102	Public
Alternative 2B	Against	Geotechnical	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. • 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.	105	Public
Alternative 2B	Against	Geotechnical	Alternative 2B is impractical for a myriad of reasons - considering the terrain - I have never seen the logic of this route.	138	Public
Alternative 2B	Against	Geotechnical	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.	178	Citizens Recommending Alternative Planning



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Geotechnical	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 might 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.	177	Public
Alternative 2B	Against	Marine & Anadromous Fish & Shellfish	Also as a commercial subsistence sport fisherman and hunter I am concerned with fish and wildlife taking a hit with road access especially in pristine habitated areas like Berners Bay. Berners Bay is an important herring spawning habitat. Lynn Canal as well as nedded salmon spawning habitat. Its also rich in crab and other wild life moose bear goat etc. There are also sealion haul outs in Lynn canal. For these reasons I don't support Alternative 2B Alternative 3 or 4B or 4D.	166	Public
Alternative 2B	Against	Marine & Fish Habitat Including EFH	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.	108	Public
Alternative 2B	Against	Marine Mammals	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.	108	Public
Alternative 2B	Against	Marine Mammals	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 terminel area.	179	Public
Alternative 2B	Against	O&M	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.	70	Public
Alternative 2B	Against	O&M	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.	97	Public
Alternative 2B	Against	O&M	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 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.	105	Public
Alternative 2B	Against	O&M Cost	By terminating mainline service at Auke Bay Lynn Canal travelers must disembark at Katzehein 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.	27	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	O&M Cost	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!	30	Public
Alternative 2B	Against	O&M Cost	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.	76	Public
Alternative 2B	Against	O&M Cost	The highway simply will not provide improved and reliable transportation to Juneau. The East Side route is unpredictable and hazardous. My biggest concern I have having walked the ground and studied all of the planning materials is with public safety. We all saw the kind of damage a large avalanche or rock-fall can do as when our power line was destroyed between Juneau and Snettisham. There are 31 major active avalanche chutes numerous minor chutes 53 areas of rock fall and 42 debris flow chutes. It will take the National Guard to keep the road open in winter. It will be tremendously expensive for DOT to maintain year-round.	82	Public
Alternative 2B	Against	O&M Cost	Earlier I wrote urging you to abandon the plans to build a road from Juneau to the Katzehin 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.	84	Public
Alternative 2B	Against	O&M Cost	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 he 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.	109	Public
Alternative 2B	Against	O&M Cost	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.	178	Citizens Recommending Alternative Planning
Alternative 2B	Against	Reliability	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.	35	Public
Alternative 2B	Against	Reliability	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.	73	Public
Alternative 2B	Against	Reliability	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.	73	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Reliability	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.	69	Public
Alternative 2B	Against	Reliability	The highway simply will not provide improved and reliable transportation to Juneau. The East Side route is unpredictable and hazardous. My biggest concern I have having walked the ground and studied all of the planning materials is with public safety. We all saw the kind of damage a large avalanche or rock-fall can do as when our power line was destroyed between Juneau and Snettisham. There are 31 major active avalanche chutes numerous minor chutes 53 areas of rock fall and 42 debris flow chutes. It will take the National Guard to keep the road open in winter. It will be tremendously expensive for DOT to maintain year-round.	82	Public
Alternative 2B	Against	Reliability	The route does not provide a safe and reliable alternative to existing and future service.	102	Public
Alternative 2B	Against	Reliability	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.	90	Public
Alternative 2B	Against	Reliability	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. • 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.	105	Public
Alternative 2B	Against	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.	183	Public
Alternative 2B	Against	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.	183	Public
Alternative 2B	Against	Safety	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!	30	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Safety	<p>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.</p>	53	Public
Alternative 2B	Against	Safety	<p>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.</p>	55	Public
Alternative 2B	Against	Safety	<p>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.</p>	73	Public
Alternative 2B	Against	Safety	<p>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.</p>	73	Public
Alternative 2B	Against	Safety	<p>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.</p>	76	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Safety	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.	97	Public
Alternative 2B	Against	Safety	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.	69	Public
Alternative 2B	Against	Safety	The highway simply will not provide improved and reliable transportation to Juneau. The East Side route is unpredictable and hazardous. My biggest concern I have having walked the ground and studied all of the planning materials is with public safety. We all saw the kind of damage a large avalanche or rock-fall can do as when our power line was destroyed between Juneau and Snettisham. There are 31 major active avalanche chutes numerous minor chutes 53 areas of rock fall and 42 debris flow chutes. It will take the National Guard to keep the road open in winter. It will be tremendously expensive for DOT to maintain year-round.	82	Public
Alternative 2B	Against	Safety	The route has serious safety issues particularly in the winter due to driving conditions and a multitude of avalanche paths within the route.	102	Public
Alternative 2B	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.	90	Public
Alternative 2B	Against	Safety	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. • 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.	105	Public
Alternative 2B	Against	Safety	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 he 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.	109	Public
Alternative 2B	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 2B	Against	Safety	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.	178	Citizens Recommending Alternative Planning
Alternative 2B	Against	Safety	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.	178	Citizens Recommending Alternative Planning
Alternative 2B	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 might 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.	177	Public
Alternative 2B	Against	Socioeconomic	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.	102	Public
Alternative 2B	Against	Socioeconomic	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.	108	Public
Alternative 2B	Against	Terminal Location	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.	179	Public
Alternative 2B	Against	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.	83	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against	Transportation Connections & Cost	By terminating mainline service at Auke Bay Lynn Canal travelers must disembark at Katzehein 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.	27	Public
Alternative 2B	Against	Transportation Connections & Cost	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?	55	Public
Alternative 2B	Against	Transportation Connections & Cost	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.	70	Public
Alternative 2B	Against	Transportation Connections & Cost	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.	97	Public
Alternative 2B	Against	Transportation Connections & Cost	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.	102	Public
Alternative 2B	Against	Visual	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.	11	Public
Alternative 2B	Against	Visual	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.	53	Public
Alternative 2B	Against	Visual	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.	106	Public
Alternative 2B	Against	Wildlife	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.	11	Public
Alternative 2B	Against	Wildlife	Also as a commercial subsistence sport fisherman and hunter I am concerned with fish and wildlife taking a hit with road access especially in pristine habitated areas like Berners Bay. Berners Bay is an important herring spawning habitat. Lynn Canal as well as nedded salmon spawning habitat. Its also rich in crab and other wild life moose bear goat etc. There are also sealion haul outs in Lynn canal. For these reasons I don't support Alternative 2B Alternative 3 or 4B or 4D.	166	Public
Alternative 2B	Against		Thus alternatives 2B or 3 are not acceptable.	79	Juneau Audubon Society

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Against		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.	80	Public
Alternative 2B	Against		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 Katzeihin 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	102	Public
Alternative 2B	Against		There needs to be an alternative with new and improved AMHS assets leading to regular reliable affordable ferry service. Road to Kathehein is unacceptable.	137	Public
Alternative 2B	AMHS System 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.	99	Skagway Marine Access Commission
Alternative 2B	Cost		Concerning the Juneau access project. I support Alt. 2B. Not 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 accessible. Alternative 2B would help. Hourly shuttle service with fast load/unload capabilities to and from Katzeihin 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 restaurants in Haines do a bang-up business because of this problem. Hourly shuttle service to a highway to Juneau would solve the costly time consuming problem. Expediting traffic is the key to an efficient highway system. Expensive and untimely ferry connections at Haines create a huge bottle-neck in this system. Alternative 2B has the potential to revolutionize surface travel to and from Juneau.	157	Public
Alternative 2B	Cost		The road would open up vast new recreation areas cut cost for mineral exploration and extraction cut travel costs for gillnetters between closures increase Juneau's RV potential and increase Haines winter sports business. Daily freight service at Haines is a given and Pax bus service a possibility.	157	Public
Alternative 2B	Cost		Maintaining a flat sea level highway with no hills or mountain passes would be easy to maintain except during peak snow storms. Good highway design would solve most avalanche situations. Eliminating ferry service to Haines would save the state and federal governments tens of millions of dollars annually compared to maintaining the highway.	157	Public
Alternative 2B	Cost Analysis		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.	50	Public
Alternative 2B	Cost Analysis		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?	53	Public
Alternative 2B	Cost Analysis		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 Katzeihin Ferry Terminal in their preferred alternative 2B.	73	Public
Alternative 2B	Cost Analysis		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.	105	Public
Alternative 2B	Cost Analysis		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.	118	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Evaluation	Construction Cost	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 Katzeihin 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 Katzeihin 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.	60	Southeast Alaska Conservation Council
Alternative 2B	Evaluation	Construction Cost	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.	99	Skagway Marine Access Commission
Alternative 2B	Evaluation	Construction Cost	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. Footnote 5: Lynn Canal Highway Phase I Zone 4 Geotechnical Investigation Table 6 page 34 Footnote 6: JAFEIS figure 3-12.	45	Lynn Canal Conservation Inc
Alternative 2B	Evaluation	Design Feature	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.	45	Lynn Canal Conservation Inc
Alternative 2B	Evaluation	Geotechnical	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 Katzeihin 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 Katzeihin 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.	60	Southeast Alaska Conservation Council
Alternative 2B	Evaluation	Geotechnical	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.	99	Skagway Marine Access Commission
Alternative 2B	Evaluation	Geotechnical	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.	45	Lynn Canal Conservation Inc
Alternative 2B	Evaluation	Geotechnical	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. Footnote 5: Lynn Canal Highway Phase I Zone 4 Geotechnical Investigation Table 6 page 34 Footnote 6: JAFEIS figure 3-12.	45	Lynn Canal Conservation Inc

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Evaluation	Mass Transit	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?	99	Skagway Marine Access Commission
Alternative 2B	Evaluation	O&M Cost	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 Katzeihin 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 Katzeihin 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.	60	Southeast Alaska Conservation Council
Alternative 2B	Evaluation	O&M Cost	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. Footnote 5: Lynn Canal Highway Phase I Zone 4 Geotechnical Investigation Table 6 page 34 Footnote 6: JAFEIS figure 3-12.	45	Lynn Canal Conservation Inc
Alternative 2B	Evaluation	Reliability	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.	45	Lynn Canal Conservation Inc
Alternative 2B	Evaluation	Reliability	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.	45	Lynn Canal Conservation Inc
Alternative 2B	Evaluation	Safety	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 Katzeihin 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 Katzeihin 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.	60	Southeast Alaska Conservation Council
Alternative 2B	Evaluation	Safety	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.	45	Lynn Canal Conservation Inc
Alternative 2B	Evaluation	Socioeconomic	8) Assess routine and emergency health care issues for Haines and Skagway residents in the context of anticipated East Lynn Canal road closures.7 Footnote 7: FEIS Appendix I pages 18 and 19 stating 19% of Haines and 16% of Skagway residents travel to Juneau for medical reasons.	45	Lynn Canal Conservation Inc

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Evaluation	Time Delay	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.	99	Skagway Marine Access Commission
Alternative 2B	Ferry Design		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.	99	Skagway Marine Access Commission
Alternative 2B	Ferry Terminal Design		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.	53	Public
Alternative 2B	Ferry Terminal Design		You may want to consider in the SEIS that a ferry terminal at Comet Beach will increase vehicle and pedestrian access to the area. Mechanical or weather related ferry delays might be cause for travelers to use nearby areas to overnight in tents and vehicles. Designated parking and camping areas would reduce impacts to the surrounding environment.	127	ADF&G
Alternative 2B	Ferry Terminal Location	Homeland Security	In particular the 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.	99	Skagway Marine Access Commission
Alternative 2B	Ferry Terminal Location	Phasing	The SEIS should describe the temporary/permanent nature of a ferry terminal at Comet and plans to decommission/maintain the ferry terminal after the road is completed north to Katzehin.	127	ADF&G
Alternative 2B	Ferry Terminal Location	Phasing	One of the revisions to Alternative 2B involves a cyclic construction plan which will be completed in two main phases with a 5 year period of inactivity. The first phase consists of a 3 year construction period to build out to the proposed Comet Ferry Terminal. This will be followed by a 5 year break with construction resuming over an additional 5 year period to complete the road north of the Katzehin River. Please describe the rationale for this timeline in the SEIS and describe planned actions to minimize impacts of pausing and resuming construction activities.	127	ADF&G
Alternative 2B	Ferry Terminal Location		ADOT&PF's proposal for the construction and operation of a new ferry terminal at Comet Beach for at least 10 years is a preferable alternative to other nearby locations including Slate Cove and Bemers Bay. Many of the potential impacts caused by the activity could be avoided or minimized with the application of best management practices. The SEIS should have an analysis of the potential for seasonal closures due to exposure particularly if there is any likelihood of use beyond the proposed summer only service. We recommend conversations with Coeur Alaska's ferry contractor that shuttles employees from either Adlershiem or Echo Cove in addition to the conversations you will have with the Marine Highway system.	127	ADF&G
Alternative 2B	Ferry Terminal Location		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.	174	The Alaska Committee

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Ferry Terminal Operations		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.	99	Skagway Marine Access Commission
Alternative 2B	Ferry Terminal Operations		Of additional concern for all three terminals would be the logistics of mooring a ferry in adverse weather and high wind conditions normally associated with Lynn Canal year round.	99	Skagway Marine Access Commission
Alternative 2B	Financial Feasibility		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 Footnote 15: January 2012 Juneau Access Newsletter page 5. Footnote 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."	45	Lynn Canal Conservation Inc
Alternative 2B	Funding Source		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 30000 people to a ferry terminal in the middle of nowhere? The EIS must contain a definite plan for funding the project.	53	Public
Alternative 2B	Geotechnical		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: <a href="http://www.dot.state.ak.us/stwdplng/projectinfo/ser/juneau_access/documents.shtml">http://www.dot.state.ak.us/stwdplng/projectinfo/ser/juneau_access/documents.shtml</a>	50	Public
Alternative 2B	Geotechnical		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.	118	Public
Alternative 2B	Geotechnical		8) Discuss the progress and scope of Phase II geotechnical work for Alternative 2B.	45	Lynn Canal Conservation Inc
Alternative 2B	Legality		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?	99	Skagway Marine Access Commission
Alternative 2B	Legality		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 Footnote 15: January 2012 Juneau Access Newsletter page 5. Footnote 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."	45	Lynn Canal Conservation Inc
Alternative 2B	Marine & Anadromous Fish & Shellfish		Road alignment shifts Some road alignment shifts are minor and will minimize impacts to some fish and wildlife resources and habitats by reducing the size of marine and wetland fills. For other species the re-alignment could negatively affect habitat use. Some road alignment shifts raise the elevation of the road 300-400 feet uphill of the beach so debris flows can be bridged above the debris fans. While the road elevation change increases project costs it should decrease road maintenance and repairs and increase public safety. The road elevation rise could create a barrier to wildlife movement.	127	ADF&G

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Mineral Exploration		The road would open up vast ne recreaeion areas cut cost for mineral exploration and extraction cut travel costes fo gillnetters between closures increase Juneaus RV potential and increase Haines winter sports business. Daily freight service ot Haines is a given tour and Pax bus service a possibility.	157	Public
Alternative 2B	Mining		Alternative 2B An East Lynn canal Highway to the Katzehin River area and a shuttle ferry or ferries to Haines and Skagway. 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.	174	The Alaska Committee
Alternative 2B	O&M 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.	12	Public
Alternative 2B	O&M Cost		Include in your analysis ferry operation and terminal costs associated with the hard link preferred alternative.	99	Skagway Marine Access Commission
Alternative 2B	O&M Cost		Maintaining a flat sea level highway with no hills or moountain passes would be easy to maintain except during peak snow storms. Good hiway design woudl solve most avalance situations. Eliminating ferry service to Haines woudl save the state and federal governments tens of millions o fdollars annually compared to maintaining the hiway.	157	Public
Alternative 2B	Permitting	Mitigation	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-Liu 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 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. Footnote 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. Footnote 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). Footnote 5 See Tongass Land Management Plan Revision Final Environmental Impact Statement Appendix E at E19 (Jan. 1997).	60	Southeast Alaska Conservation Council
Alternative 2B	Phasing		Alternative 2B An East Lynn canal Highway to the Katzehin River area and a shuttle ferry or ferries to Haines and Skagway. 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.	174	The Alaska Committee

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Recreational		The road would open up vast ne recreaeion areas cut cost for mineral exploration and extraction cut travel costes fo gillnetters between closures increase Juneaus RV potential and increase Haines winter sports business. Daily freight service ot Haines is a given tour and Pax bus service a possibility.	157	Public
Alternative 2B	Safety		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?	53	Public
Alternative 2B	Safety		Alternative 2B An East Lynn canal Highway to the Katzehin River area and a shuttle ferry or ferries to Haines and Skagway. 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.	174	The Alaska Committee
Alternative 2B	Schedule		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.	99	Skagway Marine Access Commission
Alternative 2B	Service		Concerning the Juneau access project. I supprot Alt. 2B. not state centrally located is grossly unfair to its residents. Since Since the capital is isoated at the far end of our state and is acces limited the least we should do is to make it more economically accessable. Alternative 2B would help. Hourly shuttle servie 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 makeing a timely ferry connection to Juneau is another. the Motels and resturants in Haines do a bang-up buisness becasue of this problem. Hourly suttle service to a highway to Juneau woudl solve the costly time consuming problem. Expediting traffic is the key to a efficient highway wystem. Expensive and untimely ferry connections at Haines creates a huge bottle-neck in this sytem. Alterative 2B has the potential to revolutionalize surface travel to and from Juneau.	157	Public
Alternative 2B	Socioeconomic		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.	53	Public
Alternative 2B	Socioeconomic		It would do wonders for the residents of Haines seeing 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.	157	Public
Alternative 2B	Support	Access	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 (argueably) feasible and needed.	19	Public
Alternative 2B	Support	Access	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 versitility 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.	75	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 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.	75	Public
Alternative 2B	Support	Access	As a Juneau resident I support Alternative 1B. because of the socioeconomic 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 improvements 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.	94	Public
Alternative 2B	Support	Access	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.	96	Public
Alternative 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.	46	Public
Alternative 2B	Support	Access	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.	46	Public
Alternative 2B	Support	Capacity	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.	46	Public
Alternative 2B	Support	Construction Cost	For the traveling public both alternates 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.	68	Public
Alternative 2B	Support	Convenience	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!	7	Public
Alternative 2B	Support	Convenience	For the traveling public both alternates 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.	68	Public
Alternative 2B	Support	Convenience	I am in favor of option Alternative 2B. 1) I like to go when I am ready and at present all marine route I do not have that option	135	Public
Alternative 2B	Support	Convenience	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.	46	Public
Alternative 2B	Support	Convenience	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 and cheaper way to Juneau. A road is always progress.	169	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Support	Convenience	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.	174	The Alaska Committee
Alternative 2B	Support	Convenience	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.	154	Public
Alternative 2B	Support	Cost	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. Lets build the road!!!!	20	Public
Alternative 2B	Support	Cost	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....	57	Public
Alternative 2B	Support	Cost	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 versitility 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.	75	Public
Alternative 2B	Support	Cost	Cost to the Traveling 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.	93	Associated General Contractor of Alaska
Alternative 2B	Support	Cost	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.	124	Public
Alternative 2B	Support	Cost	4) The breakdown rate of the ferry (all) system and employee costs in the long run would exceed highway and short ferry costs	135	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Support	Cost	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.	46	Public
Alternative 2B	Support	Cost	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.	46	Public
Alternative 2B	Support	Cost	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.	181	Public
Alternative 2B	Support	Cost	Of the alternatives identified by DOT in support of Juneau Access I propose Alternative 2B as the most viable choice. Alternative 2B represents the most practical and economically feasible approach. Current and future transportation demands for our region in upper Lynn Canal are both complex and challenging. By combining a road to Katzehin and a ferry transportation system beyond Katzehin to Haines and Skagway this option will best enhance our economy and serve our communities by accommodating continued growth demands in both business and personal travel in Lynn Canal. This annual growth has been well documented by your department over the last decade and clearly indicates a continued need to develop the Juneau Access Project.	160	Alaska Legislature
Alternative 2B	Support	Cost	I am in favor for a road from Juneau to Haines. I believe the best route would be alternative #3. I thin that #2B woudl also be good. A road from Juneau to Haines would be really good for both communities. We need a more convenient and cheaper way to Juneau. A road is always progress.	169	Public
Alternative 2B	Support	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 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.	174	The Alaska Committee
Alternative 2B	Support	Energy	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 versitility 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.	75	Public
Alternative 2B	Support	Ferry Route	Save the ferry system and improve transportation in the region by building more roads and shortening ferry routes.	151	Public
Alternative 2B	Support	Funding	The population in Southeast Alaska has continued to drop resulting in diminished representation in the legislature. Fewer legislators means reduced support for the AMHS subsidy and ultimately a reduction in service. Couple that with rising fuel and labor costs and it will be impossible to come up with the funds to maintain the state subsidy necessary to maintain the system. The focus of the system should be to provide service to the communities that cannot be connected by roads.	151	Public
Alternative 2B	Support	Improved Access	Alternative 2B An East Lynn canal Highway to the Katzehin River area and a shuttle ferry or ferries to Haines and Skagway.	68	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Support	Improved Access	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.	124	Public
Alternative 2B	Support	Mining	In choosing to support Alternative 2B it is also important to identify the benefit of connecting Juneau's Kensington Mine in Berners Bay to a road system. I am in agreement with Governor Parnell in his ongoing commitment for Roads to Resources projects. If our road north were to require phasing of construction we could benefit immediately with access to this important project that is now fully operational with 350 workers on site.	160	Alaska Legislature
Alternative 2B	Support	O&M Cost	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.	92	Public
Alternative 2B	Support	O&M Cost	For the traveling public both alternates 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.	68	Public
Alternative 2B	Support	O&M Cost	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.	124	Public
Alternative 2B	Support	O&M Cost	The Lynn Canal Highway would cost less to maintain than operation of the ferries in northern Southeast. Building the road would reduce the cost of travel in Lynn Canal by about 90 percent. The road would greatly increase the economic viability of the entire region and in turn increase the region's population.	151	Public
Alternative 2B	Support	O&M Cost	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.	46	Public
Alternative 2B	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 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.	174	The Alaska Committee
Alternative 2B	Support	Recreation	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 be fore 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 botom dollar that the folks that compain the most about a road are going to be the first ones to drive down it after it is completed!	7	Public
Alternative 2B	Support	Recreation	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.	16	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Support	Recreation	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.	16	Public
Alternative 2B	Support	Recreation	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.	68	Public
Alternative 2B	Support	Recreation	I support the earlier decision for the preferred alternative namely a road up the east side of Lynn Canal to the Katzechin 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.	182	Public
Alternative 2B	Support	Road	Save the ferry system and improve transportation in the region by building more roads and shortening ferry routes.	151	Public
Alternative 2B	Support	Road	I support Alternative 2B - East Lynn Canal Hwy to Katzechin 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.	154	Public
Alternative 2B	Support	Safety	2) In case of major disaster in Juneau a land alternative would give greater flexibility	135	Public
Alternative 2B	Support	Service	3) It appears onthe chart that this option gives the shortest ferry distance	135	Public
Alternative 2B	Support	Service	The population in Southeast Alaska has continued to drop resulting in diminished representation in the legislature. Fewer legislators means reduced support for the AMHS subsidy and ultimately a reduction in service. Couple that with rising fuel and labor costs and it will be impossible to come up with the funds to maintain the state subsidy necessary to maintain the system. The focus of the system should be to provide service to the communities that cannot be connected by roads.	151	Public
Alternative 2B	Support	Service	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.	163	Public
Alternative 2B	Support	Socioeconomic	I support the earlier decision for the preferred alternative namely a road up the east side of Lynn Canal to Katzechin. Juneau desperately needs access to the road system for economic progress retaining the capital and providing Juneau residents with additional travel and recreation opportunities.	16	Public
Alternative 2B	Support	Socioeconomic	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.	16	Public
Alternative 2B	Support	Socioeconomic	Construction of the road to Katzechin 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 maintenence 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.	17	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Support	Socioeconomic	Alternative 2B and Alternative 3 are the only economically viable alternatives for people living in SE Alaska.	18	Public
Alternative 2B	Support	Socioeconomic	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.	57	Public
Alternative 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.	92	Public
Alternative 2B	Support	Socioeconomic	As a Juneau resident I support Alternative 1B. because of the socioeconomic 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.	94	Public
Alternative 2B	Support	Socioeconomic	Alternative 2B An East Lynn canal Highway to the Katzehin River area and a shuttle ferry or ferries to Haines and Skagway.	68	Public
Alternative 2B	Support	Socioeconomic	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.	124	Public
Alternative 2B	Support	Socioeconomic	The Lynn Canal Highway would cost less to maintain than operation of the ferries in northern Southeast. Building the road would reduce the cost of travel in Lynn Canal by about 90 percent. The road would greatly increase the economic viability of the entire region and in turn increase the region's population.	151	Public
Alternative 2B	Support	Socioeconomic	Hell yea lets build the road (sorry) 2B is reasonable for Haines possibly to even allow for an expansion of our overfill small boat harbor maybe some fuel sales competition?	156	Public
Alternative 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.	181	Public
Alternative 2B	Support	Socioeconomic	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 potentiallower the cost of living here and watch our community will grow.	181	Public
Alternative 2B	Support	Socioeconomic	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.	182	Public
Alternative 2B	Support	Socioeconomic	Of the alternatives identified by DOT in support of Juneau Access I propose Alternative 2B as the most viable choice. Alternative 2B represents the most practical and economically feasible approach. Current and future transportation demands for our region in upper Lynn Canal are both complex and challenging. By combining a road to Katzehin and a ferry transportation system beyond Katzehin to Haines and Skagway this option will best enhance our economy and serve our communities by accommodating continued growth demands in both business and personal travel in Lynn Canal. This annual growth has been well documented by your department over the last decade and clearly indicates a continued need to develop the Juneau Access Project.	160	Alaska Legislature

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Support	Socioeconomic	I am in favor for a road from Juneau to Haines. I believe the best route would be alternative #3. I thin that #2B woudl also be good. A road from Juneau to Haines would be really good for both communities. We need a more convenient and cheaper way to Juneau. A road is always progress.	169	Public
Alternative 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	95	Public
Alternative 2B	Support	Transportation Connections & Cost	Alternative 2B An East Lynn canal Highway to the Katzehin River area and a shuttle ferry or ferries to Haines and Skagway.	68	Public
Alternative 2B	Support	Transportation Connections & Cost	Slate Cove is "ok" but Comet is better.	87	Public
Alternative 2B	Support	Transportation Connections & Cost	Slate Cove is "ok" but Comet is better.	87	Public
Alternative 2B	Support	Transportation Connections & Cost	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.	154	Public
Alternative 2B	Support	Transportation Needs	Of the alternatives identified by DOT in support of Juneau Access I propose Alternative 2B as the most viable choice. Alternative 2B represents the most practical and economically feasible approach. Current and future transportation demands for our region in upper Lynn Canal are both complex and challenging. By combining a road to Katzehin and a ferry transportation system beyond Katzehin to Haines and Skagway this option will best enhance our economy and serve our communities by accommodating continued growth demands in both business and personal travel in Lynn Canal. This annual growth has been well documented by your department over the last decade and clearly indicates a continued need to develop the Juneau Access Project.	160	Alaska Legislature
Alternative 2B	Support		JUNEAU HAS NEEDED A ROAD IN & OUT FOR A VERY LONG TIME	6	Public
Alternative 2B	Support		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	8	Public
Alternative 2B	Support		Alternative 2B East Lynn Canal Highway to Katzehin should be the Preferred Alternative for the following reasons.	93	Associated General Contractor of Alaska
Alternative 2B	Support		As lifelong Alaskans we strongly support Alternative 2B.	87	Public
Alternative 2B	Support		As lifelong Alaskans we strongly support Alternative 2B.	87	Public
Alternative 2B	Support		Now if you can get them from Juneau to Haines and back on one tank of gas per Alternative 2B or Aternative 3 I am interested if its nothing but more ferries then I am not intersted. Can't afford too many ferry rides.	131	Public
Alternative 2B	Support		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.	176	Associated General Contractor of Alaska

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Threatened & Endangered Species	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.	60	Southeast Alaska Conservation Council
Alternative 2B	Threatened & Endangered Species	Marine Mammals	Listed species in the action area include endangered humpback whales the threatened eastern distinct population segment (eDPS) of Steller sea lion the endangered western distinct population segment (wDPS) of Steller sea lion and designated Steller sea lion critical habitat. NMFS continues to be particularly concerned over the impacts of Alternative 2B to the eastern population of Steller sea lion and its critical habitat. The proposed highway would be located within the boundaries of the 3000 foot designated critical habitat area of the Gran Point haulout and would also be located near the Met Point haulout. Critical habitat was designated as a buffer against disturbance noise harassment and illegal shooting. Presumably sea lions chose these sites in part because of their proximity to prey resources as well as the protection from predators or other disturbance. We anticipate that there may be negative consequences to Steller sea lions in response to the increased human activity in such close proximity to these important haulouts. We recommend that the SEIS summarize existing research on the presence of the endangered western population of Steller sea lion at these haulouts. Individuals from the western population have been documented in the past using Gran and Met Points; recent information on branded animals is available through the Alaska Department of Fish and Game. Finally NMFS continues to be concerned over the impacts of Alternative 2B to Berners Bay. Marine mammals use Berners Bay year-round with peaks in abundance occurring during spring and early summer correlating with the annual algal bloom eulachon run and herring spawn. During this time of year the bay provides critical foraging resources for hundreds of Steller sea lions (Marston et al. 2002 USFWS 2003 Womble 2003 Sigler et al. 2004) harbor seals (USFWS 2003) humpback whales and other marine mammal species. Disruption of estuarine and riverine habitat for forage fish in this area due to road construction and human activity could deplete prey resources for listed marine mammal species. If Alternative 2B is pursued NMFS recommends barriers be constructed to vehicle access along the perimeter of Berners Bay particularly at the mouth of the Lace and Antler Rivers. In addition we recommend that the existing Slate Creek Cove dock remain inaccessible as a public boat launch. Provisions such as these to limit human access to the bay should be included in permitting requirements and/or proposal planning to allow sensitive natural processes to continue to thrive and foraging activities essential to listed species to continue undiminished.	180	NOAA National Marine Fisheries Service
Alternative 2B	Traffic Analysis	Time Delay	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.	99	Skagway Marine Access Commission
Alternative 2B	Traffic Analysis		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.	99	Skagway Marine Access Commission
Alternative 2B	Transparency		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?	99	Skagway Marine Access Commission
Alternative 2B	Transportation Connections & Cost		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.	53	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Transportation Connections & Cost		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.	99	Skagway Marine Access Commission
Alternative 2B	Transportation Connections & Cost		Include in depth analysis of end-user (walk on traffic) costs for transportation between Katzehin and Juneau.	99	Skagway Marine Access Commission
Alternative 2B	Transportation Connections & Cost		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. Footnote 14: 2000 McDowell Group Marketing and Pricing Study page 65	45	Lynn Canal Conservation Inc
Alternative 2B	Transportation Connections & Cost		Concerning the Juneau access project. I support Alt. 2B. not 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 accessible. 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 restaurants in Haines do a bang-up business because of this problem. Hourly shuttle service to a highway to Juneau would solve the costly time consuming problem. Expediting traffic is the key to an efficient highway system. Expensive and untimely ferry connections at Haines creates a huge bottle-neck in this system. Alternative 2B has the potential to revolutionize surface travel to and from Juneau.	157	Public
Alternative 2B	Transportation Connections & Cost		It would do wonders for the residents of Haines seeing 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.	157	Public
Alternative 2B	Update		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.	60	Southeast Alaska Conservation Council
Alternative 2B	Visual		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?	53	Public
Alternative 2B	Wetlands	Mitigation	Compensatory mitigation will be required for any additional wetland mitigation proposed (Alternative 2B marine fill) for the loss of wetland habitat.	173	U.S. Fish and Wildlife Service
Alternative 2B	Wetlands		Proposed road alignment at about Station 2565+00 has been shifted downhill to avoid rockfall hazards and thick talus deposits (Alternative 2B Sheet L22). This proposed realignment will result in fill of marine/estuarine emergent habitat not previously mitigated. Executive Order 11990 states that agencies shall avoid construction in wetlands unless the agency finds that (1) there is no practical alternative and (2) the proposed action includes all practical measures to minimize harm to wetlands.	173	U.S. Fish and Wildlife Service
Alternative 2B	Wildlife	Bald Eagles	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.	53	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 2B	Wildlife	Marine Mammals	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.	53	Public
Alternative 2B	Wildlife	Terrestrial Mammals	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.	53	Public
Alternative 2B	Wildlife		Road alignment shifts Some road alignment shifts are minor and will minimize impacts to some fish and wildlife resources and habitats by reducing the size of marine and wetland fills. For other species the re-alignment could negatively affect habitat use. Some road alignment shifts raise the elevation of the road 300-400 feet uphill of the beach so debris flows can be bridged above the debris fans. While the road elevation change increases project costs it should decrease road maintenance and repairs and increase public safety. The road elevation rise could create a barrier to wildlife movement.	127	ADF&G
Alternative 2B	Wildlife		A few land animals might be compromised with a hiway but would farout weight the impact potential to marine mammals sea birds and fish from ferry travel.	157	Public
Alternative 3	Against	Cost	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.	83	Public
Alternative 3	Against	Cost	Earlier I wrote urging you to abandon the plans to build a road from Juneau to the Katzehin 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.	84	Public
Alternative 3	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 3	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 3	Against	Environmental	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.	83	Public
Alternative 3	Against	Environmental	Earlier I wrote urging you to abandon the plans to build a road from Juneau to the Katzehin 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.	84	Public
Alternative 3	Against	Geotechnical	Earlier I wrote urging you to abandon the plans to build a road from Juneau to the Katzehin 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.	84	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 3	Against	Marine & Anadromous Fish & Shellfish	Also as a commercial subsistence sport fisherman and hunter I am concerned with fish and wildlife taking a hit with road access especially in pristine habitated areas like Berners Bay. Berners Bay is an important herring spawning habitat. Lynn Canal as well as nedded salmon spawning habitat. Its also rich in crab and other wild life moose bear goat etc. There are also sealion haul outs in Lynn canal. For these reasons I don't support Alternative 2B Alternative 3 or 4B or 4D.	166	Public
Alternative 3	Against	O&M Cost	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.	76	Public
Alternative 3	Against	O&M Cost	Earlier I wrote urging you to abandon the plans to build a road from Juneau to the Katzehin 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.	84	Public
Alternative 3	Against	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.	183	Public
Alternative 3	Against	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.	183	Public
Alternative 3	Against	Safety	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.	17	Public
Alternative 3	Against	Safety	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.	76	Public
Alternative 3	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 3	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 3	Against	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.	83	Public
Alternative 3	Against		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."	53	Public
Alternative 3	Against		Thus alternatives 2B or 3 are not acceptable.	79	Juneau Audubon Society
Alternative 3	Against		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.	80	Public
Alternative 3	Ferry Terminal Location		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.	174	The Alaska Committee
Alternative 3	Marine & Freshwater Habitat Including EFH		NMFS has previously stated in our comments on the DEIS for this project that Alternative 3 including a highway along the western shore of Lynn Canal from William Henry Bay to Haines with ferry terminals at Sawmill Cove and William Henry Bay and a bridge over the Chilkat Inlet is less environmentally damaging to EFH.	180	NOAA National Marine Fisheries Service

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 3	Mining		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.	174	The Alaska Committee
Alternative 3	Permitting		The Clean Water Act Section 404 (B) (1) Guidelines direct that no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem. The proposed Juneau Access improvements have the potential to affect directly and indirectly the ecologically important habitat of Berners Bay. Berners Bay is a regionally important estuary that supports a variety of ecological functions for the natural communities of Lynn Canal and northern southeast Alaska. The Corps of Engineers will need to determine whether Alternative 3 as described in the Juneau Access FEIS is a practicable alternative that meets the project's purpose and need as the proposed discharge from this alternative is likely to have less adverse impact on the aquatic ecosystem	180	NOAA National Marine Fisheries Service
Alternative 3	Privatization		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.	174	The Alaska Committee
Alternative 3	Screening		We further recommend that FHWA and DOT&PF drop Alternative 3 Modified Alternative 3 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. Footnote 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.	60	Southeast Alaska Conservation Council
Alternative 3	Service		A ferry from Haines would connect to Skagway on a seasonal schedule	142	Public
Alternative 3	Support	Access	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.	19	Public
Alternative 3	Support	Access	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 hav to rely on the ferry. We could some and go as we please with the ferry schedule as of now 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.	170	Public
Alternative 3	Support	Capacity	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.	142	Public
Alternative 3	Support	Construction 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.	13	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 3	Support	Construction Cost	For the traveling public both alternates 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.	68	Public
Alternative 3	Support	Construction Cost	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 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 then Alternate 2B.	68	Public
Alternative 3	Support	Construction Cost	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.	174	The Alaska Committee
Alternative 3	Support	Construction Cost	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 an P Line work on site was done in the 1960's for estimates on the West side. The West side opens up land for settlementrecreation and resource develop-ment. 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.	139	Public
Alternative 3	Support	Convenience	For the traveling public both alternates 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.	68	Public
Alternative 3	Support	Convenience	I am in favor for a road from Juneau to Haines. I believe the best route would be alternative #3. I thin that #2B woudl also be good. A road from Juneau to Haines would be really good for both communities. We need a more convenient and cheaper way to Juneau. A road is always progress.	169	Public
Alternative 3	Support	Convenience	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 hav to rely on the ferry. We could some and go as we please with the ferry schedule as of now 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.	170	Public
Alternative 3	Support	Convenience	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.	174	The Alaska Committee
Alternative 3	Support	Convenience	I favor Alt #3 road access over using Ferries because it is more flexible.	139	Public
Alternative 3	Support	Cost	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. Lets build the road!!!!	20	Public
Alternative 3	Support	Cost	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.	41	Public
Alternative 3	Support	Cost	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.	105	Public
Alternative 3	Support	Cost	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.	142	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 3	Support	Cost	I am in favor for a road from Juneau to Haines. I believe the best route would be alternative #3. I thin that #2B woudl also be good. A road from Juneau to Haines would be really good for both communities. We need a more convenient and cheaper way to Juneau. A road is always progress.	169	Public
Alternative 3	Support	Cost	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 hav to rely on the ferry. We could some and go as we please with the ferry schedule as of now 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.	170	Public
Alternative 3	Support	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 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.	174	The Alaska Committee
Alternative 3	Support	Geotechnical	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 an P Line work on site was done in the 1960's for estimates on the West side. The West side opens up land for settlementrecreation and resource develop-ment. 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.	139	Public
Alternative 3	Support	Improved Access	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 businessesoutdoor rec forest products and other industries. This route would be the easist to construct and the safest.	47	Public
Alternative 3	Support	O&M Cost	For the traveling public both alternates 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.	68	Public
Alternative 3	Support	O&M Cost	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 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 then Alternate 2B.	68	Public
Alternative 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 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.	174	The Alaska Committee
Alternative 3	Support	Recreation	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 businessesoutdoor rec forest products and other industries. This route would be the easist to construct and the safest.	47	Public
Alternative 3	Support	Recreation	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 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 then Alternate 2B.	68	Public
Alternative 3	Support	Recreation	The only other safe Alternative besides "no action" is Alternative 3 which moves the route to the West Side of Lynn Canal all the way to Haines. That route provides far more recreational opportunities for travelers than the rugged nearly vertical unstable cliff 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.	82	Public
Alternative 3	Support	Recreation	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.	174	The Alaska Committee
Alternative 3	Support	Recreation	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 an P Line work on site was done in the 1960's for estimates on the West side. The West side opens up land for settlementrecreation and resource develop-ment. 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.	139	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 3	Support	Reliability	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 hav to rely on the ferry. We could some and go as we please with the ferry schedule as of now 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.	170	Public
Alternative 3	Support	Resource Development	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 an P Line work on site was done in the 1960's for estimates on the West side. The West side opens up land for settlementrecreation 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.	139	Public
Alternative 3	Support	Safety	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.	13	Public
Alternative 3	Support	Safety	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 businessesoutdoor rec forest products and other industries. This route would be the easist to construct and the safest.	47	Public
Alternative 3	Support	Safety	The only other safe Alternative besides "no action" is Alternative 3 which moves the route to the West Side of Lynn Canal all the way to Haines. That route provides far more recreational opportunities for travelers than the rugged nearly vertical unstable cliff 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.	82	Public
Alternative 3	Support	Safety	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.	105	Public
Alternative 3	Support	Settlement	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 an P Line work on site was done in the 1960's for estimates on the West side. The West side opens up land for settlementrecreation and resource develop-ment. 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.	139	Public
Alternative 3	Support	Socioeconomic	Alternative 2B and Alternative 3 are the only economically viable alternatives for people living in SE Alaska.	18	Public
Alternative 3	Support	Socioeconomic	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 businessesoutdoor rec forest products and other industries. This route would be the easist to construct and the safest.	47	Public
Alternative 3	Support	Socioeconomic	In supporting West Lynn Canal Highway as an acceptable alternative to Alternat 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.	68	Public
Alternative 3	Support	Socioeconomic	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 recreational values for the public. It is also my belief as a Civil Engineer that Alternat 3 will have less expensive construction and maintenance costs then Alternat 2B.	68	Public
Alternative 3	Support	Socioeconomic	I am in favor for a road from Juneau to Haines. I believe the best route would be alternative #3. I thin that #2B woudl also be good. A road from Juneau to Haines would be really good for both communities. We need a more convenient and cheaper way to Juneau. A road is always progress.	169	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 3	Support	Terminal Location	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.	142	Public
Alternative 3	Support	Transportation Connection & Costs	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.	68	Public
Alternative 3	Support	Travel Time	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.	142	Public
Alternative 3	Support	Travel Time	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 hav to rely on the ferry. We could some and go as we please with the ferry schedule as of now 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.	170	Public
Alternative 3	Support	Travel Time	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.	174	The Alaska Committee
Alternative 3	Support		My second option would be to support the construction of alternative 3 a highway built on the west side of Lynn Canal.	8	Public
Alternative 3	Support		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.	52	Public
Alternative 3	Support		Now if you can get them from Juneau to Haines and back on one tank of gas per Alternative 2B or Aternative 3 I am interested if its nothing but more ferries then I am not intersted. Can't afford too many ferry rides.	131	Public
Alternative 3	Support		Alternative 3 would seem the better land-based route since ferrying will occur somewhere on all routes	138	Public
Alternative 3	Support		I am in favor or a road. I think #3 would be the best route.	168	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 3	TLRMP	Karst Res.	<p>Karst Resources The Tongass National Forest reviewed the Karst and Cave Resource Assessment in in Juneau Access Improvements Final Environmental Impact Statement (FEIS) dated January 2006. The Karst resources and the result of the field inventory are discussed in 3.2 Physical Environment 3.2.1 Geology pages 3-28 to 3-31 and in 4.4.8.2 Geologic Resources page 4-94 of the 2006 FEIS. As the foundation the protocols employed to assess the karst resources was the 1997 Tongass Land Management Plan (TLMP) Karst Management Standards and Guidelines and the interim direction outlined in the 1999 Tongass Plan Implementation Team (TPIT) clarification paper. This direction provided the basis of the vulnerability criteria and methodology used for the West Lynn Canal Karst study and became the basis for the standards and guidelines published in the 2008 TLMP. So though this karst resource assessment was completed prior to the current (i.e. 2008 Forest Plan) Standards and Guidelines being published the criteria and methodology essentially are the same. On page 3-31 the 2006 FEIS states the following: “No identified significant caves or other important karst features are within the current alignment of any alternative. Where significant caves or other important karst features were identified DOT&amp;PF moved the alignment to avoid them.” URS’s detailed survey results were limited to a corridor 500 feet either side of the 1994 alignment. The features and karst vulnerability of the survey areas are very well documented. Several of the areas where DOT&amp;PF moved the alignment to avoid significant karst features are outside the survey corridor so the karst vulnerability were never assessed. The proposed corridor as indicated in the FEIS crosses high vulnerability karstlands and is for the most part upslope of significant karst features many which receive upslope surface waters. The 2006 FEIS on page 4-94 states that: “Approximately 10 percent of the Alternative 3 alignment overlaps moderate vulnerability karst areas and less than 2 percent of the alignment overlaps high-vulnerability karst areas on the west side of Lynn Canal. Direct effects from Alternative 3 would include the alteration of hydrologic patterns the disturbance and removal of protective surficial material and vegetation and the destruction of surficial karst features. No known caves or other important karst features would be impacted by Alternative 3.” Future analysis needs to incorporate guidance outlined in the 2008 Forest Plan for road construction across moderate and high vulnerability karstlands and on areas adjacent to these lands which contribute water to them. We do not see the concerns raised as a “fatal flaw” in the FEIS or in the proposed alignment of the Lynn Canal West Side. Road construction can occur across high vulnerability karst the effects however need to be minimized and mitigation proposed. Additionally the potential effects to significant down slope karst resources need to be addressed.</p>	129	U.S. Forest Service
Alternative 3	Transportation Connections & Cost		<p>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. Footnote 14: 2000 McDowell Group Marketing and Pricing Study page 65</p>	45	Lynn Canal Conservation Inc
Alternative 3	Update		<p>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 then that shown in alternative 3 and not direct traffic through a residential part of Haines.</p>	142	Public
Alternative 3	USACE	Purpose & Need	<p>We further recommend that FHWA and DOT&amp;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 1 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 &amp; Permit Evaluation for the Juneau Access Improvements Project at 22 (June 13 2008)(hereinafter “§404 ROD &amp; Permit”). Although Alternative 4C would provide conventional monohaul service from Auke Bay instead of Berners Bay DOT&amp;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. Footnote 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 &amp; Permit at 10.</p>	60	Southeast Alaska Conservation Council
Alternative 3	Wetlands		<p>The total acreage of wetlands and other waters of the United States affected by Alternative 3 would be 38.2 compared to 70 acres of impact that would result from construction of the proposed project. Significantly the wetlands that would be affected by the proposed project include wetlands at the head of Berners Bay at the confluence of the Berners Antler and Lace Rivers and high value wetlands along the eastern shore of Berners Bay. With few exceptions the wetlands that would be filled along the western road route are of less ecological value than the Berners Bay wetlands.</p>	180	NOAA National Marine Fisheries Service

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4A	Against	Convenience	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.	84	Public
Alternative 4A	Against	Convenience	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.	84	Public
Alternative 4A	Against	Cost	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.	50	Public
Alternative 4A	Against	Cost	Alternative 4 Marine Alternatives 4A and 4B using new fast vehicle ferries does not appear to be justified due to the high cost of building and operating the FVF's and the need for large passenger and vehicle platforms better provided by monohull service.	125	City and Borough of Sitka
Alternative 4A	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4A	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4A	Against	Cost	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.	174	The Alaska Committee
Alternative 4A	Against	Ferry Design	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.	118	Public
Alternative 4A	Against	Ferry Design	Alternative 4 Marine Alternatives 4A and 4B using new fast vehicle ferries does not appear to be justified due to the high cost of building and operating the FVF's and the need for large passenger and vehicle platforms better provided by monohull service.	125	City and Borough of Sitka
Alternative 4A	Against	Ferry Design	We reject alternatives 4A & 4B and any other proposal component (i.e. cross-canal shuttle ferries) which depend on FVF's -- proven non-starters.	183	Public
Alternative 4A	Against	Ferry Design	We reject alternatives 4A & 4B and any other proposal component (i.e. cross-canal shuttle ferries) which depend on FVF's -- proven non-starters.	183	Public
Alternative 4A	Against	O&M Cost	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.	50	Public
Alternative 4A	Against	O&M Cost	Alternative 4 Marine Alternatives 4A and 4B using new fast vehicle ferries does not appear to be justified due to the high cost of building and operating the FVF's and the need for large passenger and vehicle platforms better provided by monohull service.	125	City and Borough of Sitka
Alternative 4A	Against	Reliability	I oppose constructing new fast vehicle ferries (Alternatives 4A and 4B) because the Fairweather has not been reliable in Lynn Canal.	50	Public
Alternative 4A	Against	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.	183	Public
Alternative 4A	Against	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.	183	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4A	Against	Routing	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.	50	Public
Alternative 4A	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4A	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4A	Against	Service	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.	174	The Alaska Committee
Alternative 4A	Against	Transportation Connections & Cost	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-Hainesk-on passengers better than the AMHS anyway and there is already a hard-link from Skagway to Haines albeit a long one.	69	Public
Alternative 4A	Evaluation	Marine Birds	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.	79	Juneau Audubon Society
Alternative 4A	Evaluation	O&M Cost	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 4A	Evaluation	Vessel Optimization	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 4A	Routing		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 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.	45	Lynn Canal Conservation Inc
Alternative 4A	Screening		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. Footnote 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.	60	Southeast Alaska Conservation Council

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4A	Service		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.	118	Public
Alternative 4A	Support	Cost	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.	76	Public
Alternative 4A	Support	Ferry Design	Altnerative 4A or 4C for a ACF hold more vehicle and can operate in adverse weather cond.	153	Public
Alternative 4A	Support	Improved Access	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 alernative of hacking up the mountainside and endlessly maintaining a road would get a thumbs up from virtually every visitor to our incredible state.	49	Public
Alternative 4A	Support	Reliability	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.	43	Public
Alternative 4A	Support	Reliability	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.	118	Public
Alternative 4A	Support	Socioeconomic	Alternative 4A would be my next option manly because it would provide some jobs for people.	58	Public
Alternative 4A	Support	Tourism	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 alernative of hacking up the mountainside and endlessly maintaining a road would get a thumbs up from virtually every visitor to our incredible state.	49	Public
Alternative 4A	Support		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	54	Public
Alternative 4A	Support		Alternatives 1B 4A or 4C make sense to me.	76	Public
Alternative 4A	Support		After reviewing the SEIS Alternatives I recommend adopting Alternative 1B or Alternative 4A. I find Alternative 2B most objectionable followed by Alternative 3.	83	Public
Alternative 4A	Support		Alternative 4A looks promising long term solutions	138	Public
Alternative 4A	Support		I'm most in favor of alternative 1B enhanced service with exisitng AMHS assets. It make sgood sense to optimize use fo exisitng ferries and teminals. It may also be sensible to incorporate elements of Marine Alernatives 4A and/or 4C.	158	Public
Alternative 4A	Support		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.	162	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4A	USACE	Purpose & Need	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. Footnote 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.	60	Southeast Alaska Conservation Council
Alternative 4B	Against	Convenience	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.	84	Public
Alternative 4B	Against	Convenience	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.	84	Public
Alternative 4B	Against	Cost	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.	50	Public
Alternative 4B	Against	Cost	Alternative 4 Marine Alternatives 4A and 4B using new fast vehicle ferries does not appear to be justified due to the high cost of building and operating the FVF's and the need for large passenger and vehicle platforms better provided by monohull service.	125	City and Borough of Sitka
Alternative 4B	Against	Cost	Alternative 4B and 4D from new terminals to Haines and Skagway is not justified by the high cost of the new facilities and roads and difficulties for all travelers in winter and travelers without vehicles in summer getting to the mainline ferry terminal at Auke Bay or to downtown Juneau. Road maintenance is also a significant cost.	125	City and Borough of Sitka
Alternative 4B	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4B	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4B	Against	Cost	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.	174	The Alaska Committee
Alternative 4B	Against	Ferry Design	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.	118	Public
Alternative 4B	Against	Ferry Design	Alternative 4 Marine Alternatives 4A and 4B using new fast vehicle ferries does not appear to be justified due to the high cost of building and operating the FVF's and the need for large passenger and vehicle platforms better provided by monohull service.	125	City and Borough of Sitka
Alternative 4B	Against	Ferry Design	We reject alternatives 4A & 4B and any other proposal component (i.e. cross-canal shuttle ferries) which depend on FVF's -- proven non-starters.	183	Public
Alternative 4B	Against	Ferry Design	We reject alternatives 4A & 4B and any other proposal component (i.e. cross-canal shuttle ferries) which depend on FVF's -- proven non-starters.	183	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4B	Against	Marine & Anadromous Fish & Shellfish	Also as a commercial subsistence sport fisherman and hunter I am concerned with fish and wildlife taking a hit with road access especially in pristine habitated areas like Berners Bay. Berners Bay is an important herring spawning habitat. Lynn Canal as well as nedded salmon spawning habitat. Its also rich in crab and other wild life moose bear goat etc. There are also sealion haul outs in Lynn canal. For these reasons I don't support Alternative 2B Alternative 3 or 4B or 4D.	166	Public
Alternative 4B	Against	O&M Cost	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.	50	Public
Alternative 4B	Against	O&M Cost	Alternative 4 Marine Alternatives 4A and 4B using new fast vehicle ferries does not appear to be justified due to the high cost of building and operating the FVF's and the need for large passenger and vehicle platforms better provided by monohull service.	125	City and Borough of Sitka
Alternative 4B	Against	O&M Cost	Alternative 4B and 4D from new terminals to Haines and Skagway is not justified by the high cost of the new facilities and roads and difficulties for all travelers in winter and travelers without vehicles in summer getting to the mainline ferry terminal at Auke Bay or to downtown Juneau. Road maintenance is also a significant cost.	125	City and Borough of Sitka
Alternative 4B	Against	Reliability	I oppose constructing new fast vehicle ferries (Alternatives 4A and 4B) because the Fairweather has not been reliable in Lynn Canal.	50	Public
Alternative 4B	Against	Reliability	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.	118	Public
Alternative 4B	Against	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.	183	Public
Alternative 4B	Against	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.	183	Public
Alternative 4B	Against	Routing	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.	50	Public
Alternative 4B	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4B	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4B	Against	Service	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.	174	The Alaska Committee
Alternative 4B	Against	Terminal Location	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.	79	Juneau Audubon Society
Alternative 4B	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.	118	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4B	Against	Transportation Connections & Cost	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.	50	Public
Alternative 4B	Against	Transportation Connections & Cost	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-Hainesk-on passengers better than the AMHS anyway and there is already a hard-link from Skagway to Haines albeit a long one.	69	Public
Alternative 4B	Against	Transportation Connections & Cost	Alternative 4B and 4D from new terminals to Haines and Skagway is not justified by the high cost of the new facilities and roads and difficulties for all travelers in winter and travelers without vehicles in summer getting to the mainline ferry terminal at Auke Bay or to downtown Juneau. Road maintenance is also a significant cost.	125	City and Borough of Sitka
Alternative 4B	Against	Wildlife	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.	79	Juneau Audubon Society
Alternative 4B	Against		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.	80	Public
Alternative 4B	Evaluation	O&M Cost	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 4B	Evaluation	Vessel Optimization	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 4B	Routing		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 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.	45	Lynn Canal Conservation Inc
Alternative 4B	Screening		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. Footnote 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.	60	Southeast Alaska Conservation Council
Alternative 4B	Service		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.	118	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4B	Support		I would support 4B.	80	Public
Alternative 4B	Support		I support alternatives "No Action" 1B or 4B with the exception of building any ACF.	81	Public
Alternative 4B	Transportation Connections & Cost		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. Footnote 14: 2000 McDowell Group Marketing and Pricing Study page 65	45	Lynn Canal Conservation Inc
Alternative 4B	USACE	Purpose & Need	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. Footnote 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.	60	Southeast Alaska Conservation Council
Alternative 4C	Against	Convenience	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.	84	Public
Alternative 4C	Against	Convenience	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.	84	Public
Alternative 4C	Against	Cost	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.	50	Public
Alternative 4C	Against	Cost	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.	174	The Alaska Committee
Alternative 4C	Against	O&M Cost	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.	50	Public
Alternative 4C	Against	Routing	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.	50	Public
Alternative 4C	Against	Service	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.	174	The Alaska Committee

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4C	Against	Transportation Connections & Cost	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-Hainesk-on passengers better than the AMHS anyway and there is already a hard-link from Skagway to Haines albeit a long one.	69	Public
Alternative 4C	Evaluation	Fuel Utilization	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.	79	Juneau Audubon Society
Alternative 4C	Evaluation	O&M Cost	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 4C	Evaluation	Vessel Optimization	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 4C	Routing		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 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.	45	Lynn Canal Conservation Inc
Alternative 4C	Screening		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. Footnote 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.	60	Southeast Alaska Conservation Council
Alternative 4C	Service		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.	117	Public
Alternative 4C	Service		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.	118	Public
Alternative 4C	Support	Community Needs	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.	5	Public
Alternative 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.	9	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4C	Support	Cost	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.	73	Public
Alternative 4C	Support	Cost	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.	76	Public
Alternative 4C	Support	Ferry Design	My preference for Juneau Access is 4C monohulls from Auke Bay. 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.	26	Public
Alternative 4C	Support	Ferry Design	So I'm in favor of 4C with the more sturdy conventional monohull.	55	Public
Alternative 4C	Support	Ferry Design	Altnerative 4A or 4C for a ACF hold more vehicle and can operate in adverse weather cond.	153	Public
Alternative 4C	Support	Reliability	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.	73	Public
Alternative 4C	Support	Reliability	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.	77	Public
Alternative 4C	Support	Reliability	I would support Alternative 1 or maybe alternative 4C. In Haines our winter ferry service is good. The LeConte is much more reliable than the Fairweather.	166	Public
Alternative 4C	Support	Safety	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.	73	Public
Alternative 4C	Support		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.	3	Public
Alternative 4C	Support		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.	48	Public
Alternative 4C	Support		3. I would support Alternative 4C.	43	Public
Alternative 4C	Support		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	54	Public
Alternative 4C	Support		Alternatives 1B 4A or 4C make sense to me.	76	Public
Alternative 4C	Support		At this time I'm torn between alternatives 1 and 4C	66	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4C	Support		Alternative 4C also okay.	101	Public
Alternative 4C	Support		We prefer Alternative 4C.	113	Public
Alternative 4C	Support		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.	117	Public
Alternative 4C	Support		I support Alternative 4.c/the marine alternatives. this is the best way to go.	141	Public
Alternative 4C	Support		Alternative 4C is my choice.	152	Public
Alternative 4C	Support		I'm most in favor of alternative 1B enhanced service with existing AMHS assets. It make sgood sense to optimize use fo existing ferries and teminals. It may also be sensible to incorporate elements of Marine Alernatives 4A and/or 4C.	158	Public
Alternative 4C	Support		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.	162	Public
Alternative 4C	USACE	Purpose & Need	We further recommend that FHWA and DOT&PF drop Alternative 3 Modified Alternative 3 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. Footnote 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.	60	Southeast Alaska Conservation Council
Alternative 4C	Wildlife		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.	79	Juneau Audubon Society
Alternative 4D	Against	Convenience	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.	84	Public
Alternative 4D	Against	Cost	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.	50	Public
Alternative 4D	Against	Cost	Alternative 4B and 4D from new terminals to Haines and Skagway is not justified by the high cost of the new facilities and roads and difficulties for all travelers in winter and travelers without vehicles in summer getting to the mainline ferry terminal at Auke Bay or to downtown Juneau. Road maintenance is also a significant cost.	125	City and Borough of Sitka
Alternative 4D	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4D	Against	Cost	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4D	Against	Cost	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.	174	The Alaska Committee
Alternative 4D	Against	Marine & Anadromous Fish & Shellfish	Also as a commercial subsistence sport fisherman and hunter I am concerned with fish and wildlife taking a hit with road access especially in pristine habitated areas like Berners Bay. Berners Bay is an important herring spawning habitat. Lynn Canal as well as nedded salmon spawning habitat. Its also rich in crab and other wild life moose bear goat etc. There are also sealion haul outs in Lynn canal. For these reasons I don't support Alternative 2B Alternative 3 or 4B or 4D.	166	Public
Alternative 4D	Against	O&M Cost	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.	50	Public
Alternative 4D	Against	O&M Cost	Alternative 4B and 4D from new terminals to Haines and Skagway is not justified by the high cost of the new facilities and roads and difficulties for all travelers in winter and travelers without vehicles in summer getting to the mainline ferry terminal at Auke Bay or to downtown Juneau. Road maintenance is also a significant cost.	125	City and Borough of Sitka
Alternative 4D	Against	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.	183	Public
Alternative 4D	Against	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.	183	Public
Alternative 4D	Against	Routing	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.	50	Public
Alternative 4D	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4D	Against	Safety	In sum we view as illogical and unacceptable alternatives 2B 3 4A 4B & 4D which force unsafe undependable & expensive road extensions to Juneau access.	183	Public
Alternative 4D	Against	Service	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.	174	The Alaska Committee
Alternative 4D	Against	Terminal Location	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.	79	Juneau Audubon Society
Alternative 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.	118	Public
Alternative 4D	Against	Transportation Connections & Cost	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.	50	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 4D	Against	Transportation Connections & Cost	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-Hainesk-on passengers better than the AMHS anyway and there is already a hard-link from Skagway to Haines albeit a long one.	69	Public
Alternative 4D	Against	Transportation Connections & Cost	Alternative 4B and 4D from new terminals to Haines and Skagway is not justified by the high cost of the new facilities and roads and difficulties for all travelers in winter and travelers without vehicles in summer getting to the mainline ferry terminal at Auke Bay or to downtown Juneau. Road maintenance is also a significant cost.	125	City and Borough of Sitka
Alternative 4D	Against	Wildlife	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.	79	Juneau Audubon Society
Alternative 4D	Against		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.	80	Public
Alternative 4D	Against		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.	84	Public
Alternative 4D	Evaluation	O&M Cost	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 4D	Evaluation	Vessel Optimization	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 Footnote 4: Appendix C pages 15 16 and 25 SDEIS pages 1-6 and 3-15 and LCC's SDEIS comments at pages 5-6.	45	Lynn Canal Conservation Inc
Alternative 4D	Routing		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 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.	45	Lynn Canal Conservation Inc
Alternative 4D	Screening		We further recommend that FHWA and DOT&PF drop Alternative 3 Modified Alternative 3 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. Footnote 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.	60	Southeast Alaska Conservation Council
Alternative 4D	Service		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.	118	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternative 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.	13	Public
Alternative 4D	Support	Schedule	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.	13	Public
Alternative 4D	Support	Transportation Connections & Cost	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.	13	Public
Alternative 4D	Transportation Connections & Cost		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. Footnote 14: 2000 McDowell Group Marketing and Pricing Study page 65	45	Lynn Canal Conservation Inc
Alternative 4D	USACE	Purpose & Need	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. Footnote 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.	60	Southeast Alaska Conservation Council
Alternatives	Evaluation	Agency Consultation	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.	104	Sierra Club
Alternatives	Evaluation	Agency Consultation	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	104	Sierra Club
Alternatives	Evaluation	Alternatives Considered but Eliminated	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.	68	Public
Alternatives	Evaluation	Alternatives Considered but Eliminated	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.	45	Lynn Canal Conservation Inc

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Alternatives Considered but Eliminated	Eventually I would like to see the road extended on to Skagway for a true land link that is convenient inexpensive and reliable.	182	Public
Alternatives	Evaluation	Alternatives Considered but Eliminated	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.	174	The Alaska Committee
Alternatives	Evaluation	AMHS System Analysis	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.	104	Sierra Club
Alternatives	Evaluation	Bald Eagles	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).	79	Juneau Audubon Society
Alternatives	Evaluation	Birds	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).	79	Juneau Audubon Society
Alternatives	Evaluation	Birds	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.	79	Juneau Audubon Society
Alternatives	Evaluation	Birds	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.	79	Juneau Audubon Society
Alternatives	Evaluation	Climate Change	Climate change is the most urgent issue pressing upon humanity. Each alternative should project its carbon footprint. The projections should include: 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.	121	Public
Alternatives	Evaluation	Community Support	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.	78	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Construction Cost	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.	104	Sierra Club
Alternatives	Evaluation	Cost Analysis	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.	53	Public
Alternatives	Evaluation	Cost Analysis	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.	53	Public
Alternatives	Evaluation	Cost Analysis	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.	78	Public
Alternatives	Evaluation	Cost Analysis	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.	99	Skagway Marine Access Commission

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Cost Analysis	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.	99	Skagway Marine Access Commission
Alternatives	Evaluation	Cost Analysis	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.	99	Skagway Marine Access Commission
Alternatives	Evaluation	Cost Analysis	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.	99	Skagway Marine Access Commission

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Cost Analysis	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 hand 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.	102	Public
Alternatives	Evaluation	Cost Analysis	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.	104	Sierra Club
Alternatives	Evaluation	Cost Analysis	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 updated 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.	104	Sierra Club
Alternatives	Evaluation	Cost Analysis	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.	111	Public
Alternatives	Evaluation	Cost 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. 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. 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 - 1610 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.	111	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Cost Analysis	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.	107	Public
Alternatives	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.	121	Public
Alternatives	Evaluation	Cost Analysis	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.	121	Public
Alternatives	Evaluation	Cost Analysis	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.	123	Public
Alternatives	Evaluation	Cost Analysis	Because the project and the SEIS are so far developed and many of the concerns we have identified with past alternatives have been addressed through design changes we anticipate working cooperatively with the FHWA to identify further ways to avoid and minimize project impacts as well as to disclose current accurate costs associated with each alternative.	126	EPA
Alternatives	Evaluation	Cost Analysis	And finally we request a true cost/benefit comparison of the various proposals based on complete engineering designs of each proposal in its entirety.	183	Public
Alternatives	Evaluation	Cost Analysis	And finally we request a true cost/benefit comparison of the various proposals based on complete engineering designs of each proposal in its entirety.	183	Public
Alternatives	Evaluation	Cultural Resources	The Forest Service never received the final cultural resource compliance report that was done for the original EIS and we have no confirmation correspondence that the 2006 FEIS went through SHPO consultation and compliance with Section 106. That information needs to be provided to the Forest Service. If it has not been completed it will need to be done prior to a decision on the SEIS. At the meeting on 2/01/12 a review of the plans indicated that the route has changed in several places and these will require additional field surveys for cultural resources consultations with Tribes and Alaska Native corporations and with SHPO to bring these additional areas into compliance with Section 106.	129	U.S. Forest Service
Alternatives	Evaluation	Efficiency	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?	78	Public
Alternatives	Evaluation	Environmental	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?	78	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Environmental	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 Kennington 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.	121	Public
Alternatives	Evaluation	Environmental	Because the project and the SEIS are so far developed and many of the concerns we have identified with past alternatives have been addressed through design changes we anticipate working cooperatively with the FHWA to identify further ways to avoid and minimize project impacts as well as to disclose current accurate costs associated with each alternative.	126	EPA
Alternatives	Evaluation	Financial Feasibility	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 Footnote 2 - Let's Get Moving 2030 pages 1 8 30 33 36 and 65. Footnote 3 - Juneau Access Improvements FEIS page S-4	45	Lynn Canal Conservation Inc
Alternatives	Evaluation	Financial Feasibility	10) Evaluate each alternative in the context of "fiscal constraint" as discussed in the statewide transportation plan.8 Footnote 8: Let's Get Moving 2030 pages 1 8 30 33 36 and 65.	45	Lynn Canal Conservation Inc
Alternatives	Evaluation	Funding Source	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.	78	Public
Alternatives	Evaluation	Geotechnical	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.	102	Public
Alternatives	Evaluation	Geotechnical	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.	104	Sierra Club

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Geotechnical	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 updated 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.	104	Sierra Club
Alternatives	Evaluation	Habitat	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.	79	Juneau Audubon Society
Alternatives	Evaluation	Habitat	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.	79	Juneau Audubon Society
Alternatives	Evaluation	Habitat	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.	79	Juneau Audubon Society
Alternatives	Evaluation	Marine & Anadromous Fish & Shellfish	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	104	Sierra Club
Alternatives	Evaluation	Marine & Anadromous Fish & Shellfish	In considering these and all alternatives that involve marine transit near/around Berners Bay you should take into account what has changed since 2006: <ul style="list-style-type: none"> <li>• Humpback whales protected under the Endangered Species Act have been increasing at a rate of 8% per year;</li> <li>• 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;</li> <li>• 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.</li> </ul>	121	Public
Alternatives	Evaluation	Marine & Fish Habitat Including EFH	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 <sup>12</sup> and the EPA. <sup>13</sup> Footnote 12: May 18 2006 letter to Army Corps of Engineers and SDEIS page 7-66. Footnote 13: SDEIS page 9.	45	Lynn Canal Conservation Inc
Alternatives	Evaluation	Marine Mammals	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	104	Sierra Club

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Marine Mammals	In considering these and all alternatives that involve marine transit near/around Berners Bay you should take into account what has changed since 2006: • 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.	121	Public
Alternatives	Evaluation	Mitigation	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 sitespecific mitigation measure designed to avoid and minimize impacts to aquatic resources will be sufficient to compensate for lost resources.	60	Southeast Alaska Conservation Council
Alternatives	Evaluation	O&M	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 roadbuilding 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. 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.	121	Public
Alternatives	Evaluation	O&M Cost	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 updated 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.	104	Sierra Club
Alternatives	Evaluation	Public Input	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	102	Public
Alternatives	Evaluation	Purpose & Need	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	99	Skagway Marine Access Commission

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Purpose & Need	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.	99	Skagway Marine Access Commission
Alternatives	Evaluation	Reliability	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?	78	Public
Alternatives	Evaluation	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.	102	Public
Alternatives	Evaluation	Reliability	Having Juneau access which operates reliably irrespective of weather road conditions and our driving abilities is essential.	183	Public
Alternatives	Evaluation	Reliability	Having Juneau access which operates reliably irrespective of weather road conditions and our driving abilities is essential.	183	Public
Alternatives	Evaluation	Restorability	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.	78	Public
Alternatives	Evaluation	Roadless Rule	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	104	Sierra Club

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Roadless Rule	<p>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. 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</p>	121	Public
Alternatives	Evaluation	Roadless Rule	<p>The Juneau Access Improvements project has several alternatives that pass through IRAs. The 2006 FEIS discusses effects to various resources that can be found within IRAs but does not disclose effects to roadless values in these IRAs. The effects of alternatives on roadless values in each IRA need to be analyzed in the Juneau Access SEIS. IRAs on the Tongass are defined in the 2001 Roadless Area Conservation Rule (2001 Roadless Rule). The Tongass National Forest uses the 2001 Roadless Rule layer when conducting an environmental analysis on IRAs and we can provide this layer to the FHWA. In the 2006 FEIS Figure 3-4 needs to be updated to show these 2001 IRAs. Ken Post provided Reuben Yost a copy of a recent roadless analysis from the Tonka Timber Sale DEIS as an example of the kind of information that needs to be included in the Juneau Access SEIS.</p>	129	U.S. Forest Service
Alternatives	Evaluation	Safety	<p>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?</p>	78	Public
Alternatives	Evaluation	Safety	<p>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.</p>	102	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Safety	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.	104	Sierra Club
Alternatives	Evaluation	Safety	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 updated 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.	104	Sierra Club
Alternatives	Evaluation	Safety	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.	107	Public
Alternatives	Evaluation	Safety	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 roadbuilding 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. 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.	121	Public
Alternatives	Evaluation	Servicing	Please also consider a ferry to Gustavus it is on the way to the already ferry route to Pelican.	167	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Socioeconomic	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 roadbased 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?	78	Public
Alternatives	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?	78	Public
Alternatives	Evaluation	Socioeconomic	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.	107	Public
Alternatives	Evaluation	Socioeconomic	• Improved transportation in the Lynn Canal corridor is vital for community development and the economic prosperity of the region. Each of our communities seeks to improve transportation access in the Lynn Canal corridor.	128	Haines Borough
Alternatives	Evaluation	Socioeconomic	• Improved transportation in the Lynn Canal corridor is vital for community development and the economic prosperity of the region. Each of our communities seeks to improve transportation access in the Lynn Canal corridor.	128	Municipality of Skagway
Alternatives	Evaluation	Socioeconomic	• Improved transportation in the Lynn Canal corridor is vital for community development and the economic prosperity of the region. Each of our communities seeks to improve transportation access in the Lynn Canal corridor.	128	City & Borough of Juneau
Alternatives	Evaluation	Socioeconomic	11) Provide a realistic assessment of community cost burdens versus benefits for all alternatives including added costs for providing emergency services on road segments.	45	Lynn Canal Conservation Inc
Alternatives	Evaluation	Socioeconomic Visual	Itemize potential impacts to northern Lynn Canal economies which could result from changes in cruise ship patterns owing to scenic degradation.	99	Skagway Marine Access Commission
Alternatives	Evaluation	Terminal Location	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. 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.	121	Public
Alternatives	Evaluation	Terminal Location	We also anticipate the revised SEIS will evaluate reasonable and practicable alternatives for a temporary ferry terminal in the vicinity of Berners Bay.	126	EPA
Alternatives	Evaluation	Terminal Location	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 <sup>12</sup> and the EPA. <sup>13</sup> Footnote 12: May 18 2006 letter to Army Corps of Engineers and SDEIS page 7-66. Footnote 13: SDEIS page 9.	45	Lynn Canal Conservation Inc
Alternatives	Evaluation	Terminal Location	I oppose options that would move the ferry terminalto Berners Bay--- or any location farther from downtown Juneau than Auke Bay.	184	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Terminal Location Funding Source	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.	74	Public
Alternatives	Evaluation	Terminal Location Mining	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.	74	Public
Alternatives	Evaluation	Terrestrial Mammals	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	104	Sierra Club
Alternatives	Evaluation	Threatened & Endangered Species Consultation	"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.	60	Southeast Alaska Conservation Council
Alternatives	Evaluation	Threatened & Endangered Species	In considering these and all alternatives that involve marine transit near/around Berners Bay you should take into account what has changed since 2006: • 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.	121	Public
Alternatives	Evaluation	TLRMP	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.	60	Southeast Alaska Conservation Council
Alternatives	Evaluation	TLRMP	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	104	Sierra Club
Alternatives	Evaluation	TLRMP	The Juneau Access Improvements Project FEIS (2006 FEIS) was approved April 3 2006 during which time the Tongass National Forest was managed under the 1997 Tongass Land Management Plan (TLMP). Since that time the Tongass National Forest amended the TLMP. The 2008 Tongass Land and Resource Management Plan (2008 Forest Plan) was approved January 23 2008 and it entirely replaces the TLMP. As a result the FHWA will need to ensure consistency with the 2008 Forest Plan (i.e. new information or changed circumstances relating to the environmental impacts disclosed in the 2006 FEIS and whether or not the new information or changed circumstances are still within the scope and range of effects considered in the original analysis).	129	U.S. Forest Service

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	TLRMP	Land Use Designations (LUDs) Pp. 3-1 to 3-4 of the 2006 FEIS discusses LUDs per the TLMP. Figure 3-3 identifies LUDs within the study area. The FHWA needs to look at these LUDs and compare to LUDs approved in the 2008 Forest Plan and determine if there have been any changes to underlying LUDs involved in the Transportation and Utility System (TUS) overlay. Changes or Modifications to TUS LUD Objective The objectives for the TUS LUD in the 2008 Forest Plan on p. 3-128 added this information (not in the TLMP): "The corridors shown on the Land Use Designations (LUD) Map (2007) do not include viable routes that may be considered during project analysis. Consideration of alternate routes that meet corridor objectives while reducing costs and/or minimizing resource impacts is encouraged...The Transportation Utility System (TUS) LUD takes precedence over any underlying LUD (subject to applicable laws) regardless of whether the underlying LUD is a TUS Avoidance LUD or not. As such it represents a "window" through the underlying LUD through which roads and/or utilities can be built."	129	U.S. Forest Service
Alternatives	Evaluation	TLRMP	The project area lies within U.S. Forest Service-designated Value Comparison Units 160 190 and 200 each of which contains a small OGR (OGR Map Attachment 2). The Tongass old-growth habitat conservation strategy has two basic components. The first is a forest-wide reserve network that protects the integrity of the old-growth forest by retaining blocks of intact largely undisturbed habitat. The second component is maintenance of habitat within the "matrix" of lands open for logging and other development using standards and guidelines that maintain old-growth forest habitat connectivity and specific features (such as riparian buffers) important for various species. The Tongass old-growth habitat conservation strategy provides the foundation for maintaining wildlife viability across the Tongass National Forest (USDA 2008 FEIS Appendix D). We recommend that all alternatives be designed to avoid encroachment into OGRs to the fullest extent possible and that the selected alternative avoid OGRs entirely. Existing blocks of contiguous high-volume old-growth forest should not be further fragmented by timber harvesting or road building. This will help insure that adequate old-growth forest habitat remains available for old-growth dependent species. Effects on OGRs should be evaluated for all alternatives in the SEIS.	173	U.S. Fish and Wildlife Service
Alternatives	Evaluation	Tolls	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.	99	Skagway Marine Access Commission
Alternatives	Evaluation	Tolls	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 Katzeihin to Skagway route for preferred alternative 2B. The distance from Katzeihin 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 Katzeihin/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.	99	Skagway Marine Access Commission

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Traffic Analysis	<p>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.</p>	99	Skagway Marine Access Commission
Alternatives	Evaluation	Traffic Analysis	<p>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.</p>	104	Sierra Club
Alternatives	Evaluation	Traffic Analysis	<p>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>	111	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	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. 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. 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 - 1610 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.	111	Public
Alternatives	Evaluation	Traffic 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 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.	178	Citizens Recommending Alternative Planning
Alternatives	Evaluation	Traffic Analysis Demand	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.	102	Public
Alternatives	Evaluation	Transparency	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.	99	Skagway Marine Access Commission

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Transparency	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.	104	Sierra Club
Alternatives	Evaluation	Transparency	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 unknown 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'.	104	Sierra Club
Alternatives	Evaluation	Transportation Connections & Cost	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 it's 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.	78	Public
Alternatives	Evaluation	Transportation Connections & Cost	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. 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.	121	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	Transportation Connections & Cost	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 <sup>12</sup> and the EPA. <sup>13</sup> Footnote 12: May 18 2006 letter to Army Corps of Engineers and SDEIS page 7-66. Footnote 13: SDEIS page 9.	45	Lynn Canal Conservation Inc
Alternatives	Evaluation	Transportation Connections & Cost	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.	183	Public
Alternatives	Evaluation	Transportation Connections & Cost	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.	183	Public
Alternatives	Evaluation	Transportation Connections & Cost	Note that under the current day ferry schedule these appointments mandate our spending at least 2 nights in Juneau.	183	Public
Alternatives	Evaluation	Transportation Connections & Cost	Note that under the current day ferry schedule these appointments mandate our spending at least 2 nights in Juneau.	183	Public
Alternatives	Evaluation	Transportation Needs	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 it's 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.	78	Public
Alternatives	Evaluation	Transportation Needs	<ul style="list-style-type: none"> <li>Improved transportation in the Lynn Canal corridor is vital for community development and the economic prosperity of the region. Each of our communities seeks to improve transportation access in the Lynn Canal corridor.</li> </ul>	128	Haines Borough
Alternatives	Evaluation	Transportation Needs	<ul style="list-style-type: none"> <li>Improved transportation in the Lynn Canal corridor is vital for community development and the economic prosperity of the region. Each of our communities seeks to improve transportation access in the Lynn Canal corridor.</li> </ul>	128	Municipality of Skagway
Alternatives	Evaluation	Transportation Needs	<ul style="list-style-type: none"> <li>Improved transportation in the Lynn Canal corridor is vital for community development and the economic prosperity of the region. Each of our communities seeks to improve transportation access in the Lynn Canal corridor.</li> </ul>	128	City & Borough of Juneau
Alternatives	Evaluation	Travel Demand	Justify underlying traffic assumptions regarding large projected demand for vehicular traffic.	99	Skagway Marine Access Commission
Alternatives	Evaluation	Travel Demand	10) Scrap the demand forecast which creates pie-in-the-sky demand and base anticipated demand on past usage.	45	Lynn Canal Conservation Inc

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation	USACE Purpose & Need	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.	104	Sierra Club
Alternatives	Evaluation	Vessel Optimization	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.	60	Southeast Alaska Conservation Council
Alternatives	Evaluation	Visual	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?	78	Public
Alternatives	Evaluation		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.	60	Southeast Alaska Conservation Council
Alternatives	Evaluation		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.	60	Southeast Alaska Conservation Council
Alternatives	Evaluation		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).	45	Lynn Canal Conservation Inc
Alternatives	Evaluation		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 ignored <sup>1</sup> 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. Footnote 1- 2000 McDowell Group AMHS Marketing and Pricing Study page 64 for known benefits	45	Lynn Canal Conservation Inc
Alternatives	Evaluation		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 adn 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.	93	Associated General Contractor of Alaska

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation		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.	99	Skagway Marine Access Commission
Alternatives	Evaluation		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.	99	Skagway Marine Access Commission
Alternatives	Evaluation		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.	102	Public
Alternatives	Evaluation		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.	104	Sierra Club
Alternatives	Evaluation		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.	106	Public
Alternatives	Evaluation		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 Footnote 11: 2000 McDowell Group Marketing and Pricing Study page 65	45	Lynn Canal Conservation Inc
Alternatives	Evaluation		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.	45	Lynn Canal Conservation Inc
Alternatives	Evaluation		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.	45	Lynn Canal Conservation Inc
Alternatives	Evaluation		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.	178	Citizens Recommending Alternative Planning



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	Evaluation		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.	178	Citizens Recommending Alternative Planning
Alternatives	Alternative 2	Cost Estimate	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.	104	Sierra Club
Alternatives	Alternative 2	Cumulative Impacts	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.	104	Sierra Club
Alternatives	Alternative 2	Funding	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.	104	Sierra Club
Alternatives	Terminal Location		I am opposed to building road to new ferry terminal slocated 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 birngs them back in time to board. This proximity to a town is an enhancement to travle that helps increase ridership. Remote terminals don't have that appeal.	158	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	TLRMP	Climate Change	The 2006 FEIS discusses carbon monoxide and energy use levels but did not address climate change as an issue itself. While climate change was an emerging issue when the FEIS was completed a word search of the FEIS did not turn up the term climate change in the document. The discussion of climate change does not need to be quantitative but should be covered at a level so the reader has a sense of what potential contribution the project alternatives will have even if minimal towards climate change. In addition the analysis should address the effects of climate change on the project. The Forest Service document "Climate Change Considerations in Project Level NEPA Analysis" dated January 13 2009 contains climate change guidance and was provided by Ken Post the Regional Environmental Planner to Reuben Yost (ADOT) after the 2/1/12 scoping meeting. Similarly another document provided to ADOT "Climate Change: Anticipated Effects on Ecosystem Services and Potential Actions by the Alaska Region U.S. Forest Service" (2010) has updated information that may be useful. Lastly the 2008 Tongass Forest Plan includes a discussion of climate change and the Juneau Access analysis could tier to the FEIS for the Forest Plan.	129	U.S. Forest Service
Alternatives	TLRMP	Geotechnical	Minerals Geotechnical evaluations should be conducted to characterize the stability of surficial sedimentary material such as soils along any newly constructed corridors or facilities. Geophysical evaluations should be conducted to understand slip rates and potential magnitudes of impact of a slip along the Chatham Strait reach of the Denali Fault System which runs parallel to proposed road construction in alternative 2B. Results from Geotechnical and Geophysical studies should be synthesized in a singular assessment for the potential impacts of fault slippage on slope stability along proposed construction corridors and proposed facility sites. Geochemical evaluations should be conducted to thoroughly characterize potential wasterock developed from any blasting activities including ledges and tunnels. Geochemical evaluations should include parameters such as acid-generating potential (acid/base accounting) and total metals content. Engineering solutions should refrain from relying on development rock until the engineering suitability and environmental requirements have been satisfied. A permit issued by the Forest Service would be required for any disposal of mineral materials generated during construction. Joseph Manning at the Tongass Minerals Group (907-789-6273; jcmanning@fs.fed.us ) is the point of contact for permitting and questions pertaining to minerals material sales. Coeur Alaska should be included in scoping for any alternatives that may impact their operations at Kensington Gold Mine.	129	U.S. Forest Service
Alternatives	TLRMP	Minerals	Minerals Geotechnical evaluations should be conducted to characterize the stability of surficial sedimentary material such as soils along any newly constructed corridors or facilities. Geophysical evaluations should be conducted to understand slip rates and potential magnitudes of impact of a slip along the Chatham Strait reach of the Denali Fault System which runs parallel to proposed road construction in alternative 2B. Results from Geotechnical and Geophysical studies should be synthesized in a singular assessment for the potential impacts of fault slippage on slope stability along proposed construction corridors and proposed facility sites. Geochemical evaluations should be conducted to thoroughly characterize potential wasterock developed from any blasting activities including ledges and tunnels. Geochemical evaluations should include parameters such as acid-generating potential (acid/base accounting) and total metals content. Engineering solutions should refrain from relying on development rock until the engineering suitability and environmental requirements have been satisfied. A permit issued by the Forest Service would be required for any disposal of mineral materials generated during construction. Joseph Manning at the Tongass Minerals Group (907-789-6273; jcmanning@fs.fed.us ) is the point of contact for permitting and questions pertaining to minerals material sales. Coeur Alaska should be included in scoping for any alternatives that may impact their operations at Kensington Gold Mine.	129	U.S. Forest Service
Alternatives	TLRMP	Mining	Minerals and Geology – 2008 Forest Plan added under MG2 "B. Assure prospectors and claimants their right of ingress and egress granted under the General Mining Law of 1872 Alaska National Interest Lands Conservation Act of 1980 (ANILCA) and National Forest Minerals Regulations under 36 CFR 228." MG2 C. was modified as "C. Permit reasonable access to mining claims leases and material sites and authorization of orderly mineral resource development with the provisions of an approved Plan of Operations in accordance with National Forest Mineral Regulations 36 CFR 228 and FSM 2800.	129	U.S. Forest Service
Alternatives	TLRMP	Recreation	There is a changing demand for ATV use in the area. Illegal use has been occurring into Berners Bay area and we expect it will intensify when the road is built.	129	U.S. Forest Service
Alternatives	TLRMP	Scenery	Scenery - 2008 Forest Plan modified under SCENE1 A. 1. "1. Apply Forest-wide Standards and Guidelines for the Low Scenic Integrity Objective..." SCENE1 3.e. was modified as "e) Requiring roadside cleanup of construction debris and logging slash on all roads receiving general public use or expected to have such future use"	129	U.S. Forest Service
Alternatives	TLRMP	Sensitive Species	The FHWA will need to use an updated Alaska Region Sensitive Species List (approved February 2009). This list is attached (Attachment 2).	129	U.S. Forest Service

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Alternatives	TLRMP	Standards & Guidance	The FHWA will need to determine if there have been any changes to the applicable Forest-wide standards and guidelines.	129	U.S. Forest Service
Alternatives	TLRMP	Threatened & Endangered Species	The FHWA will need to prepare a BE/BA for Threatened and Endangered Species and conduct the appropriate consultation with the USFWS/NMFS especially regarding marine mammal haulouts.	129	U.S. Forest Service
Alternatives	TLRMP	Wildlife	Wildlife – A new Standard and Guideline was added in the 2008 Forest Plan. Wildlife Habitat Planning: WILD1 A. Reduce impacts to wildlife habitat and populations to the extent feasible. 1. Use the habitat needs of Management Indicator Species <sup>1</sup> to evaluate opportunities for wildlife. 2. In the design of projects consider measures that reduce or eliminate electrocution of animals on powerlines prevent road kills and provide for public safety. Footnote 1 - MIS have been updated in the 2008 Forest Plan.	129	U.S. Forest Service
Alternatives	TLRMP	Wildlife	Since there were changes in the 2008 Forest Plan Standards and Guidelines for wildlife the FHWA will need to review the 2006 FEIS alternatives and the new alternative to ensure consistency with the 2008 Forest Plan.	129	U.S. Forest Service
Alternatives	Transportation Connections & Cost		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).	159	Public
Alternatives	Update		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.	123	Public
Alternatives	Update		Based on the information contained in your scoping documents and information presented by the Alaska Department of Transportation and Public Facilities during our February 13 2012 meeting it appears that the currently proposed JAI project may include some modifications to the alignment and/or other components to the previously authorized project by the Corps. The SEIS must clearly distinguish (e.g. red-line drawings) the differences in the currently proposed road alignment from the road alignment evaluated in the FEIS and clearly depict other project changes.	185	U.S. Army Corps of Engineers
Alternatives			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.	123	Public
Alternatives			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.	176	Associated General Contractor of Alaska
Construction Impacts	Invasive Plants		Invasive plants have infested a variety of public and private lands along the road leading to Echo Cove especially in areas where native plant communities have been removed or disturbed by land development activities. These areas include road and utility right-of-ways parking lots yards beaches trail corridors and riparian habitats. Further spread of invasive plants from the proposed project could compromise the native vegetative composition of the surrounding landscape. We recommend that ADOT&PF implement the following actions to help control and prevent the spread of invasive species through project management and contracting. 1. Invasive plant or animal species can be transported on vehicles and in the loads they carry. We recommend cleaning equipment used on the Juneau road system (especially from areas known to support invasive species). Clean equipment by using pressure or steam washing; 2. Early detection and eradication efforts are necessary before invasive species become more widely distributed and abundant. An invasive plant species distribution map for the project area is available at: <a href="http://akweeds.uaa.alaska.edu">http://akweeds.uaa.alaska.edu</a> . This file can be used to display data in geographic form in an earth browser such as Google Earth.	173	U.S. Fish and Wildlife Service

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Construction Impacts	Native Plants		For post-construction planting we recommend using a seed mix that emphasizes native flowering plants beneficial to native pollinators. The increased habitat for pollinators will improve productivity and diversity of beneficial insect populations which provide the food base for many species of wildlife and enhance plant populations. Reasons to establish plants in roadside plantings and soil stabilization work include: • By incorporating native wildflowers in roadside seeding you are providing a reliable food source for native pollinators and helping these important species to thrive; • Many pollinators particularly bees will thrive and move into new areas where there is a continuum of native flowering plants that provide a food source (flowers that produce nectar and pollen that they require); • When flowers are available along a roadside right-of-way bees can disperse greater distances. For example bumblebees can travel 5 kilometers and up to 20 kilometers when foraging; • Small isolated patches of flowers provide food for bees but are not adequate for many species to survive as healthy populations. Just as with other wildlife species bees with larger habitats have less risk of inbreeding which decreases their genetic diversity and puts these species at a greater risk of decline. In addition to establishing native pollinator-friendly plants we also recommend reducing the use of insecticides and timing their use to when pollinators are least active. Time mowing and herbicide use seasonally to minimize impacts to plant species that pollinators rely on for nectar or in the larval stages. In Southeast Alaska numerous native wild flowers can be used for soil stabilization. Some species do not have a commercially available seed source or have seeds that require special treatment prior to seed distribution. Presently six species are pollinator-friendly and commercially available: Wild Iris - Iris setosa Beach fleabane - Senecio pseudoarnica Dwarf fireweed - Chamerion latifolium Jacob's ladder - Polemonium pulcherrimum Beach lovage - Ligusticum scoticum Boreal yarrow - Achillea millefolium var borealis Commercial seed sources for these wild flowers are being developed but are not yet available for two additional species particularly attractive to pollinators: Northern geranium - Geranium erianthum Northern goldenrod - Solidago multiradiata Northern goldenrod - Solidago multiradiata	173	U.S. Fish and Wildlife Service
Construction Impacts	O&M		For post-construction planting we recommend using a seed mix that emphasizes native flowering plants beneficial to native pollinators. The increased habitat for pollinators will improve productivity and diversity of beneficial insect populations which provide the food base for many species of wildlife and enhance plant populations. Reasons to establish plants in roadside plantings and soil stabilization work include: • By incorporating native wildflowers in roadside seeding you are providing a reliable food source for native pollinators and helping these important species to thrive; • Many pollinators particularly bees will thrive and move into new areas where there is a continuum of native flowering plants that provide a food source (flowers that produce nectar and pollen that they require); • When flowers are available along a roadside right-of-way bees can disperse greater distances. For example bumblebees can travel 5 kilometers and up to 20 kilometers when foraging; • Small isolated patches of flowers provide food for bees but are not adequate for many species to survive as healthy populations. Just as with other wildlife species bees with larger habitats have less risk of inbreeding which decreases their genetic diversity and puts these species at a greater risk of decline. In addition to establishing native pollinator-friendly plants we also recommend reducing the use of insecticides and timing their use to when pollinators are least active. Time mowing and herbicide use seasonally to minimize impacts to plant species that pollinators rely on for nectar or in the larval stages. In Southeast Alaska numerous native wild flowers can be used for soil stabilization. Some species do not have a commercially available seed source or have seeds that require special treatment prior to seed distribution. Presently six species are pollinator-friendly and commercially available: Wild Iris - Iris setosa Beach fleabane - Senecio pseudoarnica Dwarf fireweed - Chamerion latifolium Jacob's ladder - Polemonium pulcherrimum Beach lovage - Ligusticum scoticum Boreal yarrow - Achillea millefolium var borealis Commercial seed sources for these wild flowers are being developed but are not yet available for two additional species particularly attractive to pollinators: Northern geranium - Geranium erianthum Northern goldenrod - Solidago multiradiata	173	U.S. Fish and Wildlife Service
Construction Impacts			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.	17	Public
Cost Analysis			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.	41	Public
Cost Analysis			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.	132	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Cultural Resources			Regarding consultation I understand the Federal Highway Administration will be responsible for government-to-government consultation with tribes and government-to-corporation consultation with the Alaska Native corporations. With the presence of significant traditional and cultural sites near the Juneau access points I urge you to consult with Douglas Indian Association (as they have members who are Aak'w Kwaan) Central Council of Tlingit and Haida Indian Tribes of Alaska Sealaska Corporation and Goldbelt Inc. (Goldbelt Inc. has shareholders who are Aak'w Kwaan and they have adjacent lands). With the potential for significant cultural and traditional sites near Haines and Skagway I urge you to also consult the local tribes and the one Alaska Native corporation in that area.	129	U.S. Forest Service
General Marine Ferry Alts	Against	Access	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.	132	Public
General Marine Ferry Alts	Against	Access	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.	132	Public
General Marine Ferry Alts	Against	Capacity	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.	182	Public
General Marine Ferry Alts	Against	Construction Cost	THE COSTS TO BUY MAINTAIN & OPERATE FERRY'S IS WAY TOO EXPENSIVE. LET'S BUILD THE ROAD TO KATZEHIN NOW (ALT. #1).	6	Public
General Marine Ferry Alts	Against	Construction Cost	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.	110	Public
General Marine Ferry Alts	Against	Construction Cost	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.	95	Public
General Marine Ferry Alts	Against	Convenience	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.	16	Public
General Marine Ferry Alts	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 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.	68	Public
General Marine Ferry Alts	Against	Convenience	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.	132	Public
General Marine Ferry Alts	Against	Convenience	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.	182	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Against	Cost	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.	16	Public
General Marine Ferry Alts	Against	Cost	The cost of ferry travel is prohibitive and normal families and the State of Alaska cannot afford any of the options in Alternative 4.	18	Public
General Marine Ferry Alts	Against	Cost	I have ridden the ferries from Juneau to HainesSkagway 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.	19	Public
General Marine Ferry Alts	Against	Cost	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 timebased 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.	37	Public
General Marine Ferry Alts	Against	Cost	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.	38	Public
General Marine Ferry Alts	Against	Cost	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.	71	Public
General Marine Ferry Alts	Against	Cost	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 fuels 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 wth private enterprises.	93	Associated General Contractor of Alaska
General Marine Ferry Alts	Against	Cost	Cost to the Traveling 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.	93	Associated General Contractor of Alaska
General Marine Ferry Alts	Against	Cost	While I do not think that support for this road and support for a viable marine highway system are mutually exclusive transportatioan on the AMHS has become more and more expensive and as such is far less accessable to middle income Alaskans.	94	Public
General Marine Ferry Alts	Against	Cost	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.	68	Public
General Marine Ferry Alts	Against	Cost	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.	122	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Against	Cost	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.	132	Public
General Marine Ferry Alts	Against	Cost	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.	132	Public
General Marine Ferry Alts	Against	Cost	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.	132	Public
General Marine Ferry Alts	Against	Cost	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.	182	Public
General Marine Ferry Alts	Against	Efficiency	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.	132	Public
General Marine Ferry Alts	Against	Environmental	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.	16	Public
General Marine Ferry Alts	Against	Environmental	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.	182	Public
General Marine Ferry Alts	Against	Environmental	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.	95	Public
General Marine Ferry Alts	Against	Ferry Design	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.	74	Public
General Marine Ferry Alts	Against	Ferry Design	No more FVFs' !	87	Public
General Marine Ferry Alts	Against	Ferry Design	No more FVFs' !	87	Public
General Marine Ferry Alts	Against	Ferry Design	New fast ferries are not reliable in our climate and rough seas.	146	Public
General Marine Ferry Alts	Against	Fuel Utilization	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.	182	Public
General Marine Ferry Alts	Against	Funding Source	Another drawback to ferries is the question of receiving adequate funding from the legislature in the future in light of state budget deficits.	182	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Against	O&M Cost	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.	16	Public
General Marine Ferry Alts	Against	O&M Cost	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.	92	Public
General Marine Ferry Alts	Against	O&M Cost	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.	110	Public
General Marine Ferry Alts	Against	O&M Cost	I do not support any road option due to the frequent closures from avalanche costs in building and maintenance and impact to wild lands.	146	Public
General Marine Ferry Alts	Against	O&M Cost	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.	182	Public
General Marine Ferry Alts	Against	O&M Cost	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.	176	Associated General Contractor of Alaska
General Marine Ferry Alts	Against	O&M Cost	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.	95	Public
General Marine Ferry Alts	Against	Reliability	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.	18	Public
General Marine Ferry Alts	Against	Reliability	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 timebased 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.	37	Public
General Marine Ferry Alts	Against	Reliability	Lack of reliability of the ferry system: Just this week two trips north from Juneau were cancelled one for weather one for mechanical difficulties.	132	Public
General Marine Ferry Alts	Against	Reliability	Finally ferries are not reliable as shown by the numerous cancellations and delays lately caused by mechanical problems and weather.	182	Public
General Marine Ferry Alts	Against	Safety	Fast ferries have proved vulnerable in any heavy water.	17	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Against	Safety	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.	71	Public
General Marine Ferry Alts	Against	Schedule	I have ridden the ferries from Juneau to HainesSkagway 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.	19	Public
General Marine Ferry Alts	Against	Schedule	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.	132	Public
General Marine Ferry Alts	Against	Schedule	5) The present all ferry system make it hard for locals to obtain reservations unless plans are made well in advance so it almost seems tp be a system for tourists.	135	Public
General Marine Ferry Alts	Against	Service	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 timebased 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.	37	Public
General Marine Ferry Alts	Against	Service	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.	92	Public
General Marine Ferry Alts	Against	Service	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.	68	Public
General Marine Ferry Alts	Against	Socioeconomic	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.	122	Public
General Marine Ferry Alts	Against	Socioeconomic	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.	132	Public
General Marine Ferry Alts	Against	Subsidized Cost	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.	110	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Against	Transportation Connections & 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.	43	Public
General Marine Ferry Alts	Against		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 stirling.	59	Public
General Marine Ferry Alts	AMHS System Analysis	Cost Analysis	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.	99	Skagway Marine Access Commission
General Marine Ferry Alts	AMHS System Analysis		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.	99	Skagway Marine Access Commission
General Marine Ferry Alts	AMHS System Analysis		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.	99	Skagway Marine Access Commission
General Marine Ferry Alts	AMHS System Analysis		AKDOT hire an outside economic firm to perform a price elasticity study for the AMHS with regard to tariffs and demand. • Incorporate and investigate tariff modification recommendations outlined in the AMHS Tariff study by Northern Economics Inc. (2008). • Include the AMHS staff (staff traffic planner scheduler and business staff) in the development of possible vessel deployment and scheduling matrices.	99	Skagway Marine Access Commission
General Marine Ferry Alts	AMHS System Analysis		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.	99	Skagway Marine Access Commission
General Marine Ferry Alts	AMHS System Analysis		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".	106	Public
General Marine Ferry Alts	AMHS System Analysis		• All marine deployments must take into account impacts on other communities in Southeast Alaska.	128	Haines Borough
General Marine Ferry Alts	AMHS System Analysis		• All marine deployments must take into account impacts on other communities in Southeast Alaska.	128	Municipality of Skagway
General Marine Ferry Alts	AMHS System Analysis		• All marine deployments must take into account impacts on other communities in Southeast Alaska.	128	City & Borough of Juneau

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	AMHS System Analysis		We note that current marine transportation alternatives described in the Supplemental Environmental Impact Statement are not adequately integrated and do not present an informed set of reasonable alternatives for utilizing the assets of the Alaska Marine Highway System. For example deployment of the vessels as envisioned in the new Alternative 1B likely has a negative impact on existing transportation access to the community of Sitka.1 [1 As part of a comprehensive vessel deployment analysis the department could consider seasonally basing an existing traditional vessel like the M/V Malaspina in one of the northern Lynn Canal communities and operating another traditional vessel seasonally from Auke Bay] In short we ask the department to review all possible combinations of vessels in service between Skagway Haines and Juneau taking into account impacts on other communities. Once this evaluation is complete an optimal marine alternative can then be compared to various road alternatives and the department can reach a reasoned decision on how best to serve the public and communities of Alaska.	128	Haines Borough
General Marine Ferry Alts	AMHS System Analysis		We note that current marine transportation alternatives described in the Supplemental Environmental Impact Statement are not adequately integrated and do not present an informed set of reasonable alternatives for utilizing the assets of the Alaska Marine Highway System. For example deployment of the vessels as envisioned in the new Alternative 1B likely has a negative impact on existing transportation access to the community of Sitka.1 [1 As part of a comprehensive vessel deployment analysis the department could consider seasonally basing an existing traditional vessel like the M/V Malaspina in one of the northern Lynn Canal communities and operating another traditional vessel seasonally from Auke Bay] In short we ask the department to review all possible combinations of vessels in service between Skagway Haines and Juneau taking into account impacts on other communities. Once this evaluation is complete an optimal marine alternative can then be compared to various road alternatives and the department can reach a reasoned decision on how best to serve the public and communities of Alaska.	128	Municipality of Skagway
General Marine Ferry Alts	AMHS System Analysis		We note that current marine transportation alternatives described in the Supplemental Environmental Impact Statement are not adequately integrated and do not present an informed set of reasonable alternatives for utilizing the assets of the Alaska Marine Highway System. For example deployment of the vessels as envisioned in the new Alternative 1B likely has a negative impact on existing transportation access to the community of Sitka.1 [1 As part of a comprehensive vessel deployment analysis the department could consider seasonally basing an existing traditional vessel like the M/V Malaspina in one of the northern Lynn Canal communities and operating another traditional vessel seasonally from Auke Bay] In short we ask the department to review all possible combinations of vessels in service between Skagway Haines and Juneau taking into account impacts on other communities. Once this evaluation is complete an optimal marine alternative can then be compared to various road alternatives and the department can reach a reasoned decision on how best to serve the public and communities of Alaska.	128	City & Borough of Juneau
General Marine Ferry Alts	AMHS System Analysis		There needs to be an alternative with new and improved AMHS assets leading to regular reliable affordable ferry service. Road to Kathehein is unacceptable.	137	Public
General Marine Ferry Alts	AMHS System Analysis		Add a boat or two to the Ferry System and call it good.	143	Public
General Marine Ferry Alts	AMHS System Analysis		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 outeast Alaska communities. The other four marine options in the SEIS (4A-D) are a cluttered smokescreen to avoid doing a combined marine option assessment.	178	Citizens Recommending Alternative Planning
General Marine Ferry Alts	AMHS System Analysis		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.	178	Citizens Recommending Alternative Planning

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	AMHS System Analysis		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.	178	Citizens Recommending Alternative Planning
General Marine Ferry Alts	Convenience		If we dumped \$400 million into the ferry system we'd have a flexible versatile and efficient transportation system.	4	Public
General Marine Ferry Alts	Cost	Schedule	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.	77	Public
General Marine Ferry Alts	Cost		Building the road may encourage people to drive a lot more leaving the ferries empty. This could render some of these expensive assets obsolete.	1	Public
General Marine Ferry Alts	Cost		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.	53	Public
General Marine Ferry Alts	Cost		I have not made more trips because the ferry is too expensive for me.	131	Public
General Marine Ferry Alts	Cost		From a long term standpoint the cost of Ferry replacement maintenance salaries and Pensions will far outweigh the expense of a road.	139	Public
General Marine Ferry Alts	Cost Analysis		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.	45	Lynn Canal Conservation Inc
General Marine Ferry Alts	Cost Analysis		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.	98	Public
General Marine Ferry Alts	Cost 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.	99	Skagway Marine Access Commission

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Cost Analysis		The costs / benefits / limitations / advantages of marine options need to be compared to reasonable costs and facts regarding east side road options	105	Public
General Marine Ferry Alts	Efficiency		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 SGYHNS-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.	53	Public
General Marine Ferry Alts	Efficiency		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.	164	Public
General Marine Ferry Alts	Environmental		The EIS neglects to address in any form the environmental consequences of creating a new remote port in the navigable waters of Alaska.	99	Skagway Marine Access Commission
General Marine Ferry Alts	Evaluation	Cost 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.)	99	Skagway Marine Access Commission
General Marine Ferry Alts	Evaluation	Cost Analysis	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?	99	Skagway Marine Access Commission
General Marine Ferry Alts	Evaluation	Routing	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.)	99	Skagway Marine Access Commission
General Marine Ferry Alts	Evaluation	Routing	I support the traditional ferry routes and the summer day boat. These have proven reliable and efficient.	184	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Evaluation	Service	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.)	99	Skagway Marine Access Commission
General Marine Ferry Alts	Evaluation	Tolls	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?	99	Skagway Marine Access Commission
General Marine Ferry Alts	Evaluation		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:	147	Public
General Marine Ferry Alts	Facilities		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.	164	Public
General Marine Ferry Alts	Ferry Design	Capacity	Fast ferries are unreliable for Lynn canal in the winter. Teh Fairweather run between Auke bay Haines and Skagway is cancelled a lot in the winter due to weather. Fast Ferries seem to have more break down burn a lot more fuel & carry less passengers and cars.	166	Public
General Marine Ferry Alts	Ferry Design	Marine Birds	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.	79	Juneau Audubon Society
General Marine Ferry Alts	Ferry Design	O&M Costs	Fast ferries are unreliable for Lynn canal in the winter. Teh Fairweather run between Auke bay Haines and Skagway is cancelled a lot in the winter due to weather. Fast Ferries seem to have more break down burn a lot more fuel & carry less passengers and cars.	166	Public
General Marine Ferry Alts	Ferry Design	Reliability	Fast ferries are unreliable for Lynn canal in the winter. Teh Fairweather run between Auke bay Haines and Skagway is cancelled a lot in the winter due to weather. Fast Ferries seem to have more break down burn a lot more fuel & carry less passengers and cars.	166	Public
General Marine Ferry Alts	Ferry Design		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.	53	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Ferry Design		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?	53	Public
General Marine Ferry Alts	Ferry Design		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.	53	Public
General Marine Ferry Alts	Ferry Design		I recommend alternative 1B - with ACF ferry adapted to load and unload from both sides making turnarounds quicker.	91	Public
General Marine Ferry Alts	Ferry Design		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?	76	Public
General Marine Ferry Alts	Ferry Design		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.	77	Public
General Marine Ferry Alts	Ferry Design		I hope new ferry designs are fuel efficient and capable of carrying containerized goods as well as private vehicles.	97	Public
General Marine Ferry Alts	Ferry Design		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.	79	Juneau Audubon Society
General Marine Ferry Alts	Ferry Design		I do not support the construction of new ACFs but would prefer that the existing ferries be maintained.	80	Public
General Marine Ferry Alts	Ferry Design		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.	69	Public
General Marine Ferry Alts	Ferry Design		Maintaining our existing fleet is far more desirable.	81	Public
General Marine Ferry Alts	Ferry Design		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.	89	Public
General Marine Ferry Alts	Ferry Design		Ferry service is the most practical alternative over building a road to access a town of 30000 people. Conventional monohull shuttles offer the most consistent service in the common types of weather here in Southeast.	113	Public
General Marine Ferry Alts	Ferry Design		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).	105	Public
General Marine Ferry Alts	Ferry Design		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.	118	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Ferry Design		(c) shuttle ferries unable to perform in typical non-summer sea/wind conditions The AMHS Fast Vehicle Ferry MIV 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.	183	Public
General Marine Ferry Alts	Ferry Design		(c) shuttle ferries unable to perform in typical non-summer sea/wind conditions The AMHS Fast Vehicle Ferry MIV 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.	183	Public
General Marine Ferry Alts	Ferry Design		I support the building of LeConte class ferries---and not fast ferries which have not proven successful in Lynn Canal.	184	Public
General Marine Ferry Alts	Ferry Design		Hopefully when the older ferries are replaced we will not loose care/vehicle space.	166	Public
General Marine Ferry Alts	Ferry Home Port		7) Base a ferry for the Skagway-Haines-Juneau run in Skagway so that it is possible to make a roundtrip 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.	77	Public
General Marine Ferry Alts	Fuel Utilization		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.	79	Juneau Audubon Society
General Marine Ferry Alts	Funding Source		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.	53	Public
General Marine Ferry Alts	Homeland Security		The EIS neglects to address any of Homeland Security's maritime security requirements and their associated costs. 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.	99	Skagway Marine Access Commission
General Marine Ferry Alts	O&M Cost		THE COSTS TO BUY MAINTAIN & OPERATE FERRY'S IS WAY TOO EXPENSIVE. LET'S BUILD THE ROAD TO KATZEHIN NOW (ALT. #1).	6	Public
General Marine Ferry Alts	O&M Cost		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.	53	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	O&M Cost		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.	104	Sierra Club
General Marine Ferry Alts	O&M Cost		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. 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.	121	Public
General Marine Ferry Alts	O&M Cost		From a long term standpoint the cost of Ferry replacement maintenance salaries and Pensions will far outweigh the expense of a road.	139	Public
General Marine Ferry Alts	Reliability		6) The Haines economy depends on reliable people movement through town year-around. The ferry is the most reliable way to do this.	77	Public
General Marine Ferry Alts	Reliability		<ul style="list-style-type: none"> <li>All marine transportation must be safe predictable and available on a regular basis taking into account seasonal differences in demand.</li> </ul>	128	Haines Borough
General Marine Ferry Alts	Reliability		<ul style="list-style-type: none"> <li>All marine transportation must be safe predictable and available on a regular basis taking into account seasonal differences in demand.</li> </ul>	128	Municipality of Skagway
General Marine Ferry Alts	Reliability		<ul style="list-style-type: none"> <li>All marine transportation must be safe predictable and available on a regular basis taking into account seasonal differences in demand.</li> </ul>	128	City & Borough of Juneau
General Marine Ferry Alts	Reliability		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.	183	Public
General Marine Ferry Alts	Reliability		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.	183	Public
General Marine Ferry Alts	Safety		<ul style="list-style-type: none"> <li>All marine transportation must be safe predictable and available on a regular basis taking into account seasonal differences in demand.</li> </ul>	128	Haines Borough
General Marine Ferry Alts	Safety		<ul style="list-style-type: none"> <li>All marine transportation must be safe predictable and available on a regular basis taking into account seasonal differences in demand.</li> </ul>	128	Municipality of Skagway
General Marine Ferry Alts	Safety		<ul style="list-style-type: none"> <li>All marine transportation must be safe predictable and available on a regular basis taking into account seasonal differences in demand.</li> </ul>	128	City & Borough of Juneau
General Marine Ferry Alts	Schedule		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.	1	Public
General Marine Ferry Alts	Schedule		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.	2	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Schedule		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.	51	Public
General Marine Ferry Alts	Schedule		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 SGYHNS-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.	53	Public
General Marine Ferry Alts	Schedule		It would be great if the ferry's arrived and departed at times that were more convenient.	61	Public
General Marine Ferry Alts	Schedule		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.	43	Public
General Marine Ferry Alts	Schedule		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.)	99	Skagway Marine Access Commission
General Marine Ferry Alts	Schedule		<ul style="list-style-type: none"> <li>All marine transportation must be safe predictable and available on a regular basis taking into account seasonal differences in demand.</li> </ul>	128	Haines Borough
General Marine Ferry Alts	Schedule		<ul style="list-style-type: none"> <li>All marine transportation must be safe predictable and available on a regular basis taking into account seasonal differences in demand.</li> </ul>	128	Municipality of Skagway
General Marine Ferry Alts	Schedule		<ul style="list-style-type: none"> <li>All marine transportation must be safe predictable and available on a regular basis taking into account seasonal differences in demand.</li> </ul>	128	City & Borough of Juneau
General Marine Ferry Alts	Schedule		<ul style="list-style-type: none"> <li>Address qualitative and quantitative improvements in the level of ferry service in the Lynn Canal corridor with special attention to regular and predictable daily ferry service particularly in the summer and shoulder seasons when demand is highest.</li> </ul>	128	Haines Borough

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Schedule		• Address qualitative and quantitative improvements in the level of ferry service in the Lynn Canal corridor with special attention to regular and predictable daily ferry service particularly in the summer and shoulder seasons when demand is highest.	128	Municipality of Skagway
General Marine Ferry Alts	Schedule		• Address qualitative and quantitative improvements in the level of ferry service in the Lynn Canal corridor with special attention to regular and predictable daily ferry service particularly in the summer and shoulder seasons when demand is highest.	128	City & Borough of Juneau
General Marine Ferry Alts	Schedule		I urge you to keep the schedule simple & route ferries JNU/HNS/USKG/HNS/JNU instead of more boats & additional costs with individual routes.	146	Public
General Marine Ferry Alts	Service		I hope the various alternatives discussed in the DSEIS do not reduce ferry service to the other ports in SE Alaska.	27	Public
General Marine Ferry Alts	Service		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 SGYHNS-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.	53	Public
General Marine Ferry Alts	Service		First as I'm sure you are aware Sitka is very appreciative of service to Sitka by the Fast Vehicle Ferry (FVF). This ferry was developed specifically as the "Sitka Shuttle" to permit efficient access between Juneau and Sitka in only five hours rather than the 15 hour slow ferries and avoid the Sergius Narrows tidal limitations. It has been successfully serving Sitka for several years during the summer season and we would like to see it expanded to serve Sitka in the winter season as well.	125	City and Borough of Sitka
General Marine Ferry Alts	Service		• Address qualitative and quantitative improvements in the level of ferry service in the Lynn Canal corridor with special attention to regular and predictable daily ferry service particularly in the summer and shoulder seasons when demand is highest.	128	Haines Borough
General Marine Ferry Alts	Service		• Address qualitative and quantitative improvements in the level of ferry service in the Lynn Canal corridor with special attention to regular and predictable daily ferry service particularly in the summer and shoulder seasons when demand is highest.	128	Municipality of Skagway
General Marine Ferry Alts	Service		• Address qualitative and quantitative improvements in the level of ferry service in the Lynn Canal corridor with special attention to regular and predictable daily ferry service particularly in the summer and shoulder seasons when demand is highest.	128	City & Borough of Juneau
General Marine Ferry Alts	Socioeconomic		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.	17	Public
General Marine Ferry Alts	Socioeconomic		6) The Haines economy depends on reliable people movement through town year-around. The ferry is the most reliable way to do this.	77	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Socioeconomic		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.	97	Public
General Marine Ferry Alts	Socioeconomic		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.	89	Public
General Marine Ferry Alts	Support	Convenience	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.	108	Public
General Marine Ferry Alts	Support	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.	12	Public
General Marine Ferry Alts	Support	Cost	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.	21	Public
General Marine Ferry Alts	Support	Cost	I support marine alternatives as the most cost effective and beneficial to the entire Southeast region	23	Public
General Marine Ferry Alts	Support	Cost	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.	65	Public
General Marine Ferry Alts	Support	Cost	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.	85	Public
General Marine Ferry Alts	Support	Cost	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.	86	Public
General Marine Ferry Alts	Support	Cost	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.	108	Public
General Marine Ferry Alts	Support	Cost	I am astounded that DOT continues to promote this "improvement"! Those of us who have lived in Juneau a long time (30+years) 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!	161	Public
General Marine Ferry Alts	Support	Efficiency	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.	117	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Support	Environmental	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.	65	Public
General Marine Ferry Alts	Support	Ferry Design	And as an aside my overall impression is monohull vessels are more durable more seaworthy and more cost effective than the FVF vessels.	27	Public
General Marine Ferry Alts	Support	Ferry Design	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.	69	Public
General Marine Ferry Alts	Support	Ferry Design	The addition of the Alaska Class Ferries into the System will adequately address the needs of Lynn Canal	102	Public
General Marine Ferry Alts	Support	Ferry Design	I also support better funding for both maintenance of existing ferries and construction of new Alaska Class Ferries that could serve Lynn Canal.	90	Public
General Marine Ferry Alts	Support	Privatization	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.	27	Public
General Marine Ferry Alts	Support	Recreation	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?	159	Public
General Marine Ferry Alts	Support	Reliability	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.	117	Public
General Marine Ferry Alts	Support	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.	118	Public
General Marine Ferry Alts	Support	Reliability	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.	108	Public
General Marine Ferry Alts	Support	Reliability	Ferries go all the way. Let me elaborate. The ferry system is a safe and reliable transportation system. Upper Lynn Canal is a wild and scenic fiord. A big part of that beauty is there is no road. I think visitors enjoy the uniqueness fo southeast Alaska with it's ferries and lack of roads everywhere. I know locals also enjoy it.	166	Public
General Marine Ferry Alts	Support	Safety	I feel the best improvements and safest way to get in and out of Juneau are to improve the ferry system.	100	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Support	Safety	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.	118	Public
General Marine Ferry Alts	Support	Safety	Ferries go all the way. Let me elaborate. The ferry system is a safe and reliable transportation system. Upper Lynn Canal is a wild and scenic fiord. A big part of that beauty is there is no road. I think visitors enjoy the uniqueness fo southeast Alaska with it's ferries and lack of roads everywhere. I know locals also enjoy it.	166	Public
General Marine Ferry Alts	Support	Safety	The ferry system has been a most precious gift to SouthEast. Our geography doesn't suit roads well. Safety is my highest consideration. Currently the ferry can handle groups of school kids traveling for sports music drama debate.... safely and with time for homework or just sleep (or yes socializing). The adults are not sleep-deprived vs driving the long road with a bunch of teens in the car. We all know the statistics on auto accidents. They are guaranteed to happen.	167	Public
General Marine Ferry Alts	Support	Schedule	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.	24	Public
General Marine Ferry Alts	Support	Schedule	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.	24	Public
General Marine Ferry Alts	Support	Service	ferry to be part of the road--after all it is the MARINE HIGHWAY. I use the ferry quite a bit and have never felted limited by it's services. In fact it is often a highlight of our trips.	62	Public
General Marine Ferry Alts	Support	Service	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.	97	Public
General Marine Ferry Alts	Support	Service	Improved ferry system would be a plus.	101	Public
General Marine Ferry Alts	Support	Service	A majority of citizens in the Upper Lynn Canal communities have repeatedly asked for continued or improved ferry service over a road.	102	Public
General Marine Ferry Alts	Support	Service	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.	103	Public
General Marine Ferry Alts	Support	Service	As it is I'm happy with the ferry service I've been using since the 70's.	179	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Support	Socioeconomic	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.	60	Southeast Alaska Conservation Council
General Marine Ferry Alts	Support	Socioeconomic	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.	69	Public
General Marine Ferry Alts	Support	Socioeconomic	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.	159	Public
General Marine Ferry Alts	Support	Transportation Needs	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.	53	Public
General Marine Ferry Alts	Support	Transportation Needs	A combination of ferry and air service should be our priority. Southeasterners live by the water. The Ferry system is the best tool for our region (just like skin boats are the best technology for the Bering Strait where modern aluminum boats can be leathal).	167	Public
General Marine Ferry Alts	Support	Visual	Ferries go all the way. Let me elaborate. The ferry system is a safe and reliable transportation system. Upper Lynn Canal is a wild and scenic fiord. A big part of that beauty is there is no road. I think visitors enjoy the uniqueness fo southeast Alaska with it's ferries and lack of roads everywhere. I know locals also enjoy it.	166	Public
General Marine Ferry Alts	Support		improved ferry service no road.	28	Public
General Marine Ferry Alts	Support		One of the enhanced ferry alternatives make sense to me.	51	Public
General Marine Ferry Alts	Support		Thank you for asking the opinions of Skagway residents. I would like to see an improved ferry service or no action.	35	Public
General Marine Ferry Alts	Support		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.	40	Public
General Marine Ferry Alts	Support		What I would like to see is improved ferry service	61	Public
General Marine Ferry Alts	Support		Improved ferry service is the only thing I would like to see.	63	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Support		Let's stick with the ferry.	64	Public
General Marine Ferry Alts	Support		I strongly oppose a road north out of Juneau and encourage the SEIS to focus on the best Marine Highway alternatives.	72	Public
General Marine Ferry Alts	Support		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.	74	Public
General Marine Ferry Alts	Support		First of all I favor only marine alternatives.	76	Public
General Marine Ferry Alts	Support		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.	98	Public
General Marine Ferry Alts	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.	67	Public
General Marine Ferry Alts	Support		The ferry system is a great way to travel up or down the Lynn Canal. I do not want this road built.	88	Public
General Marine Ferry Alts	Support		Heck two ferries still cheaper and safer than a road.	115	Public
General Marine Ferry Alts	Support		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.	106	Public
General Marine Ferry Alts	Support		Improved ferry service is vital.	145	Public
General Marine Ferry Alts	Terminal Location	Convenience	Arriving out to Benrens Bay just to get on the ferry is not inviting	134	Public
General Marine Ferry Alts	Terminal Location	Convenience	Auke bay is far enough away from the aiport and downtown; to use Barnes Bay for a terminal is even more incovenient (unless you are a taxi driver or take a care onboard).	146	Public
General Marine Ferry Alts	Terminal Location	Convenience	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.	162	Public
General Marine Ferry Alts	Terminal Location		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.	53	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Terminal Location		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.	77	Public
General Marine Ferry Alts	Terminal Location		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.	97	Public
General Marine Ferry Alts	Terminal Location		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).	105	Public
General Marine Ferry Alts	Transportation Connections & Cost		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!	61	Public
General Marine Ferry Alts	Transportation Connections & Cost		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.	43	Public
General Marine Ferry Alts	Transportation Connections & Cost		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.	76	Public
General Marine Ferry Alts	Transportation Connections & Cost		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-apples cost 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.	98	Public
General Marine Ferry Alts	Transportation Connections & Cost		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?	123	Public
General Marine Ferry Alts	Transportation Connections & Cost		I notice that there are some ferry options which eliminate service at 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 further out the road would seem to eliminate service for those travelers unless a reasonable shuttle service were made available.	134	Public
General Marine Ferry Alts	Transportation Connections & Cost		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 added distance to the ferry terminal would have a significant impact or simply put ferry service out of reach for some travelers.	134	Public
General Marine Ferry Alts	Transportation Needs		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.	79	Juneau Audubon Society

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Marine Ferry Alts	Travel Demand		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.	45	Lynn Canal Conservation Inc
General Marine Ferry Alts	Travel Demand		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.	45	Lynn Canal Conservation Inc
General Marine Ferry Alts	Update		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?	123	Public
General Project	Evaluation	Consistency Review	On behalf of the City and Borough of Juneau based on our review of the current proposed alignment and information provided by DOT it does not appear that another CBJ consistency review would be required. However we will make that determination after the environmental process has been completed. After the final alignment has been determined DOT should submit information to the CBJ Community Development Department demonstrating that changes in road alignment will result in reduced environmental impacts. Thank you for providing the opportunity to comment.	175	City & Borough of Juneau
General Project	Evaluation		Section 309 specifically directs the EPA to review and comment in writing on environmental impacts associated with all major federal actions. Our review authorities under Section 309 are independent of our responsibilities as a Cooperating Agency for this EIS. As with the previous EISs our review of the revised SEIS will consider not only the expected environmental impacts of the project but also the adequacy of the EIS in meeting the public disclosure requirements of NEPA. We have enclosed a copy of EPA's Section 309 Review: The Clean Air Act and NEPA which provides further elaboration of our EIS review responsibilities (Enclosure 1).	126	EPA
General Project	Evaluation		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.	178	Citizens Recommending Alternative Planning
General Project	Homeland Security		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).	99	Skagway Marine Access Commission
General Project	Information Request		Please send me a notification when documents are available for comment. I will select which documents I wish to get copies of. Thank you.	144	Public
General Project	Support		I strongly favor this Juneau access project.	165	Public
General Project			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)	99	Skagway Marine Access Commission
General Project			When is the sewer arriving @ North Dome? How much will it cost?	140	Public
General Road	Against	Access	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.	108	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	Birds	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. Artic terns utilize Pyramid Island as a summer nesting area.	77	Public
General Road	Against	Construction Cost	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.	24	Public
General Road	Against	Construction Cost	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.	24	Public
General Road	Against	Construction Cost	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.	43	Public
General Road	Against	Construction Cost	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.	56	Public
General Road	Against	Construction Cost	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!	62	Public
General Road	Against	Construction Cost	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.	77	Public
General Road	Against	Construction Cost	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 then 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.	85	Public
General Road	Against	Construction Cost	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 then 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.	86	Public
General Road	Against	Construction Cost	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.	90	Public
General Road	Against	Construction Cost	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.	114	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	Construction Cost	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. 2. Safety is a huge issue with the proposed road along Lynn Canal which traverses rugged terrain and numerous avalanche paths that spill tons and tons of snow down to the water's edge. Maintenance costs would be astronomical while the sane would opt to stay home rather than put their lives at stake driving to Juneau.	120	Public
General Road	Against	Construction Cost	I do not support any road option due to the frequent closures from avalanche costs in building and maintenance and impact to wild lands.	146	Public
General Road	Against	Convenience	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.	61	Public
General Road	Against	Cost	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	21	Public
General Road	Against	Cost	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.	29	Public
General Road	Against	Cost	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.	31	Public
General Road	Against	Cost	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.	39	Public
General Road	Against	Cost	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.	40	Public
General Road	Against	Cost	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.	54	Public
General Road	Against	Cost	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.	74	Public
General Road	Against	Cost	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.	77	Public
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.	98	Public
General Road	Against	Cost	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.	100	Public
General Road	Against	Cost	Thank you for the opportunity to voice my concerns. PLEASE don't build a dangerous expensive road.	65	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	Cost	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	81	Public
General Road	Against	Cost	No road! Just improve our ferry service! The ferry is what makes S.E. Alaska special a new conventional ferry would be great.	115	Public
General Road	Against	Cost	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.	116	Public
General Road	Against	Cost	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.	117	Public
General Road	Against	Cost	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.	118	Public
General Road	Against	Cost	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.	108	Public
General Road	Against	Cost	I think a road would be too expensiveand too dangerous (slides & avalanches)	136	Public
General Road	Against	Cost	I am astounded that DOT continues to promote this "improvement"! Those of us who have lived in Juneau a long time (30+years) appreciate the ferry system and don't see the improvement or cost/benefit of extednign 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 expect for DOT employees and companies who would benefit from the construction work on new services provided. Please stop wasting our money and your time!	161	Public
General Road	Against	Cost	I can't see how you could claim that it wouldn't irreparably damage a Largly pristine environment to run a costly hyway there.	179	Public
General Road	Against	Environmental	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.	72	Public
General Road	Against	Environmental	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.	97	Public
General Road	Against	Environmental	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.	88	Public
General Road	Against	Environmental	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.	89	Public
General Road	Against	Environmental	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.	117	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	Environmental	I am astounded that DOT continues to promote this "improvement"! Those of us who have lived in Juneau a long time (30+years) appreciate the ferry system and don't see the improvement or cost/benefit of extednign 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 expect for DOT employees and companies who would benefit from the construction work on new services provided. Please stop wasting our money and your time!	161	Public
General Road	Against	Environmental	Please do what you can to stop the Juneau road north up lynn cannal. That would desiccate the fantastic wilderness area that I've aprecieated for almost 30 years.	179	Public
General Road	Against	Environmental	I can't see how you could claim that it wouldn't irreparibly damage a Largly pristine environment to run a costly hyway there.	179	Public
General Road	Against	Funding Source	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.	90	Public
General Road	Against	Geotechnical	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.	72	Public
General Road	Against	Geotechnical	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.	74	Public
General Road	Against	Geotechnical	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.	117	Public
General Road	Against	Geotechnical	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. 2. Safety is a huge issue with the proposed road along Lynn Canal which traverses rugged terrain and numerous avalanche paths that spill tons and tons of snow down to the water's edge. Maintainence costs would be astronomical while the sane would opt to stay home rather than put their lives at stake driving to Juneau.	120	Public
General Road	Against	Geotechnical	I think a road would be too expensiveand too dangerous (slides & avalanches)	136	Public
General Road	Against	Geotechnical	I do not support any road option due to the frequent closures from avalanche costs in building and maintainence and impact to wild lands.	146	Public
General Road	Against	Geotechnical	(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.)	183	Public
General Road	Against	Geotechnical	(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.)	183	Public
General Road	Against	Geotechnical	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.	162	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	Geotechnical	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.	164	Public
General Road	Against	Geotechnical	There are also too many avalanche and slide paths for a road in Lynn canal.	166	Public
General Road	Against	Geotechnical	The ferry system has been a most precious gift to SouthEast. Our geography doesn't suit roads well. Safety is my highest consideration. Currently the ferry can handle groups of school kids traveling for sports music drama debate.... safely and with time for homework or just sleep (or yes socializing). The adults are not sleep-deprived vs driving the long road with a bunch of teens in the car. We all know the statistics on auto accidents. They are guaranteed to happen.	167	Public
General Road	Against	Geotechnical	Add that to significant distances in wilderness landscape with no service for tire blow-outs animals in the headlights unexpected landslide or avalanche dozing at the wheel weather conditions (especially in winter) We will have no control over a DWI driver. The road adds significant stress to any chaperone. Give us the TIME (in this world of rush) that the ferry safely provides.	167	Public
General Road	Against	Marine & Andromous Fish & Shellfish	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?	120	Public
General Road	Against	Marine Mammals	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. Artic terns utilize Pyramid Island as a summer nesting area.	77	Public
General Road	Against	Marine Mammals	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?	120	Public
General Road	Against	O&M Cost	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.	24	Public
General Road	Against	O&M Cost	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.	24	Public
General Road	Against	O&M Cost	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.	26	Public
General Road	Against	O&M Cost	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.	43	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	O&M Cost	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.	56	Public
General Road	Against	O&M Cost	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!	62	Public
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.	72	Public
General Road	Against	O&M Cost	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.	77	Public
General Road	Against	O&M Cost	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.	77	Public
General Road	Against	O&M Cost	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	65	Public
General Road	Against	O&M Cost	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 then 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.	85	Public
General Road	Against	O&M Cost	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 then 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.	86	Public
General Road	Against	O&M Cost	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.	89	Public
General Road	Against	O&M Cost	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.	90	Public
General Road	Against	O&M Cost	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.	114	Public
General Road	Against	O&M Cost	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.	116	Public
General Road	Against	O&M Cost	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.	117	Public
General Road	Against	O&M Cost	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. 2. Safety is a huge issue with the proposed road along Lynn Canal which traverses rugged terrain and numerous avalanache paths that spill tons and tons of snow down to the water's edge. Maintainence costs would be astronomical while the sane would opt to stay home rather than put their lives at stake driving to Juneau.	120	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	O&M Cost	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 oroject is big when most in government talk of cutting cost. The yearly maintenance would be huge look at the snow problems this yesr. The future may not want to pay for these costs.	143	Public
General Road	Against	O&M Cost	Just the winter management of the Hyway alone makes it expensive and Hazardous. People that feel the need to be more road conected are free to live other places.	179	Public
General Road	Against	Reliability	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.	31	Public
General Road	Against	Reliability	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.	77	Public
General Road	Against	Reliability	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.	98	Public
General Road	Against	Reliability	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	81	Public
General Road	Against	Reliability	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.	117	Public
General Road	Against	Safety	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.	31	Public
General Road	Against	Safety	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.	40	Public
General Road	Against	Safety	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.	61	Public
General Road	Against	Safety	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.	74	Public
General Road	Against	Safety	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).	77	Public
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.	77	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	Safety	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.	77	Public
General Road	Against	Safety	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.	97	Public
General Road	Against	Safety	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.	98	Public
General Road	Against	Safety	I feel that the road has to many unsafe areas(avalanch). It still is a road to nowhere.	100	Public
General Road	Against	Safety	Thank you for the opportunity to voice my concerns. PLEASE don't build a dangerous expensive road.	65	Public
General Road	Against	Safety	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	65	Public
General Road	Against	Safety	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	81	Public
General Road	Against	Safety	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.	88	Public
General Road	Against	Safety	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.	90	Public
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.	115	Public
General Road	Against	Safety	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.	117	Public
General Road	Against	Safety	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.	118	Public
General Road	Against	Safety	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. 2. Safety is a huge issue with the proposed road along Lynn Canal which traverses rugged terrain and numerous avalanche paths that spill tons and tons of snow down to the water's edge. Maintenance costs would be astronomical while the sane would opt to stay home rather than put their lives at stake driving to Juneau.	120	Public
General Road	Against	Safety	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.	108	Public
General Road	Against	Safety	I think a road would be too expensiveand too dangerous (slides & avalanches)	136	Public
General Road	Against	Safety	I do not support any road option due to the frequent closures from avalanche costs in building and maintainence and impact to wild lands.	146	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	Safety	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 drovers etc.)	183	Public
General Road	Against	Safety	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 drovers etc.)	183	Public
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.)	183	Public
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.)	183	Public
General Road	Against	Safety	(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.	183	Public
General Road	Against	Safety	(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.	183	Public
General Road	Against	Safety	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.	162	Public
General Road	Against	Safety	The ferry system has been a most precious gift to SouthEast. Our geography doesn't suit roads well. Safety is my highest consideration. Currently the ferry can handle groups of school kids traveling for sports music drama debate.... safely and with time for homework or just sleep (or yes socializing). The adults are not sleep-deprived vs driving the long road with a bunch of teens in the car. We all know the statistics on auto accidents. They are guaranteed to happen.	167	Public
General Road	Against	Safety	Add that to significant distances in wilderness landscape with no service for tire blow-outs animals in the headlights unexpected landslide or avalanche dozing at the wheel weather conditions (especially in winter) We will have no control over a DWI driver. The road adds significant stress to any chaperone. Give us the TIME (in this world of rush) that the ferry safely provides.	167	Public
General Road	Against	Safety	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.	177	Public
General Road	Against	Safety	Just the winter management of the Hyway alone makes it expensive and Hazardous. People that feel the need to be more road conected are free to live other places.	179	Public
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.	54	Public
General Road	Against	Socioeconomic	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.	113	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	Socioeconomic	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 yesr. The future may not want to pay for these costs.	143	Public
General Road	Against	Terrestrial Mammals	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?	120	Public
General Road	Against	Transportation Connections & Cost	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.	32	Public
General Road	Against	Transportation Connections & 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.	43	Public
General Road	Against	Transportation Connections & Cost	Whether the "shuttle" service ends up at Katzeihin 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.	62	Public
General Road	Against	Transportation Connections & Cost	No road to Juneau no new ferry terminals way out of town no more fast ferries.	172	Public
General Road	Against	Transportation Connections & Cost	(5) leaves us stranded at proposed terminals (Katzeihin 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 Katzeihin or Comet etc. to downtown Juneau?	183	Public
General Road	Against	Transportation Connections & Cost	(5) leaves us stranded at proposed terminals (Katzeihin 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 Katzeihin or Comet etc. to downtown Juneau?	183	Public
General Road	Against	Transportation Needs	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.	88	Public
General Road	Against	Travel Time	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.	77	Public
General Road	Against	Travel Time	(3) subjects us to indeterminate delays and/or long waits by "First Come First Serve" shuttle service	183	Public
General Road	Against	Travel Time	(3) subjects us to indeterminate delays and/or long waits by "First Come First Serve" shuttle service	183	Public
General Road	Against	Visual	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	65	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Against	Visual	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	81	Public
General Road	Against	Wildlife	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	81	Public
General Road	Against	Wildlife	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.	100	Public
General Road	Against		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.	10	Public
General Road	Against		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.	11	Public
General Road	Against		i DO NOT support any further road development from Juneau north in the Lynn Canal. 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!	25	Public
General Road	Against		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.	48	Public
General Road	Against		Please don't bring up extending road out of Juneau issue again. We don't want it.	33	Public
General Road	Against		The communities of Skagway and Haines have made it clear that the majority of their residents do not want a road.	63	Public
General Road	Against		The road alternatives offer no incentive to Haines or Skagway residents.	76	Public
General Road	Against		I am for sure against any road or terminal building	66	Public
General Road	Against		No road! We neither need it nor want it.	67	Public
General Road	Against		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.	103	Public
General Road	Against		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.	112	Public
General Road	Against		I am opposed to all Lynn Canal road options.	184	Public
General Road	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!	75	Public
General Road	Alternatives Considered but Eliminated		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.	75	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Construction Cost		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.	4	Public
General Road	Construction 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.	159	Public
General Road	Convenience		If the road involves a ferry to cross a certain section then that seems to make the road significantly more inconvenient and expensive.	1	Public
General Road	Cost		If the road involves a ferry to cross a certain section then that seems to make the road significantly more inconvenient and expensive.	1	Public
General Road	Cost Analysis		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 up dating 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 projects ....can 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.	104	Sierra Club
General Road	Environmental		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.	118	Public
General Road	Evaluation	Construction 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.	45	Lynn Canal Conservation Inc
General Road	Evaluation	Construction 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.	45	Lynn Canal Conservation Inc
General Road	Evaluation	Geotechnical	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.	45	Lynn Canal Conservation Inc
General Road	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.	45	Lynn Canal Conservation Inc
General Road	Evaluation	O&M 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.	45	Lynn Canal Conservation Inc
General Road	Fuel Utilization		How much of a reduction in fuel gallons per vehicle mile would the road attain. What would be the reduction in carbon foot print per vehicle mile.	22	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Funding		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 up dating 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 projects ....can 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.	104	Sierra Club
General Road	New Alternative		Would road access be viable via Taku near Altin? Would be shorter.	145	Public
General Road	O&M Cost		Maintaining the road would likely be expensive.	1	Public
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.	4	Public
General Road	O&M 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.	159	Public
General Road	O&M Cost		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.	164	Public
General Road	Safety		The road seems like it would be long and risky and would thus be a temptation for people to put their lives in danger	1	Public
General Road	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?"	11	Public
General Road	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.	53	Public
General Road	Safety		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.	159	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Support	Access	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.	174	The Alaska Committee
General Road	Support	Access	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.	95	Public
General Road	Support	Air Quality	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.	93	Associated General Contractor of Alaska
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 \$25000 to \$50000 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.	71	Public
General Road	Support	Alternatives Considered but Eliminated	I also believe a road should be built between Skagway and the Haines Highway.	75	Public
General Road	Support	Convenience	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 able to use the road spontaneously.	38	Public
General Road	Support	Cost	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 timebased 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.	37	Public
General Road	Support	Cost	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!	44	Public
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.	110	Public



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Support	Fuel Utilization	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.	93	Associated General Contractor of Alaska
General Road	Support	Fuel Utilization	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.	176	Associated General Contractor of Alaska
General Road	Support	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.	93	Associated General Contractor of Alaska
General Road	Support	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.	176	Associated General Contractor of Alaska
General Road	Support	Recreation	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.	34	Public
General Road	Support	Recreation	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!	44	Public
General Road	Support	Reliability	I have made near a dozen trips down the Alaska Highway and need reliable access to connections to the Highway	59	Public
General Road	Support	Reliability	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!	44	Public
General Road	Support	Safety	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 \$25000 to \$50000 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.	71	Public
General Road	Support	Socioeconomic	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.	34	Public
General Road	Support	Socioeconomic	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 in 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!	42	Public
General Road	Support	Socioeconomic	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!	44	Public
General Road	Support	Socioeconomic	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.	122	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Support	Socioeconomic	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.	95	Public
General Road	Support	Tolls	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.	52	Public
General Road	Support		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.	52	Public
General Road	Support		I support a highway between Juneau and Skagway (Juneau Access) on the East eside of Lynn Canal and Taiya Inlet as soon as possible.	75	Public
General Road	Support		I absolutely support the extension of the Lynn Canal Hwy.	94	Public
General Road	Support		Vehicle traffic continues to become more and more ecofriendly as technology in automobiles advances.	94	Public
General Road	Support		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. The solution for improved Juneau access to/from the mainland is a road.	132	Public
General Road	Support		I continue to support a road to connect Juneau with Haines or Skagway	133	Public
General Road	Support		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 differnt 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 the Klundike and the Ore Haul could come down the Taku.	150	Public
General Road	Support		Please build the road.	130	Public
General Road	Support		It is in the best interest of all Alaskans to move forward with building this road as soon as possible.	148	Public
General Road	Support		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 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.	174	The Alaska Committee
General Road	Traffic Analysis	Reliability	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.	104	Sierra Club
General Road	Transportation Connections & Cost		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.	11	Public
General Road	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 localted far out of Juneau would make travel even harder. We frequently trave 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.	15	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
General Road	Transportation Connections & Cost		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?	51	Public
General Road	Visual		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.	159	Public
General Road	Wildlife		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.	159	Public
Government-to-Government Consultation			Regarding consultation I understand the Federal Highway Administration will be responsible for government-to-government consultation with tribes and government-to-corporation consultation with the Alaska Native corporations. With the presence of significant traditional and cultural sites near the Juneau access points I urge you to consult with Douglas Indian Association (as they have members who are Aak'w Kwaan) Central Council of Tlingit and Haida Indian Tribes of Alaska Sealaska Corporation and Goldbelt Inc. (Goldbelt Inc. has shareholders who are Aak'w Kwaan and they have adjacent lands). With the potential for significant cultural and traditional sites near Haines and Skagway I urge you to also consult the local tribes and the one Alaska Native corporation in that area.	129	U.S. Forest Service
Land Use	Infrastructure Improvements		The only major thing I am aware of is the ongoing infrastructure upgrades by AK DOT. New Bridge at 23 mile repaving and alignment of the highway (not sure the mile post numbers) major ferry terminal upgrade et cetera. In regards to port development we have just hired the consultants to help with out plan and don't have any concrete options for new users. The biggest potential item on the 5 to 10 year horizon is people who would like to export Yukon LNG via Haines. That would be a big deal involving a pipeline and LNG plant and more but I'm not holding my breath. There is also possible ore transshipment as well as inbound freight for building mining facilities in the next couple years.	171	Haines Borough
Marine & Anadromous Fish & Shellfish			Birds and marine mammals use Berners Bay throughout the year. Surveys conducted by the Juneau Fish and Wildlife Field Office (JFWFO) between May 2000 and May 2002 indicate that wildlife in general is most abundant in waters close to shore during spring and early summer (USFWS 2003 Attachment 1). During April and May thousands of gulls waterfowl other birds seals sea lions and whales (humpback and orca) concentrate at the head of the bay due to the combined effects of northerly spring migrations and the rich food opportunity provided by a major eulachon spawning run. Many species of waterfowl (especially scoters and goldeneye) and gulls also winter in the bay. The USFWS report (Attachment 1) recommended against development of new facilities near sites where significant concentrations of animals were noted during the survey. The areas near Cowee Creek Sawmill Cove Lace River Antler River and Point Saint Mary appear to be particularly important and should be avoided. Bird and mammal use along the north shore of Slate Creek Cove is comparatively lower than elsewhere in the bay (Attachment 1 Fig 2-5). We recommend using or upgrading existing development sites at Echo Cove or Cascade Point rather than development in new areas that would likely result in negative impacts to shoreline-dependent birds and marine mammals.	173	U.S. Fish and Wildlife Service
Marine & Freshwater Habitat Including EFH	Consultation		The FHWA will also consult with NMFS regarding EFH for severla fish speciaes. Section 305(b) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA) requires federal agencies to consult with NMFS on all actions that may adversely affect EFH. Under the MSA NMFS is requires to make conservation recommendations which may include measures to avoid minimize mitigate or otherwise offset potentail adverse effects. NMFS will provide conservation recommendations when an Army Corps of Engineers permit application is available.	180	NOAA National Marine Fisheries Service
Marine & Freshwater Habitat Including EFH			Habitat conducts aquatic studies for Coeur Alaska Inc. on Slate Johnson and Sherman Creeks. We are conducting the studies to assess changes in the aquatic environment that might be caused by mining activities. We would like to discuss our study sites with ADOT&PF in relation to the proposed road alignment shift to ensure the information we gather is not influenced by road construction operation or maintenance.	127	ADF&G
Marine & Freshwater Habitat Including EFH			We also recommend that FHWA consult with the Alaska Department of Fish and Game in order to obtain the most up to date information regarding fish habitat within the proposed project area.	185	U.S. Army Corps of Engineers

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Marine & Freshwater Habitat Including EFH			Birds and marine mammals use Berners Bay throughout the year. Surveys conducted by the Juneau Fish and Wildlife Field Office (JFWFO) between May 2000 and May 2002 indicate that wildlife in general is most abundant in waters close to shore during spring and early summer (USFWS 2003 Attachment 1). During April and May thousands of gulls waterfowl other birds seals sea lions and whales (humpback and orca) concentrate at the head of the bay due to the combined effects of northerly spring migrations and the rich food opportunity provided by a major eulachon spawning run. Many species of waterfowl (especially scoters and goldeneye) and gulls also winter in the bay. The USFWS report (Attachment 1) recommended against development of new facilities near sites where significant concentrations of animals were noted during the survey. The areas near Cowee Creek Sawmill Cove Lace River Antler River and Point Saint Mary appear to be particularly important and should be avoided. Bird and mammal use along the north shore of Slate Creek Cove is comparatively lower than elsewhere in the bay (Attachment 1 Fig 2-5). We recommend using or upgrading existing development sites at Echo Cove or Cascade Point rather than development in new areas that would likely result in negative impacts to shoreline-dependent birds and marine mammals.	173	U.S. Fish and Wildlife Service
Permitting			Finally we expect that the revised Draft SEIS will incorporate to the extent possible a draft 404(b)(1) analysis or practicability analysis for any project component under all action alternatives that may require an Army Corps of Engineers permit or permit modification under Section 404 of the Clean Water Act (CWA). We also look forward to actively engaging in any discussions regarding mitigation as required by NEPA and Section 404.	126	EPA
Permitting			We do expect however to review and provide input to the Army Corps of Engineers on the 404 Public Notice. We also continue to provide oversight of the State of Alaska's implementation of the National Pollution Discharge Elimination System (NPDES) under Section 402 of the CWA which includes the discharge of stormwater.	126	EPA
Permitting			11) Include a preliminary 404(b)(1) evaluation.	45	Lynn Canal Conservation Inc
Permitting			Prior to completion of a Draft SEIS we recommend that you perform a delineation of all of the jurisdictional boundaries (high tide line mean high water ordinary high water or wetland boundaries) of the WOUS within the project area in order for the Corps to approve a current jurisdictional determination. Under the 404(b) (1) Guidelines (Guidelines) the Corps' substantive evaluation criteria for all Section 404 permits mitigation is a sequential process of avoidance minimization and compensation. Compensatory mitigation is not considered until after all appropriate and practicable steps have been taken to first avoid and then minimize adverse impacts to the aquatic ecosystem. The Corps and the Environmental Protection Agency issued regulations that govern national compensatory mitigation policy for activities in WOUS including wetlands authorized by DA permits. The final "Mitigation Rule" was published in the Federal Register on April 10 2008 and became effective on June 9 2008. The final rule establishes standards and criteria for the use of appropriate and practicable compensatory mitigation for unavoidable functional losses of aquatic resources authorized by DA permits (33 CFR Part 332). The Corps expects the JAI SEIS to include sufficient information about how the proposed mitigation plan complies with the "Mitigation Rule." A functional assessment should be component of the compensatory mitigation plan. The functional assessment should be used as a basis to formulate an explanation as to how the proposed compensatory mitigation is environmentally preferable and how it would offset the individual and cumulative impacts to aquatic resources that would result from the proposed project. The functional assessment should contain information about the mitigation and impact sites.	185	U.S. Army Corps of Engineers
Project Description			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.	45	Lynn Canal Conservation Inc
Project Support	Convenience		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 an sociologically. By making surface transportaion less expensive and more convenient communities will come together in addressing common interests rather than existing in relative isolation and insularity.	119	Public
Project Support	Cost		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 an sociologically. By making surface transportaion less expensive and more convenient communities will come together in addressing common interests rather than existing in relative isolation and insularity.	119	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Project Support	Socioeconomic		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.	119	Public
Purpose & Need	Safety & Reliability		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.	50	Public
Purpose & Need	Safety & Reliability		"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. Footnote 2 See <a href="http://dot.alaska.gov/sereg/projects/satp/mission.shtml">http://dot.alaska.gov/sereg/projects/satp/mission.shtml</a> (last checked Feb. 7 2012).	60	Southeast Alaska Conservation Council
Purpose & Need	Safety & Reliability		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.	45	Lynn Canal Conservation Inc
Purpose & Need	Safety & Reliability		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.	104	Sierra Club
Purpose & Need	Safety & Reliability		I also support a Purpose and Need statement that includes safety and reliability.	118	Public
Purpose & Need	Safety & Reliability		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. Footnote 9: 1997 Draft EIS Addendum to Section 7 and DEIS page 2-1. Footnote 10: June 12 2006 letter from EPA to U.S. Army Corps of Engineers	45	Lynn Canal Conservation Inc
Purpose & Need			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 morerealistic 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.	60	Southeast Alaska Conservation Council
Purpose & Need			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.	54	Public

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Purpose & Need			You also must realize that many on our side of the Lynn Canal think that 2B is only for the benefit of the mine.	55	Public
Purpose & Need			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.	77	Public
Purpose & Need			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.	78	Public
Purpose & Need			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.	67	Public
Purpose & Need			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.	69	Public
Purpose & Need			Include safety reliability and predictability in the Statement of Purpose and Need.	99	Skagway Marine Access Commission
Purpose & Need			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.	111	Public
Purpose & Need			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.	111	Public
Purpose & Need			<ul style="list-style-type: none"> <li>Edit the "Purpose and Need" statement by dropping the cost components used by the department because as pointed out by the Army Corps of Engineers in its 2008 Record of Decision and Permit Evaluation including those cost components unduly restricts the Section 404 alternatives analysis.</li> </ul>	128	Haines Borough
Purpose & Need			<ul style="list-style-type: none"> <li>Edit the "Purpose and Need" statement by dropping the cost components used by the department because as pointed out by the Army Corps of Engineers in its 2008 Record of Decision and Permit Evaluation including those cost components unduly restricts the Section 404 alternatives analysis.</li> </ul>	128	Municipality of Skagway
Purpose & Need			<ul style="list-style-type: none"> <li>Edit the "Purpose and Need" statement by dropping the cost components used by the department because as pointed out by the Army Corps of Engineers in its 2008 Record of Decision and Permit Evaluation including those cost components unduly restricts the Section 404 alternatives analysis.</li> </ul>	128	City & Borough of Juneau
Purpose & Need			<ul style="list-style-type: none"> <li>Further refine the project's "Purpose and Need" statement to emphasize delivery of transportation in a regular predictable and safe manner.</li> </ul>	128	Haines Borough
Purpose & Need			<ul style="list-style-type: none"> <li>Further refine the project's "Purpose and Need" statement to emphasize delivery of transportation in a regular predictable and safe manner.</li> </ul>	128	Municipality of Skagway
Purpose & Need			<ul style="list-style-type: none"> <li>Further refine the project's "Purpose and Need" statement to emphasize delivery of transportation in a regular predictable and safe manner.</li> </ul>	128	City & Borough of Juneau
Purpose & Need			The Notice of Intent to prepare a supplement environmental impact statement published in the Federal Register on January 12 2012 stated in part that the purpose for the JAI is to improve "surface transportation" to and from Juneau within the Lynn Canal corridor. The overall project purpose should be clarified in the Draft SEIS as it is unclear what would constitute "surface transportation" (i.e. land vs. water modes of transport).	185	U.S. Army Corps of Engineers

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Purpose & Need			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.	178	Citizens Recommending Alternative Planning
Purpose & Need			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.	178	Citizens Recommending Alternative Planning
Purpose & Need			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 noting more than an elaborate ruse to skew and push the end analysis in favor of road construction. 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.	178	Citizens Recommending Alternative Planning
Purpose & Need			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.	178	Citizens Recommending Alternative Planning
Socioeconomic Resources			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.	89	Public
Threatened & Endangered Species	Consultation		Based on the information presented during the recent scoping process NMFS expects that the FHWA will reinitiate consultation with NMFS concerning species listed under the Endangered Species Act (ESA). The ESA mandates that the federal action agency must determine whether a project may affect a listed species or critical habitat based on the presence of the species and the environmental baseline within the action area. The environmental baseline is a snapshot of a species' health and the health of its habitat. Environmental baseline summaries can be found in biological opinions National Environmental Policy Act (NEPA) documents and various scientific surveys. The action agency must also provide a thorough analysis of potential direct and indirect effects as well as potential effects from interdependent and interrelated actions. Guidance for this analysis can be found in the Endangered Species Consultation Handbook (March 1998 NMFS and USFWS) pages 4-23. The Handbook can be found at the following link <a href="http://www.fws.gov/endangered/consultations/s7hndbk/s7hndbk.htm">http://www.fws.gov/endangered/consultations/s7hndbk/s7hndbk.htm</a> .	180	NOAA National Marine Fisheries Service
Threatened & Endangered Species	Consultation		For technical assistance on section 7 consultation under the Endangered Species Act contact Richard Enriquez at (907) 780-1162 or <a href="mailto:Richard_Enriquez@fws.gov">Richard_Enriquez@fws.gov</a> . The following reference refers to the Section 7 consultation identifier for the Juneau Access Improvement project: #07CAJN00-2012-SL-0030.	173	U.S. Fish and Wildlife Service
Threatened & Endangered Species			Two candidates for listing as threatened or endangered species the yellow-billed loon and Kittlitz's murrelet use marine waters in Southeast Alaska. Candidate species are those for which there is enough information to indicate that listing is warranted under the Endangered Species Act. Preparation of a listing proposal for both species is presently precluded by other higher priority listing activities. The focus of the candidate program is to evaluate species at risk and to work with partners to conserve these species so they do not decline. Yellow-billed loons nest in northern and interior Alaska and use inside waters in Southeast Alaska primarily during migration and during winter. Primary food includes small fish which they catch by diving (U.S. Fish & Wildlife Service 2009). Kittlitz's murrelets nest on the ground in rocky habitats typically in recently deglaciated areas and feed on small fish (sand lance herring capelin) amphipods and small crustaceans in marine waters (Day et al. 1994). During the summer breeding season Kittlitz's murrelets are found in near-shore marine waters north of Wrangell. During the winter they are believed to disperse to the Gulf of Alaska but specific locations are not known (Kissling et al. 2011).	173	U.S. Fish and Wildlife Service

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Transportation	Shipping Cost		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.	1	Public
Transportation	Transportation Connections		Our general local travelers and tourists need to go to population centers not to out of the way places miles away from their destination.	74	Public
Wildlife	Bald Eagles	Mitigation	Finally FHWA and DOT&PF should disclose and evaluate appropriate compensatory mitigation for disturbances that cannot be avoided or mitigated including abandoned nesting sites.	60	Southeast Alaska Conservation Council
Wildlife	Bald Eagles	Mitigation	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.	104	Sierra Club
Wildlife	Bald Eagles	Noise	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. 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.	60	Southeast Alaska Conservation Council
Wildlife	Bald Eagles	Survey	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.	60	Southeast Alaska Conservation Council
Wildlife	Bald Eagles	Survey	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.	104	Sierra Club
Wildlife	Bald Eagles	Survey	Our review of bald eagle nest data for the project area indicates that 2008 was the last year the area was surveyed. We recommend that FHWA/ADOT&PF conduct new aerial surveys of the entire project area to update the eagle nest location database. To discuss survey techniques or the possibility of partnering on nest surveys FHWA/ADOT&PF should contact Steve Lewis Raptor Management Specialist at (907) 780-1163 steve.lewis@fws.gov. An updated survey will help ADOT&PF avoid and minimize impacts to nesting eagles. We appreciate ADOT&PF's continued support of bald eagle nest surveys along Lynn Canal.	173	U.S. Fish and Wildlife Service
Wildlife	Bald Eagles		Bald eagles can be sensitive to habitat alterations and disruptive activities near their nests leading in some cases to abandonment of a nest mortality of eggs or young or destruction of a nest. To help land developers and others avoid such impacts the USFWS has developed national guidelines for management of nest sites. The guidelines recommend no habitat alterations within 330 feet of all eagle nests and no habitat disturbance or disruptive activity within 660 feet of an active nest during the nesting season. No blasting or similar loud noises should be done within 1/2 mile of an active nest and aircraft should stay 1000 feet or further from active nests. For planning purposes nesting season in Southeast Alaska can be considered March 1 to August 30. All nests should be considered active March 1 to May 31 because eagle pairs select nests and perform courtship activities during this period. From June 1 through August 30 nests without an incubating adult or chicks present may be considered inactive. Compliance with the guidelines is voluntary not mandatory. Those who follow the guidelines reduce the risk of impacting eagles and of violating the laws that protect these birds. Those who do not follow the guidelines increase the risk of impacts and of prosecution if "take" occurs. The complete National Bald Eagle Management Guidelines which contain more background and recommendations can be downloaded at: <a href="http://www.fws.gov/migratorbirds/issues/BaldEagle/NationalBaldEagleManagementGuidelines.pdf">http://www.fws.gov/migratorbirds/issues/BaldEagle/NationalBaldEagleManagementGuidelines.pdf</a> In November 2009 the USFWS initiated a program that provides for permits to disturb eagles and take nests in some circumstances where following the guidelines is not feasible. Additional information is available at our eagle permit website: <a href="http://alaska.fws.gov/eaglepermit/index.htm">http://alaska.fws.gov/eaglepermit/index.htm</a> . If FHWA or ADOT&PF has questions regarding the National Bald and Golden Eagle Management Guidelines or eagle disturbance permits Scott Frickey of the Juneau Field Office can provide assistance at (907) 780-1184 or <a href="mailto:scott.frickev@fws.gov">scott.frickev@fws.gov</a> .	173	U.S. Fish and Wildlife Service



Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Wildlife	Birds		Birds and marine mammals use Berners Bay throughout the year. Surveys conducted by the Juneau Fish and Wildlife Field Office (JFWFO) between May 2000 and May 2002 indicate that wildlife in general is most abundant in waters close to shore during spring and early summer (USFWS 2003 Attachment 1). During April and May thousands of gulls waterfowl other birds seals sea lions and whales (humpback and orca) concentrate at the head of the bay due to the combined effects of northerly spring migrations and the rich food opportunity provided by a major eulachon spawning run. Many species of waterfowl (especially scoters and goldeneye) and gulls also winter in the bay. The USFWS report (Attachment 1) recommended against development of new facilities near sites where significant concentrations of animals were noted during the survey. The areas near Cowee Creek Sawmill Cove Lace River Antler River and Point Saint Mary appear to be particularly important and should be avoided. Bird and mammal use along the north shore of Slate Creek Cove is comparatively lower than elsewhere in the bay (Attachment 1 Fig 2-5). We recommend using or upgrading existing development sites at Echo Cove or Cascade Point rather than development in new areas that would likely result in negative impacts to shoreline-dependent birds and marine mammals.	173	U.S. Fish and Wildlife Service
Wildlife	Marine & Anadromous Fish & Shellfish		ADOT&PF holds fish habitat permits for structures below the ordinary high water mark of the Antler Lace/Bemers and Katzehin Rivers. Habitat will update and reissue those permits to ADOT&PF. If you would like to include them in an SEIS appendix please let us know. The ADF&G Division of Commercial Fisheries has mapped herring spawn in Bemers Bay and the surrounding area. This information is available to the public and should be included in the SEIS and addressed to the extent any alternative would impact this resource.	127	ADF&G
Wildlife	Marine Mammals		Birds and marine mammals use Berners Bay throughout the year. Surveys conducted by the Juneau Fish and Wildlife Field Office (JFWFO) between May 2000 and May 2002 indicate that wildlife in general is most abundant in waters close to shore during spring and early summer (USFWS 2003 Attachment 1). During April and May thousands of gulls waterfowl other birds seals sea lions and whales (humpback and orca) concentrate at the head of the bay due to the combined effects of northerly spring migrations and the rich food opportunity provided by a major eulachon spawning run. Many species of waterfowl (especially scoters and goldeneye) and gulls also winter in the bay. The USFWS report (Attachment 1) recommended against development of new facilities near sites where significant concentrations of animals were noted during the survey. The areas near Cowee Creek Sawmill Cove Lace River Antler River and Point Saint Mary appear to be particularly important and should be avoided. Bird and mammal use along the north shore of Slate Creek Cove is comparatively lower than elsewhere in the bay (Attachment 1 Fig 2-5). We recommend using or upgrading existing development sites at Echo Cove or Cascade Point rather than development in new areas that would likely result in negative impacts to shoreline-dependent birds and marine mammals.	173	U.S. Fish and Wildlife Service

Scoping Issues by Category, Sub-Category and Sub-Sub-Category

Issue Category	Issue Sub-Category	Issue Sub-Sub-Category	Issue Sub-Sub-Category	Document Control Number	Organization Name
Wildlife	Terrestrial Mammals		<p>As we stated in previous Juneau Access comments mountain goats use the project area moving seasonally between tidewater and high elevation habitats and the Sawmill Creek corridor is a high volume bear traffic area. We've learned through wildlife studies conducted since ADOT&amp;PF released the 2006 FEIS that the Bemers Bay estuary is also a high use brown bear area that mountain goats winter at low elevations near saltwater and that moose and wolverine use more of the road corridor than originally thought. The studies which include baseline population estimates seasonal movements and winter habitat use will inform ADF&amp;G wildlife management goals and decisions regarding hunting and trapping. As these studies become available they will provide ADOT&amp;PF a current understanding of wildlife use in the project area and should be used during SEIS development to update the analysis of impacts to wildlife. Depending upon the impacts identified the SEIS should also address additional measures that may be taken to minimize impacts to wildlife during road construction and post-construction operation. For instance radio collars placed on mountain goats track movement information that can be digitized spatially and temporally. ADOT&amp;PF can overlay this information with road alignment drawings and determine if debris flow bridges provide wildlife movement corridors if moose and wolverine passage is provided during winter periods when deep snow forces the animals into forested areas near saltwater and if brown bear passage to and from the estuarine feeding areas is assured. The information from these studies which will be available soon should be included in the updated Wildlife Technical Reports and those reports should be included in an appendix to the Final SEIS. Conversations regarding the wildlife data contained in the Wildlife Technical Reports should occur by direct exchange between ADOT&amp;PF and Wildlife staff. Conversations regarding best management practices and those strategies that should be used to avoid minimize and mitigate impacts to wildlife from road construction maintenance and avalanche control measures during development of the SEIS should occur by direct exchange between ADOT&amp;PF and Habitat staff. Please describe in the SEIS the exact location of the road alignment shift at Sawmill Creek. Based on the map provided it is difficult to tell whether the crossing is over streambed or the bedrock falls. A crossing over the falls would prevent bear passage under the bridge forcing the animals up and over the road when headed to the estuarine for pink and chum salmon. The Juneau Access road will provide opportunities for wildlife viewing. Given the road alignment shifts ADOT&amp;PF can use the information in the Wildlife Technical Reports to determine wildlife high use areas and design for additional traffic congestion to prevent vehicle accidents. These areas can be equipped with bear resistant garbage cans trash service and interpretive signs. The SEIS should discuss to what extent DOT&amp;PF will commit to wildlife monitoring during construction and operation including continued data collection for comparative population estimates seasonal movements winter habitat use and the impact the road and access have on wildlife populations.</p>	127	ADF&G
Wildlife	Terrestrial Mammals		<p>Birds and marine mammals use Berners Bay throughout the year. Surveys conducted by the Juneau Fish and Wildlife Field Office (JFWFO) between May 2000 and May 2002 indicate that wildlife in general is most abundant in waters close to shore during spring and early summer (USFWS 2003 Attachment 1). During April and May thousands of gulls waterfowl other birds seals sea lions and whales (humpback and orca) concentrate at the head of the bay due to the combined effects of northerly spring migrations and the rich food opportunity provided by a major eulachon spawning run. Many species of waterfowl (especially scoters and goldeneye) and gulls also winter in the bay. The USFWS report (Attachment 1) recommended against development of new facilities near sites where significant concentrations of animals were noted during the survey. The areas near Cowee Creek Sawmill Cove Lace River Antler River and Point Saint Mary appear to be particularly important and should be avoided. Bird and mammal use along the north shore of Slate Creek Cove is comparatively lower than elsewhere in the bay (Attachment 1 Fig 2-5). We recommend using or upgrading existing development sites at Echo Cove or Cascade Point rather than development in new areas that would likely result in negative impacts to shoreline-dependent birds and marine mammals.</p>	173	U.S. Fish and Wildlife Service