Alaska Department of Transportation & Public Facilities

Juneau Access Improvement Project

Marc Luiken, Commissioner

February 26, 2015

Purpose and Need

To provide improved surface transportation to and from Juneau within the Lynn Canal corridor that will:

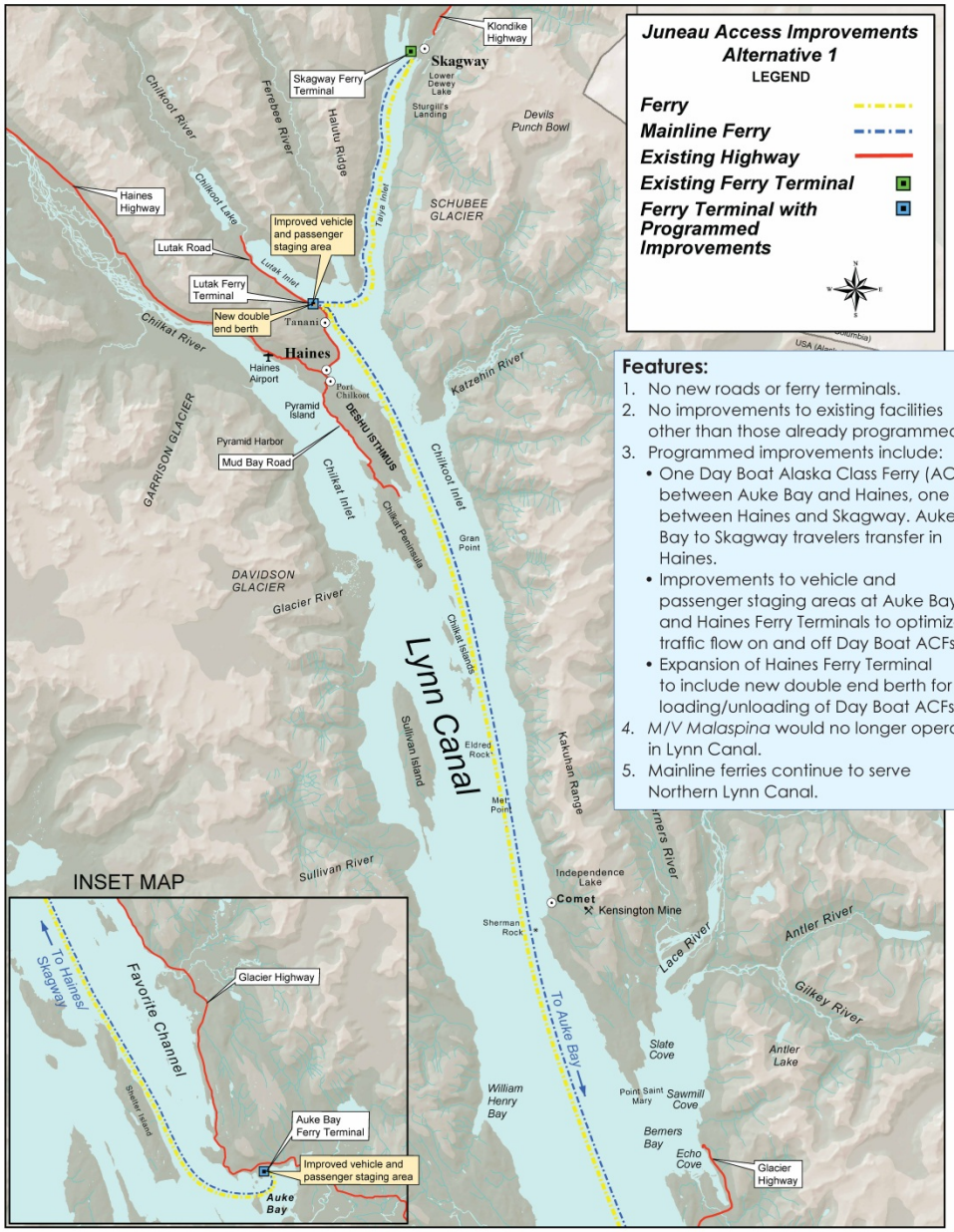
- Provide the capacity to meet transportation demand in the corridor
- Provide flexibility and improve opportunity for travel
- Reduce travel times between the communities
- Reduce State costs for transportation in the corridor
- Reduce user costs for transportation in the corridor

Alternatives

8 alternatives analized:

- Alt. 1- No Action
- Alt. 1B - Enhanced Service with Existing AMHS Assets
- Alt. 2B - (Draft SEIS Identified Preferred) East Lynn Canal Hwy to Katzehin,Shuttles Katzehin to Haines and Skagway
- Alt. 3 - West Lynn Canal Hwy – Shuttle Berners Bay to William Henry Bay
- Alt. 4A - Fast Vehicle Ferry, Service from Auke Bay
- Alt. 4B - Fast Vehicle Ferry, Service from Berners Bay
- Alt. 4C - Conventional Monohull, Service from Auke Bay
- Alt. 4D - Conventional Monohull, Service from Berners Bay

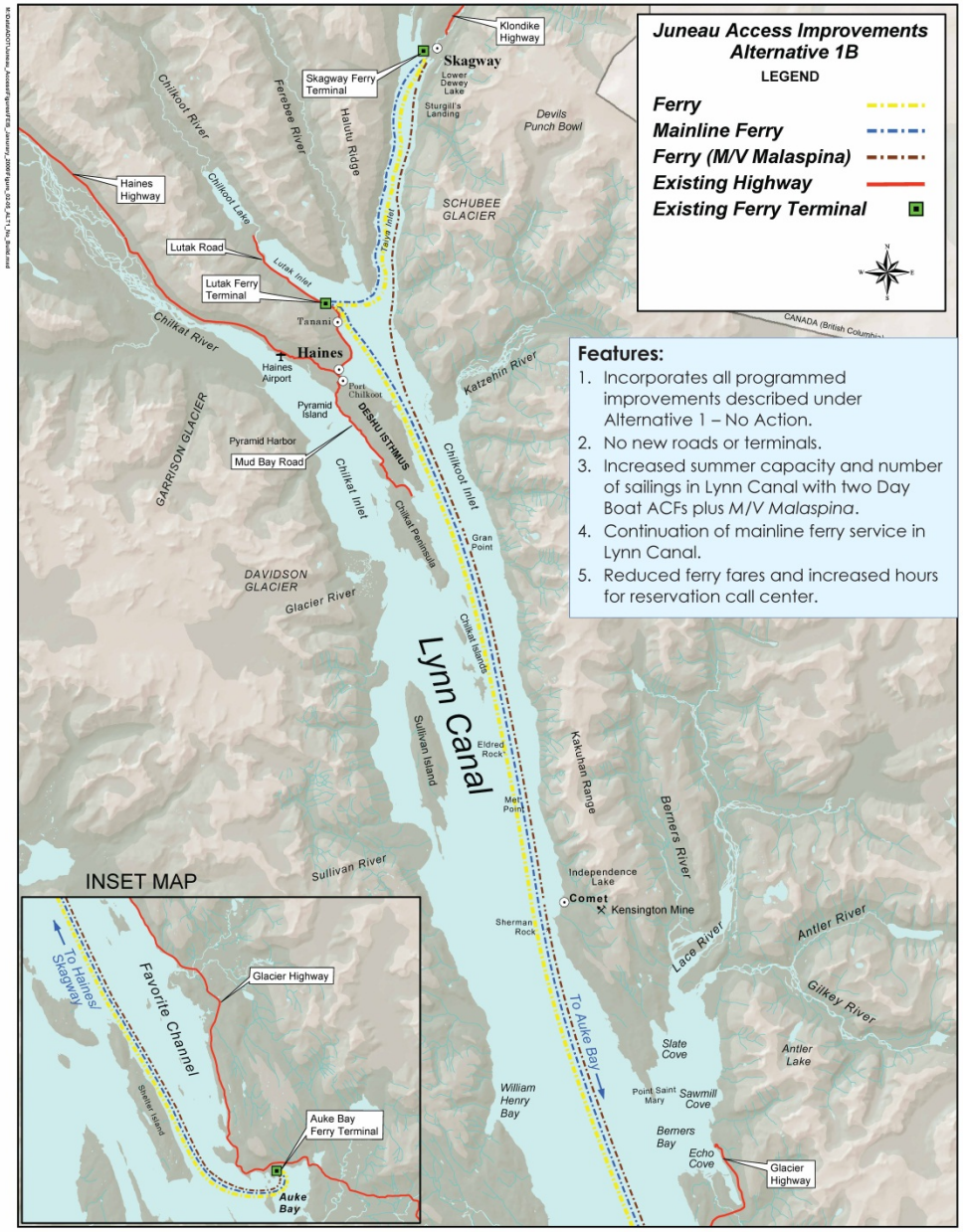
Alternative 1: No Action



Features:

1. No new roads or ferry terminals.
2. No improvements to existing facilities other than those already programmed.
3. Programmed improvements include:
   - One Day Boat Alaska Class Ferry (ACF) between Auke Bay and Haines, one between Haines and Skagway. Auke Bay to Skagway travelers transfer in Haines.
   - Improvements to vehicle and passenger staging areas at Auke Bay and Haines Ferry Terminals to optimize traffic flow on and off Day Boat ACFs.
   - Expansion of Haines Ferry Terminal to include new double end berth for loading/unloading of Day Boat ACFs.
4. *M/V Malaspina* would no longer operate in Lynn Canal.
5. Mainline ferries continue to serve Northern Lynn Canal.

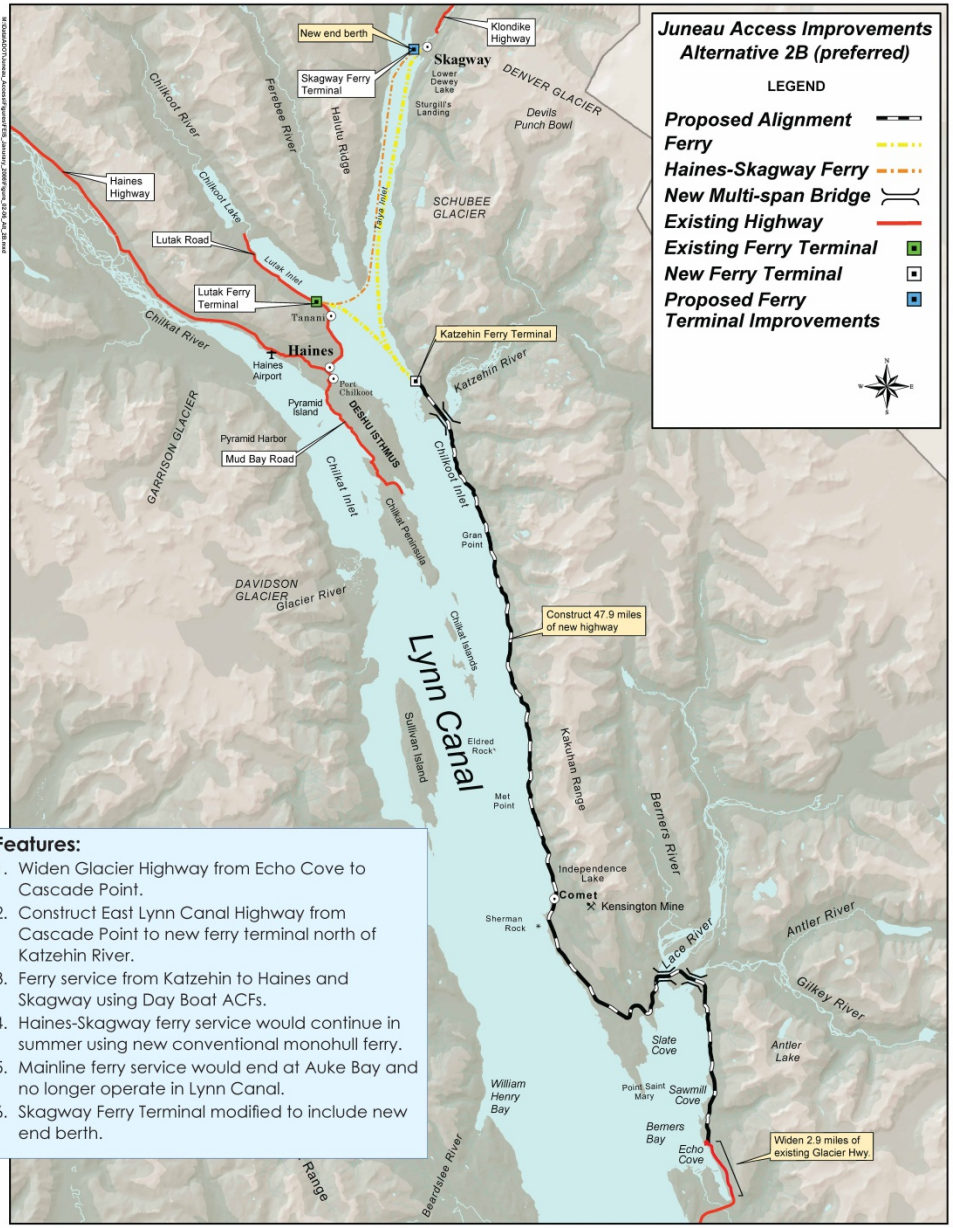
Alternative 1B



Features:

1. Incorporates all programmed improvements described under Alternative 1 – No Action.
2. No new roads or terminals.
3. Increased summer capacity and number of sailings in Lynn Canal with two Day Boat ACFs plus *M/V Malaspina*.
4. Continuation of mainline ferry service in Lynn Canal.
5. Reduced ferry fares and increased hours for reservation call center.

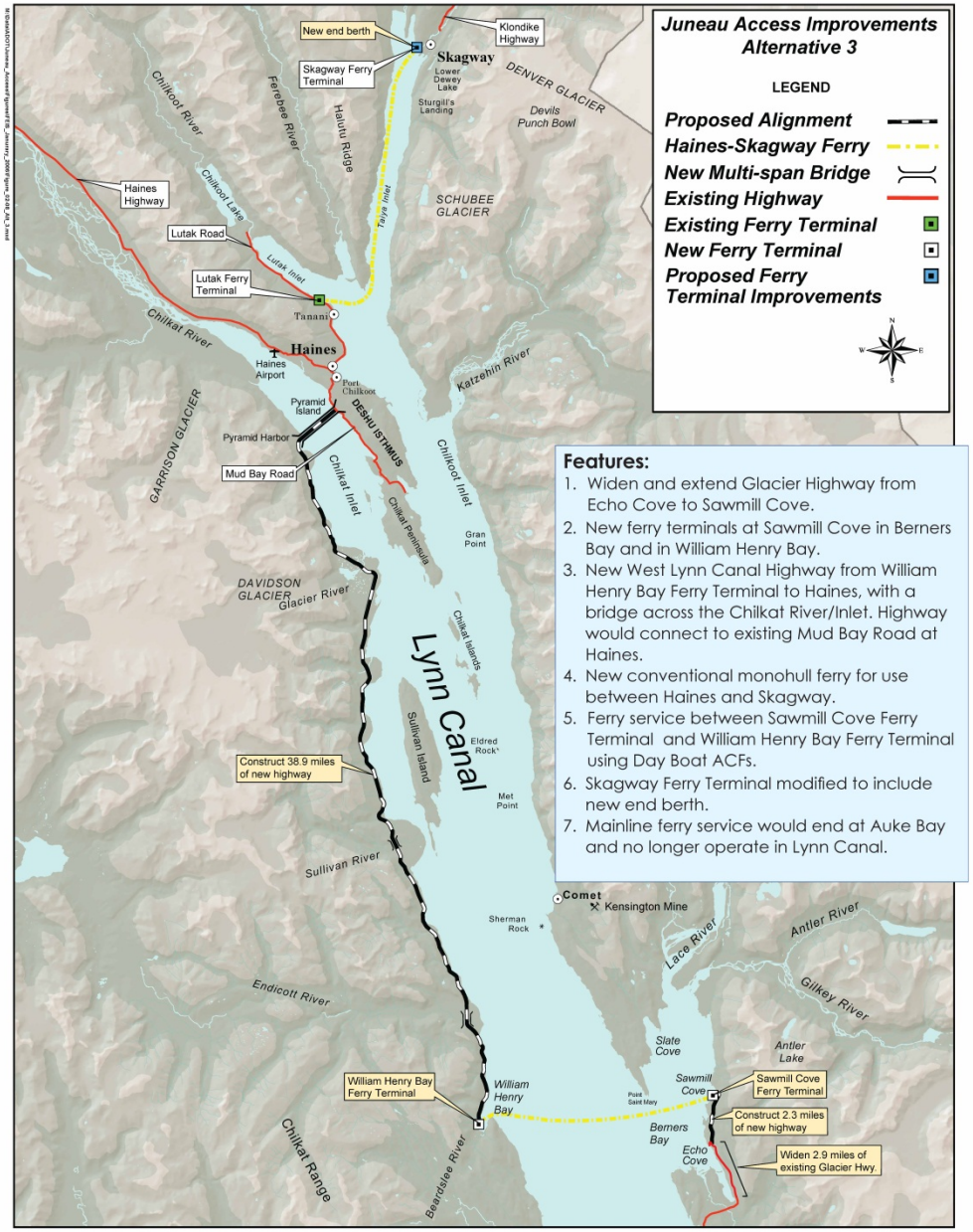
Alternative 2B



Features:

1. Widen Glacier Highway from Echo Cove to Cascade Point.
2. Construct East Lynn Canal Highway from Cascade Point to new ferry terminal north of Katzehin River.
3. Ferry service from Katzehin to Haines and Skagway using Day Boat ACFs.
4. Haines-Skagway ferry service would continue in summer using new conventional monohull ferry.
5. Mainline ferry service would end at Auke Bay and no longer operate in Lynn Canal.
6. Skagway Ferry Terminal modified to include new end berth.

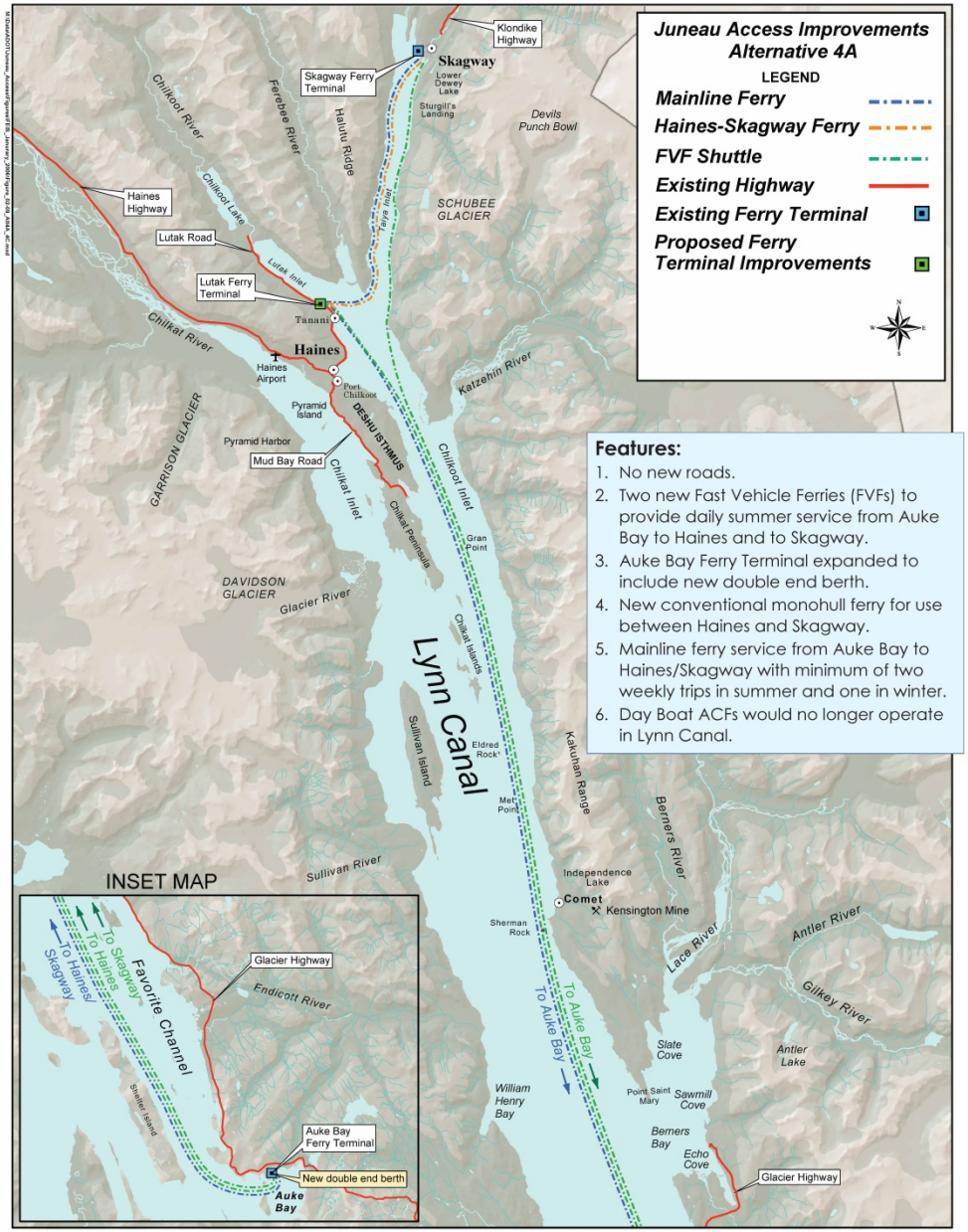
Alternative 3



Features:

1. Widen and extend Glacier Highway from Echo Cove to Sawmill Cove.
2. New ferry terminals at Sawmill Cove in Berners Bay and in William Henry Bay.
3. New West Lynn Canal Highway from William Henry Bay Ferry Terminal to Haines, with a bridge across the Chilkat River/Inlet. Highway would connect to existing Mud Bay Road at Haines.
4. New conventional monohull ferry for use between Haines and Skagway.
5. Ferry service between Sawmill Cove Ferry Terminal and William Henry Bay Ferry Terminal using Day Boat ACFs.
6. Skagway Ferry Terminal modified to include new end berth.
7. Mainline ferry service would end at Auke Bay and no longer operate in Lynn Canal.

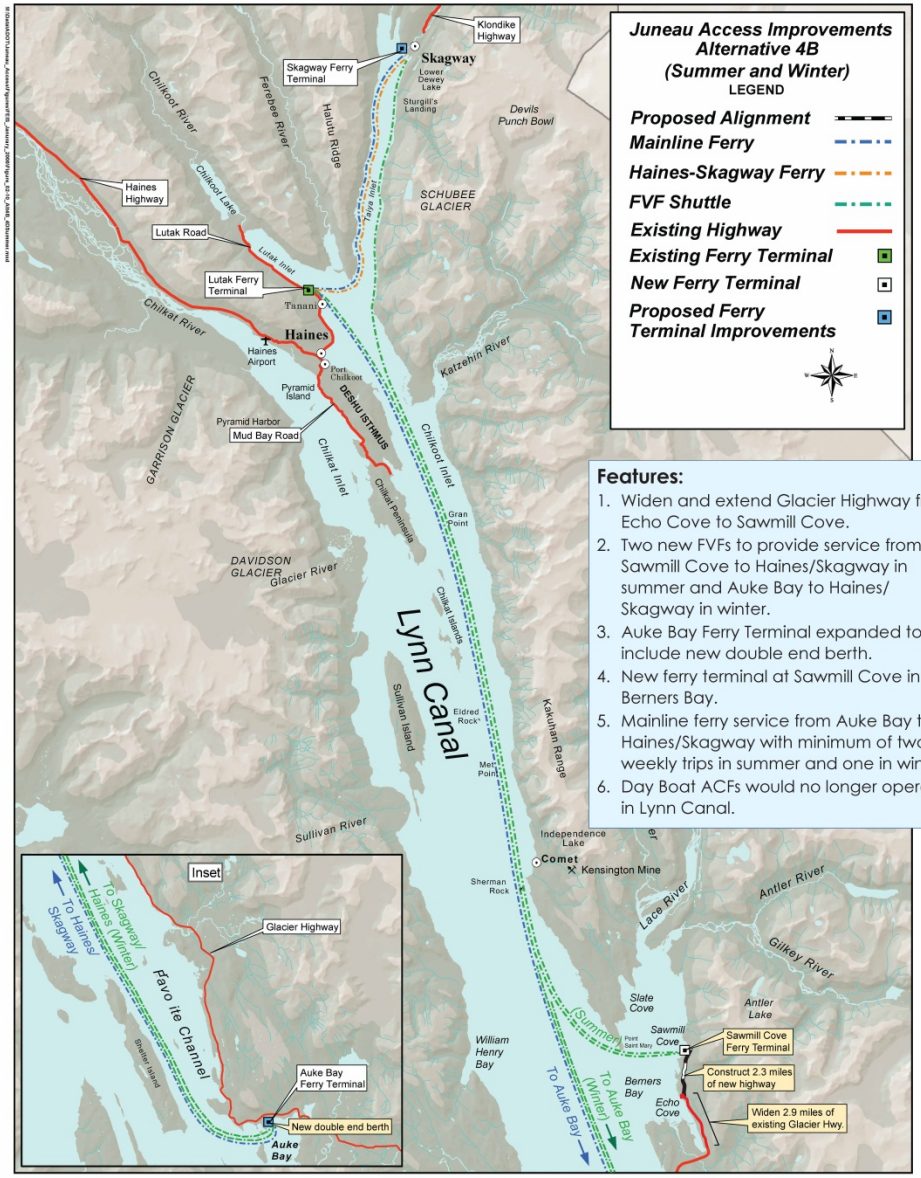
Alternative 4A



Features:

1. No new roads.
2. Two new Fast Vehicle Ferries (FVFs) to provide daily summer service from Auke Bay to Haines and to Skagway.
3. Auke Bay Ferry Terminal expanded to include new double end berth.
4. New conventional monohull ferry for use between Haines and Skagway.
5. Mainline ferry service from Auke Bay to Haines/Skagway with minimum of two weekly trips in summer and one in winter.
6. Day Boat ACFs would no longer operate in Lynn Canal.

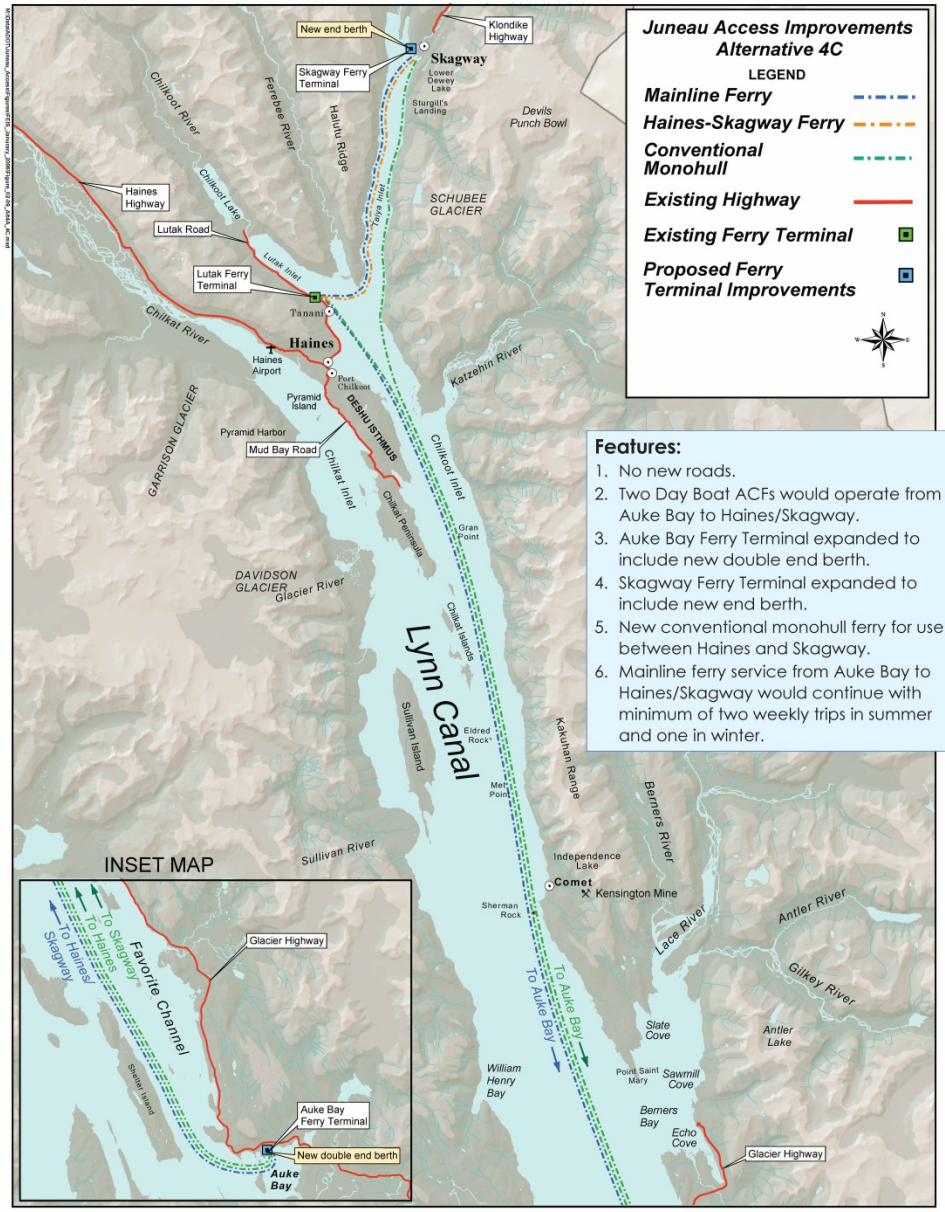
Alternative 4B
(summer and winter)



Features:

1. Widen and extend Glacier Highway from Echo Cove to Sawmill Cove.
2. Two new FVFs to provide service from Sawmill Cove to Haines/Skagway in summer and Auke Bay to Haines/Skagway in winter.
3. Auke Bay Ferry Terminal expanded to include new double end berth.
4. New ferry terminal at Sawmill Cove in Berners Bay.
5. Mainline ferry service from Auke Bay to Haines/Skagway with minimum of two weekly trips in summer and one in winter.
6. Day Boat ACFs would no longer operate in Lynn Canal.

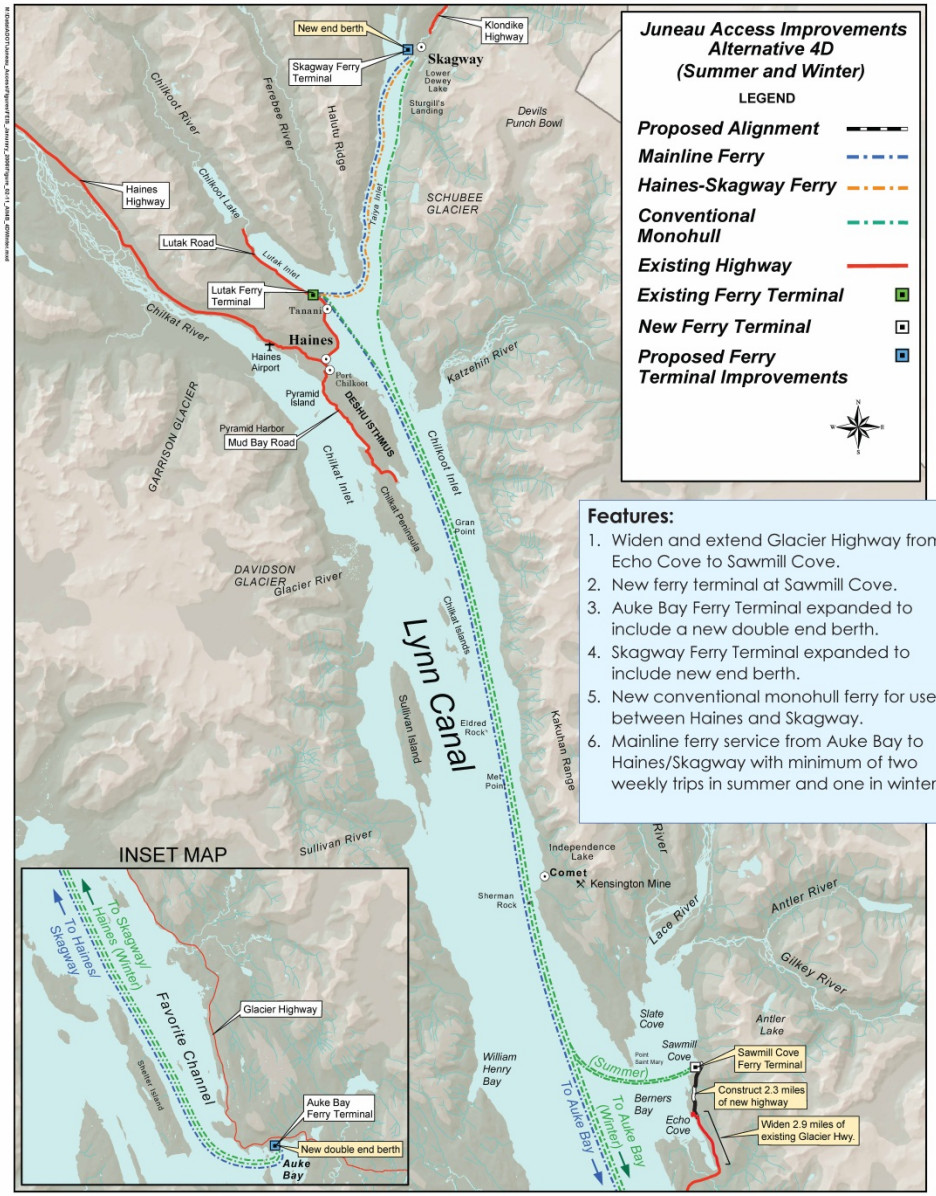
Alternative 4C



Features:

1. No new roads.
2. Two Day Boat ACFs would operate from Auke Bay to Haines/Skagway.
3. Auke Bay Ferry Terminal expanded to include new double end berth.
4. Skagway Ferry Terminal expanded to include new end berth.
5. New conventional monohull ferry for use between Haines and Skagway.
6. Mainline ferry service from Auke Bay to Haines/Skagway would continue with minimum of two weekly trips in summer and one in winter.

Alternative 4D
(summer and winter)



Features:

1. Widen and extend Glacier Highway from Echo Cove to Sawmill Cove.
2. New ferry terminal at Sawmill Cove.
3. Auke Bay Ferry Terminal expanded to include a new double end berth.
4. Skagway Ferry Terminal expanded to include new end berth.
5. New conventional monohull ferry for use between Haines and Skagway.
6. Mainline ferry service from Auke Bay to Haines/Skagway with minimum of two weekly trips in summer and one in winter.

Cost Factors

FACTORS		ALTERNATIVE							
		No Action	1B	2B	3	4A	4B	4C	4D
Initial Construction Costs[1] ($million)		$0	$0	$574	$516	$228	$287	$63	$90
Total Project Life Costs[2] ($million)		$669	$1,030	$1,093	$1,125	$1,556	$1,605	$861	$905
Estimated Net Annual State General Fund M&O in 2020[3] ($million)	(2012) $15.1	$7.7	$15.4	$10.0	$9.3	$18.9	$14.9	$10.8	$5.4
State Net Cost per Vehicle (dollars)		$210	$321	$52	$62	$333	$195	$277	$92
Total/Out-of-Pocket User Costs (one way) - Juneau-Skagway[4]		$286/$286	$223/$223	$101/$67	$142/$108	$286/$286	$204/$190	$286/$286	$204/$190
Total/Out-of-Pocket User Costs (one way) - Juneau-Haines[4]		$218/$216	$174/$173	$82/$47	$91/$59	$218/$216	$148/$132	$218/$216	$148/$132

[1]Beyond AHMS programmed costs.

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

[3]These costs include highway routine maintenance and snow removal operations, avalanche control and the operation and maintenance of the Alaska Marine Highway System (AMHS) in Lynn Canal minus AMHS revenue in Lynn Canal. The reduction of cost from 2012 ($15.1 million) to 2020 ($7.7 million) No Action Alternative is primarily due to the removal of the Malaspina from Lynn Canal and the deployment of the Alaska Class Ferries.

[4] Fares are based off a family of four traveling in a 19-foot vehicle. The first number is total user cost and the second number is out-of-pocket cost. Total cost is based on fares plus $0.64 per mile for vehicular travel (AAA, 2012. *Your Driving Costs: How much are you really paying to drive? http://newsroom.aaa.com/wp-content/uploads/2012/04/YourDrivingCosts2012.pdf). Out-of-pocket cost is based on fares and gasoline consumption.*

Project History

- In 1992 the project was initiated
- In 1997 FHWA issued a Draft Environmental Impact Statement (EIS) for the project
- In 2000 Governor Knowles declared Alternative 2, an East Lynn Canal Highway, the State's preferred alternative but suspended work on the project and ordered construction of 2 fast vehicle ferries
- In 2002 Governor Murkowski directed that the EIS be completed
- A Supplemental Draft EIS was released in 2005, with a Final EIS in January 2006 stating the East Lynn Canal Highway as the Preferred Alternative
- A Record of Decision (ROD) was issued by FHWA in April 2006.
- In August 2006 a lawsuit was filed in District Court

Project History Continued

- In February 2009 the District Court ruled on one count and vacated FHWA's ROD concluding that FHWA failed to consider an alternative for improved ferry service using existing ferries and terminals.
- DOT&PF appealed to the U.S. Court of Appeals for the 9th Circuit in May 2011. The three judge panel ruled 2-1 to uphold the District Court decision.
- As a result the DOT&PF and FHWA initiated preparation of an Supplemental EIS in January 2012.
- Public review and comment period of Draft Supplemental EIS closed Novemeber 25, 2014.
- DOT&PF Corps of Engineers (COE) 404/Section 10 permit application public/agency review closed January 31, 2015.

Draft Supplemental EIS

Assess:

Court mandated new alternative that improves marine ferry service in Lynn Canal using existing AMHS assets, identified as Alternative 1B

Updates the 2006 Final EIS:

Reassessing the reasonable alternatives, including

- Any changes to regulations
- Updated analysis
- Alternative revisions necessary to address new evironmental and engineering information available since the 2006 ROD

Current Project Status

- Sufficient funds are encumbered to complete the Final EIS/ROD (estimated cost of $800,000)
- Administrative Order No. 271
  - Administration is currently reviewing Juneau Access Project status
  - Project staff are reviewing comments received on the Draft Supplemental EIS

Current Project Schedule*

- Final EIS/ROD: Early 2016
- Request for injunction relief: Follows Final EIS/ROD
- Corps of Engineers Permit: Follows injunction relief
- Forest Service easement: Follow injunction relief
- First construction contract: As early as FY16 (providing no legal challenge)

* Pending Administration review and approval

Additional Approvals

In addition to completing the NEPA process there are several Federal actions necessary:

- U.S. Army Corps of Engineers 404/Section 10 permit
- National Marine Fisheries Service Endangered Species Act consultation
- National Marine Fisheries Service Marine Mammals Protection Act Incidental Harassment Authorization
- U.S. Forest Service Right of Way easement
- Bald Eagle disturbance permits

Federal Cost/State Cost

Total funding available for the project to date (2014) is $202 million. Of this, $154 million is federal funding for construction previously approved by the Alaska State Legislature and $48 million is State General Funds (GF) already appropriated.

Additional Information

for more information, please visit

www.juneauaccess.alaska.gov