

Juneau Access Improvements Project
Draft Supplemental Environmental Impact Statement
ALTERNATIVE 1B

A 2009 District Court decision ruled that the 2006 Juneau Access Improvements Project Final Environmental Impact Statement (EIS) was not valid because it did not consider an alternative that would improve surface transportation in Lynn Canal with existing Alaska Marine Highway System (AMHS) assets. In response, the Federal Highway Administration (FHWA) and Alaska Department of Transportation and Public Facilities (DOT&PF) initiated work on a Supplemental EIS (SEIS) in 2012 and developed an additional alternative called Alternative 1B – Enhanced Service with Existing AMHS Assets. Alternative 1B was developed based on the following objectives:

- Relies on existing ferry assets and terminals, without new construction
- Considers reassigning mainline vessels
- Provides additional capacity as compared to the No Action Alternative
- Adjusts schedules and increases frequency as compared to the No Action Alternative
- Reduces travel time as compared to the No Action Alternative
- Includes system enhancements

Alternative 1B builds upon the Alternative 1 (No Action Alternative), using Alternative 1 as a base. It should be noted that Alternative 1 is not a direct continuation of 2013–2014 ferry service; rather, it is a continuation of the AMHS’s current plan and reflects the most likely AMHS operations in the absence of any capital improvements specific to the Juneau Access Improvements Project. The No Action Alternative consists of the following changes:

- Incorporating two programmed Day Boat Alaska Class Ferries (ACFs)
 - One would service Juneau/Haines
 - The second would service Haines/Skagway
- Improved vehicle and passenger staging areas at the Auke Bay and Haines ferry terminals
- Expansion of the Haines Ferry Terminal to include a new double end berth to accommodate the Day Boat ACFs
- Continuation of mainline ferry service in Lynn Canal
- The *M/V Malaspina* would no longer operate in Lynn Canal
- No new roads or ferry terminals in Lynn Canal

Alternative 1B incorporates the AMHS operations and programmed facility improvements that are elements of Alternative 1. In addition, Alternative 1B also includes:

- Keeping the *M/V Malaspina* operational in Lynn Canal
- Rerouting the Day Boat ACFs to work in concert with the *M/V Malaspina* to improve service in Lynn Canal
- Reducing fares 20 percent for Day Boat ACF and *M/V Malaspina* trips in Lynn Canal
- Extending hours of operation for the reservation call center

Mainline service would include two round trips per week in the summer and one per week in the winter with Juneau-Haines-Skagway-Haines-Juneau routing. During the summer, the *M/V Malaspina* would make one round trip per day, 7 days per week on a Skagway-Juneau-Skagway route, while one Day Boat ACF would make one round trip between Juneau and Haines 6 days per week, and the other would make two round trips per day between Haines and Skagway 6 days per week. The Day Boat ACFs would not sail on the seventh day because the mainliner would be on a similar schedule. In the winter, ferry service in Lynn Canal would be a minimum of three round trips per week provided primarily by the Day Boat ACFs.