

**Knik Arm Crossing Project
Responses to Agency Comments on Purpose and Need**

Comment	Agency	Venue	Date	Response
Asked what the toll would be. Mentioned that the toll could affect the P&N for the bridge.	ADNR	Meeting	2/17/2005	Financial feasibility is a key component of the Purpose and Need Statement. Financial studies are currently being conducted to determine the toll structure for the project.
The Department of Defense has nothing strategic to gain by a bridge.	Alaskan Command	Meeting	1/26/2005	Military need references have been removed from the Purpose and Need Statement.
The Alaskan Command plans to investigate a clarification of "need" in relation to the Stryker Brigade and munitions deployment.	Alaskan Command	Meeting	1/26/2005	Military need references have been removed from the Purpose and Need Statement.
Are the "needs" in order of priority? Need number 3 is more of a need than 2.	Alaskan Command	Agency Scoping Meeting	4/25/2005	The needs are not in priority ranking.
You should remove number two (re: Military Operations) from your Needs. Mayor Wuerch has been advised by the military that there is no "need" or "void" for the military, and has been asked to remove it as a "need." There may be a quality of life issue, convenience, but not a need. There is no void for deployment, munitions or necessity.	ALCOM	Agency Scoping Mtg	3/29/2005	Military need references have been removed from the Purpose and Need Statement.
In terms of Emergency Response (in the P&N), the proximity of access roads to EAFB does not increase the potential for terrorist activity.	ALCOM	Agency Scoping Mtg	5/11/2005	This reference to potential for terrorist activity has been removed from the Purpose and Need Statement.
We concur that proximity to the military installations and international airport places Anchorage at risk to man-made hazards such as air transportation accidents.	ALCOM	Letter	5/12/2005	No response necessary.
We do not concur that Anchorage's proximity to military installations and an international airport makes it vulnerable to terrorist activities. Recommend verifying this with the Department of Homeland Security.	ALCOM	Letter	5/12/2005	This reference to potential for terrorist activity has been removed from the Purpose and Need Statement.

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Right now the limit to a rail crossing of Knik Arm is expense and funding.	ARRC	Meeting	1/26/2005	The Purpose and Need Statement recognizes that while a rail crossing is not part of the current project, more efficient rail access to Interior Alaska has long been recognized as an eventual need. Design and construction of a vehicular Knik Arm Crossing will be accomplished in a manner that is complementary to a future rail crossing and does not preclude rail approach and crossing options.
Purpose & need might need to be expanded to more regional to include impacts statewide, Anchorage, and the interior.	ARRC	Agency Scoping Mtg	3/29/2005	The Purpose and Need Statement has been refined to recognize the regional character of this project in terms of transportation infrastructure and transportation connectivity, as well as the importance of the link to Interior Alaska.
Don't preclude a railroad bridge in further studies.	ARRC	Agency Scoping Mtg	3/29/2005	The Purpose and Need Statement recognizes that while a rail crossing is not part of the current project, more efficient rail access to Interior Alaska has long been recognized as an eventual need. Design and construction of a vehicular Knik Arm Crossing will be accomplished in a manner that is complementary to a future rail crossing and does not preclude rail approach and crossing options.
I would like to stress that purpose & need should talk about surface transportation. Even though (the project) doesn't include railroad now, it could in the future. You should keep that in mind.	ARRC	Agency Scoping Mtg	3/29/2005	The Purpose and Need Statement specifically identifies surface transportation connectivity. The Purpose and Need Statement recognizes that while a rail crossing is not part of the current project, more efficient rail access to Interior Alaska has long been recognized as an eventual need. Design and construction of a vehicular Knik Arm Crossing will be accomplished in a manner that is complementary to a future rail crossing and does not preclude rail approach and crossing options.
The current project background and P&N leaves out the Alaska Railroad, the fastest growing freight mover. The P&N as it now stands states that there is a need for intermodal surface transportation connectivity, which includes railroads.	ARRC	Agency Scoping Mtg	5/11/2005	The Purpose and Need Statement recognizes that while a rail crossing is not part of the current project, more efficient rail access to Interior Alaska has long been recognized as an eventual need. Design and construction of a vehicular Knik Arm Crossing will be accomplished in a manner that is complementary to a future rail crossing and does not preclude rail approach and crossing options.
I don't think you need to talk negatively about the other alternatives (for a crossing) in order to support your P&N for a bridge. Be very careful how you give written presentations because we need the support of the public to run ferries and railroads.	ARRC	Agency Scoping Mtg	5/11/2005	Agreed. The Knik Arm Crossing project is intended to be complementary to other modes of travel such as rail and ferries and support a regional transportation system. These different modes serve different needs and better distinctions will be made in future presentations.

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Regarding the Purpose and Need Statement: Further support for a future rail route across Knik Arm is supported by the MSB for rail at Port MacKenzie as documented in the "Matanuska-Susitna Road Rail Corridor Study."	ARRC	Letter	5/12/2005	The Matanuska-Susitna Borough Rail Corridor Study has been referenced in the Purpose and Need Statement. The Purpose and Need Statement recognizes that while a rail crossing is not part of the current project, more efficient rail access to Interior Alaska has long been recognized as an eventual need. Design and construction of a vehicular Knik Arm Crossing will be accomplished in a manner that is complementary to a future rail crossing and does not preclude rail approach and crossing options.
Regarding the Purpose and Need Statement: Connectivity in the Matanuska-Susitna Borough needs to be considered in order for the project to meet the purpose and need.	ARRC	Letter	5/12/2005	The purpose of the Knik Arm Crossing project is to "further" the development of transportation systems in the Upper Cook Inlet region. KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of connectivity on the Mat-Su side for existing and future transportation networks.
Regarding the Purpose and Need Statement: The statement should mention the ARRC, its existing transportation infrastructure in Southcentral Alaska, and its role and place in the regional transportation system.	ARRC	Letter	5/12/2005	The purpose is to meet the needs for vehicular access and surface transportation connectivity-more explicit discussions of regional transportation systems, including the ARRC and other modes, will be included in the EIS under appropriate chapter headings.
Regarding the Purpose and Need Statement: Needs to include the importance of the ARRC to the regional transportation system in order to justify a future rail extension across Knik Arm.	ARRC	Letter	5/12/2005	The Purpose and Need Statement for the Knik Arm Crossing is defined as meeting the needs for vehicular access and surface transportation connectivity-more explicit discussions of regional transportation systems, including the ARRC and other modes, will be included in the EIS under appropriate chapter headings.
Regarding the Purpose and Need Statement: Protection of a future rail crossing across Knik Arm will help meet the need for a redundant overland route for emergency response and evacuation.	ARRC	Letter	5/12/2005	The Purpose and Need Statement recognizes that while a rail crossing is not part of the current project, more efficient rail access to Interior Alaska has long been recognized as an eventual need. Design and construction of a vehicular Knik Arm Crossing will be accomplished in a manner that is complementary to a future rail crossing and does not preclude rail approach and crossing options.

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Regarding the Purpose and Need Statement: Reference to increasing truck traffic in the Port of Anchorage within the next 10-12 years may result in more railroad activity not activity on a Crossing. The Purpose and Need Statement should protect the option of a future rail crossing by acknowledging the critical role rail plays in the movement of freight goods and services.	ARRC	Letter	5/12/2005	The Purpose and Need Statement recognizes that while a rail crossing is not part of the current project, more efficient rail access to Interior Alaska has long been recognized as an eventual need. Design and construction of a vehicular Knik Arm Crossing will be accomplished in a manner that is complementary to a future rail crossing and does not preclude rail approach and crossing options.
Regarding the Purpose and Need Statement: The statement could be strengthened by including references and support for all modes of transportation.	ARRC	Letter	5/12/2005	The Purpose and Need Statement has been refined to recognize the regional character of this project in terms of transportation infrastructure and transportation connectivity, as well as the importance of integrating the Knik Arm Crossing project with locally adopted economic development, land use, and transportation plans.
Regarding the Purpose and Need Statement: References to tsunamis may not support the project.	ARRC	Letter	5/12/2005	The reference to tsunamis has been removed from the Purpose and Need Statement.
Regarding the Purpose and Need Statement: Total tonnage increases through the Port of Anchorage should reference years.	ARRC	Letter	5/12/2005	Total tonnage increases mentioned in the Purpose and Need Statement now reference the relevant years.
The existing railroad route is a continuous north-south corridor and it provides an emergency evacuation route.	ARRC	Letter	5/12/2005	Comment noted. Reference in Purpose and Need Statement has been clarified to vehicular transportation corridors.
Regarding the Purpose and Need Statement: The existing railroad route is a continuous north-south corridor and it provides an emergency evacuation route in addition to the existing highway.	ARRC	Letter	5/12/2005	Comment noted. Purpose and Need Statement has been refined to include ARRC as an emergency service resource.
Is one of the needs for the bridge based on military deployment in and out of the POA? Is that a national security interest?	BLM	Meeting	2/18/2005	Military need references have been removed from the Purpose and Need Statement.

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I would like serious re-consideration of connectivity as a need.	COE	Agency Scoping Mtg	3/29/2005	Connectivity is an important aspect of the Knik Arm Crossing project. The purpose of the project is to further the development of transportation systems in the Upper Cook Inlet region by providing improved vehicular access and surface transportation connectivity between the Municipality of Anchorage and the Matanuska-Susitna Borough, at the Port MacKenzie District, with a financially feasible and efficient crossing. One of the needs is for improved regional transportation infrastructure to meet existing and proposed population growth and locally adopted economic development, land use, and transportation plans, which serve to document the need for connectivity; key plans have been referenced and summarized in the Purpose and Need Statement.
COE would not consider number five a purpose or need. It (having funding) can't be driving the project.	COE	Agency Scoping Mtg	3/29/2005	While financial feasibility is an essential aspect of this project, the reference to funding as a need has been removed from the Purpose and Need Statement.
I heard that number two (relating to military) should not be a need also.	COE	Agency Scoping Mtg	3/29/2005	Military need references have been removed from the Purpose and Need Statement.
If sounds like you're locked down on P&N.	COE	Agency Scoping Mtg	5/11/2005	FHWA asked for feedback on the draft Purpose and Need Statement through Scoping from agencies and the public, and received many helpful comments. The Purpose and Need for the project was then reviewed in light of these comments, and the Statement was revised to more accurately define the purpose and needs for the project.
Regarding the Purpose and Need Statement: The existing transportation infrastructure appears to be adequate at this time and the proposed location of the bridge would not relieve a significant amount of commuters from the MSB. Residents that move close to the bridge on the MSB side would use the bridge, but those in Wasilla would continue to commute along the Glenn Highway.	COE	Letter	5/20/2005	The Knik Arm Crossing is not intended to take the place of the Glenn Highway for commuters from Palmer and Wasilla. The design year for the project is 2030, and the Purpose and Need addresses the need for adequate transportation infrastructure to meet the projected growth between now and 2030, the need for regional transportation connectivity, and the need for safety and transportation system redundancy.

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Regarding the Purpose and Need Statement: If the project is determined needed to be part of a regional supply route to Interior Alaska, opening a highway corridor from Port MacKenzie to connect to the Parks Highway should be considered. If the highway connection is needed to fortify the purpose and need, it should be evaluated as a secondary impact.	COE	Letter	5/20/2005	The need for a highway corridor connecting Port MacKenzie to the Parks Highway was identified in the Matanuska-Susitna Borough Rail Corridor Study, and the study was adopted by the Mat-Su Borough Assembly as part of their Comprehensive Plan; this reference has been added to the Purpose and Need Statement. KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of highway connections on the Mat-Su side. The EIS will address indirect and cumulative impacts of the project.
Regarding the Purpose and Need Statement: The Port of Anchorage and Port MacKenzie do not agree with the stated need regarding efficient surface and freight and goods movement between ports. The ports handle different types of freight and would not need to transfer goods between them. If moving goods across Knik Arm were needed, it's likely that they would be moved over the water (by marine vessel/barge) not by truck as mentioned in the statement.	COE	Letter	5/20/2005	The need to connect Port MacKenzie to Anchorage has been further clarified in the Purpose and Need Statement, as the need was identified in the 1993 Point MacKenzie AMSA Plan, the 1998 Point MacKenzie Port Master Plan, and the 2002 Matanuska Susitna Borough Economic Development Plan. Limited road access and truck traffic congestion issues to and from the Port of Anchorage have been identified in the 1997 Port of Anchorage Northern Corridor Feasibility Study and the 1999 Port of Anchorage Master Plan. In accordance with these plans and studies, the Purpose and Need Statement has been refined to focus on regional connectivity and transportation needs of the two Ports rather than connecting one port to the other.
Regarding the Purpose and Need Statement: In order for the "safety of redundant route" need to be realized, a massive building of infrastructure on the north side of Knik Arm must take place.	COE	Letter	5/20/2005	The purpose of the project is to "further" the development of transportation systems in the Upper Cook Inlet region. KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of highway connections on the Mat-Su side as part of their future programmed transportation network.
Regarding the Purpose and Need Statement: Conventional funding for the Knik Arm Crossing cannot be considered under purpose and need. Funding to build a project is part of the solution to a specifically identified problem not the reason for the proposed project.	COE	Letter	5/20/2005	While financial feasibility is an essential aspect of this project, the reference to funding as a need has been removed from the Purpose and Need Statement.

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Regarding the Purpose and Need Statement: The military have stated that the bridge plays no part in their deployment plans and that bridge construction could inhibit military deployment. Depending on the final configuration and alignment, the bridge could interfere with the military's mission.	COE	Letter	5/20/2005	Military need references have been removed from the Purpose and Need Statement. KABATA is working with the military to review any potential impacts to military mission.
While the purpose and need statement has been considerably reworded, it is not where it needs to be.	COE	Letter	5/31/2005	The current version of the Purpose and Need Statement is a reflection of extensive review and comment by the Interdisciplinary Team and the public, and now reflects a more accurate definition of root project needs.
Regarding Purpose and Need: The COE questions the real need to build the Crossing to provide connectivity between the Port of Anchorage and Port MacKenzie. Neither port has expressed a need or desire to be connected to the other port.	COE	Letter	5/31/2005	The need to connect Port MacKenzie to Anchorage has been further clarified in the Purpose and Need Statement, as the need was identified in the 1993 Point MacKenzie AMSA Plan, the 1998 Point MacKenzie Port Master Plan, and the 2002 Matanuska Susitna Borough Economic Development Plan. Limited road access and truck traffic congestion issues to and from the Port of Anchorage have been identified in the 1997 Port of Anchorage Northern Corridor Feasibility Study and the 1999 Port of Anchorage Master Plan. In accordance with these plans and studies, the Purpose and Need Statement has been refined to focus on regional connectivity and transportation needs of the two Ports rather than connecting one port to the other.
Regarding the purpose and need statement: Relying on the intent of the Alaska Legislature (to support the economic welfare of the State through the development of upper Cook Inlet transportation) should not be a listed need.	COE	Letter	5/31/2005	The Purpose and Need Statement now clarifies that the root project needs are based on locally adopted economic development, land use, and transportation plans-the Alaska Legislature, through AS 19.75, has directed this project in response to these plans.

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How does the needs statement translate into alternatives? Has it affected alternatives being rejected? Other alternatives could meet some of those needs, like a ferry. How does this fit into the EIS document? There is a lack of current regional transportation infrastructure on MSB side.	DNR OHMP	Agency Scoping Mtg	3/29/2005	Alternatives will be screened for reasonableness against the purpose and need for the project, and also against technical screening criteria. This process will be detailed in the EIS. KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of infrastructure on the Mat-Su side.
What is the capacity level for this project? How do you construct it today to accommodate 2030? It would be good to tie it into the needs to allow for growth, both commercial and residential.	DNR OHMP	Agency Scoping Mtg	3/29/2005	The design year for the project is 2030 and the capacity of the project will be designed to meet these future year traffic projections. The Purpose and Need Statement and overall project objectives are to meet population and growth projections for 2030 and integrate the Crossing project into the future 2025 Long Range Transportation Plan (LRTP) networks of both AMATS and the Mat-Su Borough.
Port MacKenzie could become a regional port. Then there would not necessarily be a need for a bridge to Anchorage. Some people might ask if the money would be better spent improving Port MacKenzie into a container port.	DNR OHMP	Agency Scoping Mtg	3/29/2005	The Mat-Su Borough's stated position is that the Borough views Port MacKenzie as being complementary to the Port of Anchorage. A container port is not considered a reasonably foreseeable future action. The Knik Arm Crossing project is an integral part of the 1998 Point MacKenzie Port Master Plan, and the 2002 Matanuska Susitna Borough Economic Development Plan.
Some needs could be met without a bridge. We saw some of the same needs for the ferry consideration. Is the ferry superfluous?	DNR OHMP	Agency Scoping Mtg	3/29/2005	The Purpose and Need Statement recognizes that the Matanuska-Susitna Borough has proceeded with construction of a Knik Arm Ferry that would be complementary to a vehicular bridge crossing, but has needs that are different than the Knik Arm Crossing project. The ferry is primarily designed for relatively low travel demand and is not intended to meet long-term, high-volume travel demand, nor heavy truck and industrial traffic volumes, to meet future regional travel needs and freight and goods movement needs.
Does this water supply issue (the possibility of arsenic in the water in the Point MacKenzie area) undermine part of your purpose and need?	EPA	Agency Scoping Meeting	4/25/2005	Although this may be addressed in the EIS, it does not directly affect the Purpose and Need Statement. Demonstration of potable water supply will be required for development approval and this would be the responsibility of the local jurisdiction.
Prior to May 11, we need to have the background information to substantiate the Purpose and Need.	EPA	Agency Scoping Mtg	4/25/2005	The complete draft Purpose and Need Statement was provided to the Interdisciplinary Team prior to the May 11 th meeting.

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Why do the two ports need to be connected?	EPA	Agency Scoping Mtg	5/11/2005	The need to connect Port MacKenzie to Anchorage has been further clarified in the Purpose and Need Statement, as the need was identified in the 1993 Point MacKenzie AMSA Plan, the 1998 Point MacKenzie Port Master Plan, and the 2002 Matanuska Susitna Borough Economic Development Plan. Limited road access and truck traffic congestion issues to and from the Port of Anchorage have been identified in the 1997 Port of Anchorage Northern Corridor Feasibility Study and the 1999 Port of Anchorage Master Plan. In accordance with these plans and studies, the Purpose and Need Statement has been refined to focus on regional connectivity and transportation needs of the two Ports rather than connecting one port to the other.
Is the project independently useful if we don't have infrastructure on the MSB side? Is it a stand alone project?	EPA	Agency Scoping Mtg	5/11/2005	The project team is working with the Mat-Su Borough and DOT&PF to address the issue of infrastructure on the Mat-Su side. The Knik Arm Crossing project is being developed to integrate with the Mat-Su Borough's 2025 Long Range Transportation Plan.
What kind of evacuation is the bridge going to aid? Tsunami evacuation would not make sense by using a bridge.	EPA	Agency Scoping Mtg	5/11/2005	The reference to tsunamis has been removed from the Purpose and Need Statement. The Knik Arm Crossing would provide Alaska's most populous region with redundant routes for improved safety, alternate travel routing, disaster preparedness, and emergency response in the event of accident, earthquake damage, wildfire or other disaster.
Competing needs should be acknowledged and assessed with respect to the alternatives. Competing societal needs include environmental protection as well as other needs identified by the affected public, agencies, and tribes during scoping and throughout the NEPA process.	EPA	Letter + Attachments	6/16/2005	Competing needs will be evaluated as part of the EIS, but are not appropriately addressed in the Purpose and Need Statement.

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Some of the needs stated have been contradicted by those that the needs pertain to, such as the Ports, the Municipality of Anchorage, and the Department of Defense.	EPA	Letter + Attachments	6/16/2005	The need to connect Port MacKenzie to Anchorage has been further clarified in the Purpose and Need Statement, as the need was identified in the 1993 Point MacKenzie AMSA Plan, the 1998 Point MacKenzie Port Master Plan, and the 2002 Matanuska Susitna Borough Economic Development Plan. Limited road access and truck traffic congestion issues to and from the Port of Anchorage have been identified in the 1997 Port of Anchorage Northern Corridor Feasibility Study and the 1999 Port of Anchorage Master Plan. In accordance with these plans and studies, The Purpose and Need Statement has been refined to focus on regional connectivity and transportation needs of the two Ports rather than connecting one port to the other. Military need references have been removed from the Purpose and Need Statement. The Purpose and Need reflects the work that the Municipality of Anchorage has done in studying and planning for growth. The Purpose and Need references many Municipality of Anchorage studies and plans, including the Regional Port of Anchorage Master Plan, the Anchorage 2020 Plan, the AMATS Freight Mobility Study, and the AMATS LRTP.
The basic needs to be met by the project should be stated and justified with adequate information and analysis.	EPA	Letter + Attachments	6/16/2005	The basic needs are now clarified in the Purpose and Need Statement, as they are contained in locally adopted economic development, land use, and transportation plans.
Would the project as currently proposed, without a connection to the Parks Highway, meet the FHWA requirements for independent utility? Explain why the Houston connection was needed in 1984 but not today.	EPA	Letter + Attachments	6/16/2005	KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of infrastructure on the Mat-Su side. The Knik Arm Crossing project is being developed to integrate with the Mat-Su Borough's 2025 Long Range Transportation Plan, which includes system improvements connecting to the Parks Highway.
The original intent for the earmarked funds should be presented as the stated purpose and need.	EPA	Letter + Attachments	6/16/2005	The Purpose and Need Statement now includes the stated purpose for the proposed federal earmarked funds, which is for "Planning, design, and construction of Knik Arm Bridge."
On Purpose & Need Statement, the Municipality may test some of the P&N assumptions. There are cheaper ways to accomplish some of these needs. The MOA Long Range Plans have been developed to accommodate growth. MOA does not necessarily accept the idea that we are running out of land here.	MOA Planning Dept	Agency Scoping Mtg	3/29/2005	The Purpose and Need reflects the work that the Municipality of Anchorage has done in studying and planning for growth. The Purpose and Need references many Municipality of Anchorage studies and plans, including the Regional Port of Anchorage Master Plan, the Anchorage 2020 Plan, the AMATS Freight Mobility Study, and the AMATS LRTP. The MOA, through the Regional Transportation Planning Organization (RTPO), passed Resolution 1-03 on January 21, 2003 to the Alaska Congressional Delegation supporting the Knik Arm Crossing as the number one Regional Transportation Priority Project.

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The Muni looks at ways to provide a "better connected network;" multiple routes in and out of an area. Need number four "Cook Inlet" is key in regards to regional planning. Regional inadequacy doesn't happen until 30 years out, and if you wait until then to solve the problem, it's too late, because the land is gone. Eventually growth will happen. Only looking at 2010 is not far enough out to provide a good long term plan. Preserving the corridors for that growth is important and difficult. That is where the P&N should focus, because the statewide connectivity will look good in 2020 or 2030.	MOA Traffic	Agency Scoping Mtg	3/29/2005	The design year for the project is 2030 and the capacity of the project will be designed to meet these future year traffic projections. The Purpose and Need Statement and overall project objectives are to meet population and growth projections for 2030 and integrate the Crossing project into the future 2025 Long Rang Transportation Plan (LRTP) networks of both AMATS and the Mat-Su Borough. The Purpose and Need Statement recognizes the regional character of this project in terms of transportation infrastructure and transportation connectivity, as well as the importance of the link to interior Alaska. The Statement also highlights the need for safety and transportation system redundancy.
The Borough is generally in favor of the Crossing, however there is concern that a "port to port" Crossing would not address long-term traffic. The Borough views Port MacKenzie as being complementary to the Port of Anchorage.	MSB	Meeting	6/16/2004	The Purpose and Need has been refined to focus on regional connectivity and access to the two Ports more than connecting one port to the other. KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of traffic on the Mat-Su side.
Note that there are more than two escape routes from Anchorage; the Old Glenn Highway is an alternative escape route.	MSB	Meeting	2/16/2005	The Old Glenn Highway is only a partial alternative route, it is discontinuous in sections between Anchorage and the Mat-Su Borough.
The MSB is concerned that regional connectivity will not be achieved by connecting the two ports. Additional infrastructure is needed on the MSB side. The logical termini for the project may be further out (then just to the Port MacKenzie).	MSB	Agency Scoping Mtg	5/11/2005	KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of connections on the Mat-Su side.
Regarding the Purpose and Need Statement: The MSB's LRTP should be mentioned.	MSB	letter	5/12/2005	Mention has been made of the MSB 2025 LRTP update that is currently underway, and the intent of the Knik Arm Crossing project to functionally integrate into the Borough's future transportation plans.

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Regarding the Purpose and Need Statement: Direct connections to the National Highway System do not exist from where the Crossing would make landfall at Port MacKenzie. There is a certain level of highway infrastructure needed on the MSB side that needs to be constructed as part of the Knik Arm Crossing to insure utility of the project.	MSB	letter	5/12/2005	KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of connections on the Mat-Su side.
Regarding the Purpose and Need Statement: The movement of containers from Anchorage to the MSB (beyond Port MacKenzie) will require highway improvements on the MSB side. Tying into the existing road system will not facilitate faster more cost efficient movement of freight.	MSB	letter	5/12/2005	KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of connections on the Mat-Su side.
Regarding the Purpose and Need Statement: The transportation system on the MSB side will need to be upgraded to facilitate the purpose and need.	MSB	letter	5/12/2005	KABATA is working with the Mat-Su Borough and DOT&PF to address the issue of connections on the Mat-Su side.
Regarding the Purpose and Need Statement: There should be discussion of the MSB's multi-Use Ferry/Rescue Vessel project which will be useful in the support and development and construction of the Crossing Project.	MSB	letter	5/12/2005	The Purpose and Need Statement recognizes that the Matanuska-Susitna Borough has proceeded with construction of a Knik Arm Ferry that would be complementary to a vehicular bridge crossing.
Regarding the Purpose and Need Statement: The Port MacKenzie area should be defined. Port MacKenzie is zoned industrial and commercial within the port district and would not be available for residential development.	MSB	letter	5/12/2005	The Purpose and Need Statement now clarifies Port MacKenzie as being developed for bulk commodities and facility fabrication, and discusses the Borough's industrial/commercial use plans for the Port MacKenzie District.

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Regarding the Purpose and Need Statement: The proposed floatplane/airpark will be outside the Port MacKenzie District.	MSB	letter	5/12/2005	This has been corrected in the Purpose and Need Statement.
Did the POA agree with the P&N stated for them?	NOAA Fisheries	Meeting	2/24/2005	Comments from the Port of Anchorage have focused on access to industrial lands on the Mat-Su side and to access to the interior. Limited road access and truck traffic congestion issues to and from the Port of Anchorage have been identified in the 1997 Port of Anchorage Northern Corridor Feasibility Study and the 1999 Port of Anchorage Master Plan. The Purpose and Need Statement has been refined to focus on regional connectivity and transportation needs of the two Ports rather than connecting one port to the other.
Is the goal of emergency evacuation to have two ways to get out of Anchorage or the Valley?	NOAA Fisheries	Meeting	2/24/2005	The need for safety and transportation system redundancy is important in both directions.
Will you be breaking number four down further to reflect commercial development and the relocation of the airport?	NOAA Fisheries Fisheries	Agency Scoping Mtg	3/29/2005	The relocation of the airport is not anticipated to occur by the design year of 2030, and therefore is not included in the Purpose and Need Statement. The Purpose and Need does respond to locally adopted economic development, land use, and transportation plans.
Short term connectivity is not very important to the POA. Industrial connection to the interior is important. We see less importance in port to port connection; more strengthening of the transportation network to facilitate industrial opportunity because of land availability on Mat-Su side.	POA	Agency Scoping Mtg	3/29/2005	The need to connect Port MacKenzie to Anchorage has been further clarified in the Purpose and Need Statement, as the need was identified in the 1993 Point MacKenzie AMSA Plan, the 1998 Point MacKenzie Port Master Plan, and the 2002 Matanuska Susitna Borough Economic Development Plan. Limited road access and truck traffic congestion issues to and from the Port of Anchorage have been identified in the 1997 Port of Anchorage Northern Corridor Feasibility Study and the 1999 Port of Anchorage Master Plan. In accordance with these plans and studies, the Purpose and Need Statement has been refined to focus on regional connectivity and transportation needs of the two Ports rather than connecting one port to the other.