
3.11 Transportation and Circulation

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3.11 TRANSPORTATION AND CIRCULATION

3.11.1 AFFECTED ENVIRONMENT

For purposes of this Supplemental Environmental Impact Statement (EIS)/Overseas EIS (Supplemental EIS/OEIS), the Region of Influence (ROI) for transportation and circulation remains the same as that identified in the March 2011 Gulf of Alaska Navy Training Activities Final EIS/OEIS and includes the Temporary Maritime Activities Area (TMAA) (the Study Area).

3.11.1.1 Existing Conditions

3.11.1.1.1 Air Traffic (Military, Commercial, and General Aviation)

Air traffic was discussed in the 2011 GOA Final EIS/OEIS. Following a review of recent literature and discussions with individuals from Alaska's Anchorage Air Route Traffic Control Center (ARTCC), air traffic activities, to include military aviation and commercial and general aviation within the ROI, have not appreciably changed since the 2011 GOA Final EIS/OEIS (Belisle 2013). Additionally, during the early planning phases before an exercise commences, the military and the local Federal Aviation Administration (FAA) officials (Anchorage ARTCC) work in close coordination to schedule and mitigate any potential conflicts to the commercial and general aviation communities. Furthermore, there are no new United States (U.S.) Department of the Navy (Navy) military aviation activities being proposed in this Supplemental EIS/OEIS. As such, the information and analysis regarding air traffic presented in the 2011 GOA Final EIS/OEIS is still valid.

3.11.1.1.2 Marine Traffic (Military and Civilian Vessel Traffic)

Marine traffic, to include both military and civilian vessel traffic, was discussed in the 2011 GOA Final EIS/OEIS. There are no new proposed military marine traffic activities in this Supplemental EIS/OEIS; as such, the discussion in the Final EIS/OEIS remains valid. Please refer to Section 3.12 (Socioeconomics), Section 3.12.1.1.1 (Commercial Shipping), and Section 3.12.1.1.3 (Tourism and Recreation) of this Supplemental EIS/OEIS for updated discussions of civilian vessel traffic and recreational vessel traffic. In sum, there has been no appreciable change to military and civilian vessel traffic in the Study Area since the 2011 GOA Final EIS/OEIS.

3.11.1.2 Current Requirements and Practices

As stated in the 2011 GOA Final EIS/OEIS, the Navy's scheduled activities are published for access by all vessels and operators by use of Notices to Mariners issued by the U.S. Coast Guard (USCG) and Notices to Airmen issued by the FAA. Additionally, to ensure the broadest dissemination of information about hazards to commercial and recreational vessels within the region, the Navy provides schedule conflicts along with other USCG concerns at U.S. Department of Homeland Security Navigation Center, Local Notice to Mariners (<http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=17>). As such, the information regarding current requirements and practices presented in the 2011 GOA Final EIS/OEIS is still valid.

3.11.2 ALTERNATIVES ANALYSIS

All three alternatives (No Action Alternative, Alternative 1, and Alternative 2), as discussed in the 2011 GOA Final EIS/OEIS, remain the same for this Supplemental EIS/OEIS. The Navy conducted a review of existing federal and state regulations and standards relevant to transportation and circulation, as well as a review of new literature, to include laws, regulations, and publications pertaining to transportation and circulation. No additional information was found that indicates an appreciable change to the existing environmental conditions as described in the 2011 GOA Final EIS/OEIS. Because the existing

conditions have not changed appreciably, and no new Navy training activities are being proposed to occur in the TMAA in this Supplemental EIS/OEIS, re-analysis of the alternatives with respect to transportation and circulation is not warranted. Subsequently, the conclusions made for the alternatives analyzed in the 2011 GOA Final EIS/OEIS remain unchanged in this Supplemental EIS/OEIS.

3.11.3 CONCLUSION

As described above, there is no information on existing environmental conditions that changes the affected environment, which forms the environmental baseline of the transportation and circulation analysis in the 2011 GOA Final EIS/OEIS. Additionally, no new Navy training activities are being proposed in this Supplemental EIS/OEIS that would affect transportation and circulation in the TMAA. Therefore, conclusions for transportation and circulation impacts made for the alternatives analyzed in the 2011 GOA Final EIS/OEIS remain unchanged in this Supplemental EIS/OEIS. For a summary of effects of the No Action Alternative, Alternative 1, and Alternative 2 on transportation and circulation under both the National Environmental Policy Act and Executive Order 12114, please refer to Table 3.11-1 (Summary of Effects by Alternative) in the 2011 GOA Final EIS/OEIS.

REFERENCES CITED AND CONSIDERED

Belisle, L. Procedures specialist, Anchorage Air Route Traffic Control Center. (2013). *Information about military, commercial, and general aviation activities in the Gulf of Alaska and interior airspace of Alaska*. Personal communication via telephone to M. Hahn, Principal Operations Research Analyst, ManTech, Inc. Solana Beach, CA. 18 April.

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