

Kake Access Public Meeting

Location and Time:

- Council Chambers, 264 Silverspike Road, Kake, AK
- September 9, 2015, 6:00 p.m. to 8:00 p.m.

Agency Attendees:

- Karen Cantillon; Emerald City Editing
- Seth English-Young; Federal Highway Administration-Western Federal Lands (WFL)
- Marie Heidemann; Alaska Department of Transportation and Public Facilities (ADOT&PF)
- Jeff Heilman; Parametrix
- Andy Hughes; ADOT&PF
- Tom Parker; U.S. Forest Service-Tongass National Forest
- Brian Wacker; Robert Peccia and Associates
- Heather Wills; WFL

Presentation:

Seth English-Young said the purpose of the meeting is an information exchange. He introduced the participants and began the program with a PowerPoint presentation (attached) outlining changes since the March 2015 meetings.

Brian Wacker then discussed the changes to the Purpose and Need Statement. He said that, based on public input, the Purpose and Need Statement was revised to better identify needs for travel and purposes of travel. He presented the revised Purpose and Need Statement:

“The purpose of the proposed action is to provide Kake residents with more frequent, faster and cost effective surface transportation access to medical facilities, goods and services, education facilities, and economic opportunities not available in Kake.”

Brian then presented the full range of 21 alternatives that were considered, including a range of road (with shuttle ferry) alternatives and ferry-only alternatives.

Jeff Heilman then explained the screening evaluation process used to review the full range of potential alternatives and identify those to carry forward for more detailed analysis in an environmental impact statement.

- Level 1 screening was based on ensuring that the alternatives would meet the purpose of the Kake Access Project. The focus was on improved access to Juneau, Sitka, and Petersburg. There are more goods and services available in Petersburg than in Kake, as well as access to better travel options.
- Level 2 screening was based on whether the alternatives would meet the needs for the proposed action. The alternatives would have to increase frequency of total available round trips to regional hubs that would provide goods, services, and opportunities not available in Kake by a substantial margin. The standard applied was that travel time had to decrease by 25

percent or more. There is uncertainty as far as ferry travel in future years. Analysis was also tied to reducing user travel costs from Kake to larger communities. The threshold for passing was that an alternative had to provide a 25 percent reduction in round-trip costs compared to the No-action Alternative.

- Level 3 screening was based on financial and technical feasibility. This included analysis of capital costs, annual maintenance and operating costs, and lifecycle costs. Technical feasibility included reviewing permitting and substantial design, construction, or maintenance constraints. Alternatives that would require constructing roads through federal wilderness areas would require both U.S. presidential and congressional approval, which were highly uncertain, and were, therefore, dropped. Alternative 18, as defined, did not pass the operational feasibility analysis, but it was determined that more analysis was required to determine if a reasonable ferry only alternative could be developed.

Jeff then presented the Range of Reasonable Alternatives to be carried into the EIS:

1. Northern Corridor - Alternative 1: Kake to Petersburg
2. Tonka Corridor - Alternative 2: Kake to Petersburg
3. Ferry Alternative (subject to further analysis and refinement) - Alternative 18: Enhance AMHS ferry service frequency
4. No Action (Alternative 16)

Seth English-Young concluded the presentation with upcoming activities:

- Conduct second round of public surveys to assess public perceptions on project.
- Initiate resource studies.
- Continue agency coordination.
- Begin development of Draft EIS (DEIS).
- Continue public outreach.

Following the presentation, participants asked questions and expressed opinions regarding the project. The questions/comments fell into the following categories:

Route:

- How long a drive would it be?

Response: Depending on the preferred alternative, driving time would range from two to three hours.

- Would bus service be possible?

Response: Bus service between Kake and Petersburg would be possible, but it is not currently planned as part of this proposal.

- Put the road along the coastline (waterfront). It would be a little longer, but the lower elevation would be better for winter access.
- Totem Bay would be another option.
- You need to change the route—start at Point Gardner and head straight to Juneau.

Response: There used to be a route lined out across Admiralty Island, Big Loop Road, and Kake Tribal land.

Survey results:

- We need a statistically valid survey to determine where each community stands.
- Take a vote on this. If the majority [in Kake] agrees, and all the people of Petersburg disagree, can you overrule all the people who don't want it?
- What were the responses on the surveys?

Response: We haven't done a survey yet on do you or do you not want the road. Another round of surveys will be held.

Response: We want to find out whether both communities support it.

Ferry service:

- If the road goes through, do we lose the ferry?
- Ferries all go by us, and they don't stop.
- Not every ferry goes by Kake to Chatham Strait.
- On the Prince Rupert run, the ferries go right by Kake. Why can't they stop in Kake?
- Would the ferry make more frequent stops?
- Kake has always been bare bones, and now they cut us even more completely for a couple months.

Response: More ferries stop at Petersburg, and the road would give you more options. In terms of funding additional ferry service, the state is in a severe fiscal crisis. The ferry system takes 50 percent of ADOTPF's statewide Maintenance and Operations Budget. Funding will likely be cut. It is a balancing act. We are trying to maximize service within budget constraints.

Opportunities/Concerns:

- You should take a vote on the road because a majority of our people don't want people coming over from Petersburg, driving drunk, and shooting our deer. We have access to public health, and we don't need Petersburg. We have medevac to Sitka. We have ancestral rights to our land, and we are being invaded. The cost of living is high anyway. People are going downhill, we have no jobs, and what difference would a road make? Norwegians don't accept a Tlingit on their land. They won't even give us electric power. The land is valuable. Why put a road for 500 people? Why? We can't be like Angoon and not let progress in. There's no work.
- We need a base for jobs and development here. We have 85 percent unemployment. We need to get something going here.
- I would use the road, take my kids out, hunt, etc. Also, the medical budget is getting cut; medevacs might not continue to be an option.
- It's not that we want to do it, but we have to. We are hurting the most because we don't have ferry service. We pay up the nose for everything. A car on the ferry is \$500 roundtrip; that's what's going on in this community. Hoonah and Angoon, too. Southern communities have it made. Fast ferries – how fast are they going to go by me? We are way out in left field, just put out on paper. Benefits of either/or; people will vote for what's best for them. We need to take care of our young people.

Economic Issues:

- How is this road going to help our community?

Response: You could benefit from sports and cultural opportunities, and profit from fishermen in Petersburg, and tourism. Developing tourism opportunities like fish charters might help. You could take advantage of each other's strengths.

- Charter service coming over would be [our] downfall.
- Where would the money go?
- Are we dealing [competing] with China, or are we running out of oil?

Response: Regarding the financial sustainability of the ferry system, every dollar paid in is matched by two more dollars by the state. It is not sustainable.

We can't go back in the future and say we should have taken the money when it was available.

General comments:

- I went to meetings in Juneau years ago. Everything we talked about back then, you told us ferries would be going away and wouldn't be around and we'd have to have all these connections, and that's where Totem Bay came in. What you told us then is happening now, and I don't know why everyone is so shocked. Why are we burying our heads in the sand?
- A large percentage of people in Kake will not support a road. Give the money to King Cove where it's really necessary.
- What happened to the two new ferries that were supposed to be built? Juneau and Lynn Canal and mainline systems get all the service. How do you expect people to travel if you don't know when the heck the ferries come in? We get pushed on and pushed off like a bunch of sheep. We get the leftovers. If we can make it to Kake, we'll make it to Kake. I feel like we're not important enough so that we can get one consistent ferry a week without having to fight for it.

Response: Tidal constraints require rapid turnaround, which limits the ability to stop in Kake.

- If this did work, who would pay maintenance?

Response: The state would maintain the road; half would be maintained from the Kake end, and half from the Petersburg end.

Response: The last resolution from Kake indicated support for road and power lines. A current resolution from Kake and Petersburg would help in keeping funding appropriated for project. Kupreanof has issued a statement of nonsupport. The Petersburg Borough has not come up with a resolution one way or another, but support vacillates. If the Petersburg Assembly took it up, they may well be opposed to the project. There are people on the Petersburg side who recognize the economic benefits, would use the Kake Harbor more, and would transport fish.

Publicizing project:

- Put how it would benefit both communities in the newsletter.
- How do we get the word out?
- Produce a short video.
- Use the school as a means to send notices home, explain project to students.
- You should come back and call a community meeting in the gym—make it a potluck.
- Put information in the Post Office.
- Do a Facebook ad.
- Let's work together. We're all here and we're willing to help.

KAKE ACCESS

PUBLIC INFORMATIONAL MEETING

Kake, AK - September 9, 2015

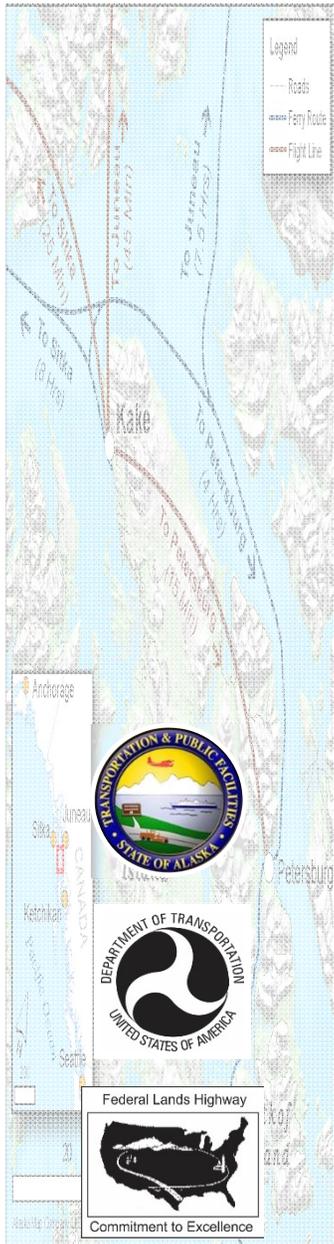
Alaska Department Of Transportation
& Public Facilities (ADOT&PF)
Southcoast Region

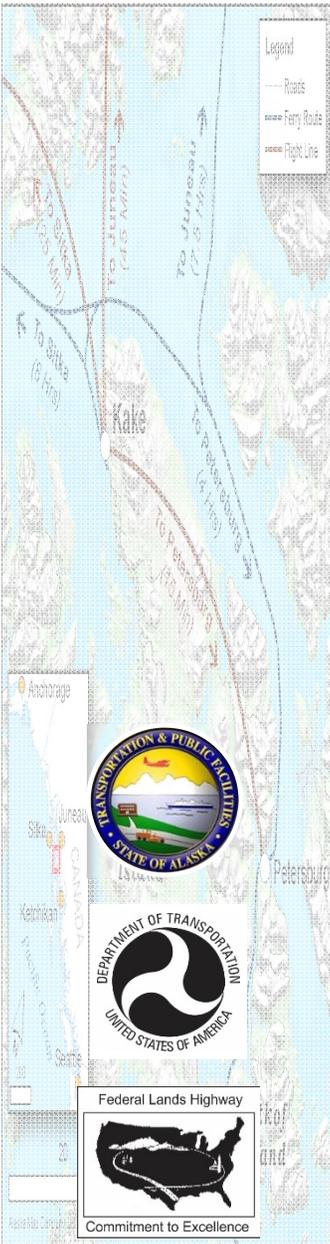
and the
Federal Highway Administration (FHWA)
Western Federal Lands Highway Division (WFLHD)



Project Overview

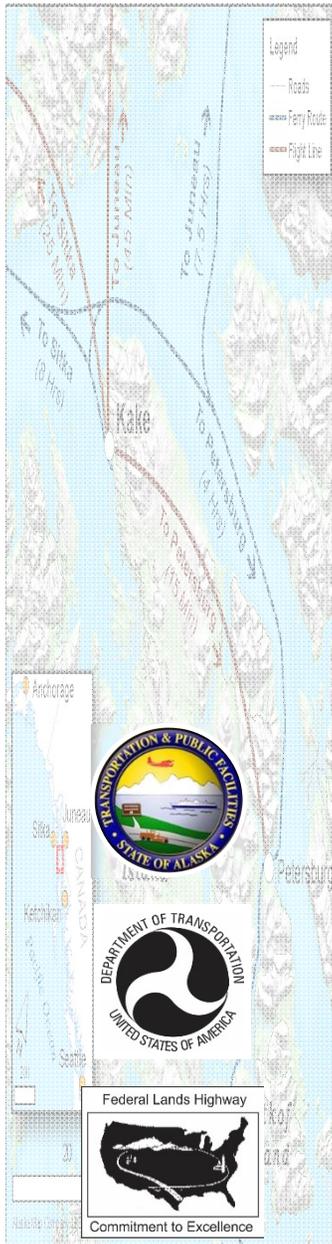
- **2012 Alaska Legislature appropriated \$40 million to ADOT&PF.**
 - Construct single-lane roadway and bridges to connect Kake and Petersburg.
- **ADOT&PF initiated Kake Access project.**
- **Started an Environmental Impact Statement (EIS) for Kake Access.**
 - ADOT&PF and FHWA joint effort.
 - WFLHD of FHWA is the lead agency.
 - Project is separate from the Intertie EIS.





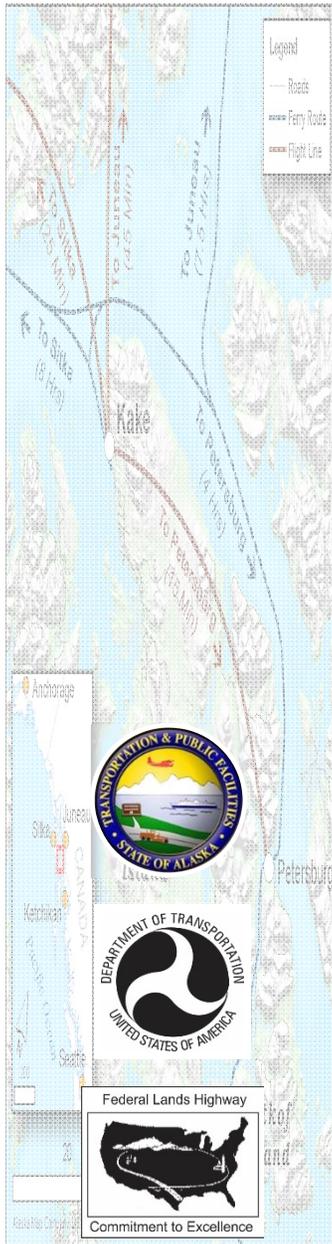
Initial Activities

- ❑ **Notice of Intent (NOI) issued January 2013.**
- ❑ **Public scoping meetings held in spring of 2013.**
- ❑ **Draft Purpose and Need Statement (P&N) issued.**
 - Identifies project purpose.
 - Identifies project need.
 - Identifies goals and objectives.
- ❑ **Draft P&N released for public comment June 2013.**
- ❑ **Public meetings in summer of 2013.**
- ❑ **P&N should be better defined.**
- ❑ **Transportation Survey completed.**
- ❑ **Transportation Needs Assessment completed.**
- ❑ **March 2015 public meetings.**



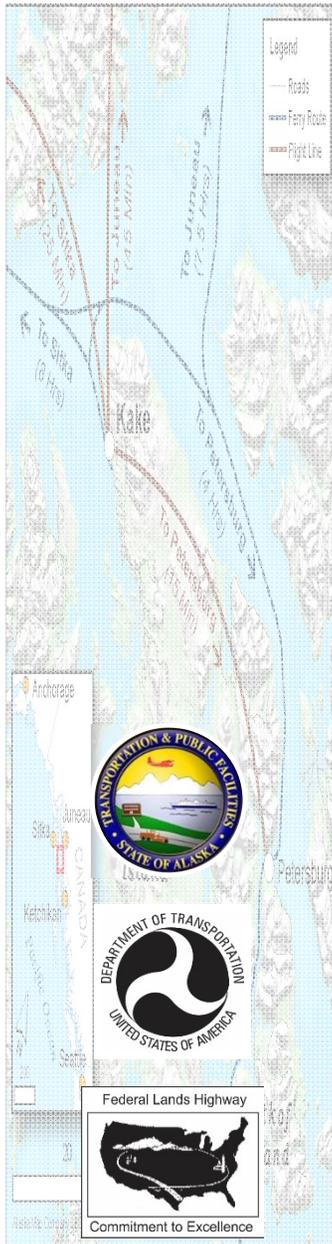
March Public Meetings Key Takeaways

- ❑ Need to update the P&N Statement.
- ❑ Need to evaluate a full range of alternatives (including ferry).
- ❑ Need to develop a screening process to evaluate alternatives.
- ❑ Need to present a reasonable range of alternatives to public.



Activities Since March 2015 Meetings

- Revised P&N Statement.
- Established preliminary range of alternatives.
- Developed screening process for alternatives.
- Screened alternatives.
- Identified range of reasonable alternatives.
- Prepared *Kake Access Screening Process and Reasonable Alternatives Report*.

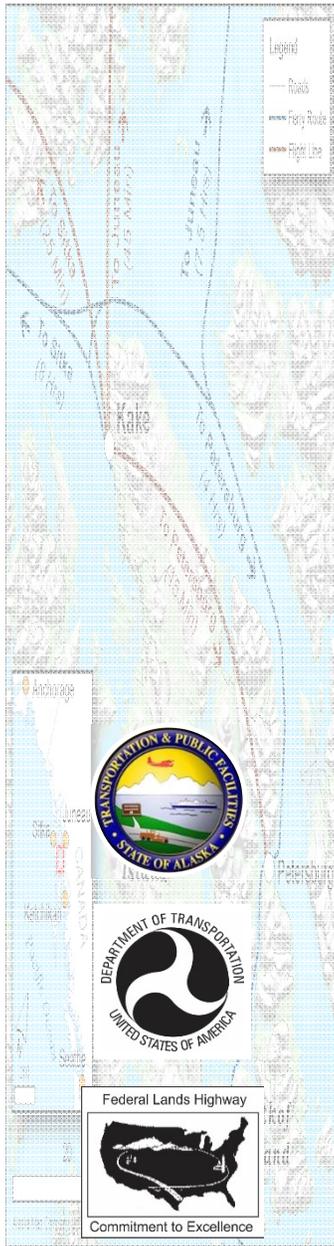


Purpose and Need Statement what's changed?

- **P&N Statement refined and clarified.**
- **Separated discussion of background, legislative action, and Southeast Alaska Transportation Plan.**
- **Clarified or added:**
 - NEPA requirements to look broader than road
 - Data from Transportation Survey and Needs Assessment
 - Input from March public meetings
 - Focus on fundamental need for better access to goods, services, and opportunities in:
 1. Juneau and Sitka
 2. Other locations (Petersburg)

Need (part 1 of 3)

- ***to increase the frequency of opportunities for Kake residents to access goods, services and economic opportunities not available in Kake.***



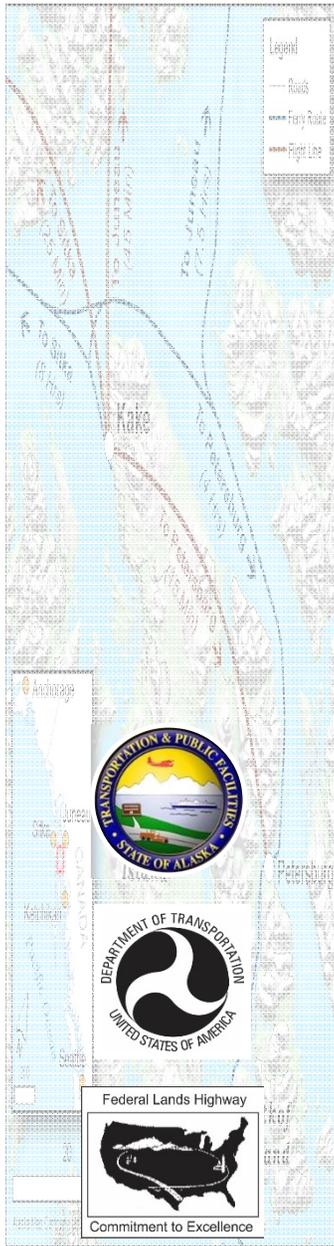
Need (part 2 of 3)

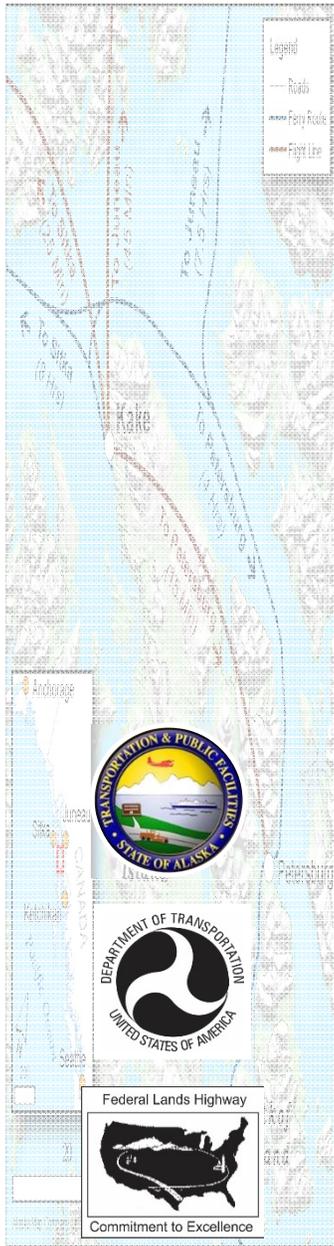
- ***to decrease round trip travel time between Kake and communities that provide goods, services and opportunities not available in Kake.***



Need (part 3 of 3)

- ***to reduce the travel user costs and freight shipping costs from Kake to larger communities.***

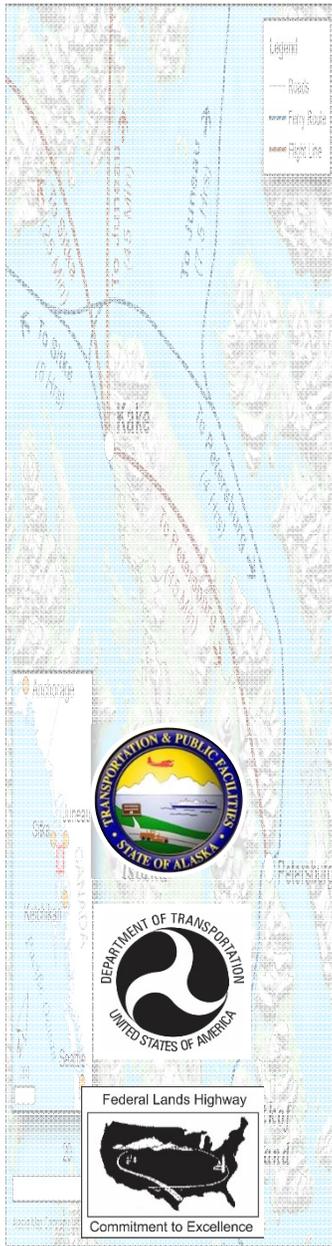




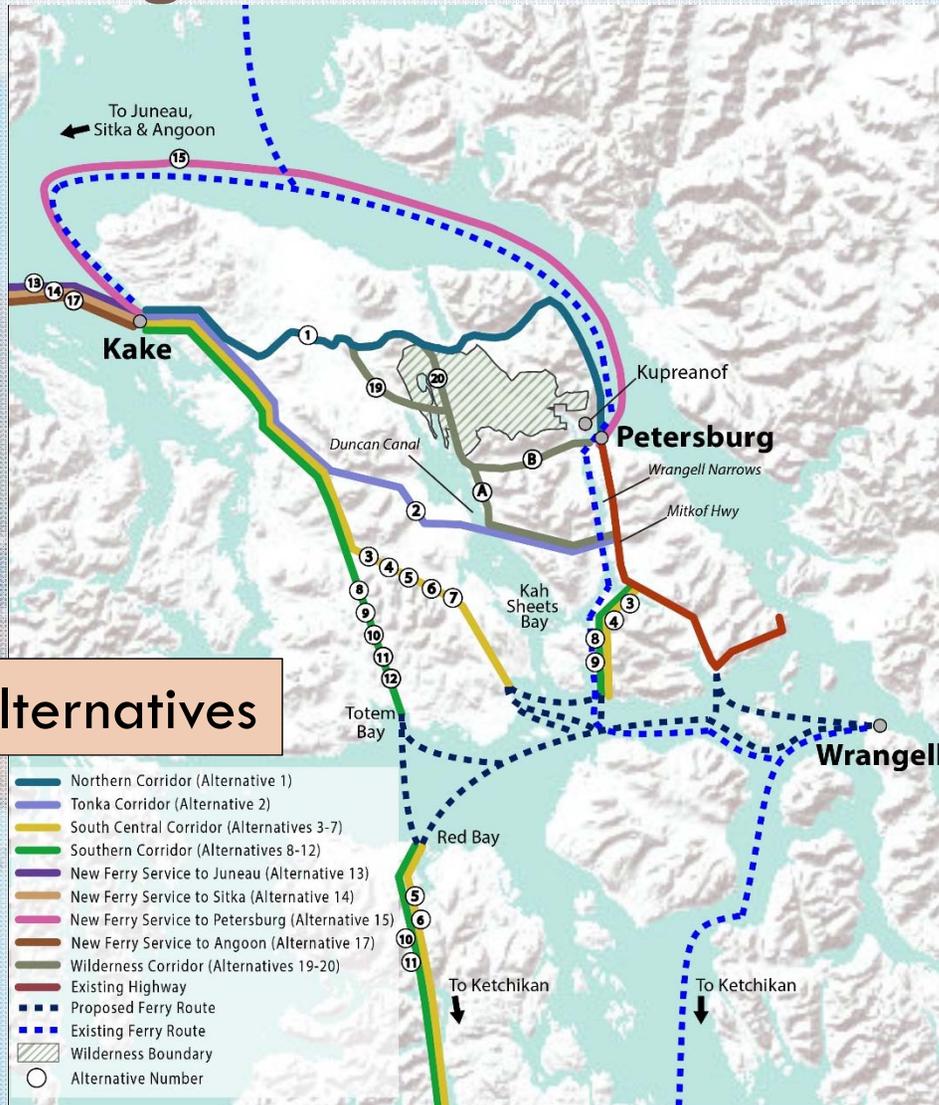
Purpose

- The purpose of the proposed action is to provide Kake residents with more frequent, faster and cost effective surface transportation access to medical facilities, goods and services, education facilities, and economic opportunities not available in Kake.

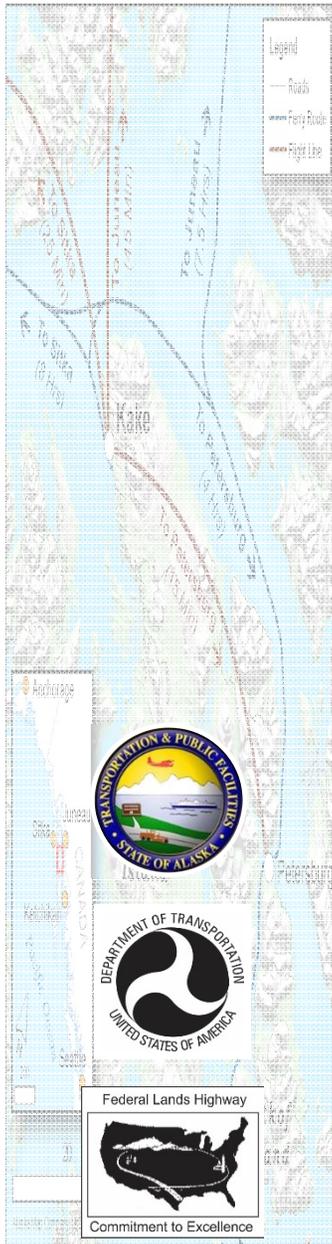
Full Range of Considered Alternatives



21 Alternatives



Federal Highway Administration (FHWA), Western Federal Lands Highway Division
 Alaska Department of Transportation and Public Facilities (ADOT&PF) Southcoast Region

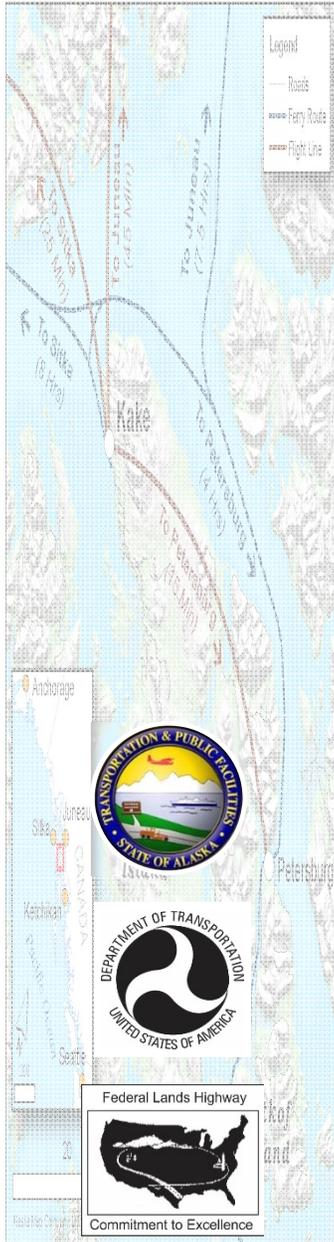


Road with ferry Alternatives

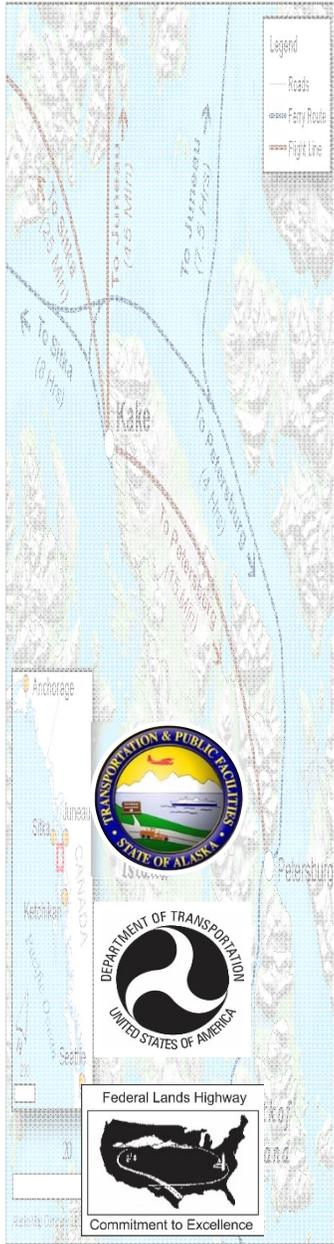
- **Northern Corridor**
 - Alternative 1: Kake to Petersburg
- **Tonka Corridor**
 - Alternative 2: Kake to Petersburg
- **South Central Corridor (via Kah Sheets)**
 - Alternatives 3 and 4: Kake to Petersburg
 - Alternatives 5 and 6: Kake to Ketchikan
 - Alternative 7: Kake to Wrangell
- **Southern Corridor (via Totem Bay)**
 - Alternatives 8 and 9 : Kake to Petersburg
 - Alternatives 10 and 11: Kake to Ketchikan
 - Alternatives 12: Kake to Wrangell
- **Wilderness Corridors**
 - Alternatives 19A-20B: Kake to Petersburg

Ferry-only Alternatives

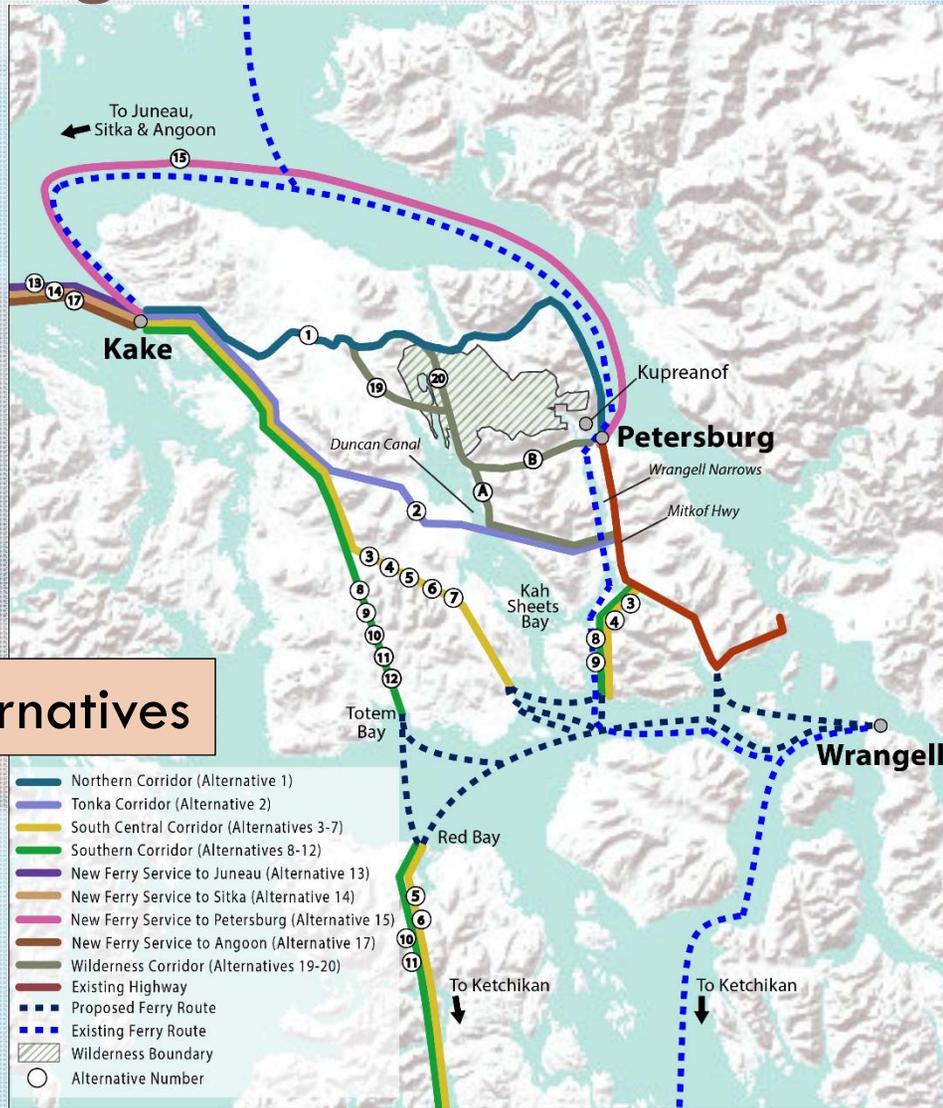
- **13: Increased frequency to Juneau**
- **14: Increased frequency to Sitka**
- **15: Increased frequency to Petersburg**
- **17: New ferry service between Kake and Angoon**
- **18: Enhance AMHS ferry service frequency**
- **16: No Action**



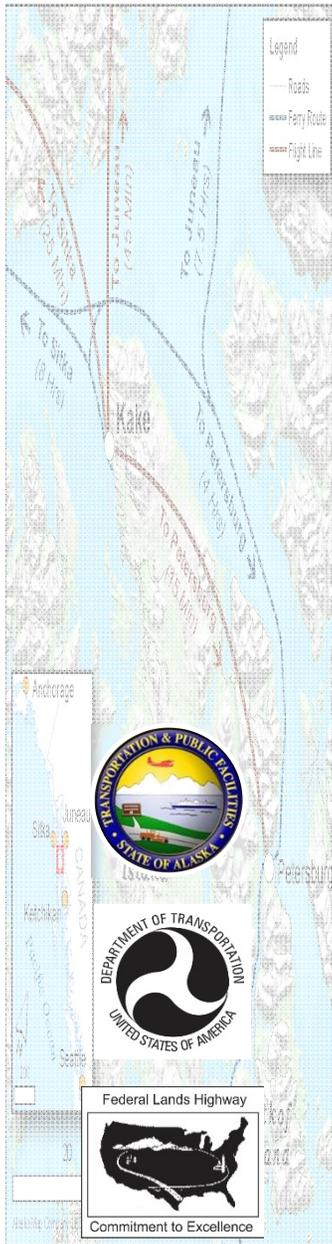
Full Range of Considered Alternatives



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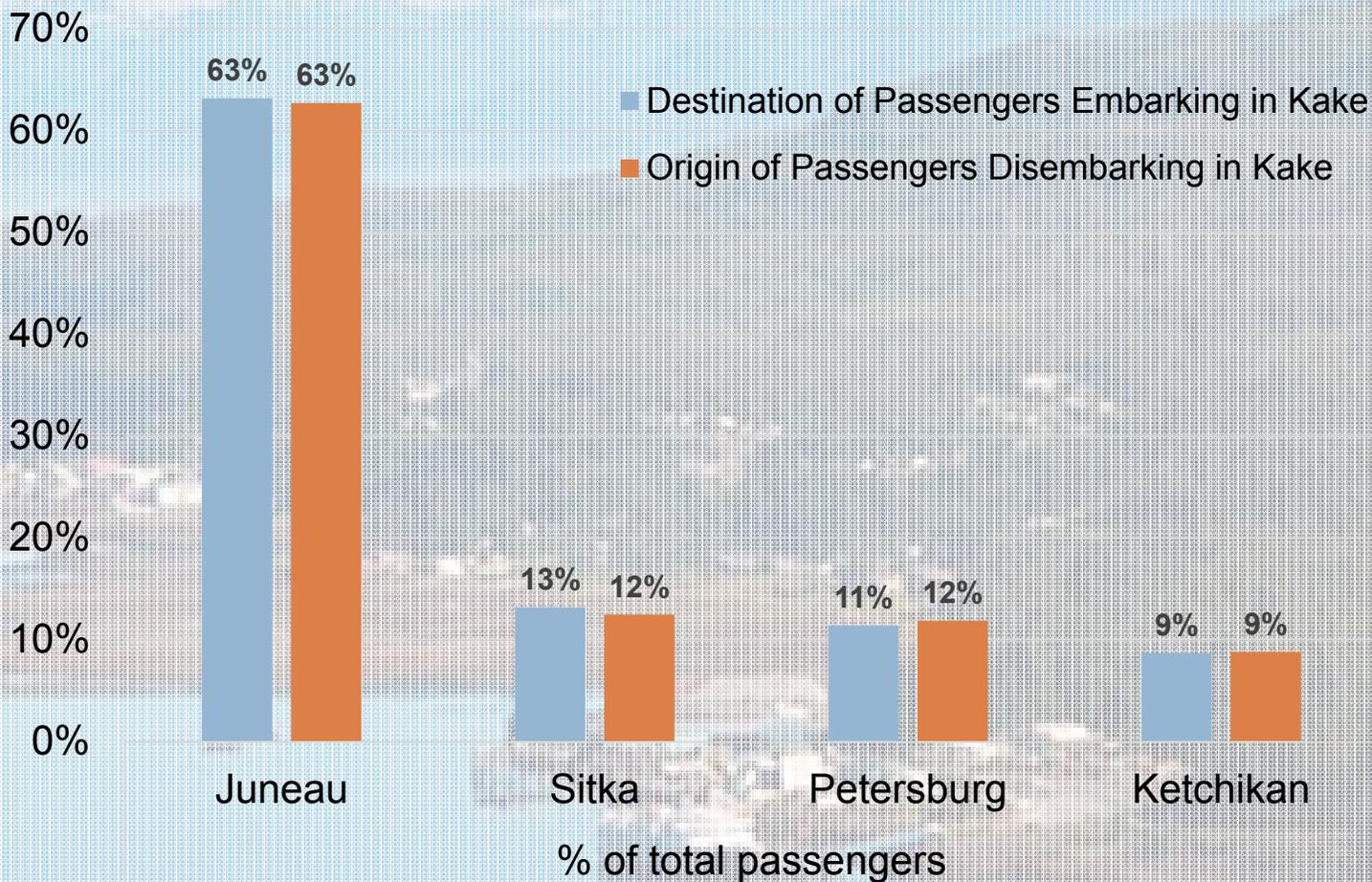


Level One

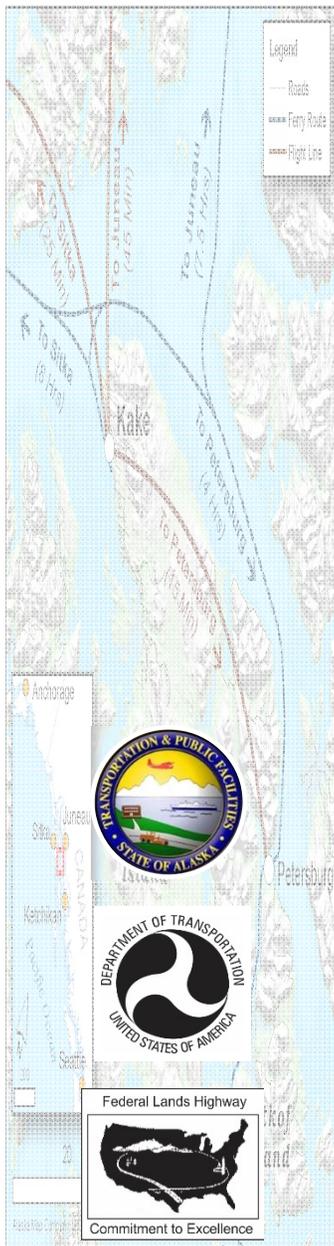
- **Logical Termini**
- **Independent Utility**
- **Outcomes**
 - Travel frequency
 - One-way travel time
- **RESULTS – (travel time too long for 7 alternatives – alternatives dropped from further consideration)**
 - Road/ferry alternatives to Wrangell and Ketchikan (5-7 and 10-12)
 - Longest road/ferry alternative to Petersburg (8)

Where are people going?

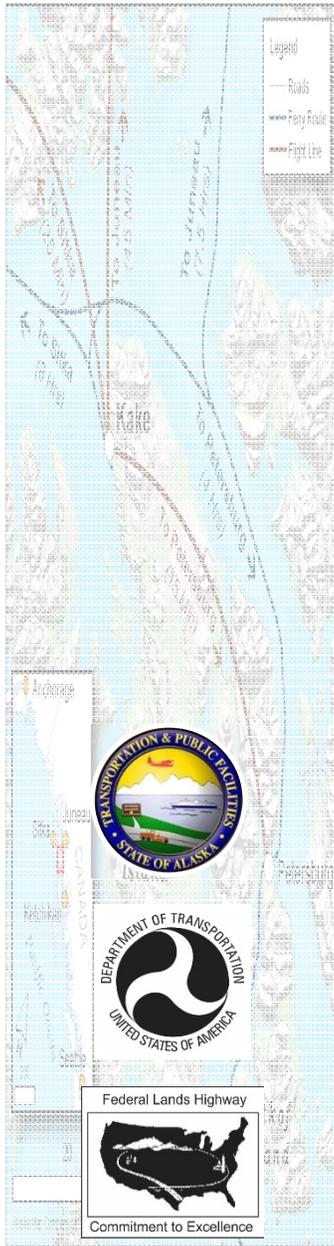
AMHS Passenger Traffic Volumes, 2009-2013



Source: Kake Access Transportation Needs Assessment, Table 4, March 2015.



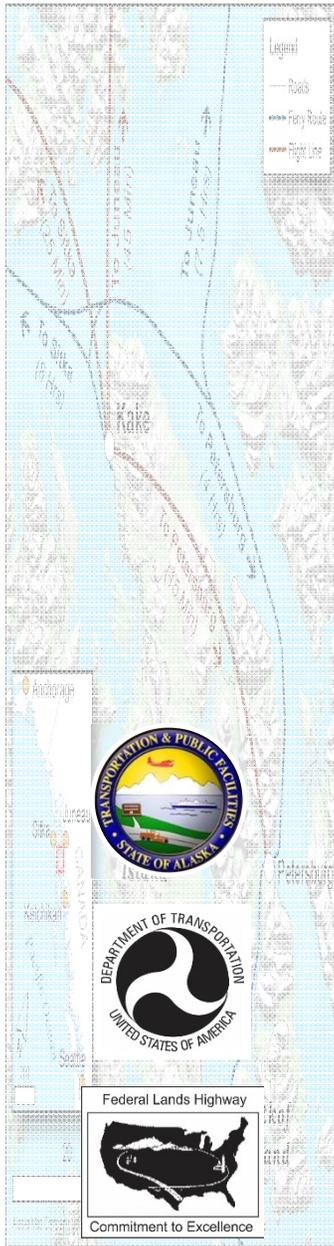
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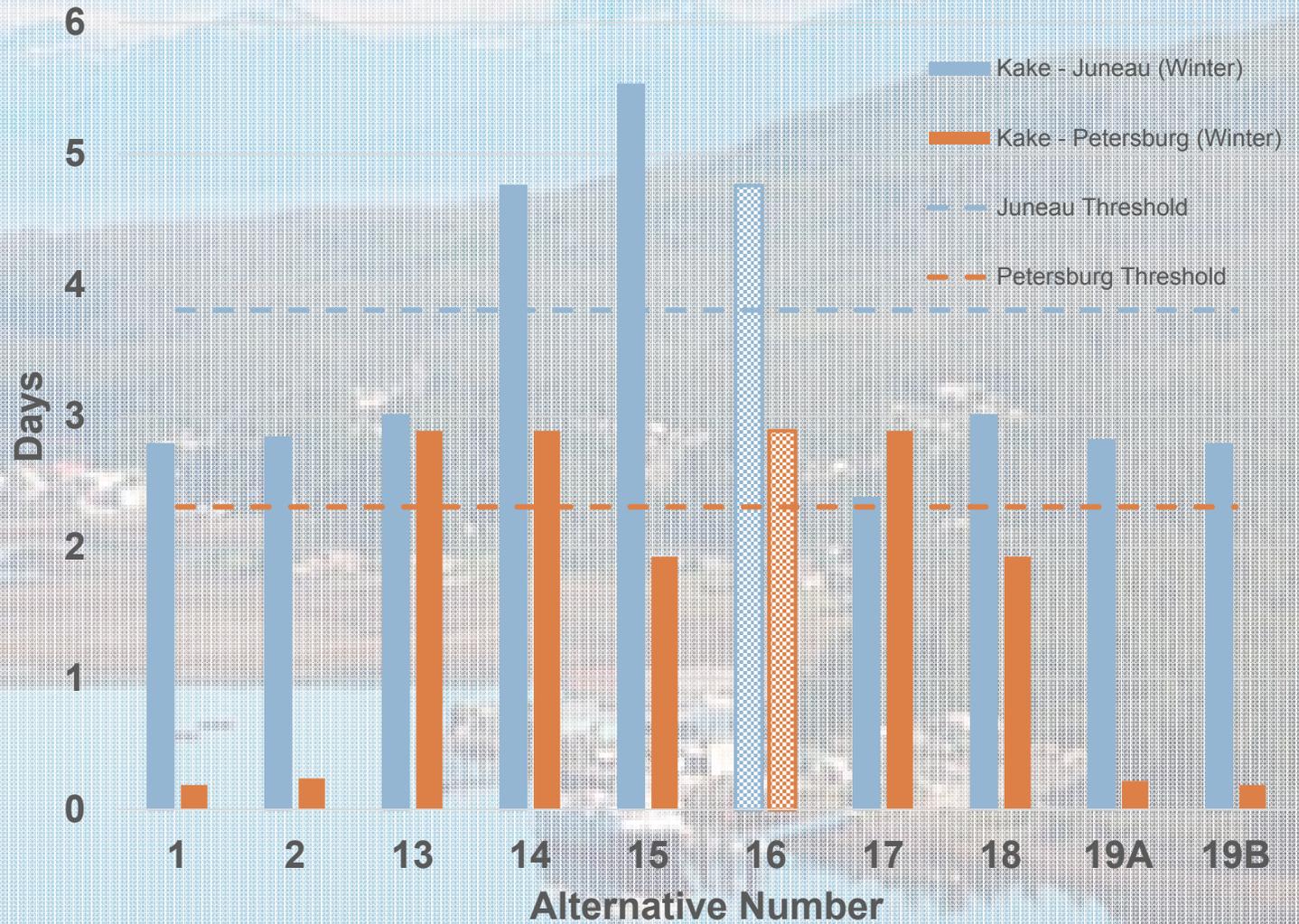
Level Two – Meeting the Needs

- **Increase frequency of round trips to:**
 - Regional hubs (Juneau and Sitka)
 - Locations with goods and services not available in Kake (Juneau, Sitka, and Petersburg)

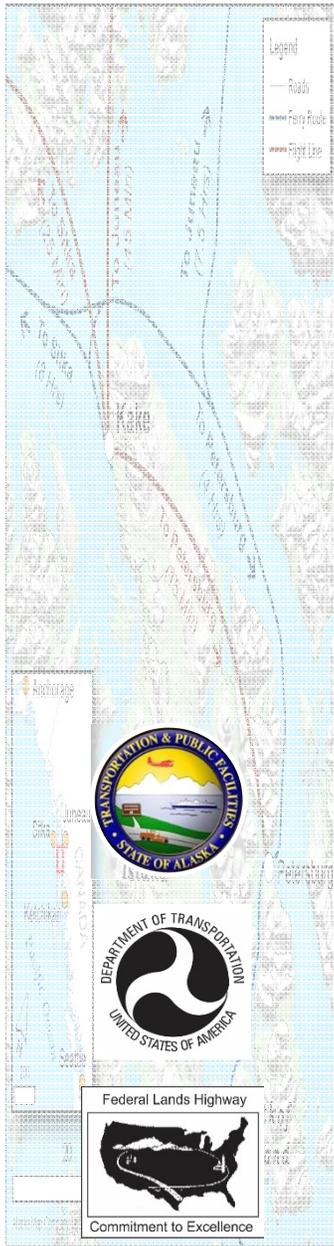
- **Decrease round trip travel time to:**
 - Regional hubs
 - Locations with goods and services not available in Kake



Average Roundtrip Travel Time

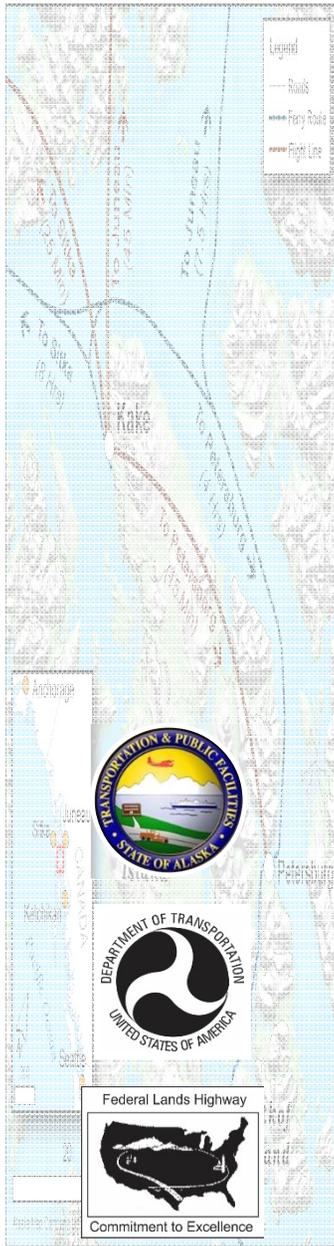


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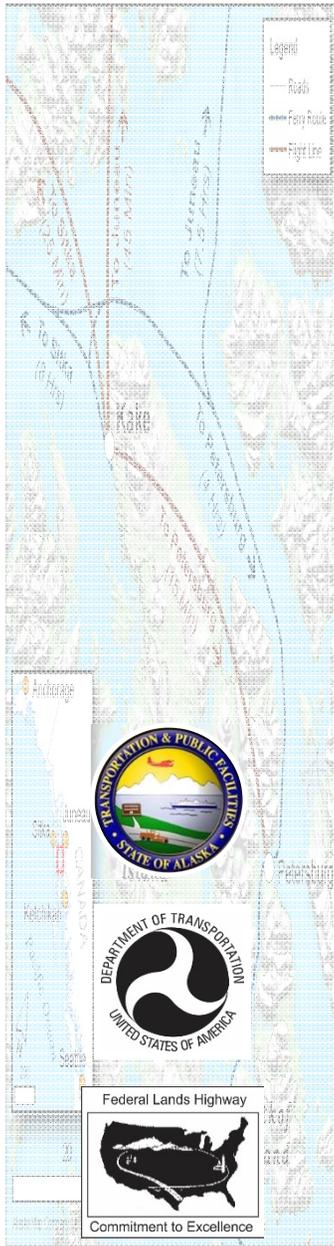
Level Two – Meeting the Needs (cont.)

- **Reduce travel costs for users**
 - Round-trip cost to Petersburg
 - Round-trip cost to Juneau and Sitka
 - Cost to transport goods to commercial markets (insufficient data)
- **RESULTS – (7 failed and dropped)**
 - Road alternatives via Kah Sheets or Totem Bay (3, 4, and 9) – round-trip travel costs too high
 - Ferry to single location (13, 14, 15, and 17) - Benefits in travel time and cost too narrow



Level Three – Feasibility

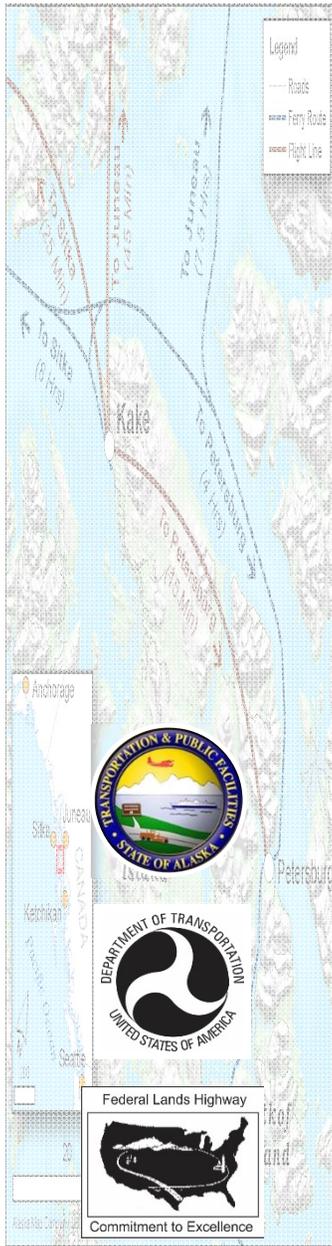
- ❑ **Capital and operating costs**
- ❑ **Technical constraints**
 - ❑ Regulatory
 - ❑ Maintenance
 - ❑ Operational
- ❑ **RESULTS (4 dropped)**
 - ❑ Roads through Federal Wilderness (19a-20b)



Range of Reasonable Alternatives

- **Northern Corridor**
 - Alternative 1: Kake to Petersburg
- **Tonka Corridor**
 - Alternative 2: Kake to Petersburg
- ***Ferry Alternative (subject to further analysis and refinement)***
 - *Alternative 18: Enhance AMHS ferry service frequency*
- **No Action (Alternative 16)**

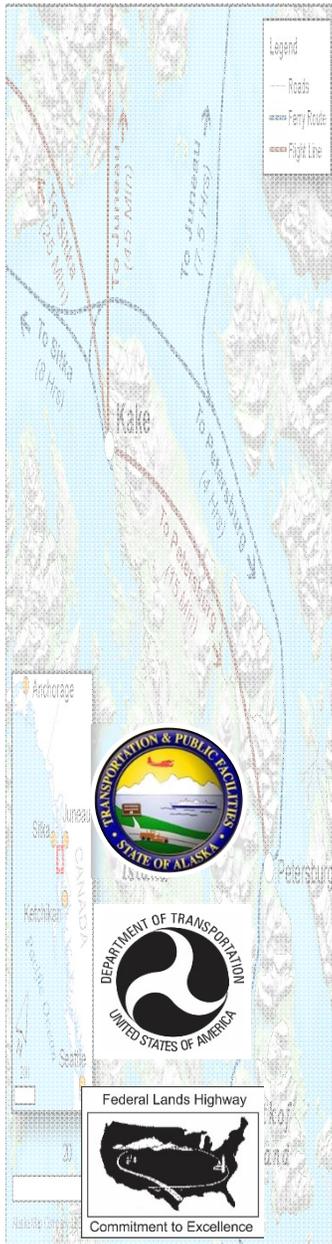
Range of Reasonable Alternatives



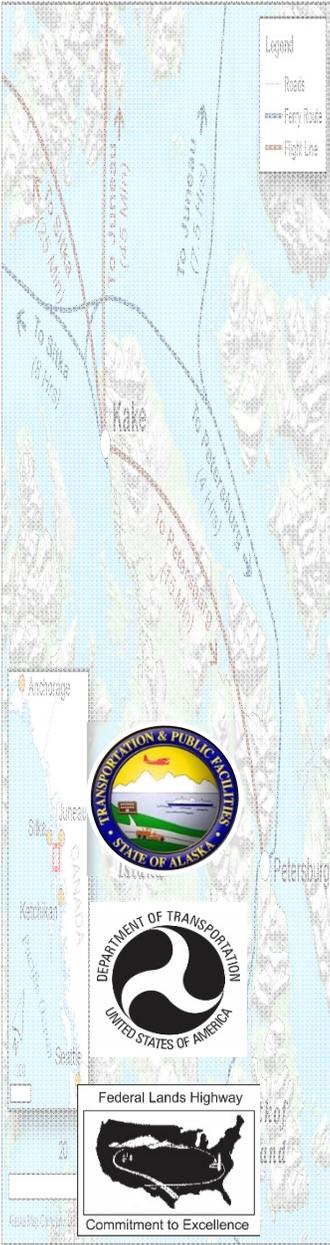
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Next Steps

- ❑ Conduct second round of public surveys to assess public perceptions on project.
- ❑ Initiate resource studies.
- ❑ Continue agency coordination.
- ❑ Begin development of Draft EIS (DEIS).
- ❑ Continue public outreach.



High-level Schedule



Federal Highway Administration (FHWA), Western Federal Lands Highway Division
Alaska Department of Transportation and Public Facilities (ADOT&PF) Southcoast Region