

Kake Access Public Meeting

Location and Time:

- Assembly Chambers, 12 South Nordic Drive, Petersburg, AK
- September 10, 2015, 6:00 p.m. to 8:00 p.m. (meeting ran longer than 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 designed to give you information on what we've done since March and to get information from you because you are local. He introduced the participants and began the program with a PowerPoint presentation (attached) outlining changes since the March 2015 meetings. He said we needed to get more information on travel demand, so we completed a transportation survey, talking to people in Kake and Petersburg, to determine where they wanted to travel. We'll go into more detail on that later.

We heard concern from the public on the project, impacts to your community, and to the environment as a whole. We've heard that concern over what the project means and what it will do. We want to let you know that the process of doing an Environmental Impact Statement (EIS) is to document what the impacts are for a project like this.

- Question: When will the Transportation Study be released?

Response (Brian): It's just in draft right now.

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 could 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 (an alternative to increase ferry service to Kake), 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 a description of 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:

Economics/ferry service

- This project will cost Petersburg money if we lose ferry service. Phony ferry service is being rigged up once a month to the Richard “Dewey” Duvall ferry that goes to the (a.k.a. South Mitkof Island) Ferry Terminal. Otherwise, we have to pay back the federal government dollars. We were supposed to have an alternative ferry this summer, which failed. Now there’s a landing craft, which will be going to Banana Point, which is not the Dewy Duvall ferry. This project wasn’t thought out and will cost more. Kake access doesn’t include the price tag of ferries, docks on either side, and a true dollar cost for road maintenance. It cites things like medical facilities. We do not deliver babies, conduct major surgeries, or treat heart attacks and strokes, and we have no Costco. This is a project because you guys keep perpetuating it. This project won’t make Petersburg better, and Kake can do better.

Response (Seth): Our goal is to get the most accurate costs that we can into the document. We have a rough range, but through the process of the EIS, our goal is to get the best estimate of costs.

- The \$40 million is a hit to our ferry system in 2015. The project is not reasonable.
- In part of your presentation, you spoke about the cost of maintenance for the northern route as being something less than a million dollars for the northern route and something more than a million dollars for the southern route. Can you provide us with the documentation for whatever that cost of less than \$100 million is? Is there something that you can show us that says how you got there? Because I don’t think that’s even close to what the actual costs of putting equipment over there, buildings to house equipment, hiring more people to run equipment, and providing emergency services. How often will you run the ferry?

Response (Brian): We took a high-level preliminary look at maintenance costs. You mentioned facility costs, etc. Facilities would be more of a capital cost issue up front. As mentioned, we haven’t gone far enough into the process to come up with better estimates for that. We looked a little bit to DOT&PF. They have a good record of operational and maintenance costs for ferry systems and roads, both gravel and paved. These alternatives have been refined a little bit, both from a capital cost end of things and maintenance and operational end of things, so the costs would reflect this.

- Where I struggle is that that road in Kake is a unique situation that has unique maintenance issues. You guys throw out numbers that costs will be less than \$1 million dollars, and I don’t think you have any basis to justify that. The cost is magnitudes higher than you think.

Response (Brian): As I mentioned, DOT&PF has a pretty good record of maintenance in different areas across Alaska and Southeast Alaska specifically, in trying to tie in projects or routes that are similar to this.

Response (Andy): We provided the consultants with our operations and maintenance cost data. We know what it costs to provide ferry service to the Ketchikan airport, and we’ve used that as a model. As far as the shuttle ferry, this shuttle ferry would be a little smaller and would be a service on demand for a 12-hour period per day. As far as maintenance costs, our maintenance and operations folks have experience in road maintenance throughout the region under all types of conditions. They looked at this route specifically. They believe that maintenance would be based out of the Petersburg maintenance station and the Kake maintenance station, and the two maintenance efforts would meet in the middle.

As far as moving equipment, the equipment would be moved on the shuttle ferry from Petersburg, as required. We have numbers for both a gravel and a paved road, and we have very good data.

Survey results

- I want to ask some questions about your survey results. Do you know the current population of Kake?

Response (Seth): I believe it is about 550 people.

- What percentage of those people travel to Juneau in a given year?

Response (Seth): From my memory, we surveyed a 10th of the population, and every one traveled to Juneau that we surveyed.

- So 10 percent is statistically significant? So everyone in Kake takes one trip to Juneau a year?

Response (Seth): Yes, it was as statistically significant as we could get. I just know that everyone we talked to had traveled to Juneau.

Economics

- I'm just trying to wrap my mind around the entire cost of this project for a minimum amount of transportation requirement.

Response (Seth): It was about 3,500 trips a year if there was a road between Petersburg and Kake.

- Do you do other projects in the U.S. that address a minimum population like this?

Response (Seth): We do lots of projects in the United States like this that have very low populations. But I understand your point that it is a high cost for low usage.

- It's not just constructing the road; its high-cost, long-term maintenance. With the financial situation our state is in, it seems like a pie-in-the-sky project.

Social effects/Environmental Impact Statement

- I'm going to say that in reference to need, the community leaders have attributed a decline in their population between the years 2000 and 2010 to the isolation of the community, lack of economic opportunities, high cost of living, and lack of efficient access to regional transportation. There are no road connections between Kake and other communities. I'm not sure how often you are actually doing projects that negotiate the specific constraints of an archipelago, but I find both the narrative and need that is described here to be not particularly extraordinary.
- A lot of social scientists have spent a great deal of time identifying the particular social predicament of native communities in Southeast Alaska. I hope you include their studies, because a very different narrative will then rise to the surface. It has to do with the consequences of ANILCA and what the corporatization of tribal entities did to their landscapes and the direct consequences of large-scale timber cutting on unsustainable levels. I know for a fact, having asked my own questions in Kake, that the residents there fully understand that this

is not just about a road. In 2012, the state legislature said the same thing. It's about a road to resources, it's about an intertie, and it's about developing a regional economy based on primary resource extraction. There are consequences to tying economies to colonial-style resource extraction without any value added and without any accounting of the consequences. Take the state of Alaska right now. All our revenue is essentially being generated from resources that are not renewable and that are subject to wild swings in commodity markets. This is no way to fund a state.

Response (Seth): I don't know if there was a question there or if it was really just a comment. I think one thing that has been brought up before is that, yes, living on an archipelago, there are many other communities that have these same issues that Kake is facing, and I think that is an accurate statement. In my opinion, that doesn't discount the fact that Kake is facing this, and there is funding for this project. I do realize that there are many other communities that do face the same thing.

Economics

- Given that it is possible to put a dollar value on maintenance in the EIS, can you do an economic analysis of state finances moving forward to see if it is feasible that the state will be able to fund those maintenance costs? Having a cost set is one thing, but can this be analyzed looking forward?

Response (Jeff): That is something we can do in the EIS by looking at forecasts and projections of the primary source of revenue for the state of Alaska. We could look at forecasts and projections for the price of a barrel of oil, and those are out there. OPEC has forecasts and projects for the price of a barrel of oil, and they're not promising. It's not going to give us certainty, but we can look at what that is likely to mean from a revenue standpoint. It could not only have an impact on maintenance of a road, it could have an impact on ferry service. Andy told us that the operational cost of the [Alaska Marine Highway System] ferry service is equivalent to the operational cost of all the airports in the state and all the highways in the state. That will certainly be something that we will look at for long-term sustainability.

Ferry service

- Please consider the ferries as strongly as the roads. Years ago when I was traveling in Norway by ferry, we were in a fjord, and two ferries met, and they put a plank across, and goods and people went back and forth. Vehicles did not. Look at different possibilities like people movers, with perhaps a car mover once a month. Maybe we move people to Juneau, but not cars. Maybe we use smaller faster vehicles to do that. I would like the EIS to look wider at what innovative solutions would be.

General comments

- I wrote a letter here dated 9-28-2014, to Mike Traffalis and also to the Alaska Department of Transportation, and I have not yet received acknowledgement or a reply on that letter, and I want to hear when I'm going to get it.

Response (Seth): I will answer the letter within the next two weeks.

- Do people in Kake like this project? People in this community don't like the project.

Response (Seth): We went to Kake yesterday, and we went in March as well. There are many supporters, including the mayor, of the project in Kake, there are many who are wary of it, and some who are on the fence. We heard from somebody who is opposed. The Purpose and Need Statement is directed toward access to Kake; there are benefits to Kake. I believe there are also some benefits to Petersburg, but the direction of the Purpose and Need Statement is Kake. The goal of this next round of public surveys is to determine Kake, Petersburg, and Kupreanof's perception of the project.

Survey

- When the survey was done before, the questions were very much front-loaded so that it sounded like you're going to take the ferry. I would like to see better questions that are more open-ended and don't direct people so much. I want an opportunity to have some feedback at the end like did we ask the right questions, or was there something we should have asked that we didn't ask?

Economics

- Just to put in the back of your mind, when we're talking about Kake access and Petersburg, particularly with a ferry option, we're talking about effects on communities other than Kake and Petersburg. When the ferry arrives in this town, we see a stream of people walking into town and buying things from our food vendors and our retailers with a definite economic benefit. I doubt that we would have a comparative effect for Petersburg from Kake residents. It could benefit them, but I don't see a big economic bump for us. I do see that reducing ferry service and having a road is going to be a negative for the Petersburg community.
- Andy did a presentation in 2013 and I mentioned that the Southeast Alaska Transportation Plan (SATP) was projecting declining state and federal dollars for maintenance. This was before our state got into the budget problems that we have now. Andy agreed with me. I asked why this low-volume road would rise in priority for maintenance dollars for roads in the state, and his response was "well, you're right." I don't think that the situation has improved. So you can talk \$50,000, you can talk \$1 million, you can talk a million and a half, I don't think that road would out-compete other roads for maintenance dollars when we're talking about critical access between communities and places around the state.

Purpose and Need Statement

- You said that the project would end if it didn't meet the purpose and need. That happened, but here we are with the new purpose and need. I'm a little frustrated with that, and I think probably some other folks are, too.

General

- Who will operate the ferry? The original proposal was that the state would operate it initially, then it would be a private opportunity. Is that still the proposal? That's not economically viable; it's speculative.
- When we remind Kake residents that Petersburg residents can drive to Kake and hunt in their subsistence areas, the idea of a road becomes a very negative proposal.

Response (Seth): Thank you; there were a lot of questions and comments. The last one that you brought up regarding hunting access was also a concern on the Kake side.

Ferry service

- Regarding ferry operation, are you talking about who would operate the shuttle ferry over the Wrangell Narrows?

Response (Andy): The state would operate the shuttle ferries.

Survey

- The first question in the phone survey should be “do you support the road between Petersburg and Kake knowing that Petersburg residents and Kupreanof residents are going to head to your town and hunt your moose and your deer? Kupreanof residents don’t have landlines. If you want to do a phone survey, great, but I would supplement it with something else written.

Response (Seth): On your first question, there are no landlines on Kupreanof, or in Kake, so that will be a consideration when we’re doing the surveys. Our goal in the surveys is to tell the public the information that we have so far and do our best to inform them, then to ask the survey questions. We’re trying to meet that goal by getting the information out there the best way that we can. Our goal is not to lead it one way or the other, but to try to make it a straightforward, more objective, less subjective questionnaire.

General

- What has been spent to date, including Andy’s salary, state salaries, federal salaries, and contractors’ salaries? Does that come out of the \$40 million?

Response (Andy): The amount of money for EIS is less than \$3 million. That includes all costs associated with the project. Yes, the development costs will come out of the \$40 million.

Economics

- Will you hire new state workers? How will you pay them?

Response (Andy): There may be a need to hire additional employees, and they will be paid from the state budget.

General

- The whole ferry stuff is really kind of a joke, and the whole thing is ridiculous. If they think they have to get out more, then maybe they should move.

Road

- In Petersburg, Mitkof Highway is known as State Highway 7, and it is, of course, maintained to a high standard. Is this going to be named a state highway? There is no cell signal out there. If you don’t have a satellite phone, and you’re in an emergency, what do you do? Suppose you’re using this road system and there’s an accident, there’s a fatality, or someone is seriously injured, is that a liability for the state or the federal government, whoever worked on this project?

Response (Seth): As it's proposed, it's a one-lane gravel road with inter-visible turnouts. We also looked at paving it just to get a cost estimate, but it would not be a state highway.

Response (Andy): The road will be a state-maintained local road. It will be designed for connection to enable local traffic between two communities.

- How about a busload of school kids? Would it be safer to use the state ferry?

Response (Andy): It would be safe for a school bus; it's up to the school district to decide. The single-lane highway on Prince of Wales Island has a good safety record.

Response (Seth): I think Andy addressed the safety issue. You're right, there's no cell phone service, and if you break down out there, that's where you are. That's something that has to be dealt with in many locations where there's no cellphone service, both throughout Alaska and in the Lower 48.

Response (Andy): As far as cellphone service, there is sporadic service on Prince of Wales Island roads, and cell phone service locations at several places have been signed.

- Is the ferry across from Petersburg to Kupreanof still slated to go into downtown Kupreanof? Where is the ferry terminal going to be on Kupreanof? If we put the road across to Kupreanof, where is the ferry going to land?

Response (Andy): The exact location of a ferry terminal has yet to be determined.

Ferry service

- For the record, if you have to jump out into the Narrows to go to another site, the Ketchikan ferry would be woefully inadequate for the weather conditions that pop up erratically, occasionally, and consistently in Frederick Sound. You'll have to build something much bigger.
- You just mentioned the Ketchikan ferry; that would not meet the need here.

Economics

- The other thing having to do with economic impacts is existing guides who currently use Portage Bay and other areas on Kupreanof for business. A significant number of black bear hunters and other types of users in the area currently would likely be totally disrupted by having a road going through their areas at this point. A lot are shore-based now, but you'd suddenly introduce new, road-based competition. You have to address more than just residents, but also economics. The SATP mentioned loss of state and federal maintenance dollars. Most of the population is in Southcentral, and that's where they anticipate the money going. The potential of the Juneau road is also missing. While it may not be built, they anticipate close to \$5 million dollars annually to maintain it. If the state is citing decreasing federal and state dollars in Southeast Alaska, an increase of a \$5-million-dollar maintenance project that is going to cost a billion dollars to build, you have additional impacts on the maintenance down here as well. That should be addressed in your analysis. Considering that the governor is allowing both EISs to be concluded, there may be a decision not to build the Juneau road, but if it's still a consideration, it has to be built into the analysis.

Ferry service

- I don't think the road fits the need of the communities. After the first of November, it's going to be a 24-hour trip from Petersburg to Juneau. A direct ferry back and forth to Juneau would normally be 8 hours, but now it will take 24 hours. They stop into Kake, which means their round trip is now 21 hours each way. There's no benefit to building a road to Petersburg, if Kake residents are going to take a ferry to Sitka.

I use the ferries multiple times each month from Juneau to Petersburg. The Columbia has been put up for several months and discontinued service several times this summer, and the interiors are dilapidated. I think this is a higher priority for connectivity of communities in Southeast Alaska than this road, and I think that this is kind of a misguided effort.

Response (Seth): Some points you brought up there were very good. These are the kind of things that we want to hear from you as far as local economic impacts that we can, therefore, address and describe when we do our EIS. So something like that with the effects on local guides and hunters is very helpful for us. We looked at the ferry schedule that we had in April. When we do the EIS, we'll look at the most recent schedule. We don't know what's going to happen to ferry service in Alaska. Even the No-action Alternative wouldn't keep the current level of service. We'll look at what no action will be 20 years from now in the analysis.

- I think there are some real benefits to Kake to having a connection to Petersburg, as well as some real tradeoffs to having it. If this is what Kake wants, it's essential that we look at this process as a way to make a viable alternative that would work for Kake and Petersburg. In doing your analysis, I suggest you introduce two more alternatives, even if you only use them as paper alternatives and even if they are not realistic. One alternative would look at operating the road part of the year and one year-round. If residents can have a road 8 months of the year, not 12 months, how would that affect them, and how would that meet their needs?

Second, you said you cannot control the ferry system, and I agree with you. We have a dire need here in the north half of Southeast Alaska to recognize that the ferry system does not work at this time for many of our communities. The access that Kake needs to Juneau is also the access that many of us need to Juneau to go up there for medical appointments, to be up there for one night or two nights, not six nights, not a week, not two weeks, not taking 24 hours by ferry. Please include an alternative to design a ferry system that somehow connects Petersburg, Kake, maybe Angoon, maybe Sitka, and Juneau. Ideally, this is the ferry system we would see, ignoring Bellingham, Kodiak, and Anchorage. This ferry system would provide all these communities with either once or twice weekly service north and south. Now, in the winter, it doesn't work for us to take our cars to Juneau, and sometimes we need to.

Economics/road

- We had a forum similar to this with the Forest Service this spring, only they were talking about a powerline rather than a road. This is not about a road, it's about a powerline. They spent most of the time talking about a road and how they would put a powerline along it. The mayor of Kake was there, and many of the people in Kake stressed how much they wanted power. I think they were led to believe, as I was, that if we didn't get a road over there, they weren't going to

get a powerline. I think probably a lot of the support you're getting right now from Kake is because they feel that if they don't get that road, they're not going to get a powerline.

Response (Seth): From a strictly EIS analysis aspect, these are two separate projects. I believe your point is well taken that if we have a road, that powerline is going to be less expensive to build. I think that you probably have another good point that people in Kake do want cheaper power and see a road as a way to get that. I think that's a very important point.

- Earlier, it was mentioned that [there would be] \$80 to \$90 million capital costs? I recall a figure of \$143 million in the document online. What is it on this project?

Response (Brian): My recollection is \$80 to \$90 million range on the two corridors we're talking about now. As we said earlier, that's at a real high level, which would have to be refined once we have a better idea of where the corridor is going to be.

- In terms of scaling this, the breakdown for improving access for 500 people seems like a whole bunch of money and not commensurate with the need. The same thing goes for cheaper power. There are much cheaper ways; a recent example is the hydropower project in Hoonah. I know hydropower capabilities in Kake have already been studied and have good potential. This snowball started at the top of the hill with the state legislature with a clearly defined statement, and that was the Intertie and the road. They were inseparable, and that's the way they conceived of this. The other thing is that this road was under the rubric of roads to resources. We need to understand that there's more to this than is being revealed. People should be upfront about this.

Ferry service

- I've just got a couple of things here. Andy might know. It's my understanding that the state has funded two more day boats. I think the keel was laid for one down in Ketchikan at \$60 million bucks apiece. That might be an option to look at for Kake/Petersburg and Juneau for a day boat for the winter when they're not running so much up into Haines. As far as the road not being open year-round, I think that's the case if it ever snows again. I can see that road getting graded from both ends a couple of times a year, spring and fall. If it snows, both Kake and Petersburg have airports to maintain. In Petersburg, they drive out the road for 20 or 30 miles. I the state would have to buy two trucks, probably on both ends, to plow snow in the winter, or that road is not going to open. They have sand dumps along the way, and front-loaders would fill the trucks, but you can't drive on icy narrow roads, especially a narrow one like that. This is a waste of money.

Environmental Impact Statement

- I have three questions. The first one is to you, Seth. I know it was problematic on the purpose and need and redefining it. Is that what we see before us now? Is the purpose and need pretty well set?

Response (Seth): Yes and no is the answer to that.

- Then I have a question for Jeff. I would hope that it would be set at some point soon.

Response (Jeff): I will say that we have set it now. If something comes up from this point forward indicating that we need to refine it we can; but we've set it now.

- Okay, Jeff, I'm a little unclear on the filtering system that you used to accept or reject the alternatives, and one of them was capital costs and operational costs, am I correct in that? I was a little confused over whether the ferry and the ferry terminal and the boat were included in that.

Response (Jeff): They were included.

- Okay, that leads me to another question. At the beginning of the process, which was Level 1, for which the second point was independent utility, well, if you're defining this as a complete project, and you've left out this piece, does that pass the red-face test of the independent utility if you've left out a major key?

Response (Jeff): You mean the shuttle ferry?

- I was asking if they were used in the filtering system, costs, and they were.

Jeff: The costs included capital costs of the ferry terminal and the shuttle operational and maintenance costs.

- My third question is a general question, and that is the consideration of city of Kupreanof. Will it be addressed in the EIS?

Response (Seth): Yes, it will be addressed in the EIS as far as impacts to the city of Kupreanof. Our goal is to discuss and describe the impacts that the project would have on many different disciplines, such as economics, fish, communities, property owners, etc. The goal is to address impacts to Petersburg, Kupreanof, and Kake in the EIS.

- The city of Kupreanof is a roadless community.

Response (Seth): Right, so that would be an impact. There would be a road.

- I heard you say that the ferry terminal is still conceptual. What would it take to say there would be no ferry terminal on the city of Kupreanof, there will be no roads coming through the city of Kupreanof, and there will be no parking lots coming into the city of Kupreanof, and that we will not in any way impact Petersburg Creek? We know what the impact would be, but what would it take just to say we are willing to pull this area out because the statement and the sentiments and the feelings are so strong? Why do we have to study the impacts?

Response (Seth): For the second part of your question, we're required to study the impact, and so that's what this EIS will do. The first part of your question is more complex, because I don't know what it would take. I don't know, Andy, if you have anything or any way to address that because I'm not an engineer, and we haven't engineered it to a level that we would know how to do that or if anything could even be done. I understand your concern; I do understand the question, but I just don't have an answer to it.

Response (Andy): Alternative 1 has to await further study. This will be part of the study.

- Again, it seems like you're going to consider entering Kupreanof and affecting Petersburg Creek, and again I would like to say that this should not even be a consideration. This will impact almost 100 people where they live, and where they have their lives. The city of Kupreanof should not be entered by the road project.

Is Kupreanof's exclusion of roads by ordinance? If it's by ordinance. Doesn't that affect the consideration?

Response (Jeff): It affects the consideration in the EIS, but the National Environmental Policy Act doesn't prohibit considering alternatives that would be inconsistent with local ordinance, nor does NEPA prohibit consideration of alternatives that might require congressional approval.

Response (Andy): State law has spelled out requirements regarding eminent domain.

- The city of Kupreanof has a planning commission.

Response (Andy): We'd have to get local concurrence from the city of Kupreanof. If we didn't get concurrence, the next step would be to ask the governor to waive local concurrence. In the case of wilderness areas, it would require an act of Congress.

Road

- Can you disclose the clearing limits for the project?

Response (Seth): When you mean clearing limits, do you mean the right of way?

- Yes.

Response (Brian): They are not yet determined at this point.

Response (Seth): They will be determined when we do the EIS, but they haven't been determined at this point.

- Are they [the terrain] mountainous forested?

Response (Brian): It really depends on the terrain and the topography of the land. It can vary from edge-of-road to edge-of-road, or it can extend well beyond that. It just depends on how it fits into the lay of the land.

- Will clearing requirements be analyzed in the EIS?

Response (Seth): The EIS for the powerline has been done. The DEIS and the FEIS are done, but I don't think they have the Record of Decision.

Ferry service

- The area around the ferry is a mess.

Response (Seth): You mean traffic within the Narrows? Are you talking about boat traffic and whatnot?

Road

- You probably thought of this already, but snow is an issue. This road is not at all comparable to Prince of Wales. As you do your analysis, you should try to figure out how much snow is likely to be there. If you haven't already, you should get snowfall records and collect snow cores behind the airport, and that will help in your analysis.

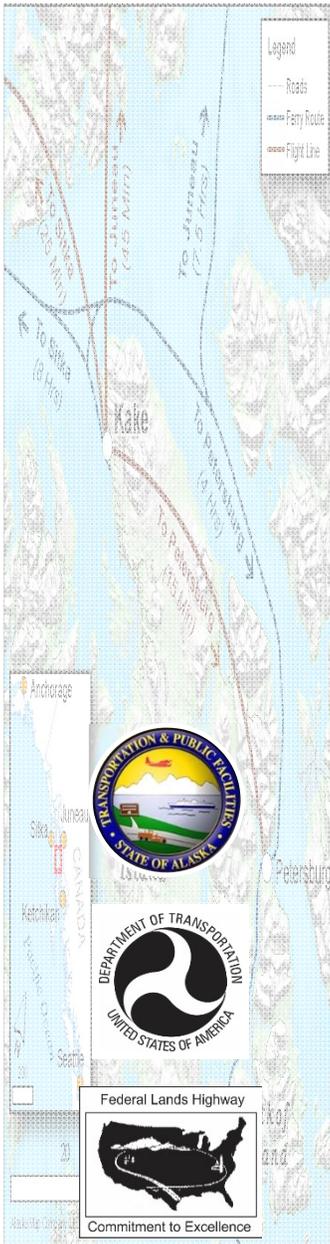
In 1952, we had 82 inches of snow on the ground at one time.

KAKE ACCESS

**PUBLIC INFORMATIONAL MEETING
Petersburg, AK - September 10, 2015**

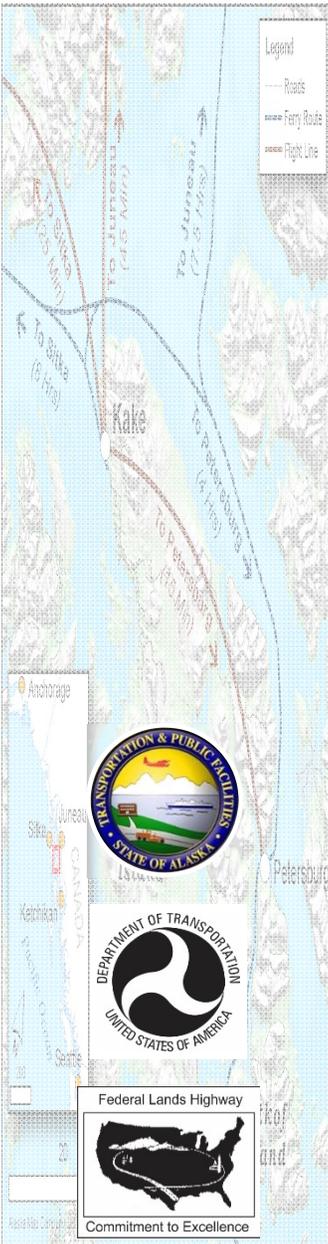
**Alaska Department Of Transportation
& Public Facilities (ADOT&PF)
Southcoast Region
and the
Federal Highway Administration (FHWA)
Western Federal Lands Highway Division (WFLHD)**





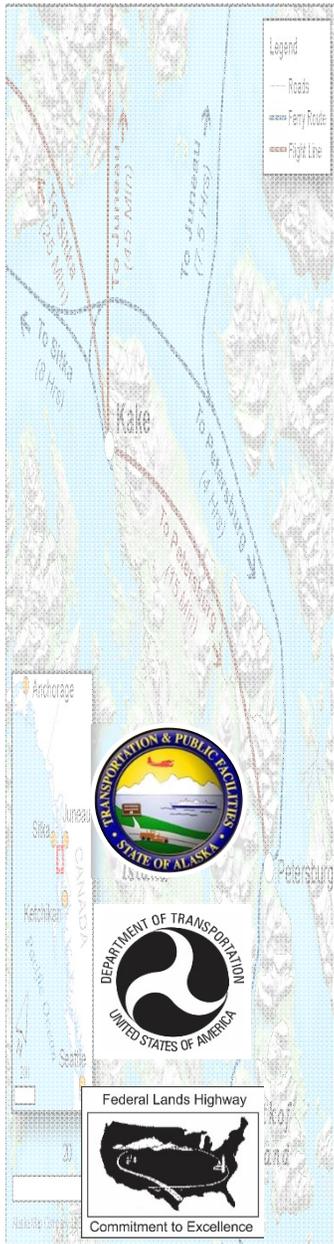
Project Overview

- **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.



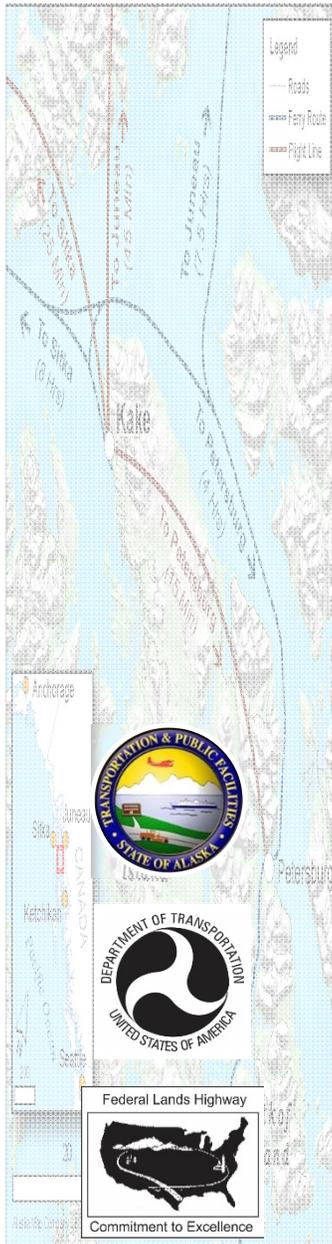
Initial Activities

- ❑ 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.

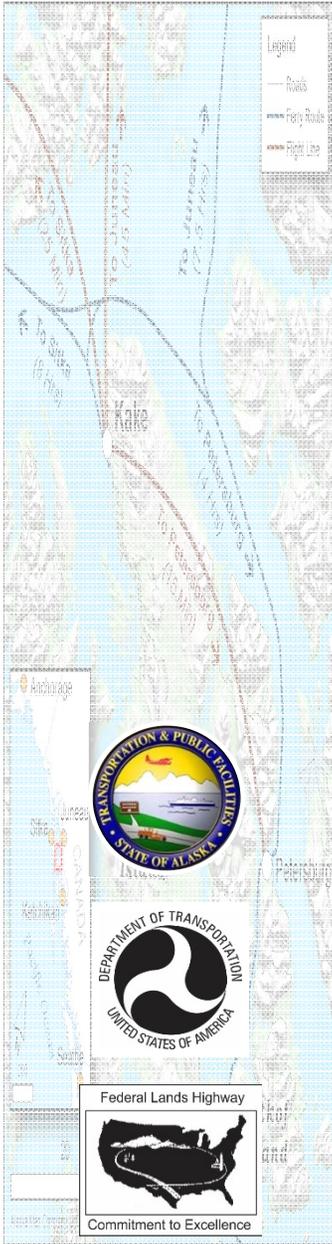


Purpose and Need Statement what's changed?

- **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.***



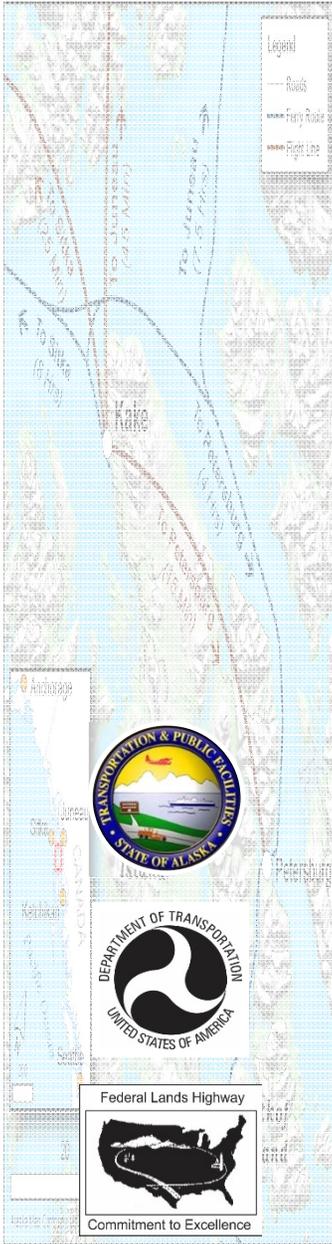
Need (part 2 of 3)

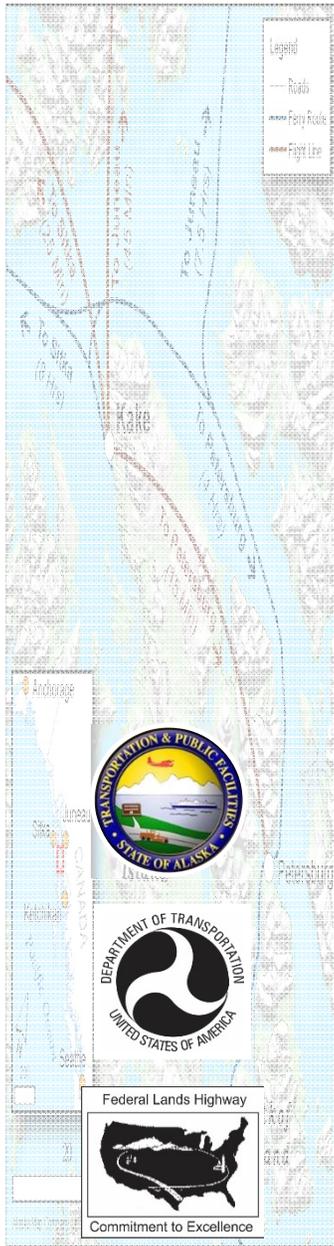
- ***to decrease round trip travel time between Kake and communities that provide goods, services and opportunities not available in Kake.***



Need (part 3 of 3)

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

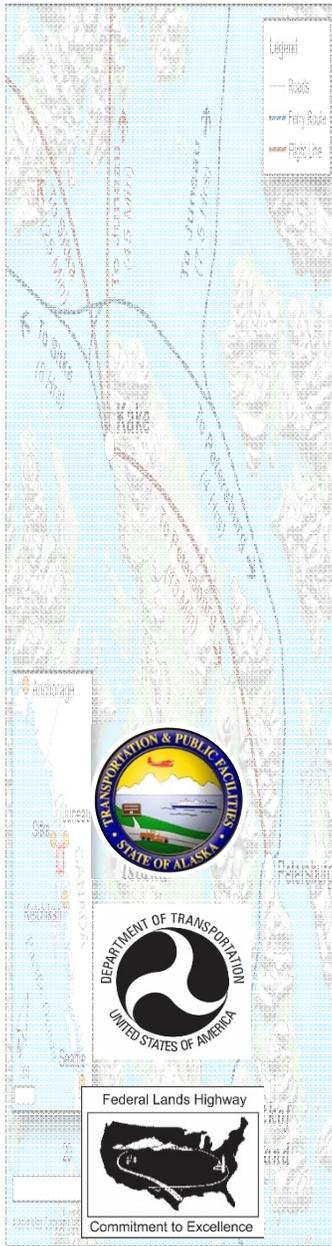




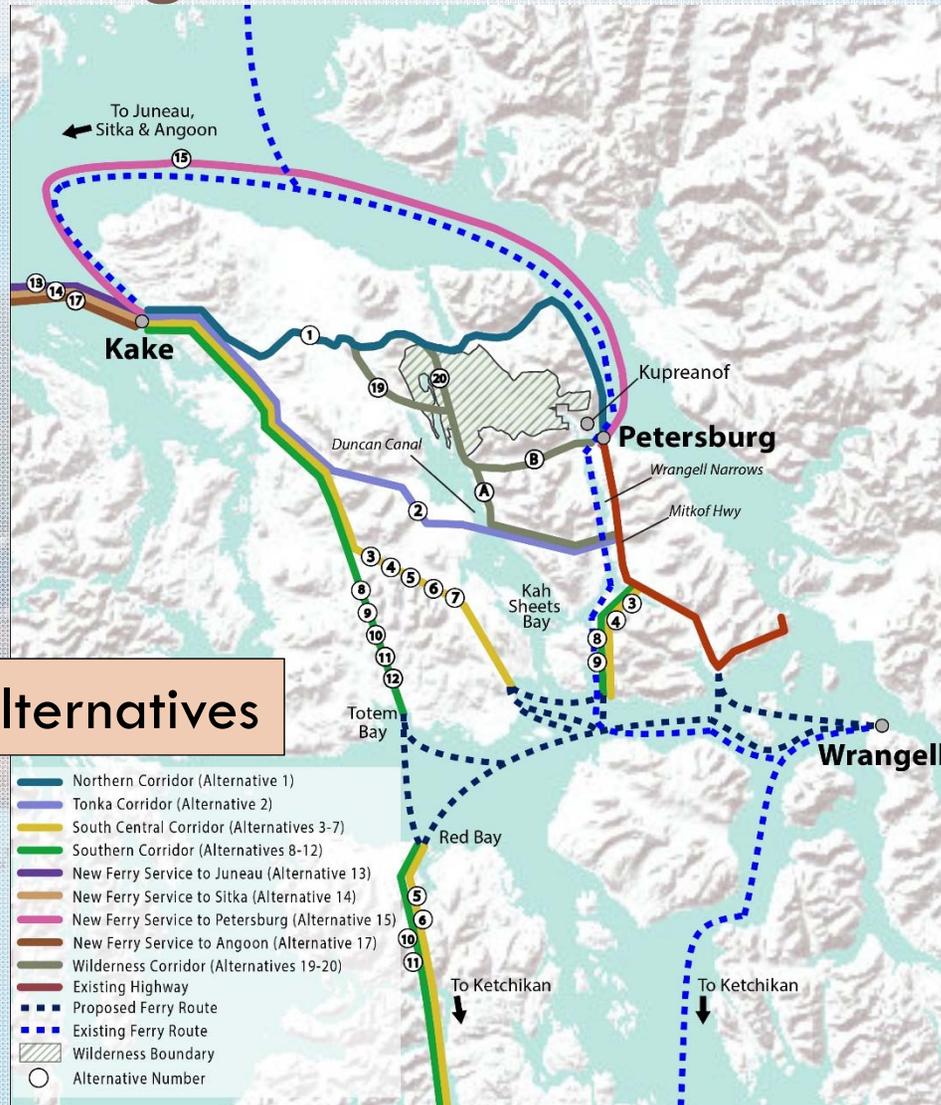
Purpose

- 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.

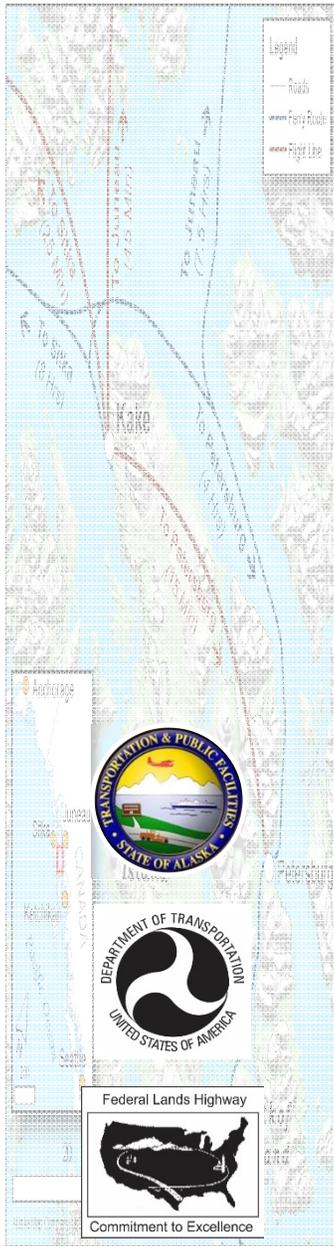
Full Range of Considered Alternatives



21 Alternatives



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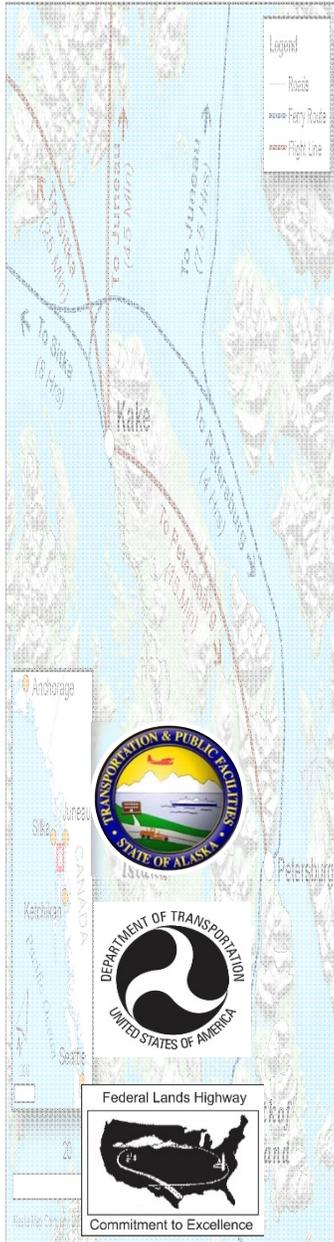


Road with ferry Alternatives

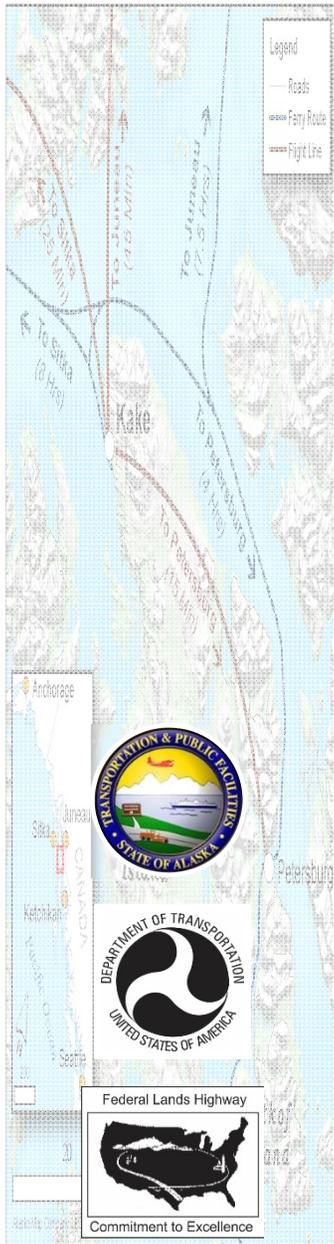
- **Northern Corridor**
 - Alternative 1: Kake to Petersburg
- **Tonka Corridor**
 - Alternative 2: Kake to Petersburg
- **South Central Corridor (via Kah Sheets)**
 - Alternatives 3 and 4: Kake to Petersburg
 - Alternatives 5 and 6: Kake to Ketchikan
 - Alternative 7: Kake to Wrangell
- **Southern Corridor (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

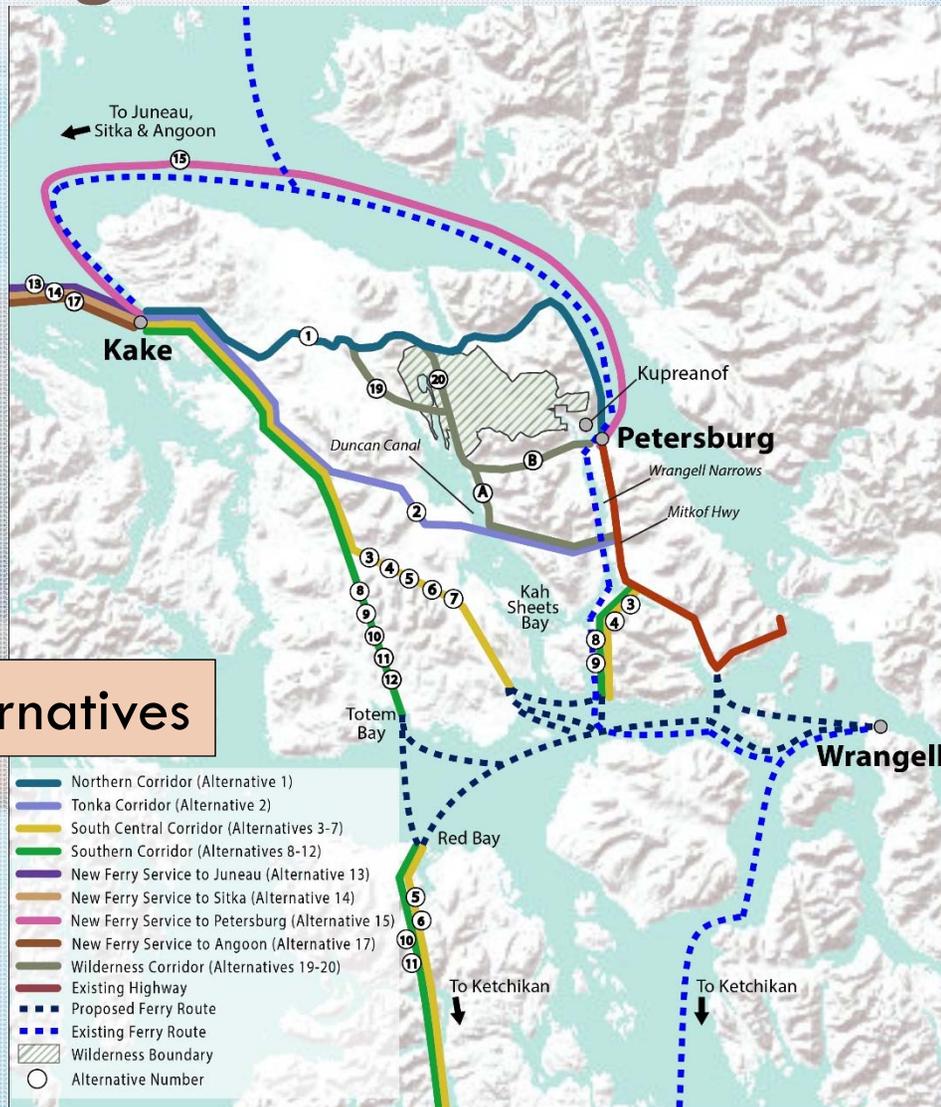
- **13: Increased frequency to Juneau**
- **14: Increased frequency to Sitka**
- **15: Increased frequency to Petersburg**
- **17: New ferry service between Kake and Angoon**
- **18: Enhance AMHS ferry service frequency**
- **16: No Action**



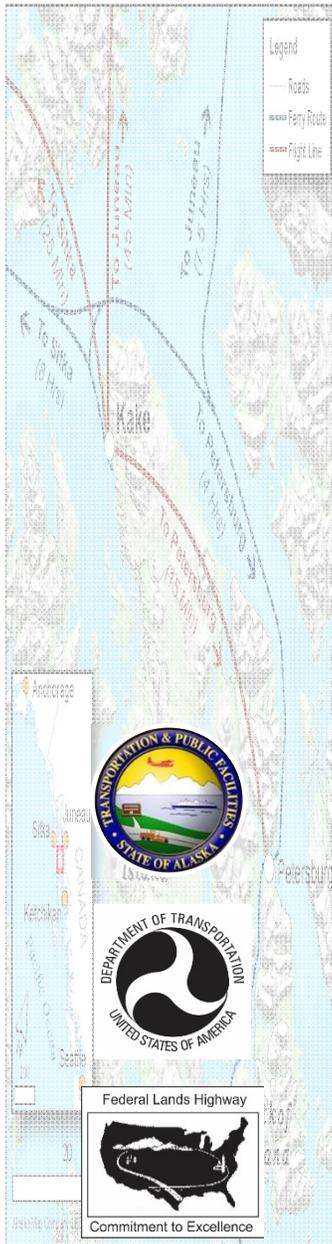
Full Range of Considered Alternatives



21 Alternatives

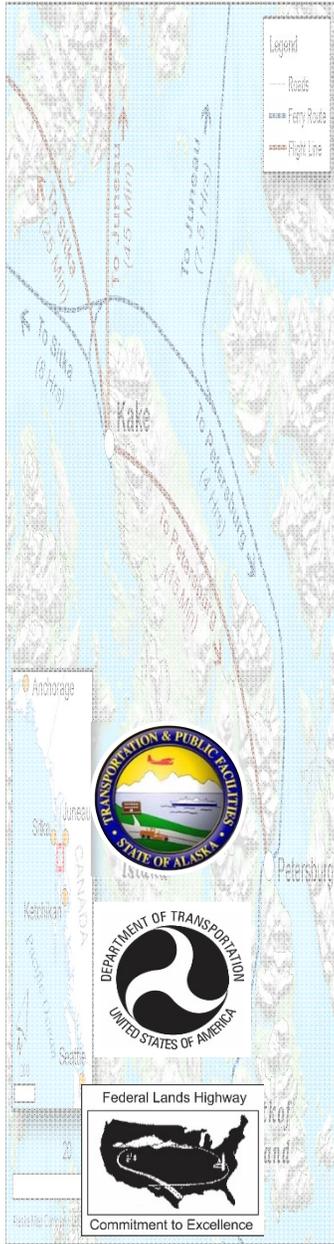


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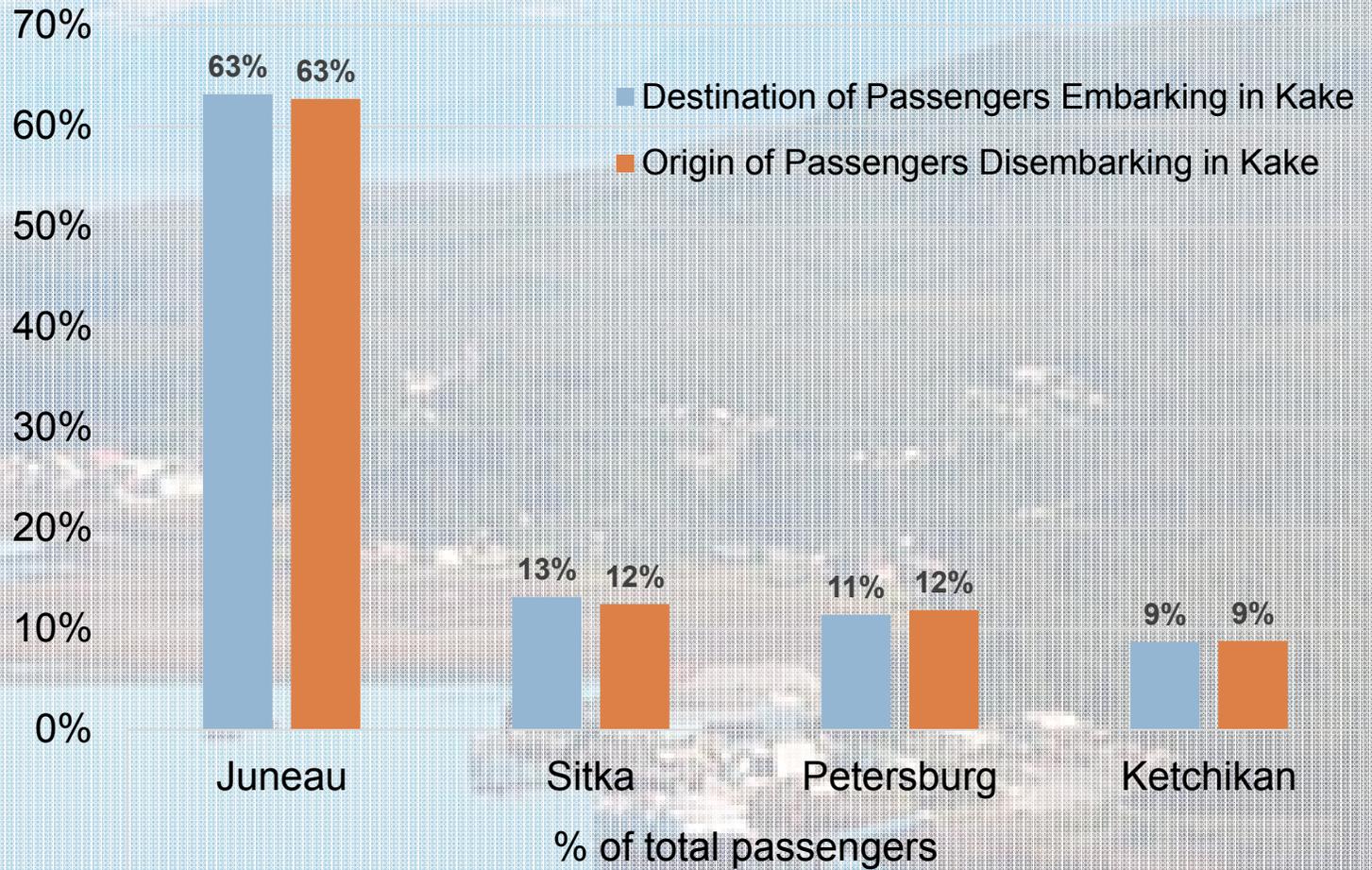


Level One

- 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)

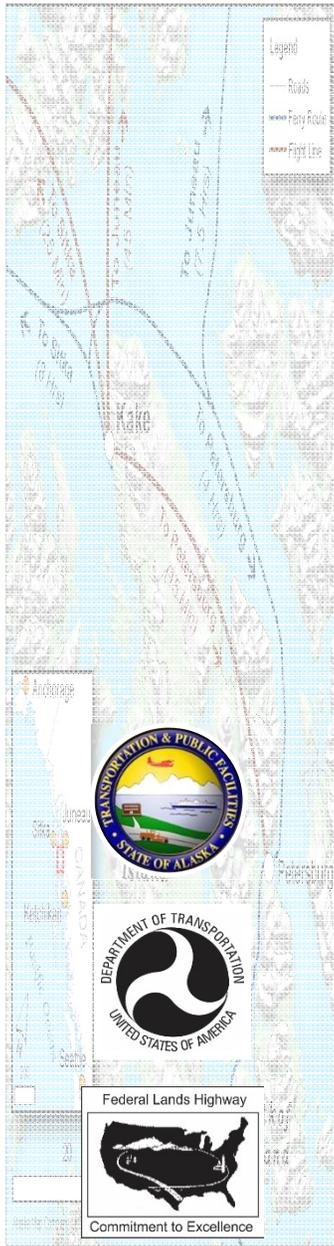


Where are people going? AMHS Passenger Traffic Volumes, 2009-2013



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

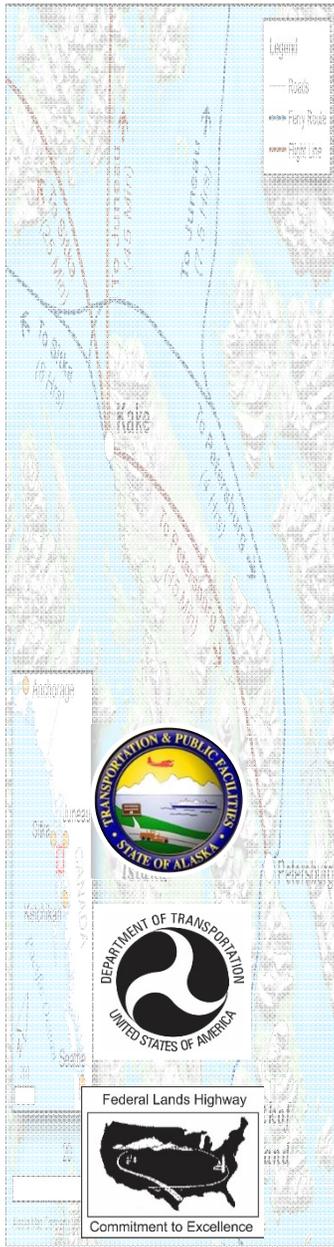
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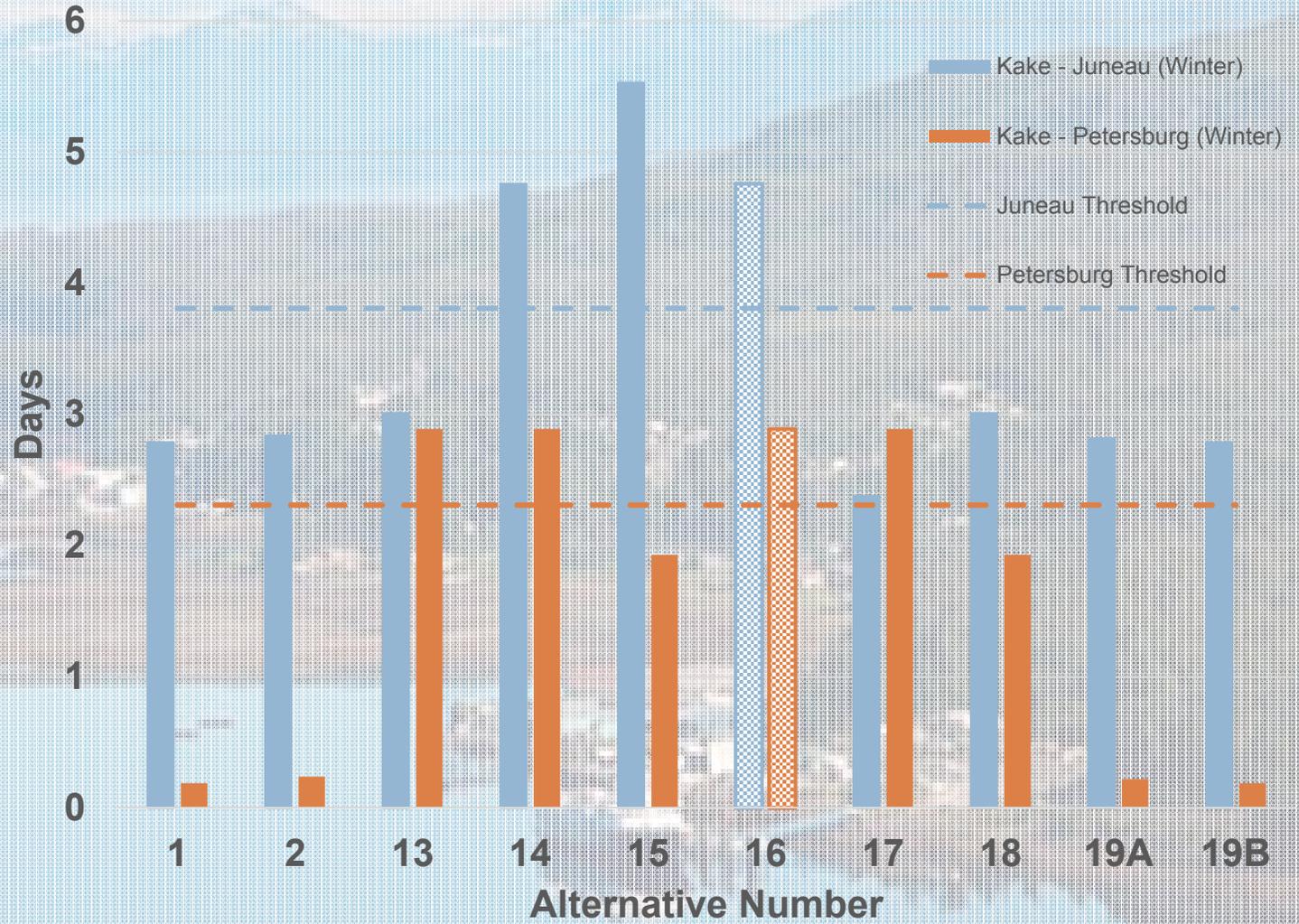
Level Two – Meeting the Needs

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

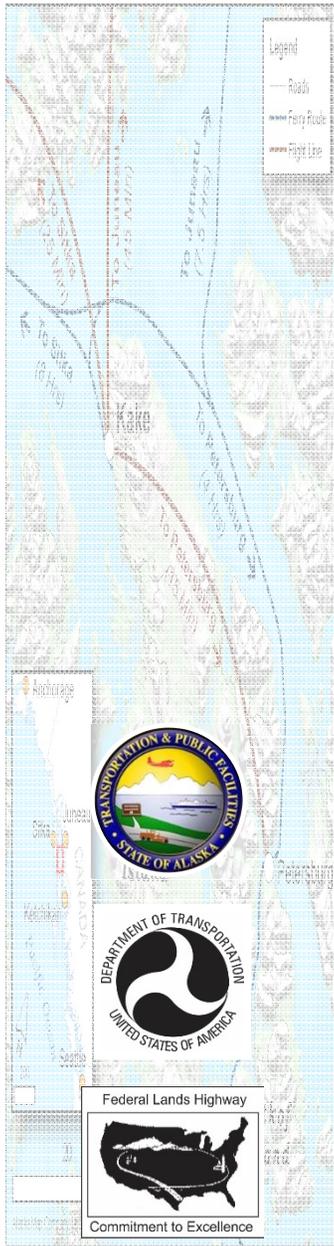
- **Decrease round trip travel time to:**
 - Regional hubs
 - Locations with goods and services not available in Kake



Average Roundtrip Travel Time

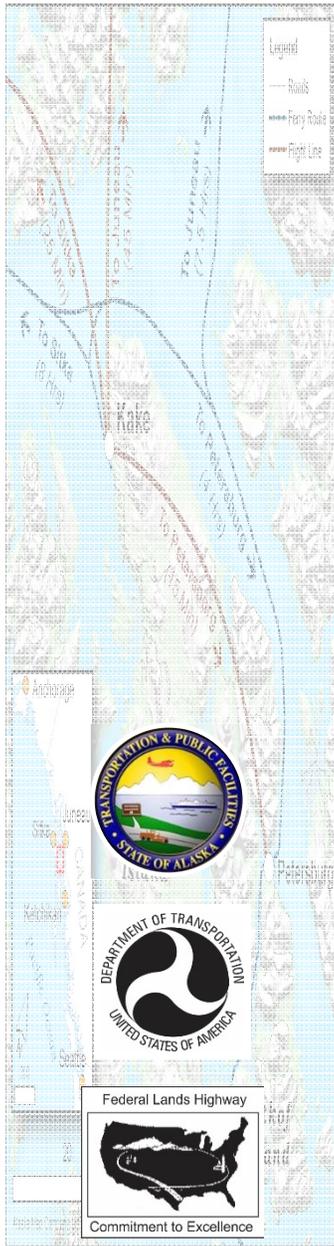


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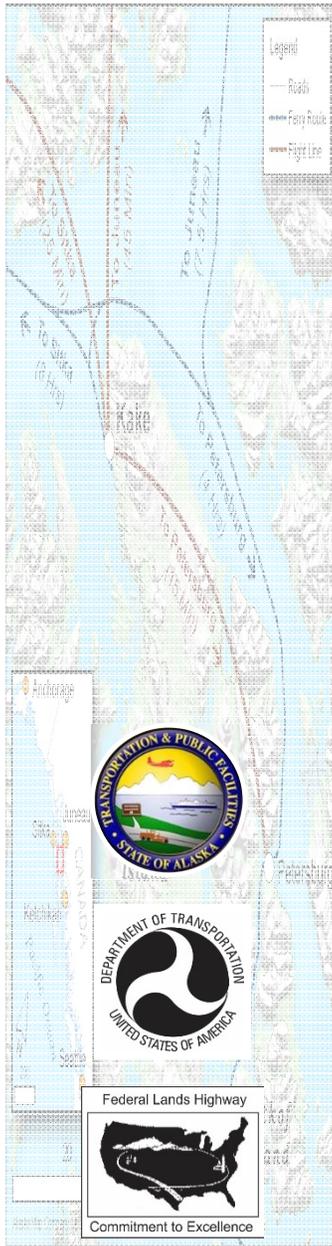
Level Two – Meeting the Needs (cont.)

- ❑ **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

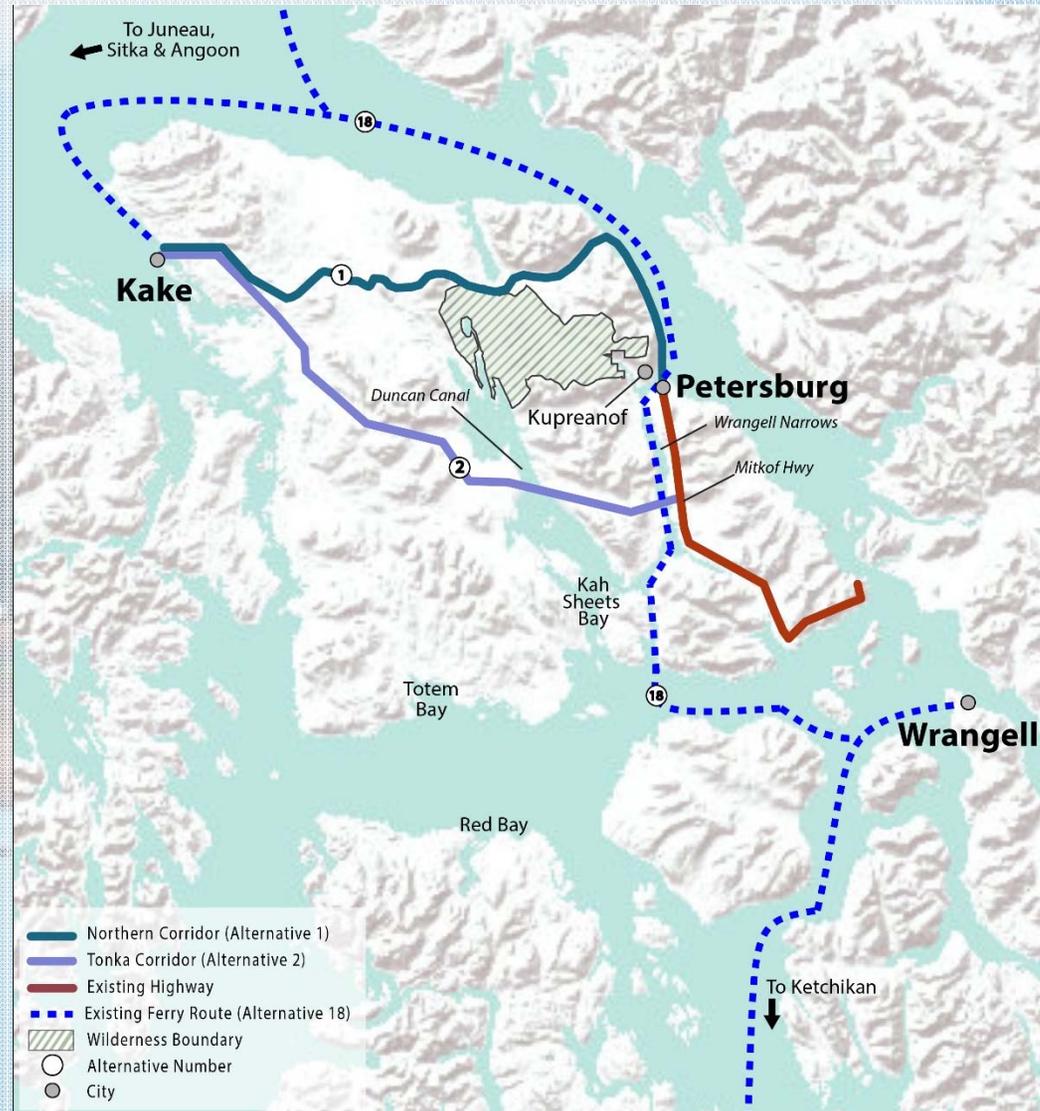
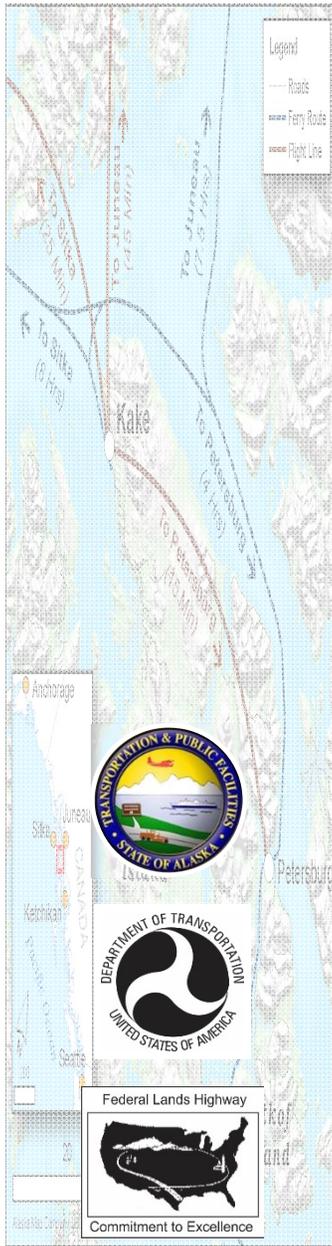
- ❑ **Capital and operating costs**
- ❑ **Technical constraints**
 - ❑ Regulatory
 - ❑ Maintenance
 - ❑ Operational
- ❑ **RESULTS (4 dropped)**
 - ❑ Roads through Federal Wilderness (19a-20b)



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)**

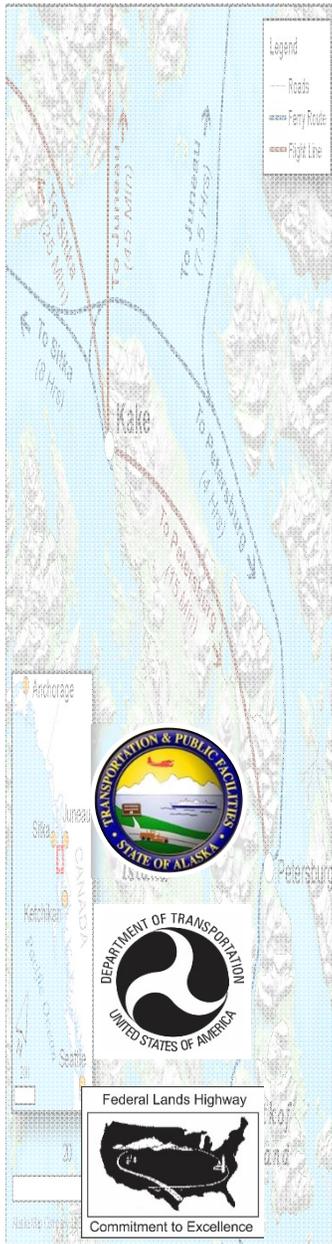
Range of Reasonable Alternatives



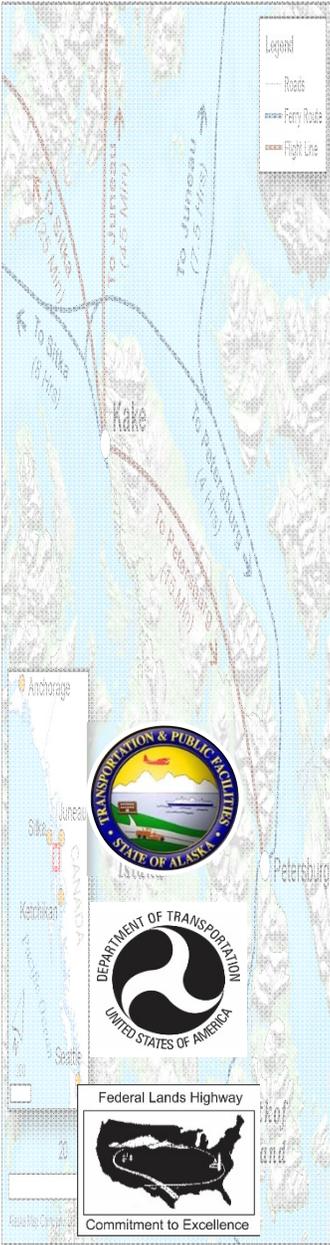
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Next Steps

- ❑ 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



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