

# 2011/2012 Update to Southeast Alaska Transportation Plan Metlakatla, Alaska / Meeting Summary

## Introduction

The Alaska Department of Transportation and Public Facilities (ADOT&PF) issued a Scoping Report in August 2011 for public review as part of the update the Southeast Alaska Transportation Plan (SATP). ADOT&PF held a public meeting at 9:45 am on October 17, 2011, at the Council Chambers in Metlakatla, Alaska to discuss the SATP Scoping Report.

Approximately 15 people attended the meeting (see attached attendance list, 11 signed-in).

## ADOT&PF Presentation at Open House/Public Meeting

The public meeting began with a PowerPoint presentation that reviewed:

- The ADOT&PF statutory obligation to conduct overview of the Southeast Alaska transportation planning
- The last SATP was prepared in 2004, then 1999
- The purpose and need of this SATP update is to ensure there is continued opportunity to travel by maintaining a financially sustainable transportation system. This includes addressing the need to replace three aging ferries within the next 20 years.
- The comment period for this Scoping Report is open until November 4. ADOT&PF will then review comments, conduct a user/benefit analysis, and prepare a Draft SATP that identifies a single Preferred Alternative. The draft SATP will likely be issued in late spring/early summer 2012. There will be another round of public meetings on the draft SATP document. The final SATP will be published in late 2012.
- In 1992, six Alaska Marine Highway System (AMHS) ferries carried 373,000 passengers and 97,000 vehicles. In 2010, ten ferries (including both AMHS and Inter-Island Ferry Authority [IFA] vessels) carried 304,000 passengers and 92,000 vehicles.
- The SATP Scoping Report identifies six preliminary alternatives:
  - 1 – Baseline: Maintain the Existing System
  - 2 – Ferry Capacity Management
  - 3 – Maximize Use of Existing Roads
  - 4 – Alaska Class Ferries
  - 5 – Highway Route 7
  - 6 – No Action

These six preliminary alternatives were designed to “test” very different transportation scenarios. There is no preferred alternative identified in the Scoping Report. The preferred

alternative that will be identified in the Draft SATP will likely combine elements from these preliminary alternatives. Among other factors the six preliminary alternatives consider:

- Seasonality in use of ferry system and related excess capacity during the spring, fall and winter
  - Alaska and Southeast population projections
  - Funding forecasts (federal and state)
  - The fact that 43% of the travel within the region is by ferry, 8% of the travel from the region to the Lower 48 is by ferry, and 2% of the travel from the region to northern parts of the state is by ferry.
  - Replacing mainline ferries with Alaska Class ferries and/or roads and shuttle ferries
- The capital costs (1<sup>st</sup> column from left), annual operation and maintenance costs (2<sup>nd</sup> & 3<sup>rd</sup> column), and annual refurbishment costs (4<sup>th</sup> and 5<sup>th</sup> columns), and total annual costs in 2010 dollars (excludes capital costs) were reviewed for each of the preliminary alternatives, as shown in the table below.

Alternative	20 year Capital Costs	Annual M&O	% Change from 2010	Annual Refurbishment	% Change from 2010	Total Annual Cost	% Change from 2010
2010 Actual		131		47		178	
2032 Estimates							
<b>1 – Baseline: Maintain Existing</b>	796	126	-4%	46	-3%	172	-4%
<b>2 - Ferry Capacity Management</b>	526	111	-16%	44	-7%	155	-13%
<b>3 - Maximize Use of Roads</b>	501	95	-28%	41	-13%	136	-24%
<b>4 – Alaska Class Ferries</b>	737	118	-10%	48	1%	166	-7%
<b>5 – Highway Route 7</b>	1,030	97	-26%	44	-7%	141	-21%
<b>6 – No Action</b>	?	?	?	?	?	?	?

- The presentation concluded with ADOT&PF representatives asking the public to provide written comments by November 4, 2011 on matters such as:
  - Your preferred alternative and why – and/or ideas for *additional* alternatives or options that you recommend ADOT&PF consider;
  - What communities do you make most of your trips each year;
  - What method of transportation do you use most and why – air, road and ferry;
  - What attributes are most important to you when you consider how you travel (such as cost, speed, service frequency, reliability, convenience, comfort, etc).
- This information will help ADOT&PF as it assembles the Draft SATP because it will need to consider trade-offs between these factors.

## Questions, Answers or Comments

In response to questions raised by the audience, or at one of the meetings, ADOT&PF offered the following information and clarifications:

### Current Ferry Schedule and Terminal

- Several questions about the ferry schedule, location of the Metlakatla ferry's overnight homeport, and use of the current Metlakatla Ferry Terminal were raised. ADOT&PF referred all to AMHS management for responses.

### South Tongass Ferry Terminal in Ketchikan

- Will ADOT&PF construct a South Tongass Ferry Terminal in Ketchikan? Answer: ADOT&PF is waiting to see how the service between a new ferry terminal at Annette Bay and the existing Ketchikan Ferry Terminal works out.

### Road Maintenance

- How will community be able to maintain the new road to Walden Point year round? An audience member responded that the community has acquired the necessary equipment and funding to maintain the road.

# **Southeast Alaska Transportation Plan Scoping Report**

## **Attendance at Metlakatla, Alaska meeting**

### **October 17, 2011**

#### **Public Meeting**

1. Art Fawcett
2. Amethyst? Booth
3. Deena Fawcett
4. Diana Yliniemi
5. J. Duncan
6. Jeff Moran
7. Kim Anderson
8. Marcus Nelson
9. Mark Chinnis
10. Nathan Fawcett
11. Nicholas Yliniemi
12. Rachael Askren

#### **ADOT&PF Team**

Andy Hughes, ADOT&PF