

Alaska Department of Transportation & Public Facilities

Alaska Class Ferry: Project Overview and Change in Direction

System Overview

The Alaska Marine Highway System (AMHS) is currently comprised of 11 ferries, each of which performs a distinct mission for the department. The fleet can be divided into three classes of service.

The larger vessels are described as “mainline” ferries and are able to do the heavy haul for public travel with a greater capacity for semi-trailers, large trucks, heavy equipment, etc. These vessels are a 24/7 operation when in service and are manned with multiple crews and crew quarters. The vessels provide all the amenities the system can offer: staterooms, dining rooms, movie rooms, a large car deck, etc. These vessels are the: M/V Columbia, M/V Malaspina, M/V Matanuska, M/V Kennicott, M/V Tustumena and M/V Taku.

A second class of vessel is the Aurora Class, which includes the M/V LeConte and M/V Aurora, both of which are 235 feet long and can transport 34 standard vehicles and up to 300 passengers. These vessels are designed to provide public transportation to smaller communities and fill in for mainliners when required and where possible. The vessels have the capability to operate 24/7 with multiple crews and crew quarters onboard. There are no staterooms available for travelers and food service is similar to what is available on mainline vessels. Currently the M/V Aurora operates with multiple watch crews in Prince William Sound and the M/V LeConte serves Lynn Canal and Icy Straits within the work/rest requirements for one crew.

The last vessel class is the “shuttle ferries.” These are home ported in one community, make a trip to another community and return each night for overnight moorage. The M/V Lituya, FVF Fairweather, FVF Chenega and the non AMHS entity Inter-Island Ferry Authority M/V Prince of Wales are examples of this vessel class. These vessels do not have staterooms for crew or passengers, are minimally crewed and are operated on routes where the sailing can be completed within 12 hours. The 12-hour criterion is important because operations over this length of time require additional crews and the inclusion of crew quarters and eating facilities add operating and capital costs. These vessels offer the most efficient service but are limited to their use in that they can only serve communities distanced less than 12 hours apart from the time the crew begins in the morning and ends their shift each night.

Brief History

On June 28, 2006 the Alaska Department of Transportation and Public Facilities (DOT&PF) issued a statement of services for a shuttle ferry class of vessel described as “Southeast Shuttle Ferry” with the purpose to:

“Select Naval Architecture and Marine Engineering Firm to modify a concept ferry boat design to meet Alaska Marine Highway Systems operational and performance requirements for a new class of Southeast Alaska Shuttle Ferries.”

The statement of services specified that the vessel design must meet the following criteria:

- Vessel Type: Roll On-Roll Off Passenger Ferry
- Overall Length: 255ft to 305ft

- Passenger Capacity: 450 (interior seating for 300 passengers)
- Vehicle Capacity: 48-60 plus
- Loading Ability: Bow, Stern and Side
- Cruise Speed: 18 knots (20 knot sprint speed)
- Operation: Day Boat Operations (12 hours)

This began the process toward building the Alaska Class Ferry (ACF), which would be the first AMHS stern/bow roll on-roll off (RORO) vessel since the M/V Bartlett. The stern/bow RORO would enable the most efficient vehicle loading and unloading capabilities. It was estimated in 2006 that the cost to build a vessel that met the above criteria to be approximately \$25 to \$30 million.

The naval architect firm, Elliott Bay Design Group, was selected to begin working with DOT&PF to design the vessel that would fulfill the criteria in the statement of services.

As the concept developed, there were several changes made that differed from the criteria in the statement of services. One of the most important changes was the elimination of a bow door, which decreased the ability of vehicles to roll on and roll off in an efficient manner. Less time in port and more time underway was an important characteristic for a Southeast Alaska Shuttle Ferry, especially for routes that were on the edge of being completed in less than 12 hours. A second major change to the concept design was the inclusion of crew quarters, which conflicted with the “day boat operations” specification in the original statement of services. The vessel was also lengthened to 350 feet during this process. The ACF Design Study Report was completed in 2009 and included these changes to the original vision of the vessel; the cost estimate increased to \$120 million.

The 2010 Alaska State Legislature appropriated \$60 million of state general funds toward building the first Alaska Class Ferry. The appropriation matched \$68 million in Federal Highway Administration funds. Later that year, Governor Parnell “defederalized” the ACF project and the department transferred approximately \$1.5 million that had been expended for design to other state transportation projects. Defederalizing the ACF project allowed the state more flexibility to choose where and how the ACF would be designed and constructed. This aligned with the Governor’s and legislature’s intent that the vessel be built in Alaska for Alaskan jobs. The federal funds were later redistributed to other transportation projects in Alaska; the funds were not lost or permanently sent back to the federal government.

The 2011 Alaska State Legislature appropriated an additional \$60 million to the project. DOT&PF continued working with Elliott Bay Design Group to design an ACF that could be built within the \$120 million appropriated budget.

In parallel with the ACF development, DOT&PF in 2007 hired the University of Alaska Fairbanks (UAF) to independently analyze the Alaska Marine Highway System. The study was published in 2011 and found that there was no improvement in the overall efficiency of the AMHS by replacing the M/V Malaspina in Lynn Canal with a 350-foot ACF. When two additional ACF’s of this size were deployed (with the retirement of the M/V Taku) the study found that the average annual AMHS operating subsidy increased by approximately \$6.7 million. There was an improvement in service with deployment of two 350-foot ACF’s in Lynn Canal, but at a substantial increased cost that resulted in the highest annual AMHS subsidy of any alternative UAF analyzed.

In late 2011 DOT&PF management was concerned that the vessel design had diverged away from the original design concept described in the statement of services. Instead of a stern/bow RORO shuttle class ferry, the design had morphed into essentially a large Aurora Class vessel. Rumors within the ship building industry also indicated that the vessel would exceed the \$120 million budget. At this time the department began altering and removing design features in an effort to reduce construction costs.

In April 2012 DOT&PF contracted with Alaska Ship and Drydock (ASD) designating the shipyard as the Construction Manager/General Contractor for the design phase of the ACF project. ASD operates the Ketchikan Shipyard under a long-term private/public partnership agreement with the Alaska Industrial Development and Export Authority (AIDEA). As part of the contract with DOT&PF, ASD would have the ability to submit the first price proposal for the construction contract as the design neared completion. If the price ASD submits is acceptable to DOT&PF a contract would be initiated with ASD to construct the vessel. If a price could not be agreed upon the state would advertise the project for competitive bids which would allow firms located outside of Alaska an opportunity to construct the vessel.

In fall 2012 the conceptual design had reached a point where accurate cost estimates could be provided by both the naval architect and ASD. These estimates showed the total project cost at \$150-\$167 million – 25-39 percent higher than the \$120 million appropriated and more than five times the original 2006 estimate.

The department was now faced with a vessel design that did not meet the original intent of constructing a stern/bow RORO shuttle ferry, a study provided by the University of Alaska that cast doubt on the use of the vessel, and a cost estimate that exceeded the amount available for construction.

Armed with this information the department consulted with the Governor and received direction to reevaluate the direction the project had taken. The vessel design and purpose were reviewed and the department determined that going back to the original concept was the best course of action for service to the public. Governor Parnell announced in December 2012 to revert the design back to a stern/bow RORO concept which will cost less to build and operate, and better serve Alaskans.

Change in Direction

The former ACF concept was a 350-foot ferry (about the same length as the M/V Taku) with a capacity of 60 standard cars, no passenger staterooms, and a crew of 23-28 with requisite crew quarters/galley.

The stern/bow RORO ACF will be, in comparison, a smaller vessel approximately 260-300 feet in length (longer than the Aurora Class) with a standard vehicle capacity around 50 cars. It will not have passenger or crew staterooms and will operate with fewer crewmembers than the former ACF concept. This ferry will be designed with stern and bow loading capabilities and possibly port/starboard loading doors. The new ACF's will have the capability to replace the M/V Malaspina as shuttle ferries operating in Lynn Canal between Juneau, Haines and Skagway. It is expected that with its length and a modified hull form, the vessel will have similar seakeeping characteristics as the M/V Taku. DOT&PF intends to initially build two Alaska Class Ferries within the appropriated budget.

Next Steps

DOT&PF is currently amending its contract with Elliott Bay Design Group to refocus the ACF design toward the stern/bow RORO vessel concept. Because of a less complex design, the department anticipates that both the design and construction times will be faster in comparison to the previous design concept.

Serving Southeast Alaska

Beside significant construction and operating cost savings, the stern/bow RORO Alaska Class Ferry provides the greatest frequency, versatility and capacity while also serving as a backup for other vessels.

Frequency

One possibility is to operate two shuttle ferries to supplement mainline service in Lynn Canal. One vessel could be home ported in Haines or Skagway and the other in Juneau. The northern ACF would shuttle between Haines and Skagway. The Juneau ACF would make one or two round trips per day between Juneau and Haines. Because these vessels would have stern and bow loading capabilities and operate to a single port, the load times at each port will be significantly less in comparison to other AMHS ferries and, in turn, provide for a more efficient use of operating hours per day.

Versatility

Another possibility is deploying the ferries to other Southeast communities when the traffic demand requires an additional vessel (i.e. community events, Celebration). The communities of Hoonah, Tenakee and Gustavus can all be served within a 12-hour timeframe to/from Juneau.

Capacity

A minimum of 200 standard vehicles could be transported each day between Juneau and Haines as needed during peak times - a total capacity capable of transporting 67 percent more vehicles than the former ACF concept transporting 120 standard vehicles per day.

Backup

With several smaller ferries, one ferry can be deployed to other Southeast communities when the M/V LeConte is not running due to required annual maintenance or breakdowns. The ACF's will also serve as a backup vessel to one another during scheduled and unscheduled maintenance days. This will allow AMHS to continue to provide a consistent level of service with the least amount of impact to the system as a whole.

Cost

Preliminary analysis of total costs – capital and operating – over the life of the new vessels indicates that two smaller ACF's can yield significant cost savings over the former ACF concept. This is due to differences in operating costs of different vessels, and the opportunity to scale the use of the vessels to the very big swing in capacity required between peak and off-season.



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation and
Public Facilities

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January 9, 2013

Marine Transportation Advisory Board
Mr. Robert Venables, Chair
P.O. Box 50
Haines, AK 99827
Venables@aptalaska.net

Dear Chairman Venables and Board Members:

I am writing to inform you of my intentions regarding the filling of Department of Transportation and Public Facilities Deputy Commissioner vacancies. As you know, Alaska Statute Title 19, at Section 19.65.110. Powers, duties, and functions states:

(a) After the Commissioner of Transportation and Public Facilities has considered one or more candidates for the position of director or deputy commissioner of the Alaska Marine Highway System (AMHS) the commissioner shall confer with the board regarding that candidate or those candidates before making an appointment to that position. The selection of those candidates shall be without regard to political affiliation.

Under the previous Commissioner's organization, there was a Deputy Commissioner for each of the following: Marine Operations, Highways & Facilities, and Aviation. Under that organization the Deputy Commissioner, Marine Operations had as his sole responsibility the Alaska Marine Highway System. The statute required the Commissioner confer with the Board before making that appointment. I am changing the organizational structure such that my deputies for aviation and AMHS will have greater areas of responsibility and I anticipate this will be somewhat fluid as needs and priorities change. As such there will be a Deputy who has as part of his/her responsibility oversight and coordination of the AMHS, but there will be no Deputy Commissioner of Marine Operations. There will continue to be a Director of the Marine Highways, with the title of AMHS General Manager. This is similar to the situation with our

"Get Alaska Moving through service and infrastructure."

Regional Directors, who manage a geographic region of the state's highways, airports, harbors and other facilities with assistance /guidance from the Deputy Commissioners.

Given the reorganization as described above, with no Deputy Commissioner of Marine Operations, I do not intend to confer with the Board regarding the appointment of Deputy Commissioners. I will consult with the Board before appointing a new AMHS director should a vacancy in that position arise. I realize the statute and past organizational structure may create an expectation that there will be a Deputy Commissioner of AMHS and therefore I want to make my intentions clear before I make Deputy Commissioner appointments.

I look forward to working with you and the board, especially with the exciting change in direction with the Alaska Class Ferry project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Pat Kemp', with a long horizontal line extending to the right.

 Pat Kemp, P.E.
Commissioner

By [GOV. SEAN PARNELL](#), [Juneau Empire](#)

In 2010 I directed my office and the Department of Transportation and Public Facilities (DOTPF) to “defederalize” the new Alaska Class Ferry project. Back then, I said: If we can build an Alaska ferry with all-Alaska dollars, we’ll have a better shot at building it with an all-Alaska workforce.

The state subsequently returned the federal dollars for the project and embarked on a new approach to get Alaska Marine Highway vessels built at home. Our challenge now is to get vessels built in Alaska, by Alaskans, while being wise stewards of public dollars.

Recently, it became clear that building a 350-foot Alaska Class Ferry for the budgeted \$120 million is simply not feasible. Between design, engineering, project management, and construction, the cost for one ferry of that length will run between \$150 - 167 million.

That realization gave us an opportunity to rethink the needs of the system, and look at alternatives for improving ferry service with the dual goals of building ferries at home while also staying on budget.

Last week I announced a new direction to achieve both goals.

I directed DOTPF Acting Commissioner Pat Kemp to have department personnel engage in discussions with Vigor Industrial and the Alaska Shipyard on how more than one ferry can be built with the \$120 million appropriated by the Legislature.

I requested they look at smaller, more efficient vessels than have been discussed to date. In fact, we believe we can build at least two smaller ferries, and by doing so, improve service throughout the region while staying within the original budget. The state has an obligation to be smart with the people’s money, while bringing the very best service and product possible.

With declining oil production and, consequently, declining state revenue, Alaska has to be even more careful with available funds. **I have supported and will continue to support the increased service currently scheduled for mainliners from Bellingham all the way out to the Aleutians. However, this desire must be balanced with the reality of increasing costs for the maintenance of our aging fleet.**

That’s why we need to expand our fleet strategically. The benefit to this new approach is clear: smaller ferries mean shorter building times, bringing them online more quickly, and allowing the system to run them more frequently, and at a lower cost.

Smaller ferries can reduce port time and provide greater redundancy in the event of a mechanical problem with another vessel.

In addition, smaller vessels can be more easily deployed to respond to special community events in Southeast.

This new approach can keep Alaska shipwrights busy for years to come.

In the future, we also will need to build a new Gulf-crossing ferry to replace the Tustemena, and we'll need to continue to modernize our fleet.

Growing our workforce capabilities to build and maintain these vessels will provide pathways of opportunity that can grow spinoff enterprises throughout the region.

Since 1963, our Alaska Marine Highway System has traveled these waters, safely transporting hundreds of thousands of Alaskans. My commitment to the system remains strong, and the direction we are taking affirms the importance of our marine highways.

MEMORANDUM

STATE OF ALASKA Department of Transportation & Public Facilities Alaska Marine Highway System

To: MTAB Members

Date: 14 October 2013

From: Captain John Falvey
General Manager

Subject: AMHS UPDATE for MTAB
Mtg on 1-22-2013

VESSEL UPDATE:

MATANUSKA

- Inspected Matanuska's shaft and struts during last October-November 2012 State overhaul, UT testing was conducted on Matanuska struts and they are still within structural tolerances. We will continue to monitor them closely as we feel that they will need to be replaced in total at some point in the future, just as we have recently replaced the Malaspina struts. Next overhaul Jan-Feb 2014. Matanuska is currently providing service to Bellingham while Columbia is in Layup/Overhaul.

MALASPINA

- Vessel entered its federal CIP overhaul at Vigor Shipyard Portland on 10/1/2012 and will return to service on 5/3/2013. Vessel was dry-docked on 1/4/13. Major structural work around side car doors and in the vicinity of state rooms is underway. Part of the project is to fabricate and replace the side car doors.

TUSTUMENA

- Vessel entered its federal CIP overhaul at Seward Shipyard on 11/1/2012. Shipyard progress is slow and we are running behind schedule on CIP projects. Significant unplanned steel replacement is needed which could push the 4/20/13 completion date back.

LITUYA

- Vessel commenced her overhaul on 1/10/13 and will return to service on 1/26/13. In her absence the IFA is providing service to the community.

COLUMBIA

- Vessel came off line into layup on 12/5/12; her overhaul is scheduled for January and February, returning to the Bellingham run on 3/31/13.

FAIRWEATHER

- Current DNV engine inspection classification certificate expired on 10/18/12.
- Cylinder inspection has been completed – awaiting repair plan.

CHENEGA

- Current DNV engine inspection classification certificate expired on 1/14/23.
- Cylinder inspection has been completed – awaiting repair plan.

PROJECTS:

WINTER 2013/2014 CIPs

- Federal CIP Overhaul Kennicott – rebuild lifeboat/FRB davits, controls ME and BT
- Federal CIP Overhaul LeConte – crew state room upgrades
- Columbia Re-Engine Project – new engines to be installed during Winter 2013-2014

POINT-OF-SALE CASH REGISTER SYSTEM ABOARD VESSELS

- The inventory management portion of the POS system (CHEFTEC) has been deemed out of compliance by the POS steering committee due to lack of support from the subcontractor. The primary vendor, Forum Systems Group, has an alternate inventory management system which meets the performance needs for the same price. The steering committee is currently negotiating the final details with FSG.

TSUNAMI WARNING 1/5/13

- 1/5/13 Tsunami warning was handled appropriately according to our SMS. No issues encountered with communications or response actions. We ended up getting Lituya underway on very short notice.

LSA RAFTS

- All vessels, except the Columbia and Tustumena, now have state-of-the-art passenger/crew escape systems. The Columbia and Tustumena are having their new escape systems installed this winter.

ANNETTE BAY

- Estimated completion date of 2/7 has been pushed back due to contractor issues. Best estimate for completion is sometime in March 2013.

ENVIRONMENTAL PROGRAM SPECIALIST

- Paperwork has been filed classification to create a PCN for the position. This position is in high demand due to increased regulation.

DECK OFFICER EVALUATIONS

- Deck officer evaluation forms are being revised and expanded to help facilitate employee development. Evaluations are now required as part of the deck officers promotion

package. Minimum Qualifications for Deck Officers have been reviewed and the Port Captains are notifying employees who have gaps in training or qualifications. Improvements like this over the last 4 years have created a more flexible and well-rounded work force.

ALASKA MARINE HIGHWAY

— 50TH ANNIVERSARY —

Throughout 2013 AMHS will promote the 50th Anniversary through a year-long, integrated campaign that includes marketing, media, collateral materials and community involvement.

Strategic purpose of the celebration

- Position AMHS to take advantage of additional media opportunities
- Provide support to existing marketing efforts
- Celebrate the system's history and longevity
- Reinforce and validate the AMHS brand
- Educate current and potential customer about the AMHS
- Help launch the AMHS into the future

The Anniversary was successfully launched on January 2nd through;

- Sea News, Letter from the Captain
 - New format for 2013, embedded links
 - Distributed to over 150,000 subscribers monthly
- FerryAlaska.com/50years
 - Each month we'll highlight a segment of the systems history
 - January, 1948-1963
 - February, 1963
 - Feature photos and newspaper articles from that timeframe
 - AMHS Service Route will show expansion of the system throughout the year
- Facebook
 - Celebration has encouraged followers to post photos and stories about traveling the system
- Launched the "Golden Ticket"
 - First two weeks of January, over 3,000 entries
- Logo flags, commemorative posters and contest information distributed
 - AMHS Vessels & Terminals
 - State / DOT Facilities
 - Local Visitors Bureaus

Community Event Planning

AMHS plans to host at least one Anniversary event in each region. We are currently working with each of the communities to plan events that will highlight the unique heritage and culture of the community while offering support to existing events and activities.

- Southeast Events – May 1st-5th, MV Malaspina
 - Ketchikan, Wrangell, Petersburg, Juneau, Haines & Skagway
 - Special sailings in Ketchikan and Juneau
 - Sitka, June 7th

- South central Events – August 16th & 17th, MV Aurora
 - Whittier and Valdez

- Southwest Events – September 2nd & 3rd, MV Tustumena
 - Kodiak, Homer & Seldovia

- Bellingham Event – September 14th
 - Open house aboard the Columbia and in the terminal
 - Will invite Seattle CVB members and local vendors



**ALASKA MARINE HIGHWAY
Reservation & Manifest System Upgrade
MTAB Update – January 2013**

Project Background:

In 2008 AMHS received \$2.1M to replace the Reservations and Management System that was developed “in house” and has been servicing the system for the past 15 years.

Project Goals:

After the receipt of funds a project team was created to meet the following project goals as drafted by AMHS management: ***Procure/Develop and implement a Reservations and Management System that is***

- Improved functionality for internal/external end users
- Improved access and compatibility for external sales agents
- Flexibility for future regulatory or elective requirements
- Increased Security
- Allows for utilization of new technologies to create system efficiencies

Project History and Scope Creep:

It was readily apparent to the project team that the current situation regarding business processes and procedure manuals were not in a condition that would allow for a successful project. Immediate steps were taken to achieve the following results:

- Update and Implement standardized customer service policies and procedures
- Update and correct business rules regarding the delivery of AMHS services
- Hire a project management coordinator due to complex hardware/software requirements and change management

Concurrent with this activity the project scope grew to include incorporation of the following:

- Replacement of the vessel cash registers
- Replacement of the current scheduling system software

Point of Sale

It was decided to tackle the cash register replacement first as the existing system was so old that replacement parts were not readily available. The project was developed into a 2 phase program which would replace the existing hardware and cash register functions in Phase 1 and develop inventory controls in Phase 2. We have successfully completed Phase 1 and are currently in the implementation of Phase 2. Upon completion of the second phase we will have a state-of-the-art Point of Sale System which will successfully replace the cash register functions previously provided but will also provide an inventory control mechanism for all revenue streams on board the vessels (Food Service, Bars, Gift Shops) allowing management increased information to standardize menu's, control procurements, and monitor inventory levels. AMHS is expecting substantial payback from this investment in the form of reduced waste and inventory management.

Reservation System

In 2012 a Request for Proposal (RFP) was released to solicit proposals to procure and implement a Reservations/Management System. During the RFP process 6 vendors expressed interest in the RFP. Of these 6 potential applicants 2 responded to the RFP with the remaining citing various conditions prohibiting them from responding (financial, requirement shortfalls). Of the 2 responses both were determined to be non-responsive during the review period for not meeting minimum functional requirements or for financial purposes.

During this RFP process it became apparent to the project team that project cost limitations were putting pressure on the functional requirements we were requesting. It was also apparent that the team needed to better acquaint itself with what was available in the market place so as to better structure a future RFP.

Next Steps:

The project team has identified the need to better understand the current market place for reservation system software and also the potential need to increase the project cost to deliver the intended system. To meet these two goals the project team has set up a Request for Information (RFI) for potential vendors to present to the Project team their systems. The purpose of this RFI is to see how current systems work and what modifications may be required to meet the functionalities we have listed in the RFI. To date we have four potential presenters and these presentations are scheduled for the final week of January. In addition the Governor's Requested Budget includes additional project funding request of \$1.6M.

It is the goal of the project team to have a new RFP on the street as soon as the legislative process is complete and the team is aware of the project funding.

Project #	Federal Project Name	Phase	Staff	Consultant
73171	AMHS Fleetwide Electrical Generation Upgrade	2	Atwood	Beacon
73120	M/V Columbia Repower & Ship System Improvements	4	Carroll	EBDG
73205	AMHS FFY13/14 Fleet Condition Survey	8	Carroll	N/A
69055	AMHS HQ Facility	2	Flores	Hagan
73098	AMHS Reservations and Manifest System	4	Hagan	Schultz
73093	FVF Propulsion System Replacement	4	Jorgens	EBDG
73117	M/V Aurora Security Systems Upgrade	Complete	Linder	
73086	M/V Malaspina Refurbishment	4	Loertscher	Beacon
73108	AMHS Fleetwide Lifesaving Equipment Upgrades	2	Loertscher	Art Anderson
73165	M/V Aurora Habitability & Ship Systems Refurbishment	Complete	Miller	Coastwise
73068	M/V Tutumena Refurbishment	4	Phillips	Art Anderson / Dan Looney
73216	AMHS Ferry Terminal Security Upgrades	4	Linder	TBA

Update Narration
<p>Tustumena, Malaspina, Taku and Columbia ship checks completed. Beacon Professional Service is work on draft Design Study Reports for vessels that ship checks have been completed.</p>
<p>Bid opened on 20DEC12. Vigor Marine only bidder and 11% higher than Engineer's Estimate. Letter of Intent to Award was sent on 26th of December. Contract should be awarded on 7th of January.</p>
<p>Working with John Nelson on SMR's, FCS and project development for State Overhauls. Trent is maintaining the SMR data base and working with John on revisions.</p>
<p>Project is pending the results of State Funded Project (PJ 73111) – AMHS Ward Cove Feasibility Study, which is in discussions/process. Scope will consider a future Headquarters Office Building and Layup/Terminal. Estimated completion of study is summer 2012. Return funds to FTA due to project scope change. Confer with SER.</p>
<p>Phase 4 activated Authority to Advertise has been received. Once Phase 4 PDA is received contract document will be sent to SE Region Contracts to put the contract out for bid.</p>
<p>Upgrades included as part of Project 73165.</p>
<p>Contract awarded to Vigor Marine, LLC. Vessel arrived at shipyard on October 5, 2012. See Weekly Progress Reports for contract progress.</p>
<p>95% Design Study Report is under review . The Aurora Construction Contract completed 16MAR12 and is the warranty period.</p>
<p>Contract awarded to Seward Ship's Dry-dock, Inc. Vessel arrived in Seward on 05NOV12. See Weekly Progress Reports for contract progress.</p>
<p>Phase 4 approved by FHWA</p>

PSA signed with The Glosten Associates, Inc. for Design Study Report and Plans, Specifications, and Estimate. First Steering Committee Meeting with Engineering Consultant held on 12th of December.
Request for Alternate Procurement approved by DOT & PF Contracting Office and Change Order issued to Seward Ship's Drydock, Inc. to install as part of Project 73068.
Both the Columbia and Tustumena are in construction phase of this project, Tusty in Seward under Wayne's direction and the Columbia in Ketchikan under Cliff's direction.
First Steering Committee held onboard M/V LeConte.
Phase 2 PDA Pending
Phase 8 PDA Pending
Phase 2 PDA Pending
Phase 2 PDA Pending