Our Mission

The mission of the Alaska Marine Highway System is to provide safe, reliable, and efficient transportation of people, goods, and vehicles among Alaska communities, Canada, and the "Lower 48," while providing opportunities to develop and maintain a reasonable standard of living and high quality of life, including social, education, and health needs.

The Alaska Marine Highway System has been operating year-round since 1963, with regularly scheduled passenger and vehicle service to 33 communities in Alaska, plus Bellingham, Washington, and Prince Rupert, British Columbia. There are currently eleven vessels in the AMHS fleet, additional ferries have been planned.

During the past ten years the Alaska Marine Highway System has carried an average of 312,000 passengers and 98,000 vehicles per year.

View Our Welcome Aboard Video

Watch our welcome aboard video to learn more about travel aboard Alaska Marine Highway ferries.

Alaska Marine Highway System
7559 North Tongass Highway
Ketchikan, Alaska 99901-9101
Tel: 907-465-3941 || Fax: 907-465-8824
Toll-Free: 1-800-642-0066

Article 03. ALASKA MARINE TRANSPORTATION ADVISORY BOARD Sec. 19.65.110. Alaska Marine Transportation Advisory Board. There is established in the Department of Transportation and Public Facilities the Alaska Marine Transportation Advisory Board.

Sec. 19.65.180. Powers, duties, and functions. (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, 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.

(b) The board may establish volunteer regional advisory committees. The purpose of the advisory committees is to provide recommendations to the board regarding concerns from the region of the members who constitute the advisory committee.

(c) The board may issue reports and recommendations and shall, in cooperation with the Department of Transportation and Public Facilities, prepare and submit to the department and the governor for review a strategic plan that includes the mission, core values, objectives, initiatives, and performance goals of the Alaska marine highway system.

(d) The board may receive information from the department as the board considers necessary to carry out its duties.

Sec. 19.65.190. Staff. The department shall provide staff for the board.

Sec. 19.65.195. Definition. In AS 19.65.110 - 19.65.195, "board" means the Alaska Marine Transportation Advisory Board.

Vessels

Alaska Class Ferry Update

The contract to build two Alaska Class ferries has been signed and the two Alaska Class Ferries will be built at Vigor Shipyard Ketchikan. The first will be delivered in the spring of 2018 and the second will be delivered in the fall of 2018. Once in service, the Alaska Class Ferries will primarily service Juneau, Haines and Skagway and operate as day boats, with one based in Juneau and one based in Haines. The vessels will be 280 feet long, carry 300 passengers and 53 Alaska standard vehicles.

New Tustumena Design

Public informational meetings were held this past spring 2014 at Homer, Kodiak and Dutch Harbor. The surrounding communities which the new Tustumena will serve called in to listen to the presentation. The final design study review document will be completed by October 31, 2014 and the final design process will begin in January 2015.

M/V Columbia Engine Repower

The Columbia has received new engines and resumed service May 28, 2014. The new engines are running well.

M/V Fairweather Engine Repower

The Fairweather received new MTU Series 4000 engines at Foss Shipyard in Seattle and resumed service May 15, 2014 and the new engines are running well.

The Fairweather is currently operating in Prince William Sound for the winter of 2014/2015 in place of the Chenega.

M/V Chenega Repower - Winter 2014/2015

The Chenega will have new engines installed at Foss Shipyard in Seattle during the winter of 2014/2015. That project is currently underway in Seattle.

M/V Kennicott Federal Capital Improvement Project Winter 2015

Kennicott is in the middle of a two year Federal Capital Improvement Project and overhaul, which commenced during winter 2014 and will conclude during winter 2015. Vigor Alaska Ketchikan Shipyard is conducting the Capital Improvement Project and overhaul. This Capital Improvement Project will upgrade and refurbish the following systems: vehicle elevator, fin stabilizer control units, motorize seawater cooling reach rods, sea water system piping, marine sanitation unit components, vehicle elevator roller doors, refrigeration, bridge heated windows, HVAC , ventilation (ducting and fire dampers), fuel oil system, electrical distribution systems, passenger and public spaces, ADA upgrades, watertight doors, CAPAC , control and monitoring systems, lifesaving equipment, deck machinery and fittings, IT upgrades, forward sponson modifications, tanks and voids, exterior and interior coatings, car deck doors, security systems, bilge and ballast systems, perform weight reduction investigation and removals, technical manual drawing upgrades to a new AMHS numbering system, perform stability assessment, sea trials, regulatory required inspections, and state funded annual overhaul and dry docking.

M/V LeConte Federal Capital Improvement Project Winter 2014/2015

The LeConte Federal Capital Improvement Project and overhaul will take place during the winter of 2014/2015 at Vigor Alaska in Ketchikan. The nature of the work being performed onboard the LeConte consists of refurbishment and upgrades to existing systems along with mechanical and electrical equipment upgrades, main engine refurbishment, IT upgrades, security and navigation system upgrades, exterior and interior paint, deck equipment upgrades, renovation of crew accommodation spaces, public space upgrades, bow thruster replacement, annual state overhaul and sea trials. The Leconte Capital Improvement Project will take place inside the Vigor Alaska Ketchikan shipyard's enclosed Production Hall building. This will be the first time we have conducted a vessel project inside a climate controlled building.

M/V Columbia Federal Capital Improvement Project – Winter 2015/2016

The Columbia will undergo a Federal Capital Improvement Project and overhaul during the winter of 2015/2016. This Capital Improvement Project will consist of refurbishment and upgrade of the bridge deck crew living quarters and stack repairs. Also, upgrades to ADA accommodations, refurbishment of select machinery, replacement of furniture, fittings, outfitting, light fixtures, electrical switches, windows, interior and exterior doors will be completed. Work will also be done on electrical, HVAC, mechanical equipment, public address system, fire protection systems, signage, cabling, exterior/interior paint, flooring, stability assessment, and drawings. The project will also include a state funded overhaul and drydock.

M/V Matanuska Repower Winter 2016/2017

The Matanuska will receive new engines and a new steering system replacement during the winter of 2016/2017. This project will replace the main engines, reduction gears, control systems, shafting, propellers, rudders, associated auxiliary equipment, exhaust and waste heat boilers, bow thruster, steering gear, electrical generation switch boards, house and stack repairs, painting, security upgrades, miscellaneous system upgrades, rescue boat and davit upgrades, structural repairs, exterior and interior paint, and a state overhaul. Design engineering is currently underway.

AMHS Fleet-wide Electrical Generation Upgrade

The project began by investigating the physical condition of the Columbia, Malaspina, Matanuska, Tustumena and Taku's power generation and distribution systems from the switchboard and generators to the motor controllers. Information from the fleet condition survey reports, and on board inspections are being utilized to identify any abnormal physical or operating conditions or practices that would require alterations or modifications. Following this review, new switchboards will be manufactured and installed in the shipyards as the vessels go into annual overhaul, or undergo capital projects. The goal is to install new power generating equipment, correct any abnormalities, and assure solid electrical systems regulatory compliance.

AMHS Fleet-wide lifesaving Equipment Upgrades

The goal of this project is to identify and upgrade or refurbish AMHS Fleet-wide Lifesaving equipment. We will install new fast rescue boats and davits on the Fairweather, Chenega, and Kennicott, with the remainder of the fleet following as new fast rescue boats and davits are needed.

Fast Ferry System Upgrades 2015/2016

This project will design and install modifications and upgrades to existing ship's systems to address problems that have been identified during vessel operations. The exterior vinyl will be replaced along with interior carpeting, flooring, chair cushions, hull paint, exterior paint, interior upgrades and general equipment maintenance and upgrades.

Point of Sale System

The Point of Sale computerized cash registers have been installed on all vessels and are operating well.

MinuLink

MenuLink is an inventory management program (software) that interacts with the Point of Sale system. As food items are scanned and sold through the Point of Sale system, they are deducted out of the ship's inventory. The program also creates orders to restock the items that have been sold. This project has commenced and is ongoing. We will implement the new system over the next year, installing on one ship at a time.

New Reservation System

We have signed a contract to purchase a new Reservation and Manifest System. Carus PBS Ab. Ltd, a Finland based company with extensive ferry reservation system experience was awarded the contract on August 22, 2014. It will take approximately 12 to 18 months to fully implement the new reservations system.

SOLAS Waiver – Columbia and Malaspina

In an effort to receive a SOLAS Waiver which would allow the Columbia and Malaspina to call at Prince Rupert, Commissioner Kemp wrote a letter to Admiral Abel, who is based in Juneau, requesting a SOLAS waiver and Captain Falvey has written a technical letter to the USCG office of Commercial Vessel Compliance in Washington D.C. which supports the request for the waiver. Both documents were sent in September, and we currently await a response from the USCG.

Tariff Analysis

A contract was awarded to Northern Economics to produce a Tariff Analysis. The Tariff Analysis will be delivered at the end of December 2014. The goal of the new Tariff Analysis will be to analyze our current tariff structure and make recommendations regarding equalizing the tariffs and developing a formula based method to apply the new tariffs. The Legislature has requested that Deputy Commissioner Yost and Captain Falvey present the results of the tariff analysis and plans for a new tariff structure in February 2015.

Environmental Update

A new position was created a year ago for an Environmental Program Specialist. During this past year, one of the projects we have started is working with ADEC to create storm water run-off plans for 18 terminals. We have also registered the vessels Kennicott, Malaspina, Matanuska, and Taku in the ADEC – BMP – Best Management Practices Passenger Vessel Environmental Compliance Program. We continue to work with the ADEC, EPA and Washington State Department of Ecology in order to comply with the vessel general permits, vessel stack emissions, vessel wastewater systems, terminal waste water systems and terminal potable water issues.

We continue to work with the Washington State Maritime Cooperative to assure that we meet the Washington State oil spill contingency plan laws.

We also continue to be very successful with our hazardous materials removal program.

We are now members of the Passenger Vessel Association Green Waters program. This program is voluntary and is aimed toward reducing waste and operating in a cleaner, greener, and more sustainable marine environment.

Satellite Communications

The Fairweather was outfitted with a satellite communication system during its September 2014 overhaul at Vigor Shipyard Ketchikan. All fleet vessels now have satellite communications systems installed.

American Bureau of Shipping

In addition to our required routine vessel classification inspections and the International Safety Management System audit process, we are now also required by the ABS to undergo additional vessel inspections. These new inspections are a result of the recent RO/RO vessel accident in which a passenger RO/RO vessel capsized in Korea.

Bellingham Passenger Walkway Ramp

The Bellingham passenger walkway ramp which was damaged during this past year is currently being repaired, with the goal of having it back in service for summer 2015.

Evacuation Slides

All ships are now installed with state of the art evacuation slide escape systems.

Summer Schedule 2015

Teleconferences for the summer 2015 season for the Southeast and Southwest were held Thursday, September 25, 2014 to take public input on the summer 2015 schedule. The summer 2015 schedule went live for booking in October 2014.

Summer 2015 –South Mitkoff - Coffman Cove

Commencing with the summer 2015 schedule, the LeConte will run once a month from Juneau to South Mitkoff to Coffman Cove to South Mitkoff to Juneau.

Stowaways and Vessel Security

As homeland security becomes more of a concern to the USCG, there is an increased awareness of both stowaways, i.e. those gaining access without tickets, and passengers riding beyond their ticketed departure ports. In response, we have adjusted our Security Plans, stepped up vehicle boarding inspections, and have begun prosecuting offenders on a case by case basis. It is hoped that the new reservations system will assist in our security efforts.

Terminal Security Cameras

This project continues with the programmed onsite preventative maintenance of our existing internal and external fixed and pan-tilt-zoom security video cameras and associated equipment, such as video archives, hardware, back-up power, distribution panels, network connections, remote monitoring, computer workstations, monitors, and remote monitoring stations. This project is ongoing. We also have commissioned a new security camera system at the Annette Bay Terminal.

New Employee Hiring

The Passenger Services Department is preparing to hire approximately 60 – 75 new employees for the upcoming 2015 summer operating season.

Information Technology Merger

The DOT&PF Commissioner has made the decision to merge all of the various DOT&PF IT groups working in the Southeast, Central and Northern regions, along with the AMHS, Airport System, and Headquarters IT groups. The Director for the new division has been selected and began work on October 20, 2014. The goal of this merger is to create an Information Technology System within DOT&PF that is consistent and seamless throughout all of DOT&PF.

Stability Software and Spreadsheets

The trim and stability books for the Malaspina and Matanuska have been updated and approved, and we are awaiting USCG approval of a new Taku stability book. We are also considering converting from a spreadsheet format to a computer based stability program for the ships.

Salvage/Marine Firefighting

The salvage and marine firefighting contract with Marine Response Alliance Company has been completed and signed.

Non Tank Vessel Response Plan/SOPEP Consolidation

We have received USCG approval of our new (NTVRP) Non Tank Vessel Response Plan. This new plan replaces the old SOPEP Plan. We now have a single plan to maintain, as opposed to two separate plans. This new single plan will be much easier to maintain, track and update.

New Five Year Vessel Security Plan

Our new consolidated Vessel Security Plan has been approved by the USCG. This is a major improvement to our old Vessel Security Plans. We will also begin working with a subcontractor to develop a new five year Facility Security Plan, which is due during 2015.

FEDERAL VESSEL PROJECT STATUS

Project #	Federal Project Name	Phase	Staff	Consultant	Update Narration
70030	AMHS FVF System Upgrades	2	Mastin	Glosten	Project has progressed to 100% PS&E with Construction Cost Estimate submitted for PDA through Construction on 08/15/2014. Final Specifications have not been submitted by the Consultant, but are expected by end of day, 08/29/2014. During the next week, there will be an extensive review of the Plans, Specifications, and Estimate and any revisions will be made. At this time, the construction cost estimate appears to be reasonable for the work being performed. The PDA process is expected to take four to six weeks.
73205	AMHS FFY13/14 Fleet Condition Survey	8	Mastin	N/A	Coastwise Engineering engaged to troubleshoot database and provide features to enhance Deferred Maintenance tracking. Corss reference of completed projects completed and proper closeout commencing in database. All SMRs identified for addition to database from all prior years as deferred maintenance identified. Addition to FCS database pending installation of features by Coastwise. $9.7K as of July 2014. Ph4 PDA increase received 7/23/14 by $250K.
70110	M/V Kennicott Refurbishment and Upgrades - FTA Funded	4	Atwood	Glosten	Phase 1 of Construction Contract has been completed as part of Project 73211. Phase 2 of Construction Contract started on October 1, 2014. Contract completion Date: 20FEB15. First Passenger Voyage: 05MAR15. See Weekly Vessel Construction Report for contract progress. Tom Atwood has assumed responsibilities of Project Manager.
70126	Columbia Bridge Deck Renovation	2	Atwood	Art Anderson / Marty McKay	PSA issued to Art Anderson Associates (AAA) on March 19. Final DSR published 5/15/14. 100% PS&E Completed. Phase 4 PDA received on 16SEP14. Bid Package on the street and Bid Opening. Bid Opening has been extended until 08JAN14. Potential Bidder ship check was conducted on the 18 and 19th of January. The following is listing of Contractors that attended ship check: 1) Fairhaven Shipyard; 2) Mare Island Shipyard and 3) Vigor Industrial. Tom Atwood has assumed the responsibilities of Project Manager.
73068	M/V Tustumena Refurbishment - WARRANTY	4	Phillips	Art Anderson / Dan Looney	Vessel departed Seward, AK on the 17th of October 2013. Seward Ship's Drydock has submitted Claim in the amount of $5,262,923. In addition SSD has notified the State of potential of an additional $2,252,439 due to US Department of Labor position that Federal Davis Bacon Labor Rates apply to contract. Contracting Officer's Decision was issued on June 12, 2014. SSD submitted appeal of Contracting Officer Decision on June 30, 2014. Commissioner referred the claim to the Office of Administrative Hearings (OAH) to hear the case on behalft of commissioner. Administrative Law Judge has scheduled hearing for September 201. Warramt Period ended on the 17th of October 2014 and the are punchlist items that have not been addressed by SSD and there has been no movement by SSD to resolve.
73093	FVF Propulsion System Replacement	4	Flores	EBDG	State settlement with NTP change scope of project, from State purchasing and installing new engines to MTU providing and installation replacement engines. Spare engines received and storage in Marine Engineering Facility Warehouse, Ketchikan, AK. MTU selected Foss Seattle as shipyard for installation of New Engines on Fairweather. Fairweather is in operational status in Juneau. Chenega engine replacement will occur starting in late-October 2014.

FEDERAL VESSEL PROJECT STATUS

Project #	Federal Project Name	Phase	Staff	Consultant	Update Narration
73098	AMHS Reservations and Manifest System	4	Matt McClaren		Phase 4 activated. Funding increase was received. Phase 2 expenditures were $608,495.00. $18,900 remains in Phase 2 Funds. Phase 4 funding level is established as $8,099,455.00. Additional funds were procured by AMHS and a revised RFP was issued on January 31, 2014 with an implementation budget of $7.5 million. Proposals were due March 28, 2014. Two US vendors submitted proposals and two foreign vendors submitted proposals. The Notice of Intent to Award (NOIA) was issued on June 13, 2014 to Carus PBS Ab Ltd. from Finland. The contract is being written at this time and should be awarded to Carus by mid-August. I expect funds to be encumbered immediately after the contract is signed. The first meeting with the contractor is anticipated to be held in early September 2014
73108	AMHS Fleetwide Lifesaving Equipment Upgrades	4	Mastin	Art Anderson / Marty McKay	PS&E has been completed for FWX, CHE, COL and KEN. FRBs received and installed on FVFs and Columbia. KEN FRBs / Davits PO's are submitted for Fall '14 installations. FRBs and davits are scheduled for delivery October '14. CG-835 on new FRB installed on HSC Chenega. Plan is to install larger standard FRBs and Davits on Fast Vehicle Ferries. Art Anderson engaged to complete the design package for installation, USCG notified of planned way forward. FRBs and Davits ordered.
73171	AMHS Fleetwide Electrical Generation Upgrade - TUS, MAL, TAK, COL, MAT	4	Carroll	Beacon	100% PS&E package has been developed and delivered for Columbia, Taku and Malaspina. Phase 4 funding received on 25SEP13. Columbia Emergency Generator Package is included in Project 70126 M/V Columbia Bridge Renovation and Bids are scheduled to opened 08JAN15. Original plan replacement of switchboard on Malapina and Taku was to have Contractor supply and install, but both Malaspina and Taku are not scheduled for Federal Project in the near future. The decision was make to modify specification to have switchboard fabricated under a separate contracts and install Malaspina during Annual State Overhaul and Taku installation is pending. In addtion the switchboard for Matanuska is to be installed during Repower Project 70212, but PS&E to be completed as part of Fleetwide Electrical Generation Upgrades. Amendment No. 3 to PSA 02513008 issued on 25AUG14 for modification to specifications MAL, MAT and TAK Switchboards. Glosten has provided RFQ for fabrication of Malaspina Switchboard. Presently the plan is procure is State Procurement.
73120	M/V Columbia Repower & Ship System Improvements	4	Carroll	EBDG	Vessel in the one year warranty phase. Project Manager working with Vigor Marine to correct punchlist item. In addition there are come design modification that need to be completed. Presently is moored in Ketchikan at Ferry Terminal and is the Hotel Ship for Overhaul Season. The vessel is only able to operate on one shaft due to reduction gear cooler being removed for repair.

FEDERAL VESSEL PROJECT STATUS

Project #	Federal Project Name	Phase	Staff	Consultant	Update Narration
73200	AMHS Fleetwide Marine Evacuation Slide Construction	4	Phillips	ASD/Aholt	Installation and commissioning of new MES completed on both Malaspina and Columbia. Installation on Tustumena was completed as part of Federal Project 73068, and is in warranty until October, 2014. Minor issue with the browsing line attachment to hull that maybe a warranty item. Issue with Lifeboat capacity brought up by Sector Anchorage. Presently Mike Aholt is designing two additional link liferafts for Tustuemena. LSA and Mike Aholt have been putting together the design for new link life raft racks. AMHS to utilize two rafts off of the Kennicott. (Port Captain has two temp rafts on Tustumena and permanant will need to be installed the next State Overhaul. Fed project will purchase racks and State will need to install. Closeout of the project will not occur until litigation proceedings have ended due to project items related. ***Move to close-out tab after warranty period ends.***
73211	M/V Kennicott Refurbishment and Upgrades - FHWA	2	Atwood	Glosten	Design Study and PS&E completed. Construction Phase of Project to be completed under Federal Project 70110. Phase 2 needs to be closed once Construction Support PSA Amendment is completed for Project 70110.
73216	Marine Intelligent Transportation System Upgrades	4	Jason Joel	TBA	Phase 4 approved by FHWA - Security Upgrades on Vessels and Shoreside Facilities. New work to include security camera installation at Ward Cove property (MEF).
73214	M/V LeConte Refurbishment and Upgrade	4	Phillips	Coastwise	Award Letter/NTP sent to Vigor Marine on 05 March 2014. Contract location has been changed from Vigor Marine LLC (Portland, OR) to Vigor Alaska (Ketchikan, AK) at the request of Vigor Mairne. Vessel arrived at Vigor Alaska - Ketchikan on the October 15, 2014. Contract completion date is April 2, 2015 with first passenger voyage scheduled for May 1, 2015. See Weekly Constuction Report for detailed status of contract.
70054	Asset Management System	8	Hagan / Morehouse		Obligated - working on defining Scope of Work for RFP to be generated by Carolyn Morehouse.
70161	Waste Water Treatment System Replacement	2	Carroll		Ph2 obligated and preliminary design work and environmental scoping is ongoing.
70212	Matanuska Repower and Ship Systems Upgrade	2	Atwood	Glosten	Ph2 PDA approved as of 7/02/14. PSA 02553006 was issued to The Glosten Associates on the RFP 02553005 for Engineering Consultant. The Design Study Report is scheduled to be completed by January 16, 2015. Final PS&E is required by August 1, 2015 so that paper work can be submitted for Phase 4 PDA.

Project #	Federal Shoreside Project	Status	Environmental Document Date	Final PS&E Date	Construction Mobilization Date	Construction Complete Date	Additional Notes
69392	AMHS Shore Conditions Survey - Conduct and document shoreside facilities condition surveys. Prepare annual survey updates.	Ongoing project. FY12 report almost completed. FY13 inspections completed for SE locations with SC and SW inspections occuring summer of 2014.	NA	NA	NA	NA	
69440	Angoon Ferry Terminal Passenger Facility - This project will construct a new passenger terminal building and restroom structures and will expand the upland vehicle and pedestrian staging and access areas at the Angoon Ferry Terminal facility.	Final design completed. ROW acquisition ongoing. Construction uncertain, pending MOA with City.	Done	Dec-13	Apr-16	Aug-16	Still outstanding MOA and ROW. Project design is close to completion. This project is scheduled to Obligate this year, with the earliest construction date of Spring 2016.
68433	Haines Ferry Terminal Imrpovements - Replace sheet plies with a rip-rap slope and install new mooring dolphins and fender system. Dredge existing berth and expand staging area, including relocation of generator and storage building and utility work as needed.	Project completion delayed one construction season because of extended bidding and award period.	Done	Sep-13	Apr-15	Dec-16	Project completion delayed by one construction season because of extended bidding and award period.
67463	Auke Bay Ferry Terminal Improvements - This project will remedy structural and operational deficiencies at the AMHS Auke Bay Ferry Terminal facility in Juneau. The work will include reconstruction of mooring dolphin structures and associated catwalks and electric utilities, placement of new cathodic protection anodes and refurbishment of upland and terminal building structures.	Design & env document work underway.	Jun-14	Aug-14	Aug-15	Dec-15	This project will be advertized January 2015. Desireable construction window of Fall 2015. Contractor allowed 60 days to complete on-site work once commencing construction.
69446	Kake Ferry Terminal Passenger Facility - This project provides for the construction of a new passenger terminal building with restrooms and improves upland parking and staging areas at the Kake Ferry Terminal facility. The work also includes placement of new sewer and water utilities to service the new terminal building.	Final design completed. Construction uncertain, pending MOA with City.	Done	Oct-13	Apr-16	Aug-16	Still outstanding MOA. Waiting shelter design will need to be modified once MOA is complete. This project is scheduled to Obligate this year, with the earliest construction date of Spring 2016.
68238	Kake Ferry Terminal Improvements - Replace transfer bridge and float system.	Project out for advertisement.	Done	Jun-14	Aug-15	Dec-15	Project out for advertisement. Authorized terminal closure period in Sept/Oct. 2015.
67466	Ketchikan Ferry Terminal Improvements - This project will remedy structural and operational deficiencies at the Ketchikan Ferry Terminal facility. This project will replace and refurbish existing vessel mooring and berthing structures, provide a new mooring dolphin structure and construct upland access and terminal building improvements.	Design & env document work underway.	Jun-15	Aug-15	Mar-16	Nov-16	Construction phase split into two projects. Early stages of preliminary design and environmental permitting.

68531	Prince Rupert Ferry Terminal Replacement - Replace existing deteriorated ferry terminal marine structures with new marine structures at the existing site. Items to include new transfer bridge, abutment, float/lift system, and mooring structures with access catwalks. Future work may include refurbishment of terminal building, parking and staging areas.	Consultant under contract for design. Preliminary design & geotech completed. Final design and environment permitting starting. Construction funding available in FFY2015.	Aug-13	Aug-14	Apr-15	Dec-15	Project currently advertised.
69200	Annette Bay Ferry Terminal - Construct new AMHS ferry terminal to support Ketchikan - Metlakatla service.	Construction nearly completed. Finishing final items of work. Facility is functional.	Done	Done	Apr-11	Jun-13	
69422	Petersburg Ferry Terminal Improvements	Construction completed. Awaiting closeout.	Done	Done	Feb-13	Sep-13	
69624	Skagway Ferry Terminal Modifications - Replace or refurbish AMHS float dock.	Preliminary design ongoing. New project scope defined. Preferred scope is refurbishment of exisitng float and improvements to fender and transfer system.	Jun-15	Aug-15	May-16	Dec-16	Have be waiting for repair project to complete before authorizing consultant to conduct further design work. Preferred alternative is resurfacing float, replacing fender system, and improvement transfer span systems.
69432	Wrangell Ferry Terminal Improvements	Construction completed. Awaiting closeout.	Done	Done	Jun-13	Sep-13	
68938	Kodiak Ferry Terminal (AK091) - Reconstruct Pier 1 dock facility.	Project under construction. On temporary suspension to acquire additional permits to allow harassment of marine mammals present within the project work zone.	Done	Aug-13	Oct-14	Jun-16	Project under suspension until September 2015. Issues with stellar sea lions have precipated the need for additional permits to harass mammals that enter the project work zone.
70006	Ward Cove AMHS & NOAA Moorage Facility	State Funded. Prelim design, geotech, environmental work ongoing. Geotech field investigation completed Jan-2014.					
68223	Homer Ferry Terminal Improvements - Dolphin replacement	Project out for advertisement.	Jun-14	Aug-14	May-15	Dec-15	Project out for advertisement. Two available pile driving windows, spring and fall. Likely will be fall due to project delivery timing.
68135	Annette Bay Ferry Terminal - Construct new IFA Dolphin	Project bids opened November 2014. Recommended award to Western Dock and Bridge	Jun-14	Jul-14	May-15	Aug-15	Western Dock and Bridge sole bidder. Recommended award with Basic bid $30,000 greater than the Engineer's Estimate.
68128	Gustavus Improvements	Design & env document work underway.	Jul-15	Sep-15	May-16	Sep-16	In light of on-site evidence that marine mammals are present within the project limits, the decision was made to pursue marine mammal harassment permit. This will extend the permitting process.
68145	Tenakee Replacement	Project scoping and site reconassaince on-going. Alternatives being prepared for AMHS review.	Aug-15	Oct-15	Jun-16	Dec-16	Alternatives with associated cost estimates are being prepared for AMHS consideration. This is nearing completion and should be ready for delivery in the next couple of weeks.
68464	AMHS Haines End Berth	Preliminary design & env document work underway.	Jun-15	Dec-15	Aug-16	Jun-17	

Alaska Department of Transportation & Public Facilities

MTAB Presentation – Tariff Study

Reuben Yost, Deputy Commissioner
Captain John Falvey, AMHS General Manager
Matt McLaren, Business Development Manager

December 12, 2014

AGENDA

- Tariff Study Update
- Northern Economics' Tariff Recommendations
- Tariff Formulas
- DOT&PF/AMHS' Current Tariff Plan

TARIFF STUDY UPDATE

- Tariff study is nearly completed
- DOT&PF/AMHS has just received a final draft of the study
- Northern Economics has come up with general recommendations as to the course of action for the current tariff structure

NORTHERN ECONOMICS' TARIFF RECOMMENDATIONS

- Deal with tariff inequities by looking at tariffs that are over 25% above and below the average tariff per nautical mile for the route distance and region. Freeze tariffs that are more than 25 percent above the average tariff per nautical mile.
- Adopt a formulaic approach to setting tariffs.
- Adopt a two-tiered tariff structure to accommodate summer and winter demands. Seasonal adjustment should be 5-30 percent for passengers and 30-40 percent for vehicles on seasonal traffic routes.
- Set a target farebox recovery rate between 39-65 percent.
- Differentiate between commercial and passenger vehicle tariffs. Commercial tariffs should be 60-120 percent higher.
- Adopt a tariff premium for express and high demand routes starting with a 10 percent premium for express, dedicated and highly utilized routes.

TARIFF FORMULAS

Figure ES-5. Recommended Formula for Determining Passenger Tariffs

Source: Northern Economics, Inc., 2014

The study team's recommendation for calculating cabin tariffs would have similar components to the passenger tariffs, but with some differences. It should also continue to be a prerequisite requirement that customers purchase a passenger tariff before being able to purchase a cabin tariff. Figure ES-6 shows the recommended formula for calculating cabin tariffs.

Figure ES-6. Recommended Formula for Determining Cabin Tariffs

Source: Northern Economics, Inc., 2014

The car deck on AMHS ferries is used by both the traveling public and commercial entities, and often reaches capacity first. The study team recommends using the formula shown in Figure ES-7 to set vehicle tariffs for both public and commercial users.

Figure ES-7. Recommended Formula for Determining Vehicle Tariffs

Source: Northern Economics, Inc., 2014

DOT&PF/AMHS' CURRENT TARIFF PLAN

- Freeze tariffs on routes that are greater than 25 percent above the average tariff (See sample below)
- Implement a 4.5 percent across the board tariff increase on all other routes

Table ES-3. Routes above Average Range

Area	Route	Passenger	19 ft Vehicle	Inside Berth	Outside Berth
Southeast Inside Passage	SGY to HNS	97.14	43.18	54.08	99.55
Southcentral	CHB to WTR	95.57	96.73	—	—
Southcentral	TAT to VDZ	87.89	89.93	—	—
Southcentral	TAT to CHB	81.15	55.26	—	—
Southcentral	VDZ to WTR	67.99	9.72	—	—
Southwest	SDV to HOM	60.48	34.17	—	49.72
Southwest	FPS to UNA	55.09	50.46	—	54.47
Southcentral	VDZ to CHB	50.61	51.51	—	—
Southcentral	CDV to CHB	35.09	35.89	—	—
Southcentral	CDV to WTR	35.09	-11.8	—	—
Southcentral	TAT to WTR	31.03	-14.58	—	—
Southeast Inside Passage	JNU to KAE	28.45	30.48	25.41	16.3
Cross Gulf	WTR to YAK	24.01	30.86	—	—
Southeast Inside Passage	SGY to KAE	22.45	27.52	14.25	11.56
Southeast Inside Passage	JNU to PSG	19.05	20.93	27.3	17.03
Southwest	SDP to CBY	19.05	5.78	—	33.97
Southeast Inside Passage	PSG to KTN	18.86	13.08	31.7	20.07

Note: dashes indicate that the specific service is not offered on that route
Source: Developed by Northern Economics, Inc. based data from AMHS

Alaska Department of Transportation & Public Facilities

MTAB Presentation – Reservations & Manifest System

Reuben Yost, Deputy Commissioner
Captain John Falvey, AMHS General Manager
Matt McLaren, Business Development Manager

December 12, 2014

VESSEL RESERVATIONS & MANIFEST SYSTEM

- **Originally budgeted $3.8 million**
  - **Failed to find a vendor anywhere close to budget on first go-round**
- **Began discussions with DOT&PF Headquarters and together we were able to secure and additional $5.0 million of federal funds**
- **Worked with DOT&PF Procurement and hired an outside consultant group to help in the selection and implementation process for the new system**
- **AMHS then continued working with DOT&PF Procurement on the RFP process and selected a vendor to implement the new Reservations & Manifest System**

THE CARUS SOLUTION

- Carus works with 28 ferry operators spread over 13 countries
  - Operators in the Baltic, UK, mainland Europe, Africa, Australia, and the US
  - Clients cover every aspect of the ferry industry and operate virtually every type of vessel

THE CARRES SYSTEM

- The CarRes system will allow AMHS to:
  - Automate check-in and boarding as needed
  - Create routines for Customer Relationship Management
  - Apply industry standards for business processes and streamlined operations in:
    - Ticketing, e-tickets, and ticketless travel
    - Check-in & boarding via the use of handheld wireless scanners to check in vehicles and passengers
    - Automation of processes
    - Integration with other AMHS/SOA systems

PROJECT STATUS

- Project was kicked off in October 2014
- Analysis of the gaps between the CarRes system and AMHS needs was performed in November 2014
- Training on the system began late November 2014
- Development of the system and training of key personnel will continue through Spring 2015
- Hardware will be installed Spring 2015
- Phased Implementation Plan
  - July 1st, 2015: Opening of Winter 2015 schedule with select call center agents
  - October 1st, 2015: Full implementation with all shore-side personnel
  - Vessel implementation will be coordinated with winter layup

Questions?

Captain John Falvey - General Manager
Alaska DOT&PF, AMHS
(907) 228-7250
John.Falvey@Alaska.gov

Matt McLaren – Business Operations Mgr
Alaska DOT&PF, AMHS
(907) 228-7274
Matt.McLaren@Alaska.Gov

Alaska Marine Highway System Operating Budget

Fiscal Years 2005-2015

Description	Data From Annual Financial Reports (except: 2014-preliminary data; 2015-authorized budget)											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
System Wide Data												
Expenditures ($M)	$ 101.3	$ 135.4	$ 143.7	$ 143.1	$ 141.6	$ 140.3	$ 158.7	$ 171.0	$ 172.5	$ 166.0	$ 164.0	
Revenues ($M)	$ 46.8	$ 51.8	$ 49.6	$ 48.2	$ 47.9	$ 47.0	$ 48.6	$ 54.7	$ 54.3	$ 51.8	$ 56.2	
General Fund ($M)	$ 54.4	$ 83.7	$ 94.2	$ 94.9	$ 93.7	$ 93.3	$ 110.1	$ 116.4	$ 118.2	$ 114.2	$ 107.8	(before fuel trigger)
General Fund %	54%	62%	66%	66%	66%	66%	69%	68%	69%	69%		

Alaska Marine Highway System Fund
Combining Statement of Revenues, Expenditures and Changes in Fund Balance

For the Fiscal Year Ended June 30, 2014
(In Thousands)

Preliminary Draft

	Capitalization	AMHS	Total
Revenues:			
Unrestricted Revenues:			
Ticket Sales	$ -	$ 41,074	$ 41,074
Stateroom Sales	-	5,268	5,268
Passenger Services Sales	-	4,327	4,327
Facility Rental	-	2	2
Concession Fees	-	7	7
Investment Interest	-	172	172
Other Unrestricted Revenue	-	27	27
Total Unrestricted Revenues	-	50,877	50,877
Restricted Revenues	-	388	388
Indirect Cost Recovery	-	504	504
Total Revenues	-	51,769	51,769
Expenditures:			
Current Operating:			
Support Services		2,434	2,434
Marine Engineering	-	2,632	2,632
Overhaul	-	1,606	1,606
Operations Management	-	5,057	5,057
Reservations & Marketing	-	2,432	2,432
Shore Operations	-	8,305	8,305
Marine Fuel	-	31,966	31,966
Marine Vessel Operations	-	111,202	111,202
AMHS RSA	-	388	388
Total Expenditures	-	166,022	166,022
Excess (Deficiency) of Revenues and Other Financing Sources			-
Financing Uses from Operating	-	(114,253)	(114,253)
Fund Balance , Beginning of Year	16,644	4,568	21,212
Reserves and Year End Adjustments	(14,000)	-	(14,000)
Fund Transfer - General Fund	-	116,830	116,830
Fund Balance, End of Year; Undesignated	$ 2,644	$ 7,145	$ 9,789

The notes to the financial statements are an integral part of this statement

Kodiak Pier 1 Project Update

Currently, the M/V Tustumena is operating at Pier 1. The reconstruction project was halted due to the need to secure permits which would allow construction with marine mammals present during the construction process. Project Management is targeting a construction re-start date of September 1, 2015 and a project completion date of July 31, 2016. The National Marine Fisheries Services (NMFS) consultation process to obtain an Incidental Harassment Authorization (IHA) has started, and the consultation team is now beginning the biological assessment research process in support of the (NMFS) Incidental Harassment Authorization (IHA) permit. Project Management also expects to have a more detailed time line with respect to obtaining the (IHA) permits and ultimately, the project schedule dates by mid-January 2015.

Alaska Department of Transportation & Public Facilities

TUSTUMENA REPLACEMENT

Presentation
December 12, 2014

M/V Tustumena – Replacement Vessel

Agenda

- Why replace the Tustumena?
- What is the status of the Tustumena?
- What is the replacement vessel design schedule?
- How will the replacement vessel look and feel?
- Your questions

Why replace the Tustumena?

It's time.

Age: **50** years old

Capacities: **36** Vehicles (720 Lane Feet)

174 Passengers

http://static.panoramio.com

Why replace the Tustumena?

Increased capacity.

Ongoing Traffic Analysis

1 vessel system

3 service areas

(1) Homer-Seldovia:

Current schedule is effective

(2) Homer-Kodiak:

Possible unmet traffic demand

(3) Homer-Aleutian:

- Kodiak-Chignik
- Akutan-Dutch Harbor

Why replace the Tustumena?

Increased car deck capacity.

Ongoing Traffic Analysis

1 vessel system

3 service areas

(1) Homer-Seldovia:

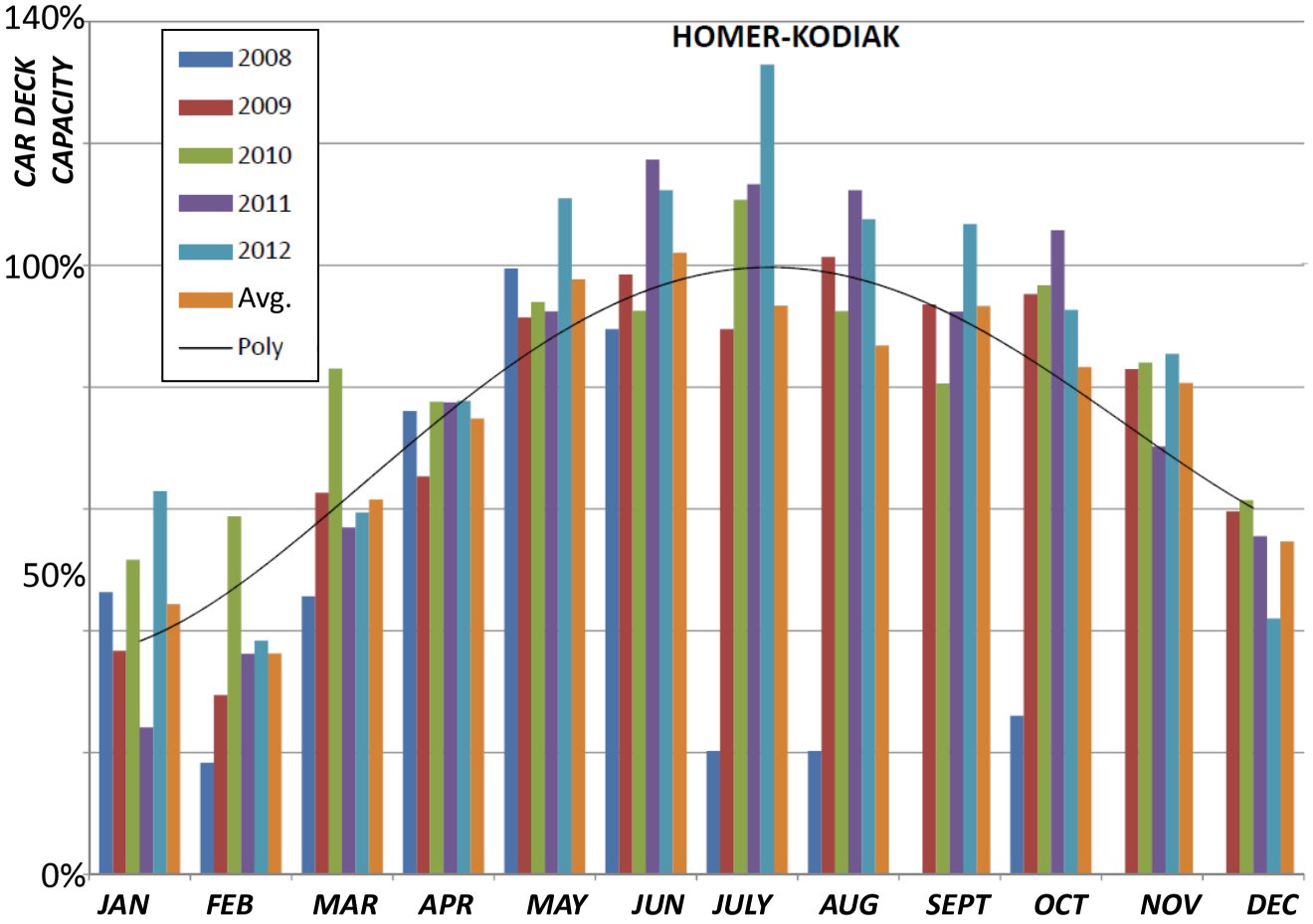
Current schedule is effective

(2) Homer-Kodiak:

Possible unmet traffic demand

(3) Homer-Aleutian:

- Kodiak-Chignik
- Akutan-Dutch Harbor



Why replace the Tustumena?

Increased car deck capacity.

Ongoing Traffic Analysis

1 vessel system

3 service areas

(1) Homer-Seldovia:

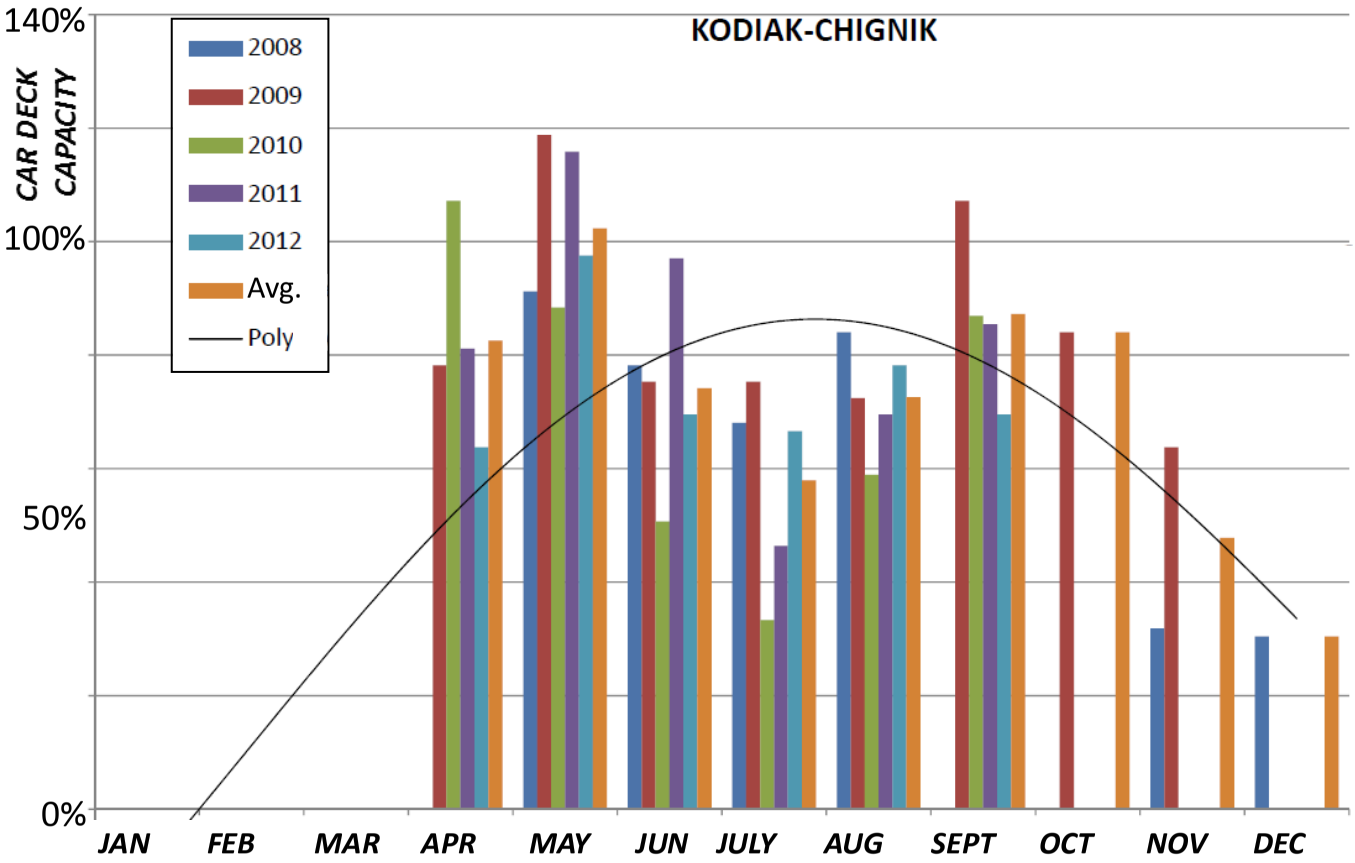
Current schedule is effective

(2) Homer-Kodiak:

Possible unmet traffic demand

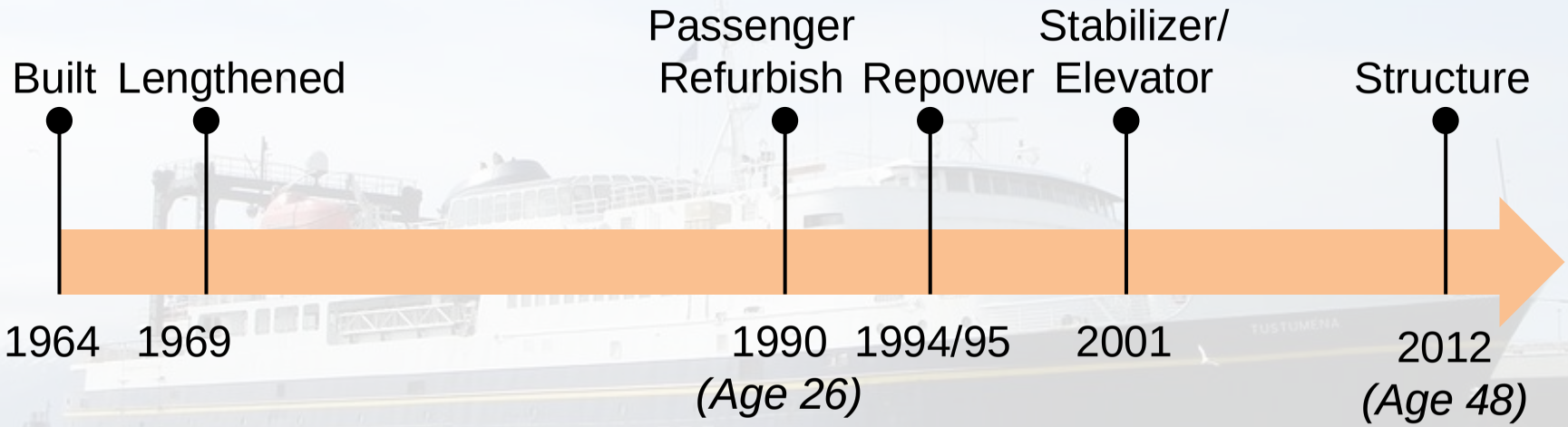
(3) Homer-Aleutian:

- Kodiak-Chignik
- Akutan-Dutch Harbor



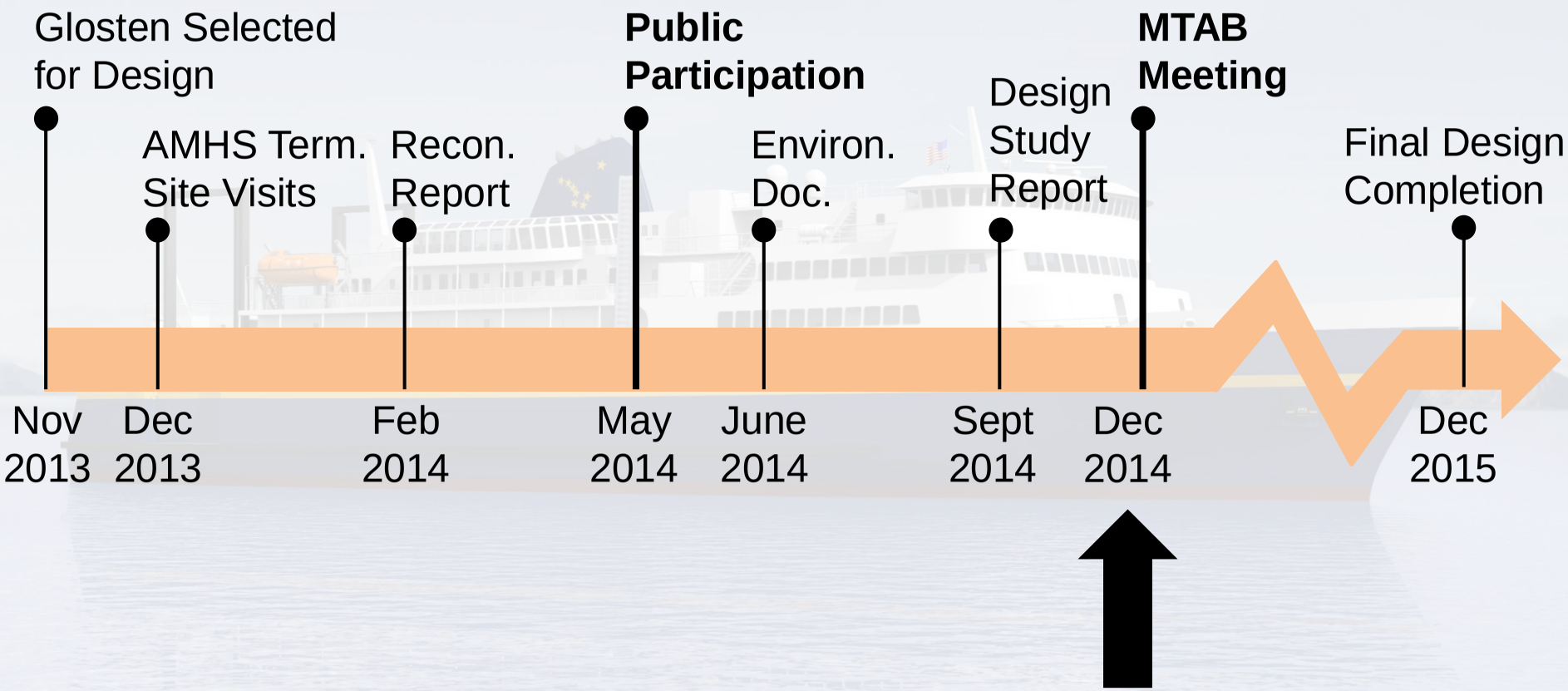
What is the status of the Tustumena?

Tired, but still capable.



What is the replacement vessel design schedule?

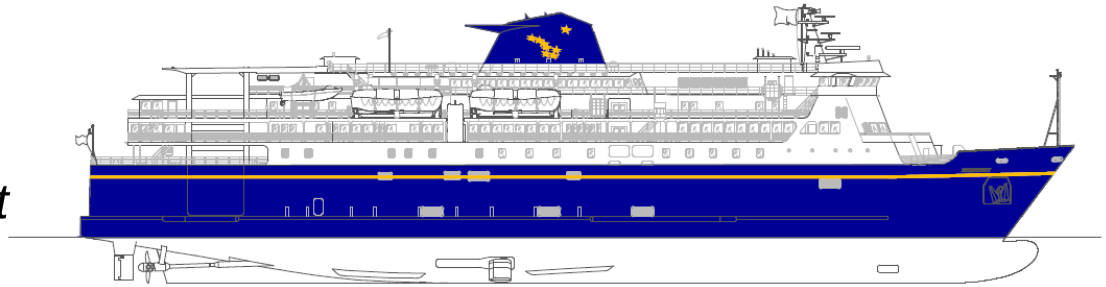
Final Design – December 2015.



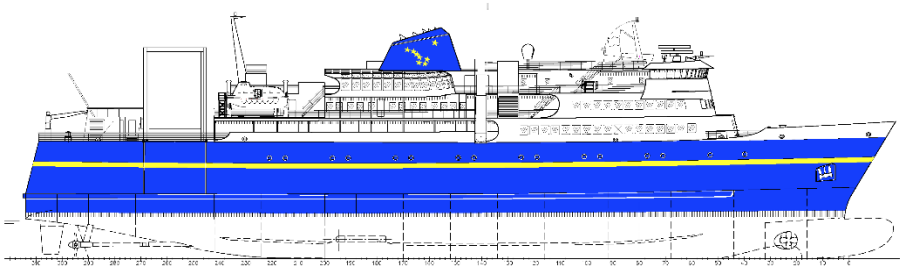
How will the replacement vessel look and feel?

Larger.

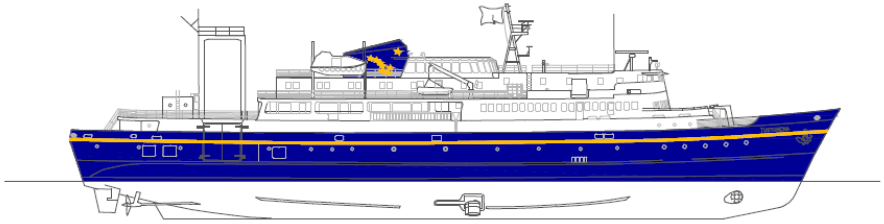
Kennicott



Tustumena Replacement



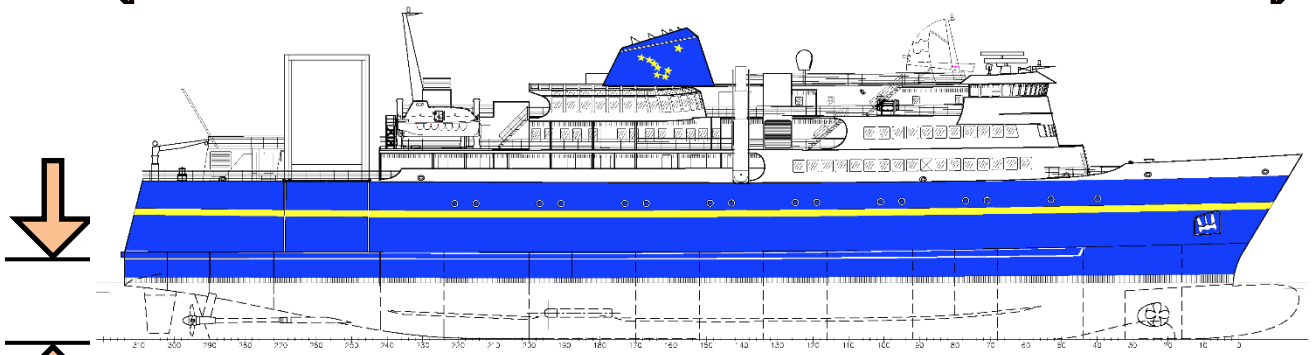
Tustumena



How will the replacement vessel look and feel?

Larger.

34’ Longer (and +11’ Wider)



Tustumena Replacement

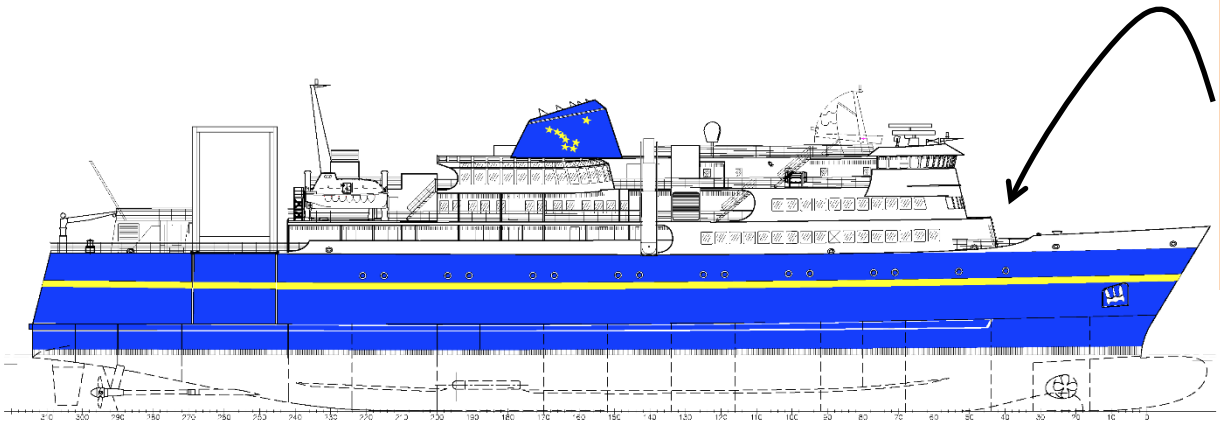
1’-9”
Deeper

Tustumena

How will the replacement vessel look and feel?

Additional Capacity.

+76	**Passengers**
+5	Staterooms (4-Berth)
-3	Staterooms (2-B)
+17	Roomettes (2-B)
+1	ADA Stateroom (2-B)
+1	ADA Stateroom (4-B)



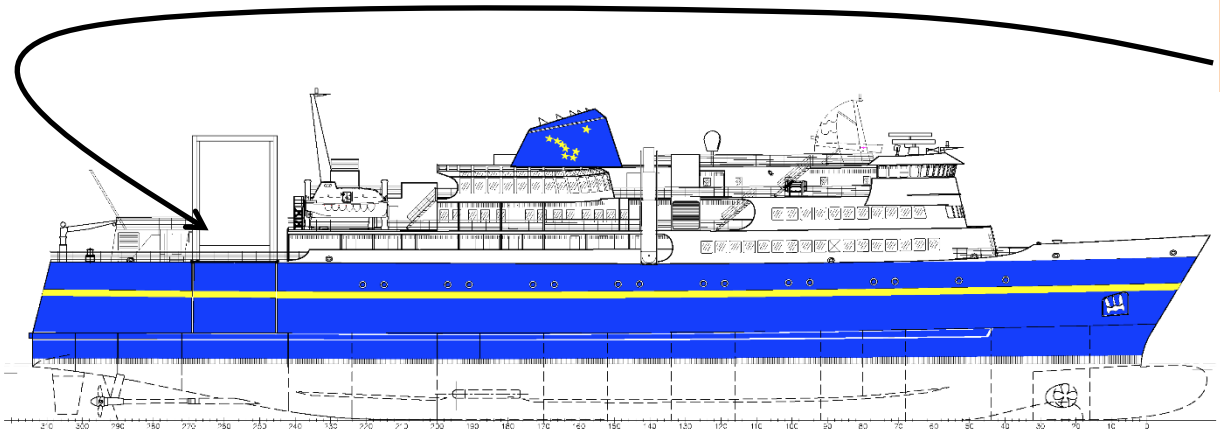
Tustumena Replacement

Tustumena

How will the replacement vessel look and feel?

Additional Capacity.

+16 Vehicles (or +6 Vans)
+415 Lane Feet

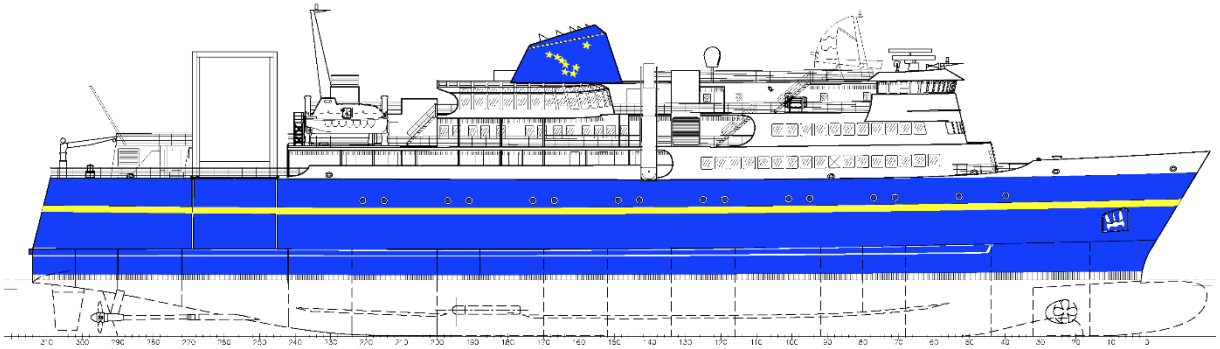


Tustumena Replacement

Tustumena

How will the replacement vessel look and feel?

Faster.



Tustumena Replacement

15 kts

Tustumena

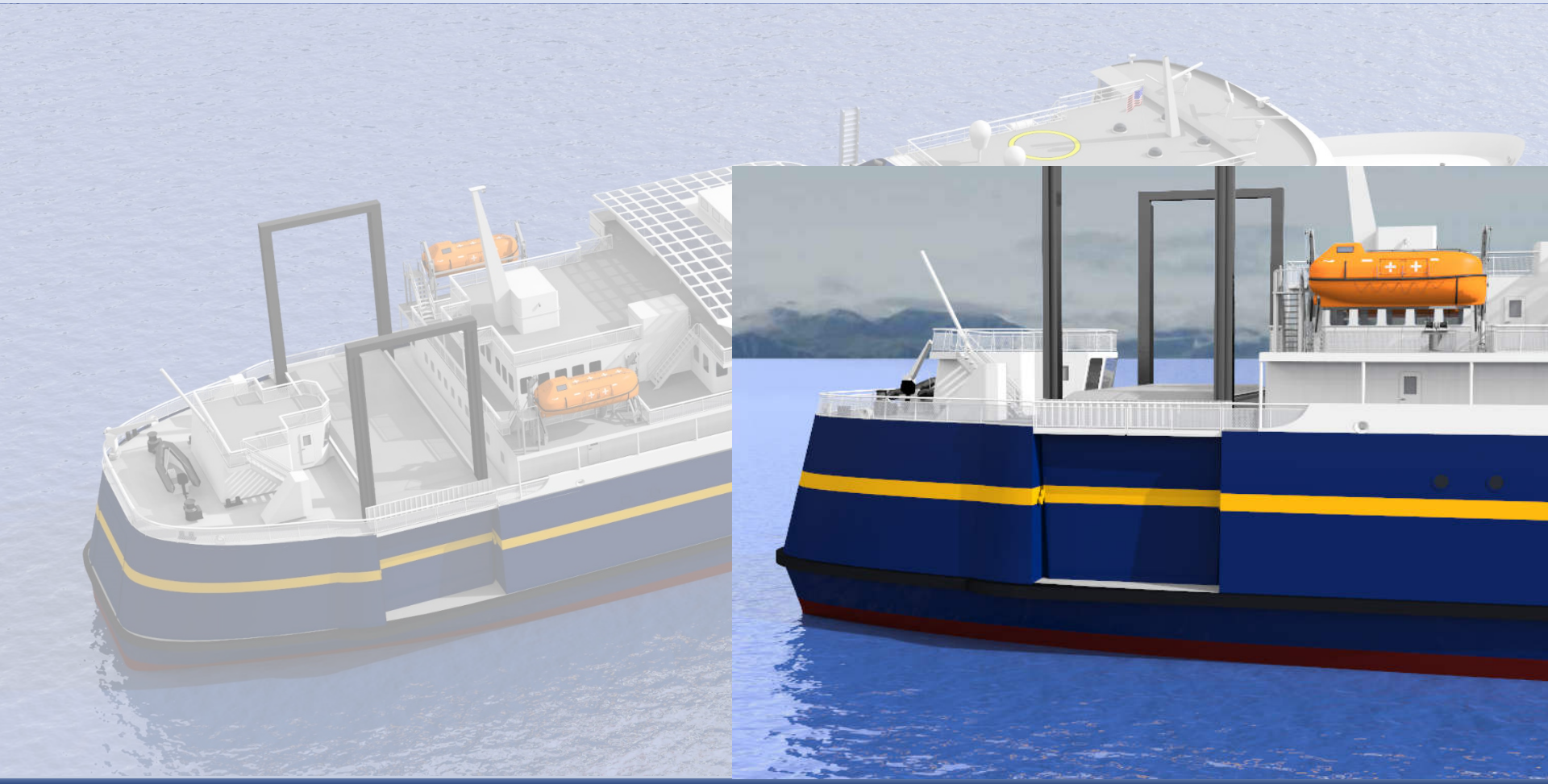
13.5 kts

How will the replacement vessel look and feel?

More accommodation spaces.

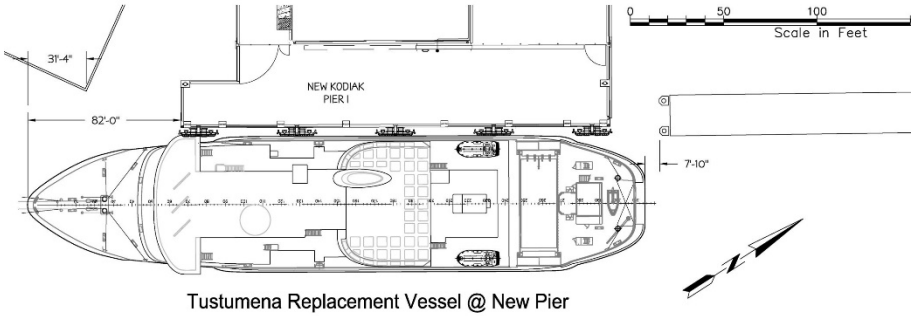
How will the replacement vessel look and feel?

Large vehicle elevator platform.

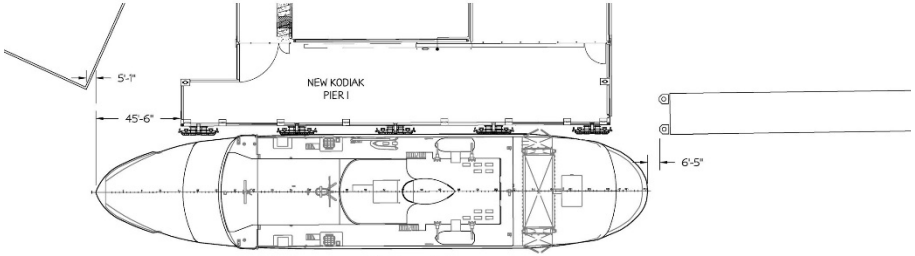


Kodiak Pier 1 Mooring Comparison

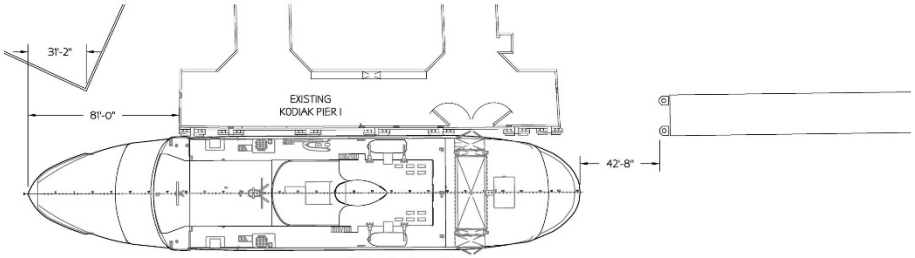
Terminal Compatibility.



Tustumena Replacement Vessel @ New Pier



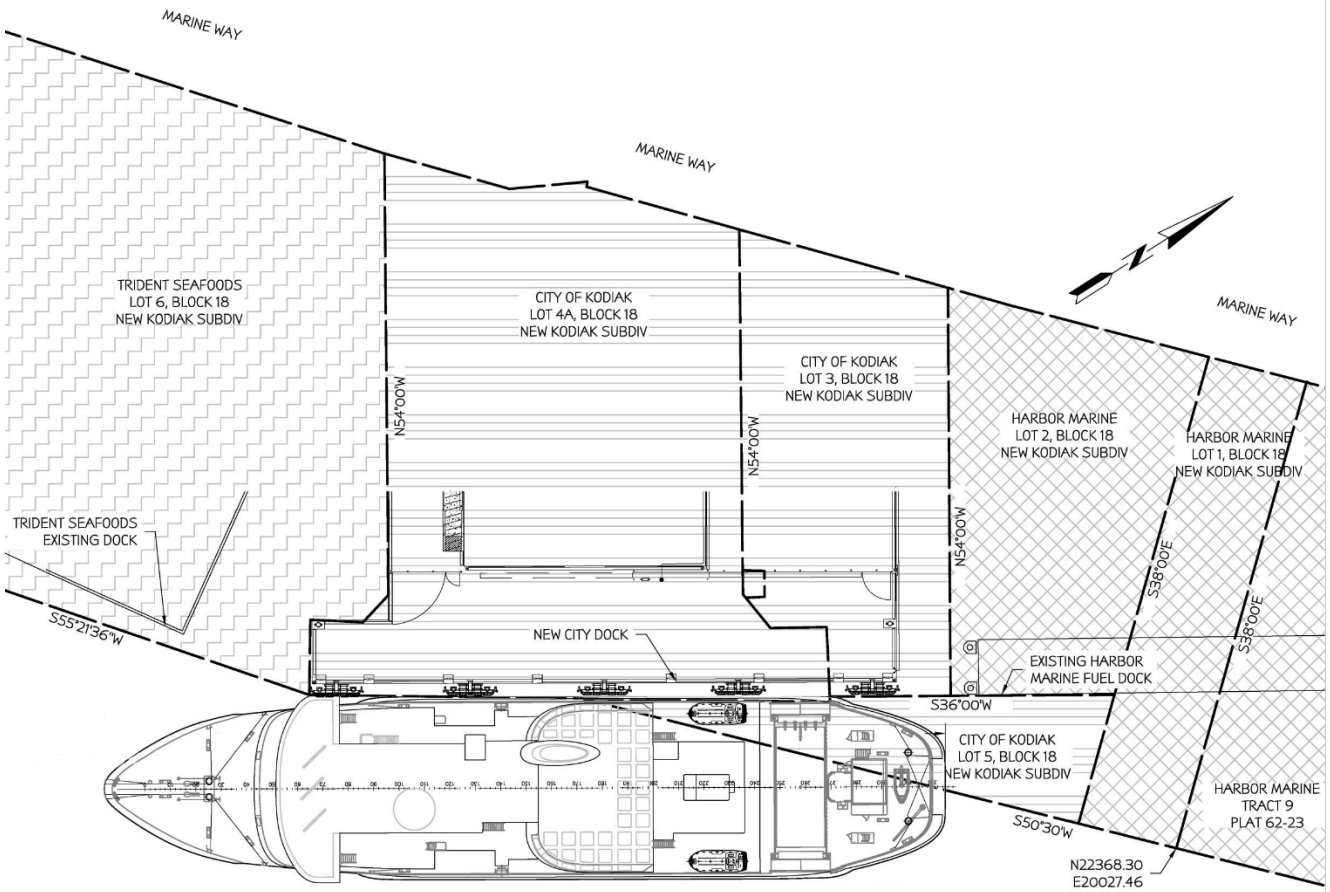
Tustumena @ New Pier



Tustumena @ Existing Pier

Kodiak Pier 1 Mooring at New City Dock

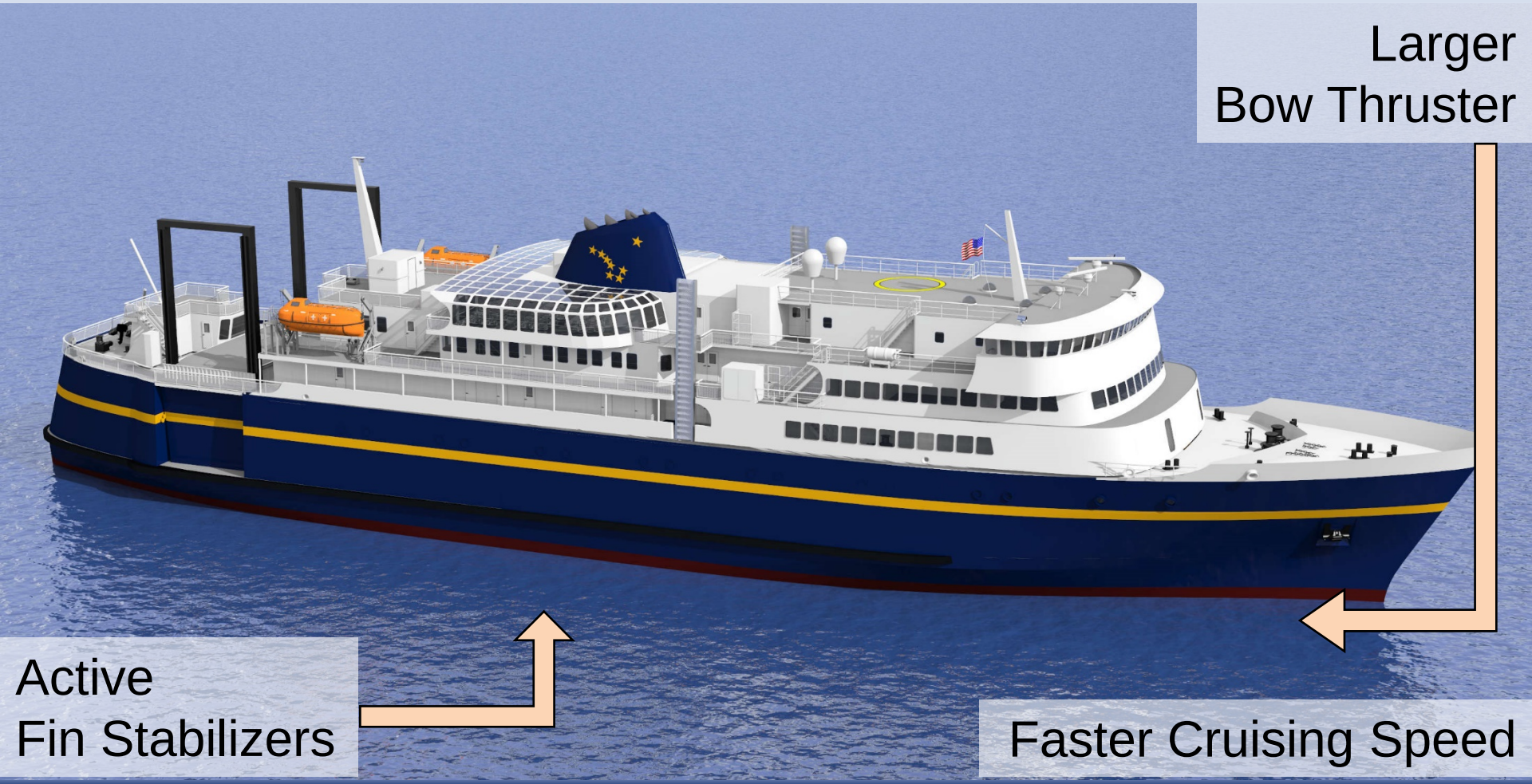
Terminal Compatibility.



Tustumena Replacement Vessel @ New Pier

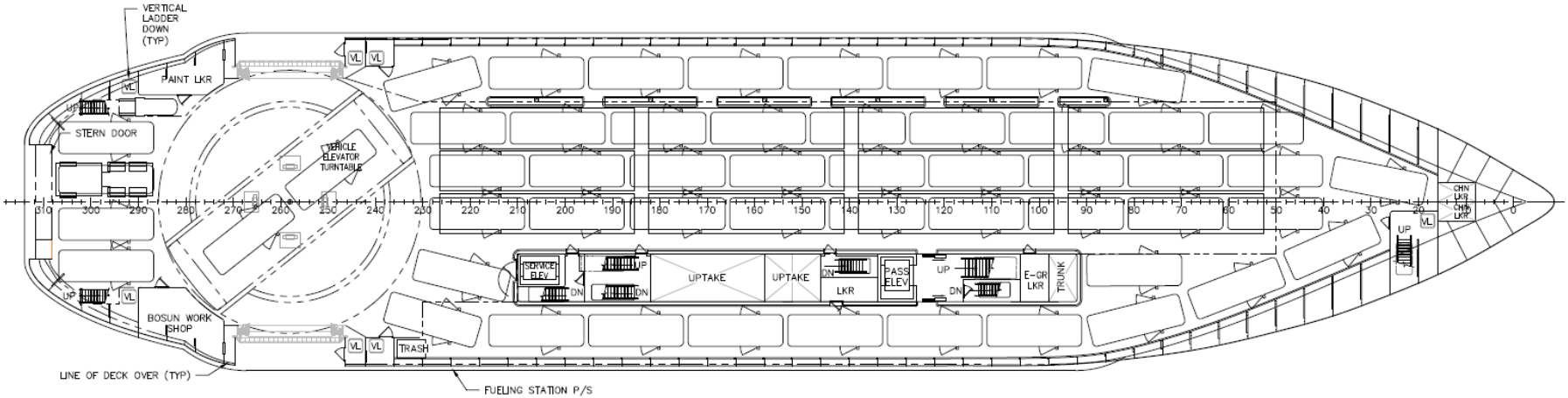
How will the replacement vessel look and feel?

Features.



How will the replacement vessel look and feel?

More Vehicle Capacity.



Main Deck

How will the replacement vessel look and feel?

More Vehicle Capacity.

How will the replacement vessel look and feel?

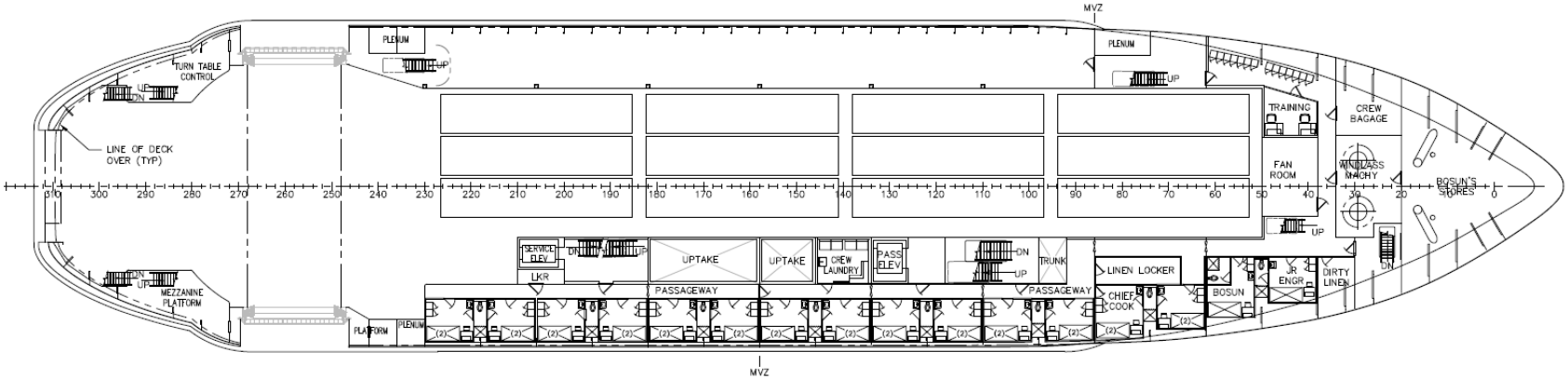
More Vehicle Capacity.

How will the replacement vessel look and feel?

More Vehicle Capacity.

How will the replacement vessel look and feel?

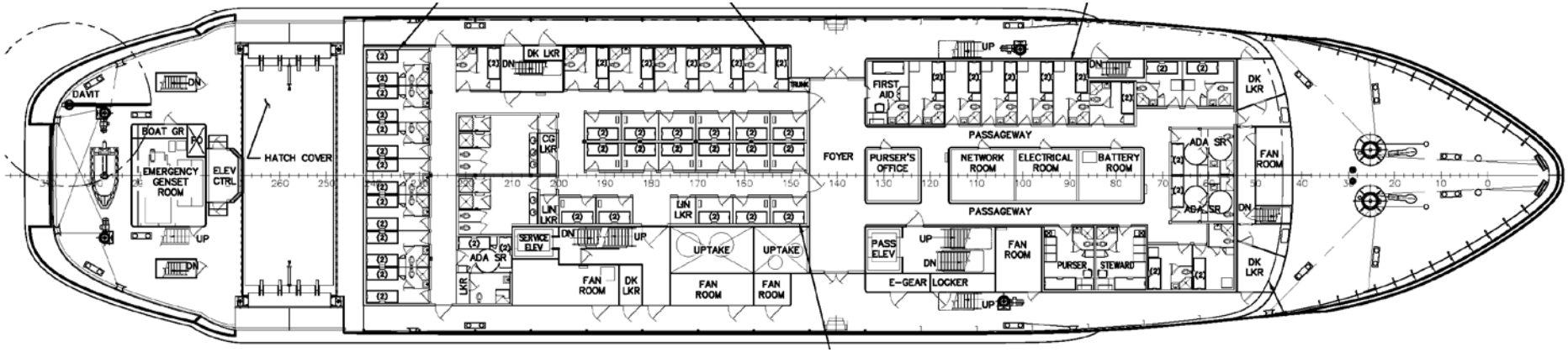
Crew Quarters.



Mezzanine Deck

How will the replacement vessel look and feel?

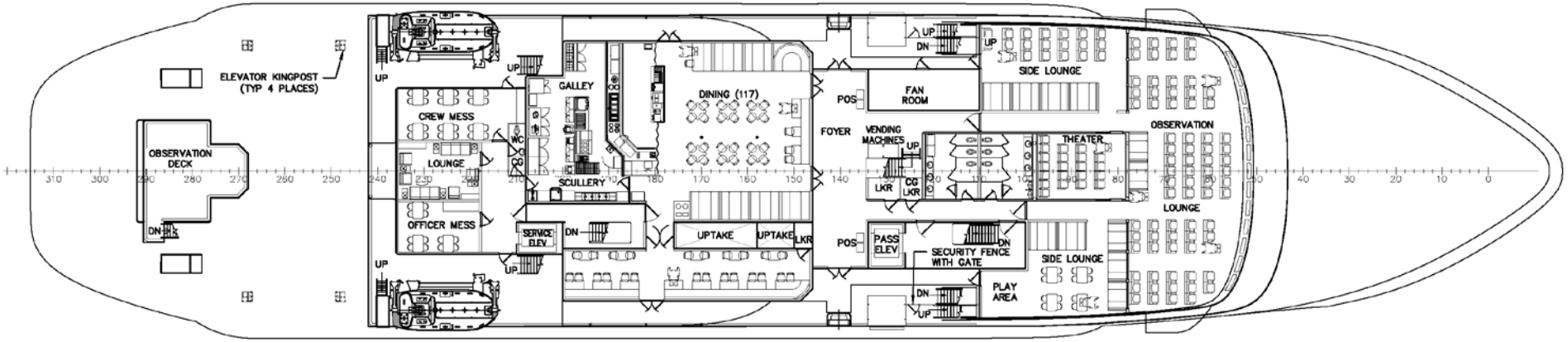
Additional Cabins.



Cabin Deck

How will the replacement vessel look and feel?

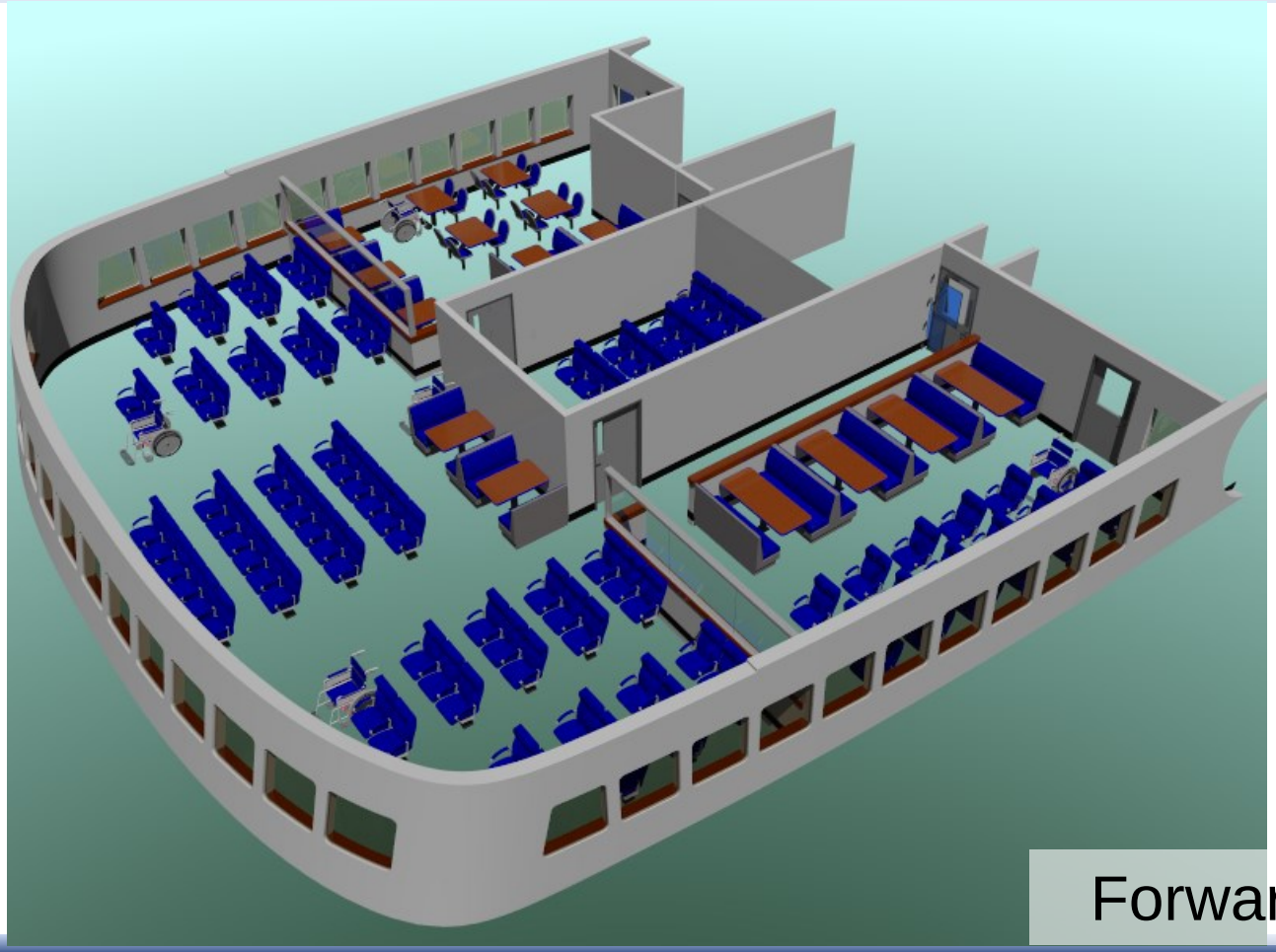
Additional Public Lounges.



Boat Deck

How will the replacement vessel look and feel?

Additional Public Lounges.



Forward Lounge

How will the replacement vessel look and feel?

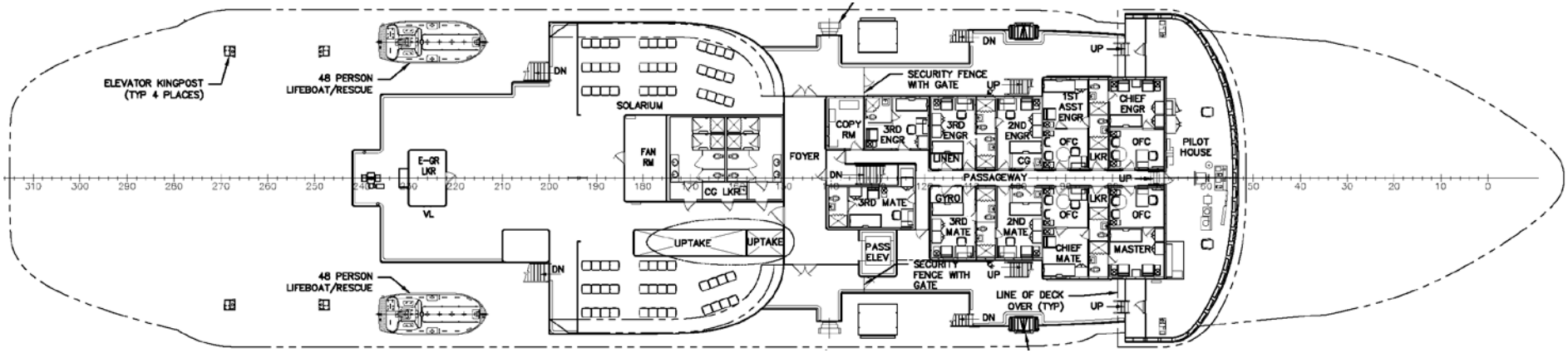
Forward Lounge.

How will the replacement vessel look and feel?

Forward Lounge.

How will the replacement vessel look and feel?

Solarium/Bridge Deck.



Solarium

How will the replacement vessel look and feel?

Solarium.

How will the replacement vessel look and feel?

Solarium.

How will the replacement vessel look and feel?

Solarium.

Additional Design Features

- Cafeteria.
- No Bar.
- Forward observation lounge above cabin deck.
- Offset casing with mezzanine deck to utilize non-van deck height.
- Liquefied Natural Gas (LNG) Analysis continuing. Need to work with United States Coast Guard (USCG) regarding fuel tank issues.

Closing Remarks

• **Why replace the Tustumena?**	*It's time.*
• **What is her status?**	*Tired, but still capable.*
• **What is the replacement vessel schedule?**	*Final design – December 2015.*
• **How will the replacement vessel look and feel?**	*Larger and faster.*
• **Your questions**	

Your Questions

For the Design Study Report, pages 71-169 of the packet, go to:

http://dot.alaska.gov/amhs/tusty_replace/index.shtml and click on Tustumena Replacement Vessel Design Study Report (10/21/14) under *Project Summary*.

Title:

Tustumena Replacement Vessel

Design Study Report

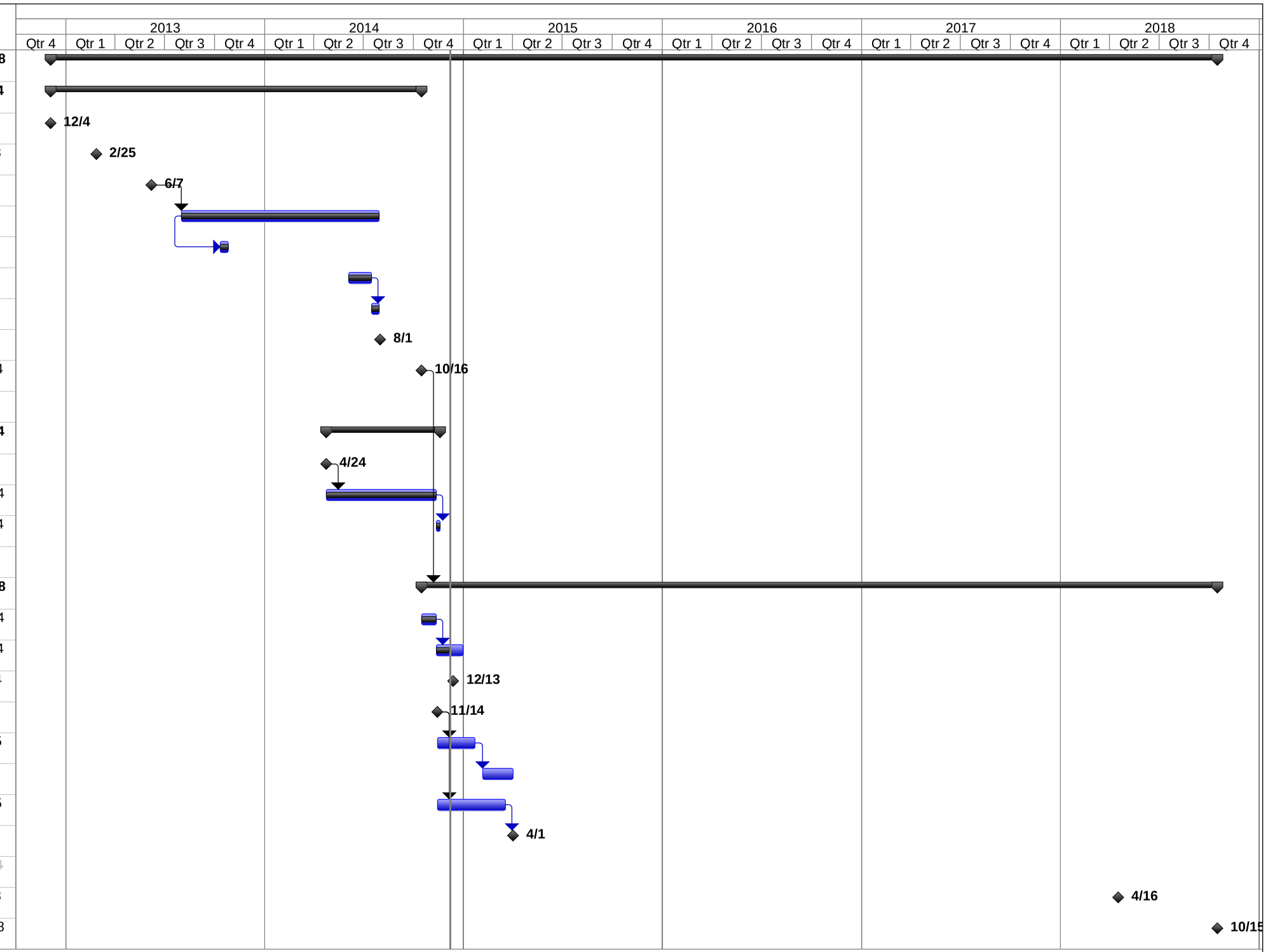
Prepared for
Alaska Marine Highway System
Ketchikan, Alaska

File No. 13105.05
21 November 2014
Rev. A

Alaska Class Ferries Project Update

- Contract Award to the shipyard on October 16th, 2014
- The shipyard has purchased steel for the bulbous bows which are the keel equivalent sections of the ships. Construction of the keels started on November 11th.
- Two keel sections being built, one for each ship. The working drawings for the keel were part of the contract package so that the shipyard could order the steel and start on construction to meet the keel laying deadline of the end of this calendar year.
- 4 Main Engines have arrived in Ketchikan, two for each ship. The engines for the first ship went to Vigor Alaska and are stored in their warehouse. The other two engines and the ancillary engine parts for both ships are being stored in the AMHS warehouse in Ward Cove. The engines are 3000 HP, Tier 3, 12 cylinder EMD engines.
- Shipyard has hired Glosten and Associates to do the Working Drawings such as lofting, piping layout and system drawings for the project. Glosten has started the detailed design process.
- The keel laying ceremony which is tomorrow (Dec. 13th) will have the framed portions of the keels for each ship. The shell plate will be installed and both sections should be completed near the end of the year. This satisfies the EPA Tier 3 emission requirements.
- The current schedule shows the next modules will start in the first quarter of next year. Since Vigor's designers have to develop the working drawing for the hull, during that time, platen tables are planned to be built in the assembly area to make it more efficient.
- Many of the long lead vendors for equipment such as the propulsion equipment, major systems and car doors are being put under contract by the shipyard to start on the design and manufacturing of their products.
- Currently the LeConte is in the Assembly Hall, she is planned to leave the building in March which will make way for construction of the Day Boat modules.
- Elliott Bay Design Group is under contract with the State for Construction Support as needed.

ID	Task Name	Duration	Start	Finish
1	**Day Boat ACF Design**	**1523 days**	**Tue 12/4/12**	**Mon 10/15/18**
2	**Design**	**479 days**	**Tue 12/4/12**	**Thu 10/16/14**
3	AK Class Change in Directions	0 days	Tue 12/4/12	Tue 12/4/12
4	Final DCR	0 days	Mon 2/25/13	Mon 2/25/13
5	EBDG Finalize DSR	0 days	Fri 6/7/13	Fri 6/7/13
6	PS&E by EBDG	254 days	Thu 8/1/13	Tue 7/29/14
7	Model Test	10 days	Fri 10/11/13	Fri 10/25/13
8	Regulatory Design Review	30 days	Wed 6/4/14	Tue 7/15/14
9	Finalize drawings w/ Regulatory Comments	10 days	Wed 7/16/14	Tue 7/29/14
10	Issue RFP to Shipyard	0 days	Fri 8/1/14	Fri 8/1/14
11	Contract Award	0 days	Thu 10/16/14	Thu 10/16/14
12				
13	**Main Engines**	**149 days**	**Thu 4/24/14**	**Tue 11/18/14**
14	Order Tier 3 Engines	0 days	Thu 4/24/14	Thu 4/24/14
15	Build and test engines	144 days	Thu 4/24/14	Tue 11/11/14
16	Engines arrived & stored in Ketchikan	5 days	Wed 11/12/14	Tue 11/18/14
17		~~1 day~~	~~Tue 12/4/12~~	~~Tue 12/4/12~~
18	**Construction**	**1044 days**	**Thu 10/16/14**	**Mon 10/15/18**
19	Order steel for keels	19 days	Thu 10/16/14	Tue 11/11/14
20	Construction of 2 keel sections	36 days	Wed 11/12/14	Tue 12/30/14
21	Keel Laying Ceremony	0 days	Sat 12/13/14	Sat 12/13/14
22	Glosten under contract for Shipyard	0 days	Fri 11/14/14	Fri 11/14/14
23	Detail design for solarium - stacks	50 days	Fri 11/14/14	Wed 1/21/15
24	Fabrication of solarium -stacks	40 days	Thu 2/5/15	Wed 4/1/15
25	Hull Design by Glosten	90 days	Fri 11/14/14	Wed 3/18/15
26	Start Hull module fabrication	0 days	Wed 4/1/15	Wed 4/1/15
27		~~1 day?~~	~~Thu 10/16/14~~	~~Thu 10/16/14~~
28	Completion of 1st ship	0 days	Mon 4/16/18	Mon 4/16/18
29	Completion of 2nd ship	0 days	Mon 10/15/18	Mon 10/15/18



Day Boat ACF Ph 4 Construction Sche
Date: Mon 12/8/14

Task		Project Summary		Inactive Milestone		Manual Summary Rollup		Progress	
Split		External Tasks		Inactive Summary		Manual Summary		Deadline	
Milestone		External Milestone		Manual Task		Start-only			
Summary		Inactive Task		Duration-only		Finish-only			

VIGOR ALASKA & THE DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

Invite you to join us in celebration of the laying of the keels for the

ALASKA MARINE HIGHWAY SYSTEM DAY BOAT – ALASKA CLASS FERRIES

AT THE KETCHIKAN SHIPYARD: 1:30 PM, DECEMBER 13, 2014

VIGOR
ALASKA

TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA