



Alaska Department of Transportation & Public Facilities

Marine Transportation Advisory Board



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DOT&PF



State of Alaska



DOT&PF > AMHS > MTAB

Welcome

Last Meeting: 04/08/15

Next Meeting: 11/16/15

Originally created under Administrative Order 204, dated January 1, 2003 by Governor Frank Murkowski, the Marine Transportation Advisory Board (MTAB) was established in statute (AS 19.65.110-AS 19.65.195) by Governor Sarah Palin on May 5, 2009

Function

The Marine Transportation Advisory Board (MTAB) may issue reports and recommendations and shall, in cooperation with the department, prepare and submit to the Department of Transportation and Public Facilities (DOT&PF) 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 (AMHS). The board may establish volunteer regional advisory committees. After the Commissioner of Transportation 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 MTAB regarding that candidate or those candidates before making an appointment to the position.

For more information, continue reading the [background section](#).

Navigation

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**AMHS M/V Day Boat ACF
AKSAS: 73073**

Purpose / Description of Project:

Design and construct two (2) Day Boat Alaska Class Ferries (ACF).

- Contract Award to the Vigor Alaska Shipyard on October 16th, 2014
- Each ship is made up of 23 modules; there are 7 modules constructed and material on site to start the 8th module.
- The completion date for these vessels is October 16th, 2018.

Day Boat ACF Vessel Characteristics

- Length Over All (LOA) 280 Feet
- Depth 20.0 Feet
- Breadth Over All (BOA) 67 Feet
- Design Draft 12' – 6"
- Air Draft 88 Feet
- Cruise / Service Speed 16 Knots
- Cars Only 60
- Vehicle Loading Ability Bow, Stern & Port Side near stern
- Vehicle Lane Length 1060 Feet
- Passengers 300
- Officer & Crew Minimum Manning IAW Regulatory Requirement
Periodically Manned Engine Room

Project Key Dates

- ACF change in design December 2012
- Design Study Report July 2013
- Final Design (PS&E) July 2014
- Request for Proposal (RFP) August 2014
- Contract Award to Vigor October 2014
- Contract Completion October 2018

Professional Service Agreement (PSA) 36863046 – Elliott Bay Design Group

NTP 14 – Phase 4 Construction Support: \$199,523.00

NTP 15 – Continuation of Phase 4 Construction Support: \$320,963.00

AMHS M/V Day Boat ACF
AKSAS: 73073

Project Funding Status – 11/09/2015

<u>Programed Phase 2</u>	<u>Expended</u>	<u>Encumbered</u>	<u>Balance</u>
\$6,586,490.00	\$6,586,490.00	\$0.00	\$0.00
<u>Programed Phase 4</u>	<u>Expended</u>	<u>Encumbered</u>	<u>Balance</u>
\$113,414,510.00	\$14,293,860.00	\$92,102,649.00	\$6,746,640.00

Encumbered funds consist of contracts with Vigor Alaska, Consultant EBDG, Valley Power for remaining engine components and services, and LSA for evacuation slides.

ICAP: 2.40% Encumbered \$92,102,649 x 2.4% (ICAP) =	\$2,210,464.00
ICAP: 2.40% Balance \$6,746,640 x 2.4% =	\$ 161,919.00
ICAP Total	\$2,372,383.00

Actual Funding Available: Balance \$6,746,640 - ICAP \$2,372,383 = \$4,374,257.00

Funding available is needed for the Construction Engineering budget which is estimated at \$4,119,000 to cover project management and consultants for the remainder of the project. The major Owner Furnished equipment has been ordered and funds encumbered however there are still many small Owner Furnished items to be purchased yet.

AMHS M/V Tustumena Replacement

AKSAS: 70062

Purpose / Description of Project:

Design and construct an ocean going vessel to replace M/V Tustumena.

- The M/V Tustumena entered service in 1964 and is near the end of its design service life. Together with the M/V Kennicott, these two ferries are the only ferries capable of serving the Alaska Marine Highway routes between Homer, Kodiak, and the Aleutian Chain.
- Why replace the M/V Tustumena
 - Age: 50 years old
 - Lack of Capacity: 36 Vehicle (720 Lane Feet) and 174 Passengers. There is increasing demand for car deck capacity between Homer and Kodiak. Also this is an increasing demand for car deck capacity for the Aleutian Chain route.
 - Increase in the discovery of wasted steel and cracking during Annual Availabilities indicates that vessel is near end of fatigue life

Tustumena Replacement Vessel Characteristics

- Length Over All (LOA) 330 Feet
- Depth 24.5 Feet
- Breadth Over All (BOA) 71 Feet
- Design Draft 15' – 10" to 16 – 6" (End of Service Life)
- Air Draft 90 Feet
- Cruise / Service Speed 15 Knots
- Vans & Cars 12 Vans & 27 Cars
- Cars Only 54
- Vehicle Loading Ability Stern & Side (Port & Starboard)
Vehicle Elevator
- Vehicle Lane Length 1,180 Feet
- Passengers 250 (Berths for 104)
- Officer & Crew Minimum Manning IAW Regulatory Requirement
Manned Engine Room

Project Key Dates

- Glosten Selected for Design November 2013
- Reconnaissance Report March 2014
- Environmental Documents June 2014
- Design Study Report November 2014
- 95% PS&E Documents November 2015
- Final Design (PS&E) January 2016

**AMHS M/V Tustumena Replacement
AKSAS: 70062**

Professional Service Agreement (PSA) 02543004 – Glosten

NTP 1 – Task 1 (Schedule & Coordination), Task 2 (Public Participation Plan), Task 3 (Reconnaissance Report), and Task 4 (Environmental Service): \$506,872.00

NTP 2 – Task 5 (Design Study Report): \$922,079.00

NTP 3 – Not Used

NTP 4 – Perform Value Engineering Study: \$129,200.00

NTP 5 – Preliminary PS&E Design Services: \$200,000.00

NTP 6 – Plan, Specifications and Estimate (PS&E): \$3,831,407.00

PSA Amendment No. 8 –

- 1) Added Subcontractor Bulgarian Ship Hydrodynamic Center to perform Ship Design Model Testing
- 2) Galley Design & Sales, LLC assist in development in preparation of construction documents and detailed equipment specifications.

Project Funding Status – 28JAN15

<u>Programed Phase 2</u>	<u>Expended</u>	<u>Encumbered</u>	<u>Balance</u>
\$6,000,000.00	\$1,767,147.00	\$3,933,067.00	\$313,939.00

ICAP: 4.79% Encumbered 3,933,067.00 x 4.79% (ICAP) = \$188,394.00

ICAP: 4.79% Balance 313,939.00 x 4.79% = \$15,038.00
\$203,432.00

Actual Funding Available: Balance \$313,939.00 - ICAP \$203,432.00 = \$110,507.00

November 16, 2015

Vessels

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. This CIP has been awarded to Puglia Shipyard in Bellingham, Washington and will commence October 2015.

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.

Electrical Generation Upgrade

The project began by investigating the physical condition of the Columbia, Malaspina, and Matanuska'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 aboard the three ships, as the vessels go into their annual overhaul, or undergo capital projects. The goal is to install new power generating equipment, correct any abnormalities, and assure solid electrical systems and regulatory compliance.

Fast Ferry Systems 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 interior carpeting, flooring, chair cushions, hull paint, exterior paint, interior upgrades and general equipment maintenance and upgrades will be upgraded or replaced. Aluminum hull repair work will also take place to repair aluminum pitting discovered on both vessels. Both vessels will also have a new fast rescue boat davit installed. This CIP has been awarded to Foss Shipyard in Seattle, Washington.

The Chenega project will begin September 2015 and the Fairweather project will begin October 1, 2015.

Point of Sale System

The Point of Sale computerized cash register system has been installed on all vessels and is operating well.

November 16, 2015

SOLAS Waiver

In an effort to receive a SOLAS Waiver which would allow the Columbia and Malaspina to call at Prince Rupert, B.C., Captain Falvey wrote a SOLAS Waiver request technical letter which the USCG Sector Juneau sent to the USCG office of Commercial Vessel Compliance in Washington D.C. This technical letter supported the request for a waiver and recently the request was rejected by the USCG in Washington D.C. Captain Falvey will now attempt another request using a Gap Analysis approach while working with the Sector Juneau USCG, in an effort to waive just the M/V Malaspina.

Winter 2015/2016 Schedule

The 2015/2016 Winter Schedule is posted and available for booking.

Economic Impact Study

AMHS is starting the process of updating a 1995 report on the Economic Impact of the AMHS. The study will update the economic impact that the AMHS has state wide.

Leconte Rescue

On September 3, 2015 while the M/V LeConte was enroute from Gustavus to Juneau, and off Rocky Island, a visual sighting of individuals in distress was reported by the Able Seaman on watch. Six individuals were clinging to an over turned skiff. The LeConte Captain and First Officer maneuvered the LeConte into position, and lowered their lifeboat and retrieved the six individuals out of the water and into the lifeboat. Once on board the LeConte those rescued were allowed hot showers, and given dry clothes, food, and blankets and none of those rescued were hypothermic, as those rescued had been on the overturned skiff for approximately an hour prior to their rescue. The LeConte continued on and returned the rescued persons back to Juneau, where the skiff had originally departed from on a fishing trip. The AMHS General Manager is in the process of writing thank you letters to the crew involved with the rescue, and will also include the rescue details in an upcoming newsletter to all AMHS employees, as a job well done.

November 16, 2015

Terminals

Haines Ferry Terminal Improvements

This project will remove the existing deteriorated cellular sheet pile bulkhead structures and replace them with a riprap slope and a pile supported mooring dolphin and fender system and associated access structures. The work includes offshore dredging to provide sufficient water depths along the face of the berth for safe vessel use. Additional upland areas will also be developed to offset land area losses as a result of the removed sheet pile dock structures and to allow reconfiguration and expansion of the uplands for the provision of two separate vehicle staging areas. Upland work further includes the provision of retaining wall structures, relocation of the generator and storage building structures and utility work. The project will not close the ferry terminal, however in order to complete the work, starboard side berthing will be unavailable the entire summer of 2015. While starboard side berthing is unavailable, the FVF vessels will be unable to berth in Haines. The expected completion of the phase one project is June 2016.

Haines End Berth

This project will consist of design and construction of two bow/stern loading docks for berthing existing AMHS vessels as well as the Alaska Class Ferries. Shore side and uplands improvements will also take place. This project is expected to be completed in August 2017.

Homer Ferry Terminal Improvements

This project will refurbish the existing fender structures along the face of the dock to minimize abrasion and damage that is occurring from ferry vessel contact and place five new fender structures along the face of the dock to decrease the spacing between fenders. The current fender structures are too far apart to accommodate the vessels. The plan is to replace and/or modify an existing mooring dolphin to allow safer turning movements by the ships. The project will also make minor improvements to existing mooring bollards that are mounted to the dock surface in order to better accommodate attachment of vessel mooring lines. The project is expected to be complete December 2015.

Auke Bay Ferry Terminal Improvements

This project will replace the existing pile supported mooring dolphin structures that have deteriorated from age and vessel impact. This project will also place new cathodic protection anodes on all remaining offshore mooring structures to insure the integrity of the existing vessel mooring structures from ongoing structural deterioration due to corrosion. Other improvements include modification, refurbishment, and restoration of access catwalks and associated electrical utilities as may be necessary. This project is expected to be completed in December 2015.

Kake Ferry Terminal Improvements – Transfer Bridge

This project will replace the existing transfer bridge and associated bridge support float and related infrastructure. The project will also refurbish an existing rock slope that abuts the terminal uplands and bridge abutment and install new cathodic protection anodes on all offshore pile supported mooring structures. This project is expected to be complete in December 2015.

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Kake Ferry Terminal Passenger Facility

This project is currently planned to construct a new passenger terminal building with restrooms, improve upland parking and staging areas along with placement of new sanitary sewer and water lines running from the city's municipal lines along with electricity connection. Completion is expected to be August 2016.

Kodiak Ferry Terminal Improvements

The Kodiak Ferry Terminal Improvement project will consist of the reconstruction of the existing Pier I multi-use dock facility and is currently in suspension due to Stellar Sea Lion interference with the planned construction work and current permit restrictions. The Department of Transportation and FHWA have been working closely with NOAA's National Marine Fisheries Service (NMFS), the US Fish & Wildlife Service, and the Alaska Department of Fish & Game to ensure this project can continue on as planned. In water work is expected to begin late October 2015 with a project completion date in June 2016.

Angoon Ferry Terminal Passenger Facility

This project will construct a new passenger terminal building and restroom structure and also connect electricity to the facility and will expand the upland vehicle and pedestrian staging and access areas. Completion is expected to be October 2016.

Prince Rupert Ferry Terminal Replacement

This project will remove and replace the existing deteriorated ferry terminal marine structures at the existing site. Items include the transfer bridge, abutment, float/lift system, mooring structures and access catwalk. The project was advertised in November 2014 and withdrawn due to Buy America Steel associated issues.

Skagway Ferry Terminal Modifications

After the April 24, 2014 sinking of the float, the float was raised. DOT&PF then conducted a complete survey of the float and it was determined that renovation would be favorable over replacement. The Municipality of Skagway has a 5/12 ownership of the float and was billed for their portion of the salvage and the repairs needed after the sinking. Skagway will also fund a 5/12 share of the upcoming renovation project. The project will move forward with making improvements and restoration to the existing float structure so that the float is suitable for pedestrian, vehicle and vessel use. This project will conduct a detailed inspection and analyze the existing float structure and associated mooring, utility and other components. It will then proceed with the restoration of the anchor chains, anchors and hawser penetrations. Also to be restored are the fuel, water, electrical lines, side berth fender systems, vehicle ramp and lift system and float deck restoration along with other concrete repairs. The work will also seal off all penetrations below the main deck level, improve the bridge bearing system by replacing rollers which will help mitigate steep bridge and transition plate grades and conduct transfer bridge corrosion proofing, and repainting. Construction should be complete in December 2016.

Ketchikan Terminal

This project consists of the replacement of some of the of existing vessel berthing and mooring structures, placement of a new turning dolphin between berths 1 and 3, refurbishment of fendering and platform components at the berth #3 float, construction of a new pedestrian covered walkway structure over the existing sidewalk from the terminal building to the berth #3 approach, and the placement of

November 16, 2015

cathodic protection anodes on existing pile supported structures at berths #1 and #3. This project is expected to be completed in two phases with the dolphin upgrade, covered catwalk and utilities work being completed in December 2016 and the Berth 3 side fender upgrades and utility work on the Berth 1 transfer bridge being completed in July 2017.

Ward Cove Layup and Working Berth Facility for AMHS and NOAA

The final geo technical and soils characterization reports have been filed. Environmental permitting is underway and the state is currently working with the EPA regarding the permitting for the removal of Bolles Ledge. Various wasted steel structures in the cove will also be removed via a coastal clean-up grant. It is assumed there will be enough funds remaining to design the facility after the Bolles Ledge is removed, although additional funding totaling approximately \$19 million will be needed before the facility can be constructed.

AMHS Gustavus Terminal Improvements

In December 2013, a storm damaged the facility. The design and environmental document work is underway to make improvements to the facility and the project should be complete in May 2017.

Tenakee Springs Dock Replacement

Project scoping is underway. Final alternative analysis is being prepared for review by AMHS. Two final alternatives for evaluation are a fixed dock and floating barge option. Once a preferred alternative is selected, environmental scoping and preliminary design can commence. Construction completion date is expected to be December 2017.

New AMHS Reservation System Update
November 2015

- The first “Train the Trainer” session was held in Juneau the week of November 9th. During this training session, key personnel from the Juneau Reservations Center, and the Juneau and Ketchikan terminals were trained in the new system.
- User acceptance testing will be performed following this training with the plan to go-live in the Juneau Call Center and begin taking bookings via phone for by mid-December 2015 for summer 2016.
- Development on the website with the new system is also progressing quickly. The plan is to go-live on the internet and begin taking online bookings by the end of December 2015 for summer 2016 sailings.
- Training for terminal and vessel personnel will take place at the end of March 2016 to be ready for summer sailings beginning May 1st, 2016.



Alaska Department of Transportation & Public Facilities

Southeast Conference

Captain Michael Neussl, Deputy Commissioner
September 15, 2015



AGENDA

- **Fiscal Year 2015 Accomplishments & Events**
- **Traffic Report**
- **Revenue Report & Historical Comparisons**
- **Fleet Update**
- **Terminal Update**
- **Budgetary Constraints**
- **Fiscal Year 2016 Operating Plan**
- **Fiscal Year 2017 & Beyond**
- **Dayboat Alaska Class Ferry**
- **Tustumena Replacement**



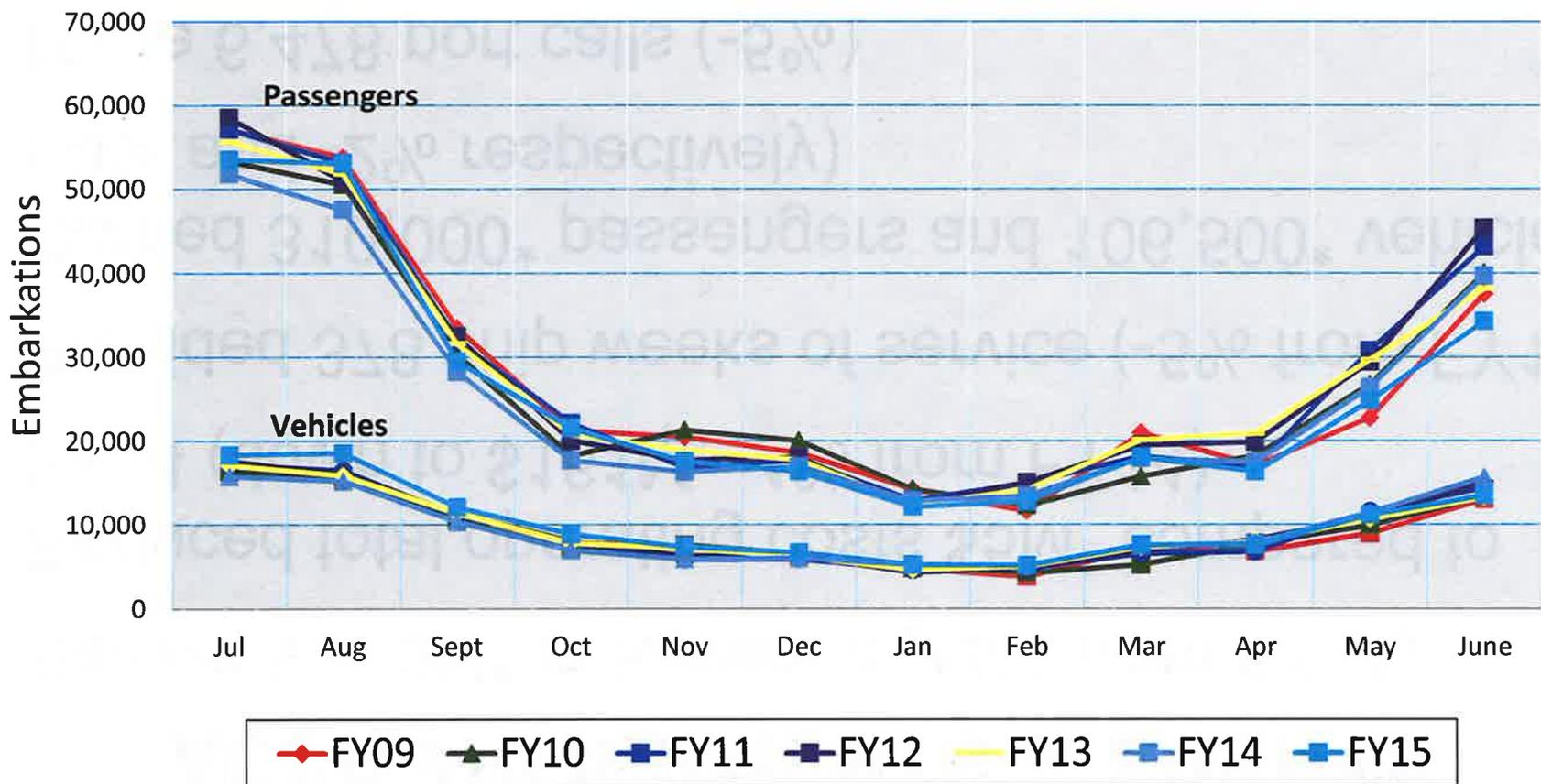
FISCAL YEAR 2015 ACCOMPLISHMENTS & EVENTS

- Earned \$53.5M* in Revenue (+5% from FY14)
- Reduced total operating costs \$5M* compared to FY14 (down to \$161M, -4% from FY14)
- Provided 378 ship weeks of service (-5% from FY14)
- Carried 310,000* passengers and 106,500* vehicles (-3% and -2% respectively)
- Made 6,478 port calls (-5%)
- Redesigned & implemented a more user-friendly website
- 140,000+ followers on social media

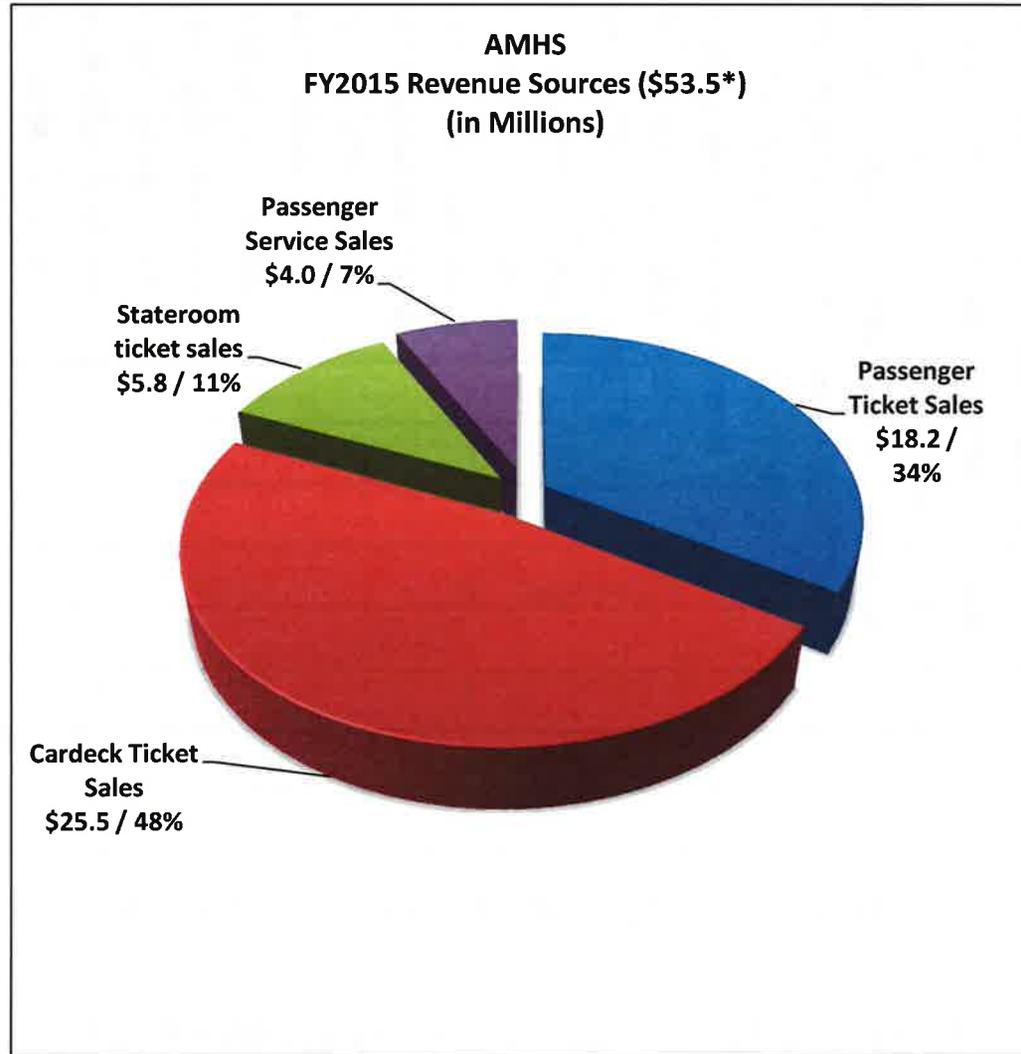
* These numbers are estimates and will not be finalized until November 2015.

TRAFFIC REPORT

AMHS
 FY09 – FY15
 Monthly Embarkations
 As of December 31, 2014



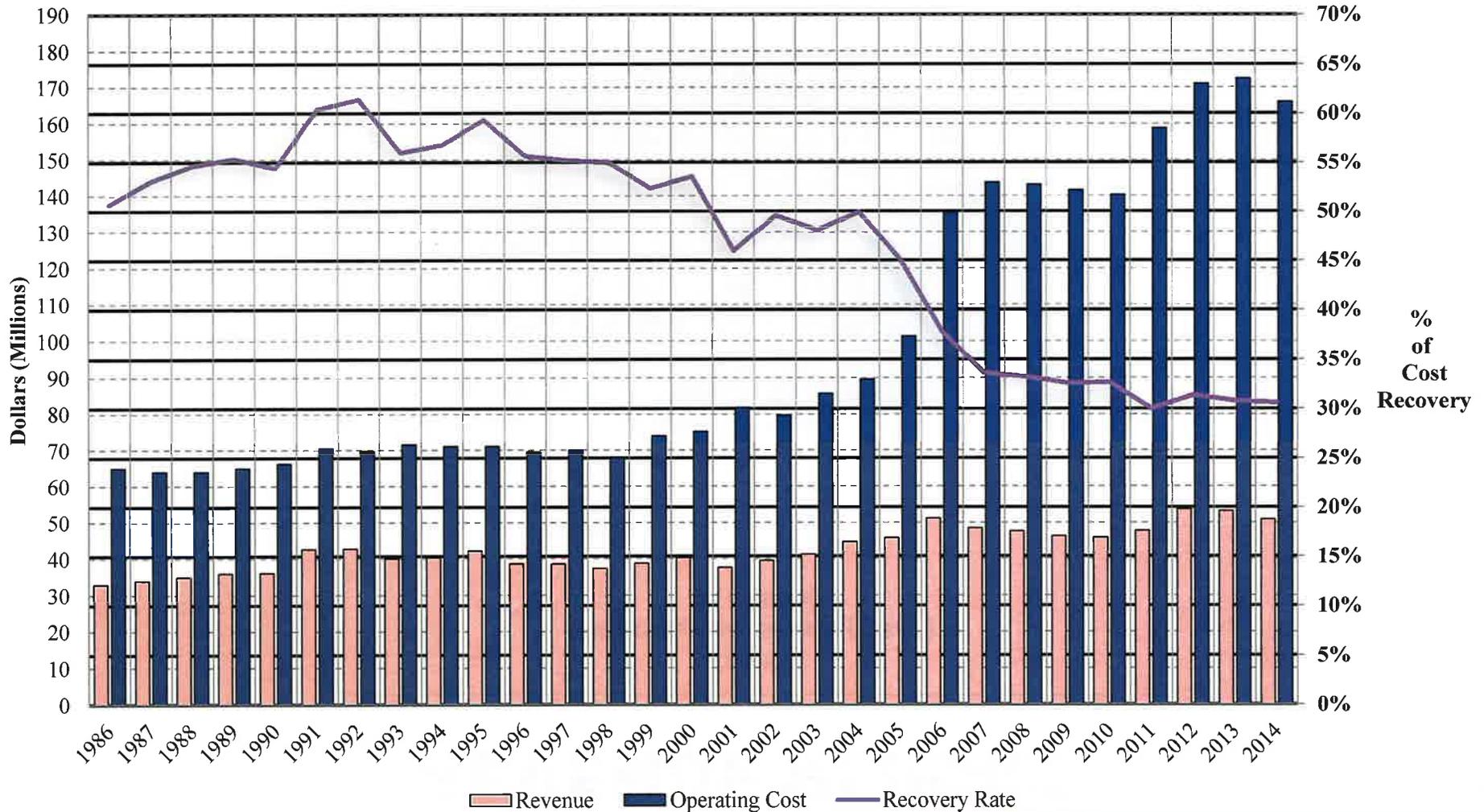
REVENUE REPORT



*This total is an estimate. Final revenue numbers will not be available until November 2015

Historical Revenue & Operating Cost

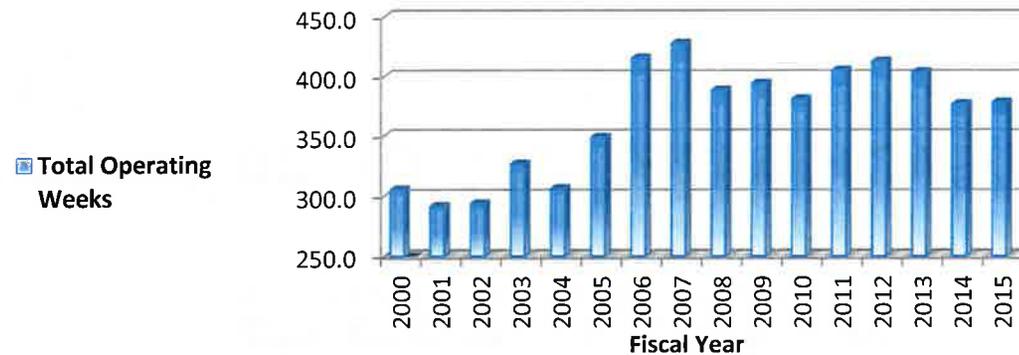
AMHS Fare Box Recovery Rate 1986-2014



Historical Operating Weeks & Fleet Size

AMHS Operating Weeks from Annual Financial Reports

Fiscal Year	Operating weeks (actual as sailed)	Remarks
2000	305.0	9 ships (Bartlett, No FVF or Lituya)
2001	291.7	9 ships (Bartlett, No FVF or Lituya)
2002	293.7	9 ships (Bartlett, No FVF or Lituya)
2003	326.6	9 ships (Bartlett, No FVF or Lituya)
2004	306.2	11 ships (Lituya, FWX, Bartlett / No Chenega)
2005	349.0	Current 11 ships
2006	415.1	Current 11 ships
2007	427.8	Current 11 ships
2008	388.6	Current 11 ships
2009	394.4	Current 11 ships
2010	381.2	Current 11 ships
2011	405.1	Current 11 ships
2012	412.5	Current 11 ships
2013	403.8	Current 11 ships
2014	377.1	Current 11 Ships
2015	378.3	Current 11 Ships



FLEET UPDATE

- *MV Columbia* Federal Capital Improvement Project (CIP) FY16
- *MV Matanuska* Repower FY17
- Fast Vehicle Ferry Systems Upgrades FY16
- Electrical Generation Upgrade
- SOLAS Waiver - Malaspina
 - Kennicott, Matanuska, Taku are SOLAS



TERMINAL UPDATE

- Haines
- Homer
- Auke Bay
- Kake Terminal Improvements
 - Transfer Bridge
 - Passenger Facility
- Kodiak
- Angoon Passenger Facility
- Prince Rupert – Marine Structures
- Skagway
- Ketchikan
- Gustavus
- Tenakee Springs – Dock Replacement



BUDGETARY CONSTRAINTS

- \$14.6M reduction in State GF Operating funds in Fiscal Year 2016 compared to Fiscal Year 2015
- \$4.4M reduction in State GF Capital funds in Fiscal Year 2016 compared to Fiscal Year 2015
 - *MV Taku* has been removed from service in Fiscal Year 2016 due to insufficient capital overhaul funding
- Fuel base budget of \$2.56 per gallon



FISCAL YEAR 2016 OPERATING PLAN

DRAFT

Operating Plan 2015-2016

Revision Number 16.11
08/21/2015

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	Operating Weeks
2015 Implementation of an Operating Plan is dependent upon funding from the legislature and earned revenue. 2016													
KEN	Jul 1, Wed	BEL -X-GULF		Oct 02, Layup			Jan 6 O.H.	Feb 15 YPR/SGY	Mar 21, SW - X-Gulf				32.9
								Feb 09, COI			May 18, COI		
COL	Jul 1, Wed	BEL-Fri		Oct 4, Sun Federal CIP							Apr 27, O.H.	May 25, BEL-Fri	18.9
									Mar 16, COI				
MAT	Jul 1, Wed	YPR/SGY						Feb 16, O.H.	Mar 21, YPR/SGY				47.4
MAL	Jul 01, O.H.	Jul 28, Tue NLC-Dayboat		Oct 4, BEL-Fri								May 25, Wed Layup	43.1
TAK	Jul 01, Layup												0.0
LIT	Jul 1, Wed	MET Service					Jan 10, O.H.	Feb 19, MET Service					46.6
								Feb 10, COI					
LEC	Jul 1, Wed	NP/Dayboat					Jan 13, O.H.	Feb 16, Tue NP/Dayboat					47.4
											May 07, COI		
TUS	Jul 1, Wed	SW								Mar 25, Overhaul	May 15, SW		45.0
				Sep 23, COI									
AUR	Jul 1, Wed	PWS	Aug 15, Overhaul	Oct 1, PWS									45.6
FWX	Jul 1, Wed	PWS		Oct 01, O.H.	Nov 1 Federal CIP						May 01, Sun Layup		13.1
CHE	Jul 1, Wed	SIT 6x PSG 1x		Sep 15, Federal CIP							May 01, Sun Layup		10.9

LEGEND

 CIP	BEL - Bellingham to Skagway Route	PWS-Prince William Sound	SW- Southwest	Mainline Vessels	142.3
 On Line	YPR - Prince Rupert to Skagway Route	MET - Metlakatla Service	YPR-X-Gulf-SW Pr. Rupert Cross Gulf Southwest	Feeder Vessels	107.1
 Overhaul	BEL-X-Gulf Bellingham Cross Gulf SW	NP - Northern Panhandle	NLC + SIT - Northern Lynn Canal + Sitka	Southwest Vessels	101.5
 Layup				Total Operating Weeks	350.9
 COI					

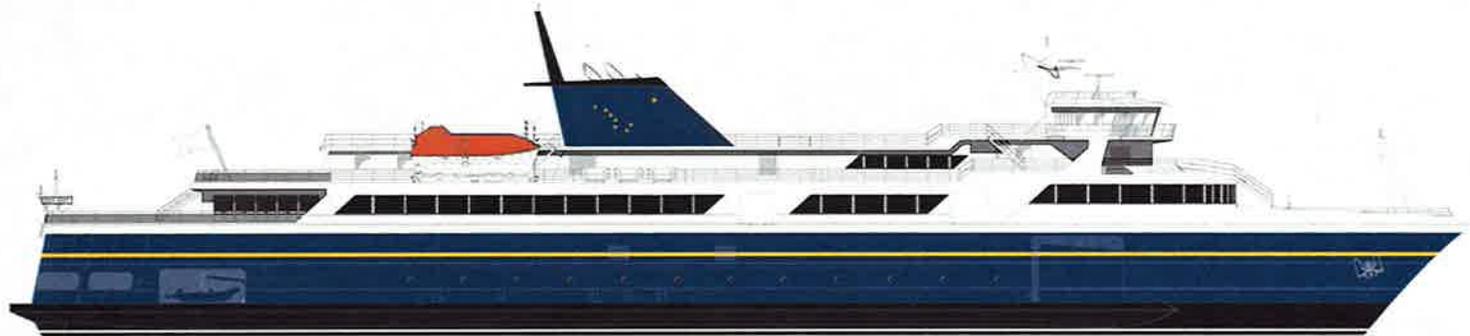
Note: Dates represent the first day of the period. Overhaul and refurbishment periods include vessel travel time.



FISCAL YEAR 2017 & BEYOND

- Continue to provide core services between Alaskan ports, Prince Rupert, and Bellingham
- Budget Constraints
 - Additional reductions in both Operating & Capital funds likely
 - Operating Plans & Schedules are being drafted accordingly
- New reservations system to improve customer service
 - Self Service Kiosks
 - Faster boarding, better security
 - Public roll-out in Spring of 2016
- Create efficiencies and reduce costs
- Retire vessels...Reduce Fleet and/or Reduce Routes
- New vessels: Two Alaska Class, Tustumena Replacement

DAYBOAT ALASKA CLASS FERRIES UPDATE



- **Construction contract signed early October 2014 – Due 2018**
 - Keel laying ceremony was held on December 13, 2014
 - Main engines have been purchased and delivered to Ketchikan
 - Ferries will be 280-feet long
 - Seat up to 300 passengers
 - Carry 53 standard vehicles
 - Feature bow and stern doors
 - Enclosed car decks
 - Controllable pitch propellers to maximize maneuverability and efficiency.

DAYBOAT ALASKA CLASS FERRIES UPDATE



DAYBOAT ALASKA CLASS FERRIES UPDATE



DAYBOAT ALASKA CLASS FERRIES UPDATE



DAYBOAT ALASKA CLASS FERRIES UPDATE



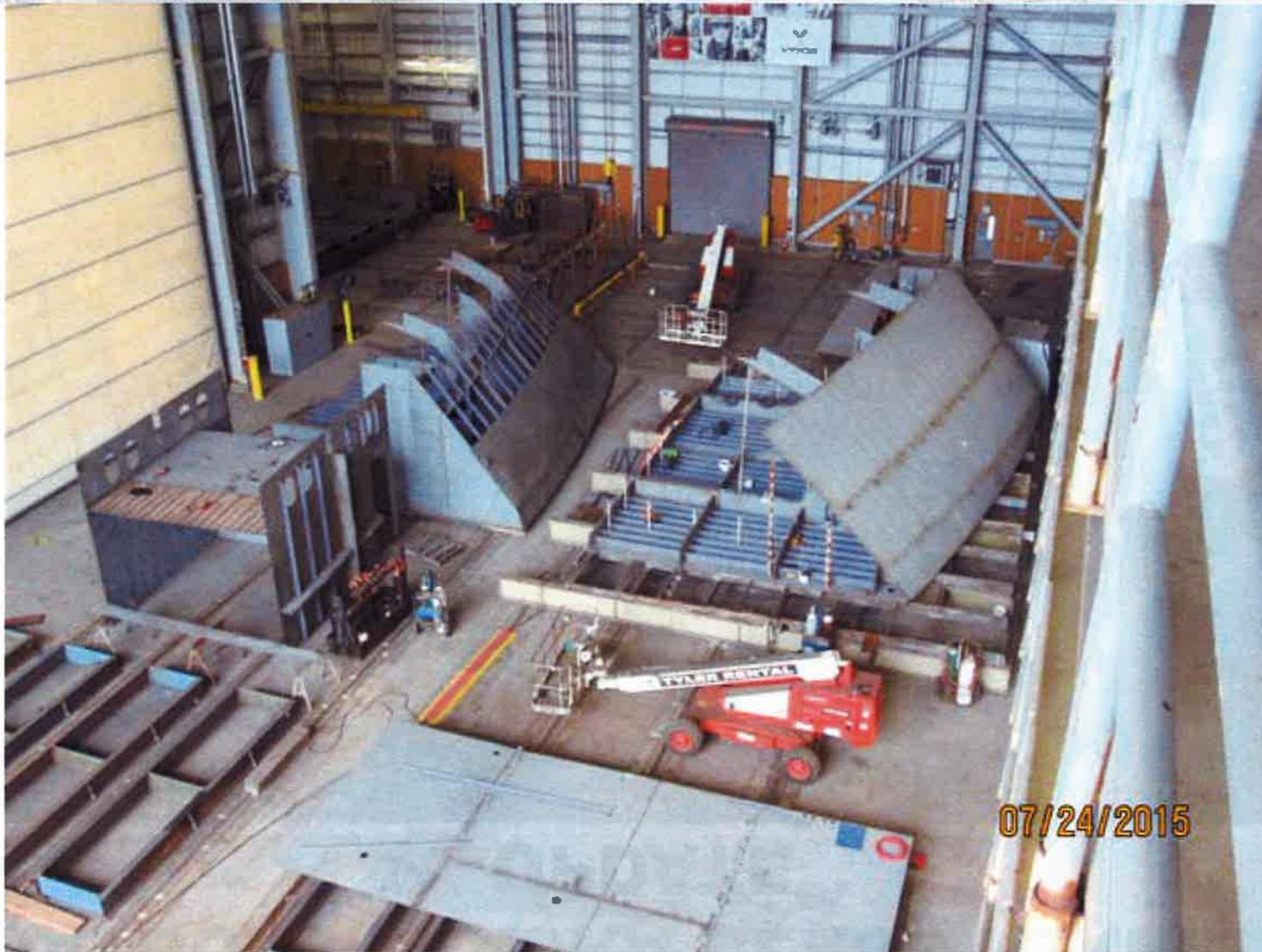
DAYBOAT ALASKA CLASS FERRIES UPDATE



DAYBOAT ALASKA CLASS FERRIES UPDATE



DAYBOAT ALASKA CLASS FERRIES UPDATE

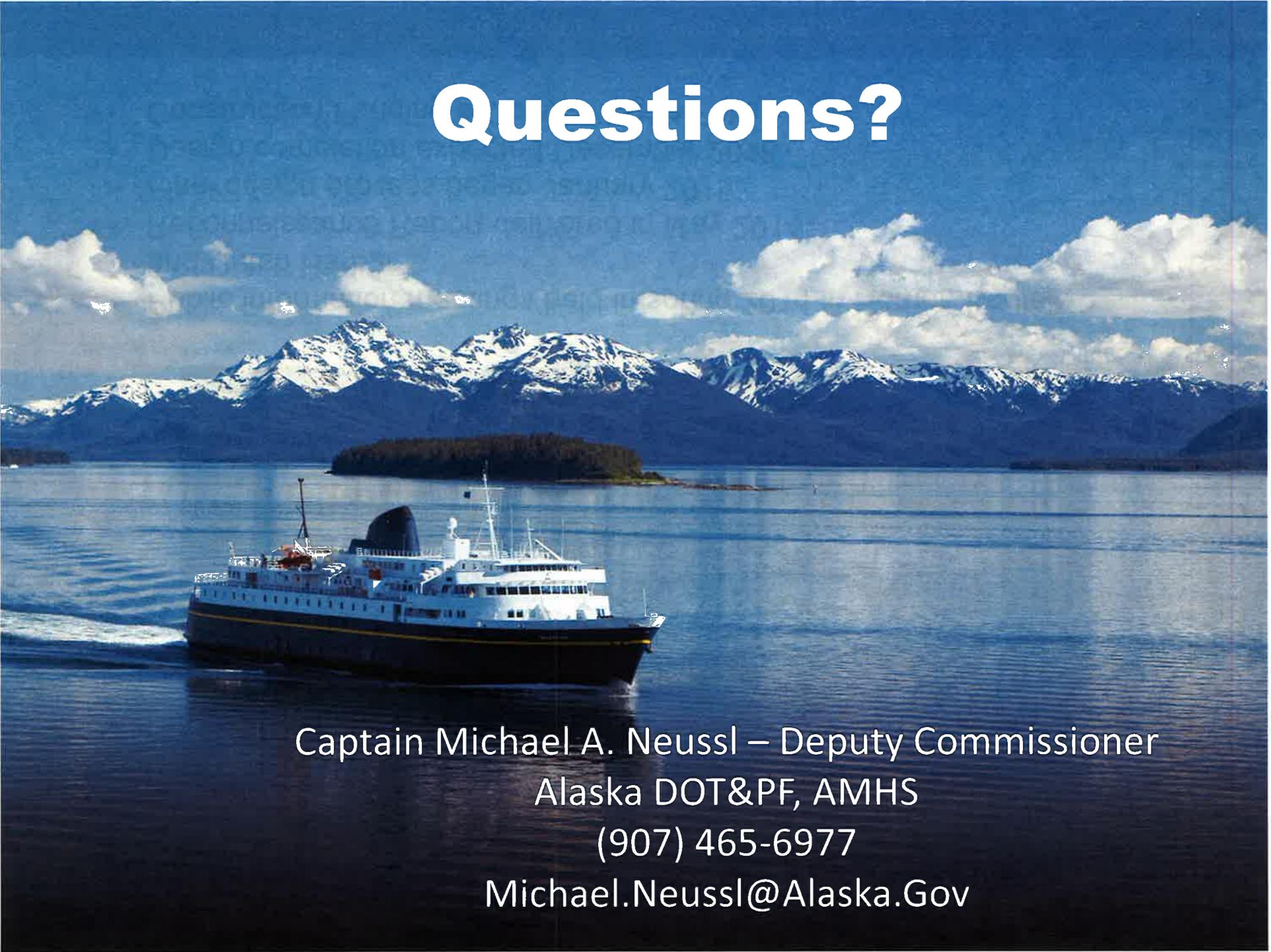


TUSTUMENA REPLACEMENT UPDATE



- Public information meetings held in spring 2014 in Homer, Kodiak, and Dutch Harbor
- Reconnaissance Report delivered in May 2014
- Final design process began January 2015
- Design completion expected December 2015
- Construction Funding & Contracting to Follow

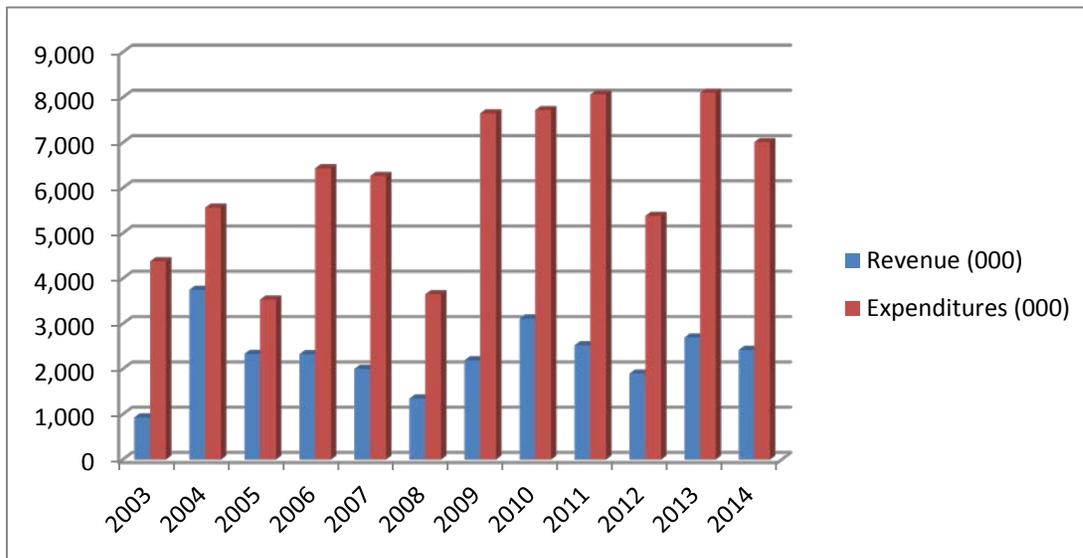
Questions?



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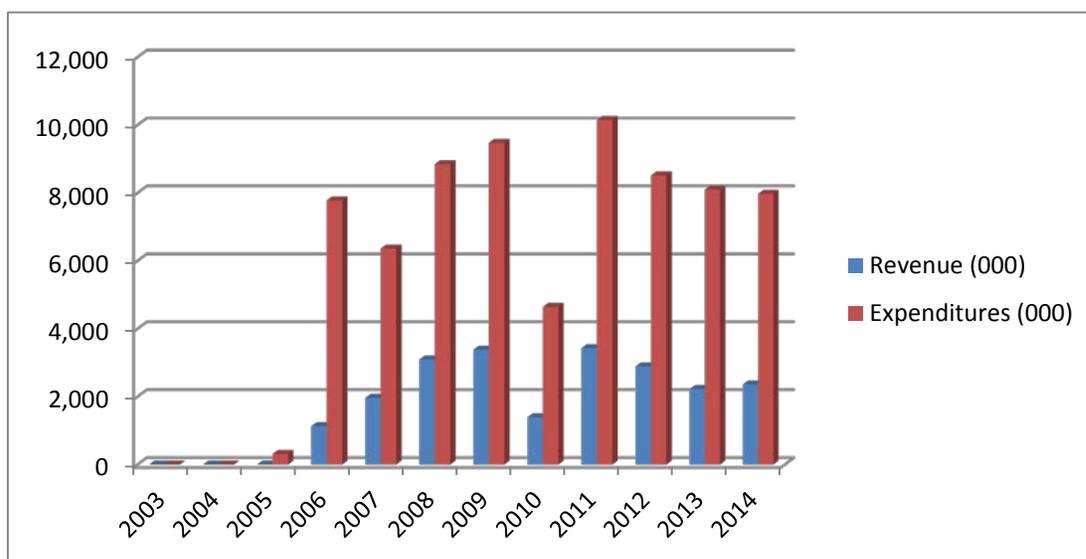
M/V AURORA REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	931	4,379	-3,448
2004	3,749	5,565	-1,816
2005	2333	3,533	-1,200
2006	2,327	6,434	-4,107
2007	2,003	6,264	-4,261
2008	1,347	3,649	-2,302
2009	2,191	7,649	-5,458
2010	3,115	7,720	-4,605
2011	2,522	8,065	-5,543
2012	1,898	5,380	-3,482
2013	2,697	8,104	-5,407
2014	2,421	7,013	-4,592
12 YR Totals	27,534	73,755	-46,221
Averages	2,295	6,146	-3,852



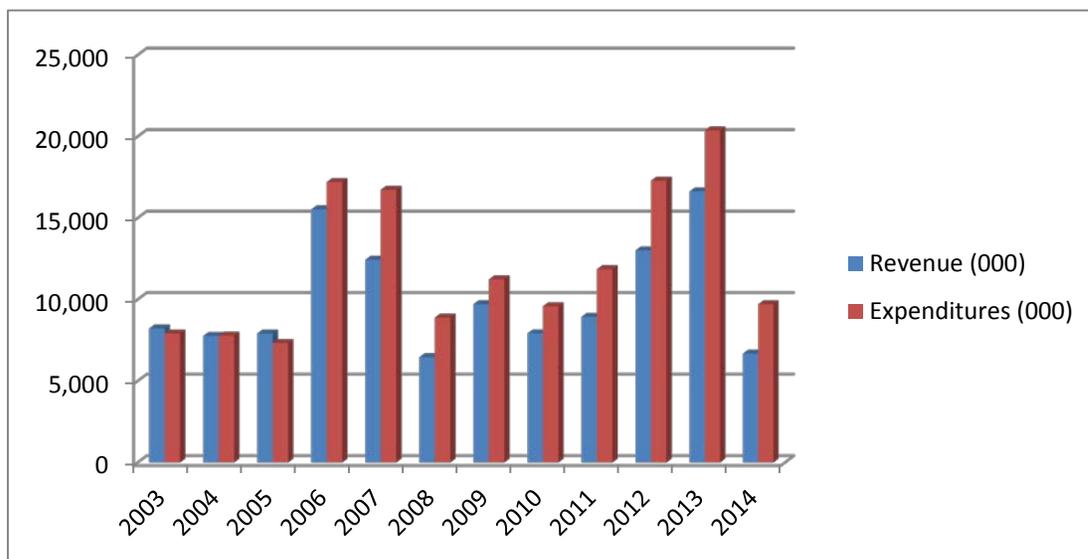
M/V CHENEGA REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	0	0	0
2004	0	0	0
2005	0	314	-314
2006	1,128	7,778	-6,650
2007	1,963	6,360	-4,397
2008	3,093	8,845	-5,752
2009	3,380	9,474	-6,094
2010	1,392	4,643	-3,251
2011	3,428	10,146	-6,718
2012	2,889	8,513	-5,624
2013	2,221	8,098	-5,877
2014	2,358	7,971	-5,613
12 YR Totals	21,852	72,142	-50,290
9 Yr Averages	2,428	7,981	-5,553



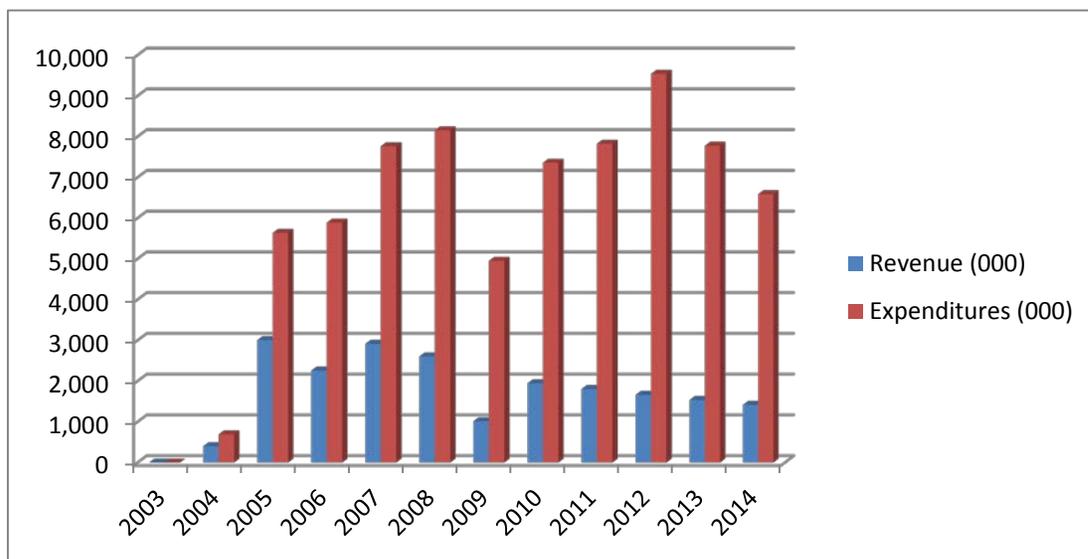
M/V COLUMBIA REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	8,227	7,917	310
2004	7,763	7,787	-24
2005	7,917	7,336	581
2006	15,530	17,205	-1,675
2007	12,439	16,735	-4,296
2008	6,463	8,892	-2,429
2009	9,713	11,231	-1,518
2010	7,924	9,587	-1,663
2011	8,939	11,861	-2,922
2012	13,014	17,292	-4,278
2013	16,635	20,380	-3,745
2014	6,682	9,706	-3,024
12 YR Totals	121,246	145,929	-24,683
Averages	10,104	12,161	-2,057



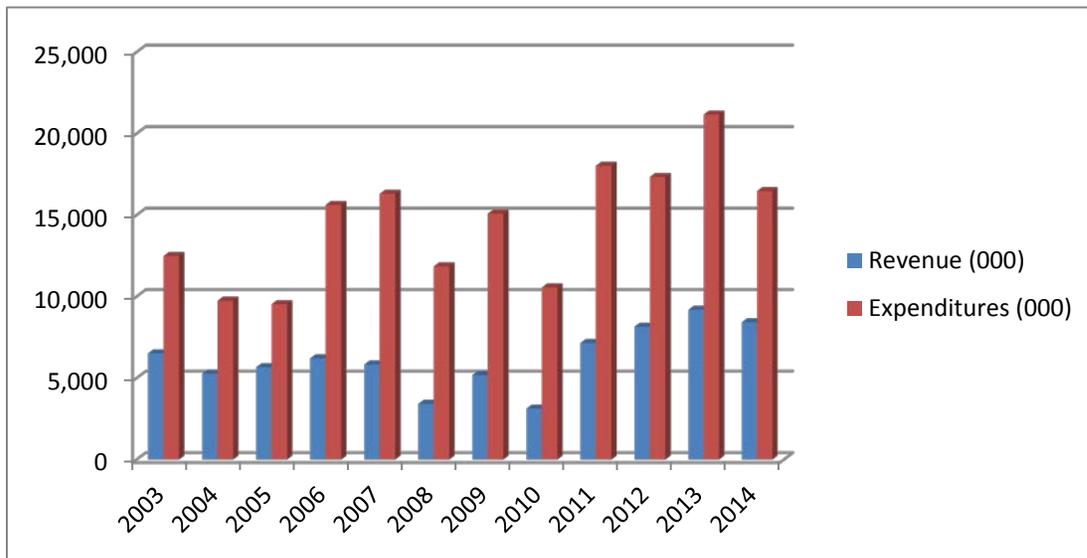
M/V FAIRWEATHER REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	0	0	0
2004	401	692	-291
2005	3003	5,635	-2,632
2006	2,257	5,887	-3,630
2007	2,913	7,762	-4,849
2008	2,605	8,154	-5,549
2009	1,015	4,949	-3,934
2010	1,945	7,356	-5,411
2011	1,805	7,824	-6,019
2012	1,659	9,539	-7,880
2013	1,537	7,774	-6,237
2014	1,415	6,586	-5,171
12 YR Totals	20,555	72,158	-51,603
11 Yr Averages	1,869	6,560	-4,691



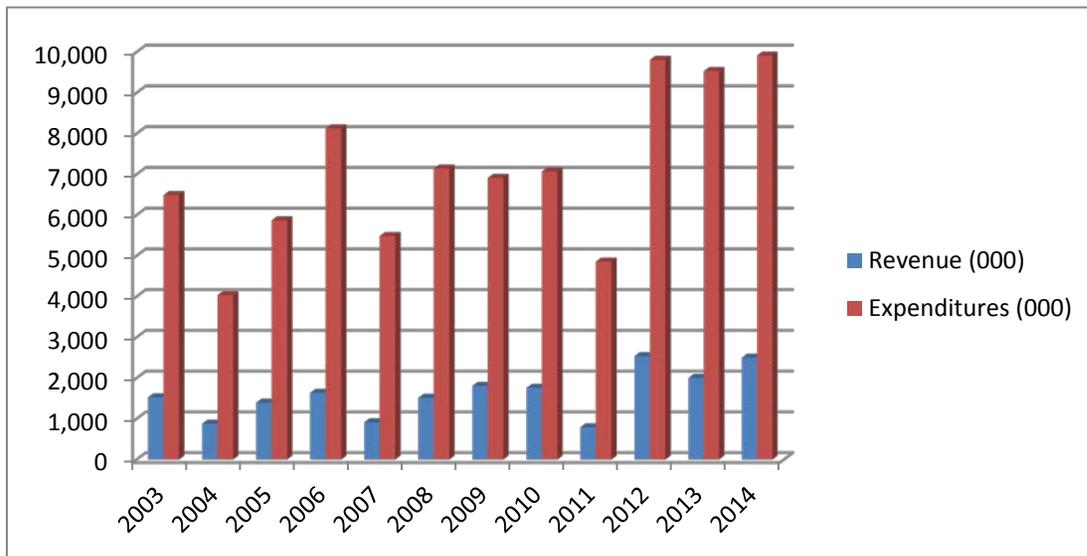
M/V KENNICOTT REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	6,519	12,483	-5,964
2004	5,276	9,744	-4,468
2005	5,662	9,535	-3,873
2006	6,209	15,624	-9,415
2007	5,831	16,300	-10,469
2008	3,414	11,853	-8,439
2009	5,182	15,091	-9,909
2010	3,125	10,557	-7,432
2011	7,154	18,022	-10,868
2012	8,151	17,341	-9,190
2013	9,195	21,170	-11,975
2014	8,425	16,468	-8,043
12 YR Totals	74,143	174,188	-100,045
Averages	6,179	14,516	-8,337



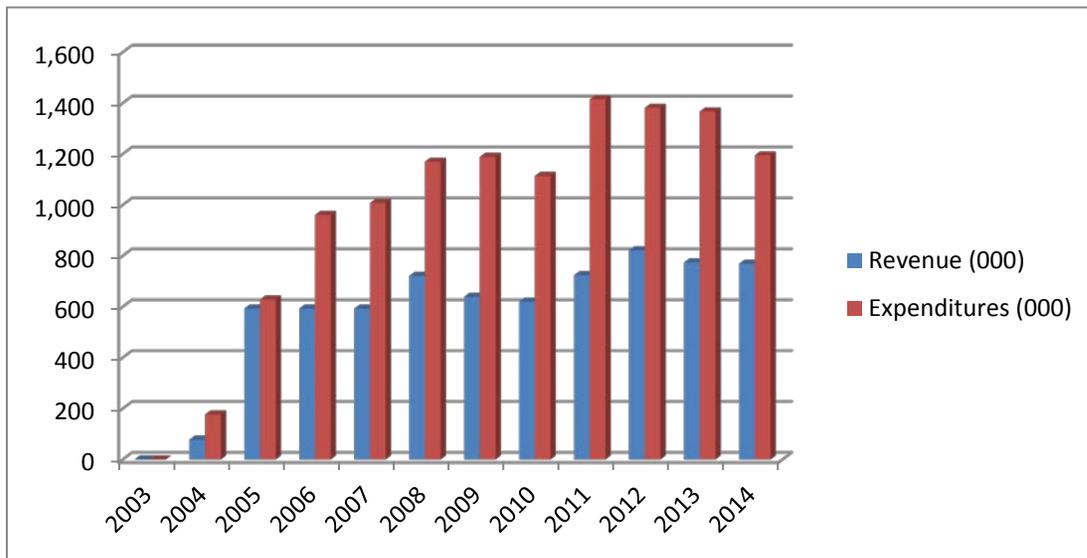
M/V LECONTE REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	1,527	6,490	-4,963
2004	880	4,037	-3,157
2005	1,396	5,869	-4,473
2006	1,638	8,129	-6,491
2007	916	5,485	-4,569
2008	1,514	7,141	-5,627
2009	1,808	6,912	-5,104
2010	1,757	7,070	-5,313
2011	794	4,858	-4,064
2012	2,537	9,807	-7,270
2013	2,006	9,533	-7,527
2014	2,499	9,915	-7,416
12 YR Totals	19,272	85,246	-65,974
Averages	1,606	7,104	-5,498



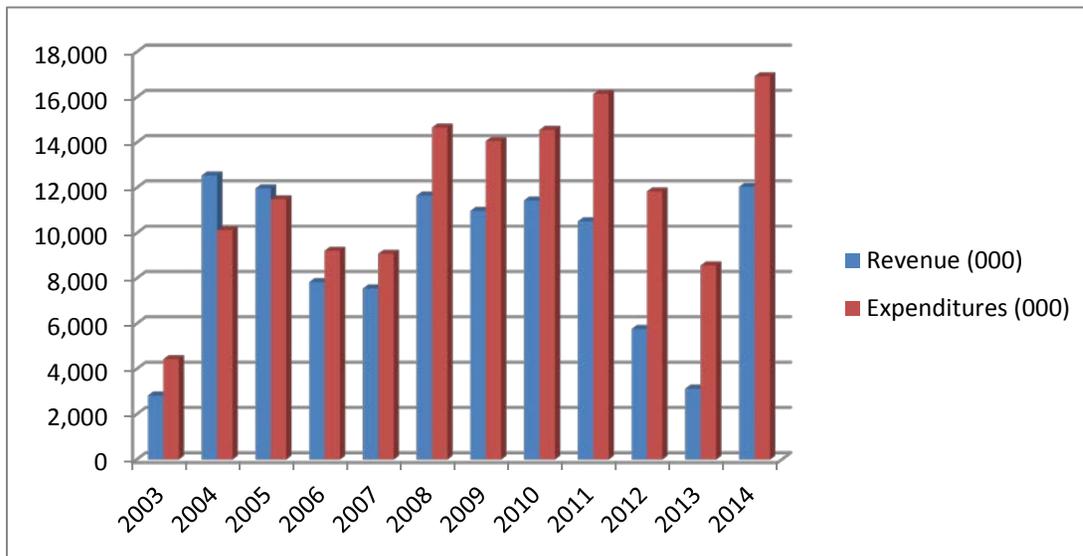
M/V LITUYA REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	0	0	0
2004	78	177	-99
2005	593	629	-36
2006	593	961	-368
2007	593	1,008	-415
2008	721	1,170	-449
2009	639	1,189	-550
2010	620	1,114	-494
2011	724	1,415	-691
2012	822	1,381	-559
2013	774	1,367	-593
2014	769	1,195	-426
12 YR Totals	6,926	11,606	-4,680
11 Yr Averages	630	1,055	-425



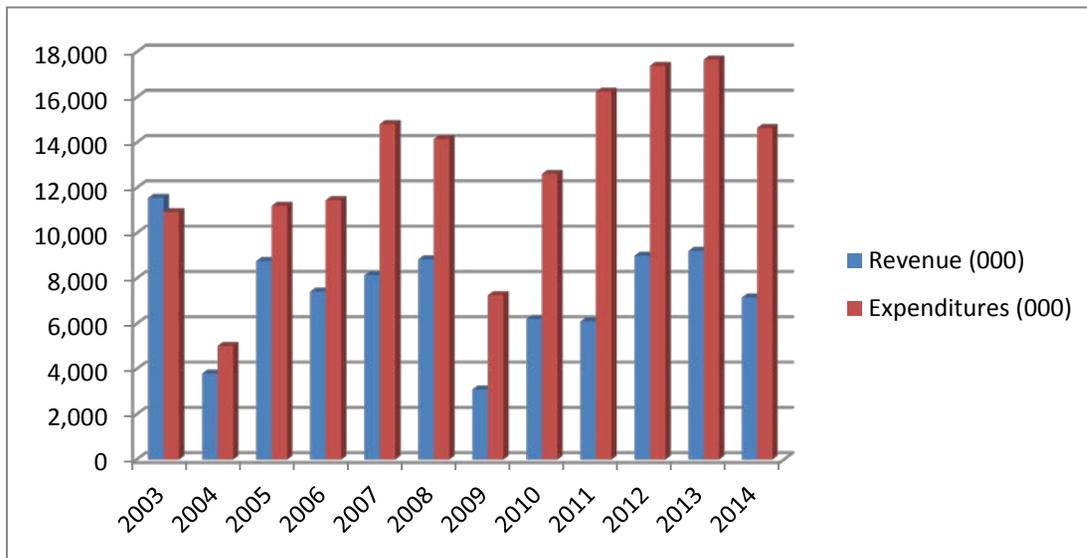
M/V MALASPINA REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	2,829	4,432	-1,603
2004	12,550	10,131	2,419
2005	11,975	11,492	483
2006	7,832	9,219	-1,387
2007	7,552	9,089	-1,537
2008	11,659	14,664	-3,005
2009	10,980	14,065	-3,085
2010	11,446	14,558	-3,112
2011	10,520	16,147	-5,627
2012	5,765	11,843	-6,078
2013	3,133	8,573	-5,440
2014	12,051	16,929	-4,878
12 YR Totals	108,292	141,142	-32,850
Averages	9,024	11,762	-2,738



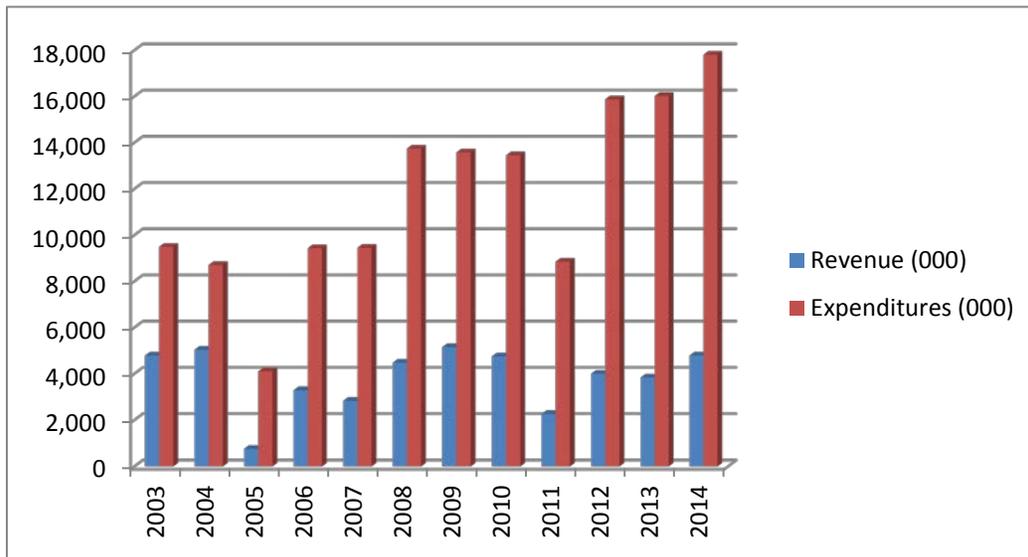
M/V MATANUSKA REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	11,555	10,920	635
2004	3,798	5,018	-1,220
2005	8,762	11,202	-2,440
2006	7,418	11,456	-4,038
2007	8,146	14,814	-6,668
2008	8,841	14,160	-5,319
2009	3,094	7,260	-4,166
2010	6,211	12,611	-6,400
2011	6,100	16,246	-10,146
2012	9,003	17,390	-8,387
2013	9,217	17,669	-8,452
2014	7,154	14,644	-7,490
12 YR Totals	89,299	153,390	-64,091
Averages	7,442	12,783	-5,341



M/V TAKU REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	4,787	9,492	-4,705
2004	5,039	8,709	-3,670
2005	761	4,107	-3,346
2006	3,292	9,436	-6,144
2007	2,833	9,452	-6,619
2008	4,480	13,745	-9,265
2009	5,156	13,583	-8,427
2010	4,755	13,458	-8,703
2011	2,265	8,853	-6,588
2012	4,001	15,880	-11,879
2013	3,839	16,020	-12,181
2014	4,789	17,810	-13,021
12 YR Totals	45,997	140,545	-94,548
Averages	3,833	11,712	-7,879



M/V TUSTUMENA REVENUE AND COST HISTORY (Source: AMHS FY14 Annual Financial Report)

Fiscal Year	Revenue Generated (Thousands)	Operating Expenditures (Thousands)	Difference (Thousands)
2003	2,453	5,433	-2,980
2004	3,366	5,483	-2,117
2005	3,196	6,269	-3,073
2006	2,849	6,378	-3,529
2007	3,060	8,744	-5,684
2008	3,376	9,612	-6,236
2009	2,992	6,642	-3,650
2010	3,525	9,114	-5,589
2011	3,318	10,068	-6,750
2012	3,755	10,978	-7,223
2013	1,875	6,527	-4,652
2014	2,106	9,966	-7,860
12 YR Totals	35,871	95,214	-59,343
Averages	2,989	7,935	-4,945

