

## Marine Transportation Advisory Board Minutes 10.4.18

**Participants:** Robert Venables, Patti Mackey, Shannon Adamson, Pat Branson, Robert Arnold, Greg Wakefield, Norm Carson. **Excused Absence:** Gerry Hope, Carlin Enlow, Jack Jensen, Kerin Kramer

**DOT&PF:** Commissioner Marc Luiken, Director Shirley Marquardt, Captain Falvey, Matt McLaren, Jim Potevin

**Public:** Steve Brooks, Wanetta Ayers, Jacob Resnick, Haines Borough Mayor Jan Hill, Skagway Mayor Monica Carlson, Jan Wrentmore and Denny Bousson, Maxine Thompson (with Carol at Angoon City Hall), Jeff Duncan, Rudy Bean (with Kake City Council members), Lee Parker

### **Chair's Report:**

Chair Venables reported on the christening of the Tazlina and his attendance at the Alaska House Transportation committee field hearing in Kodiak. He also presented to the Fairbanks Chamber of Commerce's transportation committee. The Chair also reminded members with expiring terms to reapply if interested in continuing service on MTAB.

### **AMHS Updates:**

Captain Falvey gave his fleet and terminal report: The Matanuska Federal project is ongoing, consisting of the addition of new engines and a new steering system replacement during the winter of 2018 and into the spring of 2019. This project will replace the main engines, reduction gears, control systems, shafting, propellers, rudders, associated auxiliary equipment, switchboard, 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. Also included in the project is a USCG mandated major conversion, which will bring many of the SOLAS requirements up to present day standards. The contract was awarded to Vigor Industries in Portland Oregon, and commenced in November 2017, and current plans have the vessel re commencing revenue service in July 2019

The Tustumena replacement vessel project is still delayed pending resolution of the Buy America issues. The \$240 million project still has about \$4.6 million on 22 line items not able to be sourced in the USA.

AMHS has an ongoing federally sponsored project to upgrade fast rescue boats and davits where needed. To date, the Columbia and Kennicott have had new davits and new fast rescue boats installed. The Fairweather has had a new fast rescue boat davit installed, and the Matanuska will receive a new davit and fast rescue boat during the winter of 2018/ 2019 while in its re-power project.

The AMHS has awarded a new vessel Satellite Communications System contract to GCI Communication Corporation. The new contract and service will add additional broadband, faster delivery and receiving of data speed, new vessel hardware, along with providing needed connectivity for the use of the new reservation system hand held scanners. Kiosks are still being worked on but resolving credit card issues.

The Tazlina is about 1-3 weeks away from transfer of ownership from the shipyard to AMHS. The Hubbard is scheduled to go into the water next week with a completion date of January 2019.

A federally funded fleet wide passenger services upgrade project is in the early stages of planning. Upgrades to public spaces will also include galleys. Work will be completed during vessel overhauls and CIP's. Vessels receiving upgrades will be the Matanuska, Malaspina, Leconte, Aurora, and Lituya.

AMHS contractor Glostent Associates has completed the yearly vessel condition surveys for the Malaspina, Columbia, Tustumena, Lituya, Aurora, Matanuska, and Kennicott. The contract also included designing and building a new electronic database system for tracking the physical condition of the individual ships.

**Questions from the Public:**

Lee Parker – Captain Falvey, you mentioned that the dock (Gustavus) will be finished in September, but when will the project get started? Falvey's Response – I don't know, but I can find that information out for you.

**Questions from the Board:**

Question – What is the plan for the Haines & Skagway terminal for the front loading ramps? AMHS response – We have pushed that until 2020 in the STIP. The reason being, is that we want to be sure on how we are moving forward with the ACFs.

**Crew Quarters on ACFs:**

Director Marquardt said that Capt. Falvey and staff have been working on the issue of ACF crew quarters for a very long time and have determined that adding crew quarters and a forward side door to the ACFs, will significantly increase the efficiency, flexibility and cost effectiveness of the system. Adding the crew quarters will allow the ACFs operate 24 hours a day. Additional benefits includes eliminations in the service gaps. It would also provide back-up service in the events of a mechanical failure, or any other unexpected delays in a ship. Without crew quarters, one of the ACFs will only operate 5 hours a day, with the State having to pay the full 200 vessel 12 hours a day. Not only would AMHS be paying for the Ferry, they would also have to pay for hotels, per diem, and flights going to JNU for weekly Crew changes. A galley similar to the one on the LeConte is planned as part of the ACF modifications.

AMHS had put in a request to the legislative budget and audit committee to look at utilizing the AMHS funds for the construction of those crew quarters. Due to the response of the committee, AMHS had to pull the request, and they are now looking at a longer term plan to go through the legislative process. Since AMHS' originally appropriation for the vessels were made by the legislature and they made them for day boats. The committee felt that it wasn't appropriate for AMHS to come back and request more money, (13-15 million dollars) for crew quarters. That's a significant change of scope.

**Questions from the Board**

Question: In the Crew Quarter Impact, it shows in multiple locations that the Tazlina will cover a run, at a lower cost than the Aurora. Where is the cost savings coming from? AMHS response - The difference will be the fuel cost, general operational deduction costs, and the overhaul costs.

Follow-up question: It says that the Aurora can be put into cost saving layup. What would that be? Is there a plan for her? AMHS response – We would use the Aurora as an E type status. Keeping her maintained and ready to go.

Question: What is the tentative plan for the Fairweather?

AMHS Response – We are not quite sure about the Fairweather. It will be in overhaul during the winter, and we will have it ready to go if we need it.

Question: Can the Kake and Hoonah terminal handle the ACFs? AMHS response – Yes they will.

Question: Heard AMHS say that there is no money available from the legislature. What's plan B with going forward, and how are we going to get the money? AMHS Response – The plan is to get the Legislature to authorize to utilize federal ferry funds to do the work on the vessels.

### **Questions from the Public**

Skagway questioned why the original crew size for the shuttle was 9 but now it will be 21 - why? AMHS response – function of design and Coast Guard mandates.

Dave Kensinger: Why is the C.O.I rated at 300 passengers? Is that number substantiated or validated with the actual number of people riding that route? AMHS Response – AMHS feels that they can safely operate the vessels and be able to maintain the vessels, with that number. It is also a consensus that the Coastguard and AMHS came up with.

Wanetta Ayers: Is it only the Hubbard that will have a 24-hour service, with the crew quarters? AMHS response – We can potentially put crew quarters on both vessels (Tazlina & Hubbard). They would be completely interchangeable.

Follow-up question – Is that a long-term plan? AMHS response – It's an option. AMHS does not have a long-term plan yet.

Wanetta Ayers – Can the ACFs dock at all 5 PWS ports? AMHS response – not yet, but the limitations are being identified.

### **Board Comments:**

Shannon Adamson – Thinks it a good idea to add the crew quarters

Patti Mackey– Would like to see more information on what the 13-15 million will pay for and what the plan is for engaging with the legislators.

Robert Arnold – We have to look at it from a realistic stand point. We have aging vessels that are breaking down on a regular basis, the people's plans disappear, and crews are being held captive. We should be thinking about these new vessels as a replacement, but not solving the problems of our bigger vessels.

Norm Carson – Leans toward supporting the crew quarters and is interested in more information on how village service will be met.

Greg Wakefield – Would like to see more information on the impacts in the system ports, CIP, etc. along with more budgetary planning.

### **Next Meeting**

TBD

### **Adjourn**