

# Marine Transportation Advisory Board Meeting

Thursday, October 4, 2018 – 1:00 PM

Teleconference

Teleconference Call-in Number: 907-463-1208

*\*Note: There is no access or chairperson code. All you need to do is call the number. The phone will ring non-stop until another participant calls in.*

Board Members: Robert Venables (Chair), Shannon Adamson, Patricia Branson, Gerald Hope, Jack Jensen, Patty Mackey, Karin Kramer, Robert Arnold, Norm Carson, Greg Wakefield, Carlin Enlow, Larry Carson

1. Call to Order
2. Board Roll Call to Establish Quorum
  - a) Welcome and Introduction of other participants
3. Approval of Agenda
4. Public Comments (3 minutes per speaker)
5. Chair's Report
6. AMHS Updates
  1. Fleet & Terminal report
  2. Crew quarters on ACF
  3. 2019 summer service schedules in Lynn Canal & PWS
7. AMHS Reform Project update – Phase 4
8. Board Comments
9. Next Meeting (in person) – possibly in Anchorage - TBD
10. Adjourn

**ALASKA MARINE HIGHWAY SYSTEM**  
**Impacts of ACF Crew Quarters**  
**September 11, 2018**

**Winter Schedule (October 1<sup>st</sup> – April 30<sup>th</sup>)**

<u>Without Crew Quarters on ACFs</u>	<u>With Crew Quarters on ACFs</u>
<ul style="list-style-type: none"> <li>Mainliner service to Haines &amp; Skagway on Mondays &amp; Thursdays</li> </ul>	<ul style="list-style-type: none"> <li>Same</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Haines &amp; Skagway on Tuesdays, Fridays, and Sundays</li> </ul>	<ul style="list-style-type: none"> <li>Same, however, the Hubbard will cover this route during the LeConte's 6-8 week required annual overhaul</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Gustavus &amp; Hoonah on Mondays &amp; Wednesdays</li> </ul>	<ul style="list-style-type: none"> <li>Same, however, the Hubbard will cover this route during the LeConte's 6-8 week required annual overhaul</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Angoon &amp; Tenakee on Thursdays &amp; Saturdays</li> </ul>	<ul style="list-style-type: none"> <li>Same, however, the Hubbard will cover this route during the LeConte's 6-8 week required annual overhaul</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Pelican &amp; Sitka once per month</li> </ul>	<ul style="list-style-type: none"> <li>Same, however, the Hubbard will cover this route during the LeConte's 6-8 week required annual overhaul</li> </ul>
<ul style="list-style-type: none"> <li>Aurora from Cordova to Valdez &amp; Whittier five days per week</li> </ul>	<ul style="list-style-type: none"> <li>The Tazlina will take over this run at a lower cost than the Aurora. The Hubbard will cover this route during the Tazlina's 6-8 week required annual overhaul. The Aurora can be put into a cost-savings layup.</li> </ul>
<ul style="list-style-type: none"> <li>Aurora from Cordova to Tatitlek &amp; Chenega Bay once per week, alternating weeks</li> </ul>	<ul style="list-style-type: none"> <li>The Tazlina will take over this run at a lower cost than the Aurora. The Hubbard will cover this route during the Tazlina's 6-8 week required annual overhaul. The Aurora can be put into a cost-savings layup.</li> </ul>
<ul style="list-style-type: none"> <li>Hubbard &amp; Tazlina will be laid up (not operating) seven months out of the year from October – April. Finding a location to lay up the Tazlina during the winter will be difficult and costly.</li> </ul>	<ul style="list-style-type: none"> <li>The Tazlina will operate year-round. The Hubbard will operate at least 10.5 months each year. The Hubbard can be laid up in Auke Bay at no cost during the time she is not operating (with or without crew quarters).</li> </ul>
<ul style="list-style-type: none"> <li>No service to Gustavus, Hoonah, Pelican, Tenakee, and Angoon for 6-8 weeks, annually in November.</li> </ul>	<ul style="list-style-type: none"> <li>No gaps in service to these ports.</li> </ul>
<ul style="list-style-type: none"> <li>Greatly reduced service to Juneau, Haines, Skagway, and Sitka for 6-8 weeks each year beginning in November.</li> </ul>	<ul style="list-style-type: none"> <li>No service reductions to these ports.</li> </ul>
<ul style="list-style-type: none"> <li>No service to Cordova, Valdez, Whittier, Tatitlek, and Chenega Bay for 6-8 weeks each year beginning in mid-September.</li> </ul>	<ul style="list-style-type: none"> <li>No gaps in service to these ports.</li> </ul>
<ul style="list-style-type: none"> <li>No service to Cordova, Valdez, Tatitlek, and Chenega Bay for 10 months during the planned Aurora repower project.</li> </ul>	<ul style="list-style-type: none"> <li>No 10 month gap in service to these ports.</li> </ul>

**ALASKA MARINE HIGHWAY SYSTEM**

**Impacts of ACF Crew Quarters**

**September 11, 2018**

**Summer Schedule (May 1<sup>st</sup> – September 30<sup>th</sup>)**

<u>Without Crew Quarters on ACFs</u>	<u>With Crew Quarters on ACFs</u>
<ul style="list-style-type: none"> <li>Mainliner service to Haines &amp; Skagway on Mondays &amp; Wednesdays</li> </ul>	<ul style="list-style-type: none"> <li>Same</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Haines &amp; Skagway on Tuesdays</li> </ul>	<ul style="list-style-type: none"> <li>The Hubbard will provide service from Juneau to Haines &amp; Skagway on Fridays.</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Sitka on Fridays</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Hoonah on Sundays</li> </ul>	<ul style="list-style-type: none"> <li>Same</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Gustavus on Mondays</li> </ul>	<ul style="list-style-type: none"> <li>Same</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Gustavus &amp; Hoonah on Wednesdays</li> </ul>	<ul style="list-style-type: none"> <li>Same</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Angoon &amp; Tenakee on Thursdays &amp; Saturdays</li> </ul>	<ul style="list-style-type: none"> <li>Same</li> </ul>
<ul style="list-style-type: none"> <li>LeConte from Juneau to Pelican once per month on Sunday</li> </ul>	<ul style="list-style-type: none"> <li>Same</li> </ul>
<ul style="list-style-type: none"> <li>Hubbard from Juneau to Haines on Thursdays, Fridays, Saturdays, &amp; Sundays. This is part of the previous Fairweather route that will be taken over by the Hubbard.</li> </ul>	<ul style="list-style-type: none"> <li>The Hubbard will be able to operate on a longer day and operate from Juneau to Haines &amp; Skagway on the same days. This will provide four additional port calls per week to Haines.</li> </ul>
<ul style="list-style-type: none"> <li>Tazlina from Skagway to Haines on Thursdays, Fridays, Saturdays, &amp; Sundays. This will only require a crew for four hours per day, however, AMHS will be require to pay the crew for 12-hours of work. This is part of the previous Fairweather route that will be taken over by the Tazlina.</li> </ul>	<ul style="list-style-type: none"> <li>The Hubbard will be able to operate on a longer day and operate from Juneau to Haines &amp; Skagway on the same days. As mentioned above, this will provide four additional port calls per week to Haines. The Tazlina will be used in Prince William Sound.</li> </ul>
<ul style="list-style-type: none"> <li>Finding a crew to operate the Tazlina from Haines to Skagway will be very difficult and costly. Haines &amp; Skagway do not have enough crewmembers living there to crew the ship. The crew will need to be hired from those with a change port of Juneau. This will require the State to pay weekly travel expenses as well as daily lodging and per diem expenses for these crew members.</li> </ul>	<ul style="list-style-type: none"> <li>The Hubbard will operate from Juneau to Haines &amp; Skagway with a Juneau based crew. The Tazlina will operate in Prince William Sound out of Cordova, with a Cordova based crew. There would be no extra expenses to the State since the crew would live at their change port.</li> </ul>
<ul style="list-style-type: none"> <li>Aurora operates in Prince William Sound seven days per week.</li> </ul>	<ul style="list-style-type: none"> <li>The Tazlina will take over this run at a lower cost than the Aurora.</li> </ul>

**ALASKA MARINE HIGHWAY SYSTEM**  
**ACF Crew Quarters vs. No ACF Crew Quarters Cost Comparison**

AMHS NLC AND PWS OPERATIONS WITHOUT CREW QUARTERS					AMHS NLC AND PWS OPERATIONS WITH CREW QUARTERS					VARIANCE
Description	Route	Weekly Cost	Service weeks	Total Expenses	Description	Route	Weekly Cost	Service weeks	Total Expenses	
<b>Operating Expenses:</b>					<b>Operating Expenses:</b>					
Aurora	PWS	\$ 186.1	44.4	\$ 8,262.8	Aurora		\$ -	-	\$ -	\$ (8,262.8)
Tazlina	Juneau-Haines	99.9	22.0	2,197.8	Tazlina	North Lynn Canal	105.5	31.4	3,312.7	1,114.9
Hubbard	Haines-Skagway	142.1	22.0	3,126.2	Hubbard	PWS	162.8	44.4	7,228.3	4,102.1
				<u>\$ 13,586.8</u>					<u>\$ 10,541.0</u>	<u>\$ (3,045.8)</u>
<b>Overhaul Expenses:</b>					<b>Overhaul Expenses:</b>					
Aurora				\$ 1,000.0	Aurora				\$ -	\$ (1,000.0)
Tazlina				300.0	Tazlina				300.0	-
Hubbard				300.0	Hubbard				300.0	-
				<u>\$ 1,600.0</u>					<u>\$ 600.0</u>	<u>\$ (1,000.0)</u>
<b>Layup/COI Expenses:</b>					<b>Layup/COI Expenses:</b>					
Aurora		\$ 39.9	7.7	\$ 307.2	Aurora		\$ -	52.1	\$ -	\$ (307.2)
Tazlina		22.3	30.1	671.2	Tazlina		22.3	20.7	461.6	(209.6)
Hubbard		22.3	30.1	671.2	Hubbard		22.3	7.7	171.7	(499.5)
				<u>\$ 1,649.7</u>					<u>\$ 633.3</u>	<u>\$ (1,016.4)</u>
<b>TOTAL ANNUAL NLC AND PWS EXPENSES WITHOUT CREW QUARTERS:</b>				<u><u>\$ 16,836.53</u></u>	<b>TOTAL ANNUAL NLC AND PWS EXPENSES WITH CREW QUARTERS:</b>				<u><u>\$ 11,774.34</u></u>	<u><u>\$ (5,062.19)</u></u>

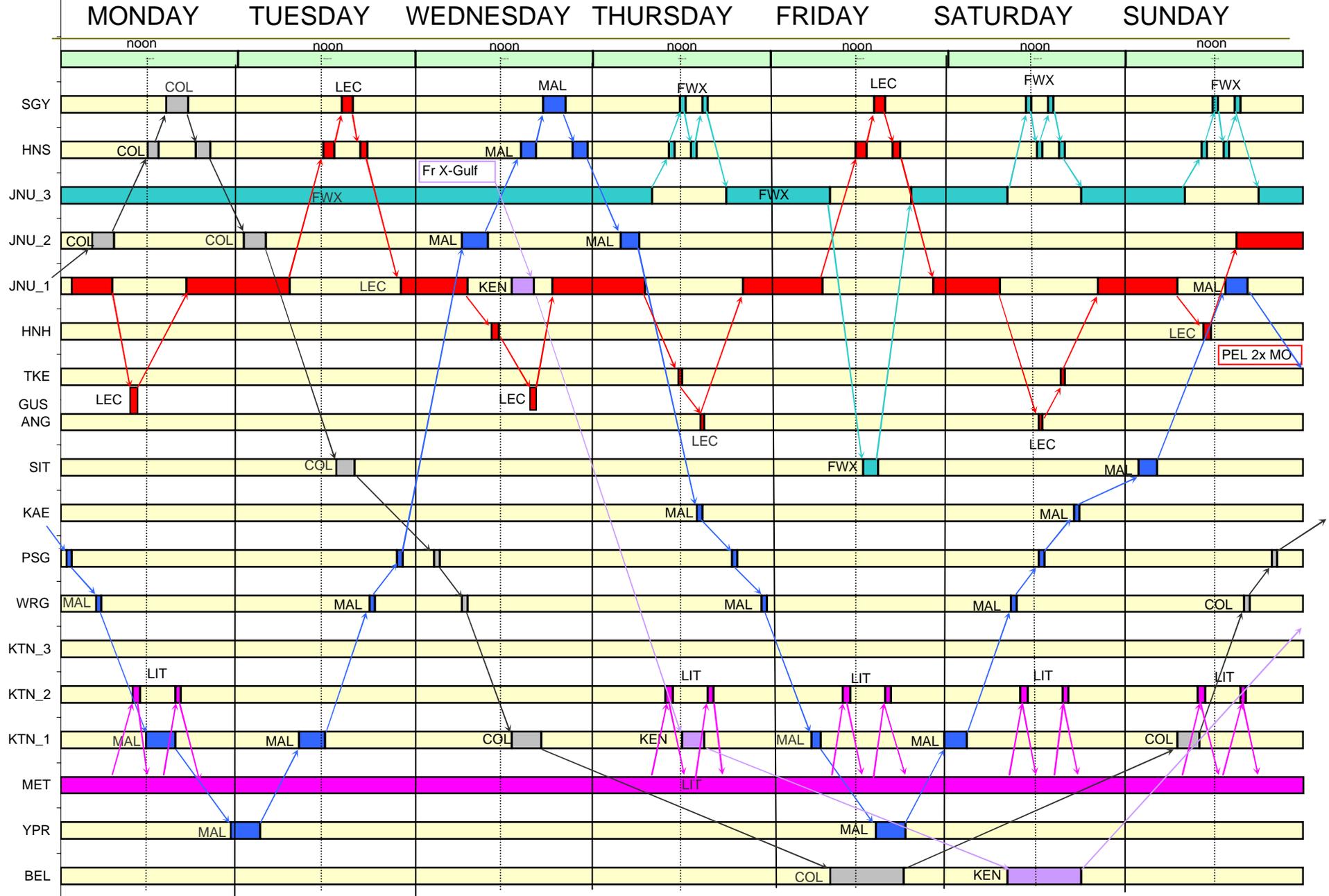
<u><b>State Costs</b></u>	
Crew Quarters	\$ 15,000.0
<b>Annual Savings:</b>	\$ 5,062.2
<b>Payback Period (Years)</b>	<u><u>3.0</u></u>

DRAFT

# Summer SE Pattern with Fairweather

DRAFT

Revised 9-26-2018

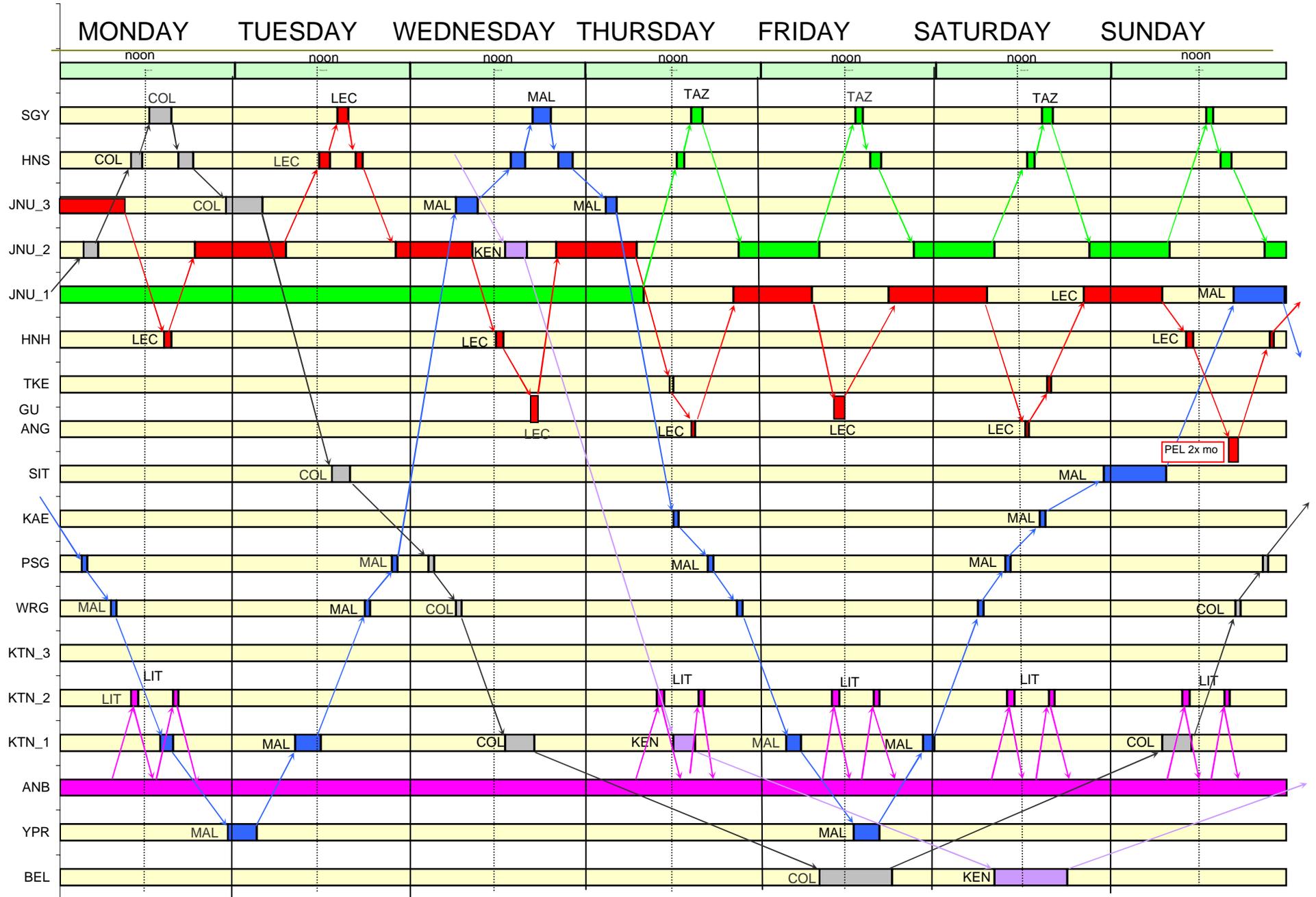


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# Summer SE Pattern with Tazlina

DRAFT

Revised 09-25-2018

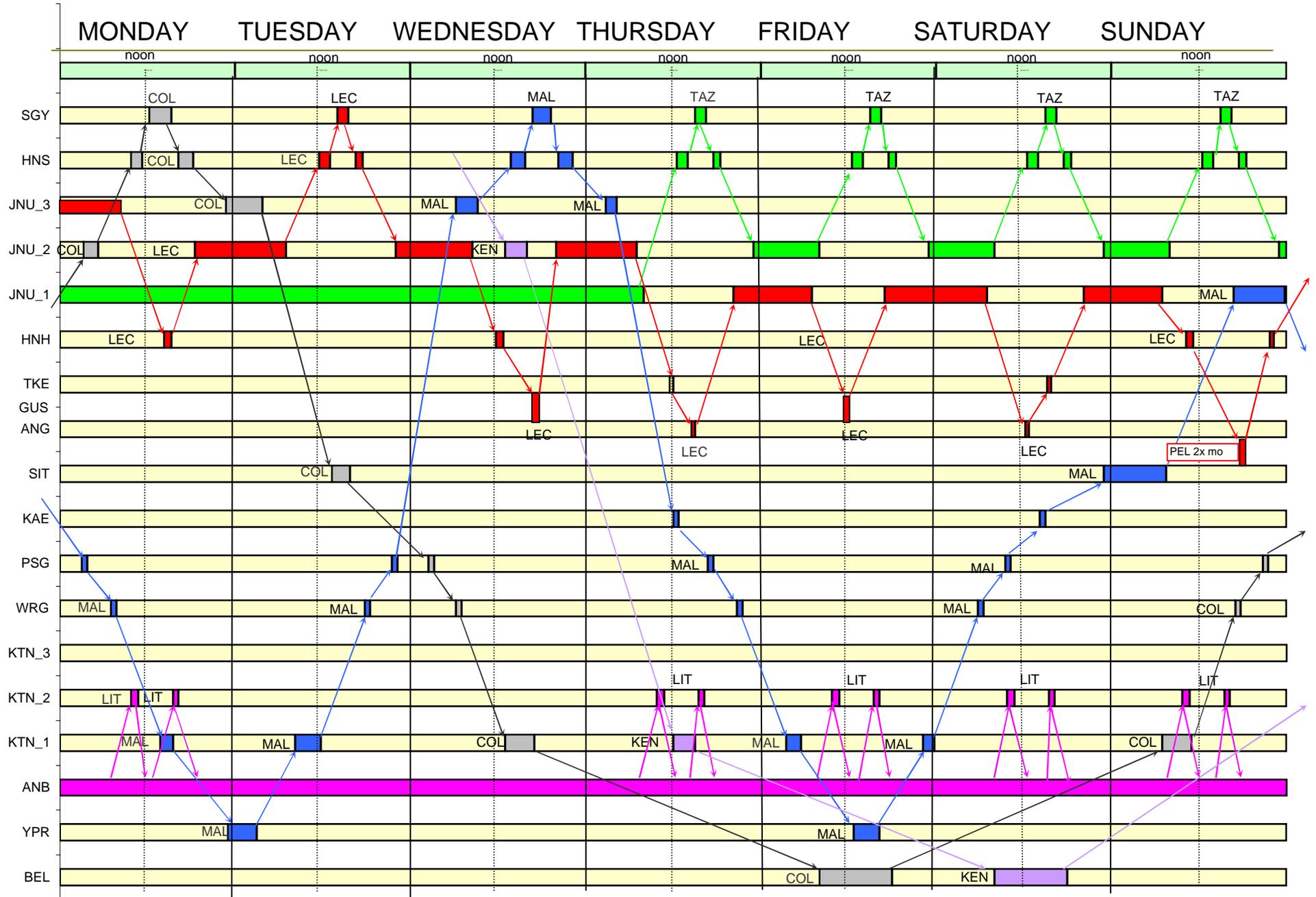


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# Summer SE Pattern Tazlina with Quarters

DRAFT

Revised 09-125-2018



2:00pm Arrive Skagway  
3:30pm Depart Skagway.  
Note: Car Deck fully utilized 1000'+.

**Tazlina NLC Mainliner**  
U/W 7:00am – Return 10:00pm  
Crew 24/7 – 6hr watches

Haines – Skagway  
runtime 1hr.

Skagway - Haines  
runtime 1hr.

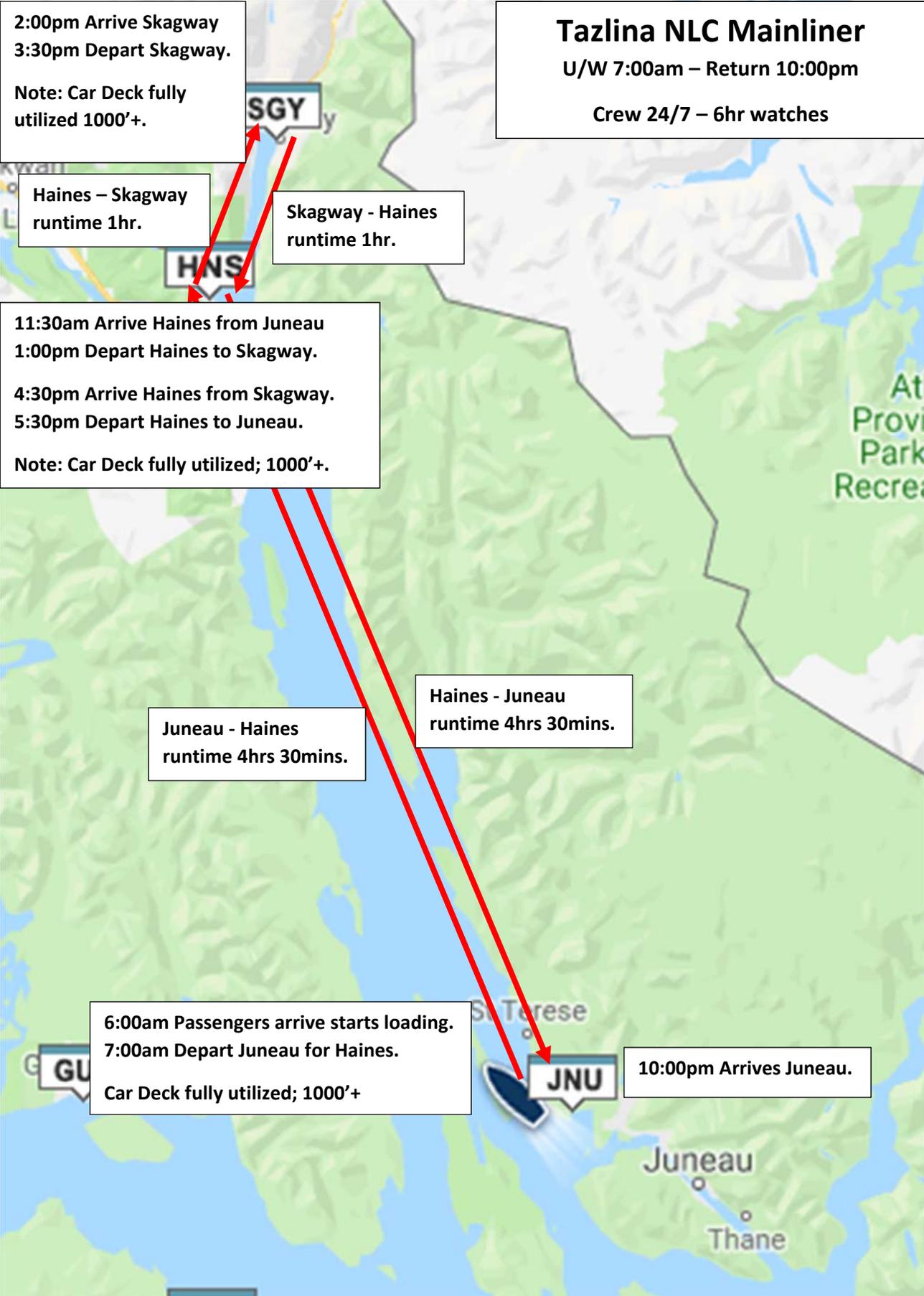
11:30am Arrive Haines from Juneau  
1:00pm Depart Haines to Skagway.  
4:30pm Arrive Haines from Skagway.  
5:30pm Depart Haines to Juneau.  
Note: Car Deck fully utilized; 1000'+.

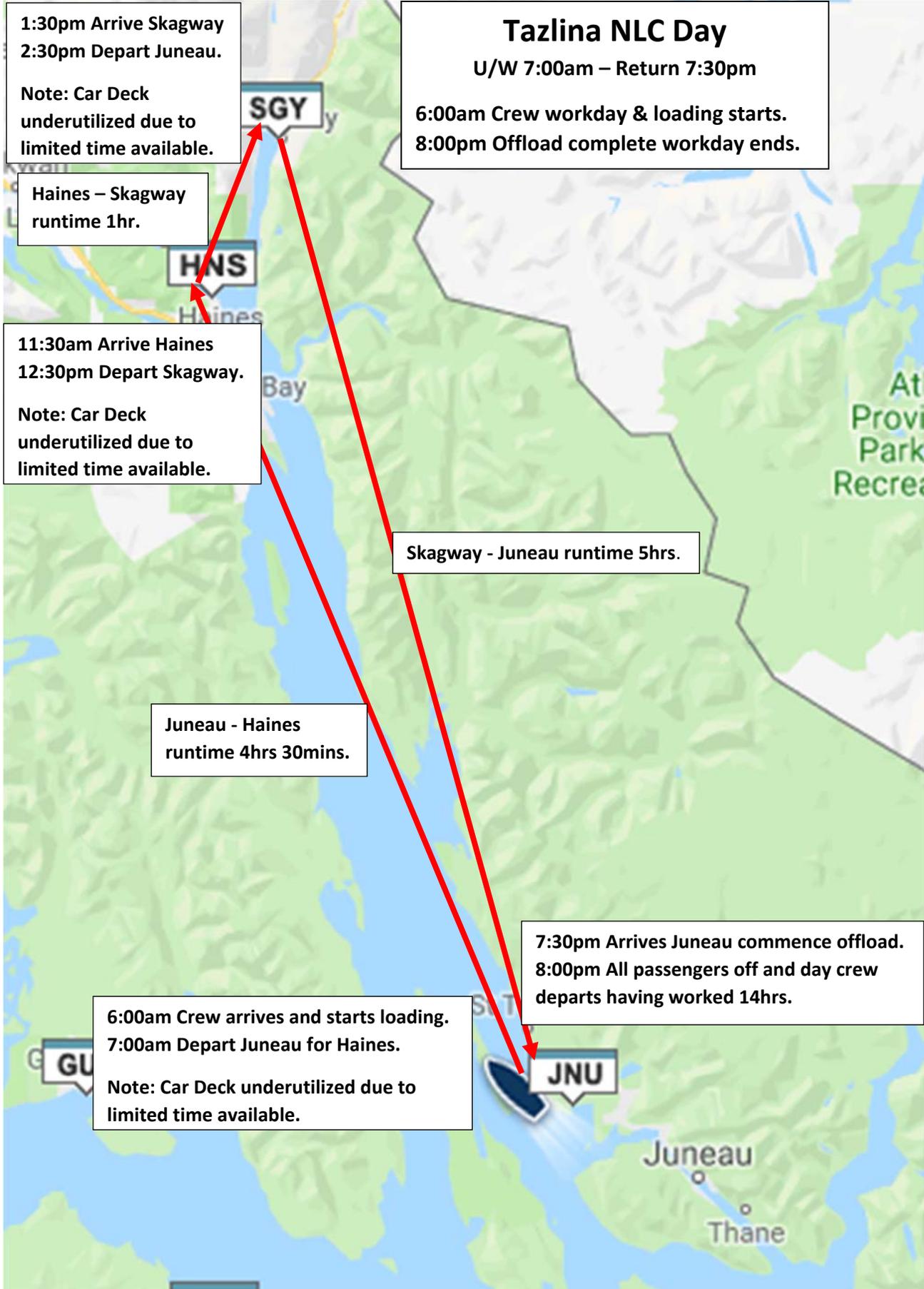
Juneau - Haines  
runtime 4hrs 30mins.

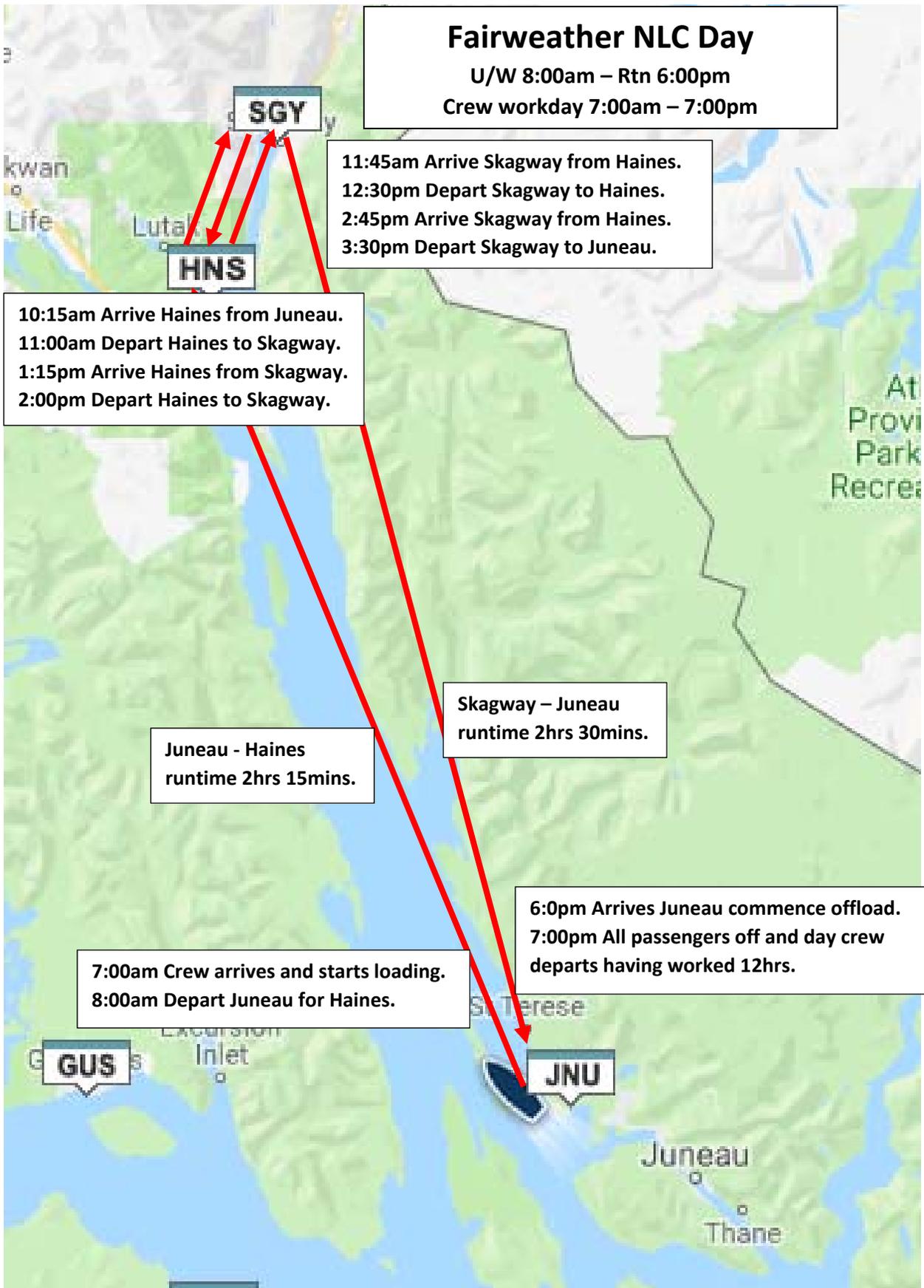
Haines - Juneau  
runtime 4hrs 30mins.

6:00am Passengers arrive starts loading.  
7:00am Depart Juneau for Haines.  
Car Deck fully utilized; 1000'+

10:00pm Arrives Juneau.







**Fairweather NLC Day**  
U/W 8:00am – Rtn 6:00pm  
Crew workday 7:00am – 7:00pm

11:45am Arrive Skagway from Haines.  
12:30pm Depart Skagway to Haines.  
2:45pm Arrive Skagway from Haines.  
3:30pm Depart Skagway to Juneau.

10:15am Arrive Haines from Juneau.  
11:00am Depart Haines to Skagway.  
1:15pm Arrive Haines from Skagway.  
2:00pm Depart Haines to Skagway.

Juneau - Haines  
runtime 2hrs 15mins.

Skagway – Juneau  
runtime 2hrs 30mins.

7:00am Crew arrives and starts loading.  
8:00am Depart Juneau for Haines.

6:00pm Arrives Juneau commence offload.  
7:00pm All passengers off and day crew  
departs having worked 12hrs.

GUS

JNU

Juneau

Thane



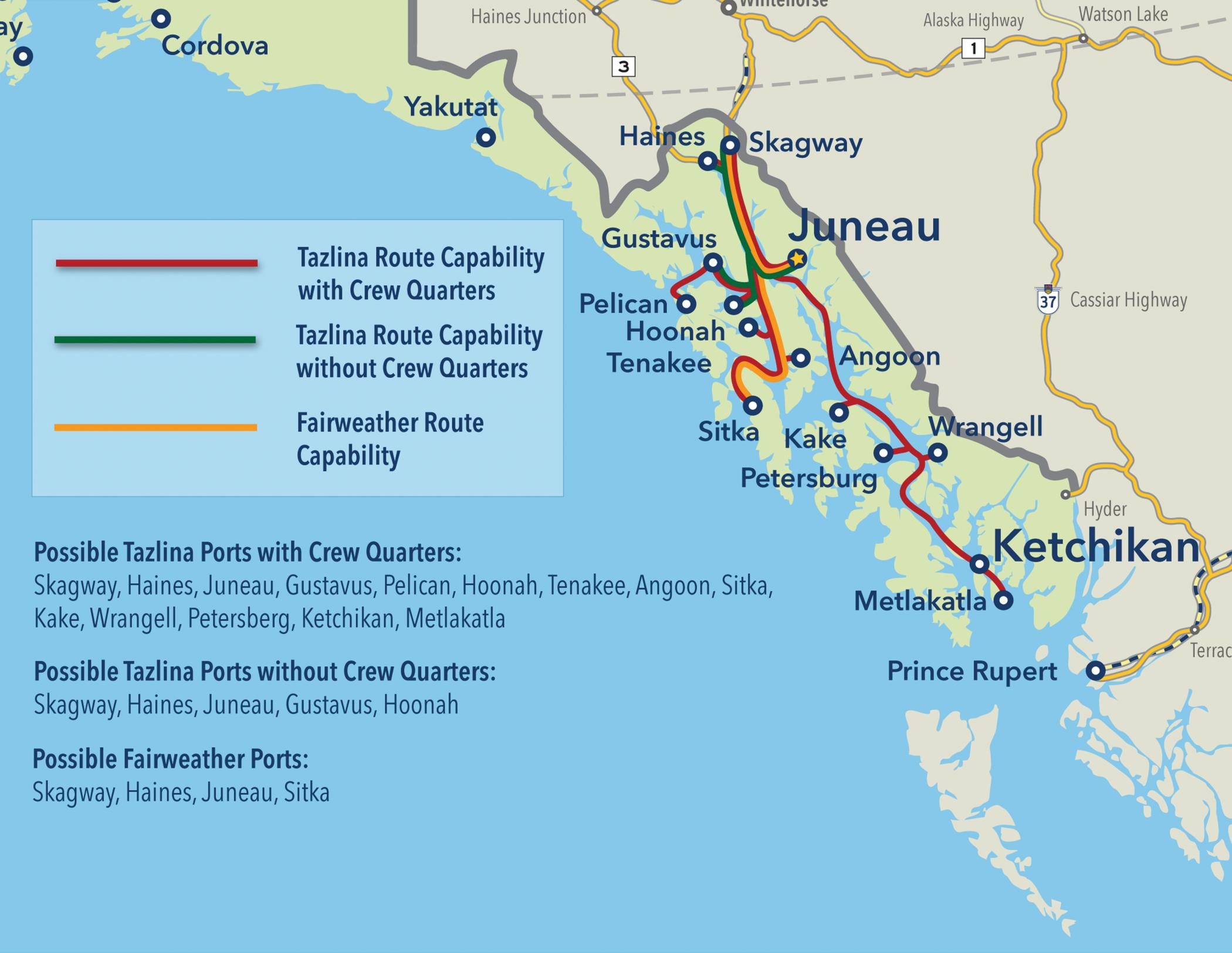
	Tazlina Route Capability with Crew Quarters
	Tazlina Route Capability without Crew Quarters
	Fairweather Route Capability
	Aurora Route Capability

**Possible Tazlina Ports with Crew Quarters:**  
 Cordova, Valdez, Whittier, Tatitlek\*, Chenega Bay\*  
 \* Modification to facilities will be required

**Possible Tazlina Ports without Crew Quarters:**  
 None

**Fairweather Ports:**  
 Cordova, Valdez, Whittier

**Aurora Ports:**  
 Cordova, Valdez, Whittier, Tatitlek, Chenega Bay



-  Tazlina Route Capability with Crew Quarters
-  Tazlina Route Capability without Crew Quarters
-  Fairweather Route Capability

**Possible Tazlina Ports with Crew Quarters:**  
Skagway, Haines, Juneau, Gustavus, Pelican, Hoonah, Tenakee, Angoon, Sitka, Kake, Wrangell, Petersburg, Ketchikan, Metlakatla

**Possible Tazlina Ports without Crew Quarters:**  
Skagway, Haines, Juneau, Gustavus, Hoonah

**Possible Fairweather Ports:**  
Skagway, Haines, Juneau, Sitka

# AMHS Reform Initiative

## Feeder Vessel Requirements Report

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**Step One of the Long-Range Capital Plan and Deployment Strategy recommended in the Phase Two report for replacing the existing fleet of vessels with new standardized vessels**

### Objective

- Conduct a gap analysis and identify the pros and cons of an Alaska Class Ferry (ACF), with appropriate modifications, to serve as the 24/7 Feeder vessel as notionally envisioned in the Reform Initiative Phase 2 Report, and in alignment with the current understanding of future AMHS service needs.
- Evaluate the feasibility of the M/V HUBBARD to be modified to the Feeder requirements.

### Deliverable

The deliverable from this task would be an engineering report outlining any changes required of an ACF to be used as a 24/7 Feeder vessel, and the alignment of the HUBBARD to those requirements. The impact on acquisition costs for new vessels, and potential HUBBARD modifications, will be discussed in relation to current ACF procurement information.

The report can be submitted approximately 3 weeks after Notice to Proceed, mid-August. This will provide time for review/comment and inclusion in the September Southeast Conference Annual Meeting, if desired.

### Scope of Work

#### 24/7 Feeder Vessel Requirements Review

The AMHS Reform Initiative's Strategic Business and Operation Plan, Phase Two Final Report, outlines a notional standardized fleet of vessels to achieve system-wide efficiencies and service improvements. One vessel design in that fleet is a 24/7 Feeder vessel with the capability to serve both Southeast Alaska and Prince William Sound. For this task, EBDG will first review with AMHS the operational requirements for this vessel, discuss the implementation of the vessel into the detail service schedule, and confirm the final vessel performance requirements. This will include review of the LCONTE and AURORA vessels currently providing the service, and historical development of the ACF design, to ensure all performance concerns are addressed. Specific issues to be discussed are: vehicle loading and capacity, passenger capacity and services, passenger cabin requirements (if any), service speeds, and critical routes.

#### Vessel Gap Analysis

With the Feeder vessel requirements identified in detail, and known capabilities/configuration of the ACF, EBDG will conduct a gap analysis of the two vessels. We will identify the changes that would be required in an ACF to perform the functions of the Feeder vessel, and areas where the ACF may already be compliant.

### **Vessel Design Modification Impact Analysis**

EBDG will evaluate the identified gaps and provide a discussion on the cost implications of constructing future 24/7 Feeder vessels from the existing ACF design. The pros and cons to the AMHS system as a whole will also be addressed: community and passenger service frequency and capacity, operational costs, maintenance costs, etc .

### **M/V HUBBARD Upgrade Feasibility Analysis**

As a subset to the impact analysis, EBDG will evaluate the potential opportunity to modify the HUBBARD, still under construction in the Vigor AK shipyard, to the finalized 24/7 Feeder requirements. These modifications could include minimal crew cabins, passenger cabins, full galley service, bars, retail space, vehicle loading modifications, and others that may be revealed in the requirements analysis. The pros and cons of implementing the Feeder requirements, or some subset of design changes, on the HUBBARD will be provided with a discussion on how this may, or may not, advance the standardized fleet transition and enhance AMHS service to the communities of Lynn Canal and Prince William Sound.

### **Berners Bay Terminal Analysis**

EBDG understands that discussions continue regarding the opportunity to construct a new terminal in the Berners Bay area. The implications of that new terminal on service to Lynn Canal by the current ACF design will also be analyzed to determine if the deployment strategy is likely to yield economic advantages and improved transportation.

# MTAB Meeting

October 4, 2018

## Vessels

### **M/V Matanuska Repower Winter 2018 to June 2019**

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

### **Malaspina SOLAS Waiver**

The AMHS has received a SOLAS waiver for the Malaspina to run into Prince Rupert in place of the Matanuska. The waiver will expire in August 2019.

### **Fleet wide Lifesaving Equipment Upgrades**

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.

### **Chenega Layup Update**

The Chenega continues to remain in an unmanned layup in Ward Cove, Ketchikan. Per a contract between the State and Ward Cove Industries, the vessel is being monitored for security purposes. AMHS engineering staff also makes scheduled visits to the ship to check on the vessels condition.

### **Fairweather Update**

The Fairweather will complete revenue service on November 18, 2018 in Prince William Sound, and will then proceed to Vigor Shipyard in Ketchikan for removal of its waterjet drive units for storage, and will then proceed to a yet to be determined long term layup dock facility to commence long term preservation of on board equipment and a long term layup. The Prince William Sound service gap from November 19 to December 11, is due to USCG regulations regarding high speed craft operating under the international high speed code, being required to have night certifications for crews covering the routes run after twilight, and the AMHS's lack of time, and the needed funding to certify the crews.

# MTAB Meeting

October 4, 2018

## Satellite Communications System

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 the needed connectivity for the use of the new reservation system hand held scanners.

## Passenger Services Upgrade Amenities Project

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.

## Tustumena Replacement Vessel Project

The 100% PS&E (Plans Specifications and Estimates) package is complete.

The TRV project was in the FY 18 Capital Budget which has been approved, therefore the state now has the authority to spend project related federal and state matching funds from the vessel replacement fund.

Currently the Buy America Waiver Request is with the Federal Highway Administration in Washington D.C. undergoing a review process. Pending initial approval, the waiver will then be posted for public comment. After completion of the public comment period, the waiver request will next be reviewed for final approval or rejection. Of note, very few waivers have been approved under the current Administration in Washington D.C.

AMHS management is actively working with the offices of Senators Sullivan and Murkowski along with FHWA in an effort to get the needed waivers approved.

Dependent upon the Buy America Waiver request approval progress, AMHS continues to plan on delivering the ship for revenue service by December 2022, or early 2023.

## 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

# MTAB Meeting

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- Vehicle Lane Length | 1,180 Feet
- Passengers | 250 (Berths for 104)
- Officer & Crew | Minimum Manning IAW Regulatory Requirement

## **New Reservation System**

The new reservation system is now being used throughout the system. While implementation of the new system has not been without its challenges, the transition process has gone relatively smooth due to the hard work of terminal and vessel staff. The handheld scanners and kiosks are still being tested to ensure full functionality with kiosks being ready for use in selected manned terminals in the near future. The hand held scanners work well with cellular connectivity, although in ports without a cellular connection, an off line operation is still necessary. The goal of the new satellite system contract is to remedy the hand held scanner issues in some ports which have a lack of cellular connectivity. AMHS continues to work closely with the reservation system contractor, to resolve all of the issues that have come up since the go live, and continue to make improvements so as to increase efficiencies for both customers and staff.

## **Alaska Class Ferries**

The MV Tazlina was christened on 8/11/18. The Go forward plan for Tazlina is to finish the sea and dock trials, get all the required test memos and acceptance requirements signed off and take acceptance of the ship. Once the state accepts the ship, the plan is for the Tazlina to operate as a day vessel commencing revenue service during May 2019 servicing Juneau, Haines and Skagway. The Hubbard construction is progressing well and Vigor Shipyard is now indicating a December 2018 delivery.

## **Asset Management System**

Operations and Engineering is working with ISSD/OIT and DOT SE Procurement to draft an RFP for a new maintenance management system, which is a system designed to electronically record and track all vessel maintenance. The upgrade is needed to satisfy the AMHS's Safety Management System requirements. The Office of Information Technology will conduct a spend review before the RFP can be posted.

# **MTAB Meeting**

**October 4, 2018**

## **AMHS Fleet Condition Survey Report**

AMHS contractor Glostén 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.

## **Financial Reports to Ship Captains.**

AMHS management continues to provide vessel captains, and senior vessel crew with monthly financial, and cost to operate statements. This effort is intended to engage the ships officers with shore side management, and to solicit their suggestions regards vessel cost savings and efficiency suggestions.

# **Terminals**

## **Haines ACF End Berth Second Phase**

This project consists of design, construction and the addition of two bow/stern loading docks for berthing the new Alaska Class Ferries. Shore side and uplands improvements will also take place. The environmental document has been approved, and final design is completed. This project is currently on hold.

## **Prince Rupert Ferry Terminal Replacement**

The Prince Rupert ferry terminal dock replacement project remains in a stalemate over Buy America act compliance issues, and on January 29, 2018 DOT&PF sent a Buy America Waiver request to FHWA in Juneau for initial review before being send to Washington D.C. for consideration. In the meantime, AMHS is continuing to conduct minor repairs and maintenance in an effort to keep the facility functional and safe, and is also looking at other possible docking options to assure continued stable service to Prince Rupert.

## **Skagway Ferry Float Replacement**

The project is ongoing, with coordination and discussing occurring between the State and the City of Skagway.

# **MTAB Meeting**

**October 4, 2018**

## **Ketchikan Terminal**

This is a two phase project consisting 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 fenders 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 cathodic protection anodes on existing pile supported structures at berths #1 and #3. The first phase of the project consisted of a dolphin upgrade, with covered catwalk from the terminal to berth #3, along with some utility work being completed. The Berth 3 side fender upgrades and remaining utility work on the Berth # 1 transfer bridge will be completed in March 2020.

## **Ward Cove Layup and Working Berth Facility for AMHS**

Details still need to be worked out between the state and the EPA regarding the environmental aspects of the project and its potential to disturb the sediment cap. The AMHS has met with AIDEA to discuss possible funding options for construction of the marine layup facility, which is an ongoing effort.

## **AMHS Gustavus Terminal Improvements**

In December 2013, a storm damaged the facility. The environmental document work has been completed and design is underway. The construction is now expected to be completed in September 2019.

## **Tenakee Springs Dock Replacement**

Project scoping is underway and a conceptual alternative design has been approved and selected by the City of Tenakee. A design consultant has been selected and the notice to proceed is being reviewed. Construction is expected to be completed in December 2019.

## **Waste Water Treatment System Replacement**

Preliminary design work and environmental scoping is ongoing for the replacement of in ground wastewater systems located at state owned terminals in Auke Bay, Sitka, Haines, and Skagway. The project is expected to be completed in September 2019.

## **Underground Diesel Storage tank Removal**

Eight underground diesel storage tanks located at state owned terminals in Skagway, Juneau, Wrangell, Petersburg, Ketchikan, Cordova, Sitka, and Valdez are being removed and replaced by above ground storage tanks. A consultant for the project is currently being procured. The project is expected to be completed in December 2019.

## **Auke Bay Terminal Improvements**

This project includes work to install an east stern berth dolphin, along with sanitary sewer and shore tie power upgrades. The project is expected to be completed in December 2019.

# **MTAB Meeting**

**October 4, 2018**

## **Kodiak Terminal**

This project is completed although not closed out yet, and not turned over to the City of Kodiak, as change orders for additional security fencing and pursers shack still remain. AMHS plans to complete that additional work soon.

## **Shore side Condition Survey**

The annual shore side marine terminal inspections for FY 2018 are underway, with the process of drafting the report to follow.