



ALASKA MARINE HIGHWAY SYSTEM

ALASKA MARINE HIGHWAY OPERATIONS BOARD

Long-Range Plan Workshop #4

December 1st, 2023



AGENDA

Long-Range Plan Engagement Update

- Engagement Progress and Timeline
- Public Survey Findings

Level of Service (LOS) Framework Discussion

- Community Typologies
- Service Scenario Introduction
- Level of Service Development

Project Schedule + Looking Ahead

- Next Steps and Upcoming Engagement Efforts

INTRODUCTIONS

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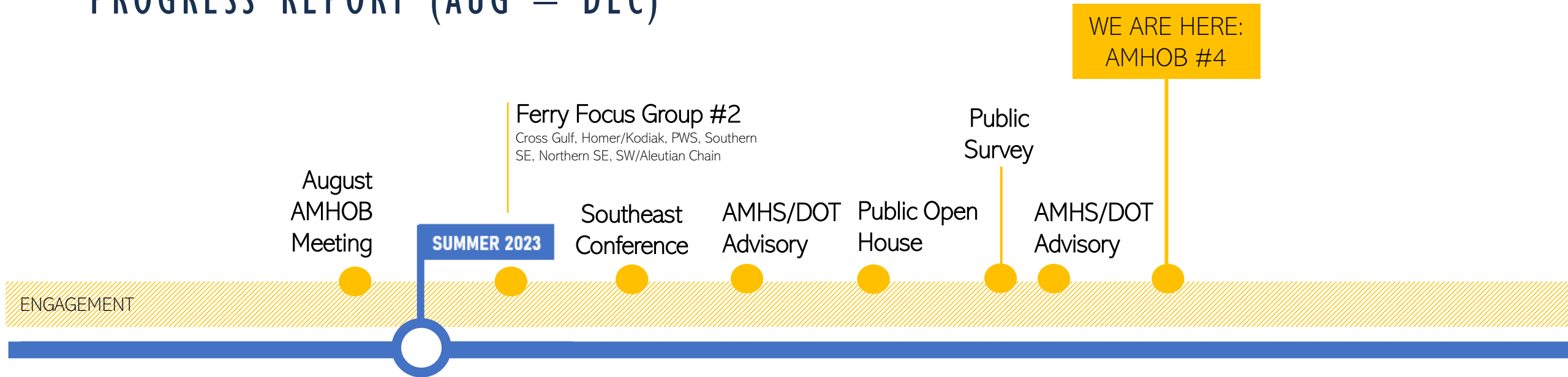
KPFF

**Juliette
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ELLIOTT BAY
DESIGN GROUP

LONG-RANGE PLAN

PROGRESS REPORT (AUG – DEC)



Plan Development through 2024 – Elements in Progress

- Capital and operating costs and funding strategies
- 20-yr fleet and terminal improvement plans
- Economic, demographic, and demand analysis to inform levels of service
- Workforce analysis and strategies
- Social sustainability practices and goals

LONG-RANGE PLAN ENGAGEMENT APPROACH

INTERNAL

AMHS Employees – Ongoing

Email updates and ongoing in-person outreach.

AMHS Technical Advisory - Monthly

This group serves to inform AMHS and receive direct feedback from AMHS technical experts on critical plan elements. Activities to include regular meetings and correspondence, and a SWOT workshop.

DOT&PF Advisory - Monthly

Open line of communication between LRP project team and DOT&PF planning staff; aims to synchronize concurrent planning efforts and delivery timelines.

Meetings began in October and are set to meet on a monthly cadence.

EXTERNAL

AMHOB - Quarterly

Meeting for project team to present LRP progress to AMHOB and receive interim feedback throughout plan duration.

Project team has presented to AMHOB quarterly.

Legislative Outreach – Ongoing

This group serves to inform Legislators and receive direct feedback on critical plan elements.

Legislators were invited to attend the September Ferry Focus Groups.

Economic Organizations – As they occur

Periodic economic development conferences are attended by project team members when possible; LRP effort is discussed with local and industry leaders.

SEC/SWAMC Conferences Attended in Sept.

Ferry Focus Groups - Quarterly

FFGs have occurred twice to date, with the next round planned for early 2024.

Existing groups:	+ Interior Hub Communities:
• Cross Gulf	○ Fairbanks ○ Bethel
• Homer/Kodiak	○ Anchorage ○ Nome
• PWS	○ Mat-Su ○ Kotzebue
• Southern SE	○ Denali ○ Dillingham
• Northern SE	
• SW/Aleutian Chain	

SME/Other Stakeholders – Quarterly

This group serves to inform AMHS and receive direct feedback from specialized interest groups (Military, tourism, barge/freight, terminal owners/operators, forest service, coast guard) to inform plan development.

Stakeholders have been identified and plans are in action to kick off quarterly engagement.

General Public – Aligned with POH/Project Milestones

Engagement with the public involves a variety of methods to translate information about LRP progress and share opportunities to learn about and provide feedback on the plan.

- The LRP website is an online hub for information and facilitates ongoing public comment.
- Public Open Houses (last one 10/24) are being held to present progress at key points in the plan's development.



2045 LRP PUBLIC SURVEY FINDINGS

LONG-RANGE PLAN

PUBLIC SURVEY SUMMARY

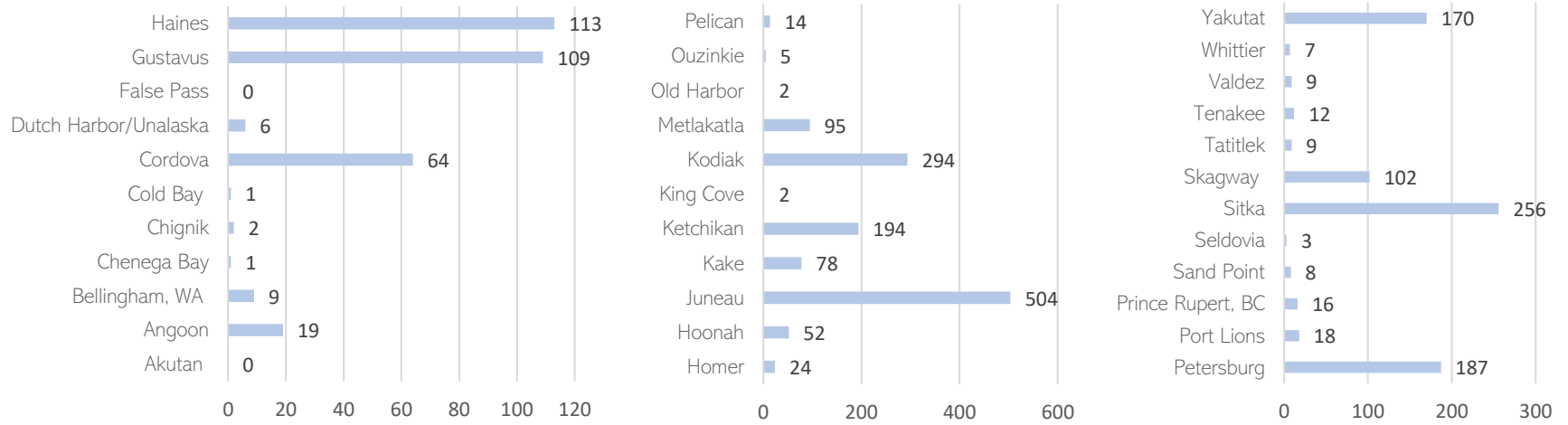
2,630

Respondents

68

Communities Represented

AMHS-SERVED COMMUNITY PARTICIPATION:



INCLUDING FEEDBACK FROM:

- Anchorage
- Kupreanof
- Seattle
- Saint Paul Island
- Eagle River
- Prince of Wales
- Big Lake
- Akhiok
- Kenai
- Klawok
- Kasaan
- Thorne Bay
- Seward
- Sterling
- Iskut
- Dillingham
- Fairbanks
- British Columbia
- Columbia
- Hydaburg
- Alitak
- Chiniak
- Elfin Cove
- Palmer
- Naukati Bay
- Hollis
- Douglas
- Mat-Su
- Wasilla
- Craig
- Moose Pass
- Kennecott
- Inglis
- Houston
- Portland, OR
- Finleyville, PA

Of which Alaskan community would you consider yourself a resident?



LONG-RANGE PLAN

PUBLIC SURVEY SUMMARY

SURVEY PROMOTION

Specific Outreach

Ferry Focus Group
 Cross Gulf, Homer/Kodiak, PWS, Southern SE, Northern SE, SW/Aleutian Chain

Public Open House

SEC Transportation Committee

Local Distribution

Newspapers
 Kodiak Daily Mirror, Ketchikan Daily News, Juneau Empire, Alaska Public Media, Wrangell Sentinel

Local Radio Broadcast (KRBD)

Community Facebook Pages

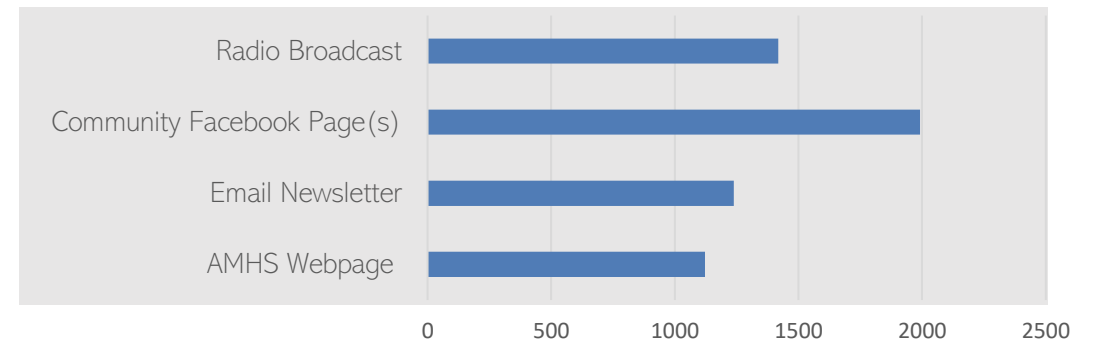
Online Promotion

AMHS Webpages
 AMHS/DOT&PF Facebook Pages
 E-Blast GovDelivery

SURVEY QUESTIONS

- For what reasons do members of your community utilize or rely upon the Alaska Marine Highway ferry system to provide?
- Which Alaskan communities are you most often traveling to?
- What alternative transportation (non-ferry) modes are available to your community?
- Are there any limitations to the alternative transportation modes available in your community?
- What amount of AMHS ferry service do you believe is essential for your community?
- What amount of AMHS ferry service do you believe your community needs to support economic growth?

What are the best ways to reach members of your community for feedback on the LRP?



Other:

- TV
- Tribal council
- Mailed paper survey and flyers
- Neighborhood app (NextDoor)
- Info at ferry terminals
- Additional news outlets (Sitka Soup, Sitka Sentinel, Petersburg Pilot, Chilkat Valley News)
- Word of mouth

LONG-RANGE PLAN

PUBLIC SURVEY FINDINGS SUMMARY

ALTERNATIVE TRANSPORTATION

SYSTEM-WIDE AVAILABILITY



Jet Service*
69.4%



Small Plane Service
67%



Float Plane Service**
49.7%



Barge Service
66.1%



Shipping
38.8%



Road Access
8.9%

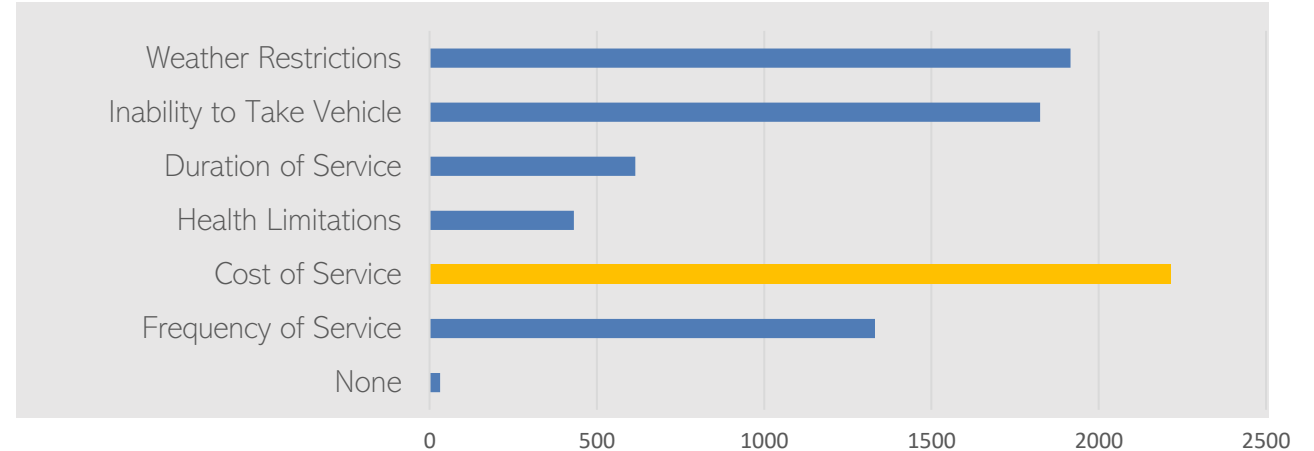


Private Water Taxi

*Though available, many of these modes (notably plane service) are cost prohibitive and inaccessible as an alternative to ferry service.

**No runway infrastructure

LIMITATIONS



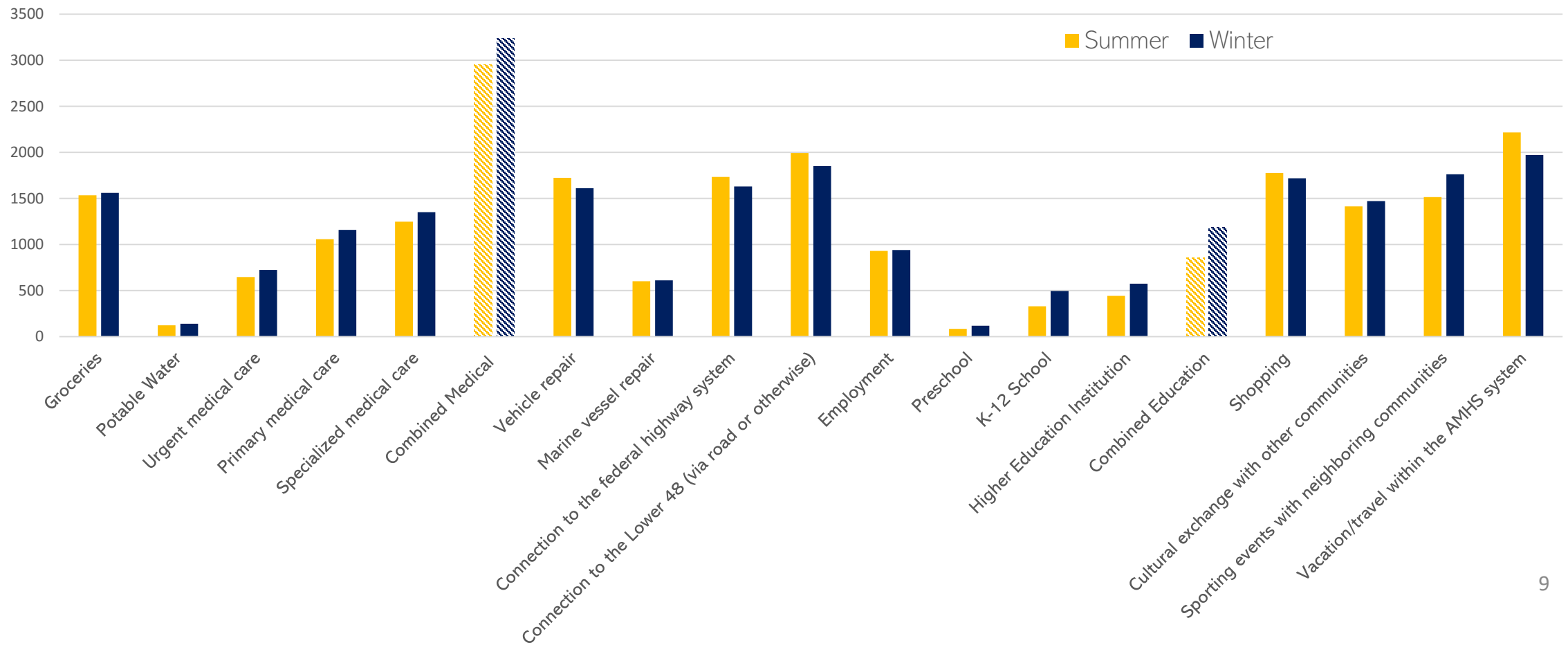
Other:

- Difficulty carrying personal luggage and/or freight limits
- Length of trip (barge service)
- Seasonality
- Canadian border crossing (road access)
- Animals and pets
- Reliability
- Environmental impact of transportation choice
- Safety concerns (small plane service)

LONG-RANGE PLAN

PUBLIC SURVEY FINDINGS SUMMARY

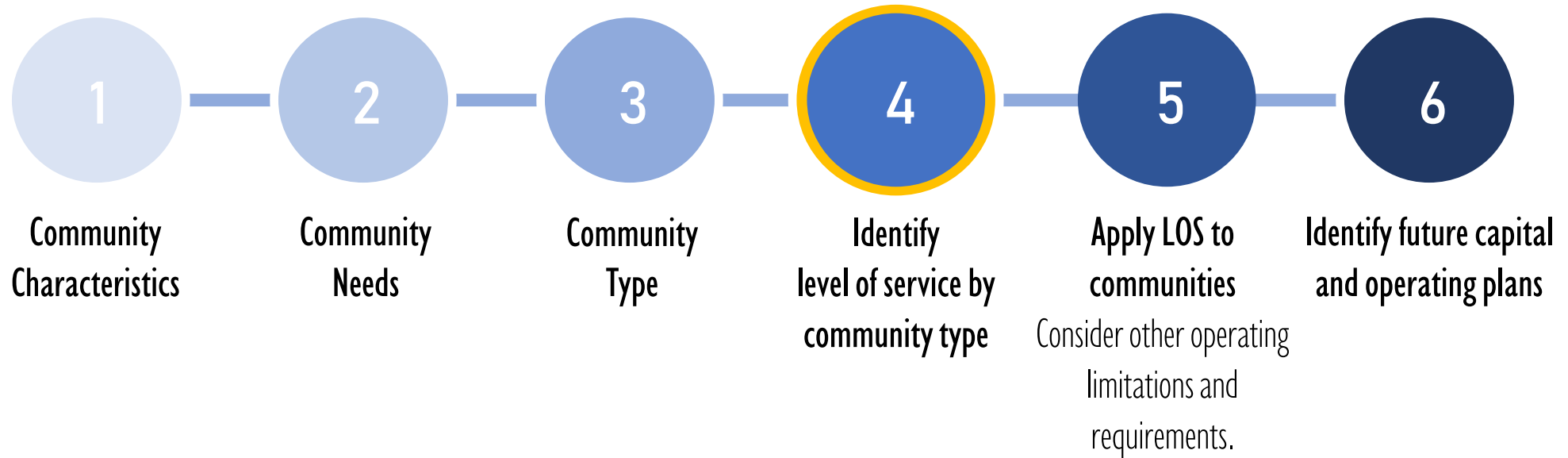
SYSTEM-WIDE FERRY USAGE (SEASONAL)





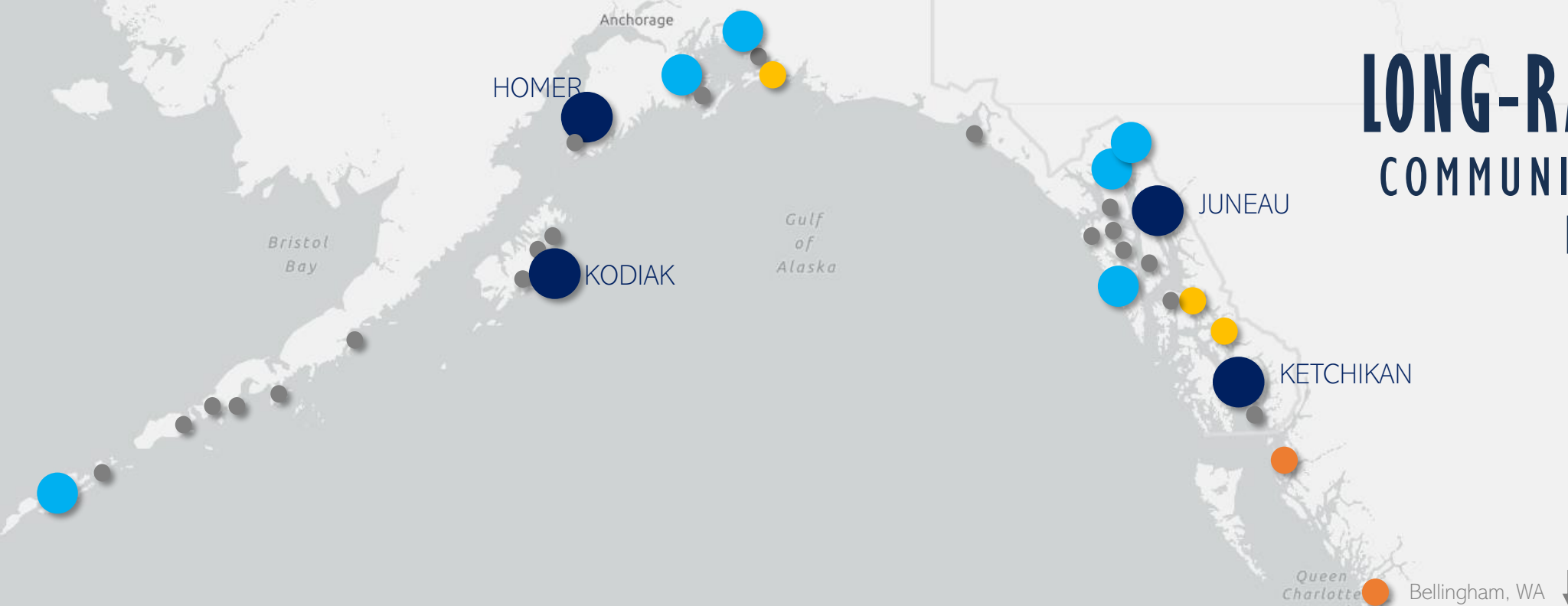
LEVEL OF SERVICE DEVELOPMENT

LEVEL OF SERVICE DEVELOPMENT PROCESS



LONG-RANGE PLAN

COMMUNITY TYPOLOGY DESCRIPTIONS



TYPE A

- High access to amenities and community connections.
- High access to alternative modes of transportation to other communities.
- Attract members of other communities for higher access to services as well as transportation.

Ketchikan Homer
Juneau Kodiak

TYPE B

- Moderate to high access to amenities and community connections.
- Moderate to high access to alternative modes of transportation.
- Often function as junctions for neighboring communities.

Haines Valdez
Skagway Dutch Harbor
Whittier Sitka

TYPE C

- Moderate access to amenities and community connections.
- Few alternative modes of transportation to other communities.
- Reliant on the ferry system to meet needs and access transportation.

Cordova
Petersburg
Wrangell

TYPE D

- Low access to amenities and community connections.
- Few or no alternative modes of transportation to other communities.
- Reliant on the ferry system to meet needs and access transportation.

Akutan	Hoonah	Port Lions
Angoon	Kake	Sand Point
Chenega	King Cove	Seldovia
Chignik	Metlakatla	Tatitlek
Cold Bay	Old Harbor	Tenakee Springs
False Pass	Ouzinkie	Yakutat
Gustavus	Pelican	

GATEWAY

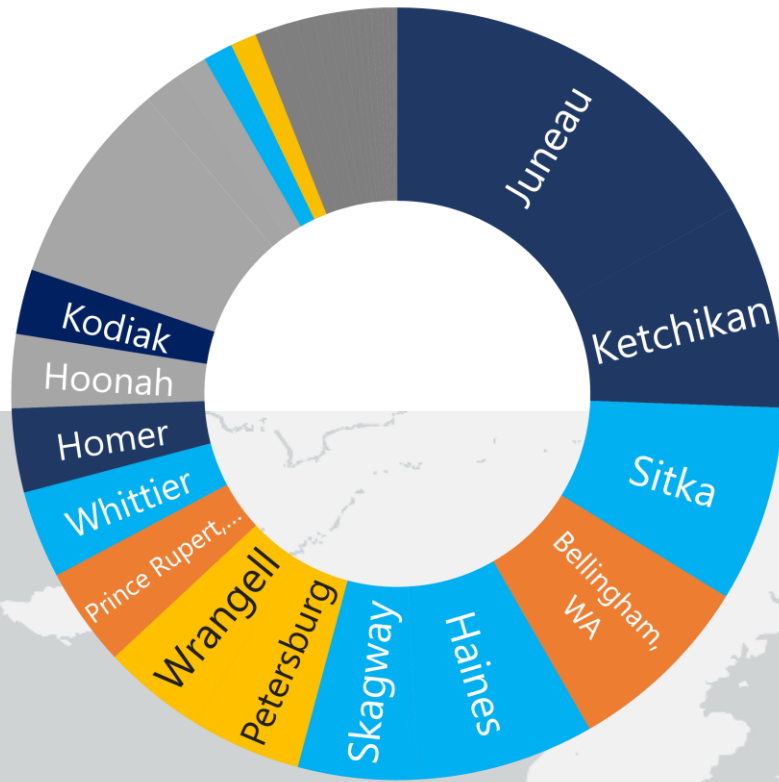
- Non-Alaskan communities within the system.
- Function as gateways to outside the system and the Lower 48.

Bellingham, WA
Prince Rupert, BC

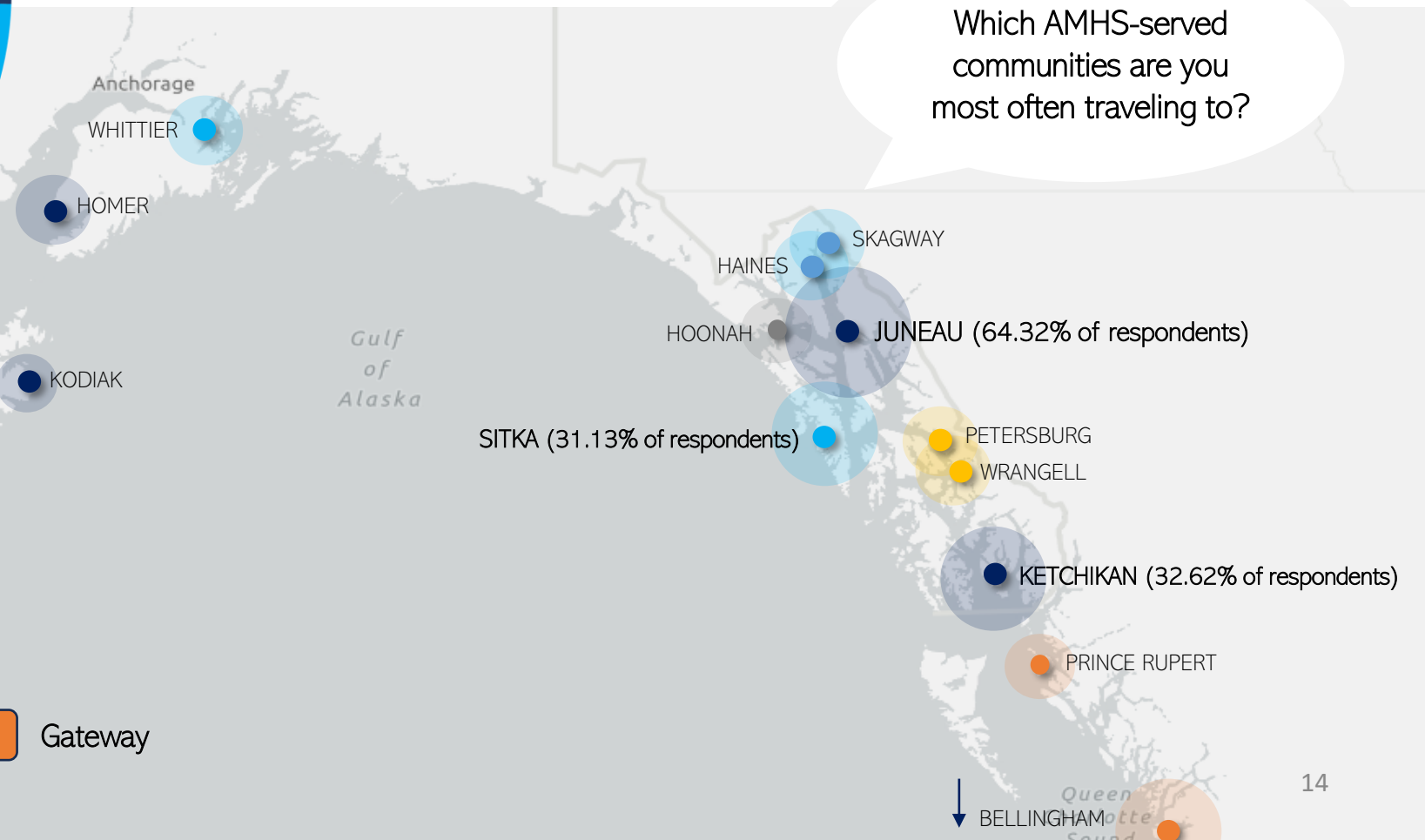
LONG-RANGE PLAN

PUBLIC SURVEY FINDINGS

SYSTEM-WIDE



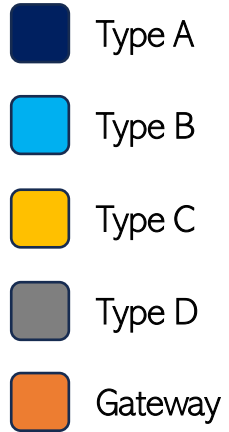
Which AMHS-served communities are you most often traveling to?



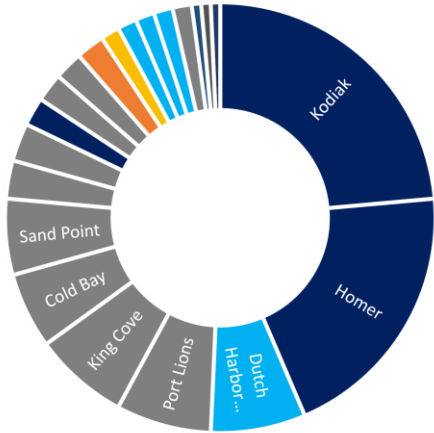
BY SERVICE AREA

LONG-RANGE PLAN PUBLIC SURVEY FINDINGS

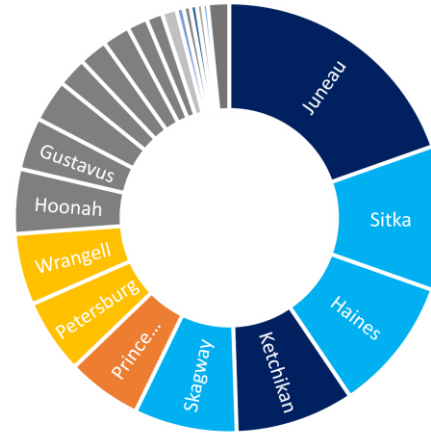
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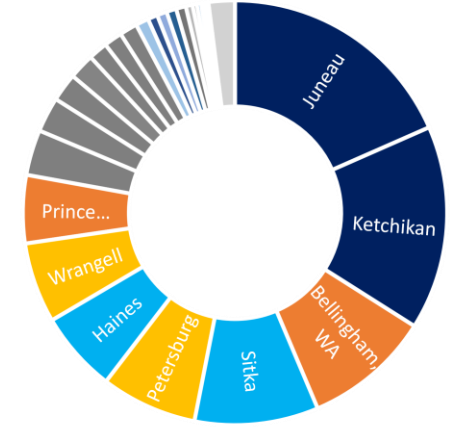
Southwest / Aleutian Chain



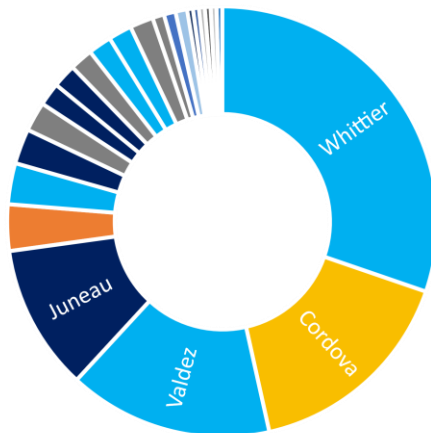
Northern Southeast



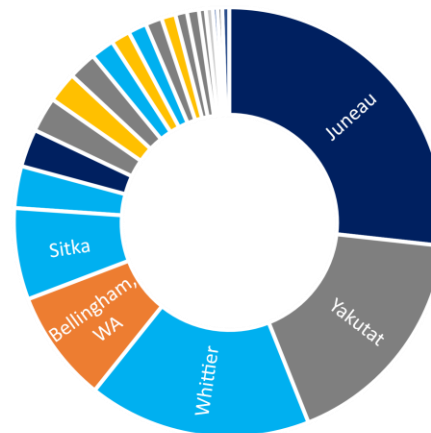
Southern Southeast



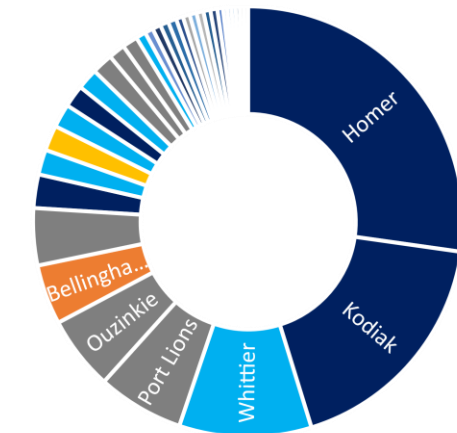
Prince William Sound



Cross Gulf



Homer/Kodiak



SERVICE SCENARIO INTRODUCTION

Goal

Create a set of scenarios to meet various levels of services for AMHS communities. Compare to historical and current service levels to understand what resources are required to meet 2045 target levels.

Historical Service Levels 2009

- Acts as a metric to understand what resources are required to meet a higher service level than is currently provided.
- Total Annual Port Calls: 7020
- AMHS Operating Weeks: 397
- Passenger Traffic: 317,891
- Vehicle Traffic: 108,541

Current Service Levels 2022

- Acts as a starting point for the plan. What needs to be accomplished between now and 2045 to meet target service levels?
- Total Annual Port Calls: 3940
- AMHS Operating Weeks: 224
- Passenger Traffic: 150,410
- Vehicle Traffic: 56,855

Long-Range Plan Essential Service Levels 2045

- Essential Service Levels are intended to allow residents to travel to other communities as needed.
- Essential Service Levels will be established starting with survey results and typology needs assessment. Levels will then be adjusted for operational considerations.

WORK IN
PROGRESS



Long-Range Plan Enhanced Service Levels 2045

- Enhanced Service Levels are intended to support economic growth within communities.
- Enhanced Service Levels will be established starting with survey results and typology needs assessment. Levels will then be adjusted for operational considerations.

WORK IN
PROGRESS



LEVEL OF SERVICE DEVELOPMENT

HISTORICAL LEVELS OF SERVICE (2009)

ANNUAL PORT CALLS*

7020

AMHS OPERATING WEEKS

397

TRAFFIC VOLUME

PAX: 317,891
VEHICLE: 108,541

*Annual port calls depicted by port community



LEVEL OF SERVICE DEVELOPMENT

CURRENT SERVICE (2022)

ANNUAL PORT CALLS*

3940

AMHS OPERATING WEEKS**

224

TRAFFIC VOLUME**

PAX: 150,410
VEHICLE: 56,855

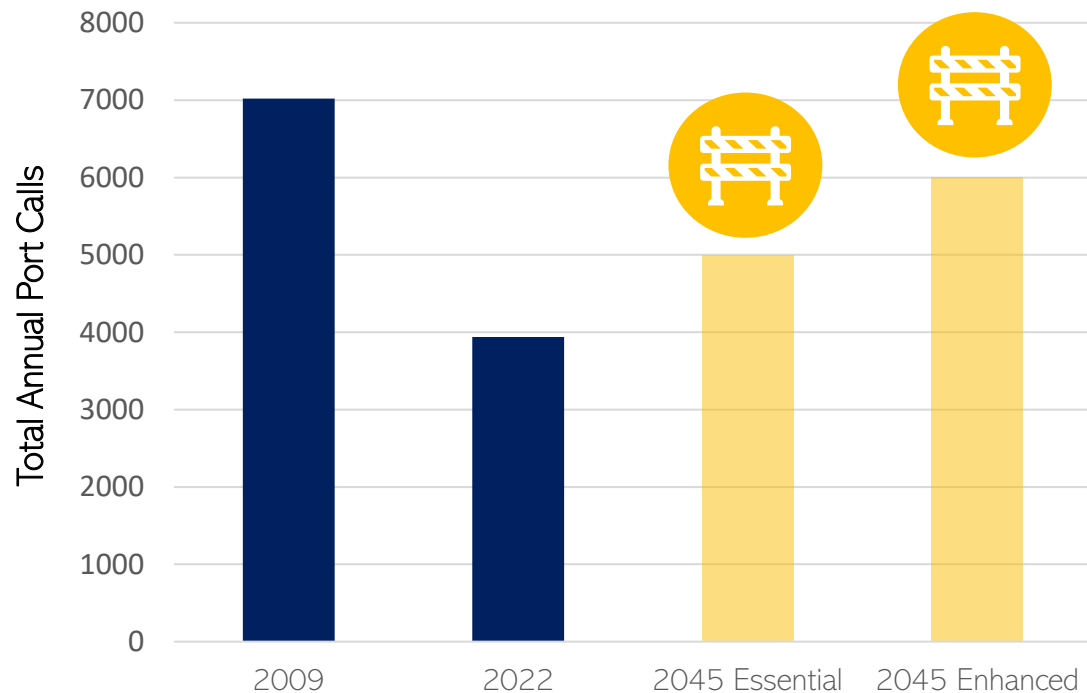
- No change in service
- Increase in service from 2009
- Decrease in service from 2009



*Annual port calls depicted by port community
**2022 ATVR not yet released

LEVEL OF SERVICE DEVELOPMENT

HOW DO WE GET WHERE WE WANT TO GO?



Identification of Resource Gaps

- Required fleet size and composition to meet target scenario levels
- Required crew to support fleet size
- Required budget to operate fleet
- Required operating weeks
- Required capital expenditures for vessels and terminals



PROJECT SCHEDULE + LOOKING AHEAD

PROJECT SCHEDULE + LOOKING AHEAD

DELIVERY TIMELINE



PHASE 1

3 YEAR PLANNING
HORIZON (2023 – 2026)

- Baseline conditions
- Operations and maintenance analysis
- 3-year vessel replacement, improvement, and maintenance planning



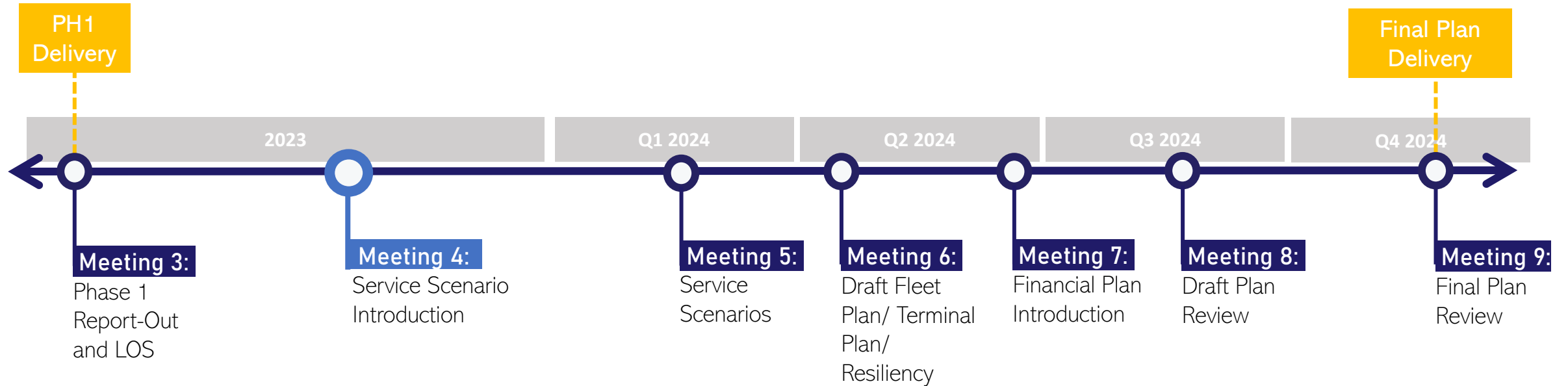
PHASE 2

20 YEAR PLANNING
HORIZON (2025 – 2045)

- Capital and operating costs and funding strategies
- 20-yr fleet and terminal improvement plans
- Economic, demographic, and demand analysis to inform levels of service
- Workforce analysis and strategies
- Social sustainability practices and goals

PROJECT SCHEDULE + LOOKING AHEAD

AMHOB MEETINGS





WRAP-UP DISCUSSION

THANK YOU