AMHOB Meeting (Virtual)

Friday, October 23, 2026 / 12:30-15:30 AKT

Alaska Marine Highway Operations Board (AMHOB)

MEETING PACKET

Supported by:
State of Alaska Department of Transportation & Public Facilities

Facilitated by:
EBO Consulting Inc.

LOCATION & PUBLIC PARTICIPATION

- Virtual via Zoom Webinar: https://us06web.zoom.us/webinar/register/WN_x_Lsj8QYSBS7oRDV9A4a-Q (*Registration Required to Participate*)

PACKET CONTENTS

- ☑ October 23, 2026, AMHOB Meeting Agenda (Draft)
- ☑ July 24, 2026, AMHOB Meeting Minutes (Draft)
- ☑ AMHS Management Report
- ☑ AMHS Fleet Capital Plan
- ☑ AMHS Terminal Infrastructure Briefing
- ☑ AMHS STIP Extract
- ☑ Unalaska Feasibility Study Resolution
- ☑ 3-Meeting Outlook for 2027

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
ALASKA MARINE HIGHWAY OPERATIONS BOARD (AMHOB)
***** AGENDA (DRAFT) *****
DATE: October 23, 2026 • **TIME:** 12:30 to 15:30 (AKT)

LOCATION & PUBLIC PARTICIPATION
Virtual via Zoom Webinar: Webinar Link
(*Registration Required to Participate*)

Board Members	
Chair Wanetta Ayers	Captain Keith Hillard
Vice Chair Anthony Lindoff	Captain Rober Horchover
Norm Carson	Glen Gardner, Jr.
Paul Johnsen	DOT&PF Deputy Commissioner Katherine Keith
Dorinda Kewan	

TIME	NO.	TOPIC	FACILITATOR/PRESENTER
OPENING BUSINESS			
12:30	Item 1	**Call to Order/Roll Call**	Chair Ayers
	Item 2	**Initial Agenda Approval**	Chair Ayers
	Item 3	**Minutes Approval***	Chair Ayers
	Item 4	**Report of Board Chair**	Chair Ayers
	Item 5	**Report of Members**	Chair Ayers
	Item 6	**Board Governance**	Chair Ayers
13:00	Item 7	**General Public Comments**	Facilitated by EBO Consulting Inc.
	Item 8	**Final Agenda Approval**	Chair Ayers
FINANCIAL REPORTS			
13:15	Item 10	**Current Financial Reports** a. TBD	Dom Pannone, ASD Director
MANAGEMENT & OPERATIONS REPORTS			
13:30	Item 11	**Current Operations Reports** a. Management Report* b. Safety Report c. Engineering Report	Craig Tornga, AMHS Marine Director
13:50	Item 12	**LRP / Strategic Progress** a. LRP Capital Milestone Review* b. Fleet & Terminal Infrastructure	Craig Tornga, AMHS Marine Director
14:15	**5-MINUTE BREAK**		

NEW BUSINESS			
14:20	Item 13	**Board Information Requests** a. Short-Term Plan (Craig Tornga) b. STIP as it pertains to AMHS* (Katherine Keith) c. Terminal Infrastructure Briefing* (David Lowell) d. Diesel-Electric Hybrid Vessel Design Update (David Lowell & Craig Tornga) e. Unalaska Feasibility Study Resolution* (Craig Tornga) f. Transition Planning & Recommendations (TBD)	DoT & PF Staff
14:45	Item 14	**General Public Comments**	Facilitated by EBO Consulting Inc.
15:00	Item 15	**Board Actions** a. STIP 2027-30 Status/Recommendations b. Drafting of Recommendations, Resolutions, & Requests c. Discussion of any recommendations regarding the transition d. Review 3-Meeting Outlook*	Board Members
15:20	Item 16	**Wrap-Up** e. Good of the Board & Closing Comments f. Schedule & Set Agenda for Next Meeting [*Tentatively scheduled for January 22, 2027*]	Chair Ayers
15:30	Item 17	**Adjournment**	Chair Ayers

** See Attachment*

ALASKA MARINE HIGHWAY OPERATIONS BOARD (AMHOB)

Friday, October 23, 2026 / 12:30-15:30 AKT

ATTACHMENT 1

July 24, 2026 AMHOB Meeting Minutes (Draft)

Draft minutes of the July 24, 2026 regular meeting, submitted for Board review and approval.

AGENDA REFERENCE
Item 3 | Minutes Approval

ALASKA MARINE HIGHWAY OPERATIONS BOARD (AMHOB)

Meeting Minutes

DRAFT

Date:	Friday, July 24, 2026
Time:	12:30 – 15:30 (AKT)
Location:	Virtual: Zoom Webinar
Facilitated by:	EBO Consulting Inc. (Emily Berliner and Mitch Laird)

OPENING BUSINESS

1. Call to Order & Roll Call

Chair Wanetta Ayers called the meeting to order at 12:32, welcomed board members, presenters, and attendees.

Roll call was conducted by Chair Ayers and a quorum was established as follows:

Board Member	Attendance
Wanetta Ayers, Chair	Present
Anthony Lindoff, Vice Chair	Present
Norm Carson	Present
Paul Johnsen	Present
Dorinda Kewan	Present
Captain Keith Hillard	Present
Glen Gardner, Jr.	Present
Katherine Keith, DOT&PF Deputy Commissioner	Present
Captain Robert Horchover	Present

Other attendees: Craig Tornga (AMHS Marine Director), Dom Pannone (ASD Director), Adam Moser (DOT&PF), Gabe Strong (AMHS Public Information Officer), Doug Roberts (Presenter, FHWA Office of Tribal Transportation), Peter Mancauskas (Presenter, FHWA Center for Innovative Finance Support), and EBO Consulting Inc. (Meeting Facilitator)

2. Approval of Agenda – Initial

Chair Ayers explained that the board would take an initial agenda approval and leave it open to modifications following public comment, with a final agenda approval under Item 7.

DECISION

- **Motion:** Glen Gardner, Jr. moved to approve the initial July 24, 2026, AMHOB Meeting Agenda.
- **Second:** Norm Carson seconded the motion.
- **Discussion:** None.
- **Objections:** None.
- **Decision:** Motion passed unanimously; the initial Meeting Agenda was approved.

NEW BUSINESS

3. Special Presentation

3a. Tribal Transportation Funding

Presenters: Douglas Roberts (FHWA Office of Tribal Transportation) and Peter Mancauskas (FHWA Center for Innovative Finance Support) reviewed innovative finance/funding tools potentially applicable to AMHS projects:

1) Value capture (developer contributions, special assessment districts, TIF–locally driven, non-federal)
2) Public-private partnerships (availability-payment and toll/revenue-risk models)
3) The Build America Bureau (TIFIA/RRIF credit assistance, Reconnecting Communities Institute, Build America Center technical assistance)
4) The "IIJA Launchpad" grant-search tool (chat: billaunchpad.com)
5) GARVEE bonds (pledging future federal-aid funds)
6) State Infrastructure Banks (Alaska has one, via DOT&PF)
7) Innovative Finance video series (fhwa.dot.gov/ipd/videos).

Discussion

- Dorinda Kewan asked about Opportunity Zone examples for rural transportation; none available through the Tribal Transportation Program (TTP) directly, Mr. Roberts offered to research further.
- Captain Hillard asked about operational (not just capital) funding to guarantee service; Mr. Roberts noted TTP (25 CFR 170) generally excludes maintenance/operations.
- Chair Ayers asked whether tribes could pledge/compact funds to guarantee scheduled ferry service; Mr. Roberts had limited ferry-specific experience but agreed to explore further; Chair Ayers suggested a possible board advisory to the Commissioner on this.
- Norm Carson asked how FHWA (Federal Highway Administration) differs from FTA (Federal Transit Administration; Mr. Roberts explained that they have shared oversight and that funding from both can potentially be stacked on the same project.

OPENING BUSINESS (*continued*)

4. Approval of Minutes

The April 24, 2026, AMHOB Regular Board Meeting minutes were presented for approval.

DECISION

- **Motion:** Dorinda Kewan moved to approve the April 24, 2026, Regular Board Meeting Minutes.
- **Second:** Captain Keith Hiilard seconded the motion.
- **Discussion:** None.
- **Objections:** None.
- **Decision:** Motion passed unanimously; the Meeting Minutes were approved.

5. Report of Board Chair

Chair Ayers reported the following:

- Chair Ayers addressed public-notice issues, noting that recent meetings have lacked adequate notice due to EBO Consulting's (AMHOB's contracted meeting facilitators) limited access to state systems, through no fault of their own. She is working with Commissioner Anderson to target future notices two weeks out and full agendas one week out. Members can propose agenda items anytime by emailing the, and the AMHOB Competency Matrix is complete.

6. Report of Members

Board members provided the following comments and observations:

- **Captain Robert Horchover:** Noted that early EBO emails had gone to his spam folder, but resolved this once whitelisted.
- **Captain Keith Hillard:** Requested the fall/winter/spring schedule and short-/long-range plan compliance

become a standing agenda item, citing reduced Cordova service from vessels pulled for overhaul and a lack of committed funding for a future mainliner replacement beyond the TRV.

7. Board Governance

7a. AMHOB Competency Matrix

- Chair Ayers noted completion of the Matrix (annual statutory requirement, in the packet).
- Craig Tornga confirmed it will be incorporated into the AMHS Short-Range Plan (SRP), per the statutory requirement that it be addressed there rather than in the Long-Range Plan (LRP). No further comments.

8. General Public Comments (13:15 – 13:30)

EBO Consulting opened the first general public comment period.

- Mitch Laird explained the public comment process and read a pre-submitted question from Tyler Breen on STIP Amendment 6's inclusion of Cascade Point ($49M, 2027).
- Captain Hillard reiterated the board's request for more information on how Cascade Point fits the LRP.
- Paul Johnsen opposes using ferry funds for Cascade Point until other long-range priorities are met.
- Chair Ayers noted the board's prior Corrective Action Report on Cascade Point's inclusion in the LRP, DOT&PF's response (per Commissioner Anderson) that the board's role is advisory only, and the resulting policy gap flagged in the board's annual legislative letter.
- Captain Hillard added that $49M for a new terminal is hard to justify while the system lacks sufficient vessels and crew.

9. Final Agenda Approval

DRAFT

DECISION

- **Motion:** Captain Keith Hillard moved to approve the final July 24, 2026, AMHOB Meeting Agenda as presented.
- **Second:** Paul Johnsen seconded the motion.
- **Discussion:** None.
- **Objections:** None.
- **Decision:** Motion passed unanimously; the final Meeting Agenda was approved.

FINANCIAL REPORTS

10. Current Financial Reports

Presenter: Dom Pannone, ASD Director

10a. SFY Approved Funding

- The Legislature appropriated approximately $174.9M total for SFY27 ($83.2M federal receipts, $69.8M UGF, $1M capital improvement receipts, $20.7M Marine Highway Fund receipts for operations). A separate $49M UGF “backfill” (not proposed by the department/Governor) was added; ~$28M was vetoed, leaving ~$21M to fund operations through October 2026 ahead of a federal-grant transition. The forward-funding (“waterfall”) mechanism remains in place. Capital side: ~$27.5M annual Marine Highway Fund appropriation (ticket revenue) supports overhauls/repairs.

10b. Rural Ferry Grant Program Update

- AMHS applied for approximately $161.2M in FTA operating funds (split across current/next fiscal year). Under review at FTA Region 10 before HQ review; award expected around September 2026, likely following the related “ASAP” program's NOFO.

10c. Effects of Forward Funding Veto

- No anticipated negative operational impacts; several fallback layers exist, contingent on grant-award timing.

10d. Other Financial Matters

- AMHS submitted a package of IIJA rural ferry grant applications (likely the final round absent reauthorization), including a $191M day-vessel replacement project.

Discussion

- Norm Carson asked about Pelican Ferry Terminal funding: design complete, no construction source finalized.
- Adam Moser (DOT&PF) clarified STIP Amendment 6 reallocates its FTA construction funding to Auke Bay/Angoon (construction-ready), leaving Pelican's design funding intact with construction funds to be restored in a future amendment.
- Katherine Keith noted this year's STIP funding presentation is more complex due to federal formatting requirements but project scope is unchanged.
- Captain Hillard confirmed with Mr. Pannone that forward funding remains intact — only the separate $49M backfill was partially vetoed.

OPERATIONS REPORTS

11. Current Operations Reports

Presenter: Craig Tornga, AMHS Marine Director

Safety (Q2 2026)

- 7 lost-time incidents (3 slips/trips/falls, 2 lifting injuries, 1 eye injury, 1 shin injury). No vessel/terminal water spills; 3 third-party ground spills near facilities (contained). Handrail/gate damaged by a mooring line on the Columbia.

Reliability

- 98.58% uptime Q2 2026 (18,804 operating hrs; 267.75 OOS hrs) vs. 99% goal (98.49% in Q2 2025); mainly Hubbard (96 hrs, bow thruster) and LeConte (6 hrs, rudder indicator). Farebox/ridership KPIs not yet available.

Crewing

- Overall counts flat; extra Third Mates gaining pilotage under the new MM&P CBA incentive clause. Nationwide licensed-engineer shortage continues; 3 oilers in the Oiler-to-3rd Assistant Engineer pipeline (2 already advanced). MEBA hiring hall fills temp vacancies. Steward turnover has slowed since the last CBA wage increase; 5 stewards and 1 oiler hired last week. AB-to-3rd-Mate/Oiler programs: 3 of a targeted 4 participants enrolled in each, aiming to add one more of each by year-end.

Operating Plan

- Biggest change from last year is an approx. 5-month Aurora dry-dock period (scope still being finalized; wasted/corroded steel found in the aft starboard deck). LeConte and Hubbard will rotate Southeast coverage (one vessel at a time) on a shortened schedule; Kennicott fills in for the Columbia over winter plus an extra Gulf crossing.

FY 2026 Overhaul Budget Recap

- Several vessels ran over scheduled days despite finishing under dollar budget — notably Aurora (~9 days over) and Hubbard (~27 days over), mainly from unanticipated wasted-steel repairs; Columbia's schedule slipped due to a delayed dry-dock slot after the Lituya's grounding. LeConte, the fleet's oldest vessel, required extensive steel/welding work; its annual out-of-service time has trended down. Kennicott's overhaul ran concurrent with its capital generator-replacement project.

DRAFT

Vessel	Budget	Actual	Variance	Sched. Days	Status
Columbia	$4,000,000	$3,935,460	$64,540 (under)	98	Completed
Lituya	$550,000	$241,361	$308,639 (under)	35	Completed
Aurora	$4,000,000	$3,337,747	$662,253 (under)	105	Completed
Tustumena	$3,000,000	$4,109,223	($1,109,223) (over)	105	Completed
Hubbard	$3,500,000	$3,434,754	$65,246 (under)	77	Completed
LeConte	$5,000,000	$5,126,681	($126,681) (over)	136	Completed
Kennicott	$4,000,000	$4,125,480	($125,480) (over)	66	Completed

Capital / Fleet Projects

- TRV: Notice of Low Bidder Award to Thoma-Sea Constructors, LLC (Houma/Lockport, LA) on June 25, 2026; Notice of Intent to Award pending, then a 10-day protest period. FTA Buy America audit tentatively August 17, 2026; delivery targeted mid-2029.
- Tazlina Crew Quarters: RFP released; bids due September 2026; ~$43M (FTA funded).
- Mainliner Replacement: Design specs finalized, RFP advertisement expected within ~2 weeks.
- DEH Shuttle (Haines–Skagway): Glosten ~75% through design; current funding insufficient for full construction, additional request pending; could enter service as early as Q1–Q2 2028 if funded, though Haines/Skagway shoreside berthing plans are not yet finalized (per Captain Hillard).
- Columbia Modernization: CPP replacement cancelled after a risk assessment found the existing system safe to continue; proceeding with tailshaft/reduction-gear rebuild plus firefighting, accommodation, ADA, electrical, and structural upgrades. Columbia is currently running smoothly with reduced vibration.

Discussion

- Paul Johnsen asked about the tailshaft/reduction-gear scope and Coast Guard grounding investigation status (still outstanding) and the AMHS Engineering Manager hire (not yet posted).
- Captain Hillard asked about an engineering review of Columbia vibration (none, though running smoother).
- Captain Horchover asked about the Malaspina disposition (no final decision; some RFI proposals lack viable financial plans).
- Norm Carson asked for terminal infrastructure to be included in future presentations and requested a Pelican point of contact (David Lowell); Mr. Tornga to follow up.

12. LRP / Strategic Progress

Presenter: Craig Tornga, AMHS Marine Director

12a. Fleet and Terminal Infrastructure (Largely discussed together with previous agenda item “Operations Reports”)

RE: TRV Bid Status - David Lowell to join during the next meeting to provide more information on this.

- Captain Hillard asked about DEH timing (potentially Q1–Q2 2028 if funded) and about covering Prince William Sound during Aurora's extended repair (constrained by Chenega/Tatitlek dock limits and Tustumena's inability to reach Whittier; department evaluating options, possibly an added Gulf crossing once the Tazlina returns and PWS dock upgrades, currently scheduled for 2028, are complete).
- Captain Hillard also questioned whether the fleet is tracking to the LRP's vessel retirement/replacement schedule (e.g., LeConte ~2028, Aurora ~2033); Mr. Tornga said Aurora is expected to continue PWS service until released by the Tazlina's return.
- Chair Ayers proposed a standing October LRP milestone check-in, with a DEH design update and David Lowell's participation on terminal infrastructure.

13. Board Requests

13a. Ketchikan South Berth Disposition / Alternative Berthing Plan

- A pending DOT&PF/AIDEA MOU would fold the Ketchikan south berth (where the Matanuska is moored) into the AIDEA/JAG shipyard footprint; the MOU requires DOT&PF to identify an alternative AMHS berth first — none identified yet; timeline not available at the meeting.

13b. MV Matanuska Disposal Update

- Addressed together with the Malaspina discussion under Item 11 (Operations Reports); no separate Matanuska-specific update was given.

13c. Boatyard Disposal

- Captain Hillard asked whether AIDEA's interest in the south berth might change given JAG's reported ~$700M Wrangell shipyard proposal, potentially preserving two-vessel lay-berth capacity; Mr. Tornga will ask AIDEA but noted Wrangell may be a separate JAG initiative.

13d. Update on Short Term Plan

- Nearly complete, pending 2025 ridership data and the Competency Matrix; Elliott Bay Design Group remains engaged; expected before the end of July 2026. Chair Ayers requested a working draft; Mr. Tornga agreed to share one soon.

Terminal Rehabilitation vs. Replacement

- Vice Chair Lindoff asked about the distinction between terminal rehabilitation versus replacement (using Kake as an example); Mr. Tornga explained Kake's scope grew after survey findings, Angoon needs uplands work, and Auke Bay requires ramp replacement and phased dredging for the Kennicott.

14. General Public Comments (14:45–15:00)

EBO Consulting reopened the general public comment period.

- No additional public comments were recorded during this portion of the meeting.

BOARD ACTIONS & WRAP-UP

15. Board Actions

15a. STIP Recommendations – STIP Amendment 6

- Adam Moser with DOT&PF walked the Board through Amendment 6 of the 2024-2027 STIP, which is open for public comment through August 2, 2026 (not yet FHWA/FTA-approved).
- It makes targeted changes to nine projects (six amendment-level) and updates the fiscal-constraint demonstration for all administrative modifications since Amendment 2. The two primary drivers are non-marine-highway projects (Sterling Highway MP 82.5–94, cost up 112% to $132.53M; and the Johnson River Bridge); a new project (King Cove–Cold Bay Road) was also added.
- Marine-highway changes:
  - Pelican Ferry Terminal (STIP ID 33885) — FY27 Rural Ferry Program construction funding reduced/reallocated to Auke Bay (STIP ID 29709), as Pelican remains in design; design funding retained.
  - Kake Ferry Terminal (STIP ID 34193) — Rural Ferry Program funding removed (Kake was never part of the grant award, listed in error); total cost cut 65.8% to $3.1M, funded via Ferry Boat Funds/State Match.
  - Auke Bay and Angoon (STIP ID 33883) — increased funding (Admin Mods 27, 29, 30) to reach construction-ready status.
  - M/V Columbia Modernization (STIP ID 34212) — increased from $26.4M to $31.678M (Admin Mod 32) to secure STIP authority for FTA approval; within the administrative-modification threshold.

Discussion

- Chair Ayers confirmed that no other fund movements were included, and that the Port Infrastructure Development Program line shows no material change for Prince William Sound (aside from an as-yet-unincorporated new award for Port MacKenzie).
- On whether to comment: Captain Hillard wanted a fuller review of STIP-to-LRP alignment (citing Auke Bay's apparent priority shift) and more time;

- Dorinda Kewan asked about the LRP's statutory review cadence; Mr. Tornga confirmed five years by statute, with the department intending annual updates.
- Chair Ayers agreed an October LRP check-in was appropriate.
- Paul Johnsen viewed the Amendment 6 changes as short-range and not affecting LRP direction, recommending no comment.

DECISION

- **Motion:** Captain Keith Hillard moved that AMHOB withhold comment on STIP Amendment 6.
- **Second:** Paul Johnsen seconded the motion.
- **Discussion:** Vice Chair Lindoff supported moving LRP review to an annual cadence, to be considered in October; Chair Ayers agreed this fits better with the Board's engagement on the forthcoming 2027–2030 STIP.
- **Objections:** None.
- **Decision:** Motion passed unanimously; AMHOB will not comment on STIP Amendment 6.

Katherine Keith reported that the department is currently working on the 2027–2030 STIP. A 45-day public comment window will commence the week of August 3, 2026, and run until the end of September, offering the board a more meaningful chance to provide feedback on programming for vessels and terminals.

15b. Special Meeting on 2027-2030 STIP

Because the anticipated close of the 2027–2030 STIP comment period (on/around September 20, 2026) precedes AMHOB's next regular meeting (October 23, 2026), the Chair proposed a special, single-topic meeting.

DECISION

- **Motion:** Captain Keith Hillard moved to hold a special AMHOB meeting within the first 14 days of September 2026 to review the 2027–2030 STIP.
- **Second:** Dorina Kewan seconded the motion.
- **Discussion:** Anthony Lindoff confirmed that the meeting will focus on a single topic; Adam Moser from DOT will be asked to provide guidance during this meeting.
- **Objections:** None.
- **Decision:** Motion passed unanimously; a special meeting will be scheduled on or before September 13, 2026.

16. Wrap-Up

16a. Good of the Board and Closing Comments

No additional closing comments were offered.

16b. Next Meeting – Schedule and Agenda Items for October 23, 2026

The next regular AMHOB meeting is tentatively scheduled for October 23, 2026. The following items were proposed for the October agenda:

- Diesel-Electric Hybrid (DEH) Vessel Design Update (Craig Tornga)
- Terminal Infrastructure Briefing (David Lowell)
- LRP Capital Milestone Review

17. Adjournment

There being no further business, a motion to adjourn was made.

DECISION

- **Motion:** Captain Keith Hillard moved to adjourn the July 24, 2026, AMHOB meeting.
- **Second:** Vice Chair Anthony Lindoff seconded the motion.
- **Discussion:** None.
- **Objections:** None.
- **Decision:** Motion passed unanimously; the meeting adjourned at 15:23 (AKT).

DRAFT

SUMMARY OF ACTION ITEMS

Action Item	Responsible Party
Research Opportunity Zone examples / tribal operational-funding mechanisms for ferry service	FHWA (Doug Roberts)
Provide point of contact (David Lowell) for Pelican & Hoonah terminal matters; share SRP draft	Craig Tornga / DOT&PF
Detail Ketchikan South Berth MOU timeline; raise south-berth question w/AIDEA re: Wrangell shipyard	DOT&PF / Craig Tornga
Include DEH design update & terminal briefing (David Lowell) on October agenda; review LRP milestones	Craig Tornga / Chair Ayers
Circulate poll and schedule special meeting (by Sept. 13, 2026) to review 2027–2030 STIP	EBO Consulting Inc.
Monitor and respond to AMHOB@alaska.gov inbox	EBO Consulting Inc.

These minutes are submitted as a draft for review and approval by the Alaska Marine Highway Operations Board (AMHOB) at its next regular meeting, October 23, 2026.

Prepared by: EBO Consulting Inc.
Date Prepared: July 28, 2026

DRAFT

ALASKA MARINE HIGHWAY OPERATIONS BOARD (AMHOB)

Friday, October 23, 2026 / 12:30-15:30 AKT

ATTACHMENT 2

AMHS Management Report

AMHS Management Report presentation to the Board.

AGENDA REFERENCE
Item 11a | Management Report



ALASKA MARINE HIGHWAY SYSTEM

ALASKA MARINE HIGHWAY
OPERATIONS BOARD Meeting

October 23, 2026

SAFETY NO HARM GOAL

- **<u>NO HARM TO PEOPLE, ENVIRONMENT or EQUIPMENT</u>**

- **People –** 3rd Quarter 2026 – 7 Lost Time Incidents

- **Environment**
  - No vessel or terminal spills to the water for 2026
    - Three (3) third party vehicle spills to the ground

- **Equipment** – One minor incidents for 2026
  - Handrail damage on the COLUMBIA from a mooring line

MECHANICAL RELIABILITY

- 2026 Operational Uptime through the 3rd Quarter: 99.02%
  - 30,360 operating hours with 297.75 out of service hours
- Uptime Goal is 99%



FINANCIAL KEY PERFORMANCE INDICATORS

Financial KPI's	2025 (Jan-Aug)	2026 (Jan-Aug)
Service Revenue	$28.4 million	$28.2 million
Operating Expenses	$110.1 million	$98.7 million
Operating Funding	$81.8 million	$70.5 million
Farebox Recovery	26%	29%
Passengers	125,990	127,468
Vehicles	44,955	44,988

ALASKA WORKFORCE DEVELOPMENT

Culinary Training – First Session Held Last Week

- Nine (9) 2nd Cooks in the training class

AMHS Able Bodied Seaman (AB)→ 3rd Mate AND Oiler to 3rd Assistant Engineer

- AB to 3rd Mate
  - 2025 – 3 completed
  - 2026 – 1 completed and 4 in progress
- Oiler to 3rd Assistant Engineer
  - 2025 – 1 completed
  - 2026 – 2 completed

MITAGS 3rd Mate Maritime Apprenticeship Program

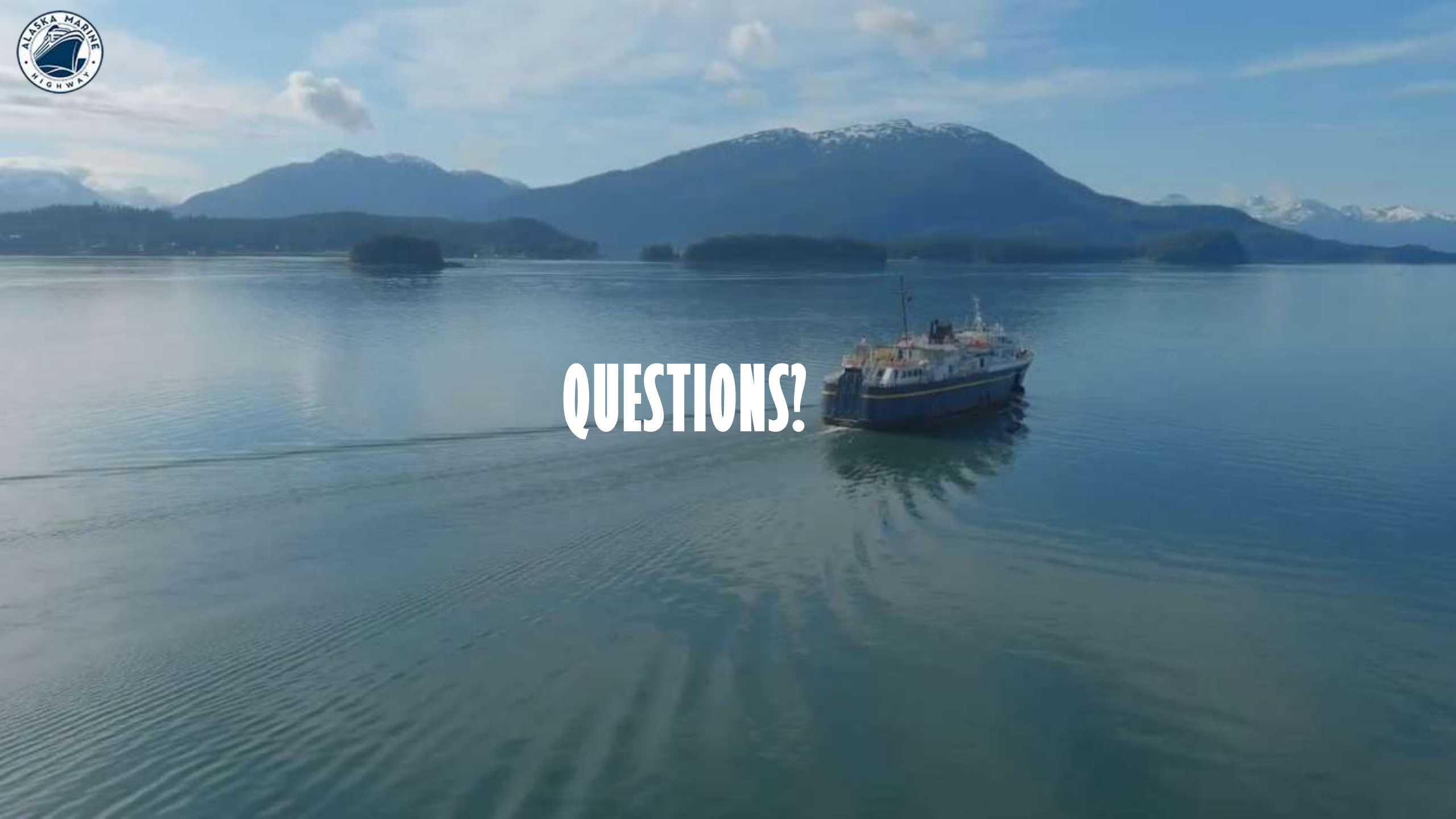
1 cadet in the program, with 1 accepted and waiting to start

Pilotage Incentive Program

- **Masters, Mates & Pilots** (MM&P) Good participation

FY-2026 OVERHAUL BUDGET

FY 2027							
VESSEL	BUDGET	ACTUAL	VARIANCE	SCHEDULED DAYS	ACTUAL DAYS	VARIANCE	STATUS
COLUMBIA	$ 4,000,000	$ -	$ -	151			Starts Shipyard in December
LITUYA	$ 1,200,000	$ -	On Budget	43	43	0	Completed
AURORA	$ 4,200,000	$ -	$ -	153			In Shipyard -Working on shortening schedule
TUSTUMENA	$ 3,500,000	$ -	$ -	105			Starts Shipyard in January
HUBBARD	$ 3,500,000	$ -	$ -	110			In Shipyard
LECONTE	$ 3,000,000	$ -	$ -	86			Starts Shipyard in January
KENNICOTT	$ 4,000,000	$ -	$ -	116			In Shipyard


QUESTIONS?

ALASKA MARINE HIGHWAY OPERATIONS BOARD (AMHOB)

Friday, October 23, 2026 / 12:30-15:30 AKT

ATTACHMENT 3

AMHS Fleet Capital Plan

AMHS Fleet Capital Plan presentation, including vessel capital projects.

AGENDA REFERENCE
Item 12b | Fleet & Terminal Infrastructure
Item 13d | Diesel-Electric Hybrid Vessel Design Update



ALASKA MARINE HIGHWAY SYSTEM
FLEET CAPITAL PLAN

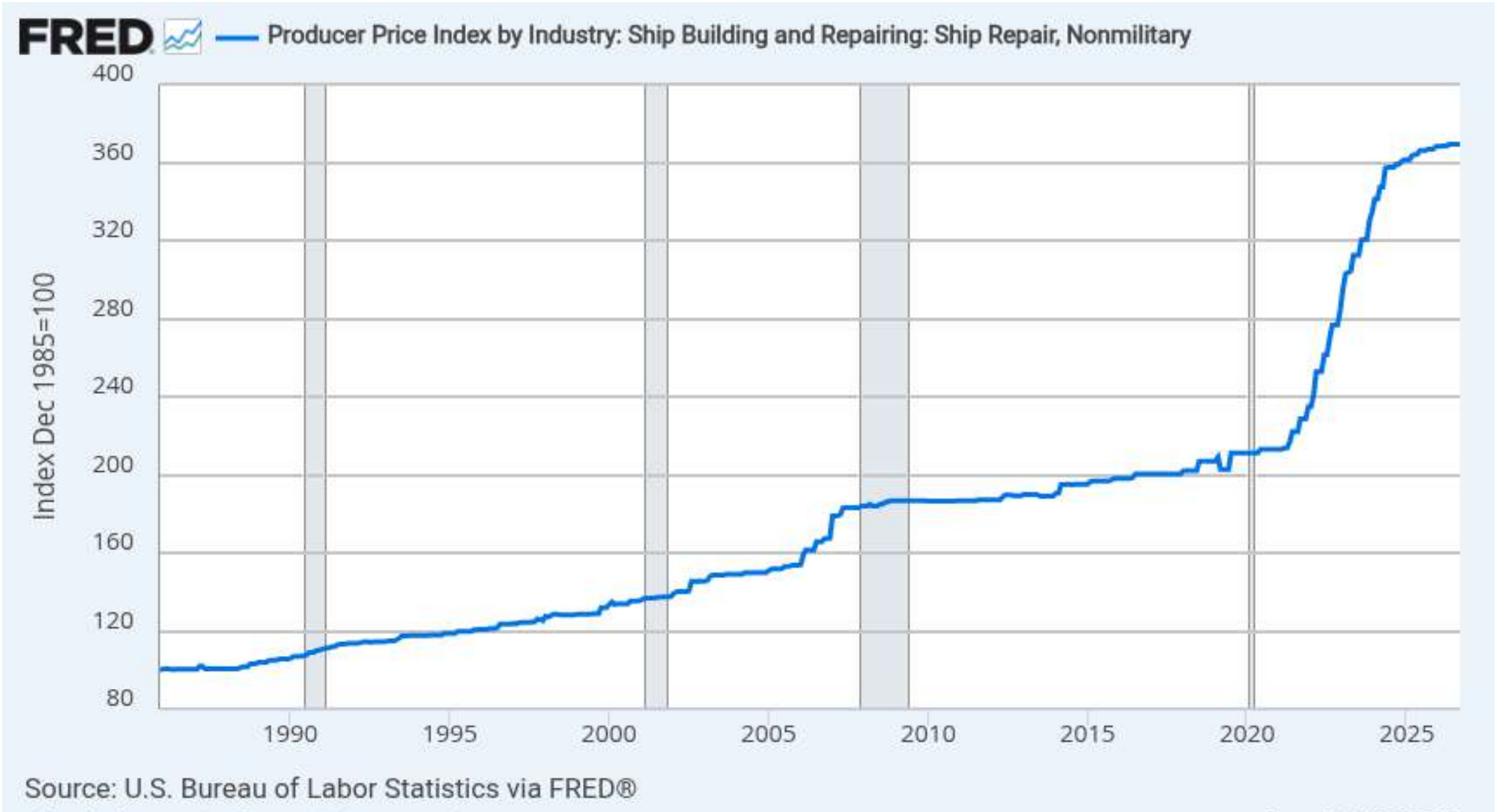
AMHOB

October 23, 2026

VESSEL CAPITAL PROJECTS

- TUSTUMENA Replacement Vessel
- TAZLINA Crew Quarters
- New Diesel Electric Hybrid Shuttle Ferry
- New Day Boat – 2026 FTA Rural Ferry Grant Award
- Mainliner Replacement Vessel (Design Only)
- COLUMBIA Upgrades
- KENNICOTT Upgrades **Completed**

WHY HAS AMHS SHIPYARD COST INCREASED?



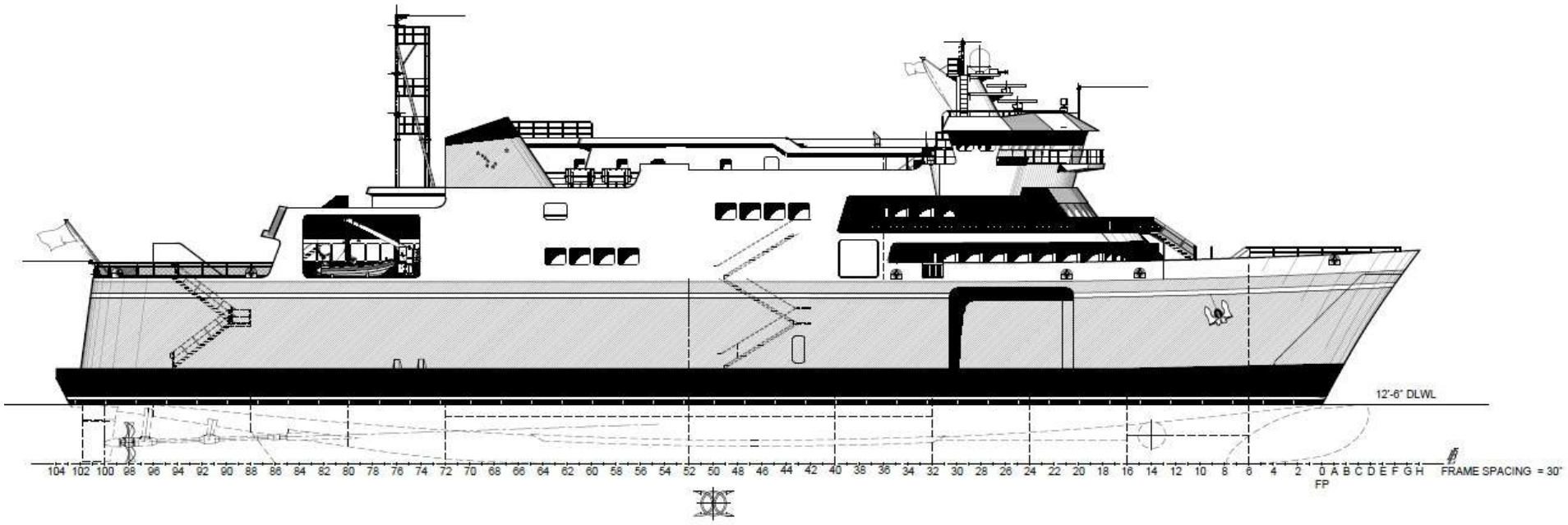
TUSTUMENA REPLACEMENT VESSEL



- Thoma-Sea Constructors, LLC
  - Winning bid: $349,996,251
- FTA Buy America audit successfully completed and certificate received on September 30, 2026
- Contract Officially Awarded on October 1, 2026
- Kick off meeting scheduled for November 6, 2026

TAZLINA CREW QUARTERS

- Bids due October 29, 2026
- Project designer Elliott Bay Design Group
- Project Cost - $42.3M
- FTA Grant
- Barb Henry, Vessel Construction Manager



REVISED OUTBOARD PROFILE

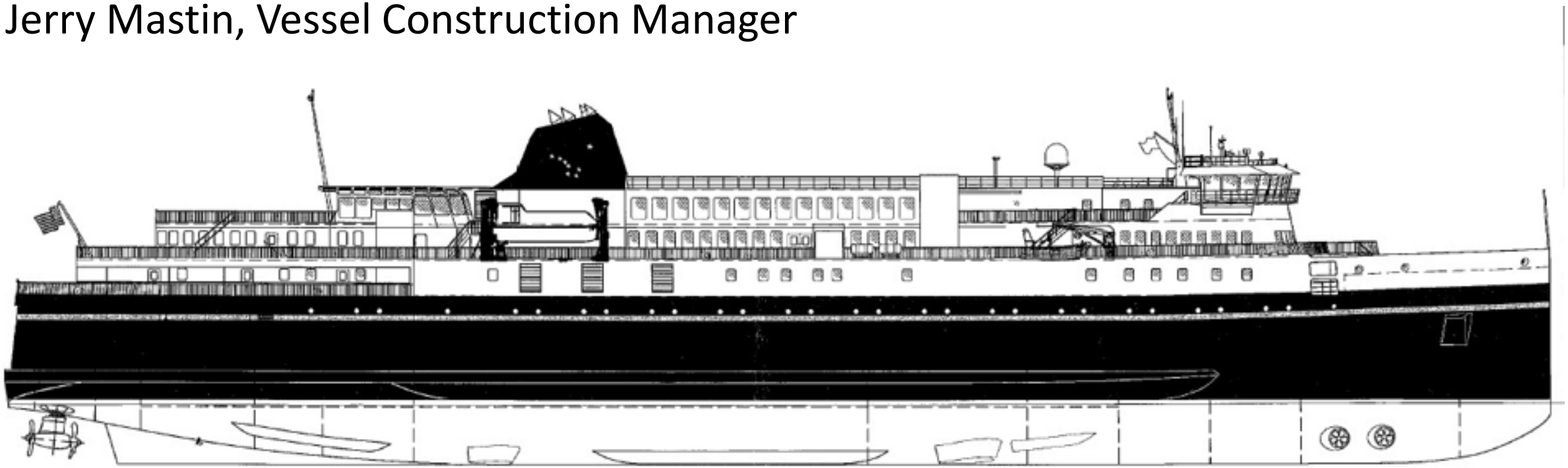
DIESEL ELECTRIC HYBRID SHUTTLE FERRY

- FTA Grant
- Build Cost Estimate $77M
- 200’ x 50’ x 11.5’
- Subchapter T, < 100 gross registered tons
- Passenger Capacity: 150
- Vehicle Capacity: 488 Lane Feet
- Azimuth thrusters
- Venessa Johnson, Vessel Construction Manager



MAINLINER REPLACEMENT VESSEL

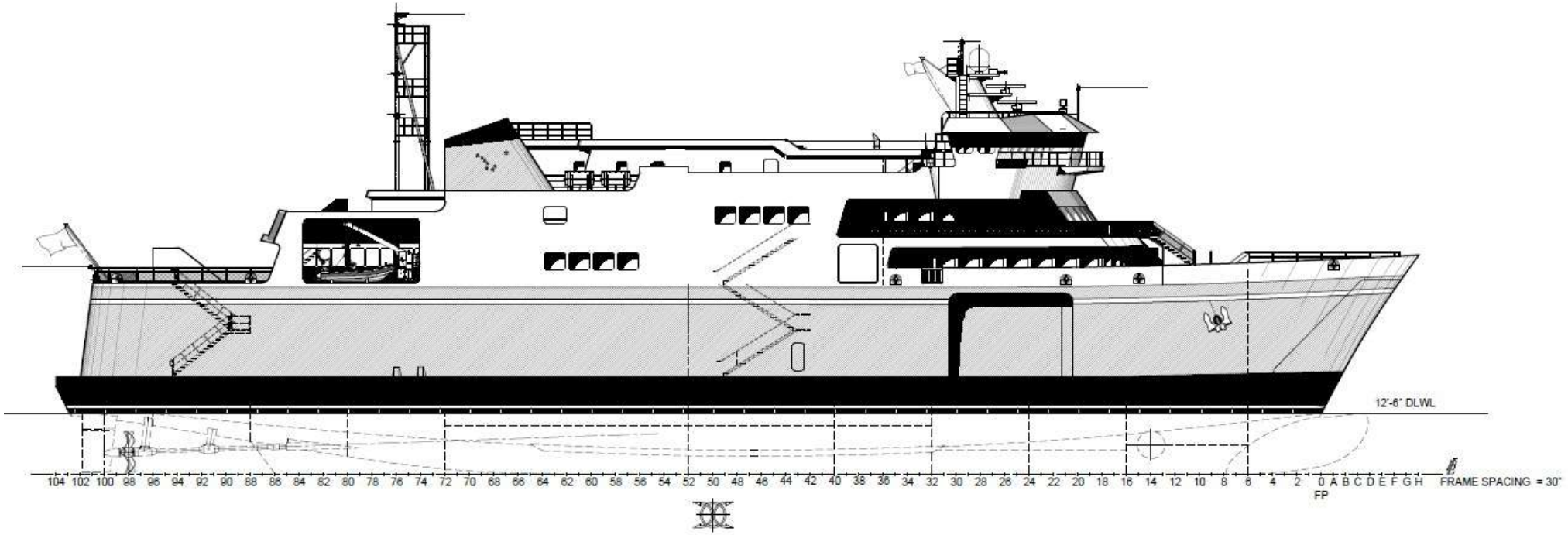
- $!0.7M for the design of a Mainliner Replacement Vessel – FTA Grant
- Design contract was awarded to Glosten in August 20206
- Jerry Mastin, Vessel Construction Manager



ELEVATION 1-4A

NEW DAY BOAT

- FTA 2026 Grant Award of $153.4M – Construction Cost Estimated at $191M
- An upgraded Alaska Class Ferry
  - Diesel Electric Hybrid with Azimuth Thrusters

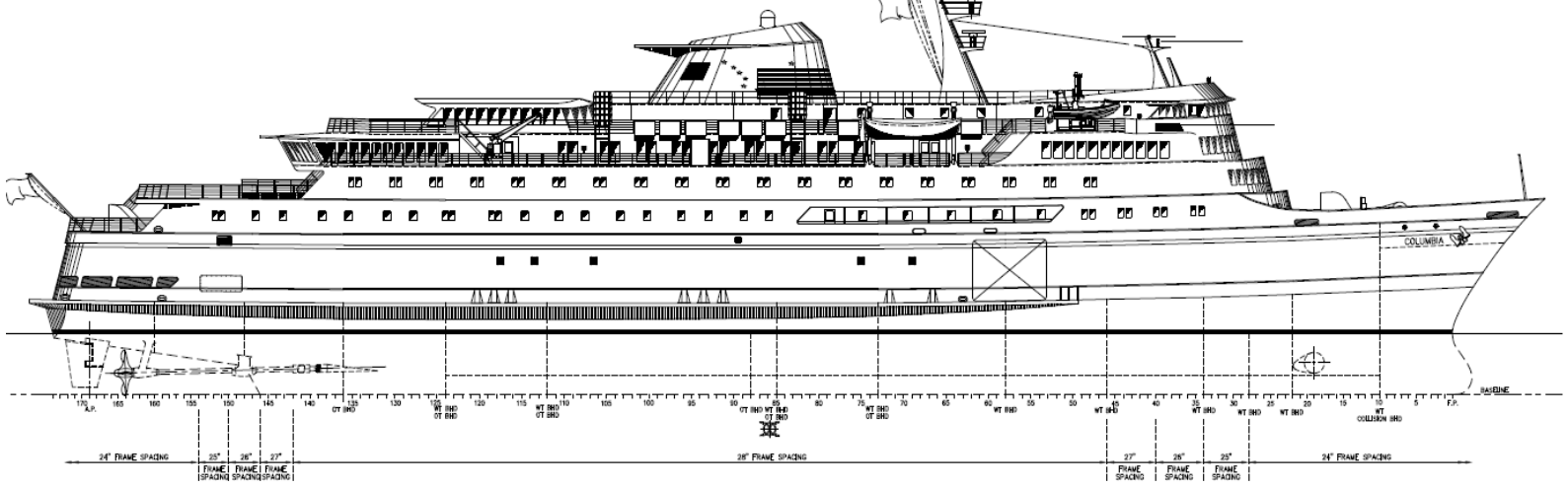


REVISED OUTBOARD PROFILE

COLUMBIA PROJECT UPGRADES

MODERNIZATION PROJECT LIST – $41 FTA Grant

- Replace obsolete firefighting systems
- Modernize passenger accommodations
- Repair leaking windows and wasted steel
- Install a new UVT (Ultraviolet Transmittance) fan-shutdown system
- Remove and replace boat deck boulevard deck coverings
- Asbestos abatement
- Install new steering motor controllers
- Install new capstan motor controllers
- Replace wasted steel around vehicle loading doors
- Rebuild both tail shafts and main engine to RG (Reverse Gifford grapnels) high-speed shaft rebuild
- Blast and paint the entire vessel
- Upgrade the vessel's electrical power systems and install modern infrastructure
- Improve passenger accessibility for Americans with Disabilities Act (ADA) compliance
- Conduct wasted pipe repairs
- Rebuild the Marine Sanitation Device





“Follow the Long-Range Plan”

ALASKA MARINE HIGHWAY OPERATIONS BOARD (AMHOB)

Friday, October 23, 2026 / 12:30-15:30 AKT

ATTACHMENT 4

AMHS Terminal Infrastructure Briefing

DOT&PF Southcoast Region AMHS terminal project update, 2026-2030.

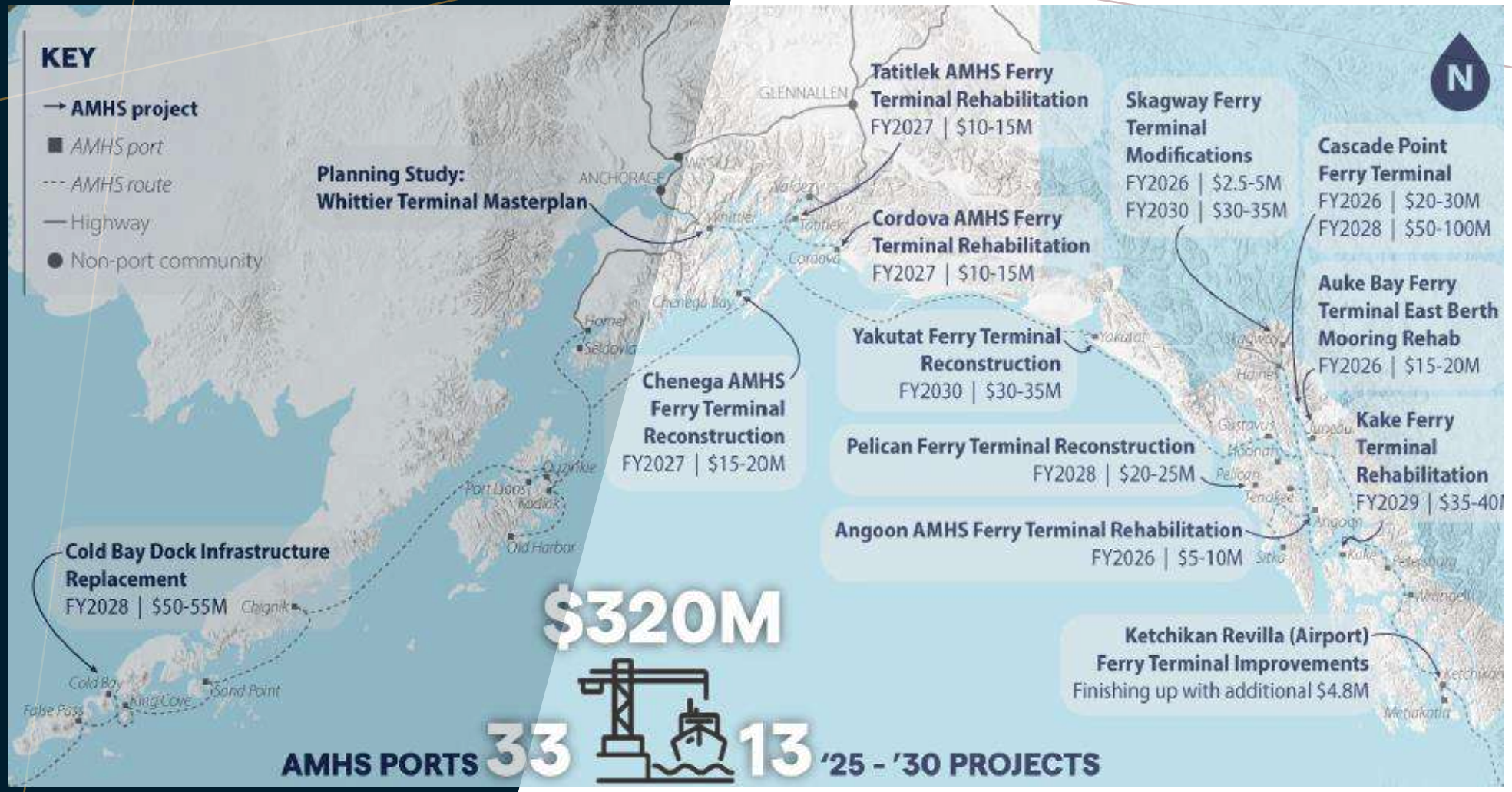
AGENDA REFERENCE
Item 12b | Fleet & Terminal Infrastructure
Item 13c | Terminal Infrastructure Briefing

ALASKA DOT&PF SOUTHCOAST REGION

AMHS TERMINAL PROJECT UPDATE

2026 - 2030





Program Challenges

- Permitting (Geotechnical, Endangered Species, Historical Properties)
- Funding source requirements (FHWA, MARAD, FTA)
- Aging Infrastructure
- Resiliency & Agility (Terminal and System)
- New Vessels
- Material/Labor Price Escalation













AMHS SHORESIDE FACILITIES CONDITION SURVEY

Annual

Scope

- These routine surveys evaluate the state of various shoreside facilities within the Alaska Marine Highway System (AMHS). The goal is to document current conditions and prepare annual updates. The project covers over thirty shoreside facilities.

Funding Source

- FHWA

Funding Amounts

- $480/year

Status

- Annual Inspections Complete
- Producing Annual Report

Table 1 - Ferry Terminal Inspection Dates

Route		Facility Location	ON/OFF SYSTEM	Bridge #	Owner	Inspection Date			
						Condition Survey	Routine Bridge	Underwater Inspection	FC Bridge Inspection
Southeast AK	1	Angoon	ON	181	State	28-Jul-21	28-Jul-21	14-Aug-21	-
	2	Auke Bay East	ON	1474	State	12-May-21	12-May-21	23-Aug-21	12-May-21
	3	Auke Bay West	ON	191	State	12-May-21	12-May-21	23-Aug-21	12-May-21
	4	Auke Bay Stern	ON	803	State	10-May-21	10-May-21	24-Aug-21	10-May-21
	5	Bellingham	-	-	Port Authority	10-Sep-21	-	-	-
	6	Clark Bay (Hollis)	ON	182	State (IFA)	27-May-21	27-May-21	17-Nov-20	-
	7	Coffman Cove	ON	193	City of Coffman Cove (IFA)	27-May-21	27-May-21	02-Aug-16	15-May-19
	8	Gustavus	ON	1417	State	29-Jun-21	29-Jun-21	29-Aug-21	29-Jun-21
	9	Haines	ON	804	State	06-May-21	06-May-21	22-Aug-21	06-May-21
	10	Hoonah	ON	179	State	29-Apr-21	29-Apr-21	19-Aug-21	-
	11	Kake	ON	177	State	28-Jun-21	28-Jun-21	13-Aug-21	-
	12	Ketchikan Berth 1	ON	800	State	24-May-21	24-May-21	09-Aug-21	24-May-21
	13	Ketchikan Berth 2	ON	1823	State	24-May-21	24-May-21	06-Aug-21	24-May-21
	14	Ketchikan Berth 3	ON	190	State	24-May-21	24-May-21	06-Aug-21	24-May-21
	15	Metlakatla (Port Chester)	ON	178	State	24-Jul-17	24-Jul-17	04-Aug-16	04-Aug-16
	16	Metlakatla (Annette Bay)	ON	194	State	30-Apr-21	30-Apr-21	30-Jul-18	-
	17	Pelican	ON	1426	City of Pelican	02-Aug-21	02-Aug-21	01-Aug-18	-
	18	Petersburg	ON	802	State	17-May-21	17-May-21	12-Aug-21	03-May-21
	19	(Petersburg) South Mitkof	ON	192	State (IFA)	13-May-21	13-May-21	06-Aug-16	27-May-21
	20	Prince Rupert	-	-	Port Authority	05-Oct-17	05-Oct-17	09-Mar-22	-
	21	Sitka	ON	806	State	21-May-21	21-May-21	17-Aug-21	21-May-21
	22	Skagway	ON	805	State/City of Skagway	09-Jun-21	09-Jun-21	21-Aug-21	08-May-21
	23	Tenakee	ON	1451	State	10-Dec-22	10-Dec-22	18-Aug-21	10-Dec-22
	24	Wrangell	ON	801	State	18-May-21	18-May-21	11-Aug-21	03-May-21
	25	Yakutat	OFF	2094	City of Yakutat	19-Aug-21	19-Aug-21	10-Jun-21	-
Southcentral AK	26	Chenega	ON	184	NPR Housing Authority	13-Aug-22	13-Aug-22	04-Aug-18	13-Aug-22
	27	Cordova	ON	180	State	30-Jul-21	30-Jul-21	04-Jun-21	30-Jul-21
	28	Homer	ON	1415	City of Homer	26-Jul-22	26-Jul-22	25-Sep-18	-
	29	Seldovia	ON	1423	City of Seldovia	26-Jul-22	26-Jul-22	26-Sep-18	-
	30	Tatitlek/Ellamar	OFF	183	NPR Housing Authority	14-Aug-22	14-Aug-22	21-Aug-21	14-Aug-22
	31	Valdez	ON	1429	State	10-Aug-22	10-Aug-22	22-Aug-21	10-Aug-22
	32	Whittier	OFF	1424	State	11-Aug-22	11-Aug-22	03-Aug-18	11-Aug-22
Southwest AK	33	Akutan	ON	1946	City of Akutan	12-Sep-22	12-Sep-22	28-Jul-19	-
	34	Chignik	-	-	City of Chignik	23-Aug-22	-	09-Jul-03	-
	35	Cold Bay	ON	1755	City of Cold Bay	08-Aug-22	08-Aug-22	15-Aug-18	08-Aug-22
	36	False Pass	ON	1945	City of False Pass	09-Aug-22	09-Aug-22	15-Aug-18	09-Aug-22
	37	King Cove	-	-	Aleutians East Burough	13-Aug-22	23-Sep-22	14-Jul-14	-
	38	Kodiak City Dock (Pier 1)	ON	1425	City of Kodiak	15-Aug-22	15-Aug-22	30-Aug-21	-
	39	Kodiak Pier 2	ON	2095	City of Kodiak	15-Aug-22	15-Aug-22	25-Jul-19	-
	40	Old Harbor Dock	OFF	186	City of Old Harbor	14-Aug-22	14-Aug-22	11-Aug-18	14-Aug-22
	41	Ouzinkie City Dock	-	-	City of Ouzinkie	16-Aug-22	-	-	-
	42	Port Lions	-	-	City of Port Lions	16-Aug-22	-		10-Jul-14
	43	Sand Point	ON	1756	City of Sand Point	26-Dec-22	26-Dec-22	-	-
	44	Unalaska (Dutch Harbor)	ON	1824	City of Unalaska	23-Aug-22	-	18-Jul-14	-







ANGOON FERRY TERMINAL REHABILITATION

October 2026

Scope

- This project will modify the existing ferry terminal to better accommodate Alaska Class Ferry berthing and mooring needs and upgrade the electric apron lifting system to a hydraulic system.

Funding Source

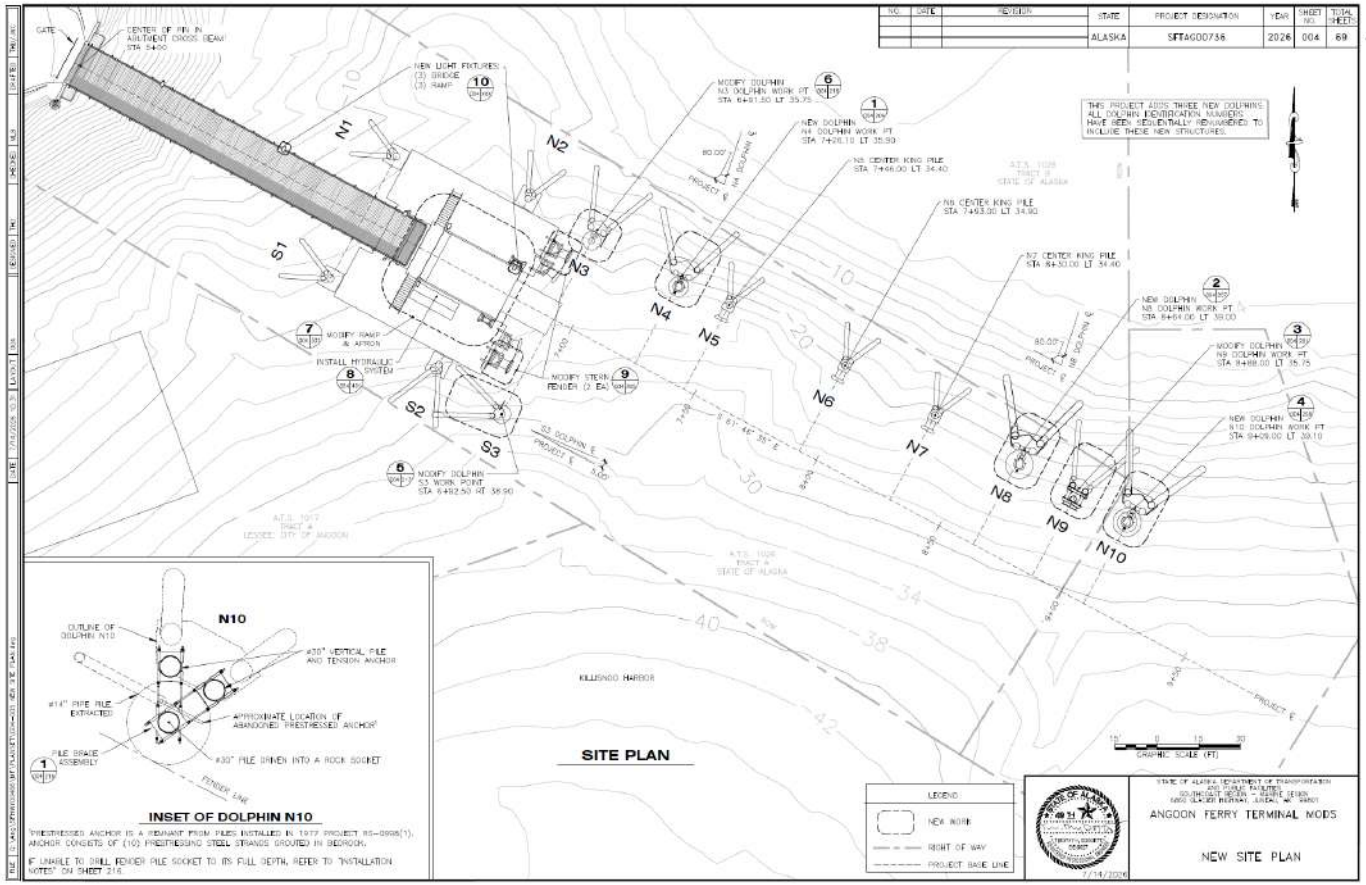
- FHWA/FTA

Funding Amounts

- $1.0mil (Design)
- $10mil (Construction)

Status

- Bid Advertisement







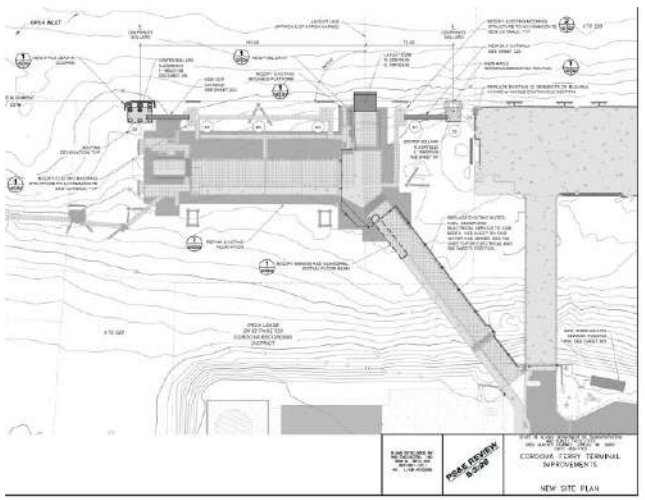


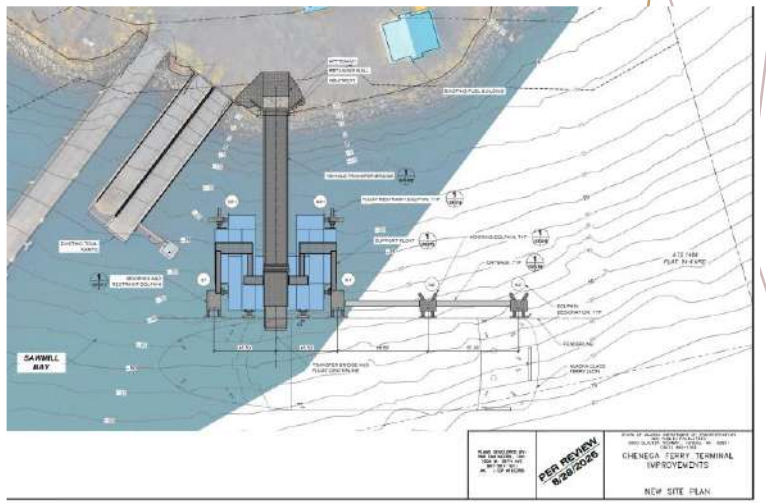
PWS FERRY TERMINAL IMPROVEMENTS

October 2026 (Cordova), April 2027 (Chenega), May 2027 (Tatitlek)

Scope

- The PWS ferry terminal projects modify the existing ferry terminals to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska.



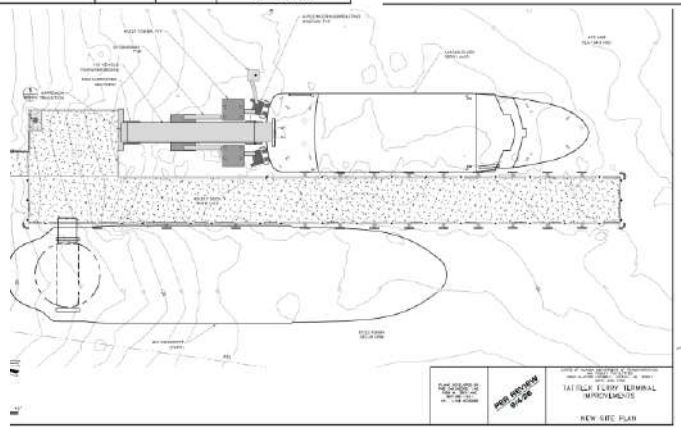


Funding Source

- FHWA/MARAD

Funding Amounts

- $6.9mil (Design)
- $11.7mil (Cordova)
- $18.2mil (Chenega)
- $13.7mil (Tatitlek)



Status

- Environmental Document
- 95% Design (Cordova)
- 70% Design (Chenega)
- 35% Design (Tatitlek)







AUKE BAY EAST BERTH MOORING REHABILITATION

April 2027

Scope

- Make improvements to the Alaska Marine Highway System (AMHS) Auke Bay Terminal East Berth. Work includes replacement of mooring dolphins, catwalks and gangways, and associated electrical upgrades. Work also includes all required dredging at the facility to support construction of the improvements at East Berth.

Funding Source

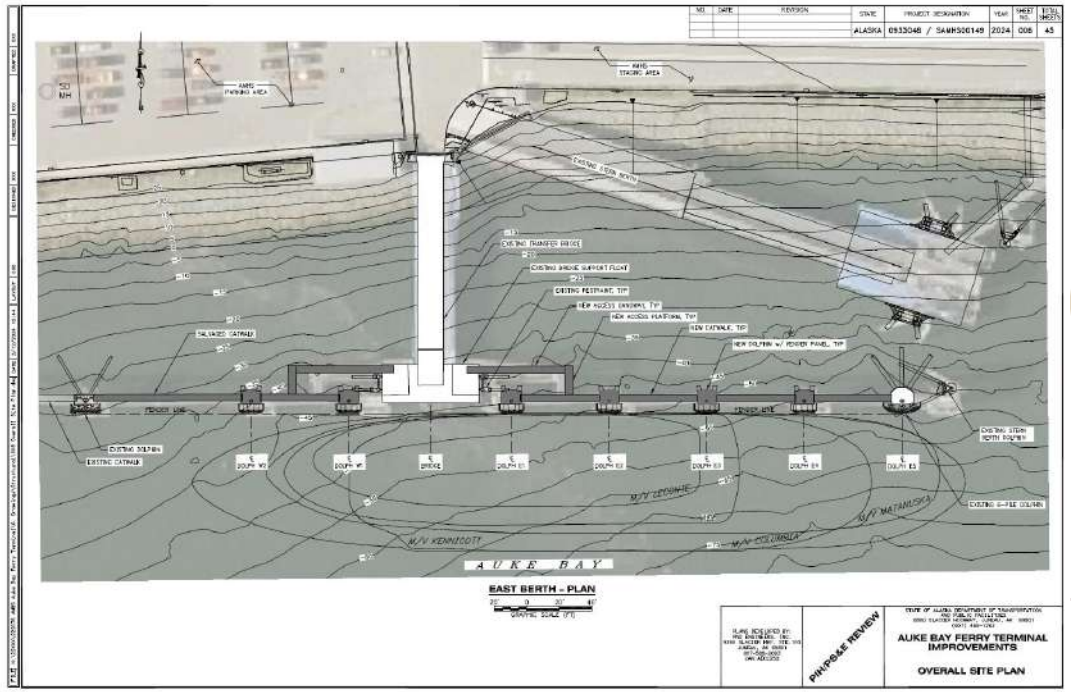
- FHWA/FTA

Funding Amounts

- $2.9mil (Design)
- $25.9mil (Construction)

Status

- Environmental Document
- 95% Design









HYDER FERRY TERMINAL RECONNAISSANCE STUDY

June 2027

Scope

- Conduct a reconnaissance study evaluating the feasibility of constructing and operating a ferry terminal in Hyder, Alaska

Funding Source

- FHWA/FTA

Funding Amounts

- $250k (Planning)

Status

- RFP review
- Consultant Selection









COLD BAY FERRY TERMINAL RECONSTRUCTION

September 2027

Scope

- Design, permit, and construct a replacement dock at Cold Bay to replace the community's aging existing dock. Provide working areas and marine infrastructure capable of use by Alaska Marine Highway System, commercial vessels, freight and fuel transfer, ad other private vessels

Funding Source

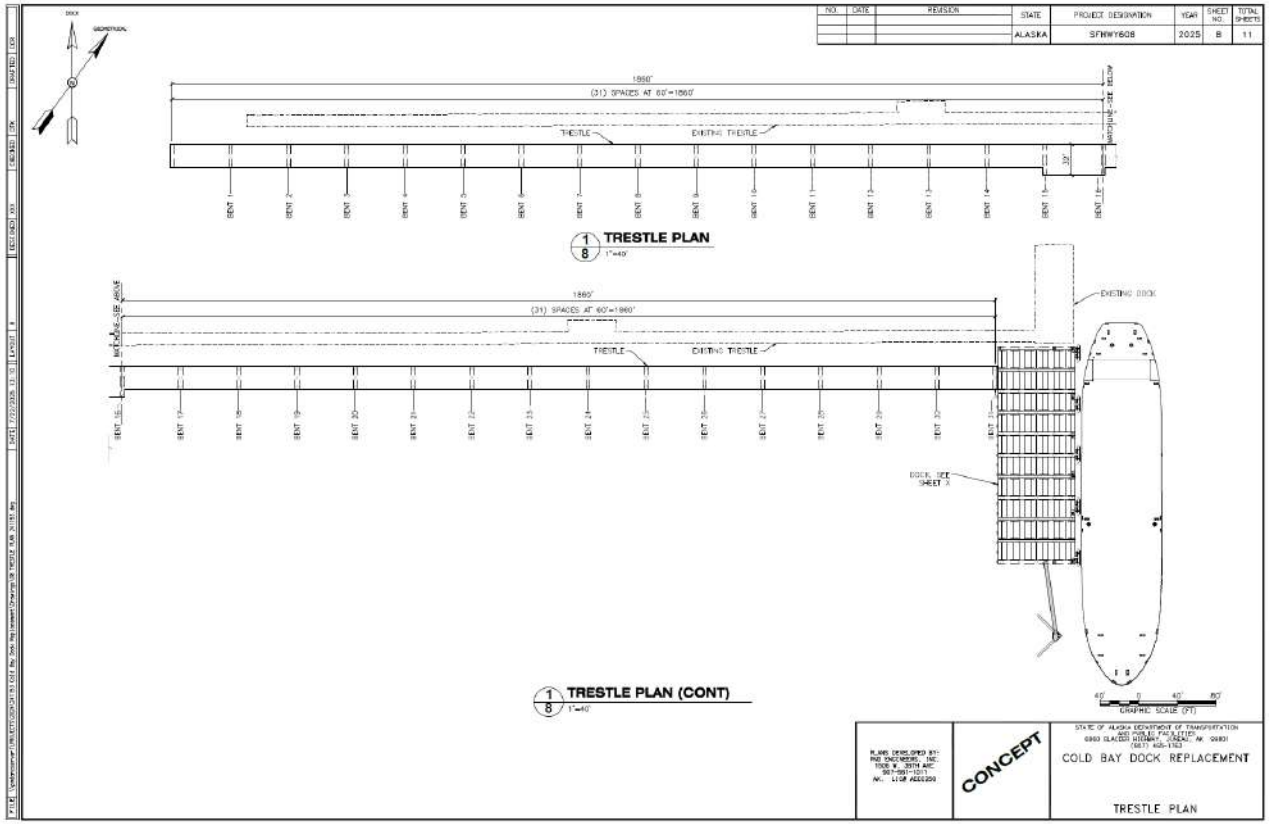
- MARAD

Funding Amounts

- $6.0mil (Design)
- $68.2mil (Construction)

Status

- Environmental Document
- 35% Design









PELICAN FERRY TERMINAL RECONSTRUCTION

September 2028

Scope

- Reconstruct the Pelican Ferry Terminal to accommodate Alaska Marine Highway System vessels. Complete berth, mooring, loading and transfer, passenger access, utility, and terminal-support improvements identified through design.

Funding Source

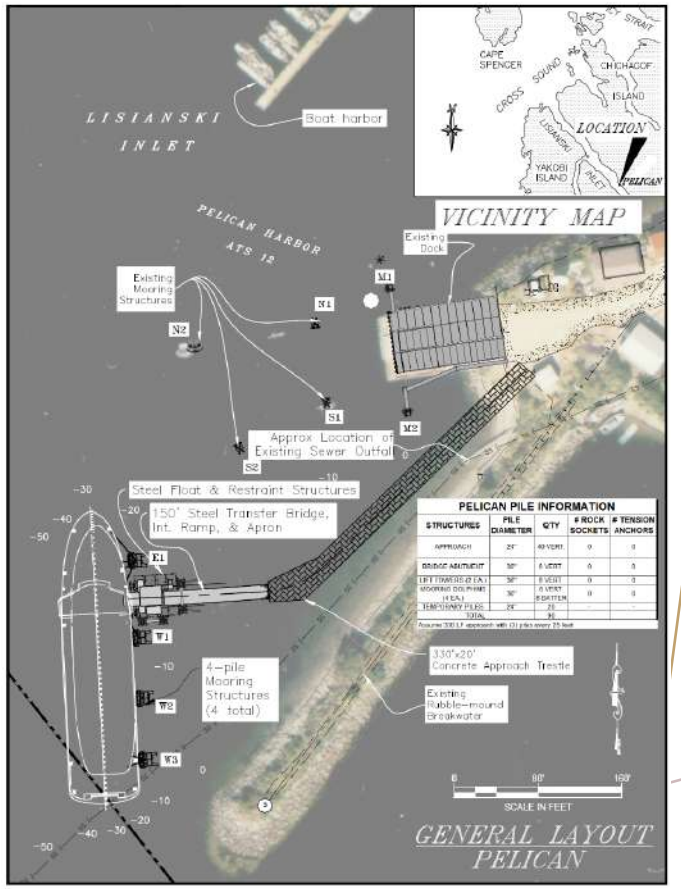
- FTA

Funding Amounts

- $1.9mil (Design)
- $21.6mil (Construction)

Status

- Design RFP Advertisement









CASCADE POINT FERRY TERMINAL

FY2029

Scope

- Construct a new Alaska Marine Highway System ferry terminal at Cascade Point near Mile 42 of Glacier Highway. The project includes upland access and staging, a single-end loading berth, transfer bridges, mooring and breasting dolphins, a pile-supported wave barrier and breakwater, dredging, terminal buildings, parking, utilities, fencing, fuel systems, and a purser shack. Stage 1 constructs the initial uplands package from Glacier Highway to the terminal pad. Stage 2 constructs the remaining terminal and waterside facilities not delivered under Stage 1.

Funding Source

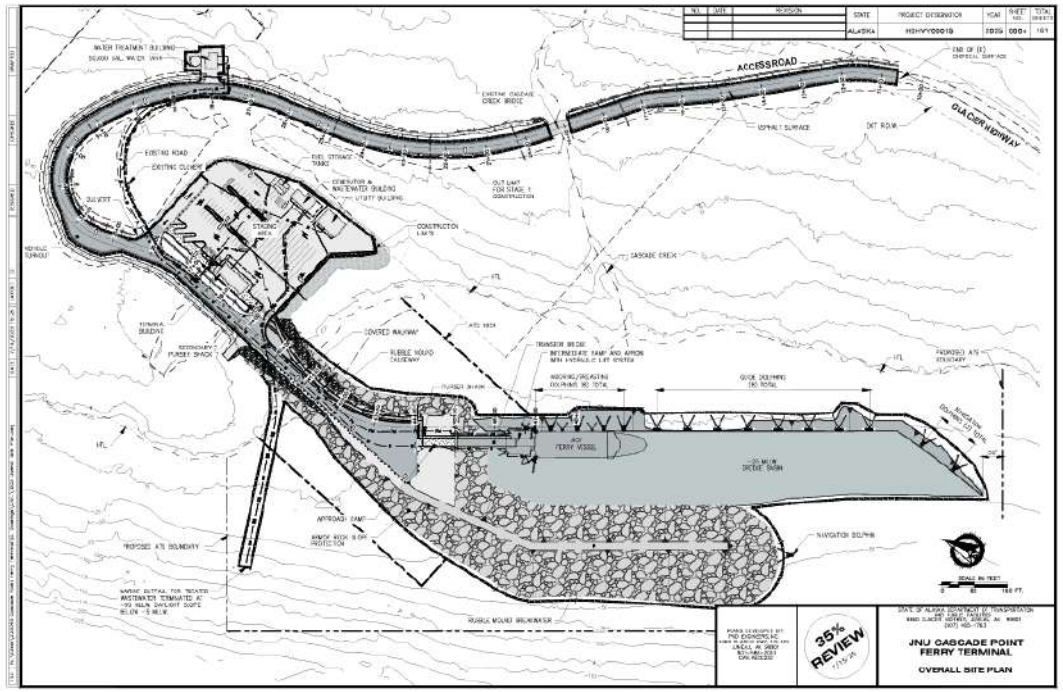
- FHWA/FTA

Funding Amounts

- $34.9mil (Stage 1)
- $80.5mil (Stage 2)

Status

- 90% Design (Stage 1)
- NEPA Process (Stage 2)









SOUTH TONGASS FERRY TERMINAL

FY2029

Scope

- Design, permit, and construct a new Alaska Marine Highway System mooring facility and terminal building at Saxman Seaport on South Tongass Highway. The terminal will provide a shorter, more efficient connection for the M/V Lituya route and improve passenger, vehicle, freight, seafood, and intermodal movement among Revilla Island, Annette Island, and Prince of Wales Island communities.

Funding Source

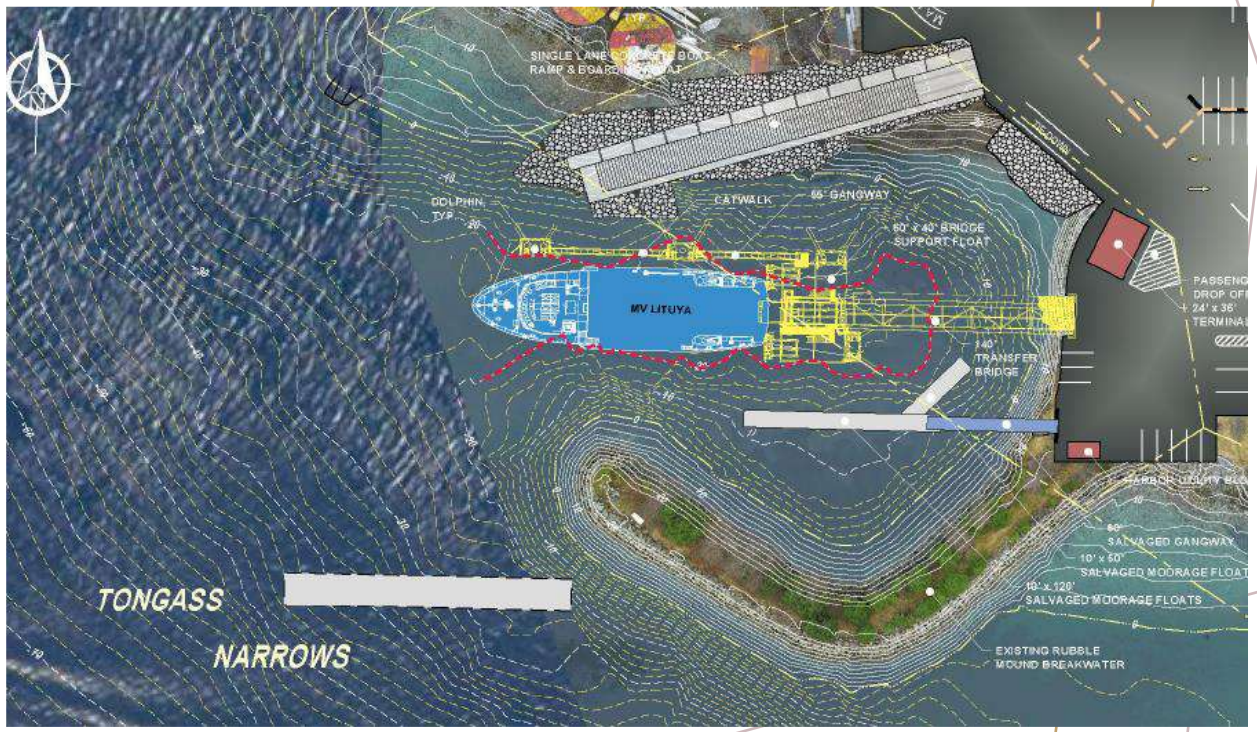
- FTA

Funding Amounts

- $3.1mil (Design)
- $22.7mil (Construction)

Status

- Design RFP Advertisement









KAKE FERRY TERMINAL REHABILITATION

FY2030

Scope

- Reconstruct and modernize the Kake Ferry Terminal to replace aging infrastructure and improve compatibility with the Alaska Marine Highway System fleet. Upgrade berth geometry, mooring systems, and vessel-loading interfaces so dayboats and larger mainline vessels can safely and reliably serve Kake, improving operational flexibility across the Southeast Alaska network.

Funding Source

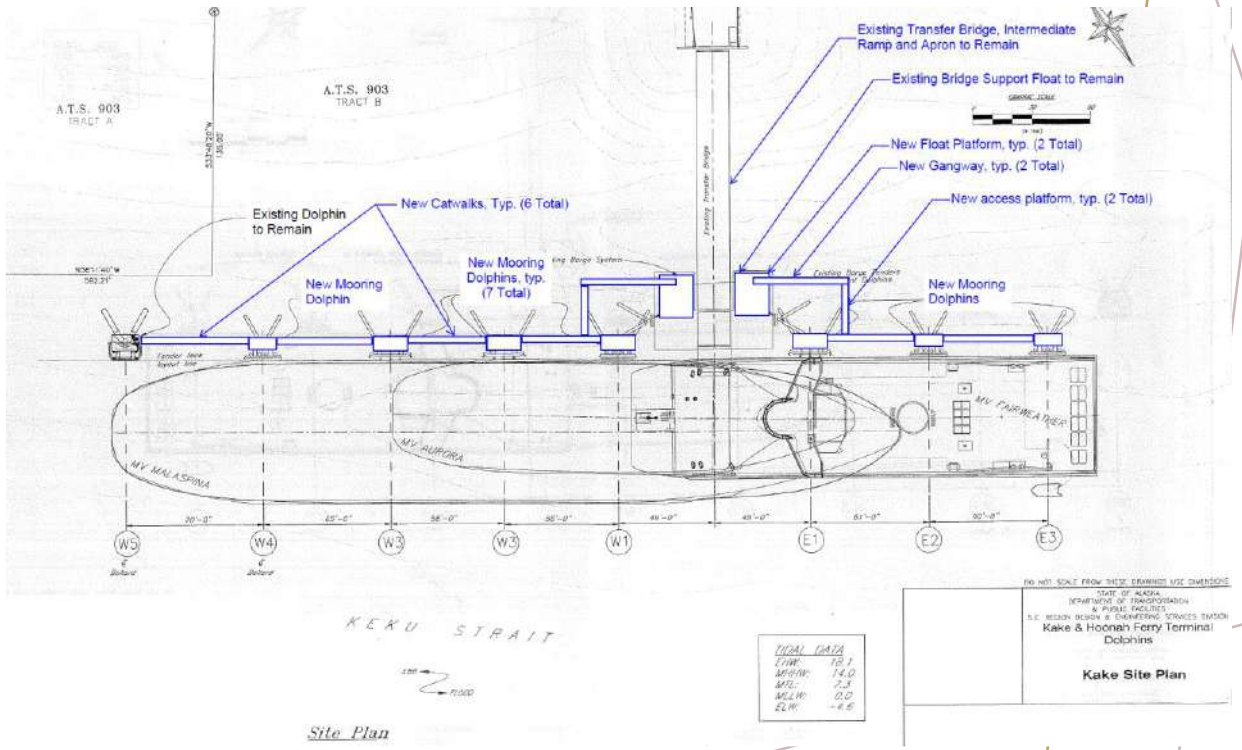
- FTA

Funding Amounts

- $4.0mil (Design)
- $38.8mil (Construction)

Status

- Design RFP Advertisement









YAKUTAT FERRY TERMINAL REPLACEMENT

FY2030

Scope

- Construct a dedicated side-berth facility for AMHS vessels in Yakutat, Alaska to improve safety, functionality, accessibility, and vessel operations. Complete berth, mooring, loading and transfer, passenger-access, utility, and terminal-support improvements identified through design.

Funding Source

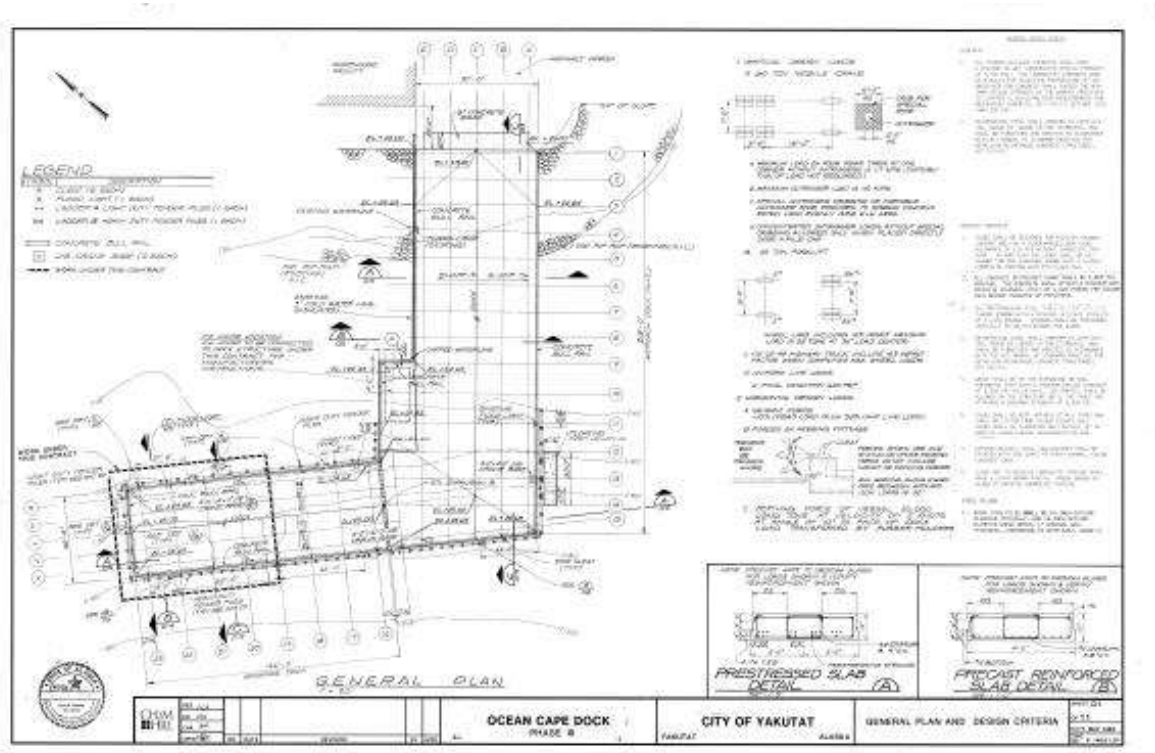
- FHWA

Funding Amounts

- $3.1mil (Design)
- $31.9mil (Construction)

Status

- RFP Review
- Consultant Selection









SKAGWAY FERRY TERMINAL MODIFICATIONS

FY2031

Scope

- This project would make improvements to the Skagway Ferry Terminal by replacing the aging infrastructure to accommodate current and future AMHS vessels.

Funding Source

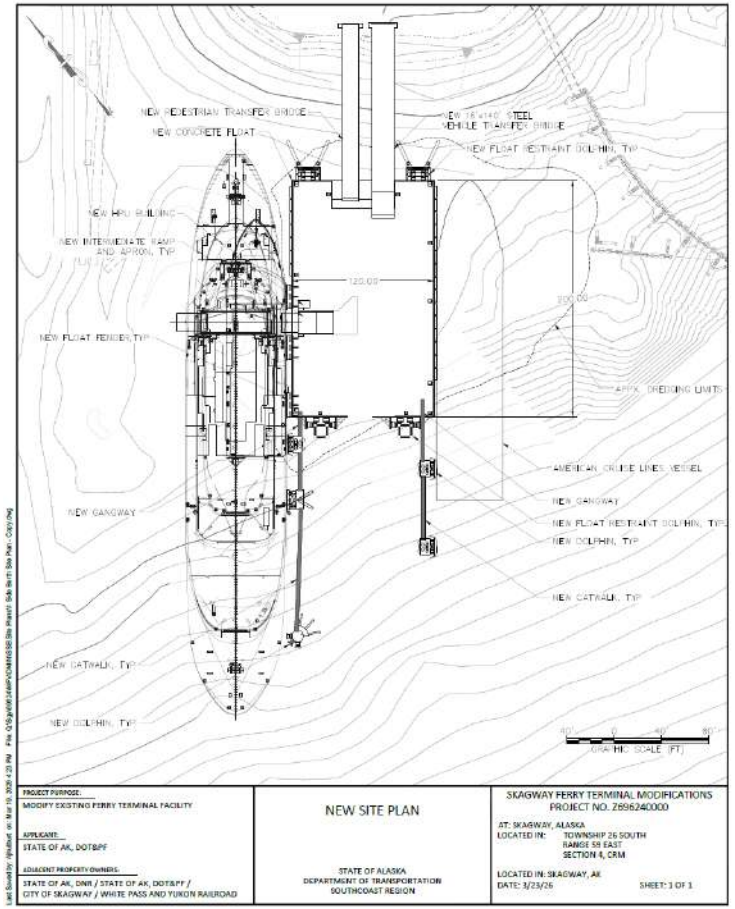
- FHWA/MARAD PIDP – Grant Award Pending

Funding Amounts

- $5.7mil (Design)
- $72.1mil (Construction)

Status

- Design RFP Advertisement









FUTURE NEEDS

Haines Ferry Terminal Shuttle Berth

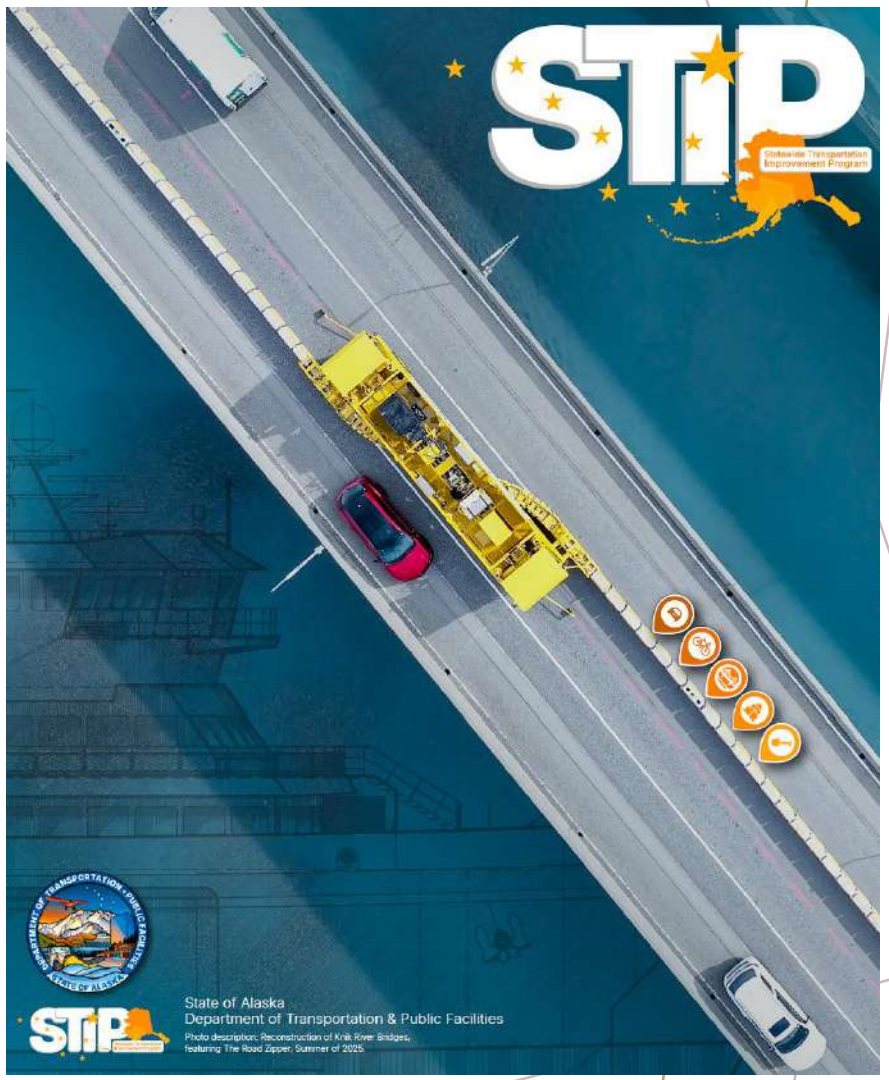
- This project will upgrade the Haines Ferry Terminal by adding infrastructure to accommodate current and future AMHS vessels. The scope includes designing and constructing a new stern berth ferry terminal east of the existing facility.
- $55mil (Scoping Estimate)

Kodiak Ferry Terminal Reconnaissance

- Conduct a reconnaissance study evaluating the feasibility of constructing and operating a new ferry terminal in Kodiak, Alaska capable of servicing current and future AMHS vessels.

Homer Ferry Terminal Reconnaissance

- Conduct a reconnaissance study evaluating the feasibility of constructing and operating a new ferry terminal in Homer, Alaska capable of servicing current and future AMHS vessels.







THANK YOU

David Lowell

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david.lowell@alaska.gov

ALASKA MARINE HIGHWAY OPERATIONS BOARD (AMHOB)

Friday, October 23, 2026 / 12:30-15:30 AKT

ATTACHMENT 5

AMHS STIP Extract

Alaska Marine Highway projects in the Draft 2027 to 2030 STIP, with project and program profiles.

AGENDA REFERENCE
Item 13b | STIP as it pertains to AMHS
Item 15a | STIP 2027-30 Status/Recommendations

Alaska Marine Highway Projects in the Draft 2027 to 2030 STIP

Project extract and review prepared October 5 2026

The September 14, 2026 public-comment draft contains **26 directly related Alaska Marine Highway vessel, terminal, maintenance, operating and support entries**, plus two related access and planning entries included here. Their detailed original project profiles follow this four-page review. The extract covers the statewide system, including Cold Bay in Southwest Alaska.

The 26 direct entries schedule **$973,435,901 in new FY2027 to FY2030 activity**. Chenega also schedules an $848,000 advance-construction conversion, which is financing and is excluded from that total. The Whittier tunnel entry is a separate $3,552,099 conversion; the Bristol Bay study schedules $3,075,124 in planning.

Key findings for board review

Cold Bay: $70,190,000 in FY2027, including $2,000,000 for design, $10,000 for right-of-way and $68,180,000 for construction. Sources are PIDP $40,176,746, Ferry Boat Funds Advance Construction $15,975,254 and state match $14,038,000 (V2-48).

Fleet replacement: LeConte replacement has $191,758,660 through FY2029; the high-efficiency commuter ferry has $77,646,109 for FY2028 construction. Mainliner replacement has $10,739,520 for FY2027 design, with $374,735,662 forecast after FY2030 (V2-103, V2-82, V2-104).

Cascade Point: $85,460,253 in FY2027 to FY2029 activity. Its combined lifecycle forecast is $120,452,862, including Stage 1, STIP 35277, with $34,992,609 in the FY2026 remaining plan. Stage 1 is retained within the parent profile (V2-40).

Operating support: $83,604,474 in FY2027 and $83,200,000 in FY2028; no FY2029 or FY2030 allocation appears in this profile (V2-206).

Named projects absent: No Tustumena replacement, Tazlina crew-cabin retrofit, Hubbard, or Prince Rupert project is named in this draft. This does not establish that their existing funding or work has been canceled.

Programming years are planned obligations, not verified construction starts, vessel delivery dates or service commitments. The draft comment period is September 14 through October 29, 2026. Source: FY27-30-STIP-Public-Comment-091426.pdf, Volume II project profiles and Volume VI selection register.

Vessel projects and system support

STIP ID and project	FY2027 to FY2030 schedule	New activity	Source and extract page
34212 M/V Columbia Modernization	FY2027: P4 $41,384,000	$41,384,000	V2-102 Extract p 5
35271 M/V LeConte Replacement Vessel	FY2027: P2 $6,000,000 FY2028: P2 $5,774,655 FY2029: P4 $179,984,005	$191,758,660	V2-103 Extract p 6
33976 M/V Mainliner Replacement Vessel	FY2027: P2 $10,739,520	$10,739,520	V2-104 Extract p 7
34229 High-Efficiency Commuter Ferry	FY2028: P4 $77,646,109	$77,646,109	V2-82 Extract p 8
35276 AMHS Customer Service and Operations Modernization	FY2027: P0 $5,000,000	$5,000,000	V2-189 Extract p 9
18358 Ferry Refurbishment	FY2027: P2 $3,567,830; P4 $31,931,567 FY2028: P0 $5,000,000; P2 $1,090,370; P4 $6,695,590 FY2029: P0 $5,000,000; P2 $1,047,420; P4 $19,307,460 FY2030: P4 $8,030,200	$81,670,437	V2-205 Extract p 10
34320 Ferry Service for Rural Communities Operating Assistance	FY2027: P0 $83,604,474 FY2028: P0 $83,200,000	$166,804,474	V2-206 Extract p 11
18359 Ferry Terminal Rehabilitation	FY2027: P2 $4,500,000; P4 $2,200,000 FY2028: P0 $1,700,000; P2 $600,000 FY2029: P0 $1,700,000 FY2030: P2 $1,000,000	$11,700,000	V2-207 Extract p 12
6413 Fleet Condition Surveys	FY2027: P9 $400,000 FY2028: P9 $400,000 FY2029: P9 $400,000 FY2030: P9 $400,000	$1,600,000	V2-208 Extract p 13
5985 Shoreside Facilities Condition Surveys	FY2027: P9 $480,000 FY2028: P9 $480,000 FY2029: P9 $240,000 FY2030: P9 $400,000	$1,600,000	V2-242 Extract p 14
34313 State-owned Shipyard Repairs	FY2027: P0 $2,521,913 FY2028: P0 $907,500 FY2029: P0 $998,250 FY2030: P0 $910,250	$5,337,913	V2-244 Extract p 15
34750 Ketchikan Shipyard Receiving Slab Rehabilitation	FY2027: P2 $1,000,000 FY2028: P4 $9,100,000	$10,100,000	V2-91 Extract p 16

Terminal projects

STIP ID and project	FY2027 to FY2030 schedule	New activity	Source and extract page
33883 Angoon Ferry Terminal Rehabilitation	FY2027: P4 $9,213,392	$9,213,392	V2-33 Extract p 17
29709 Auke Bay Ferry Terminal East Berth Mooring Rehabilitation	FY2027: P4 $25,973,242	$25,973,242	V2-34 Extract p 18
27451 Auke Bay Ferry Terminal Improvements	FY2030: P2 $1,700,000	$1,700,000	V2-35 Extract p 19
33974 Cascade Point Ferry Terminal Construction [Parent and Final Construction]	FY2027: P2 $5,000,000 FY2029: P4 $80,460,253	$85,460,253	V2-40 Extract p 20
33888 Chenega Ferry Terminal Reconstruction	FY2027: P3 $10,000; P4 $18,200,000 FY2029: ACC $848,000	$18,210,000	V2-42 Extract p 21
34319 Cold Bay Ferry Terminal Reconstruction	FY2027: P2 $2,000,000; P3 $10,000; P4 $68,180,000	$70,190,000	V2-48 Extract p 22
33886 Cordova Ferry Terminal Rehabilitation	FY2027: P4 $11,650,000	$11,650,000	V2-50 Extract p 23
34193 Kake Ferry Terminal Rehabilitation	FY2027: P2 $3,100,000 FY2029: P2 $800,000; P3 $10,000 FY2030: P4 $38,760,000	$42,670,000	V2-87 Extract p 24
33885 Pelican Ferry Terminal Reconstruction	FY2027: P2 $600,000; P3 $10,000 FY2028: P4 $21,030,000	$21,640,000	V2-126 Extract p 25
13883 Skagway Ferry Terminal Modifications	FY2027: P2 $5,700,000 FY2030: P2 $1,500,000	$7,200,000	V2-150 Extract p 26
35275 South Tongass Ferry Terminal Construction	FY2027: P2 $2,060,410 FY2028: P2 $1,030,205 FY2029: P4 $22,664,512	$25,755,127	V2-151 Extract p 27
33887 Tatitlek Ferry Terminal Rehabilitation	FY2027: P3 $10,000; P4 $13,700,000	$13,710,000	V2-165 Extract p 28
34192 Yakutat Ferry Terminal Reconstruction	FY2028: P2 $800,000; P3 $100,000 FY2030: P4 $31,000,000	$31,900,000	V2-183 Extract p 29
35268 Dock Rebuild Planning Project	FY2027: P2a $2,349,614; P9 $473,160	$2,822,774	V2-263 Extract p 30

Related access and planning

STIP ID and project	FY2027 to FY2030 schedule	New activity	Source and extract page
11439 Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	FY2028: ACC $3,552,099	$0	V2-190 Extract p 31
35267 Bristol Bay Regional Connectivity Study	FY2027: P9 $3,075,124	$3,075,124	V2-262 Extract p 32

The Whittier tunnel is explicitly identified as a necessary road of the Alaska Marine Highway System. Its FY2028 entry converts previously authorized advance construction; it adds no new project cost. The Bristol Bay study explicitly evaluates connections to AMHS, alongside road, rail and other marine links.

How to read the extract

P0 is a program allocation; P2 is design and environmental review; P2a is work through environmental approval; P3 is right-of-way; P4 is construction or rehabilitation; P9 covers inspections, data collection and other supporting work. ACC is a financing conversion. The tables show new activity separately from conversions. Original profiles retain all funding-source amounts, lifecycle forecasts and financing schedules.

Items warranting clarification

Confirm how already funded Tustumena replacement and Tazlina retrofit work is represented outside this draft, and whether any remaining phases require STIP inclusion.

Confirm operating-assistance plans after FY2028 and the service outcomes associated with the FY2027 and FY2028 allocations.

Confirm post-FY2030 funding and delivery assumptions for the Mainliner replacement, Auke Bay improvements ($85,990,000 after FY2030) and Skagway modifications ($72,090,000 after FY2030).

Clarify Pelican match treatment: its narrative says toll credits satisfy the non-federal match, while its funding table lists state match and Ferry Boat Funds. The profile is reproduced without changing either statement.

Confirm advance-construction conversion timing for Cold Bay and Ketchikan shipyard work. Their new work is counted once; later conversions should not be added as additional project cost.

Scope of the original pages

The Portage Cove Dock Rebuild Planning Project is included because DOT places it under Alaska Marine Highway and Marine Highways in the profile. Inter-Island Ferry Authority refurbishment and Gravina airport ferry berth work are separate ferry systems and are excluded from the AMHS project total. Scow Bay harbor work has no explicit AMHS connection in its scope and is excluded.

Original source pages begin on extract page 5. Their printed Volume II page labels are unchanged. Each summary row gives both the source label and its page in this extract.

Project Deep-Dives

34212 M/V Columbia Modernization

Replace and modernize firefighting systems throughout the M/V Columbia, including advanced heat detection systems specifically designed for safely transporting electric vehicles. Modernize passenger accommodations by replacing aged windows and upgrading interior fixtures to ensure passenger safety and comfort. Upgrade the vessel's electrical power systems and install modern technology infrastructure to enhance efficiency and environmental sustainability. Ensure compliance with ADA standards by improving passenger accessibility throughout the vessel.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Marine Vessel Rehabilitation

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
No Bridge Work	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total: $41,384,000

FY	Phases	Planned Obligation
FY27	P4	$41,384,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total: $41,384,000

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)	$33,107,200
FY27	Ferry Boat Funds	$6,621,440
FY27	State Match	$1,655,360

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
34212-Single Project	SAMHS00147	$0	$0	$41,384,000	$0	$41,384,000

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0

FY31+ Planned AC Accrual
$0

Project Deep-Dives

35271 M/V LeConte Replacement Vessel

Design and construct the LeConte Replacement Vessel, a new Alaska Marine Highway System dayboat with diesel-electric hybrid propulsion, modern navigation and lifesaving systems, accessible passenger accommodations, vehicle and freight capability, and systems designed for reliable operation in Alaska's demanding marine environment. The vessel will replace the aging M/V LeConte and support Southeast Alaska routes currently served by the vessel, including Juneau, Hoonah, Gustavus, Pelican, Angoon, Tenakee, Kake, Skagway, and Haines.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Marine Vessel New Construction

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
No Bridge Work	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$191,758,660

FY	Phases	Planned Obligation
FY27	P2	$6,000,000
FY28	P2	$5,774,655
FY29	P4	$179,984,005

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$191,758,660

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$4,800,000
FY27	State Match	$1,200,000
FY28	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$4,619,724
FY28	State Match	$1,154,931
FY29	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$143,987,204
FY29	State Match	$35,996,801

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
35271-Single Project	IRIS not assigned — STIP 35271	$0	$0	$191,758,660	$0	$191,758,660

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0
FY31+ Planned AC Accrual
$0

Project Deep-Dives

33976 M/V Mainliner Replacement Vessel

Complete planning, preliminary engineering, and preparation of construction documents for a new Ocean Class vessel design to replace aging Alaska Marine Highway System mainline vessels. Develop a safe, efficient roll-on/roll-off vessel concept capable of serving Alaska and connecting ports in Canada and Washington. Define vessel capacity, propulsion, operating requirements, accessibility, environmental performance, and compatibility with the existing terminal network.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Marine Vessel New Construction

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
No Bridge Work	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$10,739,520

FY	Phases	Planned Obligation
FY27	P2	$10,739,520

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$10,739,520

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY23 Award)	$8,591,616
FY27	State Match	$2,147,904

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
33976-Single Project	SFTAG00720	$0	$0	$10,739,520	$374,735,662	$385,475,182

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0
FY31+ Planned AC Accrual
$0

Project Deep-Dives

34229 High-Efficiency Commuter Ferry

Design and construct a diesel-electric hybrid Class T dayboat for short-route Alaska Marine Highway System service. The vessel will combine battery energy storage with diesel generation and operate in electric, hybrid, or diesel modes based on route conditions and charging availability. Work includes procurement, construction, outfitting, testing, commissioning, crew training, and delivery. Final route assignment will be confirmed through service planning.

Strategic Investment Area
Sustainability

Landscape
Waterways

Work Type
Marine Vessel New Construction

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
No Bridge Work	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$77,646,109

FY	Phases	Planned Obligation
FY28	P4	$77,646,109

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$77,646,109

FY	Fund Source	Programmed
FY28	IIJA Sec. 71102 Electric Low Emitting FTA Grant: Shuttle Ferry (FY22 Award)	$42,516,887
FY28	Ferry Boat Funds	$19,600,000
FY28	State Match	$15,529,222

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
34229-Single Project	HFHWY00281	$0	$0	$77,646,109	$0	$77,646,109

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0
FY31+ Planned AC Accrual
$0

Program Deep-Dives

35276 AMHS Customer Service and Operations Modernization

Modernize AMHS customer service and operations through a new reservation platform and mobile capability, upgraded call-center tools, self-service kiosks at ferry terminals, and associated systems integration, deployment, training, and implementation support. The project expands service capacity, improves access to information, and creates a more reliable customer experience across the statewide ferry network.

Place Name	FY27–FY30 Planned Obligations Including ACC	Strategic Investment Area	Work Type
Alaska Marine Highway	$5,000,000	Economic Vitality **Landscape** Waterways	Maritime Infrastructure Improvements

Program Obligations (incl. ACC) FY2027–FY2030

FY	Phase	Planned Obligation
FY27	P0	$5,000,000

Programmed Funding (incl. ACC) | FY2027–FY2030

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$4,000,000
FY27	State Match	$1,000,000

AC Financing Schedule

Documented Opening AC	AC Authorization FY27-30	ACC Conversion FY27-30	ACC Conversion FY31
$0	$0	$0	$0

AC authorization increases AC; ACC conversion reduces it. ACC is financing and adds no program cost.

Program Deep-Dives

18358 Ferry Refurbishment

Perform annual ferry refurbishment and regulatory-driven dry docking. Address vessel refurbishment priorities as established in the annual Alaska Marine Highway System Fleet Condition Survey Report. Projects may purchase, construct, replace, or rehabilitate ferry vessels that can be accommodated by existing facilities.

Place Name	FY27–FY30 Planned Obligations Including ACC	Strategic Investment Area	Work Type
Alaska Marine Highway	$81,670,437	State of Good Repair	Marine Vessel Preservation
		Landscape	
		Waterways	

Program Obligations (incl. ACC) FY2027–FY2030

FY	Phase	Planned Obligation
FY27	P2	$3,567,830
FY27	P4	$31,931,567
FY28	P0	$5,000,000
FY28	P2	$1,090,370
FY28	P4	$6,695,590
FY29	P0	$5,000,000
FY29	P2	$1,047,420
FY29	P4	$19,307,460
FY30	P4	$8,030,200

Programmed Funding (incl. ACC) | FY2027–FY2030

FY	Fund Source	Programmed
FY27	Ferry Boat Funds	$28,399,518
FY27	State Match	$7,099,879
FY28	Ferry Boat Funds	$10,228,768
FY28	State Match	$2,557,192
FY29	Ferry Boat Funds	$20,283,904
FY29	State Match	$5,070,976
FY30	Ferry Boat Funds	$6,424,160
FY30	State Match	$1,606,040

AC Financing Schedule

Documented Opening AC	AC Authorization FY27-30	ACC Conversion FY27-30	ACC Conversion FY31
$0	$0	$0	$0

AC authorization increases AC; ACC conversion reduces it. ACC is financing and adds no program cost.

Program Deep-Dives

34320 Ferry Service for Rural Communities Operating Assistance

The AMHS Operations funding request will strengthen the ferry system in Alaska, which serves more than 30 communities covering 3,500 miles of coastline, by ensuring that route coverage is appropriate and in place for served communities, and that seasonal route schedules can respond to the increased workforce or travel demands, and that vessels have their necessary preventative maintenance addressed.

Place Name	FY27–FY30 Planned Obligations Including ACC	Strategic Investment Area	Work Type
Alaska Marine Highway	$166,804,474	Economic Vitality **Landscape** Waterways	Operations and Operational Improvements

Program Obligations (incl. ACC) FY2027–FY2030

FY	Phase	Planned Obligation
FY27	P0	$83,604,474
FY28	P0	$83,200,000

Programmed Funding (incl. ACC) | FY2027–FY2030

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant: Operating Support (FY26 Award)	$83,604,474
FY28	IIJA Sec. 71103 Rural Ferry Program FTA Grant: Operating Support (FY26 Award)	$83,200,000

AC Financing Schedule

Documented Opening AC	AC Authorization FY27-30	ACC Conversion FY27-30	ACC Conversion FY31
$0	$0	$0	$0

AC authorization increases AC; ACC conversion reduces it. ACC is financing and adds no program cost.

Program Deep-Dives

18359 Ferry Terminal Rehabilitation

Design, construct, refurbish, purchase, and lease ferry terminals for the Alaska Marine Highway System (AMHS). Projects may rehabilitate or reconstruct existing ferry facilities that occupy the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the capacity of the existing facilities.

Place Name	FY27–FY30 Planned Obligations Including ACC	Strategic Investment Area	Work Type
Alaska Marine Highway	$11,700,000	State of Good Repair **Landscape** Waterways	Ferry Terminal Rehabilitation

Program Obligations (incl. ACC) FY2027–FY2030

FY	Phase	Planned Obligation
FY27	P2	$4,500,000
FY27	P4	$2,200,000
FY28	P0	$1,700,000
FY28	P2	$600,000
FY29	P0	$1,700,000
FY30	P2	$1,000,000

Programmed Funding (incl. ACC) | FY2027–FY2030

FY	Fund Source	Programmed
FY27	Ferry Boat Funds	$5,360,000
FY27	State Match	$1,340,000
FY28	Ferry Boat Funds	$1,840,000
FY28	State Match	$460,000
FY29	Ferry Boat Funds	$1,360,000
FY29	State Match	$340,000
FY30	Ferry Boat Funds	$800,000
FY30	State Match	$200,000

AC Financing Schedule

Documented Opening AC	AC Authorization FY27-30	ACC Conversion FY27-30	ACC Conversion FY31
$0	$0	$0	$0

AC authorization increases AC; ACC conversion reduces it. ACC is financing and adds no program cost.

Program Deep-Dives

6413 Fleet Condition Surveys

Perform periodic condition surveys of Alaska Marine Highway System vessels to document the material condition of hull, structure, machinery, propulsion, electrical, safety, navigation, communications, passenger, and crew systems. Identify regulatory deficiencies and state-of-good-repair needs; estimate repair or replacement costs; and update vessel-level priorities used to program dry-docking, refurbishment, and fleet capital work.

Place Name	FY27–FY30 Planned Obligations Including ACC	Strategic Investment Area	Work Type
Alaska Marine Highway	$1,600,000	State of Good Repair **Landscape** Waterways	Planning and Data Collection

Program Obligations (incl. ACC) FY2027–FY2030

FY	Phase	Planned Obligation
FY27	P9	$400,000
FY28	P9	$400,000
FY29	P9	$400,000
FY30	P9	$400,000

Programmed Funding (incl. ACC) | FY2027–FY2030

FY	Fund Source	Programmed
FY27	Ferry Boat Funds	$320,000
FY27	State Match	$80,000
FY28	Ferry Boat Funds	$320,000
FY28	State Match	$80,000
FY29	Ferry Boat Funds	$320,000
FY29	State Match	$80,000
FY30	Ferry Boat Funds	$320,000
FY30	State Match	$80,000

AC Financing Schedule

Documented Opening AC	AC Authorization FY27-30	ACC Conversion FY27-30	ACC Conversion FY31
$0	$0	$0	$0

AC authorization increases AC; ACC conversion reduces it. ACC is financing and adds no program cost.

Program Deep-Dives

5985 Shoreside Facilities Condition Surveys

These routine surveys evaluate the state of various shoreside facilities within the Alaska Marine Highway System (AMHS). The goal is to document current conditions and prepare annual updates. The project covers over thirty shoreside facilities.

Place Name	FY27–FY30 Planned Obligations Including ACC	Strategic Investment Area	Work Type
Alaska Marine Highway	$1,600,000	State of Good Repair **Landscape** Waterways	Planning and Data Collection

Program Obligations (incl. ACC) FY2027–FY2030

FY	Phase	Planned Obligation
FY27	P9	$480,000
FY28	P9	$480,000
FY29	P9	$240,000
FY30	P9	$400,000

Programmed Funding (incl. ACC) | FY2027–FY2030

FY	Fund Source	Programmed
FY27	Ferry Boat Funds	$384,000
FY27	State Match	$96,000
FY28	Ferry Boat Funds	$384,000
FY28	State Match	$96,000
FY29	Ferry Boat Funds	$192,000
FY29	State Match	$48,000
FY30	Ferry Boat Funds	$320,000
FY30	State Match	$80,000

AC Financing Schedule

Documented Opening AC	AC Authorization FY27-30	ACC Conversion FY27-30	ACC Conversion FY31
$0	$0	$0	$0

AC authorization increases AC; ACC conversion reduces it. ACC is financing and adds no program cost.

Program Deep-Dives

34313 State-owned Shipyard Repairs

Repair and upgrade state shipyards to support the necessary maintenance and overhaul activities of the vessels in the Alaska Marine Highway System fleet.

Place Name	FY27–FY30 Planned Obligations Including ACC	Strategic Investment Area	Work Type
Alaska Marine Highway	$5,337,913	State of Good Repair	Maritime Infrastructure Improvements
		Landscape	
		Waterways	

Program Obligations (incl. ACC) FY2027–FY2030

FY	Phase	Planned Obligation
FY27	P0	$2,521,913
FY28	P0	$907,500
FY29	P0	$998,250
FY30	P0	$910,250

Programmed Funding (incl. ACC) | FY2027–FY2030

FY	Fund Source	Programmed
FY27	Ferry Boat Funds	$2,017,530
FY27	State Match	$504,383
FY28	Ferry Boat Funds	$726,000
FY28	State Match	$181,500
FY29	Ferry Boat Funds	$798,600
FY29	State Match	$199,650
FY30	Ferry Boat Funds	$728,200
FY30	State Match	$182,050

AC Financing Schedule

Documented Opening AC	AC Authorization FY27-30	ACC Conversion FY27-30	ACC Conversion FY31
$0	$0	$0	$0

AC authorization increases AC; ACC conversion reduces it. ACC is financing and adds no program cost.

Project Deep-Dives

34750 Ketchikan Shipyard Receiving Slab Rehabilitation

Rehabilitate the receiving slab and related infrastructure at the State-owned Ketchikan Shipyard to support safe and efficient maintenance of the Alaska Marine Highway System fleet. Work may include concrete slab replacement, structural and foundation repairs, rail and interface elements, and other associated site improvements necessary to restore functionality.

Strategic Investment Area
State of Good Repair

Landscape
Alaska-wide

Work Type
Bridge Rehabilitation, Infrastructure Resiliency Improvements

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
No Bridge Work	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$10,100,000

FY	Phases	Planned Obligation
FY27	P2	$1,000,000
FY28	P4	$9,100,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$10,100,000

FY	Fund Source	Programmed
FY27	Ferry Boat Funds Advance Construction	$830,000
FY27	State Match	$170,000
FY28	Ferry Boat Funds Advance Construction	$7,553,000
FY28	State Match	$1,547,000

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
34750-Single Project	SFHWY00712	$43,990	$0	$10,100,000	$0	$10,143,990

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$8,383,000	$0	$8,383,000

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0

FY31+ Planned AC Accrual
$0

Project Deep-Dives

33883 Angoon Ferry Terminal Rehabilitation

This project will modify the existing ferry terminal to better accommodate Alaska Class Ferry berthing and mooring needs and upgrade the electric apron lifting system to a hydraulic system.

Strategic Investment Area
Sustainability

Landscape
Waterways

Work Type
Ferry Terminal Rehabilitation

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$9,213,392

FY	Phases	Planned Obligation
FY27	P4	$9,213,392

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$9,213,392

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)	$7,370,714
FY27	Ferry Boat Funds	$1,547,850
FY27	State Match	$294,828

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
33883-Single Project	SFHWY00466	$1,080,000	$20,000	$9,213,392	$0	$10,313,392

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0
FY31+ Planned AC Accrual
$0

Project Deep-Dives

29709 Auke Bay Ferry Terminal East Berth Mooring Rehabilitation

Make improvements to the Alaska Marine Highway System (AMHS) Auke Bay Terminal East Berth. Work includes replacement of mooring dolphins, catwalks and gangways, and associated electrical upgrades. Work also includes all required dredging at the facility to support construction of the improvements at East Berth.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Ferry Terminal Rehabilitation

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total: $25,973,242

FY	Phases	Planned Obligation
FY27	P4	$25,973,242

Programmed Funding by Source | FY2027–FY2030

Fund Source Total: $25,973,242

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)	$20,778,594
FY27	Ferry Boat Funds	$5,194,648

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
29709-Single Project	SAMHS00419; SFTAG00655; SFTAG00666	$1,624,489	$1,250,000	$25,973,242	$0	$28,847,731

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$1,088,930

FY31+ Planned AC Accrual
$0

Project Deep-Dives

27451 Auke Bay Ferry Terminal Improvements

Make improvements to the Auke Bay Ferry Terminal facilities by replacing aging infrastructure.

Strategic Investment Area

Landscape

Work Type

Place Name

Alaska Marine Highway

Corridor Name

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$1,700,000

FY	Phases	Planned Obligation
FY30	P2	$1,700,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$1,700,000

FY	Fund Source	Programmed
FY30	Ferry Boat Funds	$1,360,000
FY30	State Match	$340,000

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
27451-Single Project	SFHWY00723	$5,520,000	$1,380,000	$1,700,000	$85,990,000	$94,590,000

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits

$0

FY31+ Planned AC Accrual

$0

Project Deep-Dives

33974 Cascade Point Ferry Terminal Construction [Parent and Final Construction]

Construct a new Alaska Marine Highway System ferry terminal at Cascade Point near Mile 42 of Glacier Highway. The project includes upland access and staging, a single-end loading berth, transfer bridges, mooring and breasting dolphins, a pile-supported wave barrier and breakwater, dredging, terminal buildings, parking, utilities, fencing, fuel systems, and a purser shack. Stage 1, STIP ID 35277, constructs the initial uplands package from Glacier Highway to the terminal pad. Parent Final Construction, STIP ID 33974, constructs the remaining terminal and waterside facilities not delivered under Stage 1.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Capacity Expansion

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$85,460,253

FY	Phases	Planned Obligation
FY27	P2	$5,000,000
FY29	P4	$80,460,253

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$85,460,253

FY	Fund Source	Programmed
FY27	Ferry Boat Funds	$4,000,000
FY27	State Match	$1,000,000
FY29	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$37,600,000
FY29	Ferry Boat Funds	$35,594,692
FY29	State Match	$7,265,561

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
33974-Parent Preconstruction	HSHWY00015	$0	$0	$5,000,000	$0	$5,000,000
35277-Child Stage 1	STIP 35277	$0	$34,992,609	$0	$0	$34,992,609
33974-Parent Final Stage	HSHWY00015	$0	$0	$80,460,253	$0	$80,460,253
33974-Total Combined		$0	$34,992,609	$85,460,253	$0	$120,452,862

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0

FY31+ Planned AC Accrual
$0

Project Deep-Dives

33888 Chenega Ferry Terminal Reconstruction

Reconstruct the Chenega Ferry Terminal to accommodate Alaska Class Ferry operations. Complete the marine and landside terminal modifications identified through design to provide compatible, safe, and reliable berthing, passenger, vehicle, and freight service. Deliver the project in partnership with the Prince William Sound Economic Development District using the U.S. Maritime Administration Port Infrastructure Development Program award and State participation.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Ferry Terminal Reconstruction

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
No Bridge Work	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$19,058,000

FY	Phases	Planned Obligation
FY27	P3	$10,000
FY27	P4	$18,200,000
FY29	ACC	$848,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$19,058,000

FY	Fund Source	Programmed
FY27	Port Infrastructure Development Program (FY22 Award)	$12,075,646
FY27	State Match	$3,642,000
FY27	Ferry Boat Funds	$2,492,354
FY29	Ferry Boat Funds	$848,000

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
33888-Single Project	SFHWY00461	$900,000	$1,060,000	$18,210,000	$0	$20,170,000

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$848,000	$0	$848,000	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0

FY31+ Planned AC Accrual
$0

Project Deep-Dives

34319 Cold Bay Ferry Terminal Reconstruction

Design, permit, and construct a replacement dock at Cold Bay to replace the community's aging existing dock. Provide working areas and marine infrastructure capable of supporting commercial vessels, freight and fuel transfer, private vessels, emergency medical service, and Alaska Marine Highway System use. Improve operational safety, durability, and resilience for severe marine weather conditions.

Strategic Investment Area
State of Good Repair

Landscape
Waterways

Work Type
Ferry Terminal Reconstruction

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total: $70,190,000

FY	Phases	Planned Obligation
FY27	P2	$2,000,000
FY27	P3	$10,000
FY27	P4	$68,180,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total: $70,190,000

FY	Fund Source	Programmed
FY27	Port Infrastructure Development Program (FY22 Award)	$40,176,746
FY27	Ferry Boat Funds Advance Construction	$15,975,254
FY27	State Match	$14,038,000

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
34319-Single Project	SRMBS00608	$0	$0	$70,190,000	$0	$70,190,000

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$15,975,254	$0	$15,975,254

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0

FY31+ Planned AC Accrual
$0

Project Deep-Dives

33886 Cordova Ferry Terminal Rehabilitation

The Cordova Ferry Terminal project modifies the existing Cordova ferry terminal to accommodate the Alaska Marine Highway System Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska, funded by a discretionary grant received from the US DOT Maritime Administration's (MARAD) Port Infrastructure Development Program.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Ferry Terminal Rehabilitation

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
No Bridge Work	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$11,650,000

FY	Phases	Planned Obligation
FY27	P4	$11,650,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$11,650,000

FY	Fund Source	Programmed
FY27	Port Infrastructure Development Program (FY22 Award)	$6,037,823
FY27	Ferry Boat Funds	$3,282,177
FY27	State Match	$2,330,000

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
33886-Single Project	SFHWY00465	$2,478,000	$207,000	$11,650,000	$0	$14,335,000

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0
FY31+ Planned AC Accrual
$0

Project Deep-Dives

34193 Kake Ferry Terminal Rehabilitation

Reconstruct and modernize the Kake Ferry Terminal to replace aging infrastructure and improve compatibility with the Alaska Marine Highway System fleet. Upgrade berth geometry, mooring systems, and vessel-loading interfaces so dayboats and larger mainline vessels can safely and reliably serve Kake, improving operational flexibility across the Southeast Alaska network.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Ferry Terminal Rehabilitation

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$42,670,000

FY	Phases	Planned Obligation
FY27	P2	$3,100,000
FY29	P2	$800,000
FY29	P3	$10,000
FY30	P4	$38,760,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$42,670,000

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$2,480,000
FY27	State Match	$620,000
FY29	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$648,000
FY29	State Match	$162,000
FY30	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$30,288,000
FY30	State Match	$7,752,000
FY30	Ferry Boat Funds	$720,000

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
34193-Single Project	SFHWY00607	$1,156,397	$0	$42,670,000	$0	$43,826,397

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0

FY31+ Planned AC Accrual
$0

Project Deep-Dives

33885 Pelican Ferry Terminal Reconstruction

Reconstruct and rehabilitate the Pelican Ferry Terminal to replace deficient infrastructure and accommodate Alaska Marine Highway System vessels. Complete berth, mooring, loading and transfer, passenger-access, utility, and terminal-support improvements identified through design. The project is supported by the FTA Ferry Service for Rural Communities Program, with toll credits used to satisfy the non-federal match requirement.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Ferry Terminal Reconstruction

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$21,640,000

FY	Phases	Planned Obligation
FY27	P2	$600,000
FY27	P3	$10,000
FY28	P4	$21,030,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$21,640,000

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)	$488,000
FY27	Ferry Boat Funds	$97,600
FY27	State Match	$24,400
FY28	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)	$16,824,000
FY28	Ferry Boat Funds	$3,364,800
FY28	State Match	$841,200

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
33885-Single Project	SFHWY00462	$1,915,329	$0	$21,640,000	$0	$23,555,329

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0
FY31+ Planned AC Accrual
$0

Project Deep-Dives

13883 Skagway Ferry Terminal Modifications

Rehabilitate the Skagway Ferry Terminal by replacing aging infrastructure to accommodate current and future Alaska Marine Highway System vessels.

Strategic Investment Area
State of Good Repair

Landscape
Rural

Work Type
Ferry Terminal Rehabilitation

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total: $7,200,000

FY	Phases	Planned Obligation
FY27	P2	$5,700,000
FY30	P2	$1,500,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total: $7,200,000

FY	Fund Source	Programmed
FY27	Ferry Boat Funds	$4,560,000
FY27	State Match	$1,140,000
FY30	Ferry Boat Funds	$1,200,000
FY30	State Match	$300,000

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
13883-Single Project	Z696240000	$3,848,311	$0	$7,200,000	$72,090,000	$83,138,311

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0

FY31+ Planned AC Accrual
$0

Project Deep-Dives

35275 South Tongass Ferry Terminal Construction

Design, permit, and construct a new Alaska Marine Highway System mooring facility and terminal building at Saxman Seaport on South Tongass Highway. The terminal will provide a shorter, more efficient connection for the M/V Lituya route and improve passenger, vehicle, freight, seafood, and intermodal movement among Revilla Island, Annette Island, and Prince of Wales Island communities.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Ferry Terminal New Construction

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$25,755,127

FY	Phases	Planned Obligation
FY27	P2	$2,060,410
FY28	P2	$1,030,205
FY29	P4	$22,664,512

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$25,755,127

FY	Fund Source	Programmed
FY27	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$1,648,328
FY27	State Match	$412,082
FY28	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$824,164
FY28	State Match	$206,041
FY29	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY26 Award)	$18,131,610
FY29	State Match	$4,532,902

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
35275-Single Project	IRIS not assigned — STIP 35275	$0	$0	$25,755,127	$0	$25,755,127

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0

FY31+ Planned AC Accrual
$0

Project Deep-Dives

33887 Tatitlek Ferry Terminal Rehabilitation

The Tatitlek Ferry Terminal project modifies the existing Tatitlek ferry terminal to accommodate the Alaska Marine Highway System Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska, funded by a discretionary grant received from the U.S. Department of Transportation's Maritime Administration's (MARAD) Port Infrastructure Development Program.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Ferry Terminal Rehabilitation

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
No Bridge Work	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total: $13,710,000

FY	Phases	Planned Obligation
FY27	P3	$10,000
FY27	P4	$13,700,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total: $13,710,000

FY	Fund Source	Programmed
FY27	Port Infrastructure Development Program (FY22 Award)	$10,134,917
FY27	State Match	$2,742,000
FY27	Ferry Boat Funds	$833,083

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
33887-Single Project	SFHWY00460	$1,795,718	$829,282	$13,710,000	$0	$16,335,000

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$582,282	$0	$0	$582,282

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$0

FY31+ Planned AC Accrual
$0

Project Deep-Dives

34192 Yakutat Ferry Terminal Reconstruction

Reconstruct and rehabilitate the Yakutat Ferry Terminal to replace deficient infrastructure and improve safety, functionality, accessibility, and vessel operations. Complete berth, mooring, loading and transfer, passenger-access, utility, and terminal-support improvements identified through design. The project is supported by the FTA Ferry Service for Rural Communities Program.

Strategic Investment Area
Economic Vitality

Landscape
Waterways

Work Type
Ferry Terminal Reconstruction

Place Name
Alaska Marine Highway

Corridor Name
Alaska Marine Highway

Pavement Condition

Current Condition	Expected Condition
N/A	N/A

Bridge Condition

Bridge #	Year Built	Condition
Ferry Terminal or Port	n/a	No Rating or N/A

Programmed Activity by Phase | FY27-FY30 (Includes ACC)

Phase Total	$31,900,000

FY	Phases	Planned Obligation
FY28	P2	$800,000
FY28	P3	$100,000
FY30	P4	$31,000,000

Programmed Funding by Source | FY2027–FY2030

Fund Source Total	$31,900,000

FY	Fund Source	Programmed
FY28	Ferry Boat Funds	$720,000
FY28	State Match	$180,000
FY30	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)	$24,800,000
FY30	Ferry Boat Funds	$6,200,000

Project Lifecycle Obligations - AC/ACC Excluded

STIP ID #	IRIS	Obligated thru 8/16/26	FY26 Remaining Plan	FY27-30 New Obligations (excl. ACC)	FY31+ New Obligations (excl. ACC)	Lifecycle Forecast
34192-Single Project	SFHWY00609	$4,646,142	$0	$31,900,000	$0	$36,546,142

Advance Construction Financing Schedule

Financing activity only — amounts are not added to project cost or lifecycle obligations

Current AC Balance*	FY27-30 Planned AC Accrual	FY27-30 Planned AC Conversion	Post FY30 AC Conversion
$0	$0	$0	$0

*FY26 obligations are underway and FY26 planned AC is not included in this value

Toll Credits
$6,200,000
FY31+ Planned AC Accrual
$0

DISCRETIONARY GRANT PROJECT

35268	Dock Rebuild Planning Project

This project will plan and design the reconstruction of a dock at Portage Cove in Haines. It will also analyze parking needs and pedestrian connections at the dock.

DISCRETIONARY GRANT: Federal award and required match remain separately identified by funding source; obligations shown below are the FY27–FY30 STIP programming.

Work Type
Planning and Data Collection

Place Name	DOT Region	Borough or Census Area
Alaska Marine Highway	Marine Highways	Alaska-wide: Marine Highway

Strategic Investment Area	Landscape	STIP Inclusion
State of Good Repair	Waterways	Discretionary Grant Project

2027–2030 STIP Funding by Phase	
Phase Total	$2,822,774

FY	Phases	Planned Obligation
FY27	P2a	$2,349,614
FY27	P9	$473,160

2027–2030 STIP Funding by Source	
Fund Source Total	$2,822,774

FY	Fund Source	Programmed
FY27	Rebuilding America's Infrastructure with Sustainability and Equity (FY25 Award)	$2,822,774

Discretionary-grant information reflects the controlling federal selection or award documentation. State detail shows delivery, phase, match, and fiscal-constraint treatment.

Program Deep-Dives

11439 Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations

Perform maintenance and operations activities for the Anton Anderson Memorial (Whittier) Tunnel. This tunnel is a component of a National Highway System intermodal connector, identified as the Whittier Ferry Terminal, Facility ID AK14F, and a necessary road of the Alaska Marine Highway System, thereby permitting Federal participation at 100% allowed under Section 218 of Title 23. *Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

Place Name	FY27–FY30 Planned Obligations Including ACC	Strategic Investment Area	Work Type
Whittier	$3,552,099	State of Good Repair	Tunnel Maintenance
		Landscape	
		Corridor	

Program Obligations (incl. ACC) FY2027–FY2030

FY	Phase	Planned Obligation
FY28	ACC	$3,552,099

Programmed Funding (incl. ACC) | FY2027–FY2030

FY	Fund Source	Programmed
FY28	National Highway Performance Program	$3,552,099

AC Financing Schedule

Documented Opening AC	AC Authorization FY27-30	ACC Conversion FY27-30	ACC Conversion FY31
$3,552,099	$0	$3,552,099	$0

AC authorization increases AC; ACC conversion reduces it. ACC is financing and adds no program cost.

DISCRETIONARY GRANT PROJECT

35267	Bristol Bay Regional Connectivity Study

This project will evaluate the development of road, rail, and marine based transportation interconnections between 31 Bristol Bay Region communities, the Alaska Interstate Highway System, and the Alaska Marine Highway System. The community driven planning study will include: a desktop data review, geotechnical report, mapping and land status, environmental analysis, cost estimation, economic analysis, public involvement, alternatives analysis, and final project reporting.

DISCRETIONARY GRANT: Federal award and required match remain separately identified by funding source; obligations shown below are the FY27–FY30 STIP programming.

Work Type
Planning and Data Collection

Place Name	DOT Region	Borough or Census Area
Bristol Bay Borough	Central Region	Bristol Bay Borough

Strategic Investment Area	Landscape	STIP Inclusion
Economic Vitality	Rural	Discretionary Grant Project

2027–2030 STIP Funding by Phase	
Phase Total	$3,075,124

FY	Phases	Planned Obligation
FY27	P9	$3,075,124

2027–2030 STIP Funding by Source	
Fund Source Total	$3,075,124

FY	Fund Source	Programmed
FY27	Rebuilding America's Infrastructure with Sustainability and Equity (FY25 Award)	$3,075,124

Discretionary-grant information reflects the controlling federal selection or award documentation. State detail shows delivery, phase, match, and fiscal-constraint treatment.

ALASKA MARINE HIGHWAY OPERATIONS BOARD (AMHOB)

Friday, October 23, 2026 / 12:30-15:30 AKT

ATTACHMENT 6

Unalaska Feasibility Study Resolution

City of Unalaska Resolution 2026-54 and supporting correspondence.

AGENDA REFERENCE
Item 13e | Unalaska Feasibility Study Resolution

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION 2026-54

A RESOLUTION OF THE UNALASKA CITY COUNCIL SUPPORTING A FEASIBILITY EVALUATION BY THE ALASKA MARINE HIGHWAY SYSTEM FOR POTENTIAL SEASONAL PASSENGER TRANSPORTATION BETWEEN COLD BAY AND UNALASKA DURING COMMERCIAL FISHING A-SEASON

WHEREAS, Unalaska's Port of Dutch Harbor is the leading commercial fishing port in the United States based on volume of seafood landed, and commercial fisheries are a vital component of Unalaska's economy, supporting businesses, employment, and significant revenue to the City of Unalaska; and

WHEREAS, the commercial fishing industry depends upon the timely movement of fishermen, seafood processing workers, other industry employees, contractors, service providers, and residents to and from Unalaska; and

WHEREAS, because Unalaska is located on an island, access to the community is dependent upon air and marine transportation; and

WHEREAS, commercial fishing A-Season creates a period of particularly high demand for transportation to Unalaska; and

WHEREAS, commercial air transportation to Unalaska is regularly affected by weather and other operational limitations, which can result in delayed, canceled, or rescheduled flights; and

WHEREAS, during periods of significant air transportation disruption, passengers may experience extended delays and passenger backlogs in Anchorage and other communities, creating significant costs and hardships for travelers and employers and affecting local businesses and the broader community; and

WHEREAS, Cold Bay is served by commercial air transportation and may provide an alternative transportation gateway to Unalaska when direct air transportation from Anchorage to Unalaska is significantly disrupted; and

WHEREAS, the Alaska Marine Highway System operates a ferry system in Alaska; and

WHEREAS, Unisea, Inc. has proposed exploring whether temporary marine transportation between Cold Bay and Unalaska could help address a portion of the recurring transportation challenges experienced during commercial fishing A-Season; and

WHEREAS, the Unalaska City Council recognizes that any transportation option that may result from further evaluation should be considered in the context of the broader transportation needs of the Unalaska community and the traveling public, including employees of local industries and businesses, commercial fishermen, seafood processing workers, contractors, service providers, residents, and other passengers; and

WHEREAS, the Alaska Marine Highway System and the Alaska Department of Transportation and Public Facilities have the operational expertise to evaluate the feasibility and potential

structure of a seasonal or temporary marine passenger transportation option between Cold Bay and Unalaska.

NOW THEREFORE, BE IT RESOLVED BY THE UNALASKA CITY COUNCIL that:

1. The Unalaska City Council supports and requests that the Alaska Marine Highway System, in coordination with the Alaska Department of Transportation and Public Facilities, evaluate the feasibility of potential seasonal or temporary passenger transportation between Cold Bay and Unalaska during periods of high transportation demand associated with the commercial fishing A-Season.

2. In evaluating the concept, the Alaska Marine Highway System and Alaska Department of Transportation and Public Facilities are encouraged to consider the operational, regulatory, financial, scheduling, staffing, vessel, infrastructure, safety, weather, passenger demand, and other factors they determine relevant to assessing feasibility.

3. The evaluation may also consider whether and how potential marine transportation could complement existing commercial air transportation, including whether Cold Bay could serve as an alternative gateway to Unalaska during significant disruptions to direct air service.

4. The Unalaska City Council requests that, as appropriate, the Alaska Marine Highway System and the Alaska Department of Transportation and Public Facilities engage with the City of Unalaska, local employers and industries, commercial fishing and seafood processing stakeholders, transportation providers, and other interested stakeholders as the concept is evaluated.

5. The Unalaska City Council recognizes that this resolution is intended to support consideration and evaluation of the concept and does not represent a request that the Alaska Marine Highway System or Alaska Department of Transportation and Public Facilities adopt a particular vessel, schedule, duration, service model, funding arrangement, or operational approach.

6. The City Clerk is directed to transmit a copy of this resolution to the Governor of Alaska, the Commissioner of the Alaska Department of Transportation and Public Facilities, the Director of the Alaska Marine Highway System, the City's State legislative delegation, and other appropriate State and regional stakeholders.

PASSED AND ADOPTED by a duly constituted quorum of the Unalaska City Council on September 8, 2026.

Vincent M. Tutiakoff, Sr.
Mayor

ATTEST:

Estkarlen P. Magdaong, CMC
City Clerk

CITY OF UNALASKA CORPORATE SEAL STATE OF ALASKA

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Marjie Veeder, Acting City Manager
Date: September 8, 2026
Re: Resolution 2026-54: Supporting a feasibility evaluation by the Alaska Marine Highway System for potential seasonal passenger transportation between Cold Bay and Unalaska during commercial fishing A-Season

SUMMARY: This item is on the agenda at the request of Council Members Coleman and Schasteen, who requested a proposed resolution for consideration by City Council.

Resolution 2026-54 expresses the City Council's support for and request that the Alaska Marine Highway System (AMHS), in coordination with the Alaska Department of Transportation and Public Facilities (DOT&PF), evaluate whether seasonal or temporary passenger transportation between Cold Bay and Unalaska could provide an additional transportation option during periods of high transportation demand associated with commercial fishing A-Season.

The proposed resolution is intentionally framed as a request for AMHS and DOT&PF to evaluate the concept based on their operational expertise and existing service obligations. It does not prescribe a particular vessel, schedule, duration, service model, funding arrangement, or other operational approach, and it does not commit AMHS, the State of Alaska, or the City to implement or fund any future service.

The resolution does not commit AMHS, the State of Alaska, or the City to implement the service, fund the service, or utilize a particular vessel. Rather, it requests that AMHS evaluate the operational, financial, regulatory, scheduling, staffing, infrastructure, and other considerations necessary to determine whether the concept is feasible.

PREVIOUS COUNCIL ACTION: None.

BACKGROUND AND DISCUSSION: The Port of Dutch Harbor is the leading commercial fishing port in the United States based on volume of seafood landed. Commercial fisheries are critically important to the Unalaska community, supporting local businesses and employment and generating significant tax revenue for the City.

Commercial fishing A-Season is also a period of particularly high demand for transportation to Unalaska. Fishermen, seafood processing workers, employees of other local businesses, contractors, and residents travel to the community during this period, with most passengers arriving by commercial aircraft.

Because Unalaska is located on an island, transportation access is limited to air and marine transportation. Commercial air service is frequently affected by weather and other operational limitations. During periods of significant disruption, flights may be delayed, canceled, or rescheduled, resulting in substantial passenger backlogs. Passengers can be stranded in Anchorage for extended periods while waiting for flights to Unalaska. These disruptions create

significant costs for both travelers and employers and can affect the operations of local businesses and the broader community.

Unisea, Inc. has proposed exploring whether temporary marine transportation could help address a portion of this recurring transportation challenge. The concept generally contemplates passengers traveling commercially by air to Cold Bay and then continuing to Unalaska by marine transportation during a period of high transportation demand associated with A-Season. Unisea has identified a number of operational, regulatory, labor, scheduling, passenger capacity, cost, infrastructure, weather, and vessel considerations that would likely need to be evaluated.

The proposed resolution recognizes Unisea's role in bringing the concept forward but intentionally frames the issue as a community-wide transportation matter. If a seasonal or temporary transportation option were determined to be feasible, the Council's position is that it should be considered as a potential transportation resource for the broader traveling public, including workers from all local industries and businesses, commercial fishermen, seafood processing workers, contractors, service providers, residents, and other passengers.

Rather than proposing a specific operating plan, the resolution asks AMHS and DOT&PF to determine whether the concept is feasible and, if so, what type of service or approach might be appropriate. This leaves questions regarding vessel availability, scheduling, duration, passenger capacity, cost, funding, staffing, infrastructure, regulatory requirements, coordination with commercial air service, and other operational matters to the agencies with the appropriate expertise and responsibility to evaluate them.

Staff believes that supporting a feasibility evaluation is an appropriate first step. The recurring transportation challenges experienced during A-Season affect not only the seafood industry but also the community as a whole. An evaluation by AMHS and DOT&PF would provide an opportunity to determine whether a Cold Bay–Unalaska marine transportation option could be practical and whether it could improve the reliability and resilience of transportation access to Unalaska.

ALTERNATIVES: The Council may

1. Adopt the resolution as presented;

2. Amend the resolution and adopt it as amended; or

3. Take no action.

FINANCIAL IMPLICATIONS: Adoption of the resolution has no direct fiscal impact on the City. The resolution does not commit the City to fund a feasibility evaluation or any future transportation service. If the State determines that the concept is feasible and a future service proposal is developed, potential funding, cost-sharing, or other financial considerations could be evaluated at that time.

LEGAL: Unnecessary at this time.

STAFF RECOMMENDATION: Staff recommends that the City Council adopt the attached resolution supporting and requesting a feasibility evaluation by the Alaska Marine Highway System and the Alaska Department of Transportation and Public Facilities of potential seasonal

or temporary passenger transportation between Cold Bay and Unalaska during the commercial fishing A-Season.

PROPOSED MOTION: I move to adopt Resolution 2026-54.

ATTACHMENTS:

1. Letter from Unisea to the Director of the Alaska Marine Highway System dated July 22, 2026
2. Proposed Cover Letter to Director Turnga

UniSea

July 22, 2026

Director Craig Turnga,

My name is Peggy McLaughlin; I am with the Unisea Administration Department in Unalaska/Dutch Harbor. I am writing to explore the feasibility of using the Alaska Marine Highway System (AMHS) to help address a long-standing public transportation bottleneck that occurs each January during the start of Pollock A Season.

For decades, public transportation into Unalaska/Dutch Harbor has been constrained by weather, aircraft maintenance, pilot duty-hour limitations, daylight restrictions, and the limited runway capacity at Dutch Harbor. As a result, hundreds of passengers, including seafood processors, industry professionals, health care providers and local residents, become stranded in Anchorage each January. The resulting backlog can take weeks to clear, despite the airlines' best efforts to add capacity within operational limitations.

While the seafood industry experiences significant financial impacts from delayed operations, employee lodging, meals, and charter flights, the effects extend well beyond industry. Residents attempting to return home, educators returning to classrooms, and workers who support the community and fishing fleet all compete for the same limited transportation. This has become a recurring public transportation challenge that affects the economic vitality of the region and the daily functioning of the community.

We believe there may be an opportunity to explore whether AMHS could help relieve a portion of this annual bottleneck while improving transportation access for all travelers. Specifically, we would like to understand the feasibility of staging the M/V Kennicott in Cold Bay for approximately 7–10 days during the peak transportation period and partnering with Alaska Airlines to fly passengers directly to Cold Bay, where they could continue by ferry to Unalaska/Dutch Harbor.

We recognize that the *Kennicott* has existing service commitments and that the *Tustumena* may not be well suited for winter operations of this nature. At this stage, we are simply seeking to understand whether such an operation could be a viable public transportation partnership.
We would appreciate your guidance on the following questions:

1. Could the *Kennicott* be temporarily reassigned to support this operation?

UniSea, Inc.
P.O. Box 920008, Dutch Harbor, Alaska 99692-0008 (907) 581-1258 FAX (907) 581-7228

2. What operational, regulatory, labor, or scheduling considerations would need to be evaluated?
3. What level of passenger capacity and trips could realistically be provided during a 7–10-day deployment?
4. What would be the estimated cost of operating this service?
5. What lead time would AMHS require to evaluate and, if feasible, implement such an operation?
6. Are there infrastructure, port, weather, or vessel limitations that would make this concept impractical?
7. Has AMHS previously evaluated similar seasonal transportation partnerships, or are there alternative approaches that you believe should be considered?

We recognize this proposal would require careful planning and coordination. However, because this transportation bottleneck recurs every year and affects both the traveling public and one of Alaska's most important industries, we believe it is worth exploring whether a collaborative solution exists.

Thank you for your time and consideration. I welcome the opportunity to discuss this idea further and appreciate any guidance you can provide.

Sincerely,



Administration, Unisea Dutch Harbor

Cc: Dustin Hamilton C.O.O. Unisea Inc.
Ron Kjorsvik, Senior Director of Alaska Operations Unisea Inc.
Mayor Vincent Tutiakoff
Unalaska City Council Members
Honorable Lymon Hoffman, Alaska State Senate
Honorable Bryce Edgmon, Alaska House of Representatives

CITY OF UNALASKA
43 Raven Way - P.O. Box 610
Unalaska, Alaska 99685
Tel (907) 581-1252 FAX (907) 581-4469


Unalaska, Alaska

September 9, 2026

Craig Tornga, Director
Alaska Marine Highway System
7037 N. Tongass Highway
Ketchikan, Alaska 99901

Re: Request for Feasibility Evaluation

Dear Director Tornga:

Enclosed for your consideration is Resolution 2026-54, adopted by the Unalaska City Council on September 8, 2026, supporting and requesting a feasibility evaluation by the Alaska Marine Highway System, in coordination with the Alaska Department of Transportation and Public Facilities, of potential seasonal passenger transportation between Cold Bay and Unalaska during the commercial fishing A-Season.

As you know, Unalaska's geographic isolation and reliance on air and marine transportation create significant challenges when commercial air service is disrupted. These challenges are particularly acute during preparation for and the beginning of A-Season, when there is a substantial increase in the number of fishermen, seafood processing workers, other employees, contractors, and residents traveling to Unalaska. Weather and other operational factors can result in significant flight delays and cancellations, creating passenger backlogs and, at times, leaving individuals stranded in Anchorage for extended periods. The resulting impacts extend beyond the seafood industry and affect the broader Unalaska community and economy.

The concept of utilizing Cold Bay as an alternative transportation gateway to Unalaska was initially brought forward by Unisea, Inc. The City Council believes, however, that if a temporary or seasonal marine transportation option is determined to be feasible, it should be considered as a potential resource for the broader traveling public, including employees of all local industries and businesses, commercial fishermen, seafood processing workers, contractors, service providers, residents, and other travelers.

The City recognizes that there are numerous operational, financial, regulatory, scheduling, vessel, staffing, infrastructure, and other considerations that must be evaluated before determining whether such a service is practical. The enclosed resolution does not request that AMHS commit to a particular vessel, schedule, service model, or operational approach. Rather, the City Council respectfully requests an evaluation of the concept and the factors that would need to be addressed for a temporary or seasonal service to be considered.

The City of Unalaska would welcome the opportunity to work with AMHS, DOT&PF, local employers, transportation providers, and other appropriate stakeholders as this concept is evaluated. We appreciate your consideration of this request and your willingness to explore potential solutions that could improve transportation reliability and resilience for our community.

Thank you for your time and consideration.

Sincerely,

CITY OF UNALASKA

_____
Marjie Veeder
Acting City Manager

cc: Commissioner Ryan Anderson, ADOT
Senator Lyman Hoffman
Representative Bryce Edgmon
Senator Lisa Murkowski
Senator Dan Sullivan
Congressman Nick Begich

ALASKA MARINE HIGHWAY OPERATIONS BOARD (AMHOB)

Friday, October 23, 2026 / 12:30-15:30 AKT

ATTACHMENT 7

3-Meeting Outlook for 2027

Board requests and planning outlook for the 2027 meeting schedule.

AGENDA REFERENCE
Item 15d | Review 3-Meeting Outlook

ALASKA MARINE HIGHWAY OPERATIONS BOARD
THREE MEETING OUTLOOK

Board Requests		January 8, 2027	April 9, 2027	July 9, 2027
Agenda Finalized		January 15, 2027	April 16, 2027	July 16, 2027
MEETING DATE:		**JANUARY 22, 2027**	**APRIL 23, 2027**	**JULY 23, 2027**
Format /Location		In-person Juneau and Virtual	Virtual	Virtual
Information Requests / Items for Review and Discussion		Annual Financial Performance Annual Budget Requests	Tribal Transportation Funding Short-Term Operations Plan	
Management Reports	**Current Operations**	• Reliability • Safety • Crewing • Ports • Fleet	• Reliability • Safety • Crewing • Ports • Fleet	• Reliability • Safety • Crewing • Ports • Fleet
	Long-range Plan Progress	• Service • Fleet & Terminal Infrastructure • Workforce • Financial Efficiency & Sustainability	• Service • Fleet & Terminal Infrastructure • Workforce • Financial Efficiency & Sustainability	• Service • Fleet & Terminal Infrastructure • Workforce • Financial Efficiency & Sustainability
Governance • Board • Scheduling and Agenda Setting		Officer Elections	Review of Corrective Actions	
Actions • Resolutions • Recommendations • Requests of AMHS & DOTPF			Res: Rec: Req:	
Public Comment • Invited • Open			• Invited • Open	