



**Alaska Department of
Transportation & Public Facilities**
2011 Update
Southeast Alaska Transportation Plan
Scoping Report



Process

- Initiate update with a review of plan mission, goals, and assumptions
- Purpose and need, alternative scoping process, and public input (*We are here*)
- Draft transportation plan and public review
- Adoption of final plan
- Review and update required every five years.



Goals

- Improve Modal Safety,
- Enhance Regional Mobility,
- Support Economic Vitality,
- Improve System Efficiency, and
- Ensure Public Process.



Purpose & Need

Continue the opportunity to travel by maintaining a financially sustainable transportation system.



What?

- Make best use of available capital funding
- Accommodate the retirement of older ferries
- Maintain or improve regional mobility



How?

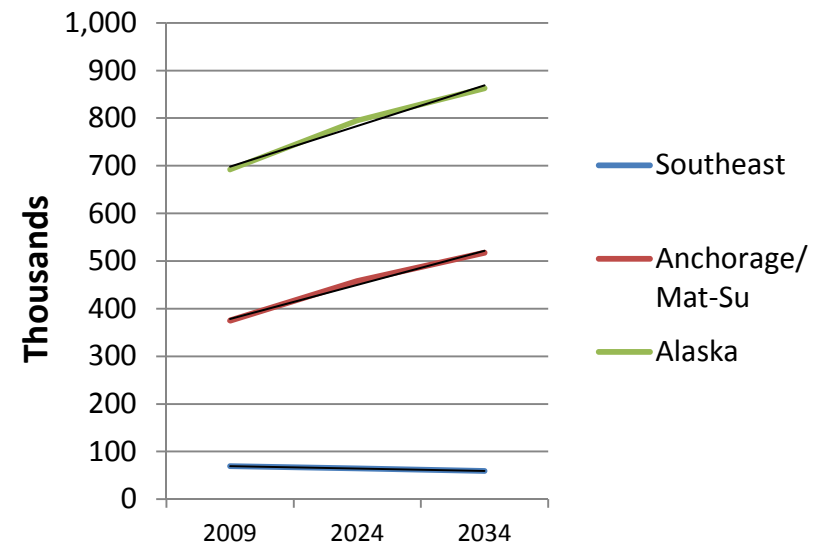
- Review the region's transportation system and how we use it.
- Assess a full range of alternatives that address the Purpose and Need – options that:
 - Reduce excess capacity & cost
 - Increase reliance on roads over longer ferry routes
 - Focus on comfort over service
 - Focus on service over comfort
 - Focus on inter-community over inter-region travel



Population Projection

Year	Southeast	Alaska
2009	69K	692K
2024	65K	795K
2034	59K	863K

Year	Anchorage/Mat-Su	% of AK
2009	375K	54%
2024	458K	58%
2034	517K	60%



Source: AK Dept of Labor & Workforce Development



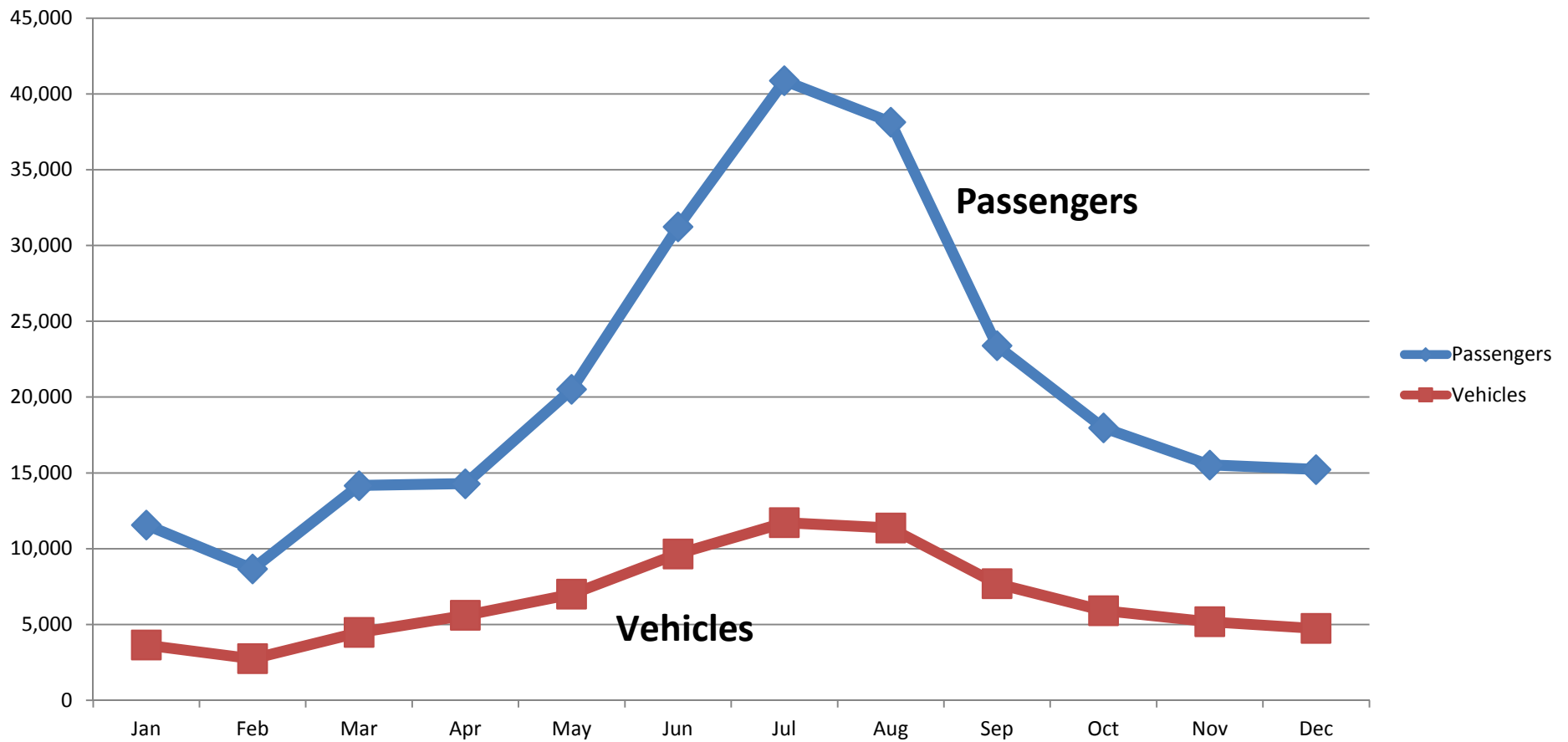
Traffic Forecast

Traffic volume is closely related to population.

Traffic growth is expected to be flat.

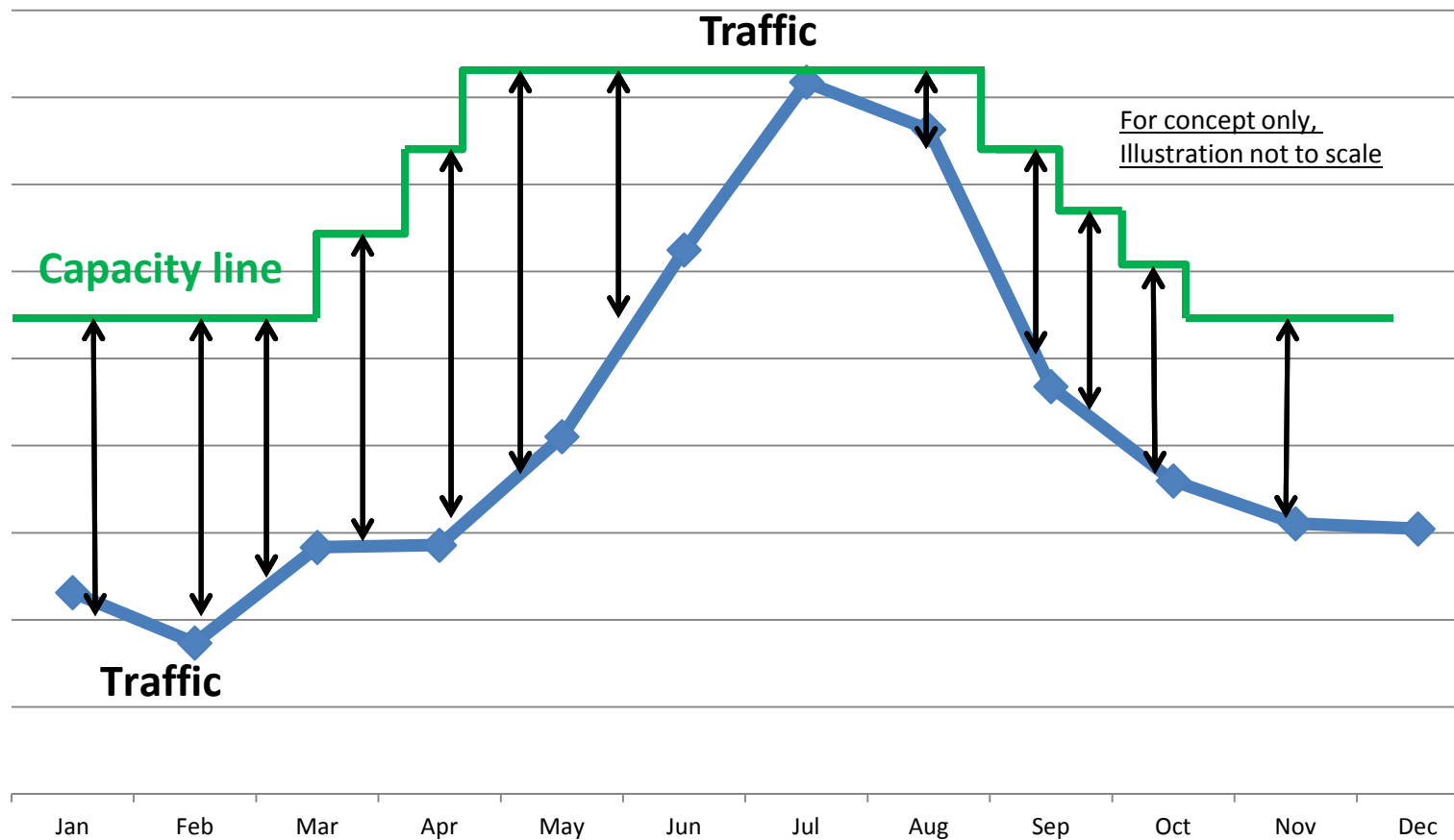


Seasonality (2010)



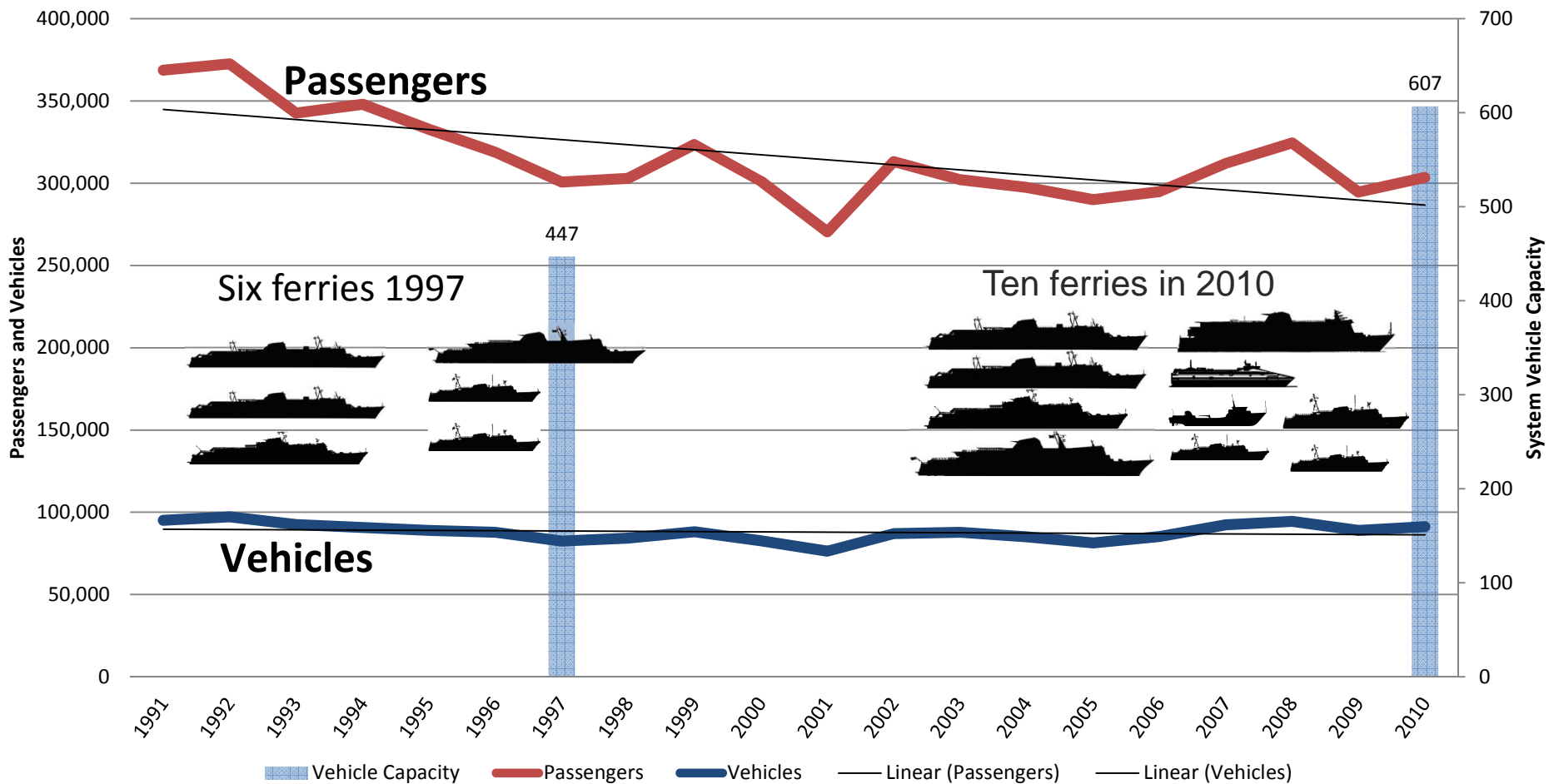


What is Excess Capacity?





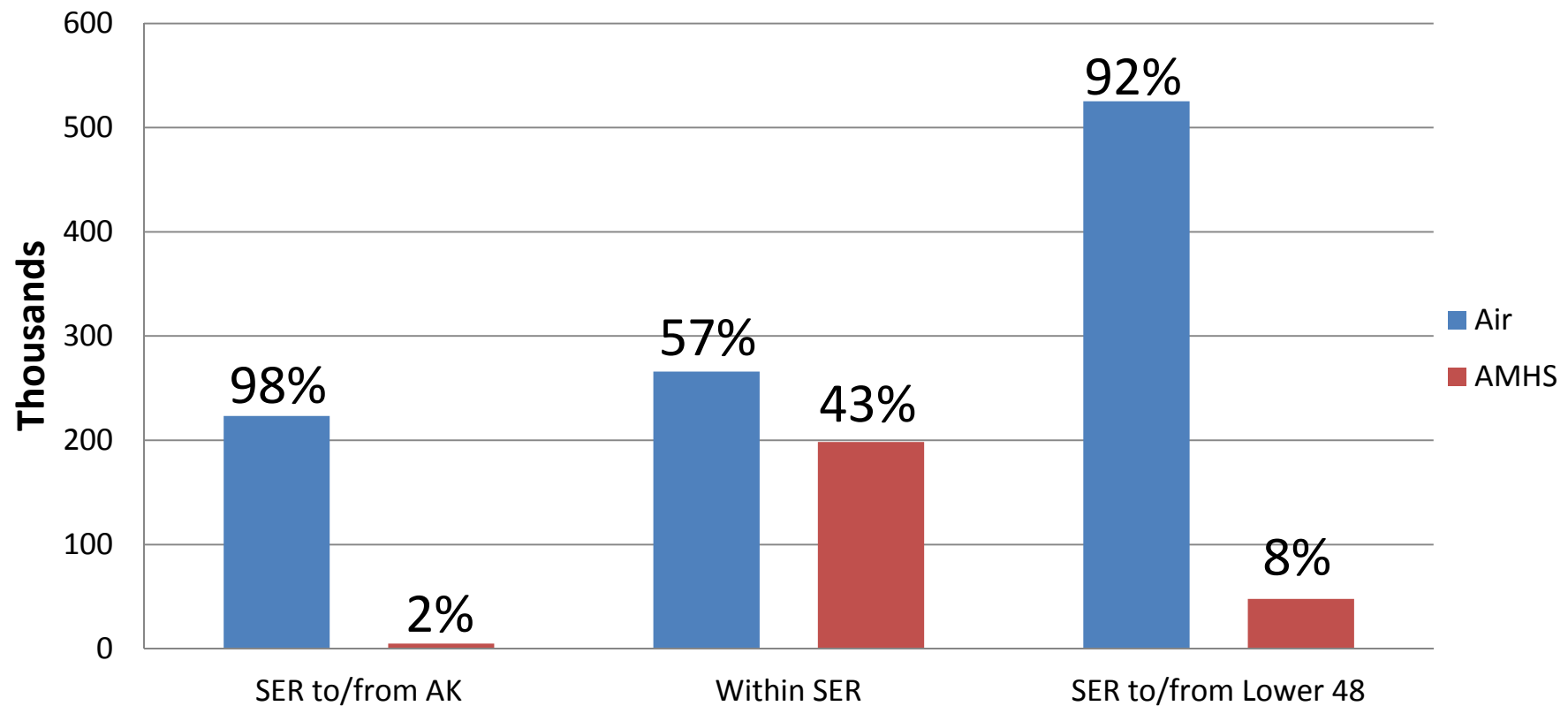
Southeast Ferry Traffic AMHS & IFA





Modal Share of Traffic

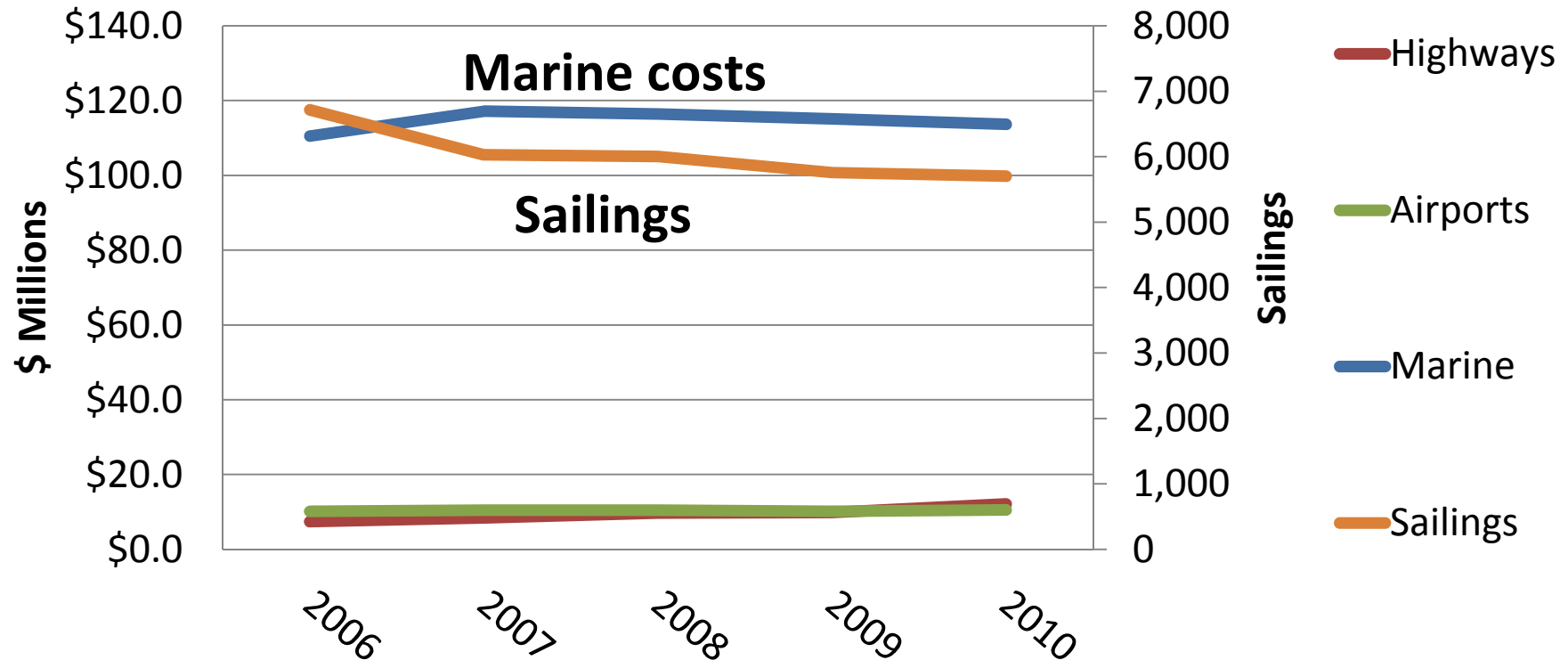
Total Passengers Carried - 2007





System M & O Costs and Sailings

M&O Costs and AMHS/IFA Sailings





Funding Forecasts

- Federal funding – anticipated decline
- State – compete with other regions
 - Oil production down and price up
- Future funding uncertain
- Target budget for new capital improvements
 - \$25M per year for 10 years = \$250M
 - After that? 11-20 years another \$250M?



SE & Statewide Project Estimates

SE Projects	Approximate Cost (\$Millions)	SE Projects	Approximate Cost (Millions)
Alaska Class Ferry	\$120M (each)	SE Mainline Ferry	\$250M (each)
Juneau Access	\$450M	Gravina Access	\$375M
Kake-Petersburg Road	\$160M	Sitka-Warm Spring Rd	\$290M

The "Rest of Alaska" Projects	Approximate Cost (\$Millions)	The "Rest of Alaska" Projects	Approximate Cost (Millions)
Knik Arm & Approach	\$932M	Road to Nome	\$2,700M
Seward Hwy-Glenn Hwy	\$581M (2005 estimate)	AMHS Western & Arctic Expansion?	It's more than just Southeast



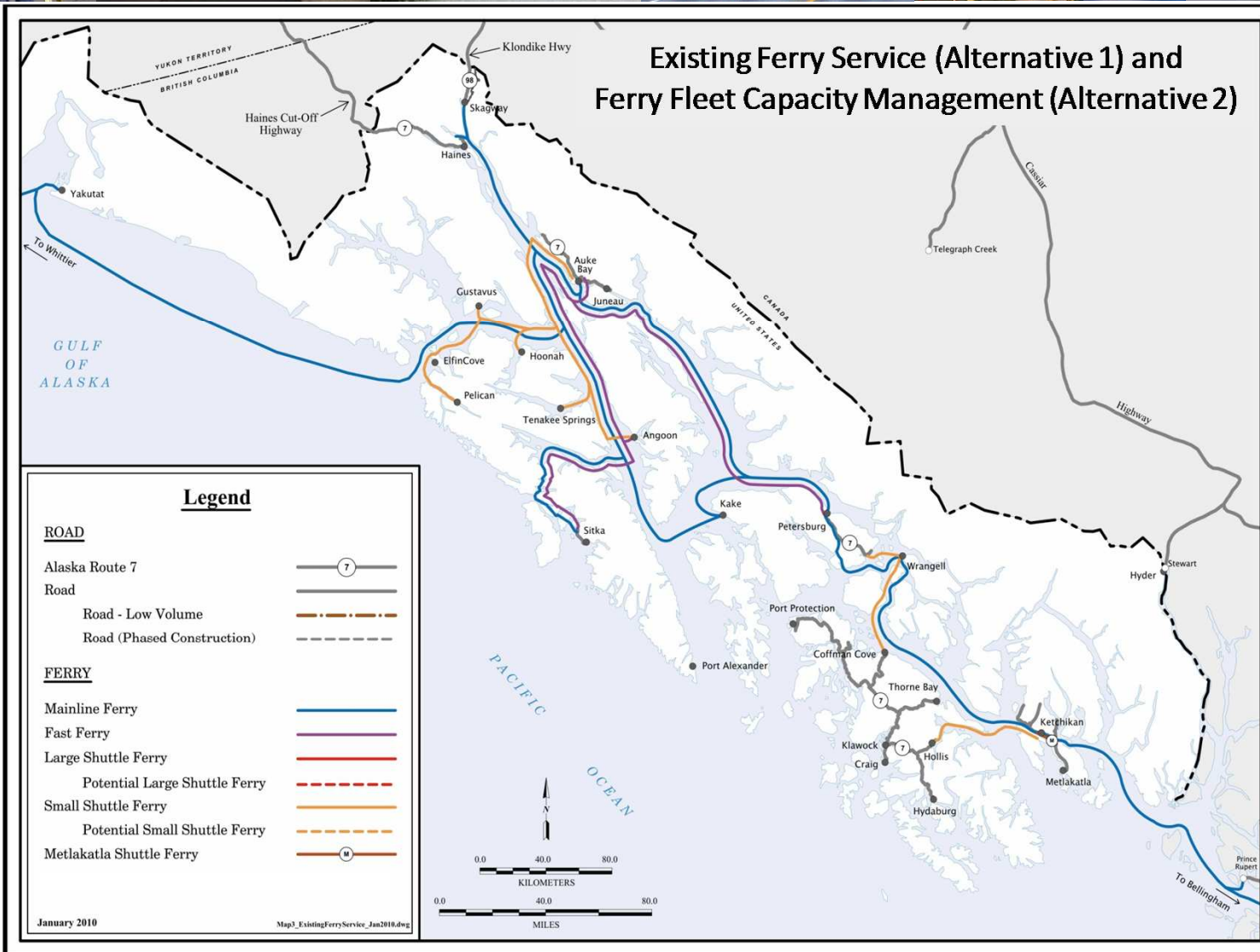
Six Preliminary Alternatives

- 1 – Baseline: Maintain the Existing System
- 2 – Ferry Capacity Management
- 3 – Maximize Use of Existing Roads
- 4 – Alaska Class Ferries
- 5 – Highway Route 7
- 6 – No Action



Alt 1 – Maintain the Existing System

- Benchmark to compare others
- Replace aging ferries at the end of service life
 - *Malaspina* (1963) non-SOLAS
 - *Taku* (1963) SOLAS
 - *Matanuska* (1963) SOLAS
- Impacts: None, status quo

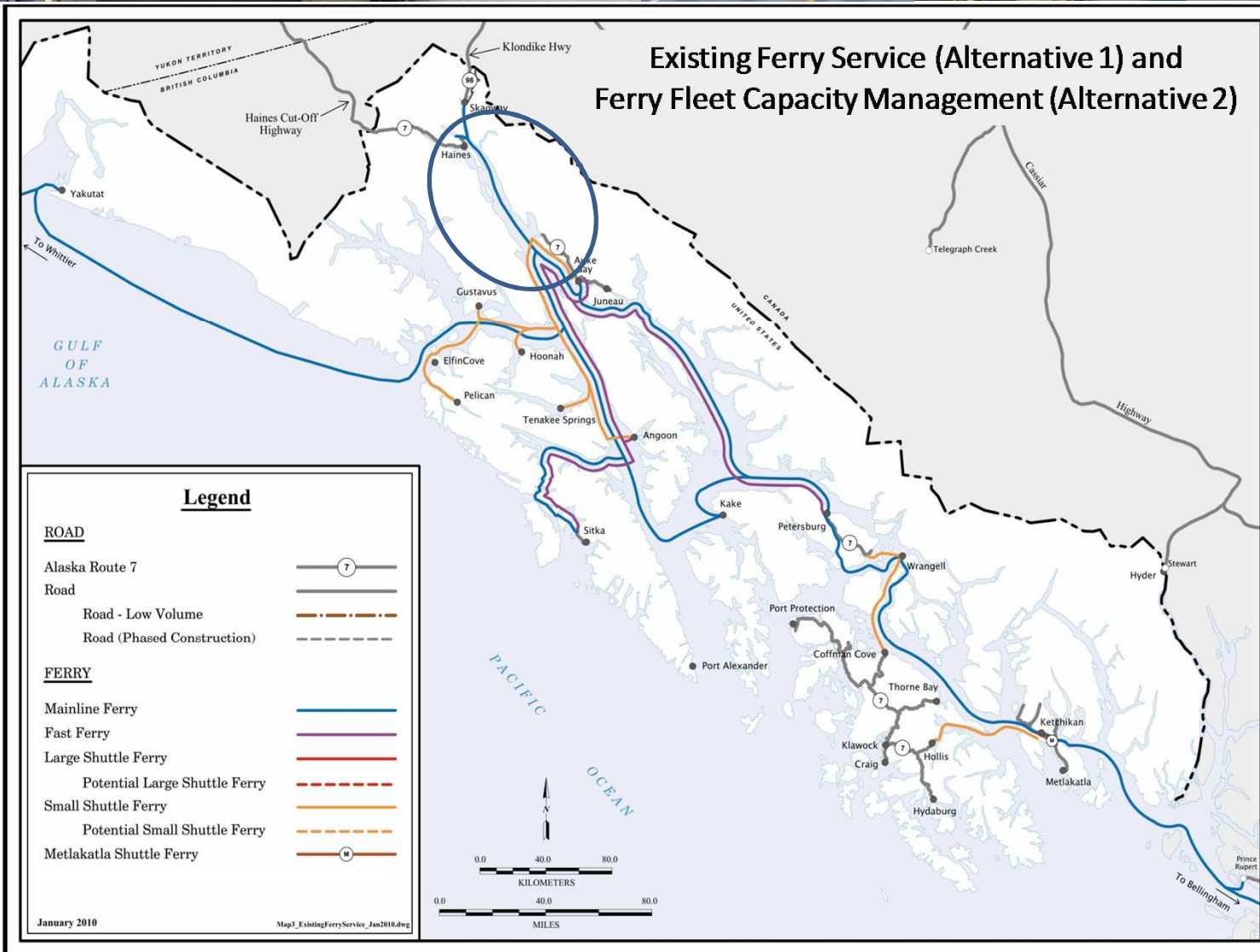




Alt 2 – Ferry Capacity Management

- Match capacity to demand
- Retire one non-SOLAS ferry without replacement
- Impacts: Slight reduction in ferry service

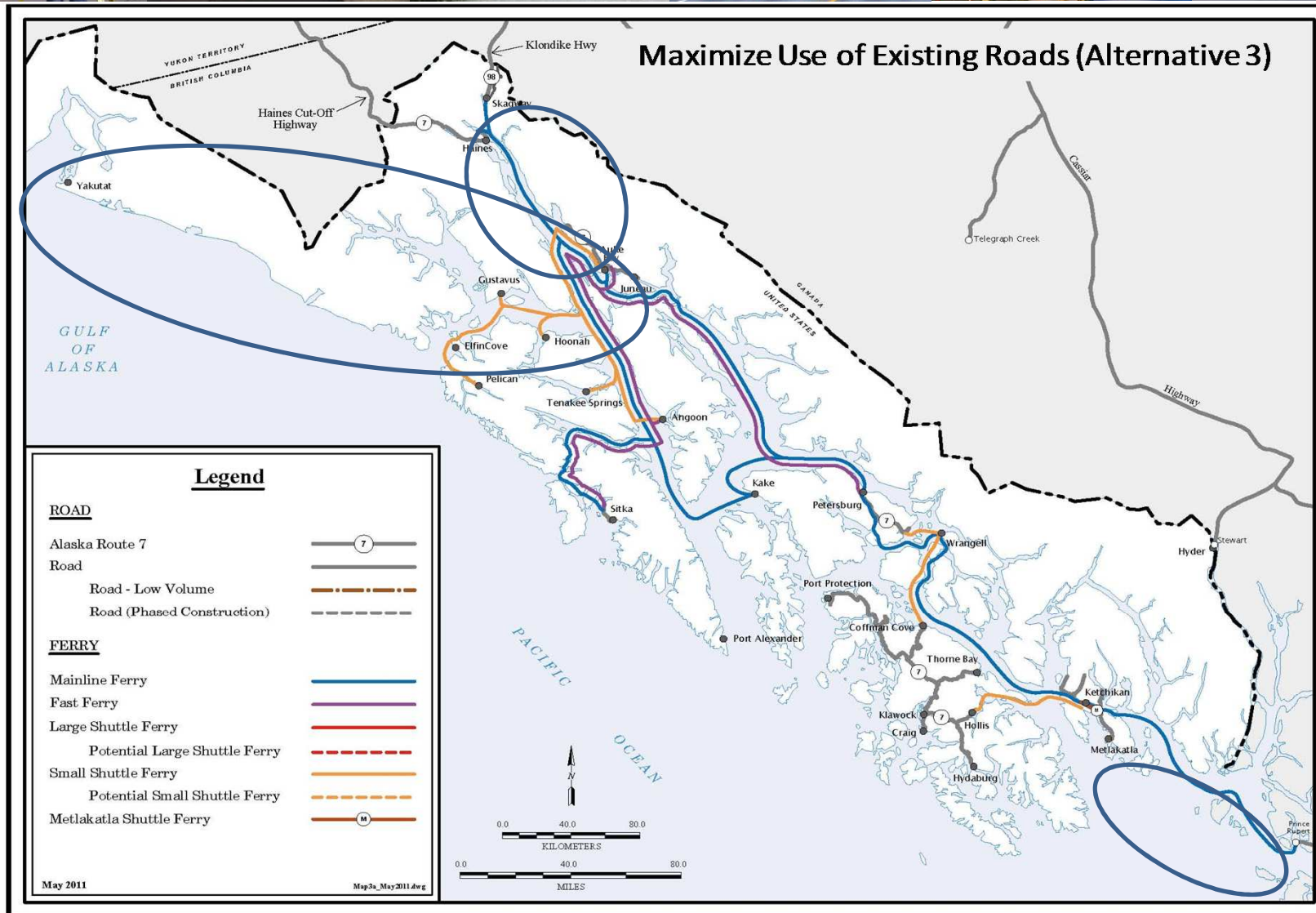
Year	Ferries in SE	Passengers	Vehicles
1992 (AMHS)	6	373K	97K
2005 (AMHS & IFA)	9	291K	82K
2010 (AMHS & IFA)	10	304K	92K





Alt 3 – Max Use of Existing Roads

- Do not parallel road systems (duplication)
- Manage capacity (Alternative 2)
- Retire two non-SOLAS ferries without replacement
- Impacts: Discontinue Bellingham and Cross-Gulf service (including Yakutat)



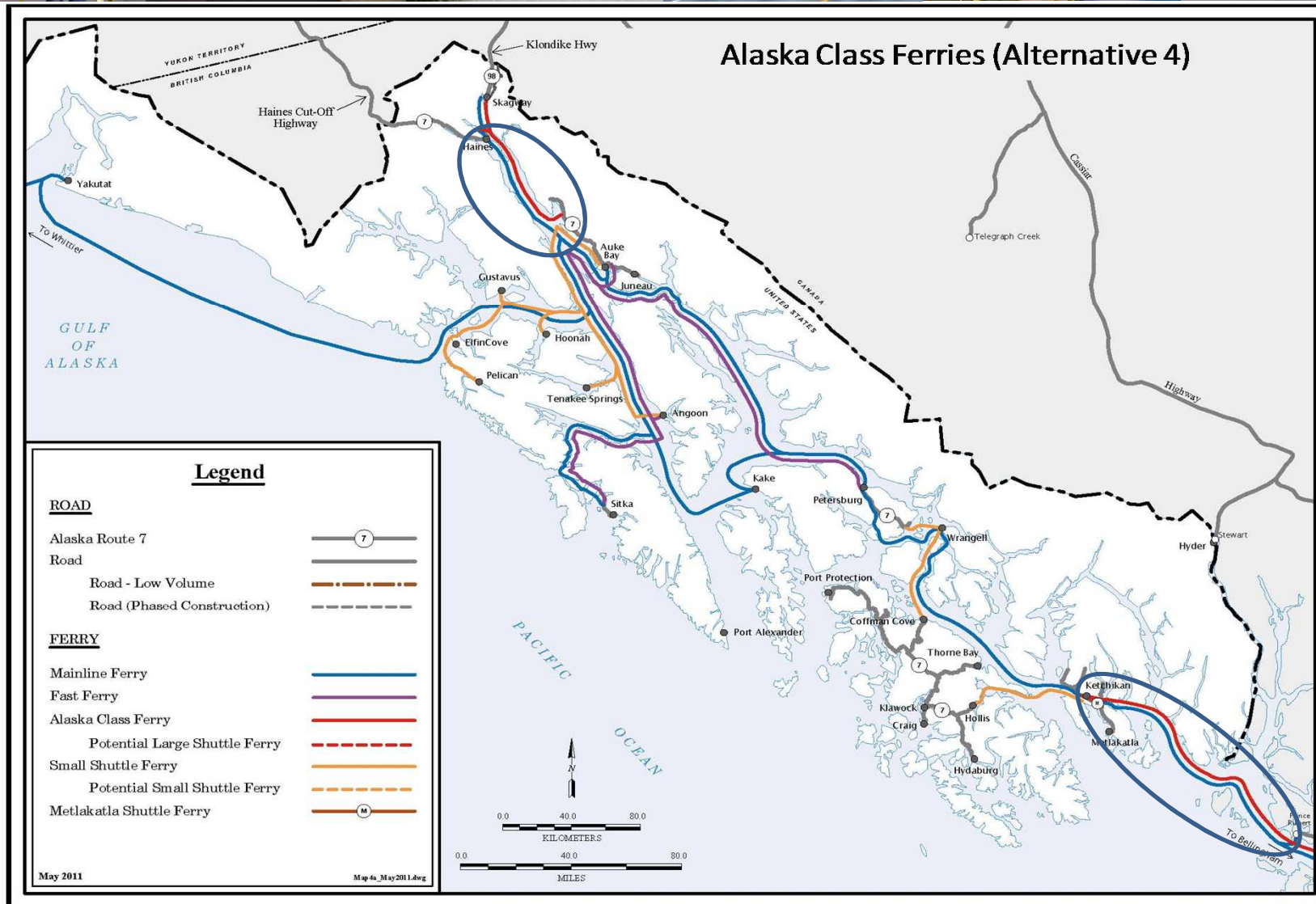


Alt 4 – Alaska Class Ferries

- Retire three old mainliners
- Construct :
 - Three Alaska Class ferries & Berners Bay Terminal
 - Two in Lynn Canal
 - One Prince Rupert - Ketchikan/Hollis
 - One new mainliner (2024)
- Impacts: More Lynn Canal and Prince Rupert service. Less Juneau-Ketchikan service



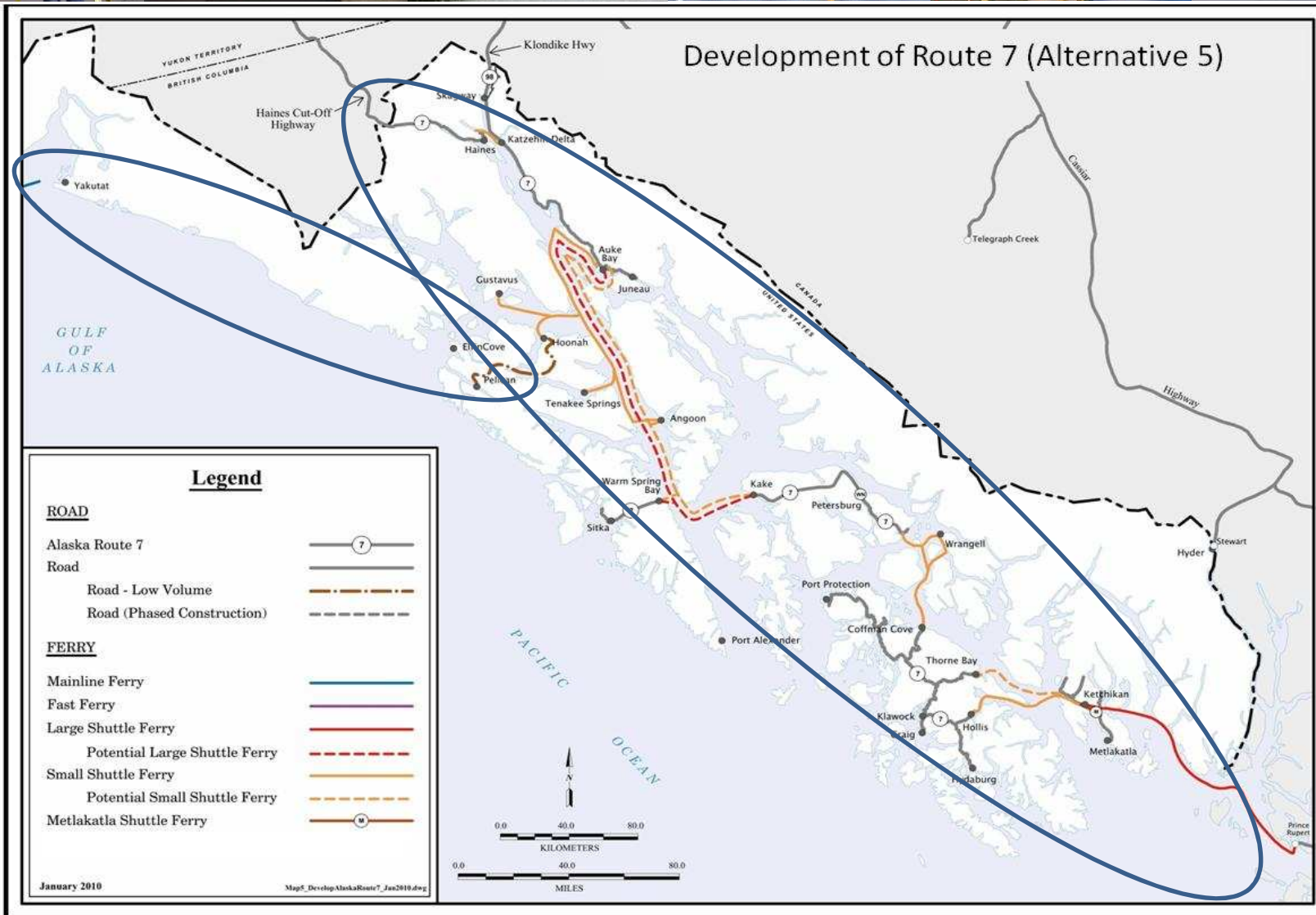
Alaska Class Ferries (Alternative 4)





Alt 5 – Highway Route 7

- Construct:
 - Juneau Access
 - Kake to Petersburg
 - Alaska Class ferry plus 10 shuttle ferries
 - Sitka to Warm Spring Bay (Design)
- Impacts:
 - Discontinue Bellingham and Cross-Gulf service (including Yakutat)
 - More service between nearby communities, longer travel times through the region





Alt 6 – No Action

- Maintain ferries as funding permits
- Retire ferries without replacement
- Impacts: Increased reliance on air travel and barge service. Large reductions in ferry service.



Alternative Costs Comparison

Alternative	20 year Capital Costs	Annual M&O	% Change from 2010	Annual Refurbishment	% Change from 2010	Total Annual Cost	% Change from 2010
2010 Actual		131		47		178	
2032 Estimates		↓	↓	↓	↓	↓	↓
1 – Baseline: Maintain Existing	796	126	-4%	46	-3%	172	-4%
2 - Ferry Capacity Management	526	111	-16%	44	-7%	155	-13%
3 - Maximize Use of Roads	501	95	-28%	41	-13%	136	-24%
4 – Alaska Class Ferries	737	118	-10%	48	1%	166	-7%
5 – Highway Route 7	1,030	97	-26%	44	-7%	141	-21%
6 – No Action	?	?	?	?	?	?	?

All figures in millions of 2010 dollars



What we need from you!

- Your ideas and priorities
- Do we focus on improving:
 - transportation between communities, or
 - transportation out of the region?
- And why!




Comments?

- Comments requested by November 4th
 - Forms on the table
 - Email: dot.satp@alaska.gov
 - Mail: ADOT&PF Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506


Thanks!




Alaska Department of Transportation & Public Facilities

Malaspina (1963) 408' 16.5 knots 88 cars



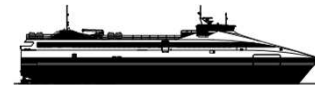
Matanuska (1963) 408' 16.5 knots 88 cars



Taku (1963) 352' 16.5 knots 69 cars



Kennicott (1998) 382' 16.8 kts 80 cars



Fairweather (2004) 235' 32 knots 36 cars



Lituya (2004) 181' 11.5 knots 18 cars



Prince of Wales (2002) *Stikine* (2006)

198' 15 knots 30 cars



Columbia (1974) 418' 17.3 knots 134 cars



LeConte (1974) 235' 14.5 knots 34 cars

Southeast Fleet