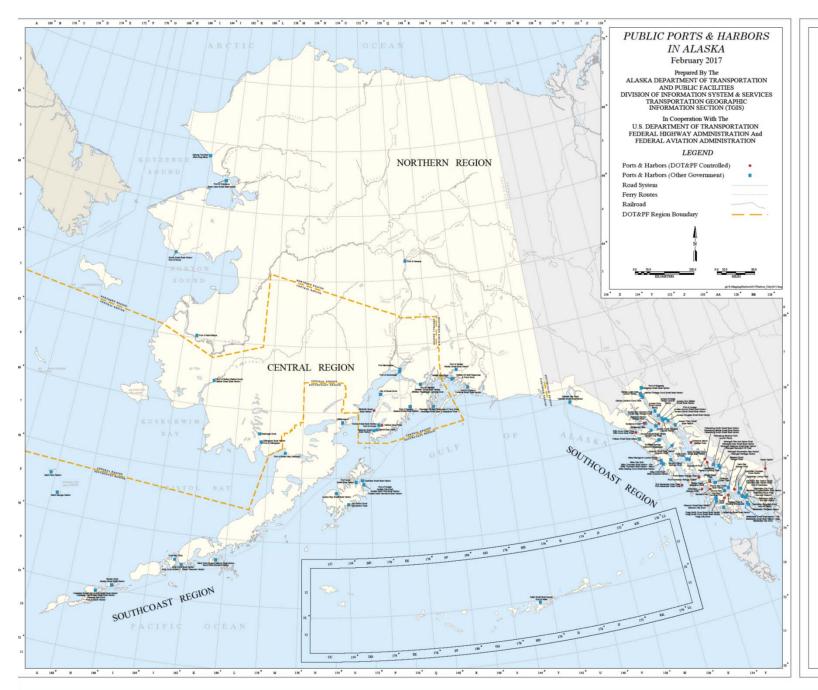


Alaska Department of Transportation & Public Facilities Ports and Harbors Overview

Michael Lukshin, State Ports & Harbors Engineer Lance Mearig, Chief Engineer

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Keep Alaska Moving through service and infrastructure



Ports & Harbors Locator Index Adak Small Boat Harbor 19813 Nome Small Boat Harbor 14 Akuma Dock 19 Old Harber Dock OB Old Harber Floor Oll Aleknagik Dock 1.7 Ouzinkie Small Boot Harbor Of Baranel Warm Springs Float 32 Petersburg Middle Small Boat Harbor YE Bethel Small Boat Harbor K6 Petersburg North Small Beat Harbor YE Chenega Oil Spill Response & Ferry Dock Q Chenega Small Boar & Sespiane Float Q6 Petersburg South Small Beat Harbor YS City of Essai Dark 16 Doint Rober Refuse Float VI Coffman Cove Float YE Port Alexander Inner Float XX Celé Bay Deck 39 Port Alexander Outer Float XXI Cordova Small Boat Harbor 56 Port Liens Small Beat Harbor Of Craig City Dock Y9 Port MacKenzie Q6 Craig North Cove Small Boot Harbor YP Deleng Terminal (Red Dog Mine) II Port of Bristol Bay (Naknek) Edna Bay Refuge Float YS Port of Cordova SS Port of Dillingham 1.7 Elfin Case Outer Float W7 Deat of Death Harbor Hill Petronca Island Refuse Floar VI Door of Homer 197 Punter Bay Camery Float X7 Port of Juneau X7 Puzzer Bay Radiga Float X7 Port of Ketchikan. 29 Gustavus Dock X7 Port of Kodiak Of Helm Bay Refuge Float 25 Port of Skagway X7 Hellis Floor VII Port of Valdez Rd Honer Small Beat Harbor 7 Port of Whittier Of Hoosah City Float X7 Port Protection Rathge Floats Y Hoonah Small Boot Harbor X7 Saint George Harber Gill Hydsburg Small Bost Harbor YS Saint Paul Harbox FS Hyder Harbor 29 Inkelef Bay Float 197 Sand Point Humbolt Harbor 109 Seward Small Boat Harbor O Sides AND Floor XX Side City Gold XX Americ Harris Small Boat Harbor X7 Juneau North Deurlas Launch Remp X7 Junesu Taku Small Boat Harbor X7 Sirka Starrigavin Launch Ramp XX Kake Dock & Float YE Sirks Thomson Boat Harbor - New XI Kake Portage Cove Small Boat Harbor YS Keass Float & Floating Breakwater YP Skagway Small Boat Harber X7 Ketchikan Bar Harbor North 29 Ketchikan Bar Harber South 29 Ketchikan Kandom Cove Harbor 29 Tenakee Springs Harbor & Breakwater XI Ketchism Loring Floor 29 Ketchikan Even Floor 79 Thoma Bay Small Boat Harber TP Kerchikan Mountain Point Launch Ramp 25 Uralaska Carl Moses Small Boat Harbor H10 Ketchikan Thomas Basin Boat Harbor 29 Unaleska Robert Steen Int'll Small Boat Harbor F King Cove Beat Harbor 79 Unabeka Spir Dock 1810 King Core Robert E. "Babe" Newman Harls Valder Small Boat Harbor R6 Klawock City Dock 19 Whale Pass Floor YE Klawock Small Boat Harbor YV Expressed Float YS Woneel Fish and Game Finat YE Larum Ray Small Boat Harbo Wrangell Heritage Harber VI Metisketia City Dock 29 Wrangell Inner Small Beat Harbor VI Metaketia Small Boat Harbor - New 2 Wrongell Reliance Small Boat Harbor YE Metisketia Small Boat Harbor - Old 25 Wranzell Shoemaker Rev Harbor YS Metiskatia Tameraus Rarbor 29 Wranzell Standard Oil Floor YS Yakutat City Dock V7 Meyers Chuck Refuge Float YF Neukati Floor Y9 There are currently 149 Ports and Harbors listed on this map. There are 21 that are

Ports and Harbors Purpose

- Provide for the <u>movement</u> of people and the <u>transfer</u> of goods and services between coastal destinations and other transportation modes (airports, ferries, trucks)
- Provide <u>access</u> to nearby and distant Alaskan villages and communities;
- Enhance the <u>mobility</u> of a dynamic fishing fleet;
- Provide a <u>safe harbor</u> for commercial fishermen, marine operators, and recreational users;
- Provide a waterway portal for the public's benefit.

Need

- Over 62,000 vessels of all types use our waterways.
- Alaska's fish management system and limited entry areas and high capital investment in the fishing fleet require mobility for maximum efficiency.
- Harbors are spaced and sized to minimize travel time, fuel, spoilage, safety cost factors to ensure a productive fleet.
- Weather is a significant risk for vessels in transit or engaged in fishing in Alaska's waters.
- Public demands access to the waterways for recreational and cultural pursuits.

DOT&PF's Perspective

- DOT&PF works with local government to provide navigation improvements in Alaska
- DOT&PF established to manage across <u>all</u> modes
- Federal funding is still controlled by mode
 - air (FAA)
 - highways (FHWA)
 - transit (FTA)
 - railroad (FRA)
 - marine (Corps of Engineers)
- For federal projects, we only spend the necessary state funds to match Corps projects.
 - Funds are limited due to earmarks
- Most port and harbor projects are funded entirely with state funds.

State Ports and Harbors Engineer

- Manages DOT&PF investments in navigation projects.
- Maximizes federal investment in Alaska's marine infrastructure.
- Provides policy and guidance to regional functions (i.e., planning, design, construction, maintenance and operations).
- Maintains database of conditions of DOT&PF harbor facilities and prioritizes harbor M&O projects.
- Assists local government with their water transportation needs, providing technical and financial assistance.
- Administers the 50/50 matching Municipal Harbor Facility Grant program.

Largest harbor owner

- 132 harbor facilities statewide
- Built by the State
 - Old Division of Water and Harbors
 - Most built in 1960's & 1970's
- Today
 - 20 harbors
 - 20 seaplane floats
 - 12 standalone
 - 8 attached to a harbor

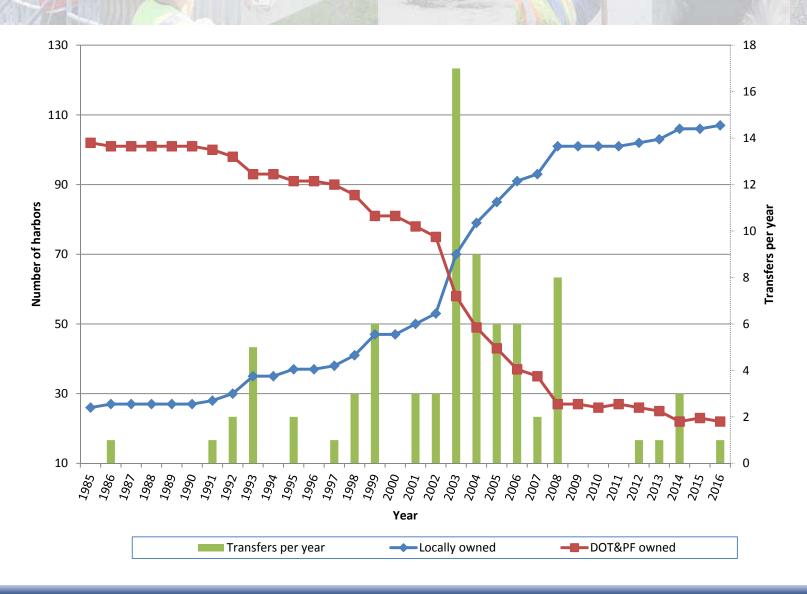
Harbor M&O

- Deferred Harbor Maintenance
 - Deferred maintenance backlog = \$15.7 million
 - No dedicated M&O staff
 - \$80K harbor maintenance allocation in SLA16
 - Average facility age = 29 years, oldest is 66 years old!
 - Most major harbor maintenance projects cost \$1 million
 - Recently replaced DOT&PF harbor facilities: Hyder (2010), Port Alexander Inner (2011), Kasaan (2012), Tenakee (2014), Naukati (2014), Elfin Cove Outer (2016), Baranof (2016)
 - In construction: Port Alexander Outer (2017)

Preservation of harbor facility

- Transfer of ownership is the most efficient way for these assets to be preserved.
 - Promotes local ownership of the facility and the responsibility to advocate locally for preservation and quality of facility.
 - Strengthens the State's position that fees must cover all expenses, including capital replacement.
 - Reduces the long term state burden to preserve and make improvements.
- State to local ownership is an objective that satisfies the administration and legislature.

To date - 82 harbor transfers

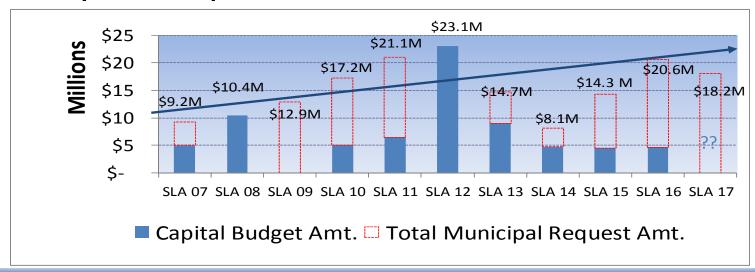


Local government assistance

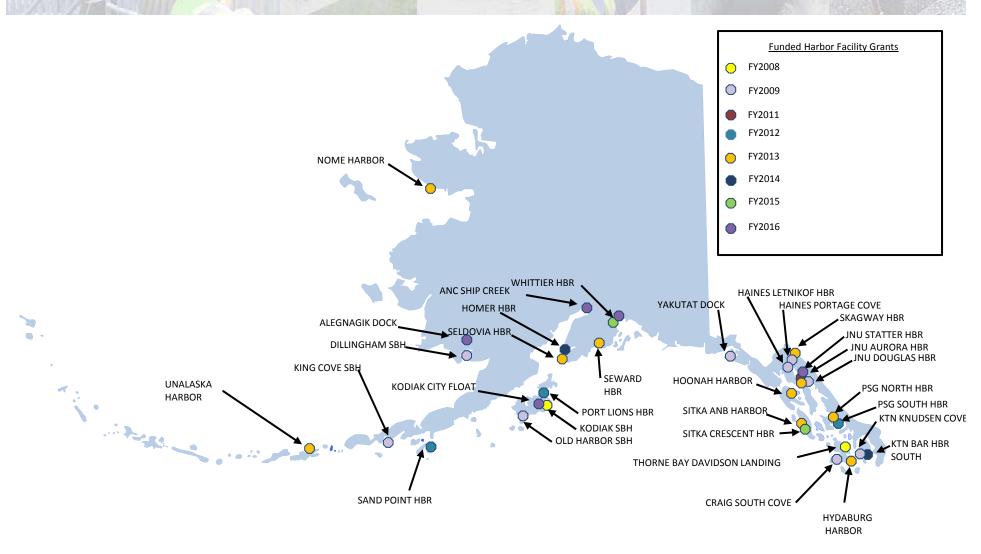
- Deferred maintenance and transfer (AS 35.10.120)
 - A formal resolution declaring local government's intent to take over harbor ownership from DOT&PF
- Bond debt service for certain named port and harbor projects (AS 29.60.700)
 - Matanuska-Susitna Borough, Valdez, Akutan, False Pass, Unalaska, Fairbanks North Star Borough, Fairbanks, Chignik, Nome
- Municipal Harbor Facility Grant (AS 29.60.800)
 - State 50/50 matching grant program
- Corps of Engineer projects (AS 35.10.090)
 - Requires a formal letter asking for technical and financial assistance

Harbor Facility Grant Program

- Purpose: State funding for Small Boat Harbors
- State money only for construction projects
- State provides 50/50 matching funds
 - Maximum of \$5 million per municipality per year
 - Minimum state match of \$50,000
- Projects locally inspired and managed
- Competitive process



Municipal Harbor Facility Grants



Corps of Engineers projects

- Positive Benefit to Cost ratio (B/C>1.0)
- Arctic Deep Draft Port Study
 - In 2011, entered into a cooperative joint agreement to investigate and conduct a study for a deep water port in the Arctic
 - Identified fourteen sites for in-depth study
 - Three sites short listed and studied in-depth
 - Point Spencer/Port Clarence, requires new 27 mile road at cost of \$137.2 million
 - Port of Nome
 - Cape Riley (Teller), new 5.5 mile road at a cost of \$13.7 million
 - The preferred alternative is to expand the Port of Nome.
 - Extend causeway 2,150 feet and build a 450 foot long dock
 - Deepen port to -28 feet
 - B/C = 1.75
 - The Corps suspended the project in October 2015 after Shell Oil discontinued its oil and gas exploration activities in the Arctic

Thank you

Contact Information:

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Transportation is an *economic driver*

- Preserve, operate, and modernize existing infrastructure
- Provide transportation services
- Federally funded capital improvement projects

Impacts daily quality of life

- Safety
- Mobility
- Connectivity

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