



# Alaska Department of Transportation & Public Facilities

## Ports and Harbors Overview

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*Keep Alaska Moving* through service and infrastructure







# Ports and Harbors Purpose

- Provide for the movement of people and the transfer of goods and services between coastal destinations and other transportation modes (airports, ferries, trucks)
- Provide access to nearby and distant Alaskan villages and communities;
- Enhance the mobility of a dynamic fishing fleet;
- Provide a safe harbor 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 all 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.



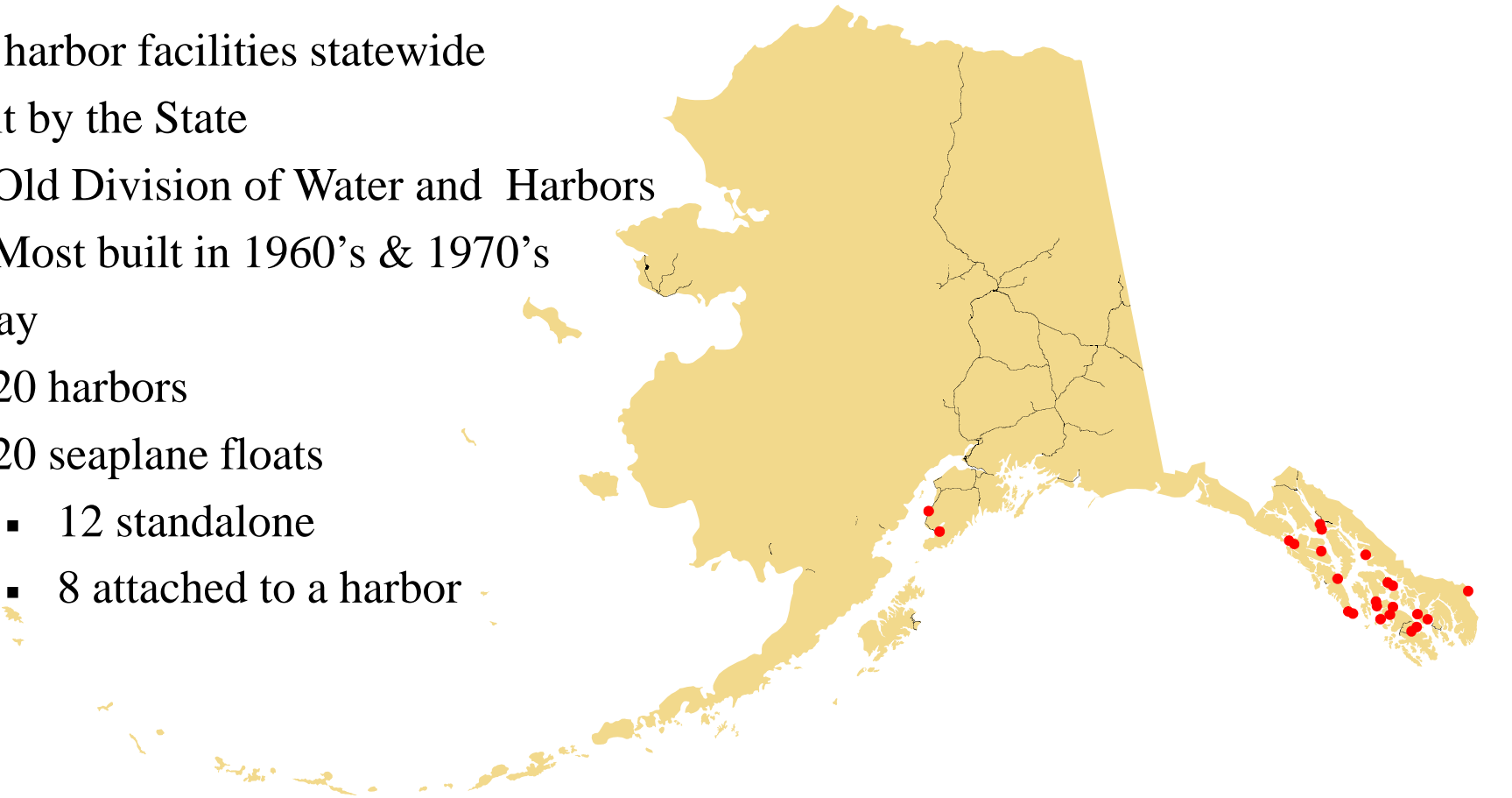
# State Ports and Harbors Engineer

- 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





- 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)

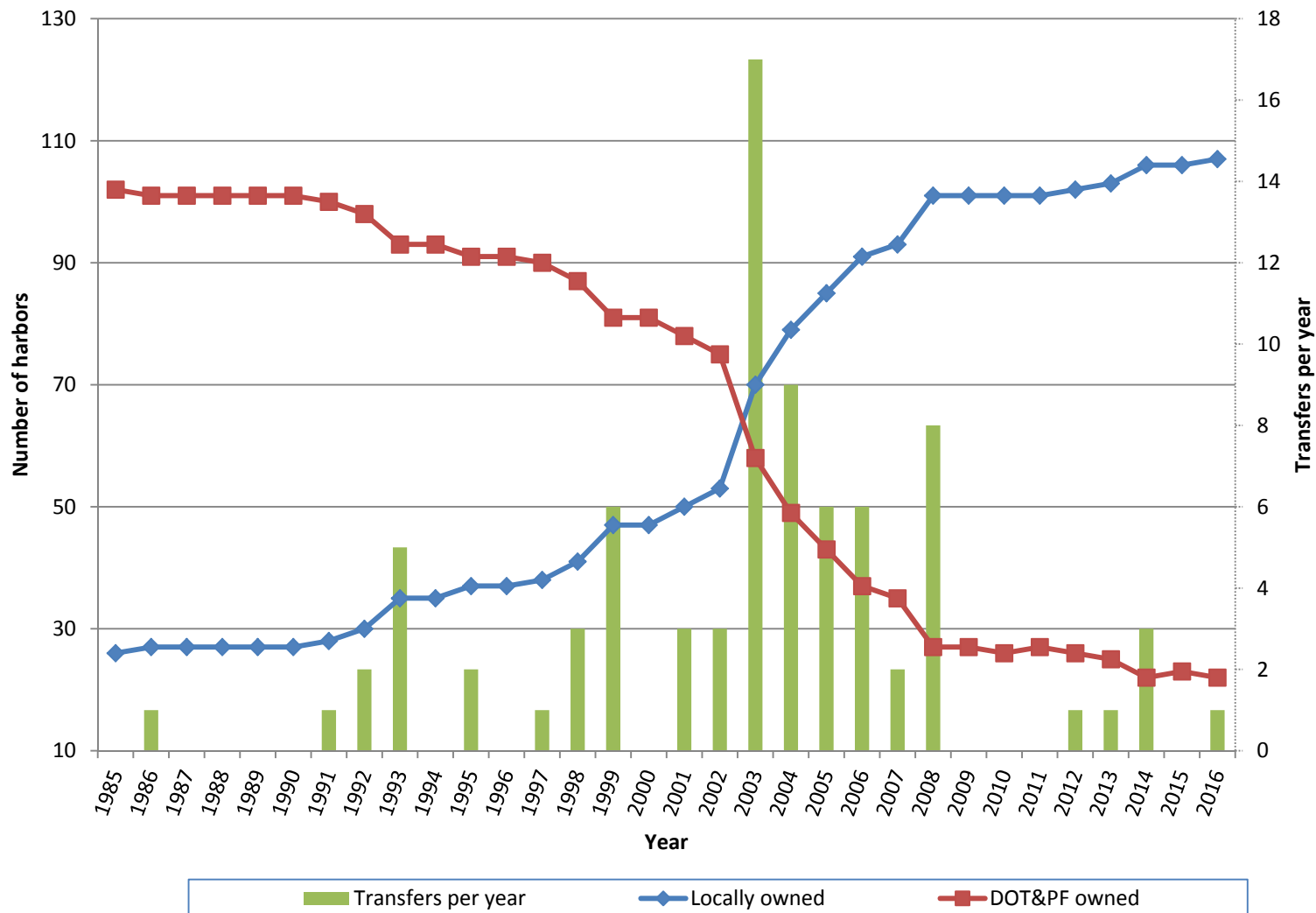




# Preservation of harbor facility

- 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



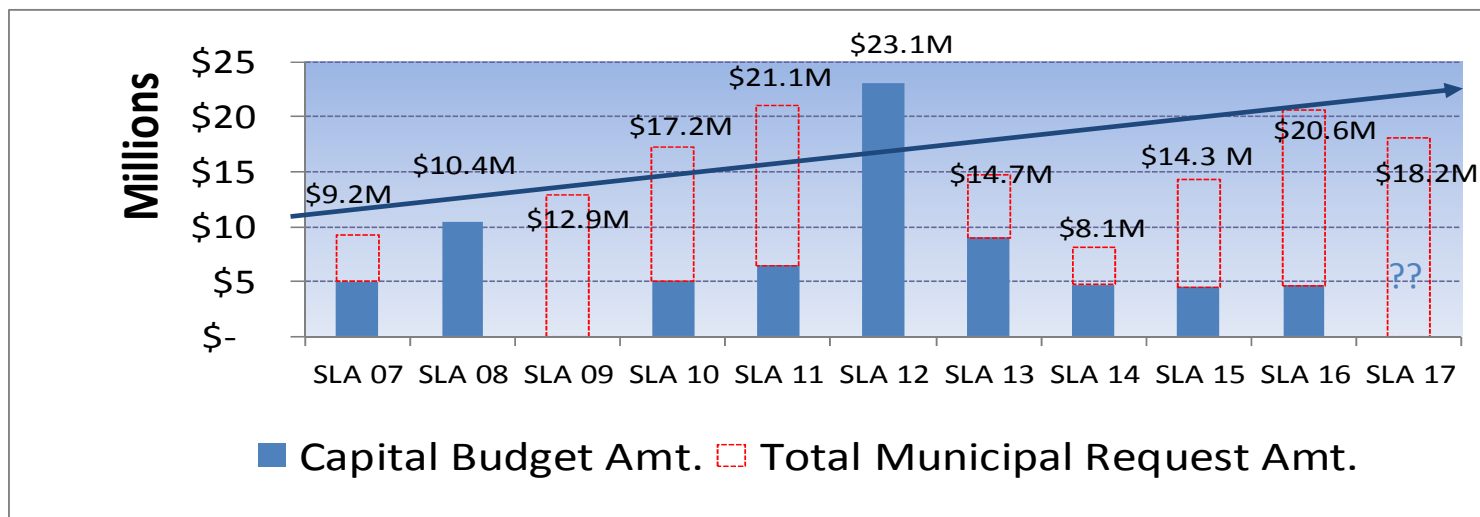


# Local government assistance

- **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

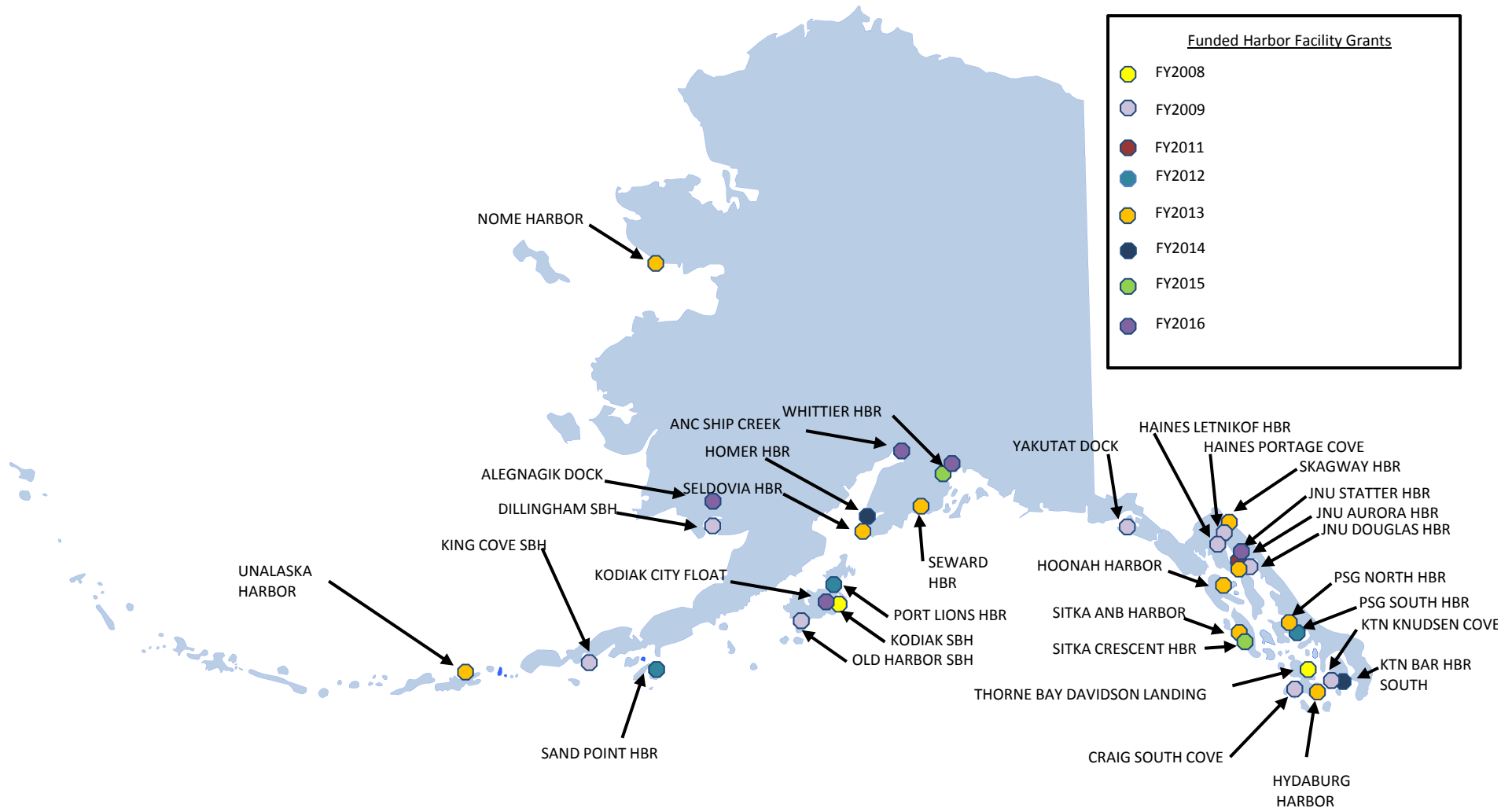
# Harbor Facility Grant Program

- 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

