

# Senate Transportation Committee

## Department of Transportation & Public Facilities

### Cascade Point Ferry Terminal Updates

Katherine Keith PMP, PMI-ACP, Deputy Commissioner  
Craig Tornga, Marine Director  
Chris Goins, P.E., Southcoast Director

February 12, 2026



KEEP ALASKA MOVING



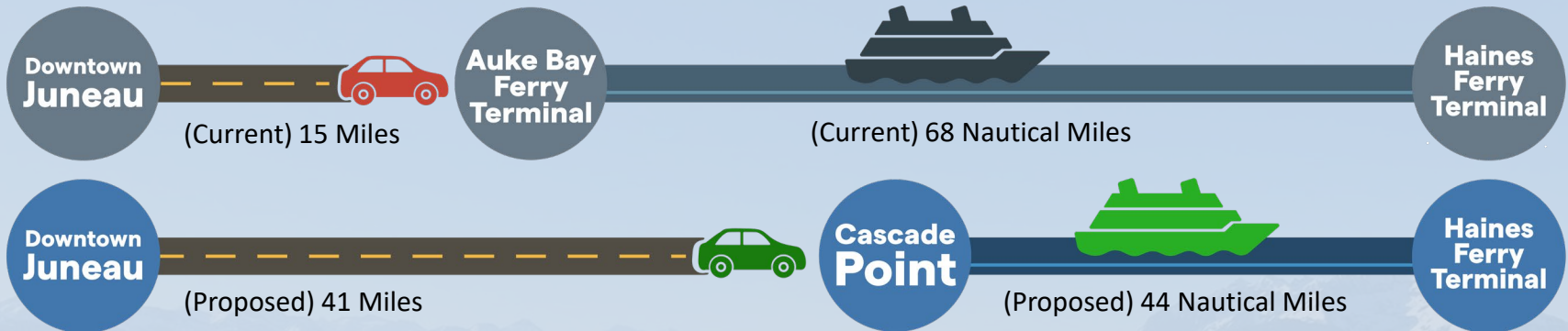
# Cascade Point Ferry Terminal Video Overview





# Cascade Point Ferry Terminal

## Operational Advantage



### System Optimization

Shortens the ferry route by approximately 48 nautical miles per round trip compared to departing from Auke Bay.

### Time Efficiency

Reduces vessel one-way run-time by around 1.5 hours, allowing for more frequent port calls and better schedule predictability.

### Operational Advantage

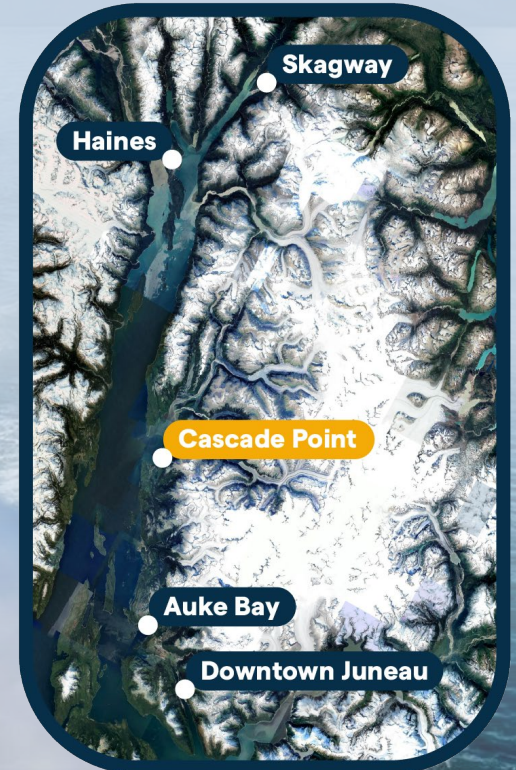
Positioned between Juneau and Haines to provide strategic access along the Lynn Canal, one of the busiest ferry corridors.



**~3 Hour Reduction in Run-Time**

Shortening the route by 48 nautical miles (round-trip) allows for predictable schedule planning.

*"Longer Roads + Shorter Ferry Crossings" ~AMHS Long Range Plan*



# Cascade Point Ferry Terminal

## Fiscal Net Impact

Factoring in both efficiency gains and added facility expenses, Cascade Point is expected to generate a net positive financial impact for AMHS. These savings could be further enhanced through facility-sharing arrangements or external funding partnerships.

Category	Low	Mean	High
Total Efficiency Gains	\$785,207	\$933,673	\$1,085,700
Total Additional Facility Costs	(\$416,871)	(\$480,361)	(\$551,154)
Total Change in Revenue	\$95,183	\$136,742	\$178,790
Net Financial Impact	\$463,518	\$590,054	\$713,336



# Goldbelt Inc. and DOT&PF Partnership

## STRATEGIC COLLABORATION

Formalized via a March 2023 Memorandum of Understanding (MOU) between DOT&PF and Goldbelt, Inc., Juneau's urban Alaska Native corporation.

## CAPITAL EFFICIENCY

State investment focuses on public marine infrastructure (ferry terminal) while Goldbelt retains the ability to develop commercial and industrial facilities that support regional economic growth.

## NATIVE LAND STEWARDSHIP

Leverages Goldbelt's ownership of surrounding lands to develop a multi-functional, dual-use port.

## SOLVES MISSING TRANSIT LINK

Goldbelt has committed to providing a dedicated shuttle service between the Mendenhall Valley, Auke Bay, and Cascade Point, ensuring accessibility for walk-on passengers.

# Cascade Point Ferry Terminal

## Public Comments to Date

To ensure maximum constituent participation, the Stage 1 public comment period was extended from late November 2025 to January 9, 2026. This extension accommodated the holiday season, allowing broader opportunity for community input.

10/29/25 – 11/28/25

**266 Comments**

+

11/28/25 – 1/9/26\*

**356 Comments**

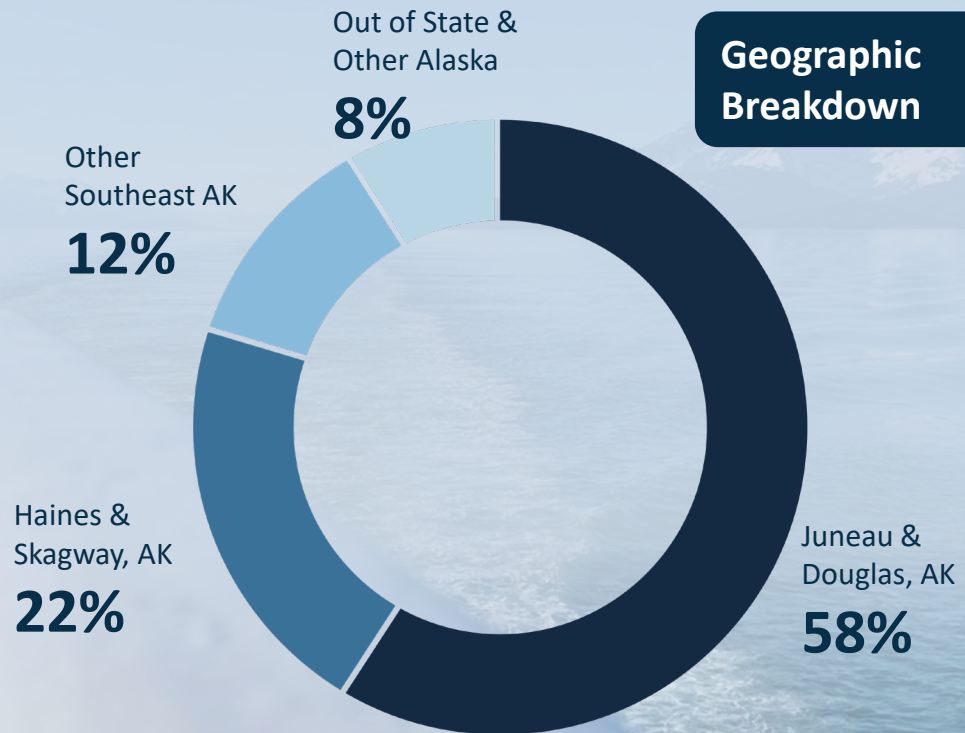
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Total Public Comments

**622 Comments**

*\*An extended comment period effectively facilitated a second, larger wave of public discourse, ensuring that community voices were not limited by the holiday season.*

### Geographic Breakdown



### OPPOSITION

**Public Concerns & Perceived Burden**

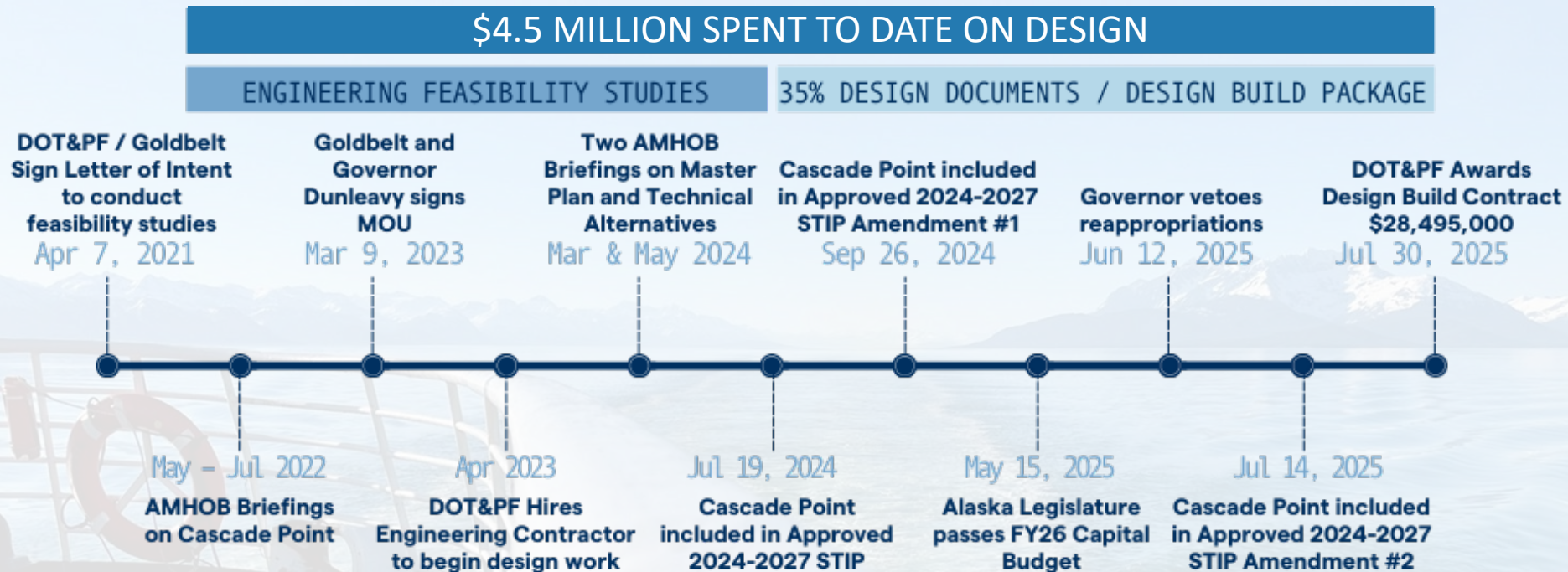
### SUPPORT

**Project Goals & Operational Efficiency**



# Cascade Point Ferry Terminal

## Timeline and Funding Considerations



### Cascade Point Terminal – Two Decades of Work

- **Legislative Direction (2005–2007):** Legislature appropriated Juneau Access funds that remain the foundation of today's terminal development
- **Early Infrastructure (2011–2013):** DOT&PF extended Glacier Highway to near Cascade Point, establishing access and future terminal viability
- **AMHS Policy Alignment (2020–2025):** The AMHS Reshaping Report, multiple AMHOB briefings, and inclusion in the 2024-2027 STIP and subsequent amendments incorporated Cascade Point into AMHS operational, service, and capital planning
- **Partnerships & Engineering (2021–2024):** DOT&PF/Goldbelt advanced feasibility, alternatives, wind/wave analysis, and a phased master plan
- **Construction & Permitting (2025–2026):** Stage 1 Design Build contract initiated: \$28.5 million

# Cascade Point Ferry Terminal

## Project Roadmap Stage One

### Stage 1

#### *Uplands*

**Status:** \$28.5 million contract awarded to K&E Alaska, Inc.

**Scope:** 0.5-mile access road from Glacier Highway, bridge over Cascade Creek, and terminal pad/staging area development.

**Timeline:** Groundbreaking schedule for Fall/Winter of 2026 with completion in late 2027.

### Critical Infrastructure

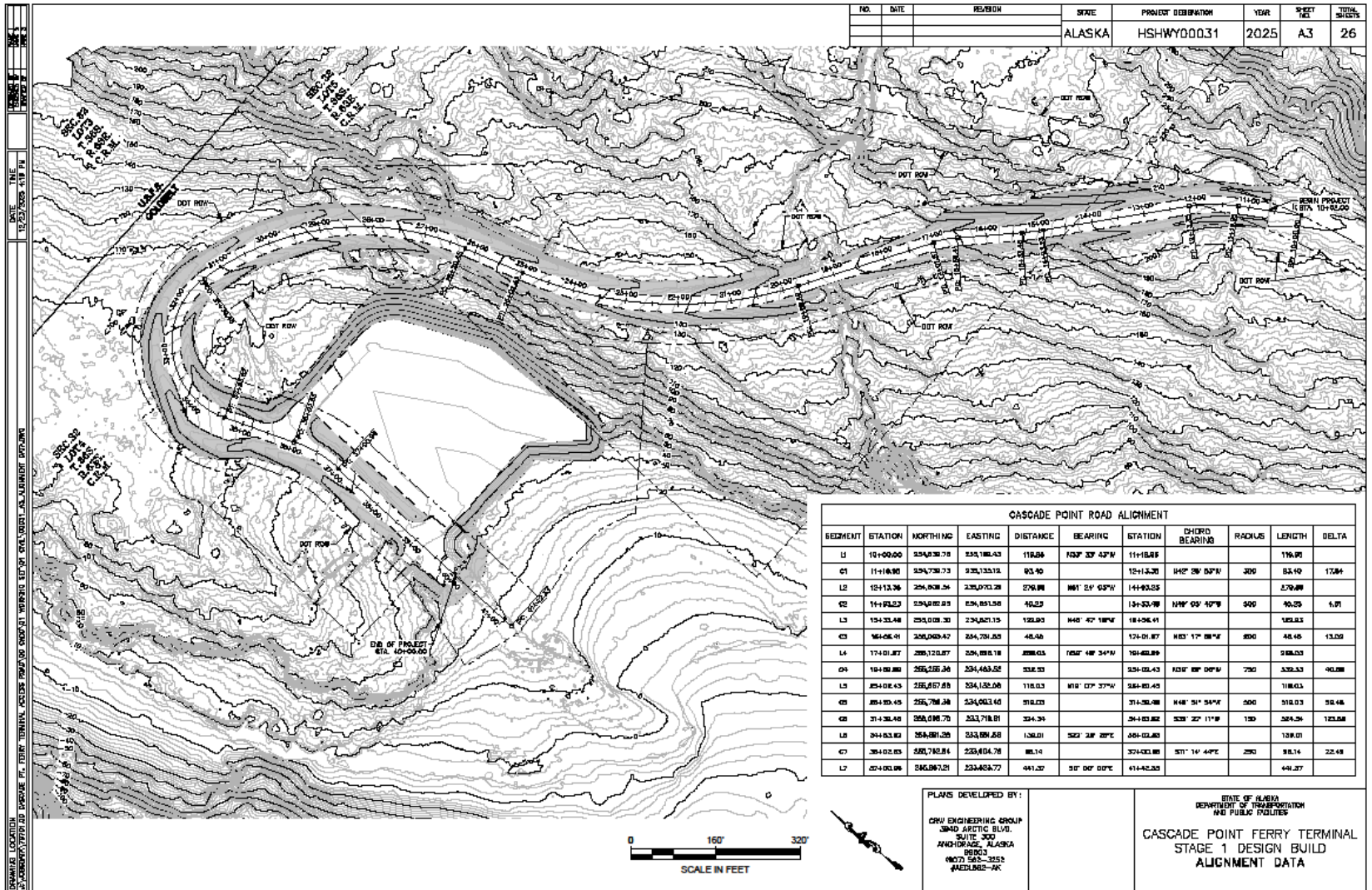
#### *Electrification*

**Dec 2025:** \$1.3 million contract finalized with Juneau Hydropower for a transformer, and the required engineering for a submarine cable to support potential future port electrification and hybrid-electric vessel service.



# Cascade Point Ferry Terminal

## Stage One Site Plan



# Cascade Point Ferry Terminal

## Project Roadmap Stage Two

### Stage 2

*Marine/Terminal*

Stage 2 is currently at 35% design and will include design and construction of all remaining components listed below:

#### Offshore Components

- Stern-berth ferry terminal with vehicle and pedestrian bridges
- Mooring, berthing and guide dolphins
- Rubble mound breakwater
- Dredging the basin of the ferry terminal

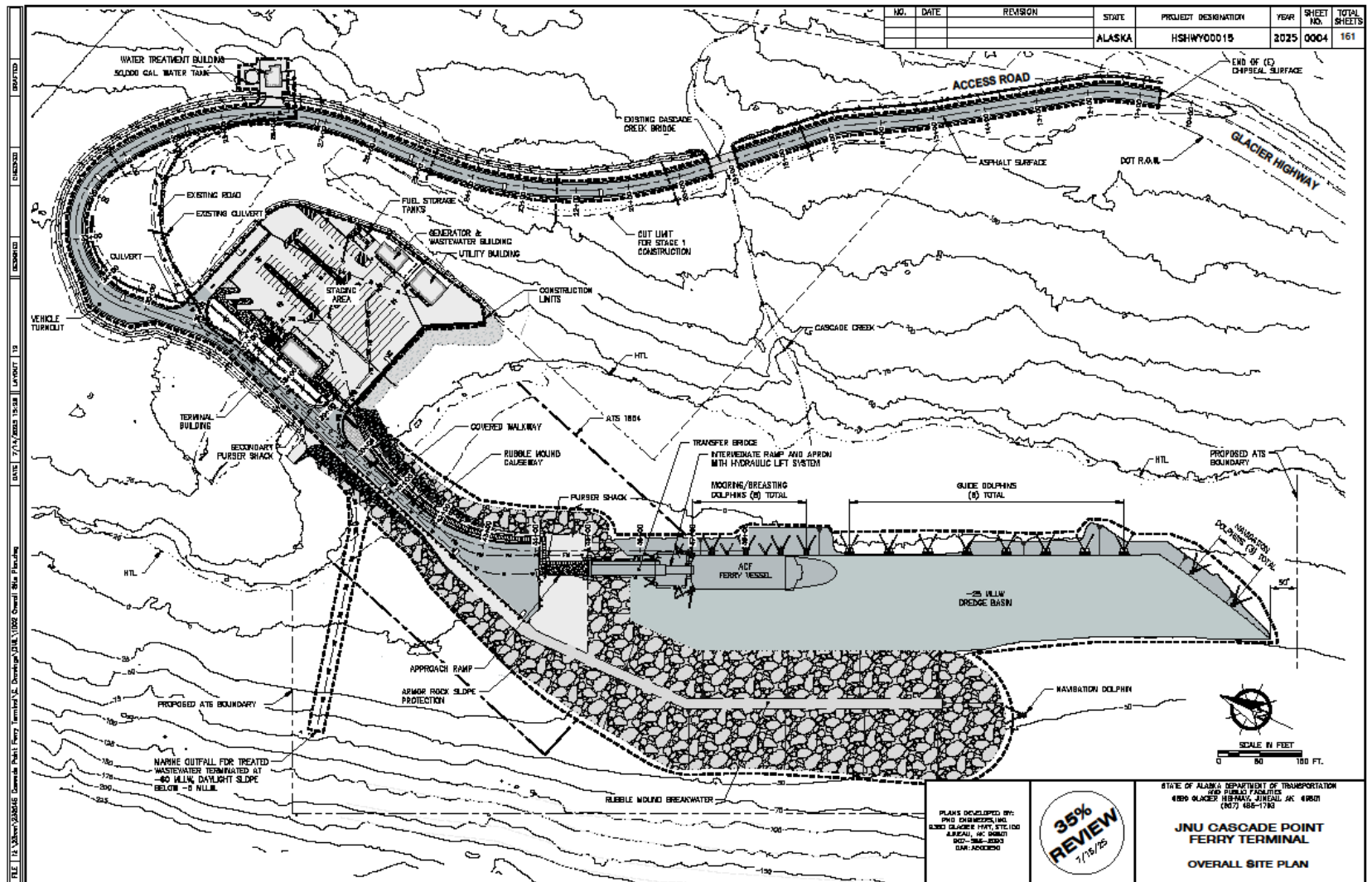
#### Onshore Components

- Terminal building
- Storage building
- Generator building
- Vehicle staging and parking
- Water treatment system and holding tank
- Wastewater treatment system
- Fuel storage system



# Cascade Point Ferry Terminal

## Stage Two Site Plan



# Thank You.

Chris Goins, P.E., Southcoast Director

Craig Tornga, Marine Director

Katherine Keith PMP, PMI-ACP, Deputy Commissioner

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