

Senate Transportation Committee

Department of Transportation & Public Facilities

Cascade Point Ferry Terminal Updates

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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

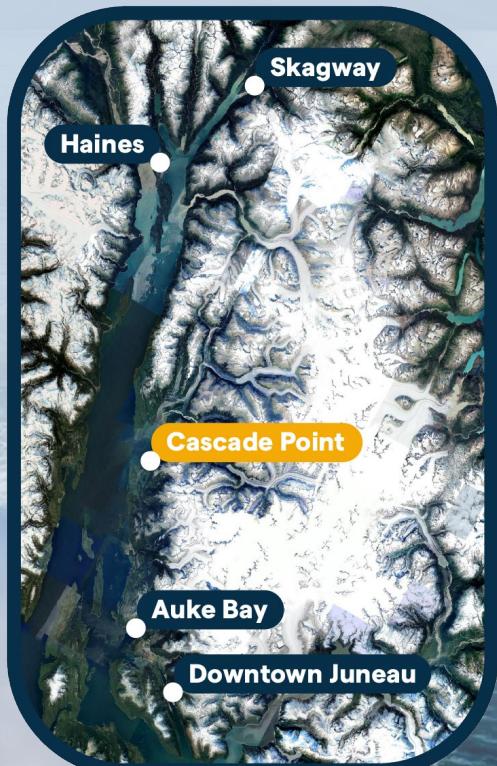
Positioned between Juneau and Haines to provide strategic access along the Lynn Canal, one of the busiest ferry corridors.



~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

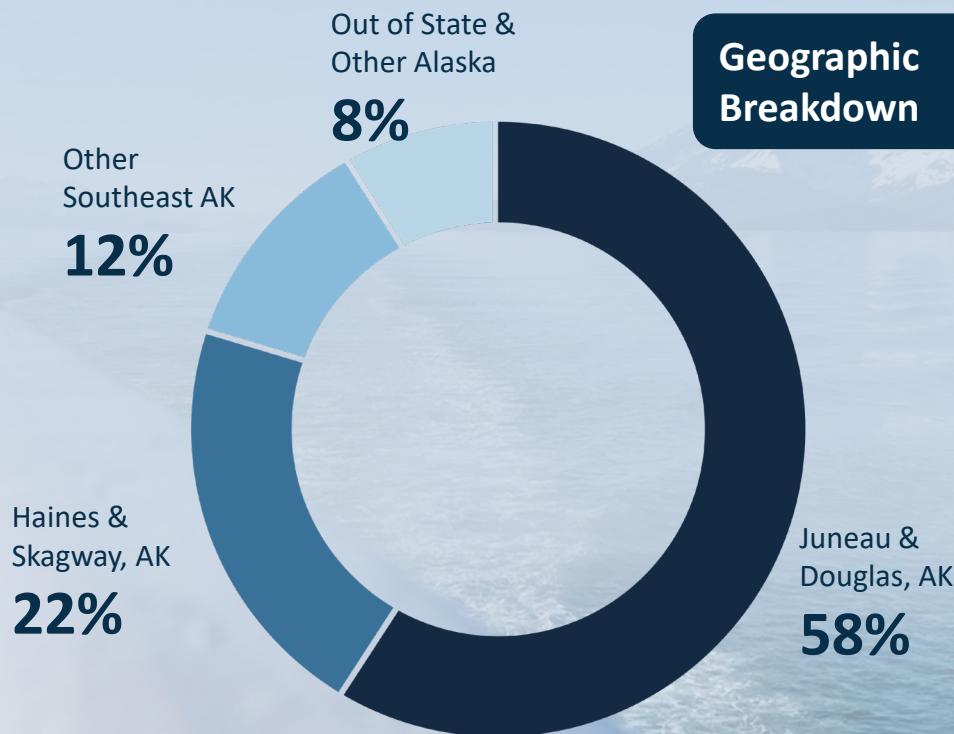
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Total Public Comments

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



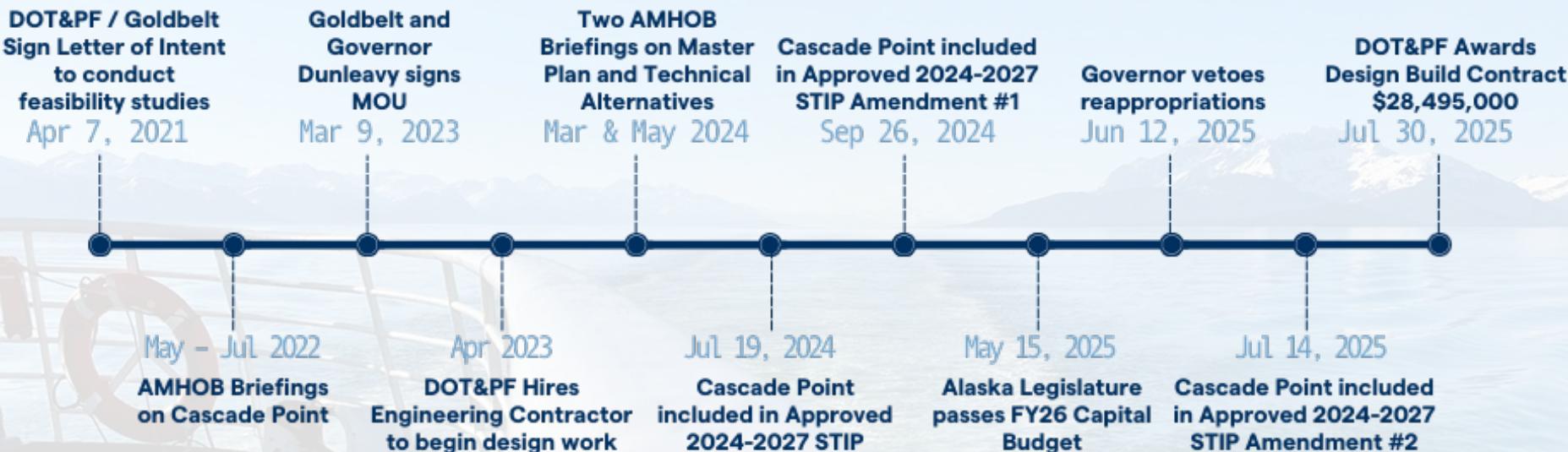
Cascade Point Ferry Terminal

Timeline and Funding Considerations

\$4.5 MILLION SPENT TO DATE ON DESIGN

ENGINEERING FEASIBILITY STUDIES

35% DESIGN DOCUMENTS / DESIGN BUILD PACKAGE



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

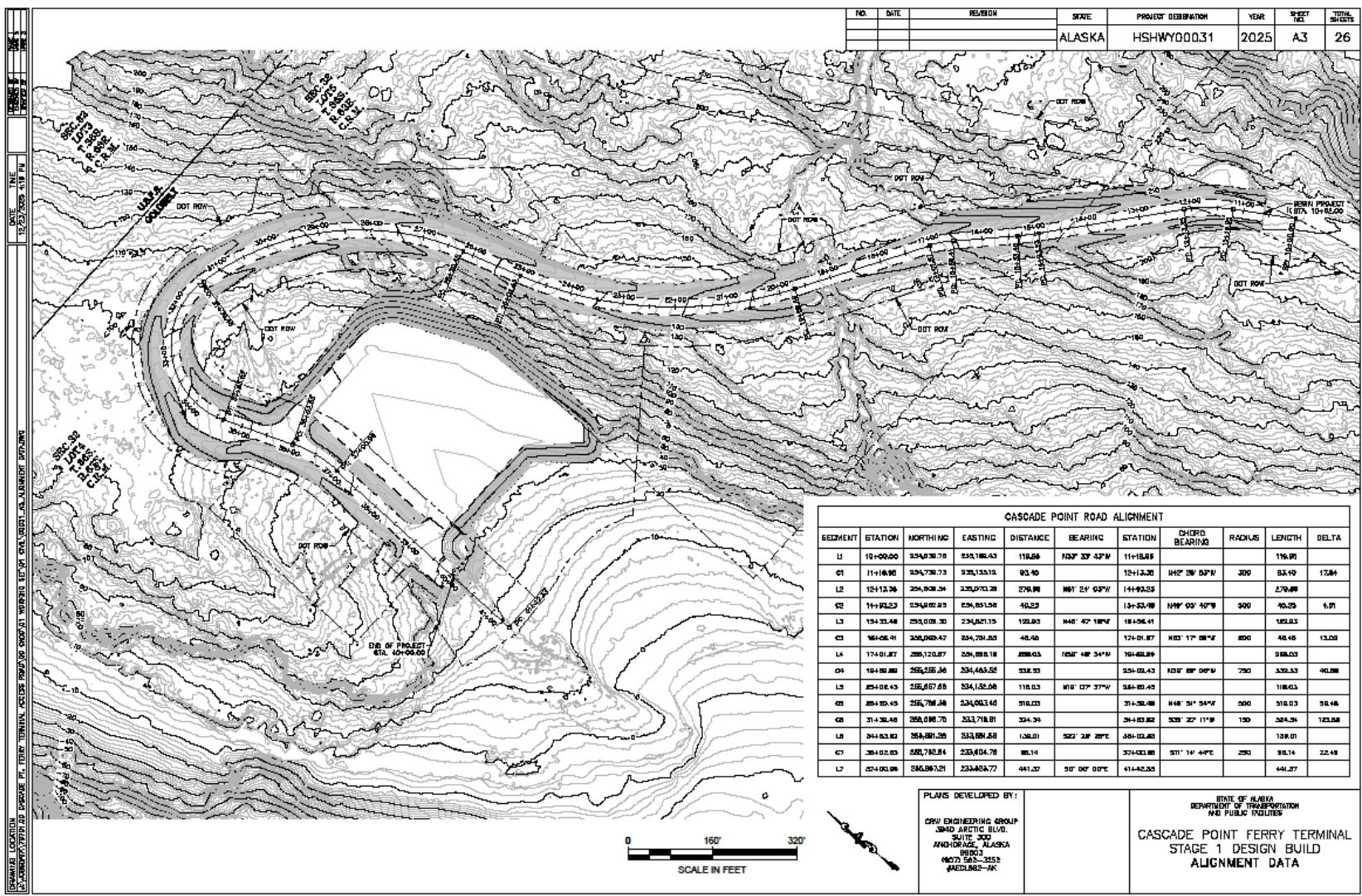
Electrification

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

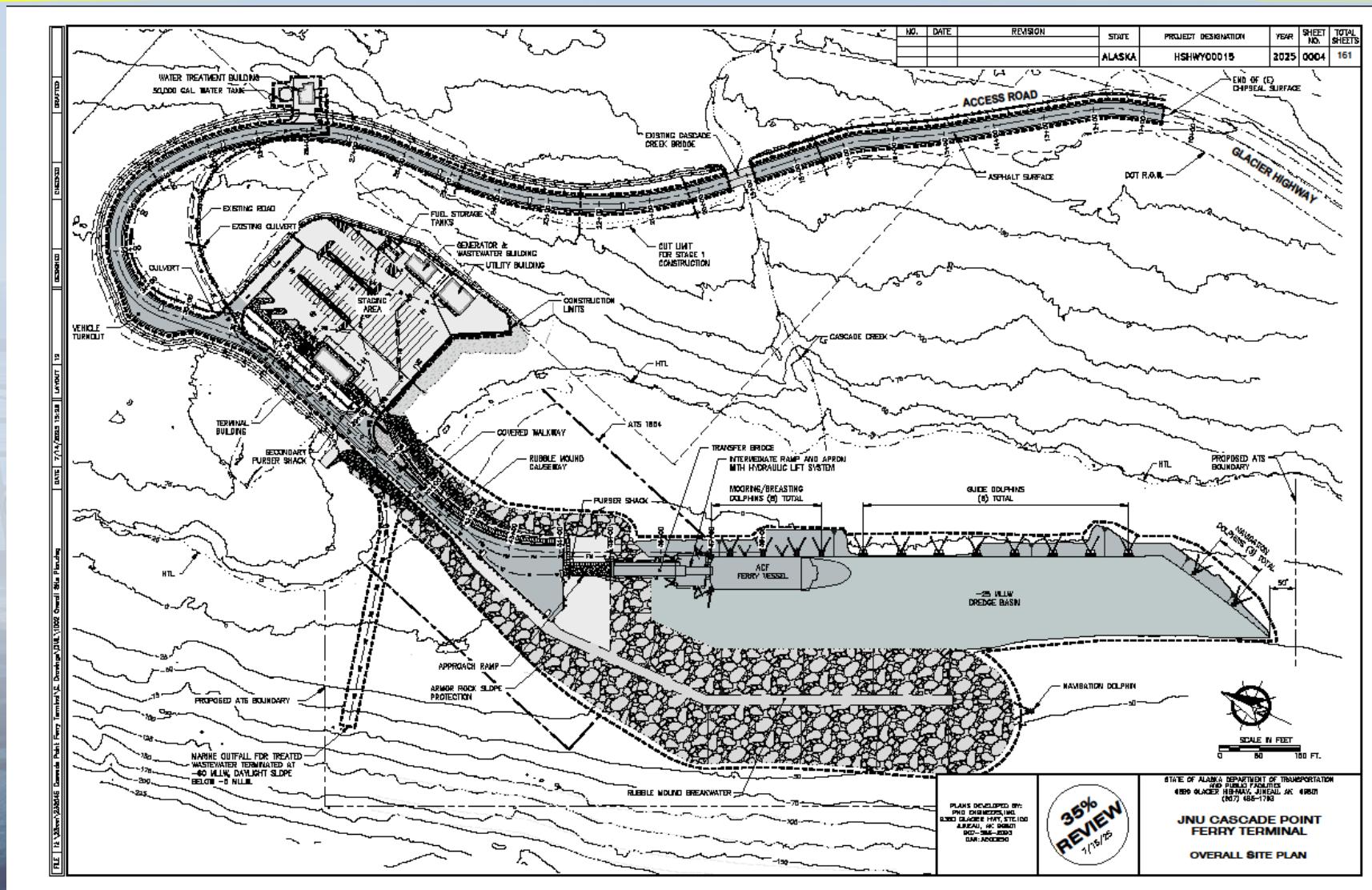
- Stern-berth ferry terminal with vehicle and pedestrian bridges
- Mooring, berthing and guide dolphins
- Rubble mound breakwater
- Dredging the basin of the ferry terminal

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

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