SOUTHEAST TRANS... PLAN

Southeast Alaska Transportation Plan

To House Transportation Committee
August 1998

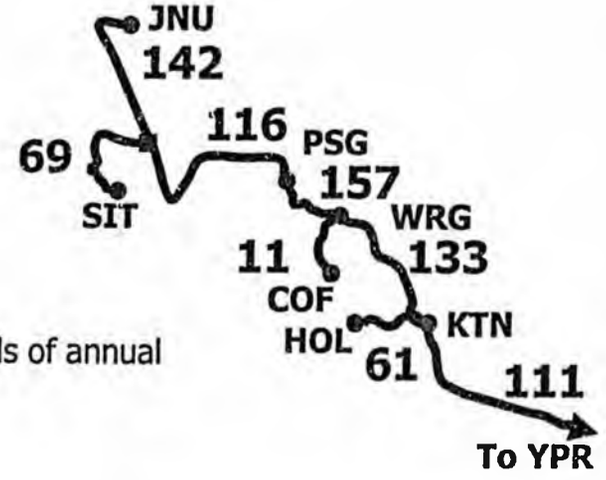
Outline of Presentation

- Results of Final Modeling
- Major Elements of Plan
- Funding Considerations
- Schedule to Implement
- Final Steps to adopt the plan

Model Results

- Travel demand model: highest internal travel prediction
- Benefit-cost model produced best overall results on preferred alternative. (Lowest operating cost savings and modest additional capital costs.)
- Preferred alternative appears to encourage demand (meets travel needs) at lowest practicable cost to users and state.

Estimated Annual Passenger Volume



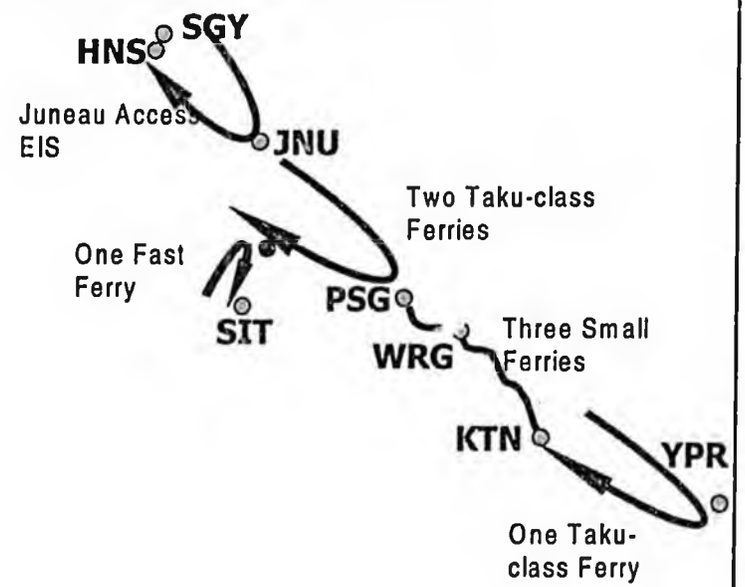
Numbers in thousands of annual passengers.

Preferred Alternative
20 Year Benefit/Cost Results

All cost figures millions of 1997 $'s, using 4% discount rate	Baseline System	*Preferred System Package*
Operating and Maintenance Cost	$1,008	*$833*
Capital Cost	$494	*$539*
Total Cost	$1,503	*$1,373*
Revenues	$815	*$785*
Cost Minus Revenues	$688	*$588*
O&M Minus Revenues (Level of State Subsidy)	$193	*$48*
Net Present Value	N/A	*$153*

Excludes Lynn Canal Corridor

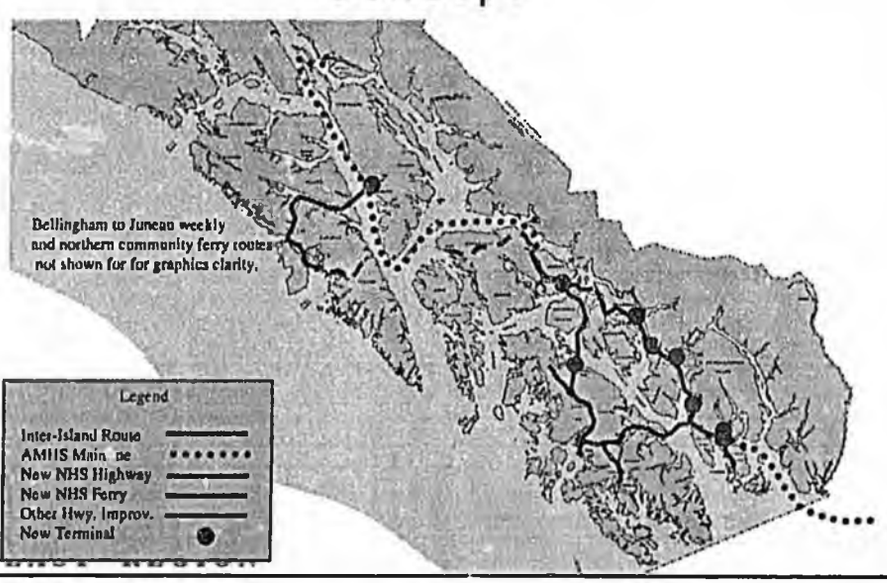
Zonal Nature of Plan



Major Elements of Plan

- 1 Mainline Ferry, minimum, Bellingham north
- Southeast NHS routes operates as four zones:
  - Prince Rupert - Ketchikan: 1 round trip ferry/day
  - Ketchikan - Wrangell - Petersburg: Roads with short ferries
  - Petersburg - Sitka - Juneau: 2 1-way ferries/day
  - Juneau - Haines/Skagway: Juneau Access determines
- POW Island served by Inter-island Ferry Authority
- Annette Is. served by road and short ferry to Saxman.
- Small Chatham communities served by feeder system.

Preferred Alternative Concept

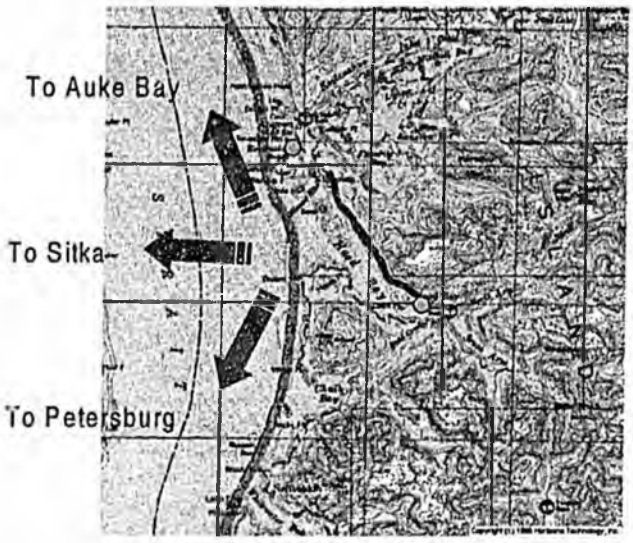


Bellingham Service

- MV Kennicott and possibly more vessels would continue long-line through service.
- Option for additional service if ridership can recover costs.
- Provides for traditional service for those who prefer this travel method.

Example Sitka Shuttle Fast Vehicle Ferry

Possible Chatham Terminal at Angoon



Angoon city, IRA and corporation leaders have mutually suggested this location.

AMHS Feeder Routes

- Southern SE - No AMHS service proposed
- Northern SE - Two vessels:
  - MV Le Conte: 24 hours/day for 1/2 week.
  - High-speed passenger vessel: 12 hours/day for 1/2 week.
  - Blends increased service and speed with freight/vehicle mobility and redundancy.

Inside Passage Highway
Wrangell Island

Inside Passage Highway
Cleveland Peninsula

Inside Passage Highway
North Tongass Extension

Summary of Plan By Community

- Juneau - modifications to Auke Bay terminal for fueling and layover berths.
- Sitka - Detailed corridor study for Sitka access. Fast Ferry crew base and berth. Possible future road to east side of Baranof Is.
- Angoon - Possible Chatham terminal site.
- Kake - Later completion of resource road links to Petersburg.

Summary of Plan By Community
(continued)

- Petersburg - Downtown terminal expansion and new layover berth.
- Blind Slough - New terminal and Mitkof Hwy. Road upgrades.
- Wrangell - 22.5 mile road upgrade and 3 mile extension to Fool's Inlet, new ferry terminal at Fool's Inlet.

Summary of Plan By Community
(continued)

- Cleveland Peninsula - 10 miles cross-peninsula road, two ferry terminals and maintenance building.
- Ketchikan - 8 mile road extension to Moser Bay, new terminal at Moser Bay. Layover berth for "spare" vessel.
- Metlakatla - 12 mile Walden Pt. Road and ferry terminal.

Summary of Work By Community
(continued)

- Coffman Cove - New ferry terminal. Upgrade of road into Coffman Cove (by Forest Highways).

Summary of Ferry Needs

- Two new ferries for Inter-island Ferry Authority.
- One new ferry for Metlakatla.
- Four new ferries for Inside Passage Highway.
- Refurbish Mal, Mat and Taku as dayboats*.
- One fast vehicle ferry for Sitka Shuttle.
- One fast passenger only ferry for Chatham feeder service.

* AMHS wants to consider different vessel types also.

AMHS vs. Municipal Proposals
Annual & Trip Cost Comparisons

AMHS Service (MV Aurora)			
	# Trips	Cost per Trip	Totai Cost
Ketchikan to Metlakatla	253	$2,835	$717,192
Ketchikan to Hollis	322	$2,835	$912,870
	575		**$1,630,062**
Municipal Service			
	# Trips	Cost per Trip	Total Cost
Ketchikan to Metlakatla	3650	$173	$631,450
Ketchikan to Hollis	730	$713	$520,490
Source: AMHS, 1998	**4,380**		**$1,151,940**

Changes Involved

- Single-crewing, day boat operations.
- Transfers/mode switches.
- Consistent daily schedules with multiple trip options per day.
- Limited environmental issues with new roads.
- Significant changes in labor agreements required.
- Mainline ferries consistent with demand.

Changes Involved

- Transportation roles change (e.g. Petersburg, Ketchikan, Juneau).
- Some changes in travel time.
- Opportunities for traveler-related businesses.
- Lower GF subsidy.
- Ferry jobs more widely dispersed.
- Ferry construction jobs could remain in SE.
- Greater regional interaction possible.

Marine - Highway Balance

- Plan relies extensively on marine links and existing road network.
- 80% $$ is marine; 20% is highway.
- Inside Passage Highway involves just 20 miles of <u>new</u> highway for a state-sized region.

Likely Funding Sources

- Communities - IFA and Metlakatla
- US DOT Formula Funds (TEA-21)
- US DOT Competitive funds
  - Ferry boat
  - Public Lands
- Alaska Forest Highway Program
- FTA funds (if applicable)

TEA-21
Non-formula Funds

- Sec 1207 $10 M NHS Ferries 1999 - 2003
- Sec 3009 $10.4 M Ferries 1999 - 2003 (for AK & HI only)
- $30 M 1998 & $18 M 1999 - 2003 FBD nationwide competitive
- Assume $100 M + $25 M match available 1998 - 2003

TEA-21
Non-formula Funds

- Forest Highway funds committed to Coffman Cove
- High-Priority funds committed to IFA ferry
- BIA funds committed to Walden Pt.

TEA-21
Formula Funds

- 1999 Legislative appropriation of $24.5 M
- 2001-2003 STIP "placeholder" $53 M
- Anticipate allocating additional $30 million STIP funds in 2001 and after

SE Plan Funding Summary

- $125 M ferry money
- $107.5 M STIP funds
- ~$50 M other TEA-21 funds
- Total ~$282 M over 1998 - 2003 period
- This is most but not all funds needed to implement.
- Need to allocate to highest priorities

SE Plan Funds Allocation Priorities

- IFA ferries and terminals
  - 2 ferries
  - Coffman Cove & Blind Slough Ferries
- Metlakatla Road, ferry and terminal
- Sitka Access shuttle ferry & terminal
- Environmental and engineering - IPH
- Day boat conversion for Prince Rupert

Other SE Plan Elements

- Inside Passage Highway
  - Road, terminals and ferries
- Terminal modifications at Petersburg & Auke bay
- Strategy: complete EIS and PS&E then aggressively seek funding opportunities

Implementation Activities

- Full-time Project Manager to be hired
- Applied for $50 M in '98-'99 FBD funds
- 24+ separate projects assembled and scoped
- STIP amendments ready for 1999 & 2000 STIP update

Has Implementation Stalled?

- No! The plan is still officially a draft.
- Legislative appropriations are hollow without STIP authority.
- STIP schedule has been affected by:
  - Congressional delay in passing TEA-21
  - Below expectation 1998 funding authorization.
  - Still delayed 1999 funding authorization.
- Final Plan and STIP amendment to be coordinated.

Synergies

- Established, convenient trip times.
- "Products" for each of two distinct markets.
- Higher service levels to feeder communities.
- Inherently less-expensive vessel operations.
- More scaleable system - capacity vs demand.
- Greater private sector business opportunities.
- Improved community to community connections.

Wrapping Up the SE Plan

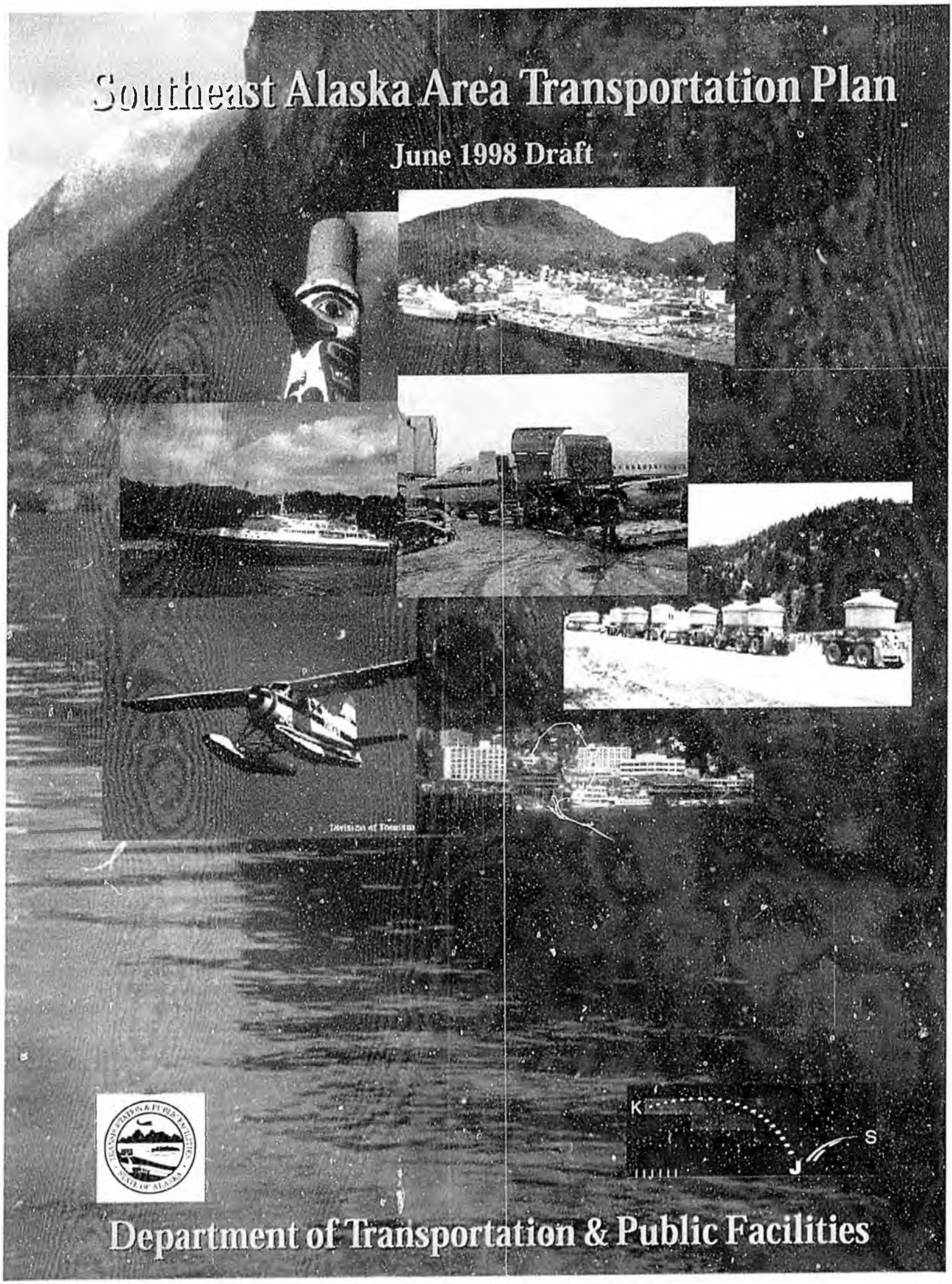
- Additional review period: Oct. 31 to coincide with the STIP amendment.
- Adopt final plan as an element of the "Statewide Plan".
  - Statewide Plan has legal standing.
  - Amendments must follow procedures.
  - STIP must conform to Statewide Plan.

DOT&PF Contacts

Telephone Toll Free:	1-888-PLAN DOT
FAX Toll Free:	1-888-PLAN FAX
Internet:	planning_comments@ dot.state.ak.us
Juneau Telephone:	465-4070

Southeast Alaska Area Transportation Plan

June 1998 Draft



Department of Transportation & Public Facilities

Alaska Department of Transportation and Public Facilities

Commissioner of Transportation and Public Facilities
Joseph Perkins, P.E.

Director of Statewide Planning
Tom Brigham

Statewide Planning Chief
Jeff Ottesen, AICP

Area Transportation Plans Coordinator
Eric Taylor

Southeast Alaska Transportation Plan Project Advisory Committee

Pauline Jim Acting Mayor of Angoon	Donna Jane Williams Mayor, City of Klawock	Daryl James Mayor, City & Borough of Yakutat
Elaine Price Mayor, City of Coffman Cove	David Beebe Mayor, City of Kupreanof	Jack Mussallem Mayor, City of Prince Rupert
Dennis Watson Mayor, City of Craig	Soloman Atkinson Councilman, Metlakatla Indian Community	Andy Burton Mayor, District of Stewart
Thomas Healy City Administrator, City of Haines	Michael Ohlson Mayor, City of Pelican	Kathy Watson Mayor, City of Whitehorse
Jerry Lapp Mayor, Haines Borough	Leo Luczak or Dave Kensinger City of Petersburg	Berne Miller Executive Director, Southeast Conference
Albert Dick Mayor, City of Hoonah	Debra Gifford Mayor, City of Port Alexander	Kevin Ritchie Executive Director, Alaska Municipal Director
Douglas Mathena Mayor, City of Hydaburg	Forrest DeWitt Mayor City of Saxman	Keith Perkins SE Manager, Rural Development
Dave Palmer City Manager, City & Borough of Juneau	Marlene Campbell City & Borough of Sitka	Kathy Leary Executive Secretary, Gustavus Community Association
Lonnie Anderson Mayor, City of Kake	Bob Ward City Manager, City of Skagway	Ken Vaughan Transportation Engineer, Tongas National Forest
Parry Coburn Mayor, City of Kasaan	Louis Heins Mayor, City of Tenakee Springs	Paul Larkin Administrator, Hyder Community Association
Karl Amylon City Manager, City of Ketchikan	Dale Fife Mayor, City of Thorne Bay	John Pearson Metlakatla/Hyder
Jim Van Horn Councilman, Ketchikan Gateway Borough	Scott Seabury City Manager, City of Wrangell	

Consultant Team

KJS Associates, Inc, Bellevue, WA

Art Anderson Associates, Seattle, WA
BST Associates, Bothell, WA
ECO Northwest, Seattle, WA
HDR Engineering, Anchorage, AK
The McDowell Group, Juneau, AK
Tinney Associates, Douglas, AK

June, 1998

Table of Contents

Transportation is the "lifeline" for the communities in Southeast Alaska. Reliable transportation for people and the products they buy and sell is vital for the economy and the quality of life in the region. The unique geography of the region presents many transportation challenges. Travel between most communities in Southeast Alaska and to areas outside the region is dependent on ferries and airplanes. The Alaska Marine Highway System (established in 1959, following Alaska's statehood) provides access for commerce, education, medical care and a wide variety of personal and commercial travel purposes. It is the primary means of moving vehicles into and out of Southeast communities.

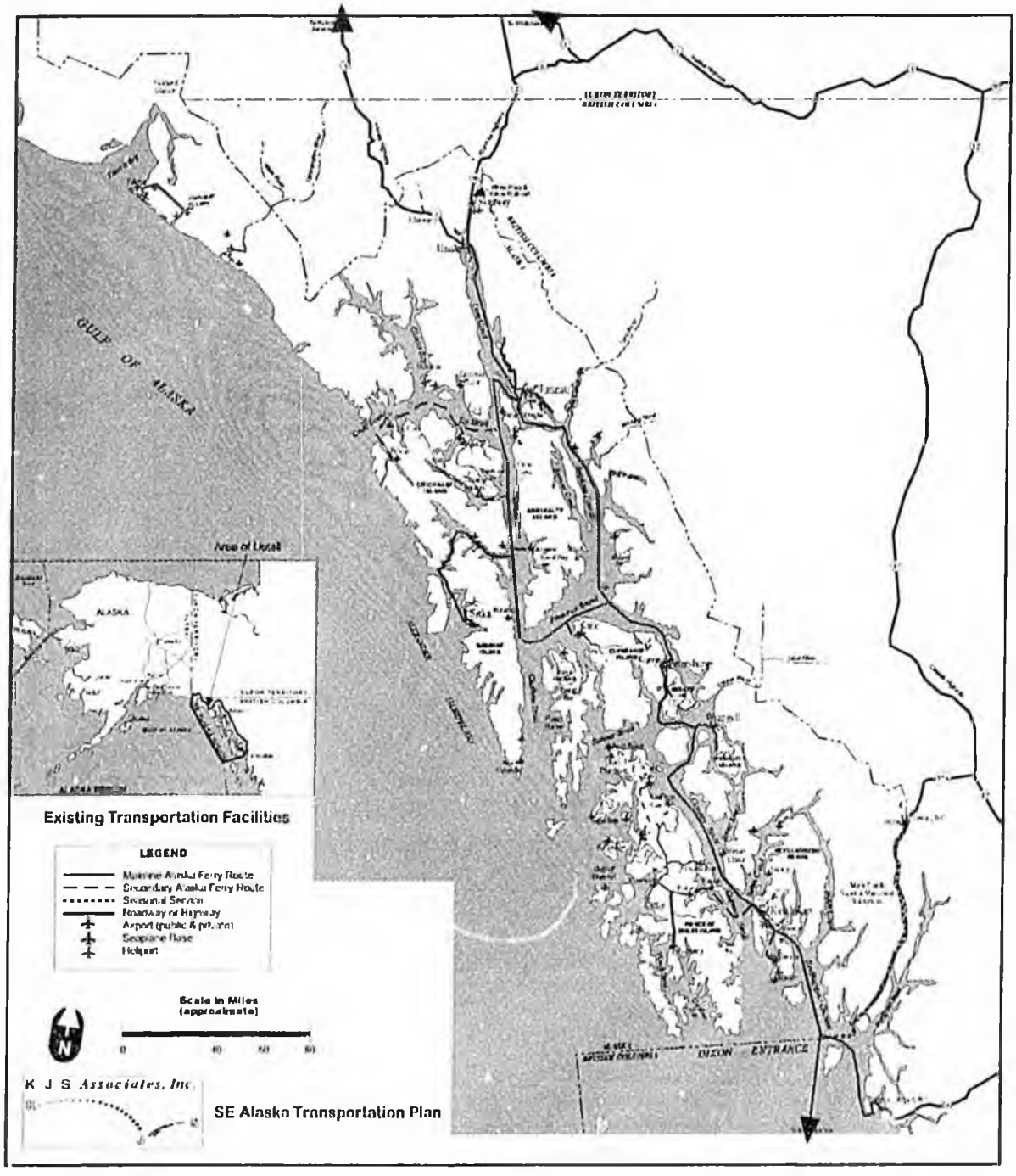
Increasing competition for public dollars for transportation at the state and federal levels makes it increasingly difficult for the state to meet the demand for transportation facilities and services. To address this issue and to determine the most cost-effective way to meet short- and long-term transportation needs for the Southeast Alaska region, the Alaska Department of Transportation and Public Facilities prepared this proposed *Southeast Alaska Transportation Plan.*

Today's transportation system is the result of a huge investment of public and private money in ferry terminals, airports, roads, and the cars, vessels and airplanes that use these facilities. It costs million of dollars each year to maintain and operate the transportation system for Southeast Alaska. Figure 1 includes a map of the Southeast Alaska planning region identifying the location of communities and illustrating the existing regional transportation system.

The planning area for this effort does not include the area north of Juneau. All decisions regarding surface transportation north of Juneau will be determined through the Juneau Access project. The Juneau Access project is a separate planning effort designed to determine the long-term transportation system for the Lynn Canal. Many alternatives have been evaluated as part of this project and a formal environmental process is underway. For purposes of this planning effort, the Lynn Canal is assumed to be an independent "zone". Decisions made regarding transportation facilities and services in the Lynn Canal will not affect the operation of the transportation system described in this proposed plan for the rest of the Southeast Alaska region.

Obviously there are cost implications that must be addressed once the decision is made on the transportation system to be implemented for the Lynn Canal.

Figure 1: Southeast Study Area Existing Transportation System



The proposed plan assumes that the M/V Kennicott will serve Skagway; costs for this have been included in the proposed plan. However, the proposed plan does not include any capital costs or other operating costs for the transportation system in the Lynn Canal.

Once the decision has been made for surface transportation in the Lynn Canal, the *Southeast Alaska Transportation Plan* will need to be amended to incorporate this decision. The financing plan will need to be revised to reflect the costs and financing strategies to implement the transportation plan for the Lynn Canal portion of the region.

Why the State is Preparing a New Transportation Plan Now

The last transportation plan for Southeast Alaska was completed in 1986. The 1986 plan was well received, and many of its recommendations have been implemented. However, there have been many changes in Southeast Alaska over the past decade that were not anticipated when the 1986 plan was done. Changes in the transportation system and in regional travel needs and patterns, and changes in state and federal regulations and policies created a need for a comprehensive update of the region's long range transportation plan.

Key Changes Which Affect Transportation in Southeast Alaska

Transportation Mode for Freight and Goods Movement – When the AMHS began service it became the primary transportation mode for the movement of goods in and out of Southeast Alaska and between communities in the region. Over the past two decades, private barge companies have taken over the vast majority of goods movement. Today, less than five percent of the freight to/from Southeast Alaska is shipped on the AMHS. The vast majority of freight in/out of the region travels on private barges; time sensitive and/or high value goods travel by air and by the AMHS. Today, the capacity of barges operating in Southeast Alaska in one week exceeds the AMHS capacity for freight in one year. Nevertheless, several of the smaller communities depend on AMHS for freight to a much higher degree than the larger communities.

Transportation for Tourists – Twenty years ago the majority of tourists destined for Southeast Alaska arrived via the marine highway system, with a smaller proportion arriving by air. While tourists still constitute a large proportion of AMHS passengers, many tourists now arrive via cruise ships (almost 50 percent of tourists) or by other private transportation modes. Airline service to and within Southeast Alaska has improved dramatically since the mid-1960's; around one third of visitors now arrive by air. Tourist demand for ferry use continues to soar during the summer months but ridership has

remained "flat" due to limits on ferry system capacity. In some portions of the system tourist ridership has declined due to improvements in private sector alternatives such as air travel and cruise ships, which have been able to expand capacity and service to meet the increased demand.

Travel Patterns of Southeast Residents – Due to its advantages of convenience, frequency and reduced travel time, air travel has become the dominant mode of travel between communities in Southeast Alaska. Based on the results of a survey of Southeast Alaska residents, 59 percent of the total trips between communities in Southeast Alaska or to/from the region are made by air. In places that are not served by AMHS mainline service (e.g., Hoonah and Metlakatla) air passengers exceed AMHS passengers by a 4-to-1 margin. In only two communities (Haines and Skagway) does the percentage of trips taken by residents using the ferries exceed 50 percent of total trips taken by residents. As highways and air service in the region have improved, travelers have attractive alternatives to the AMHS for regional travel.

Improvements in Canadian Highways – Over the past two decades Canadian highways in the vicinity of Southeast Alaska have improved substantially – from pioneer roads to modern highways. Motorists now can drive from the continental United States to Prince Rupert via the Caribou Highway and the Yellowhead Highway; and to Skagway using the Alaska Highway to Whitehorse and the Klondike Highway into Skagway. The Cassiar Highway provides an alternative overland route through British Columbia, connecting the Yellowhead Highway near New Hazelton, BC with the Alaska Highway near Watson Lake, YT. Motorists can drive from Haines through the Yukon Territory to reach the rest of the Alaska Highway system via Highway 1.

AMHS Costs – The costs to maintain and operate the ferry system are rising faster than inflation due to new regulatory requirements (which require vessel upgrades and different levels of crewing), and labor contracts (which dictate wages, benefits and operating conditions.) Increases in operating and maintenance costs are especially important since these costs are financed with state funds. The AMHS must compete for funds from the state general fund since the Alaska State Constitution prohibits the dedication of funds for specific purposes. The AMHS does operate within a "quasi-dedicated" fund in that it is authorized to retain all revenue; however this is subject to annual legislative approval. In addition, revenues cover only a portion of the full cost of operation and maintenance of the system; the remaining costs must be subsidized from the state's general fund. Capital costs for transportation are covered with federal funds (in excess of 90 percent of project costs) and do not impact the state's operating budget to the same degree as operating expenses.

Budget Realities – At the state level there is increasing pressure to reduce the operating budget and level of state subsidy required for the AMHS. On-going

funding for the ferry system is a challenging political issue given: (1) the competition for funds from the state general fund; and (2) the fact that only a small minority of the state's 60 legislators represent districts served by the AMHS. Questions have been raised regarding regional equity in the distribution of state funds (i.e. the expenditure of state funds per capita for transportation in Southeast Alaska versus other parts of the state.) The good news is that the state's capital budget for transportation (federal funds) appears to be growing. Recently enacted federal legislation increases the level of federal funding for the state of Alaska over previous levels. This provides an opportunity to use federal funds for strategic capital investments in transportation facilities in Southeast Alaska to reduce long term operating and maintenance costs for transportation in the region.

Private Sector Competition – Private operators have been providing ferry and other transportation services in Southeast Alaska since the area began to develop. Private sector investment declined somewhat in the period between 1960-1980; however, private investments in transportation are on the increase again in the region. Several private transportation operators provide specialized services, particularly related to tourists and goods movement. There are many potential opportunities for the private sector to provide transportation facilities and services in Southeast Alaska that would operate in competition with the AMHS. This situation could result in additional transportation services for the region, at no cost to public agencies. However, it "skims" some of the potential customers for the AMHS, thus reducing revenue without reducing system costs. Although summer service could prove lucrative for private operators, winter traffic volume is much lower. Thus, private operators would not be inclined to operate in the winter, leaving isolated communities without year-round service.

Technological Improvements – There have been a number of technological improvements over the last ten to twenty years that affect transportation in Southeast Alaska. Some of the most significant technological advances include: (1) improvements in "fast ferry" technology which offer reasonable opportunities to reduce travel time between communities and improve the frequency and coverage of ferry service; (2) GPS (Global Positioning Satellite) navigation systems for airlines which improve the safety and reliability of air travel; and (3) improvements in communications which may change the ways in which people travel (number of trips and destinations).

Proposed Transportation System Improvements - In addition to responding to the changes described above, the transportation planning process was designed to evaluate a number of important transportation improvements that have been proposed for the region over the past several years. Prior to this planning effort, individual transportation improvements had not been evaluated in a regional context to determine the regional implications of individual

investments, the relative priorities among individual projects, or the long-term tradeoffs between potentially competing transportation investments.

Transportation Plan Guidelines

Many different regional interests recognized the need for an updated plan to address transportation needs and to guide future investments in transportation in Southeast Alaska. Support for the transportation planning effort came from residents, businesses and communities within the region. State legislators and local elected officials supported the planning process, along with state agencies. In addition, the Southeast Conference encouraged the state to proceed with the regional transportation plan. All parties agreed on three critical items: (1) changes in the region's transportation system were needed; (2) specific transportation improvements should be evaluated from a regional perspective; and (3) the region should take advantage of near term opportunities to improve long term financial conditions for the state's transportation system. Agreement on these three factors guided the overall scope and direction for the *Southeast Alaska Transpo. ation Plan.* More specific guidelines for the plan are summarized below.

- The transportation plan should look beyond near term issues and solutions to develop long term strategies for the next 15 to 20 years.
- The plan should focus on travel between communities and to/from Southeast Alaska, not on local transportation issues best addressed by individual communities.
- All transportation modes should be included in the analysis.
- Potential transportation improvements should be "driven" by transportation problems and needs.
- The Transportation Plan should address the following issues:
  - Identification of the best places in which to make major transportation system investments;
  - Assessment of tradeoffs and impacts of the various investment choices; and
  - Identification of financing options and strategies for the region.
- The planning process should develop broad-based community acceptance and support for implementation of the plan's recommendations.

Snapshot of the Proposed Plan

The proposed *Southeast Alaska Transportation Plan* includes a program for strategic investments in roadways and marine highway system components. This investment program is designed to facilitate transformation to a transportation system which is more attuned to the needs of Southeast Alaska residents for convenient and regular inter-community travel, better matching transportation system capacity to travel demand between specific locations while reducing future operations costs for the State of Alaska. The proposed strategy relies on three key factors:

- Major restructuring of the existing ferry route system throughout the region, using a combination of new shuttle ferries and terminals, conventional point-to-point ferry mainline and local routes, and new high speed vehicle and passenger ferries;

- Upgrades to some existing roads in key corridors between communities; and

- Construction of new roadway segments in key corridors.

The proposed plan is described in more detail in the following sections. These sections include a summary of the capital plan and the operating plan for ferry services, and maps illustrating the proposed transportation system.

Capital Plan

The capital plan includes a variety of investments in roads and the AMHS totaling $534.6 million in expenditures over the next 20 years (in 1997 dollars). Table 1 summarizes the specific projects included in the proposed transportation plan. In summary, $100.6 million would be used for construction of new roadways and upgrades to some existing roadway connections between communities, and $434.0 million would be invested in refurbishment and maintenance of existing ferry terminals and vessels and/or acquisition of new marine vessels and terminals to accommodate them. Decisions about investing in existing vessels versus acquiring new ones will be based on analysis of the most cost-effective fleet mix for the region.

Table 1: Summary of Projects in the Proposed Plan

Location	Description	Estimated Capital Cost (97 dollars)
New Roadways		
Annette Island	Complete construction of new road (15 miles) between the Metlakatla community to a new ferry terminal at Walden Point on Annette Island with a design speed of 50 mph. Cost estimate includes paving, guardrail, and roadway features.	$33,000,000 total *(approx. $23 million paid with military training or other non state funds)*
Roadway Upgrades		
North Prince of Wales Island	Upgrade Prince of Wales Road, Forest Road 23/30, and Coffman Cove Road (approximately 30 miles of reconstruction) to a 35 mph design speed.	$42,818,400
Inside Passage Highway Roadway Components: Upgrades and New Sections		
Preliminary Survey and Engineering	Prepare preliminary engineering, surveying, and environmental documents relating to roadway elements of the proposed Inside Passage Highway between Petersburg and Ketchikan.	$8,000,000
Wrangell Island	Upgrade McCormack Road, Forest Road 6265 and Fools Inlet Road (22.5 miles) and construct 3 miles of new roadway to a new ferry terminal at Fools Inlet on Wrangell Island. Roadway would be built to 35-mph design standards.	$23,189,625
Cleveland Peninsula	Construct a new roadway (10 miles in length) between Spacious Bay and Santa Anna Inlet across Cleveland Peninsula with a 35-mph design speed.	$8,597,656
Revillagigedo Island	Extend the North Tongass Highway on Revillagigedo Island to a new ferry terminal at Moser Bay by constructing approximately 8 miles of new roadway.	$7,997,500
Total	**New 2-lane roadways: 33 miles** **Roadway Reconstruction: 52.5 miles**	**$100,603,181** **State Funds Only**
Vessel/Terminal Improvements	**Description**	**Estimated Capital Cost (97 dollars)**
Upgrades to AMHS Existing Vessels		
PS&E for Dayboat Conversion	Prepare preliminary engineering and environmental documents for upgrades and dayboat conversions of existing vessels.	$5,000,000
M/V Malaspina	Upgrade vessel into a dayboat configuration, other vessel refurbishment costs the next 20 years.	$49,201,100
M/V Taku	Upgrade vessels, structural improvements and conversion of cabin deck to dayboat configuration	$30,406,500
M/V LeConte	Miscellaneous vessel refurbishment costs.	$16,620,000
M/V Matanuska	Upgrade vessel into a dayboat configuration, other vessel refurbishment costs during the next 20 years.	$31,060,800
M/V Kennicott	Complete vessel, other vessel refurbishment needs over the next 20 years.	$25,186,100
Annual Vessel Upgrades	Annual vessel maintenance, miscellaneous upgrades and other improvements during the next 20 years.	$83,737,500
Subtotal		**$241,212,000**

Upgrades to Existing AMHS Terminals and Facilities		
Auke Bay	Interpretive exhibit/access improvements at existing terminal.	$1,315,000
Sitka	Construct access improvements to existing terminal and construct dock modifications for M/V Kennicott to berth.	$1,025,000
Angoon	Construct catch basin and surface water improvements.	$700,000
Pelican	Replace existing mooring dolphins.	$850,000
Kake	Construct new ferry terminal building.	$850,000
Petersburg	Improve mooring/terminal/upland facilities at existing terminal. Expand terminal apron and add new ferry slip as part of preferred system package for ferry layover.	$3,955,000
Wrangell	Miscellaneous terminal modifications.	$174,000
Annual Terminal Maintenance	Annual terminal maintenance, miscellaneous upgrades and other improvements during the next 20 years.	$41,250,000
Ketchikan Terminal	New IFA terminal t Ketchikan funding through federal grant to IFA – no state funding responsibility	*(2,500,000)*
Terminal Enhancements Auke Bay and Ketchikan Terminals	Supporting terminal enhancements at existing AMHS terminals to support Plan implementation including holding area improvements, utilities, new slips, overnight berths and fueling facilities at Auke Bay and Ketchikan.	$5,000,000
Support System Needs	Annual support system needs and capital expenditures for waste disposal, information system, communications, reservation systems, etc. during the next 20 years.	$11,155,500
Subtotal		**$66,274,500**
Preliminary Engineering and Corridor Studies		
PS&E for New Terminal and Fast Ferries	Prepare preliminary engineering, surveying, and environmental documents for a new mainline ferry terminal on Chatham Strait as well as terminal improvements needed to accommodate a fast vehicle ferry for Sitka access and a fast passenger ferry for feeder service in northern communities.	$3,000,000
Sitka Corridor Study	Conduct an environmental corridor study on alternative roadway alignments and ferry alternatives to improve Sitka access to Chatham Strait.	$1,500,000
Subtotal		**$4,500,000**
New Vessels and Terminals		
Chatham Strait	Construct a new 3-slip terminal in Chatham Strait with holding/waiting areas for vehicles, passengers, and cargo.	$5,000,000
New Fast Passenger-Only Ferry	Construct a new fast passenger-only ferry with a passenger capacity of 250 person and a service speed of 30 knots.	$5,040,000
New Fast Vehicle Ferry	Construct a new fast vehicle ferry with a passenger capacity of 250 person, a vehicle capacity for 25 vehicles, a truck/bus capability of up to 40 tons, and a service speed of 30 knots.	$14,600,000
Subtotal		**$24,640,000**

New Vessels and Terminals for Metlakatla Service		
Preliminary Survey and Engineering.	Prepare preliminary engineering, surveying, and environmental documents for two terminals and a new shuttle ferry.	$1,000,000
Metlakatla	Construct a new ferry terminal at Walden Point to support local ferry service, BIA to fund.	*($2,150,000)*
Saxman	Construct a new ferry terminal at Saxman to support local ferry service.	$3,575,000
Annette Shuttle	Purchase small shuttle ferry to provide local ferry services to Metlakatla Community.	$2,500,000
Subtotal		**$7,075,000**
Inside Passage Highway New Vessels and Terminals		
Preliminary Survey and Engineering.	Prepare preliminary engineering, surveying, and environmental documents relating to marine elements of the proposed Inside Passage Highway between Petersburg and Ketchikan.	$2,000,000
Mitkof Island	Construct a new ferry terminal and holding facility at Blind Slough as part of the Inside Passage Highway.	$2,810,000
Coffman Cove	Assist (50 percent of total cost) the IFA in constructing a new ferry terminal at Coffman Cove on Prince of Wales Island.	$2,022,500
IFA Vessel Acquisition Assistance	Assist the IFA in design and construction of two new inter-island shuttle ferries with a passenger capacity of 250 person, a vehicle capacity for 32 vehicles, and a service speed of 16 knots.	$12,212,000 *(Additional 50% funding from IFA approx. $6.1 million)*
Wrangell Island	Construct a new ferry terminal and holding facility at Fools Inlet as part of the Inside Passage Highway.	$4,500,000
Santa Anna Inlet	Construct a new ferry terminal at Santa Anna Inlet as part of the Inside Passage Highway.	$2,500,000
Spacious Bay Terminal	Construct a new ferry terminal at Spacious Bay as part of the Inside Passage Highway.	$2,500,000
Moser Bay Terminal	Construct a new ferry terminal and holding facility at Moser Bay as part of the Inside Passage Highway.	$4,500,000
Blind Slough-Wrangell Wrangell-Cleveland Peninsula, Cleveland Peninsula-Ketchikan Shuttle Ferries	Construct 4 (3 for operation and 1 spare) new inter-island shuttle ferries with a passenger capacity of 250 person, a vehicle capacity for 32 vehicles, and a service speed of 16 knots.	$58,400,000
Subtotal		**$91,444,500**
Totals		**$531,249,181**

The cost estimates included in the proposed plan are "planning level" estimates. They are based on the best available information on the resources that would be needed for project design, construction and operation. Some of the proposed improvements have had little detailed engineering and costing analysis done, while others have been analyzed in considerable detail. The planning team used "unit costs" to achieve consistency in cost estimating for the complete list of proposed projects. More detailed analysis and costing will need to be done for the proposed improvements.

Roadway Element

Roadway elements for the Inside Passage Highway consist of a new roadway across the Cleveland Peninsula from Santa Anna Inlet to Spacious Bay, improvements to and extension of roadways on Mitkof Island, Wrangell Island and Revillagigedo Island. This will allow implementation of a shuttle ferry and road transportation network south of Petersburg to Ketchikan.

Additional roadway improvements include completion of roadways currently under construction on Annette Island between Metlakatla and Walden Point, and the planned reconstruction and upgrade of the road between Control Lake and Coffman Cove on Prince of Wales Island. A total of 85.5 miles of roadway construction are recommended in the proposed plan (approximately 33 miles of new roadway and 52.5 miles of upgrades and/or reconstruction. The estimated cost for this element is $100.6 million in 1997 dollars. Figure 2 illustrates the location and type of proposed roadway improvements.

Ferry Elements

The proposed ferry system includes a combination of conventional ferry vessels and new, high-speed passenger and vehicle ferries providing mainline ferry service, local/community connections, and inter-island shuttle ferry service. Figure 3 illustrates the proposed ferry system. The plan includes traditional mainline ferry service between Bellingham, WA and Juneau similar to what is provided today, using the M/V Kennicott. However the remaining mainline and community services are organized into two zones (northern and southern) with frequent connections between them. Local/community service would operate on 12-hour schedules with multiple trips between communities per day, except for the M/V LeConte (operating in the northern zone) which will require more time to complete her route due to the long distances involved.

This system may require "through" travelers to transfer between zones, unless they are traveling on the vessels providing through service. However it provides much more direct service between communities, substantial increases in the frequency of service to individual communities, and reductions in travel time between communities.

The proposed plan anticipates the reuse of existing ferry assets (vessels and terminals) as much as is practicable. The recently passed federal transportation legislation (TEA 21 which replaces ISTEA) provides funding for ferry vessels; this raises the possibility of considering new vessels that would be a better match for traffic demand and operating conditions on individual routes. This could result in better service and substantial operating and maintenance savings for the state versus continued operation of existing vessels. Vessel suitability studies will be conducted to evaluate the optimum vessel assignments for each route to implement the ferry element of the proposed *Southeast Alaska Transportation Plan* in the most cost- effective manner over the long term.

Figure 2: Proposed Roadway Improvements

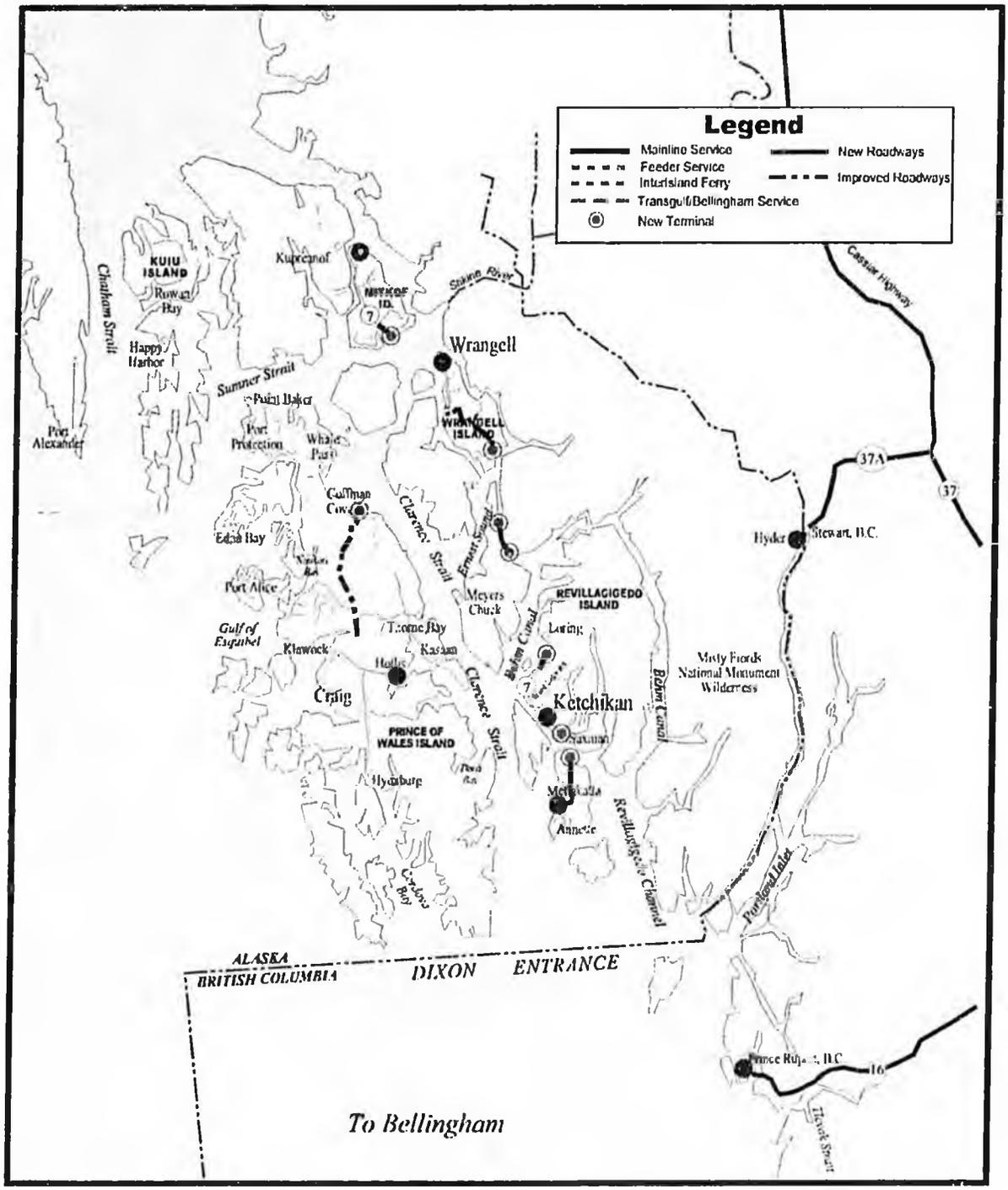


Figure 3: Proposed Ferry System Routes in Southern Southeast Alaska

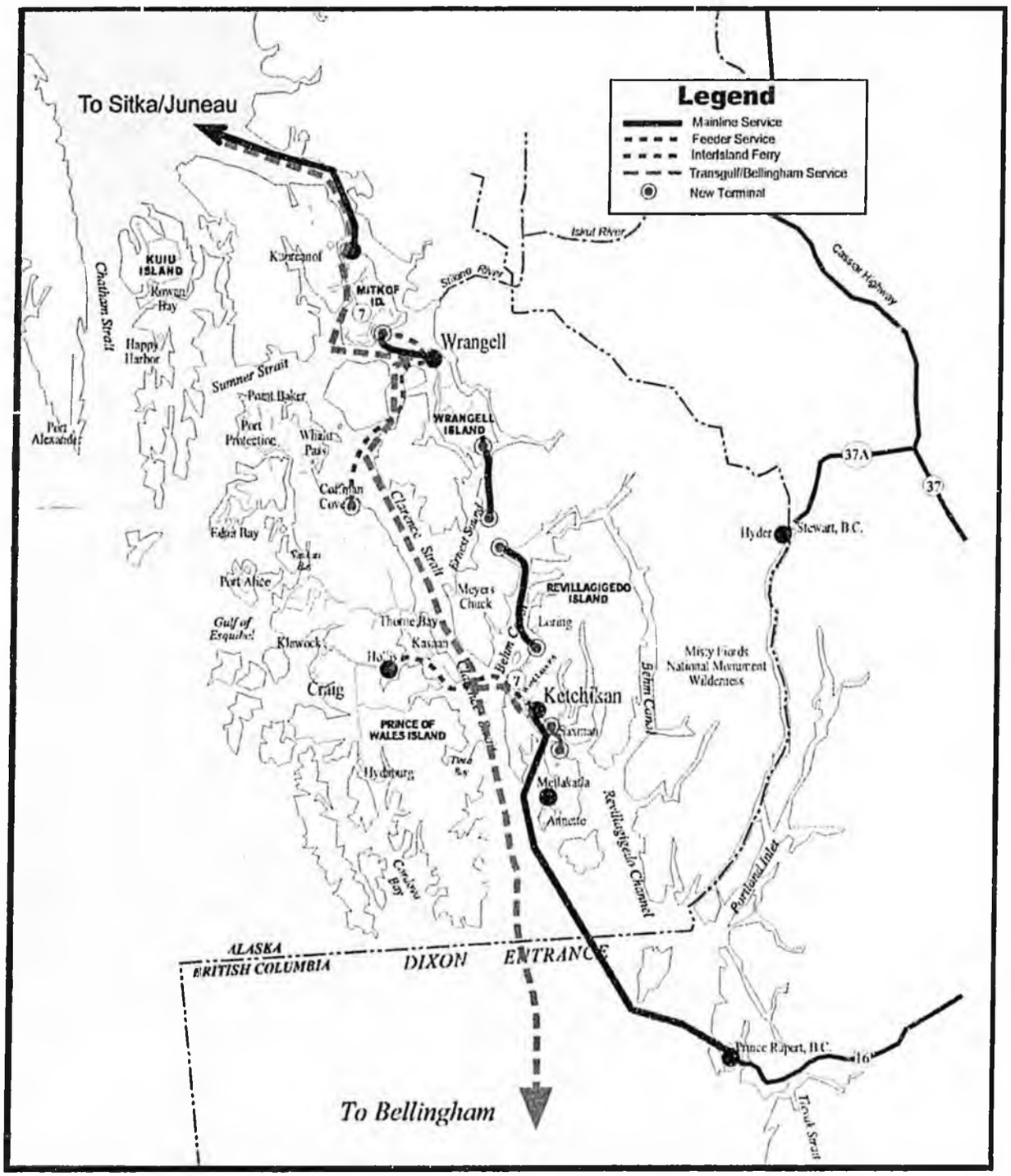
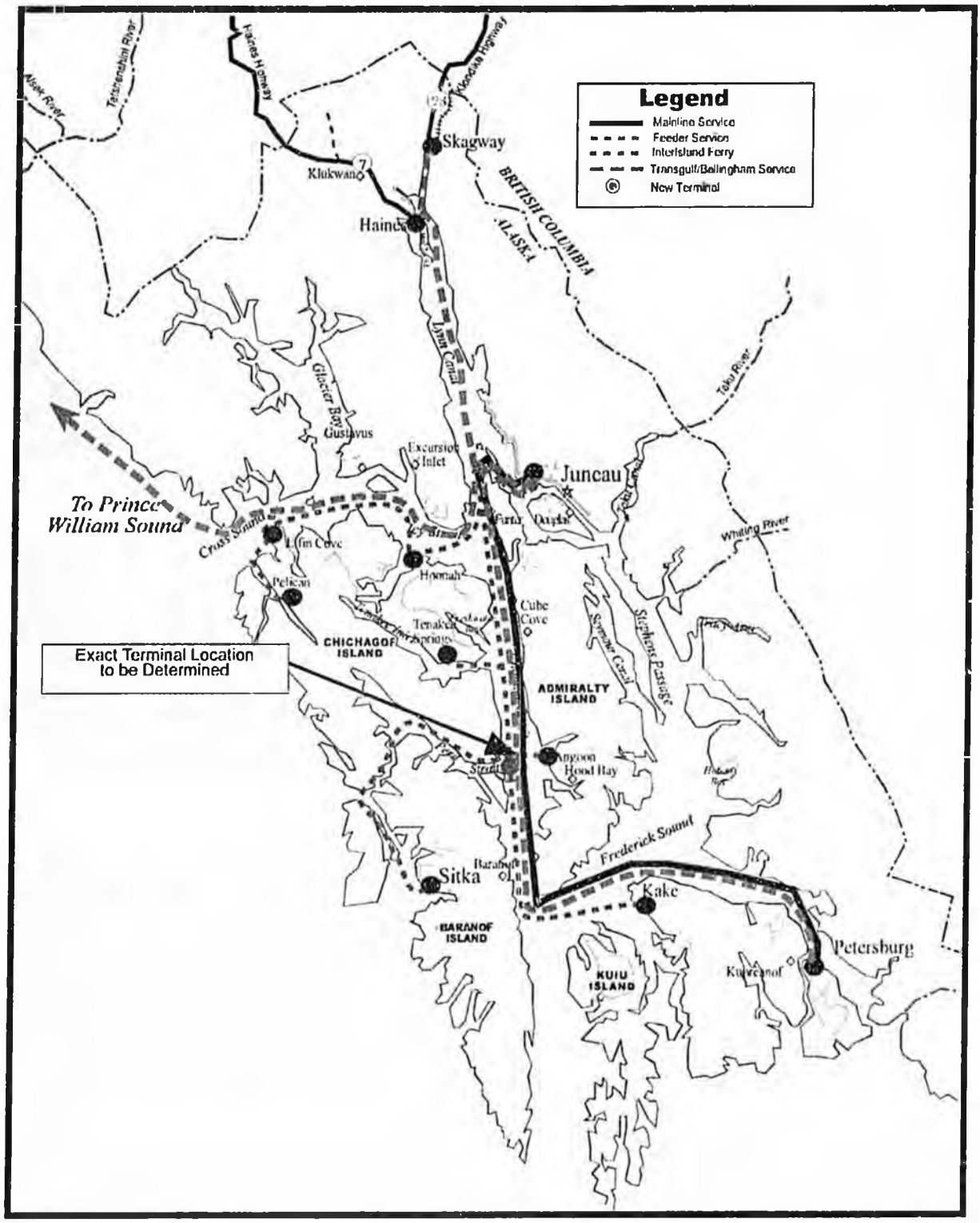


Figure 4: Proposed Ferry System Routes in Northern Southeast Alaska



Key elements of the proposed ferry elements are described below. More detail is provided in Chapter IV of this document. Table 2 includes a sample summer schedule for mainline service in the northern service area, and Table 3 includes similar information for the southern service area. Table 4 includes a sample schedule for feeder/community service for the northern service area. Local operators would provide feeder/community ferry service in the southern portion of the region. Service between Ketchikan and Hollis would be provided twice per day and service between Coffman Cove and Wrangell and Petersburg via Blind Slough would be provided once per day. Travelers with other destinations would transfer to an AMHS mainline vessel at Ketchikan or at Wrangell.

Table 2: Mainline Summer Schedule for the Northern Service Area

Vessel	Depart Juneau Auke Bay	Chatham Strait	Sitka	Arrive Petersburg
Southbound				
KEN	FRI	FRI		SAT
TAK	MON	MON		MON
TAK	WED	WED		WED
TAK	FRI	FRI		FRI
TAK	SUN	SUN		SUN
MAL	TUE	TUE		TUE
MAL	THU	THU		THU
MAL	SAT	SAT		SAT
SIT-SHU		Daily	Daily	
Vessel	**Depart Petersburg**	**Sitka**	**Chatham Strait**	**Arrive Juneau Auke Bay**
Northbound				
KEN	WED		THU	FRI
TAK	TUE		TUE	TUE
TAK	THU		THU	THU
TAK	SAT		SAT	SAT
MAL	MON		MON	MON
MAL	WED		WED	WED
MAL	FRI		FRI	FRI
MAL	SUN		SUN	SUN
SIT-SHU		Daily	Daily	

KEN - M/V Kennicott, 24-hour operation.
TAK - M/V Taku, 12 hour operation.
MAL - M/V Malaspina, 12 hour operation
SIT-SHU - New fast vehicle ferry, 8 hour operation, 25-vehicle capacity.

Table 3: AMHS Summer Mainline Service - Southern Service Area

Vessel	Petersburg	Blind Slough	Wrangell	Santa Anna Inlet	Spacious Bay	Moser Bay	Ketchikan	Arrives Prince Rupert	Arrives Bellingham
Southbound									
KEN	SAT		SAT				SAT		MON
MAT							Daily	Daily	
BWS		4/DAY	4/DAY						
WSS			3/DAY	3/DAY					
SSS					3/DAY	3/DAY			
Vessel	**Bellingham**	**Prince Rupert**	**Ketchikan**	**Santa Anna Inlet**	**Spacious Bay**	**Moser Bay**	**Wrangell**	**Blind Slough**	**Petersburg**
Northbound									
KEN	MON		WED				WED		WED
MAT		Daily	Daily						
BWS							4/DAY	4/DAY	
WSS				3/DAY			3/DAY		
SSS					3/DAY	3/DAY			

KEN - M/V Kennicott, 24-hour operation.
MAT - M/V Matanuska, 14-hour operation.
BWS - Blind Slough-Wrangell Shuttle, 12 hour operation.
WSS - Wrangell-Santa Anna Inlet Shuttle Ferry, 12 hour operation
SSS - Spacious Bay-Settlers Cove Shuttle Ferry, 12 hour operation

Table 4: AMHS Feeder Service - Northern Service Area

Southbound									
Vessel	**Depart Juneau Auke Bay**	**Hoonah**	**Tenakee**	**Pelican**	**Angoon**	**Chatham Strait**	**Sitka**	**Kake**	**Arrive Petersburg**
LEC	MON			MON					
LEC	MON	TUE	TUE						
LEC	TUE	TUE			TUE	WED	WED	WED	
FPF	SAT						SAT		
FPF					SUN	SUN	SUN		
FPF						MON	MON	MON	
FPF	WED	WED							
FPF	THU	THU	THU		THU		THU		
FPF							FRI	FRI	FRI
Northbound									
Vessel	**Depart Petersburg**	**Kake**	**Sitka**	**Chatham Strait**	**Angoon**	**Pelican**	**Tenakee**	**Hoonah**	**Arrive Juneau Auke Bay**
LEC						MON		MON	MON
LEC							TUE	TUE	TUE
LEC		WED	THU		THU			FRI	FRI
FPF			SAT						SAT
FPF			SUN	SUN	SUN				
FPF		MON	MON	MON					
FPF			TUE		TUE		TUE	TUE	TUE
FPF								WED	WED
FPF	FRI	FRI	FRI						

LEC - M/V LeConte, 24 hour operation.
FPF - New fast passenger-only ferry, 12 hour operation.

Northend Mainline Service – Two conventional ferries (M/V Taku and M/V Malaspina) would operate on a bi-directional "open-jaw" route system between Petersburg, a new regional terminal on Chatham Strait (location to be determined), and Juneau. Service would be provided on a daily basis with a regular, predictable schedule. Vessels would leave Juneau and Petersburg in the early morning and travel to the Chatham Strait terminal. Passengers, vehicles, and goods on board could transfer to the Sitka Access shuttle (see below) or stay on the ferry and continue on to their final destination (e.g. boarding in Petersburg and disembarking in Juneau, and vice-versa.) Mainline vessels would arrive during the early evening hours in Juneau and Petersburg and unload. The vessels would return to their original destination the following day, thus providing daily mainline service northbound and southbound between Juneau and Petersburg.

Sitka Shuttle – Access to Sitka would be improved through the use of a new fast vehicle shuttle ferry operating between the existing Sitka AMHS terminal and the new Chatham Strait terminal. The Sitka shuttle ferry would provide daily access to the mainline vessels traveling north and south. This would occur around noon during the summer; the winter schedule could vary. The proposed Sitka shuttle vessel would carry approximately 25 vehicles and over 200 passengers. Average travel speed would be 30 knots, and the vessel would have a draft of less than five feet. Unlike conventional displacement-hull vessels, operation of such a vessel would not b constrained by the strong tidal currents through Sergius Narrows.

Through Service to Bellingham and Trans-Gulf Service – The M/V Kennicott would provide service once per week between Bellingham, Prince Rupert BC, and Juneau, with stops at Ketchikan, Wrangell, Petersburg, and Chatham Strait. Once per month this vessel would make a trans-gulf trip to Seward and Valdez from the Southeast region. This route would begin in Bellingham WA and make stops at Prince Rupert BC, Ketchikan and Juneau prior to the trans-gulf trip, with stops at Juneau, Chatham Strait, Petersburg, Wrangell, Ketchikan and Prince Rupert following the return from the trans-gulf trip. During the trans-gulf trip a "whistle stop" would be made for the Yakutat community if demand were present. This service is very similar to the mainline service provided today, linking all of the communities with a large, conventional ferry. The M/V Kennicott has hotel facilities as well as the capability to carry large vehicles and cargo. Demand and potential revenue likely will support an additional through-service vessel for the Bellingham-Juneau route during the summer months.

Northern Local/Community Service – One conventional vessel (M/V LeConte) and a new high-speed passenger-only vessel would provide service

between the regional terminals (Juneau, Chatham Strait, and Sitka) and the smaller communities in the northern portion of the region. These two vessels would operate on different days throughout each week, providing frequent and fast connections for passenger travel (on the high-speed vessel) while maintaining the ability to transport vehicles, goods, and heavy equipment to the more remote communities (on the M/V LeConte.) Use of a passenger-only vessel allows AMHS to provide direct service into Sitka and Juneau, and serve smaller communities in the northern portion of the region with a more cost-effective vessel than current service.

Southern Mainline Service – Proposed service in the southern portion of the region includes daily service between Ketchikan and Prince Rupert using an existing conventional AMHS vessel (M/V Matanuska) and a new shuttle ferry and road system between Petersburg, Wrangell and Ketchikan. This "Inside Passage Highway" would traverse the Cleveland Peninsula using a combination of new and/or upgraded road segments connected with three shuttle ferries. Shuttle ferries would operate: (1) between Blind Slough (on Mitkof Island) and Wrangell, (2) between Fools Inlet (on Wrangell Island) and Santa Anna Inlet (on the Cleveland Peninsula), and (3) between Spacious Bay (on the Cleveland Peninsula) and Moser Bay (on Revillagigedo Island.)

Southern Local/Community Service – Local ferry service would be provided by the Inter-Island Ferry Authority (IFA) operating a two-boat system. The IFA would serve Prince of Wales Island between Hollis and Ketchikan and between Coffman Cove and Wrangell. The Metlakatla community would operate service between Annette Island and Saxman. Service between Hollis and Ketchikan (to be provided by the IFA) and to Metlakatla would be initiated within the next few years, allowing the AMHS to reassign or retire the M/V Aurora.

Service to Hyder – Service to Hyder is complicated by the long running distance between Ketchikan and Hyder and the lack of a suitable vessel to make this trip under dayboat crewing limitations. Access to Hyder would be provided via ferry service to/from Prince Rupert and a highway connection into Hyder. It makes more sense to allocate scarce and expensive ferry vessels to the much higher volume run between Prince Rupert and Ketchikan considering the low overall travel demand to/from Hyder, the long ferry running time, and the excellent highway connection between Hyder and Prince Rupert.

In addition, there will be frequent service between Ketchikan and Prince Rupert, allowing more opportunities to access Hyder. Hyder has expressed interest in forming a multi-community ferry authority to provide direct ferry service in the Hyder/Saxman corridor. The state acknowledges this interest and is willing to discuss this and other service options, with the Hyder community.

Total AMHS Fleet for the Southeast Alaska Region – The proposed plan includes ten vessels in service during the summer months, assigned as follows:

- Three conventional vessels assigned to regional mainline service, and one conventional vessel (M/V Kennicott) providing mainline "through" service
- One high-speed vehicle ferry operating as the Sitka Shuttle,
- One conventional vessel and one high-speed passenger-only vessel providing local/community service in the northern portion of the region,
- Three shuttle ferries providing connections between roadway segments on the Cleveland Peninsula, and
- One spare vessel (an inter-island shuttle ferry) for back up in the event of a breakdown and for regularly scheduled maintenance of the shuttle ferry fleet for the Cleveland Peninsula shuttle ferry system and the IFA ferries.

In addition to the AMHS fleet, there would be two vessels operated by the Inter-Island Ferry Authority and one operated by the Metlakatla community providing local/community service in the southern portion of the region. These totals do not include vessels providing service in the Lynn Canal (except for the M/V Kennicott which will provide through service to Skagway and Haines). Decisions about the number of ferries to be in operation in Lynn Canal will be through the Juneau Access project.

Table 5 summarizes information about the proposed ferry fleet and facilities. Costs are shown for vessel refurbishment, new vessel acquisition, upgrades for existing terminals, and construction of new facilities. Over the next 20 years an estimated $134 million would be needed for vessels and terminals in the northern portion of the region, and $120 million would be spent on vessels and facilities in the southern portion of the region, for a total investment of $254 million (in 1997 dollars). This total includes $127.2 million for refurbishment of the existing fleet, $77.5 million for new vessel acquisition, $11.6 million to improve existing terminals, $29.6 for new terminal construction, and $7.5 million for corridor studies, preliminary engineering, surveying, and preparation of construction documents.

Table 5: Proposed Ferry Fleet and Facilities Expenditures

Improvement Type	Cost (1997 dollars)
Northern Service Area	
Existing Fleet Refurbishment	$96.2 million
Improvements to Existing Terminals	$8.7 million
New Vessel Acquisition	$19.0 million
New Terminal Construction	$5.0 million
PS&E/Corridor Studies	$4.5 million
Subtotal	$133 million
Southern Service Area	
Existing Fleet Refurbishment	$31.0 million
Improvements to Existing Terminals	$2.9 million
New Vessel Acquisition	$58.5 million
New Terminal Construction	$24.6 million
PS&E	$3.0 million
Subtotal	$120 million
System-Wide Terminal Needs and Facilities	
Existing Fleet Refurbishment	$109 million
Improvements to Existing Terminals	$46 million
New Vessel Acquisition	$15 million
Regional System Needs	$11 million
PS&E	$5 million
Subtotal	$186 million
Totals	$440 million

Travel Time Between Communities

Table 6 provides a comparative summary of travel time comparisons between communities in the Southeast Alaska region for the existing route system and the route system in the proposed plan. As shown in the table the proposed plan system results in significant travel time improvements for local trips; the time required for longer distance, or through trips, would be similar or slightly higher with the proposed system. Two important distinctions are not apparent in a direct comparison of the travel times for the two systems; these are summarized below.

- Departing vessels under the current route system leave port throughout a 24-hour period on an inconsistent schedule. Arrival and departure times for an individual community may not be convenient or at the same time from one time to the next. Under the proposed plan, vessels would depart daily (or weekly on the northern local/community service) and operate on a consistent schedule during more convenient time periods (6:00 a.m. to 6:00 p.m.).

- Currently, overnight and sleeping periods are spent aboard a vessel in many cases while traveling between communities. With the proposed plan these

periods would be spent on land in communities chosen by individual travelers.

All of the travel times shown include in-port times that would occur along a particular trip as well as transfer delays and driving time between terminals connected with new roadway connections.

Table 6: Travel Time Comparisons between Existing and Proposed Ferry Route System

From-To	Under Current System	With Proposed System
Prince Rupert to Skagway	34 hours (no Sitka stop) 52 hours (Sitka stop)	50 hours[1]
Ketchikan to Petersburg	10 ½ hours (via Wrangell)	7 hours (via Inside Passage Highway) 10 ¾ hours (via IFA[2] and POWI[3])
Petersburg to Juneau	8 hours (direct) 28 hours (via Sitka)	12 hours (via Chatham Strait) 28 hours (via Sitka)
Ketchikan to Sitka	24 hours	28 hours (via Inside Passage Highway)[4]
Sitka to Juneau	14 hours (direct 40 hours (via Local/Community service)	9 hours (via Sitka Shuttle/Mainline) 4 ¾ hours direct on FPF[5]) 15 ½ hours (via Local/Community FPF service)

1 – Includes overnight stays in Ketchikan and Petersburg. With current system these time periods are spent aboard a vessel
2 – IFA – Interisland Ferry Authority
3 – POWI – Prince of Wales Island
4 – Includes overnight stays in Petersburg. With current system these time periods are spent aboard a vessel
5 – FPF – Fast Passenger Ferry

Aviation Element

The analysis of regional aviation needs revealed that there are no immediate requirements for the regional aviation system serving Southeast Alaska. This is especially true when compared to aviation needs in other regions of the state. Substantial progress has been made in aviation through the implementation of many of the aviation recommendations included in the 1986 transportation plan.

Most of the airport needs cited by the communities in Southeast Alaska are local issues such as apron expansion, lease lots, improved taxiways and improvements to terminal buildings. These are best addressed through individual airport master planning programs. Regional and local airline services are provided by the private sector and the state has no control over the amount, frequency or quality of the service provided by the various private operators. Therefore, this plan does not include a specific aviation element.

One exception to this finding is the interest by the City of Angoon in an airport to serve their community. The need and justification for an airport at Angoon must undergo a thorough reconnaissance airport siting study, including a review of alternative sites, traffic volumes, design aircraft, and costs and benefits. Such a study would disclose the overall advantages and disadvantages of an airport in this location, and assist in assessing the relative need for this improvement in comparison to other aviation needs throughout the state; it would also provide more detailed and accurate information on the specific improvements appropriate to this location along with their capital and operating costs. The City of Angoon must demonstrate their willingness to support an airport via some form of community resolution indication community support for an airport.

Financing and Implementing the Transportation Plan

Turning a transportation plan into actual changes in Southeast Alaska requires money and a feasible schedule for project implementation. It is not enough to simply describe what a future system would look like. The following section describes how the State of Alaska and the communities of the Southeast Alaska region will achieve the vision described in this plan. This section includes information on how the proposed plan is to be financed, the schedule for implementation, and respective responsibilities for implementation.

Strategic Transportation Investments

The historic and expected roles of the federal and state government in financing Alaska's transportation shape the context for financing and implementing the proposed transportation plan. Historically, the federal government has paid on average, 90 percent of the cost for capital projects within the state's transportation system. Consequently Alaska has been highly dependent on the federal government for any additions or improvements to its transportation infrastructure. An important task in the preparation of the proposed plan was an assessment of whether the proposed capital program was reasonable in view of the federal funding that Alaska likely would receive over the next 20 years. As discussed below, it appears that there should be sufficient federal dollars available to the state of Alaska to pay for the capital improvements included in this proposed plan.

While the federal government has financed the majority of capital expenses for Alaska's transportation system, the state has borne the burden of the operating and maintenance costs. This is especially important for Southeast Alaska due to the high cost of operating the AMHS. Since Alaska has no dedicated source of funding for transportation, the subsidy required to operate the ferry system must compete directly with other funding priorities at the state level.

Because of declining state revenues, the Alaska State legislature has called for significant reductions in funding for the AMHS operating budget.

The capital program in this proposed plan includes a number of strategic capital investments designed to lower operating and maintenance costs for transportation in Southeast Alaska relative to the current transportation system. The combination of roadways to replace portions of the ferry system, and significant changes in the operational and crewing requirements of the proposed fleet result in substantial operating savings for the AMHS, while improving the quality of transportation service for the region. The strategy is very simple: *Invest federal dollars in capital improvements in order to reduce the amount of state dollars required to operate and maintain the transportation system.*

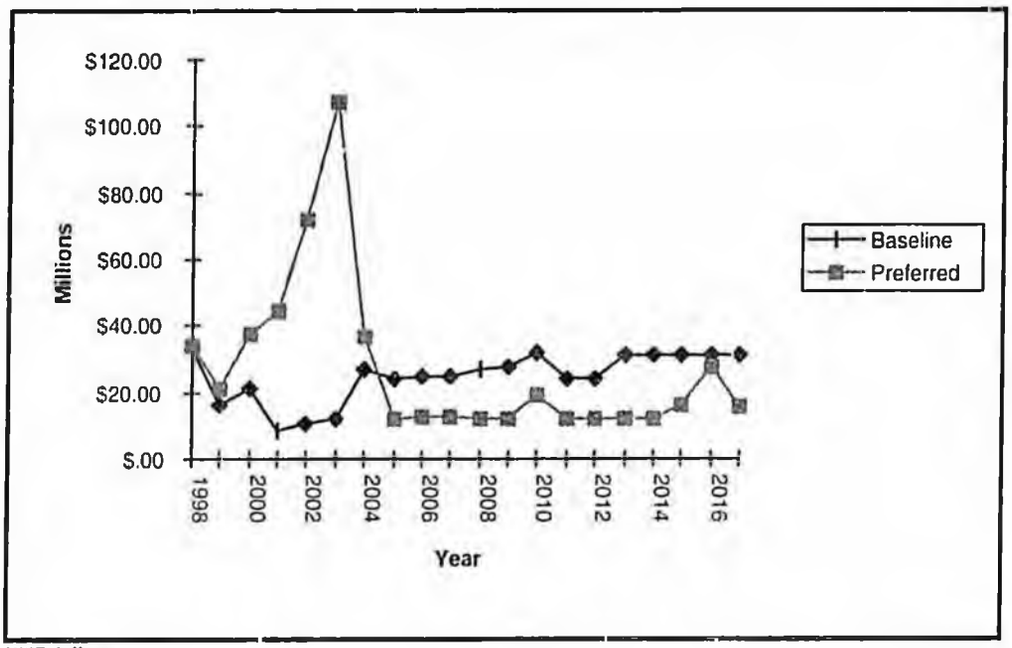
To illustrate the implications of this strategy the following section provides a comparison of the estimated costs to maintain the current transportation system over the next 20 years, versus implementation of the proposed plan. Maintaining the status quo transportation system for Southeast Alaska is an expensive proposition. Over the next 20 years it would cost approximately $494 million in capital costs (for maintenance, rehabilitation and upgrades to meet new regulations) and $1 billion in operating costs. Approximately 80 percent of AMHS's operating costs for service in Southeast Alaska are recovered through fares and other charges, which leaves an operating deficit of nearly $200 million over the next twenty years.

In contrast, the proposed transportation plan requires $539 million for capital expenditures, an increase of around $45 million over the status quo. If the federal government picks up its traditional share of 90 percent, this would increase the state's contribution for capital improvements by $5 million over the next twenty years. Implementing the capital program yields a significant reduction in the operating subsidy required for the ferry system. The proposed plan reduces the operating subsidy (operating cost minus fare revenue) by $146 million over twenty years compared to the baseline, or "status quo" alternative. In fact, the proposed plan produces the lowest predicted operating costs of all of the alternatives evaluated, including the baseline alternative.

The capital costs of implementing the plan are not spread smoothly over the 20-year planning horizon. Many of the key road improvements must be made up front, along with the purchase of new ferries, in order to realize the savings in operating costs. Figures 5 and 6 illustrate a comparison of projected annual spending patterns between the status quo transportation system versus the proposed transportation system. The financial analysis is based on implementation of the key capital improvements by the year 2004. When these improvements are in place, the state should save approximately $10 million per year in the required AMHS operating subsidy. These savings are not

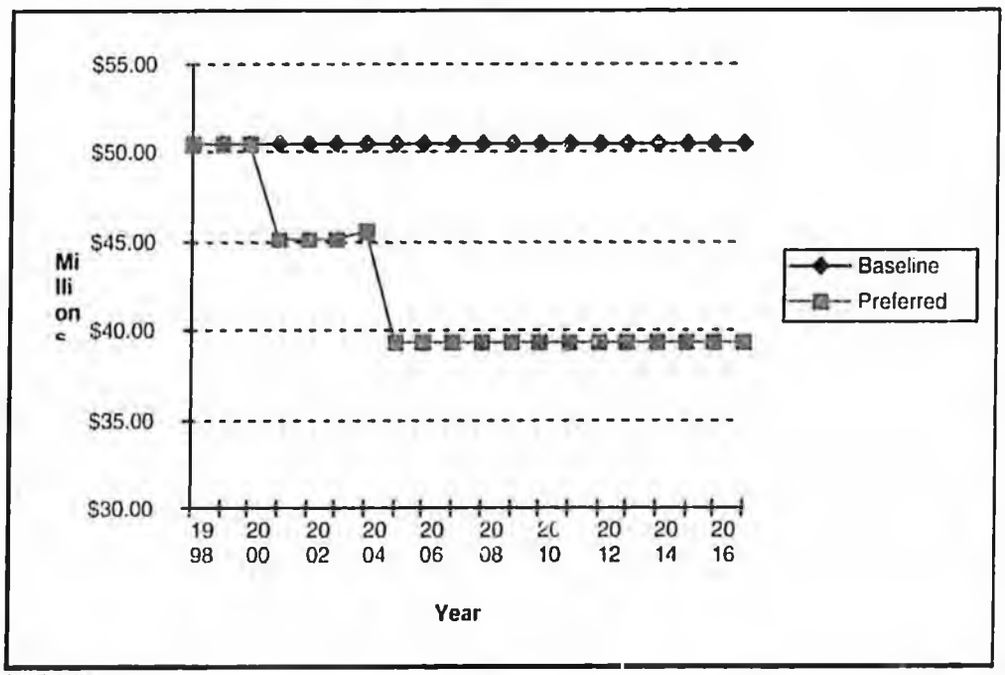
immediate; therefore the *average* annual savings over the entire 20 horizon of this plan is lower.

Figure 5: 2000-2020 Capital Spending - Baseline and Proposed Plan



1997 dollars.

Figure 6: 2000-2020 Operating Spending - Baseline and Proposed Plan



1997 dollars.

Financing Strategies for Plan Implementation

In the past Alaska has relied on federal funding to pay for approximately 90 percent of the costs of capital improvements to the state's transportation system. In recent years the state has received in excess of $200 million per year in federal funds for transportation. Recently passed federal legislation indicates that future funding is likely to increase by as much as 50 percent. The 1998-2000 STIP (released in February 1998) is based on increases in annual spending from $240 million per year (for 1996-1997) to $304 million per year (1998-2000). These amounts do not include an additional $100 million to $120 million in federal funds that may be available for new ferries.

The STIP includes projects for the entire state, some portion of which are in the Southeast Alaska region. Capital spending to implement the proposed plan requires an average of $31 million per year over the 20 year time period. This level of spending is consistent with historical levels of spending for Southeast Alaska and represents around ten percent of the total amount programmed for the new 1998-2000 STIP.

However, the timing for capital investments required to implement the proposed plan may present a challenge. In order to realize the anticipated savings in operating and maintenance costs, the capital improvements need to be completed within the next six to ten years. The level of investment required under this scenario could limit capital funds available for investment in other parts of the state if it is paid entirely out of annual allocations. There are a number of strategies that could be used to spread the payments over a longer period to smooth out the capital requirements of the plan.

Federal Funding Opportunities

The recently enacted federal legislation (Transportation Equity Act for the 21st Century) known as TEA-21 will greatly assist the state's ability to implement the *Southeast Alaska Transportation Plan*. The Act greatly increased the general purpose funds for surface transportation within Alaska *and* authorized dedicated funding sources that can be used only on special projects or for ferry-related work in Alaska.

Alaska will receive, on average, about $310 million annually in federal funds between 1998 and 2003. These funds must be matched with state funds (at various ratios) depending on the specific category of funding; for planning purposes a ratio of 90:10 federal/state is sufficient. This results in a total budget amount for design and construction of over $340 million per year, or more than $2 billion during the six year life of the federal legislation. Not all of these funds are available for projects in Southeast Alaska, as some of the funding is "earmarked" for specialized purposes such as congestion and air

quality, recreational trails, and metropolitan planning. However, most of the funding is flexible in nature and can be used for either highway or ferry construction anywhere in the state.

Part of this $310 million average annual disbursement contains a category of funding called "high-priority projects" which are tagged for a specific purpose and location. A few of these high priority projects address elements of the proposed *Southeast Alaska Transportation Plan*, including the Coffman Cove ferry boat, AMHS terminal work in Ketchikan, and ferry terminal work on Prince of Wales Island.

Finally, in addition to the $310 million average annual amount, there are two sources of funding specifically targeted to Alaska ferries. Section 1207 of TEA-21 allocates a minimum of $10 million annually during the last five years of the Act to NHS (National Highway System) ferry vessels, ferry terminal facilities and approaches to such facilities. Further, Section 3009 of the Act allocates (on a competitive basis) $14 million annually during the last five years of the Act exclusively to Alaska and Hawaii for ferry boats or ferry terminal facilities or approaches to ferry terminal facilities. Including state match as the prescribed 80:20 ratio required for these funding sources, and assuming a 50:50 split between Hawaii and Alaska for the Section 3009 funds, the two ferry-specific funding sources would yield more than $105 million between 1999 and 2003 to address Alaska's ferry needs.

Overall, the new federal funds compliment the proposed *Southeast Alaska Transportation Plan* very well. The department has an opportunity to make key investments in roads, ferry terminals, and ferries in order to improve transportation and mobility, while lowering long-term operating cost requirements. The Alaska Legislature has noted both the plan and the prospects for additional transportation funding. The 1998 Legislature enacted approximately $24.5 million in appropriations for several key projects included in the proposed Southeast Alaska Transportation Plan.

State Funding Strategies

Over the long term, the state will need to continue to work with the Alaska congressional delegation and the FHWA to secure adequate federal funds. Since the federal government is the primary source of capital money for transportation, the state has a compelling interest in helping to ensure that the federal government continues to play its traditional role. While the recently enacted TEA-21 legislation increases the level of federal funding for transportation in Alaska, it lasts for only six years. New federal legislation will be enacted over the 20-year horizon of the proposed transportation plan and Alaska's delegation will need to ensure that future legislation is adequate for the state's transportation needs.

The proposed implementation schedule calls for $317 million to be spent on capital improvements in Southeast Alaska within the first six years, which is nearly 60 percent of the total required to implement the proposed plan. Spending an average of $53 million per year in this region during this time period may impact investments that the state may wish to make in other regions of the state. The state can issue bonds under the FHWA's Advance Construction Program to pay for a particular improvement, and pay off the bonds with future federal funds. This allows the state to spread out the impact of the investments in the Southeast region. There may be other opportunities to issues bonds based on other potential revenue sources available to the state.

In addition to the use of federal funds and bonding (to accelerate plan implementation) the state may want to consider changes in fares and other revenue generating mechanisms for the AMHS. The proposed plan includes several substantial changes in the way the ferry system operates. This will affect trip-making patterns for residents and for visitors to the Southeast Alaska region. The state may want to do a comprehensive analysis of the fare structure for the AMHS system and make changes to maximize revenue for the system.

Private-Public Partnerships

The private sector will have an important role in implementing the proposed plan. This plan assumes that the Inter-Island Ferry Authority will provide local/community service in the southern portion of the region. The Authority has secured federal funds to acquire a vessel. Specific operating plans have not been finalized, but offer opportunities for cooperation between the AMHS, the Authority and potential private sector partners.

There may be a role for a public-private partnership to operate the proposed Sitka Shuttle ferry. This could include the fast vehicle ferries and/or the passenger-only ferry. One possibility would be for the state to acquire the new vessel(s) and then contract with a private firm to operate the service.

There may be other opportunities for public-private partnerships in the development and operation of terminal facilities as well as in the provision of transportation services. The state should continue to pursue opportunities for private sector participation in the development and operation of the region's transportation system.

Aviation, Ports and Harbors

The primary funding source for airport improvements is an excise tax on airline ticket sales. Tax revenues flow into the Federal Aviation Trust Fund, and are then allocated to each state. Aviation improvements can be funded from several different federal programs directed toward specific types of improvements. Alaska received a total of $72.6 million from these various sources in 1997, which appears adequate to pay for needed aviation improvements. The proposed plan does not include specific regional aviation improvements for Southeast Alaska, or any budget allocations for aviation purposes.

Ports and harbors do not have specific federal assistance programs similar to highways and airports. Alaska's marine fuel tax of five cents/gallon generates an average of over $8 million annually, which is deposited into the state's general fund. The marine fuel tax generates significantly more each year than the state spends on port and harbor improvements. Over the past five years the state has spent 37 cents for port and harbor improvements for every dollar of marine fuel tax it collects. The proposed plan does not include any specific improvement projects for ports or harbors. However, the marine fuel tax provides a source of funding that should be adequate for such improvements if state policy makers choose to use it for that purpose.

Supporting Actions Needed to Implement the Proposed Plan

The proposed Plan includes an ambitious set of transportation improvements to be implemented by the state. However, the state cannot fully implement this plan by itself. There are a number of supporting actions and efforts required by other agencies or entities in order to implement this plan successfully. These are summarized below.

Local Participation – A number of local transportation facilities and services will be needed, including:

- Public transportation services to/from terminals, especially in Juneau, Sitka and Ketchikan,
- Public transportation services between the shuttle ferry system on the Cleveland Peninsula,
- Improvements in access to local terminals via local road systems,
- Full implementation of the Inter Island Ferry Authority and the local ferry service to be provided by the Metlakatla community,

- Endorsement of the *Southeast Alaska Transportation Plan* by federal agencies, along with approval of needed revisions to the TLUMP to implement the changes proposed for the Cleveland Peninsula,

- Endorsement of the Plan by local communities, boroughs, agencies, and organizations through a formal resolution process, and

- Endorsement of the Plan by the Southeast Conference to provide the level of widespread regional support needed to secure the necessary funding through the state legislature.

Labor Contracts - The proposed plan will result in significant changes in crewing levels and working conditions for the ferry system. The AMHS has contracts with three different unions that spell out specific working conditions as well as other aspects of the agreement between the unions and the state. Changing to day boats for portions of the system (versus 24 hour operations), changing the home port for some employees, changing the types of vessels in the fleet, and the types of services provided will require major modifications in union agreements. The state will need to work closely with unions to secure such agreements in a timely manner in order to implement the proposed ferry system changes.

How the Southeast Alaska Transportation Plan Was Developed

A Partnership Between the State and Local Communities

The process used to develop the proposed plan was based on a partnership among the State Department of Transportation and Public Facilities, local communities, elected officials, other state and federal agencies and the residents and business owners of the Southeast Alaska region. Work began on the plan in late 1996 with the development of the initial work program and establishment of the Project Advisory Committee. The Advisory Committee included representatives from different communities in the study region. The Committee guided the development of the plan and assisted in carrying out some of the public outreach and involvement activities for the project.

Committee members included mayors, or their representatives, the director of the Southeast Conference, the director of the Alaska Municipal League and a representative of the USDA representing the interest for the Tongass National Forest. The following communities were represented on the Committee: Angoon, Coffman Cove, Craig, Gustavus Community Association, Haines, Haines Borough, Hoonah, Hydaburg, Hyder Community Association, City and Borough of Juneau, Kake, Kasaan, Ketchikan, Ketchikan Gateway Borough, Klawock, Kupreanof, Metlakatla Indian Community, Pelican, Petersburg, Port Alexander, Saxman, City and Borough of Sitka, Skagway, Tenakee Springs,

Thorne Bay, Wrangell, City and Borough of Yakutat in Southeast Alaska; and the City of Prince Rupert, District of Stewart, and City of Whitehorse in Canada.

The Advisory Committee met regularly during the planning process and played several important roles, including:

- Providing input and advice throughout the planning process,
- Representing their community's opinions on transportation issues in regional discussions,
- Serving as a "Sounding Board" for ideas prior to broad public discussion,
- Providing a forum for discussion among Southeast Alaska community representatives on regional transportation issues,
- Taking project information back to their individual communities,
- Providing a focal point for the project's public involvement program, and,
- Reviewing work products developed throughout the planning period.

In addition to the Project Advisory Committee, the planning effort included a number of other public outreach and involvement activities. These included: public open houses held in conjunction with Advisory Committee meetings, special purpose community open houses to discuss the proposed alternatives, distribution of project brochures and other printed information, posting of project information on the DOT&PF Website, providing a project booth or information center at regional and statewide community events (the Gold Medal Basketball Tournament, the Alaska State Fair and the Alaska Municipal League Convention), surveys of residents and community associations and groups, and continuing outreach to individuals, agencies and groups throughout the planning process.

Summary of the Work Program

Technical work for the project was completed in four major stages. These are summarized below. More complete information is included in the full plan document.

Stage One: Strategic Transportation Assessment - January-May, 1997 - The first stage included a comprehensive assessment of transportation in Southeast Alaska. The assessment included an inventory of the current transportation system (services, facilities and equipment), an analysis of current

travel patterns between communities in the region (for people, vehicles and goods), an evaluation of current financial and environmental issues, and an assessment of the implications of technological improvements on the region's transportation needs (primarily GPS navigation improvements for aviation, fast-ferry technology for marine transportation, and the impacts of improvements in communications technology on travel patterns.)

Stage Two: Development of The Plan Framework – March-August, 1997 - Development of the database and policies needed to support the plan were completed in the second stage. Work during this stage included a survey of 1,200 households in the southeast region to gather data about personal travel behavior for use in travel analysis and forecasting of future travel demand; the development of transportation goals and objectives for the transportation plan; completion of travel forecasts and analysis for the next 20 years; and completion of the process to be used to evaluate proposed transportation improvements.

Stage Three: Alternatives Development and Evaluation – July-December, 1997 - The third stage of the project included the identification and evaluation of potential transportation improvements for the region. Work began with the identification of specific transportation improvements that had been suggested by individuals, communities, agencies, and the project study team. A comprehensive list of potential transportation improvements was prepared and circulated for public review and comment prior to the development of transportation system alternatives. Following the initial public review of the "long list" of potential improvements, the list was reviewed and a preliminary set of ten transportation system alternatives was prepared. This preliminary set of transportation system alternatives was discussed and revised during a technical workshop in July 1997. Workshop participants included ADOT&PF staff, consultant team members, and representatives of federal, state and local agencies. Following the technical workshop a revised set of five draft transportation system alternatives was prepared.

These five alternatives included a mix of transportation improvements to be implemented in various parts of the Southeast Alaska region. The alternatives selected for full evaluation are summarized below; more complete descriptions and maps are included in Chapter IV of the full plan document. All of the alternatives included six common elements; these are:

- Operation of the Inter-Island Ferry and the Annette Shuttle Ferry in the southern portion of the region;

- Operation of the M/V Kennicott in traditional mainline ferry service between Bellingham, Washington and Juneau, with one trip per month to Southwest Alaska;

- Completion of new roadways on Annette Island between Metlakatla and Walden Point, and reconstruction and upgrade of the road to Coffman Cove on Prince of Wales Island;

- Replacement and upgrade of ferry vessels as required by U.S. Coast Guard regulations;

- The same set of improvements for aviation (land and water based); and

- All surface transportation north of Juneau will be determined by the results of the Juneau Access project.

Alternative 1: AMHS Restructuring Using Current Vessels – This package entailed restructuring the existing ferry route system in the region and re-deploying the fleet in a more cost-effective manner. There were three major hubs for service (Juneau, Sitka and Ketchikan). The hubs were connected to each other and to the outside world with traditional, mainline ferry service. Smaller communities were connected to the regional ferry hubs.

Alternative 2: AMHS Hub System - Current Vessels – This package entailed restructuring the ferry route system in the region into a linked-hub system using existing vessels. Three boats would be assigned to mainline service as follows: one boat based in Ketchikan would provide daily service to Prince Rupert and Wrangell/Blind Slough on alternating days; two boats would provide 24 hour service between Juneau, Sitka and Kake operating on an alternating circular route. A new roadway would be constructed between Kake and Petersburg, with a small channel ferry crossing at the Wrangell Narrows. Northbound through travelers would have to disembark at Wrangell, drive to Kake and board the northern ferry to reach Juneau. Southbound travelers would disembark at Kake, drive to Wrangell and re-board to continue southbound.

Alternative 3: AMHS Restructuring - New Vessels – This package entailed restructuring the ferry route system using a mixture of conventional vessels and new high-speed ferries on mainline and community routes. Juneau, Sitka and Ketchikan would be the hubs for the system, connected to each other by mainline service, and connected to smaller communities with community service.

Alternative 4: Sitka Access – This package included a new roadway across Baranof Island (route to be determined) and relocation of the AMHS terminal to the east side of Baranof Island. Regional and community ferry service would be provided using a mixture of conventional boats and new vessels.

Alternative 5: Bradfield Corridor – This package included a new roadway to the Bradfield Canal from the Cassier Highway in British Columbia. Mainline ferry service to Prince Rupert would be eliminated and regional and community ferry service would be provided using a mixture of conventional and new vessels.

These regional transportation system alternatives were evaluated based on four major types of criteria: project costs, project benefits, implementation feasibility, and economic implications for communities. Implementation feasibility included an assessment of technical implementation issues, financial feasibility, community and political support, and any special implementation opportunities or challenges. Public meetings were held in local communities to discuss the proposed alternatives and obtain community reaction and input.

Following the initial evaluation additional alternatives were discussed and analyzed including one that included the Bradfield corridor road along with a system of shuttle ferries and roadway connections on the Cleveland Peninsula. Based on the results of further benefit/cost analysis and public input two additional system alternatives were developed for full evaluation. These final two alternatives were "hybrids" incorporating the most promising elements of the various draft alternatives. They provided the best match of services to meet projected demand, performed well in the benefit/cost analysis, and appeared to have strong public support and relatively low environmental impacts (compared to the other alternatives that were evaluated). The final two alternatives are described below.

Alternative 6: Sitka Access with Ferry: The concept for this alternative was similar to the original Sitka Access alternative, however this alternative did not include a road across the island. Frequent vehicle and passenger ferry service would be provided between Sitka and a new mainline terminal in Chatham Strait. Any decision on a future roadway would be assessed in detail in a future corridor study. This study would determine potential roadway alignments, costs, benefits, environmental implications and so forth. The shuttle ferry could be implemented relatively quickly, while analysis of roadway options were evaluated.

Alternative 7: Cleveland Peninsula Without Bradfield Corridor: This alternative included the road/ferry transportation network on the Cleveland Peninsula but deleted the Bradfield Corridor road. Daily ferry service would be provided between Ketchikan and Prince Rupert.

These final two alternatives were evaluated using the same criteria as was used for the draft alternatives. A final "preferred" alternative was developed based on the results of this evaluation. It incorporated aspects of several of the draft alternatives, including:

- A revised route structure for the ferry system (incorporating aspects of Alternatives 1 and 3),
- Use of fast passenger-only ferries and fast vehicle ferries on some routes (similar to the system in Alternative 3),
- A new ferry terminal in Chatham Strait serving Sitka with frequent vehicle and passenger-only ferry service (Alternative 6),
- A study to determine the feasibility and details for a roadway across Baranof Island to potentially replace the Sitka shuttle ferry (Alternative 6), and
- A system of shuttle ferries and roadway connection on the Cleveland Peninsula (Alternative 7).

These elements were the foundation for the final preferred alternative. Additional revisions and modifications were made to "fine tune" the alternative to respond to additional needs and to public and agency comments.

Stage Four: Plan Preparation – January-August, 1998 (Draft Plan) - The final project stage includes the development of the draft and final *Transportation Plan for Southeast Alaska.* This document represents the draft plan document. Following public review and comment the draft plan will be revised as appropriate, and the final plan document will be prepared. The Final Plan will be adopted by the appropriate agencies and move forward to implementation.

What the Plan Accomplishes

The proposed *Southeast Alaska Transportation Plan* was developed to provide guidance for future transportation investments in Southeast Alaska. The transportation improvements included in the Plan respond to the changes in needs and conditions which affect transportation in the region. Key changes which influenced the Plan are described earlier and include:

- Changes in the travel mode used by travelers and for the movement of goods and freight;
- Increases in tourist travel via cruise ship versus the AMHS,
- Changes in the travel patterns of Southeast Alaska residents,
- Improvements in Canadian and Alaska highways serving the Southeast Alaska region,
- Increased costs to operate and maintain the ferry system,

- Increasing pressure from the state legislature to reduce the level of state subsidy required for the AMHS,
- Resurgence in the interest of the private sector in providing transportation services in the region,
- Technological improvements that affect air and ferry travel along with the need for some trips, and
- A variety of transportation system improvements that have been proposed over the past several years.

Implementation of the proposed *Southeast Alaska Transportation Plan* will result in substantial changes in the regional transportation system. These changes will affect travelers in a number of ways.

Better Connections Between Communities – As described earlier in this summary document, there will be changes in the ways in which the communities in Southeast Alaska are connected. In addition to maintenance of traditional "through" service travelling between Skagway and Bellingham WA, there are more direct connections between communities. This reduces the travel time, and the number of potential "interim" stops required by the present transportation system. "Through travelers" (those wishing to go from Bellingham WA, or Prince Rupert BC through to Skagway) may need to transfer, due to the orientation of service around the three major "hubs" (Juneau, Chatham Strait and Ketchikan). However, some through service is maintained for these travelers. Additional through service can be scheduled by AMHS is equipment is available and the state is willing to accept the added costs for such service.

Improved Frequency and Convenience of Service – The sample schedules included earlier in this document illustrate the proposed frequency of service by community. These schedules indicate overall improvements in the frequency of service for each community, and especially for Sitka. The proposed ferry system includes consistent daily schedules, which allows travelers to plan ahead based on a predictable ferry schedule. Predictable schedules were overwhelmingly supported by area residents at the public meetings and in the household survey of residents' travel patterns. Improvements in the frequency of service reduces the overall travel time for area residents. In addition, the proposed plan provides multiple options per day for all regional/mainline service and most community/feeder ferry connections. This results in a significant increase in the level of ferry service throughout the region. The implementation of fast ferry technology (fast vehicle ferries and fast passenger-only vessels) in the northern portion of the region reduces the actual travel time between communities in the region.

Implementation of New Service -- New service included in the proposed plan includes the trans-gulf service connecting Southeast and Southwest Alaska, along with new channel crossing ferries on the Cleveland Peninsula, and new passenger-only service in the northern portion of the region. This service provides a number of opportunities for travelers to make connections that were not previously available, and/or drive for portions of the trip. In addition, this provides opportunities for the private sector to serve these travelers directly (provision of new ferry services and/or land-based transportation connections between ferry terminals) and indirectly (tours, lodging, and other tourist related goods and service.)

Reductions in State Subsidy for Transportation in the Region – The strategic investments in capital improvements for the transportation system included in the proposed plan result in substantial savings in operating and maintenance costs for transportation. This is particularly important since these costs are funded from the State General Fund, rather than federal funds. The proposed plan reduces the operating subsidy (operating costs minus fare revenue) by almost $150 million over 20 years (compared to continuing the present transportation system). The recently enacted federal transportation legislation (TEA 21) provides an increased level of federal funding for Alaska. This will allow the state to make the needed capital investments in the region's transportation system.

Additional Information is Available

This summary plan is one of several documents prepared for the Southeast Alaska Transportation Planning project. These documents are summarized below. Copies of them can be obtained from the Alaska Department of Transportation and Public Facilities at the address and phone number included on the back cover of this document.

Southeast Alaska Transportation Plan – This is the full document and includes much more detail on items summarized in this document. More extensive information on the current transportation system is included, along with a detailed discussion of the evaluation of the transportation system alternatives and more comprehensive information on transportation financing.

Technical Appendices to the Southeast Alaska Transportation Plan – During the preparation of the plan a series of Technical Memoranda were prepared. These include the following memoranda: TM 1: Data Assessment, TM 2: Transportation System Inventory, TM 3: Implications of Technological Improvements, TM 4: Assessment of Financial Resources, TM 5: Background Environmental Data, TM 6: Transportation Opportunities and Constraints, TM 7: Summary of Household Survey, TM 8: Supplemental Data Collection – Summary, TM 9: Goals and Objectives, TM 10: Travel Demand Forecasts, TM 11: Transportation Needs and Deficiencies, TM 12:

Evaluation Process and Criteria, TM 13: Initial Transportation System Alternatives, TM 14: Financing and Implementation Strategies. In addition to these memoranda there is an Alternatives Evaluation Report containing full descriptions of the alternatives considered and the details of the evaluation.

Public Involvement Notebook – The document included documentation of the extensive public involvement process used to obtain community input throughout the planning process. This notebook includes the public involvement plan developed early in the planning process, copies of the materials used in the public involvement program and summary descriptions of the public involvement activities, along with comments received from the public.

Next Steps

This Draft *Southeast Alaska Transportation Plan* has been prepared for public and agency review. This review will occur over the summer of 1998. The review period is sixty (60) days. During that time the public is encouraged to review and discuss the plan with agency staff. Formal and informal comments can be transmitted to the Alaska Department of Transportation and Public Facilities via phone, mail and the Internet.

By Phone

- In Juneau, 465-4070
- Toll Free Phone – 1-888-PLAN-DOT (752-6368)
- Toll Free Fax 1-888-PLAN-FAX (752-6329

By e-mail

- planning_comments@dot.state.ak.us

Website

- http//://www.dot.state.ak.us

By Mail

- Department of Transportation and Public Facilities
  Division of Statewide Planning
  3132 Channel Drive, Room 200
  Juneau, AK 99801-7898
  Attention: Southeast Alaska Transportation Plan

Following the public review, the Department will revise the plan document, as appropriate, and it will be formally adopted by the state. Once the plan has been adopted, the STIP (Statewide Transportation Improvement Program) will be amended to incorporate the improvements included in the approved Plan. Such amendments will be done in accordance with the state's established STIP amendment and approval process.