

318

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FOR - 1904

ALASKA LEGAL TIME & PLACE

SB 217

3195 ST

1982 VEHICLE TRAFFIC BY TYPE & ROUTE \*  
SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (APRIL-SEPT)			WINTER (OCT-MARCH)			TOTAL YEAR		
	VANS	CARS	TOTAL	VANS	CARS	TOTAL	VANS	CARS	TOTAL
JUNEAU - WRANGELL	25	193	218	25	93	118	50	286	336
% OF TOTAL	11	88		20	80		15	85	
KETCHIKAN - HAINES	60	538	598	40	197	237	100	735	835
% OF TOTAL	10	90		17	83		12	80	
KETCHIKAN - HOLLIS	750	4,038	4,788	700	2,084	2,784	1,550	6,022	7,572
% OF TOTAL	16	84		25	75		20	80	
KETCHIKAN - METLAKATLA	209	1,539	1,739	200	1,161	1,361	400	2,700	3,100
% OF TOTAL	13	87		15	85		13	87	
KETCHIKAN - PETERSBURG	75	544	619	50	110	160	125	654	779
% OF TOTAL	12	88		31	69		16	84	
KETCHIKAN - PRINCE RUPERT	600	4,421	5,021	500	1,036	1,536	1,100	5,457	6,557
% OF TOTAL	12	88		33	67		17	83	
KETCHIKAN - SKAGWAY	6	94	100	4	13	17	10	107	117
% OF TOTAL	6	94		24	76		9	91	
KETCHIKAN - WRANGELL	98	719	817	80	240	320	178	959	1,137
% OF TOTAL	12	88		25	75		16	84	
PETERSBURG - HAINES	10	210	220	6	85	91	16	295	311
% OF TOTAL	5	95		7	93		5	95	
PETERSBURG - KAKE	40	561	601	40	343	383	80	904	984
% OF TOTAL	7	93		10	90		8	92	
PETERSBURG - PRINCE RUPERT	60	562	622	60	209	269	120	771	891
% OF TOTAL	10	90		22	78		13	87	

\* ESTIMATE BASED ON ACTUAL VEHICLES ON FERRY AND ESTIMATE OF VANS CARRIED ON EACH ROUTE.  
VAN IS DEFINED AS COMMERCIAL CARGO VEHICLE OVER 30 FT. IN LENGTH. CAR IS DEFINED AS ALL OTHER MOTOR VEHICLES.

1982 VEHICLE TRAFFIC BY TYPE & ROUTE \*  
SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (APRIL-SEPT)			WINTER (OCT-MARCH)			TOTAL YEAR		
	VANS	CARS	TOTAL	VANS	CARS	TOTAL	VANS	CARS	TOTAL
JUNEAU - ANGOON % OF TOTAL	45 10	387 90	432	45 15	255 85	300	90 12	642 88	732
JUNEAU - HAINES % OF TOTAL	936 15	5,153 85	6,089	848 35	1,587 65	2,435	1,784 19	6,740 81	8,524
JUNEAU - HOONAH % OF TOTAL	80 10	704 90	786	80 14	505 86	585	160 12	1,209 88	1,369
JUNEAU - KAKE % OF TOTAL	5 7	70 93	75	5 7	93 95	98	10 6	163 94	173
JUNEAU - KETCHIKAN % OF TOTAL	140 17	701 83	841	108 32	234 68	342	248 21	935 79	1,183
JUNEAU - PELICAN % OF TOTAL	6 10	57 90	63	4 19	17 81	21	10 12	74 88	84
JUNEAU - PETERSBURG % OF TOTAL	100 12	735 88	835	100 25	294 75	394	200 16	1,029 84	1,229
JUNEAU - PRINCE RUPERT % OF TOTAL	267 10	2,405 90	2,672	250 30	596 70	846	517 15	3,001 85	3,518
JUNEAU - SITKA % OF TOTAL	150 10	1,370 90	1,520	108 20	440 80	548	258 12.5	1,810 87.5	2,068
JUNEAU - SKAGWAY % OF TOTAL	312 12	2,346 88	2,652	150 25	436 75	586	462 14	2,776 86	3,238
JUNEAU - TENAKEE % OF TOTAL	-- --	-- --	--	-- --	-- --	--	-- --	-- --	--

\* ESTIMATE BASED ON ACTUAL VEHICLES ON FERRY AND ESTIMATE OF VANS CARRIED ON EACH ROUTE.  
VAN IS DEFINED AS COMMERCIAL CARGO VEHICLE OVER 30 FT. IN LENGTH. CAR IS DEFINED AS ALL OTHER MOTOR VEHICLES.

1982 VEHICLE TRAFFIC BY TYPE & ROUTE \*  
SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (APRIL-SEPT)			WINTER (OCT-MARCH)			TOTAL YEAR		
	VANS	CARS	TOTAL	VANS	CARS	TOTAL	VANS	CARS	TOTAL
PETERSBURG - SKAGWAY	4	48	52	2	9	11	6	57	63
% OF TOTAL	4	95		18	82		6	94	
PETERSBURG - WRANGELL	50	714	764	50	376	426	100	1,090	1,190
% OF TOTAL	7	93		12	88		8	92	
SITKA - ANGOON	10	228	238	10	234	244	20	552	572
% OF TOTAL	3	97		4	96		5	95	
SITKA - HAINES	25	307	332	25	107	132	50	414	464
% OF TOTAL	8	92		19	81		11	89	
SITKA - HOONAH	4	88	92	4	69	73	8	157	165
% OF TOTAL	4	96		5	95		5	95	
SITKA - SKAGWAY	20	212	232	20	126	146	40	338	378
% OF TOTAL	9	81		14	86		8	92	
WRANGELL - HAINES	6	103	109	6	23	29	12	126	138
% OF TOTAL	6	94		21	79		9	91	
WRANGELL - PRINCE RUPERT	60	472	532	60	189	249	120	661	781
% OF TOTAL	11	89		24	76		15	85	
WRANGELL - SKAGWAY	--	11	11	--	3	3	--	14	14
% OF TOTAL	--	100		--	100		--	100	
HAINES - SKAGWAY	120	4,045	4,105	100	52	632	220	4,517	4,737
% OF TOTAL	3	97		16	84		5	95	
<b>TOTAL</b>	<b>4,306</b>	<b>33,569</b>	<b>37,875</b>	<b>3,600</b>	<b>11,694</b>	<b>15,374</b>	<b>7,906</b>	<b>45,263</b>	<b>53,249</b>
% OF TOTAL	11	89		24	76		15	85	

\* ESTIMATE BASED ON ACTUAL VEHICLES ON FERRY AND ESTIMATE OF VANS CARRIED ON EACH ROUTE.  
VAN IS DEFINED AS COMMERCIAL CARGO VEHICLE OVER 30 FT. IN LENGTH. CAR IS DEFINED AS ALL OTHER MOTOR VEHICLES.

1982 PASSENGER TRAFFIC BY TYPE & ROUTE \*  
SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (APRIL-SEPT)			WINTER (OCT-MARCH)			TOTAL YEAR		
	WALK-ON	MOTORIST	TOTAL	WALK-ON	MOTORIST	TOTAL	WALK-ON	MOTORIST	TOTAL
JUNEAU - ANGOON % OF TOTAL	1,509 72	581 28	2090	1,014 67	510 33	1,524	2,523 70	1,019 30	3,614
JUNEAU - HAINES % OF TOTAL	10,698 51	10,306 49	21,004	3,951 53	3,571 47	7,522	14,649 51	13,877 49	28,526
JUNEAU - HOONAH % OF TOTAL	2,537 71	1,056 29	3,593	2,498 71	1,006 29	3,504	5,035 71	2,062 29	7,097
JUNEAU - KAKE % OF TOTAL	192 58	140 42	332	220 54	186 46	406	412 56	326 44	738
JUNEAU - KETCHIKAN % OF TOTAL	3,304 60	2,103 40	5,407	1,950 65	936 35	2,886	5,254 62	3,039 38	8,293
JUNEAU - PELICAN % OF TOTAL	487 81	114 19	601	205 82	43 18	248	692 82	157 18	849
JUNEAU - PETERSBURG % OF TOTAL	2,551 54	2,205 46	4,756	1,208 54	1,029 46	2,237	3,759 54	3,234 46	6,993
JUNEAU - PRINCE RUPERT % OF TOTAL	4,348 47	4,810 53	9,158	394 31	894 69	1,288	4,742 45	5,704 55	10,446
JUNEAU - SITKA % OF TOTAL	5,719 68	2,740 32	8,459	2,094 70	880 30	2,974	7,813 68	3,620 32	11,433
JUNEAU - SKAGWAY % OF TOTAL	9,917 59	7,020 41	16,937	1,106 56	872 44	1,978	11,023 58	7,892 42	18,915
JUNEAU - TENAKEE % OF TOTAL	1,215 100	- -	1,215	832 100	- -	832	2,047 100	- -	2,047

\* ESTIMATE BASED ON AMOUNT OF CAR TRAFFIC ON EACH ROUTE (SEE TABLE - IN APPENDIX), AN AVERAGE OF 1.5 - 3.0 PEOPLE PER VEHICLE AND ACTUAL PASSENGERS ON EACH ROUTE.

1982 PASSENGER TRAFFIC BY TYPE & ROUTE \*  
SOUTHEAST ALASKA FERRY SYSTEM

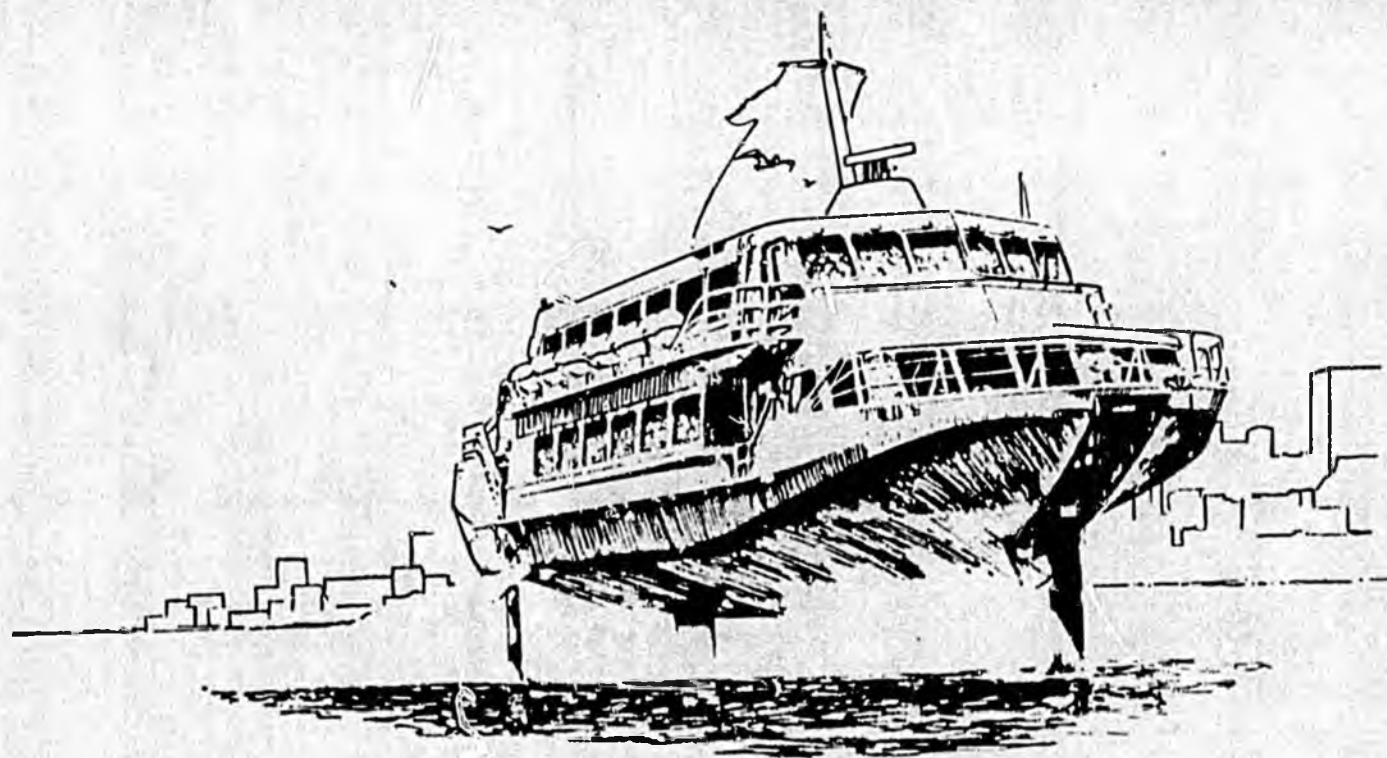
ROUTE	PEAK SEASON (APRIL-SEPT)			WINTER (OCT-MARCH)			TOTAL YEAR		
	WALK-ON	MOTORIST	TOTAL	WALK-ON	MOTORIST	TOTAL	WALK-ON	MOTORIST	TOTAL
JUNEAU - WRANGELL % OF TOTAL	323 56	579 44	1,302	521 61	325 39	845	1,244 58	905 42	2,149
KETCHIKAN - HAINES % OF TOTAL	1,280 49	1,345 51	2,625	390 50	394 50	784	1,670 49	1,739 51	3,409
KETCHIKAN - HOLLIS % OF TOTAL	6,348 41	9,086 59	15,434	4,302 45	5,210 55	9,512	10,650 43	14,296 57	24,946
KETCHIKAN - METLAKATLA % OF TOTAL	4,985 62	3,078 48	8,063	4,664 67	2,322 33	6,986	9,649 64	5,400 36	15,049
KETCHIKAN - PETERSBURG % OF TOTAL	1,905 58	1,360 42	3,265	1,321 73	480 27	1,801	3,226 64	1,840 36	5,066
KETCHIKAN - PRINCE RUPERT % OF TOTAL	8,713 50	6,42 50	17,555	1,421 35	2,590 65	4,011	10,134 47	11,432 53	21,566
KETCHIKAN - SKAGWAY % OF TOTAL	1,745 83	350 17	2,095	310 78	85 22	395	2,055 83	435 17	2,490
KETCHIKAN - WRANGELL % OF TOTAL	2,413 63	1,438 37	3,851	1,181 62	720 38	1,901	3,594 62	2,158 38	5,752
PETERSBURG - HAINES % OF TOTAL	445 51	421 49	866	192 48	213 52	405	637 50	634 50	1,271
PETERSBURG - KAKE % OF TOTAL	2,344 74	811 26	3,186	1,047 75	343 25	1,390	3,391 74	1,185 26	4,576
PETERSBURG - PRINCE RUPERT % OF TOTAL	792 41	1,124 59	1,916	207 40	314 60	521	999 41	1,438 59	2,437

\* ESTIMATE BASED ON AMOUNT OF CAR TRAFFIC ON EACH ROUTE (SEE TABLE - IN APPENDIX), AN AVERAGE OF 1.5 - 3.0 PEOPLE PER VEHICLE AND ACTUAL PASSENGERS ON EACH ROUTE.

1982 PASSENGER TRAFFIC BY TYPE & ROUTE \*  
SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (APRIL-SEPT)			WINTER (OCT-MARCH)			TOTAL YEAR		
	WALK-ON	MOTORIST	TOTAL	WALK-ON	MOTORIST	TOTAL	WALK-ON	MOTORIST	TOTAL
PETERSBURG - SKAGWAY	339	168	507	101	36	137	440	201	644
% OF TOTAL	67	33		74	26		68	32	
PETERSBURG - WRANGELL	1,599	1,071	2,670	750	762	1,502	2,349	1,823	4,172
% OF TOTAL	60	40		50	50		56	44	
SITKA - ANCHON	3,701	456	4,157	1,999	468	2,467	5,700	924	6,624
% OF TOTAL	89	11		81	19		86	14	
SITKA - HAINES	757	614	1,371	301	268	568	1,058	881	1,939
% OF TOTAL	55	45		53	47		55	45	
SITKA - HOONAH	675	179	851	448	138	586	1,123	314	1,437
% OF TOTAL	79	21		76	24		78	22	
SITKA - SKAGWAY	503	424	927	286	315	601	789	710	1,528
% OF TOTAL	54	46		48	52		52	45	
WRANGELL - HAINES	275	206	481	105	81	186	380	287	667
% OF TOTAL	57	43		56	44		57	43	
WRANGELL - PRINCE RUPERT	457	944	1,401	99	280	379	556	1,224	1,780
% OF TOTAL	33	67		26	74		31	69	
WRANGELL - SKAGWAY	133	55	188	27	15	42	160	70	230
% OF TOTAL	71	29		64	36		70	30	
HAINES - SKAGWAY	6,666	8,090	14,756	885	1,064	1,949	7,551	9,154	16,705
% OF TOTAL	45	55		45	55		45	55	
TOTAL	89,275	71,744	161,018	36,029	26,340	62,369	125,304	98,084	223,388
% OF TOTAL	55	45		56	44		56	44	

\* ESTIMATE BASED ON AMOUNT OF CAR TRAFFIC ON EACH ROUTE (SEE TABLE - IN APPENDIX), AN AVERAGE OF 1.5 - 3.0 PEOPLE PER VEHICLE AND ACTUAL PASSENGERS ON EACH ROUTE.



**Traffic Forecast**

TRAFFIC FORECAST  
METHODOLOGY

PAST TRENDS\*

ASSUMING THAT ADEQUATE CAPACITY IS PROVIDED PASSENGER TRAFFIC GROWTH SHOULD FOLLOW CLOSELY THE GROWTH IN ITS PRIMARY USERS, LOCAL RESIDENTS AND VISITORS. AMONG LOCAL RESIDENTS, THE FREQUENCY WITH WHICH THEY WILL USE THE SERVICE WILL DEPEND GENERALLY ON THE PROSPERITY OF THE LOCAL ECONOMY, LOCAL EMPLOYMENT BEING A GOOD INDICATOR OF THIS.

		<u>GROWTH PER YEAR (1975 - 1982)</u>
TOTAL VISITORS (STATE-WIDE SINCE 1976) (DIVISION OF TOURISM)		9%
FERRY PASSENGERS		7%
JET AIR PASSENGERS		5%
EMPLOYMENT*	SOUTHEAST (SINCE 1977)	4%
(ALASKA DEPARTMENT OF LABOR)	STATEWIDE	3%
POPULATION*	SOUTHEAST	3%
(ALASKA DEPARTMENT OF LABOR)	STATEWIDE	3%

THE DIFFERENCE IN FERRY AND AIR TRAFFIC GROWTH IS PROBABLY DUE TO THE HIGHER PERCENTAGE OF VISITORS TRAVELING BY FERRY AND RESIDENTS TRAVELING BY AIR. (REFERENCE: SOUTHEASTERN ALASKA USER SURVEY, PREPARED FOR ALASKA D.O.T, SEE APPENDIX PAGE 212).

\*SEE APPENDIX PAGES 185-202 FOR MORE DETAILS ON VISITOR, POPULATION AND EMPLOYMENT TRENDS.

TRAFFIC FORECAST  
METHODOLOGY (CONTINUED)

FUTURE PROSPECTS\*

FUTURE PASSENGER TRAFFIC DEMAND SHOULD FOLLOW THE PROJECTED TRENDS IN POPULATION, TOURISM AND EMPLOYMENT. THIS FORECAST ASSUMES THAT CAPACITY WILL BE ADDED AS IN THE PAST DECADE TO ADEQUATELY MEET RISING DEMAND.

	<u>(1983-85)</u>	GROWTH PER YEAR <u>(1986-90)</u>	<u>(1990-95)</u>
TOTAL VISITORS - STATEWIDE (TOURISM DIVISION ESTIMATE)	13%	NOT AVAILABLE	NOT AVAILABLE
FERRY PASSENGERS	5%	7%	5%
AIR PASSENGERS	3%	5%	4%
EMPLOYMENT - STATEWIDE (ALASKA DEPARTMENT OF LABOR FORECAST)	5% (THROUGH 1986)	5% (1)	--
POPULATION - STATEWIDE (U.S. CENSUS FORECAST)	2%	1.5%	1%

IN THE LAST FEW YEARS (SINCE 1980), AIR TRAFFIC GROWTH HAS BEEN SLOW (1.5% PER YEAR) REFLECTING THE SERIOUS EFFECT OF THE RECESSION IN SOUTHEAST ALASKA (4% PER YEAR DECLINE IN EMPLOYMENT). ALTHOUGH THE LONG AWAITED NATIONAL RECOVERY IS EXPECTED TO BEGIN IN 1983 AND STATEWIDE EMPLOYMENT EXPECTED TO RISE 5% PER YEAR THROUGH 1986, FOR CONSERVATISM, RECOVERY IN THE SOUTHEAST ECONOMY (AND AIR TRAFFIC GROWTH), IS EXPECTED TO BE SLOWER. THIS ESTIMATE IS BASED ON THE IMPORTANCE OF FOREIGN MARKETS FOR THE PRODUCTS OF SOUTHEAST ALASKA, (TIMBER, FISHING). THE RECOVERY IN THESE MARKETS WILL PROBABLY FOLLOW RECOVERY OF THE U.S. ECONOMY WHICH IS EXPECTED TO REACH PEAK RECOVERY IN 1985 (SEE CHASE ECONOMETRIC FORECAST IN APPENDIX ON PAGES 203-205 ).

IN CONTRAST, THE GROWTH IN TOURISM AND FERRY PASSENGERS SINCE 1980 HAS REMAINED QUITE RAPID, (BOTH EXPERIENCED 7% GROWTH PER YEAR). THIS MAY REFLECT A PENT UP DEMAND FOR TRAVEL TO ALASKA OR THE ECONOMIC DECISION BY RESIDENTS, PARTICULARLY OF THE WESTERN UNITED STATES TO VACATION CLOSER TO HOME. TOURISM GROWTH STATEWIDE IS EXPECTED TO REMAIN RAPID THROUGH 1985. TO BE CONSERVATIVE, SOUTHEAST FERRY TRAFFIC DEMAND IS EXPECTED TO FOLLOW MORE CLOSELY THE ANTICIPATED ECONOMIC TRENDS. GROWTH IS EXPECTED TO BE SLOW IN 1983 WITH FULL RECOVERY NOT BEGINNING UNTIL 1984. PEAK GROWTH WILL BE REACHED IN 1986 AFTER WHICH TRAFFIC GROWTH WILL SETTLE DOWN TO A LEVEL BETWEEN ANTICIPATED TOURISM AND POPULATION/EMPLOYMENT GROWTH.

(1) ALASKA PACIFIC BANK CORPORATION FORECAST

\*SEE APPENDIX PAGES 185-202 FOR MORE DETAILS ON VISITOR, POPULATION AND EMPLOYMENT FORECASTS.

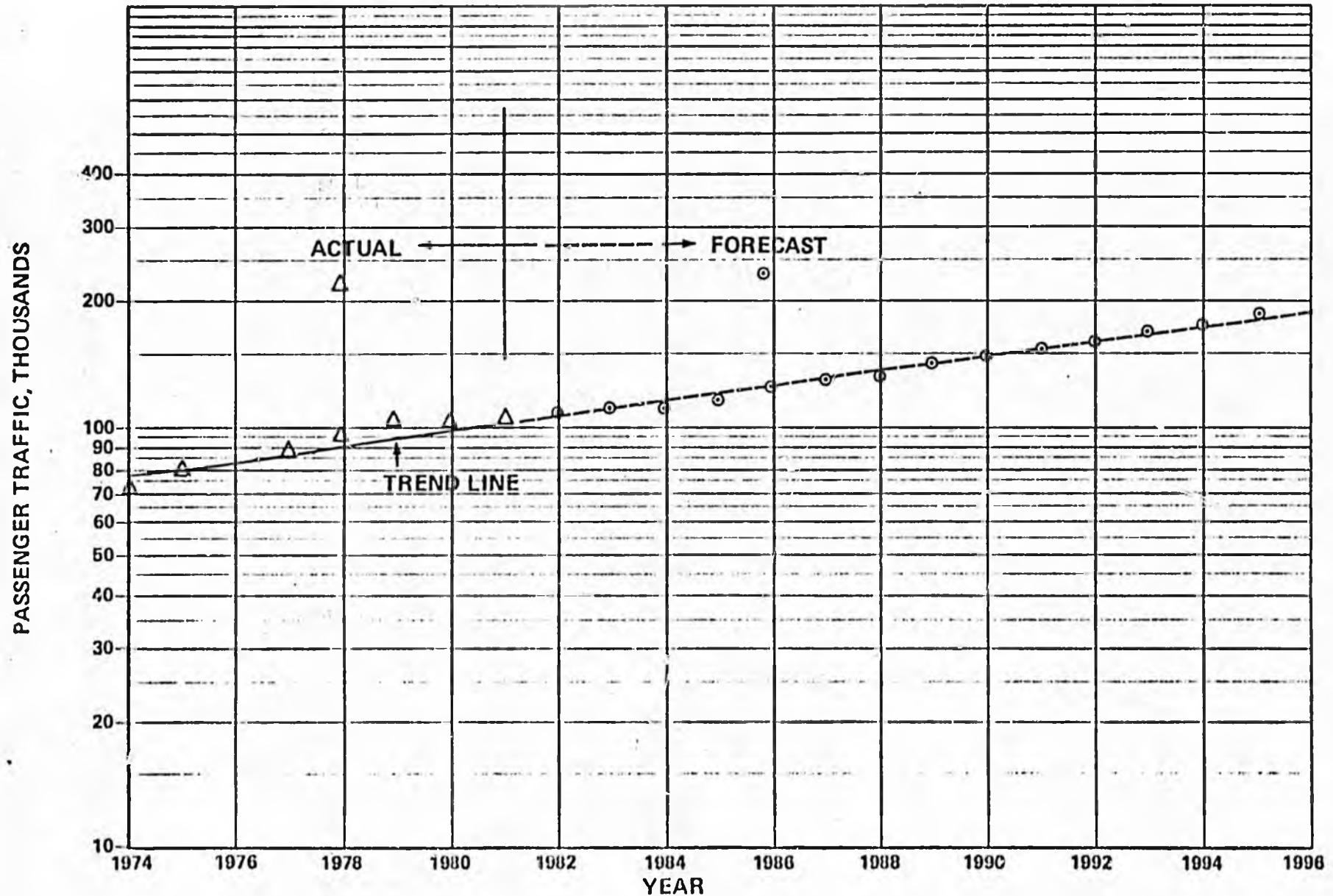
LOCAL TRENDS

ACTUAL TRAFFIC DEMAND FORECASTS WERE MADE ON A ROUTE BY ROUTE BASIS IN ORDER TO REFLECT MORE ACCURATELY LOCAL TRENDS. THE FOLLOWING IS A SUMMARY OF SIGNIFICANT TRENDS OF SOME MAJOR ROUTE SEGMENTS\*.

- o KETCHIKAN - PRINCE OF WALES ISLAND
  - VERY RAPID GROWTH IN FERRY TRAFFIC -- 24% PER YEAR SINCE 1976.
  - ANTICIPATED HIGH GROWTH IN NEAR FUTURE IN LABOR INTENSIVE INDUSTRIES (TIMBER, MINERAL EXPLORATION).
  - TRAFFIC DEMAND FORECASTED TO CONTINUE GROWING AT RAPID RATE.
- o KETCHIKAN - METLAKATLA
  - SLOW GROWTH IN FERRY TRAFFIC -- 3% PER YEAR SINCE 1976.
  - ANTICIPATED CONTINUED SLOW GROWTH IN POPULATION AND EMPLOYMENT.
  - TRAFFIC DEMAND FORECASTED TO CONTINUE SLOW GROWTH.
- o MAINLINE TRAFFIC TO/FROM WRANGELL AND PETERSBURG
  - SLOW GROWTH IN FERRY TRAFFIC -- 3.5% PER YEAR SINCE 1970.
  - ECONOMIES HARD HIT BY RECESSION (TIMBER AND FISHING).
  - ANTICIPATED SLOW RECOVERY POSSIBLY SPURRED BY STIKINE HYDROELECTRIC PROJECT.
  - SLOW TRAFFIC GROWTH IN NEAR FUTURE, MODERATE GROWTH OVER LONG TERM.
- o JUNEAU - SITKA
  - RAPID GROWTH IN FERRY AND AIR TRAFFIC -- 9% PER YEAR SINCE 1975.
  - INCREASE PROBABLY DUE TO ITS DEVELOPMENT INTO TOURISM AND COMMERCE CENTER.
  - TRAFFIC GROWTH EXPECTED TO FOLLOW ANTICIPATED RAPID GROWTH IN TOURISM.
- o MAINLINE - HAINES
  - MODERATE GROWTH IN FERRY TRAFFIC -- 5% PER YEAR SINCE 1970.
  - TRAFFIC GROWTH CLOSELY TIED TO TOURISM -- EXPECTED TO FOLLOW ANTICIPATED RAPID GROWTH IN TOURISM.
- o JUNEAU - SKAGWAY
  - MODERATE GROWTH IN FERRY TRAFFIC -- 6% PER YEAR SINCE 1970.
  - TRAFFIC GROWTH EXPECTED TO BE DAMPENED IN NEAR FUTURE BY CLOSING OF RAILROAD.
  - TRAFFIC DEMAND EXPECTED TO EVENTUALLY RETURN TO MODERATE GROWTH.
- o SMALLER NORTHERN COMMUNITIES -- SITKA OR JUNEAU
  - RAPID FERRY TRAFFIC GROWTH -- 17% PER YEAR SINCE 1978 DESPITE EFFECT OF RECESSION ON LOCAL INDUSTRY -- DUE PROBABLY TO PENT UP DEMAND SINCE FERRY SERVICE WAS ADDED IN MID-1970'S.
  - GROWTH IN TRAFFIC DEMAND EXPECTED TO MODERATE IN NEAR FUTURE.

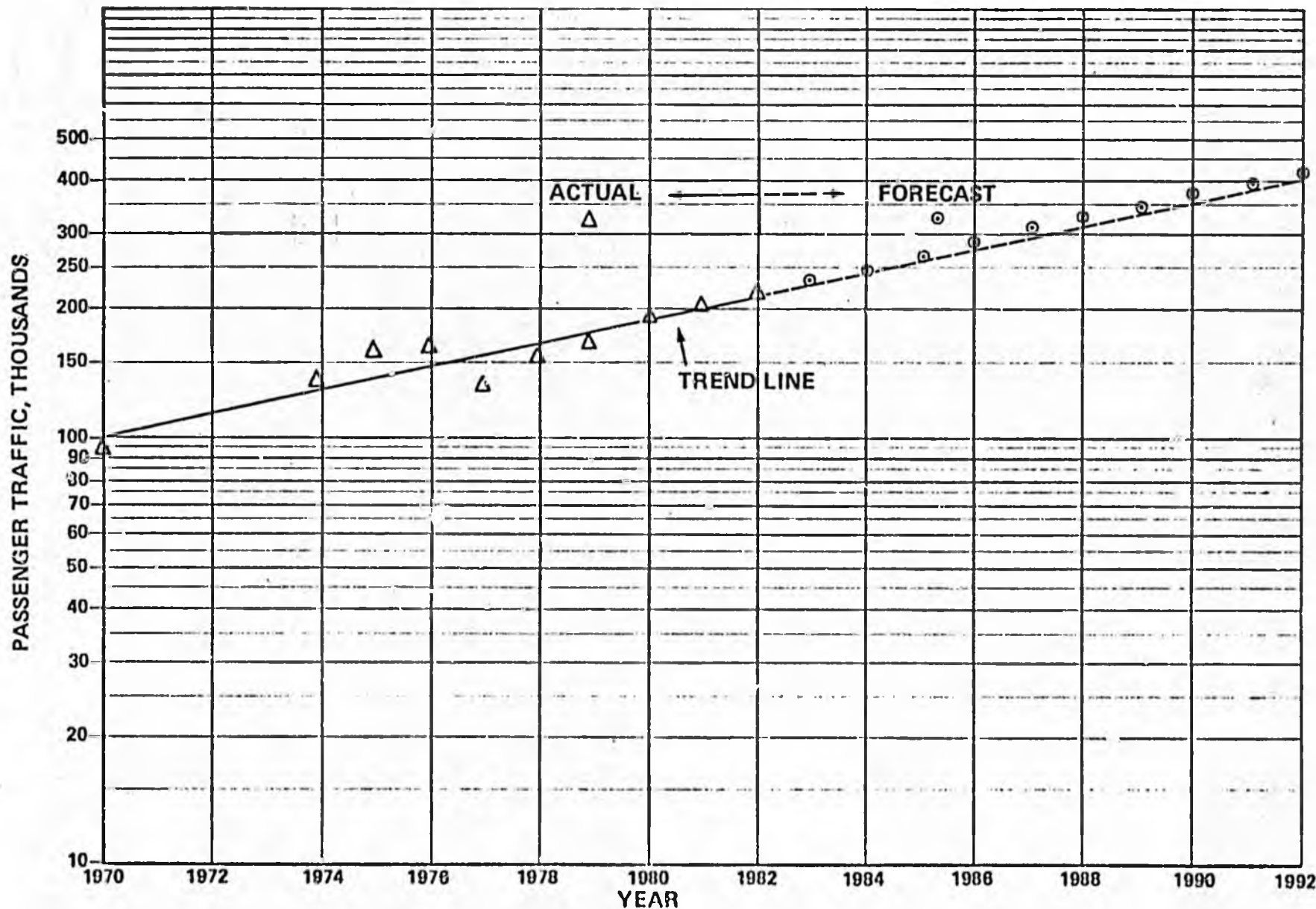
\*LOCAL SOCIO-ECONOMIC TRENDS BASED ON DISCUSSIONS WITH DEPARTMENT OF COMMUNITY AND REGIONAL AFFAIRS OFFICIALS AND THE "COMMUNITY PROFILES" PUBLISHED BY THAT DEPARTMENT.

# Annual Jet Aircraft Passengers Southeast Alaska Actual and Forecasted Traffic\*



\* ACTUAL DATA FROM CAB SERVICE SEGMENT DATA.  
TRAFFIC FORECAST BASED ON PAST TRENDS AND ANTICIPATED FUTURE ENVIRONMENT

# Annual Ferry Passengers Southeast Alaska Actual and Forecasted Traffic\*



\* SOURCE: ALASKA STATE DEPARTMENT OF TRANSPORTATION, ORIGIN AND DESTINATION STATISTICS.  
TRAFFIC FORECAST BASED ON PAST TRENDS AND ANTICIPATED FUTURE ENVIRONMENT.

FORECASTED PASSENGER TRAFFIC DEMAND

1986 - SOUTHEAST ALASKA

ROUTE	FERRY		AIR		TOTAL
	WALK-ON	MOTORIST	JET	AIR TAXI	
JUNEAU - SKAGWAY	49,918	44,443	--	49,284	143,645
JUNEAU - GUSTAVUS	--	--	30,985	1,264**	32,249
JUNEAU - SITKA	33,534	11,005	38,571	50,244	133,354
JUNEAU - KETCHIKAN	28,615	17,905	42,747	21,553	110,820
KETCHIKAN - METLAKATLA/HOLLIS	26,306	26,487	--	70,185	122,978
TOTAL WITHOUT PRINCE RUPERT*	138,373	99,840	112,303	192,530	543,046
% OF TOTAL	44%		21%	35%	
TOTAL WITH PRINCE RUPERT*	158,912	124,706	112,303	194,447	590,368
% OF TOTAL	48%		19%	33%	

\*EXCLUDING SEATTLE

\*\*JUST PEAK SEASON

ANNUAL JET AIRCRAFT PASSENGERS\*  
SOUTHEAST ALASKA

JET AIR FORECAST

TRAFFIC FORECAST\*\*

ROUTE	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
GST - JNU % CHANGE	24,603 5	26,325 7	28,958 10	30,985 7	32,224 5	33,835 5	35,189 5	36,596 5	38,426 5	40,340 5	42,365 5	44,403 5	46,707 5
JNU - KTN % CHANGE	10,115 1	18,658 3	20,963 7	22,010 5	22,891 4	23,807 4	24,759 4	25,750 4	26,780 4	27,850 4	28,965 4	30,123 4	31,323 4
JNU - PSG % CHANGE	8,050 1	8,211 2	8,540 4	9,053 6	9,415 4	9,791 4	10,183 4	10,590 4	11,014 4	11,454 4	11,913 4	12,389 4	12,885 4
JNU - SIT % CHANGE	33,322 3	34,655 4	36,734 6	38,571 5	40,499 5	42,524 5	44,225 4	45,904 4	47,834 4	49,747 4	51,737 4	53,806 4	55,958 4
JNU - WRG % CHANGE	3,704 1	3,778 2	3,929 4	4,165 6	4,331 4	4,504 4	4,685 4	4,872 4	5,067 4	5,270 4	5,480 4	5,700 4	5,928 4
KTN - PSG % CHANGE	3,382 1	3,450 2	3,588 4	3,803 6	3,956 4	4,114 4	4,278 4	4,449 4	4,627 4	4,813 4	5,005 4	5,205 4	5,413 4
KTN - SIT % CHANGE	10,472 2	11,786 3	11,325 5	12,118 7	12,724 5	13,233 4	13,762 4	14,313 4	14,885 4	15,481 4	16,100 4	16,744 4	17,414 4
KTN - WRG % CHANGE	2,827 1	2,986 2	3,105 4	3,291 6	3,423 4	3,560 4	3,702 4	3,850 4	4,004 4	4,164 4	4,331 4	4,504 4	4,684 4
PSG - SIT % CHANGE	1,248 1	1,273 2	1,324 4	1,404 6	1,460 4	1,510 4	1,579 4	1,642 4	1,708 4	1,776 4	1,847 4	1,921 4	1,998 4
PSG - WRG % CHANGE	1,309 1	1,335 2	1,389 4	1,472 6	1,531 4	1,592 4	1,656 4	1,722 4	1,791 4	1,862 4	1,937 4	2,014 4	2,095 4
SIT - WRG % CHANGE	863 1	880 2	915 4	970 6	1,009 4	1,049 4	1,091 4	1,135 4	1,180 4	1,227 4	1,276 4	1,327 4	1,380 4
TOTAL % CHANGE	107,995 3	112,337 4	119,398 6	126,795 6	132,502 5	138,601 5	144,157 4	149,922 4	156,286 4	162,922 4	169,841 4	177,050 4	184,585 4

\*SOURCE: C.A.B. SERVICE SEGMENT DATA

\*\*FORECAST BASED ON EVALUATION OF PAST TRAFFIC TRENDS, PROJECTED POPULATION AND TOURISM GROWTH AND ANTICIPATED ECONOMIC RECOVERY STARTING IN 1984 AND PEAKING IN 1986.

FORECASTED AIR TAXI PASSENGERS \*  
SOUTHEAST ALASKA

ROUTE	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
JUNEAU - ANGOON	3,900	4,017	4,218	4,513	4,739	4,976	5,175	5,382	5,597	5,821	6,034	6,296	6,548
% CHANGE	-	3	5	7	5	5	4	4	4	4	4	4	4
JUNEAU-EXCURSION INLET	910	919	947	994	1,024	1,054	1,086	1,119	1,152	1,175	1,194	1,223	1,247
% CHANGE	-	1	3	5	3	3	3	3	3	2	2	2	2
JUNEAU - GUSTAVUS	1,020	1,875	1,968	2,106	2,211	2,322	2,430	2,436	2,637	2,743	2,852	2,966	3,085
% CHANGE	-	3	5	7	5	5	5	4	4	4	4	4	4
JUNEAU-HAINES/SKAGWAY	42,588	43,066	46,059	49,203	51,747	54,335	57,051	59,904	62,899	65,415	68,032	70,753	73,503
% CHANGE	-	3	5	7	5	5	5	5	5	4	4	4	4
JUNEAU - HOONAH	29,484	30,360	31,086	34,119	35,025	37,616	39,497	41,471	43,545	45,287	47,099	48,983	50,942
% CHANGE	-	3	5	7	5	5	5	5	5	4	4	4	4
JUNEAU - KAKE	3,900	3,939	4,057	4,260	4,388	4,519	4,655	4,795	4,939	5,037	5,138	5,241	5,346
% CHANGE	-	1	3	5	3	3	3	3	3	2	2	2	2
JUNEAU - PELICAN	3,900	3,939	4,057	4,260	4,388	4,519	4,655	4,795	4,939	5,037	5,138	5,241	5,346
% CHANGE	-	1	3	5	3	3	3	3	3	2	2	2	2
JUNEAU-PETERSBURG	2,340	2,363	2,434	2,556	2,684	2,791	2,903	2,990	3,080	3,172	3,267	3,365	3,466
% CHANGE	-	1	3	5	5	4	4	3	3	3	3	3	3
KETCHIKAN-CRAIG/KLANOCK	28,665	29,525	31,001	33,171	34,830	36,571	38,400	40,320	42,336	44,453	46,675	49,009	51,460
% CHANGE	-	3	5	7	5	5	5	5	5	5	5	5	5

\* FORECAST BASED ON COMPARISON OF 1982 AND 1976 SCHEDULED SERVICE, PROJECTED POPULATION AND TOURISM GROWTH AND ANTICIPATED ECONOMIC RECOVERY STARTING IN 1984 AND PEAKING IN 1986.

## AIR TAXI FORECAST

FORECASTED AIR TAXI PASSENGERS \*  
SOUTHEAST ALASKA

ROUTE	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
KETCHIKAN-METLAKATLA % CHANGE	33,807 -	34,226 1	35,253 3	37,015 5	38,126 3	39,270 3	40,448 3	41,661 3	42,911 3	43,769 2	44,644 2	45,537 2	46,448 2
KETCHIKAN-PR. RUPERT % CHANGE	1,755 -	1,773 1	1,826 3	1,917 5	2,013 5	2,093 4	2,177 4	2,242 3	2,309 3	2,379 3	2,450 3	2,524 3	2,600 3
KETCHIKAN-WRANGELL % CHANGE	4,680 -	4,727 1	4,869 3	5,112 5	5,368 5	5,502 4	5,806 4	5,900 3	6,159 3	6,344 3	6,534 3	6,730 3	6,932 3
PETERSBURG - KAKE % CHANGE	3,900 -	3,939 1	4,057 3	4,260 5	4,308 3	4,519 3	4,655 3	4,795 3	4,939 3	5,037 2	5,138 2	5,241 2	5,346 2
PETERSBURG-WRANGELL % CHANGE	4,680 -	4,727 1	4,869 3	5,112 5	5,368 5	5,502 4	5,806 4	5,980 3	6,159 3	6,344 3	6,534 3	6,730 3	6,932 3
SITKA - ANGOON % CHANGE	3,120 -	3,151 1	3,246 3	3,408 5	3,578 5	3,722 4	3,871 4	3,987 3	4,107 3	4,230 3	4,357 3	4,487 3	4,622 3
SITKA - PELICAN % CHANGE	3,120 -	3,151 1	3,246 3	3,408 5	3,578 5	3,722 4	3,871 4	3,987 3	4,107 3	4,230 3	4,357 3	4,487 3	4,622 3
SITKA - TENAKEE % CHANGE	1,560 -	1,576 1	1,623 3	1,704 5	1,755 3	1,808 3	1,862 3	1,918 3	1,975 3	2,015 2	2,055 2	2,096 2	2,138 2
<b>TOTAL</b>	<b>174,209</b>	<b>178,001</b>	<b>185,624</b>	<b>197,198</b>	<b>206,010</b>	<b>215,001</b>	<b>224,356</b>	<b>233,762</b>	<b>243,790</b>	<b>252,488</b>	<b>261,423</b>	<b>270,859</b>	<b>280,663</b>
<b>% CHANGE</b>	<b>-</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>

\* FORECAST BASED ON COMPARISON OF 1982 AND 1976 SCHEDULED SERVICE, PROJECTED POPULATION AND TOURISM GROWTH AND ANTICIPATED ECONOMIC RECOVERY STARTING IN 1984 AND PEAKING IN 1986.

ANNUAL ALASKA FERRY PASSENGERS  
SOUTHEAST ALASKA  
FORECASTED TRAFFIC\*

ROUTE	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
JUNEAU - ANGOON % CHANGE	3,759 4	3,984 6	4,303 8	4,733 10	5,112 8	5,470 7	5,852 7	6,262 7	6,700 7	7,035 5	7,367 5	7,757 5	8,144 5
JUNEAU - HAINES % CHANGE	29,667 4	31,447 6	33,963 8	37,359 10	40,348 8	43,172 7	46,194 7	49,426 7	52,888 7	55,532 5	58,304 5	61,224 5	64,285 5
JUNEAU - HOONAH % CHANGE	7,381 4	7,824 6	8,450 8	9,295 10	10,038 8	10,741 7	11,493 7	12,297 7	13,158 7	13,816 5	14,507 5	15,232 5	15,994 5
JUNEAU - KAKE % CHANGE	768 4	814 6	879 8	967 10	1,043 8	1,117 7	1,195 7	1,279 7	1,368 7	1,437 5	1,509 5	1,584 5	1,653 5
JUNEAU - KETCHIKAN % CHANGE	8,542 3	8,969 5	9,597 7	10,460 9	11,402 9	12,314 8	13,299 8	14,230 7	15,226 7	15,487 5	16,787 5	17,626 5	18,507 5
JUNEAU - PELICAN % CHANGE	883 4	936 6	1,011 8	1,112 10	1,201 8	1,285 7	1,375 7	1,471 7	1,574 7	1,653 5	1,735 5	1,822 5	1,913 5
JUNEAU - PETERSBURG % CHANGE	7,203 3	7,563 5	8,092 7	8,821 9	9,526 8	10,193 7	10,907 7	11,670 7	12,254 5	12,866 5	13,510 5	14,185 5	14,894 5
JUNEAU-PRINCE RUPERT % CHANGE	10,759 3	11,297 5	12,008 7	13,176 9	14,230 8	15,226 7	16,292 7	17,433 7	18,304 5	19,219 5	20,180 5	21,109 5	22,249 5
JUNEAU - SITKA % CHANGE	12,233 7	13,334 9	14,667 10	16,135 10	17,748 10	19,345 9	21,006 9	22,773 8	24,595 8	26,317 7	28,159 7	30,130 7	32,239 7
JUNEAU - SKAGWAY % CHANGE	19,482 3	20,067 3	21,070 5	22,545 7	24,123 7	25,812 7	27,103 5	28,458 5	29,881 5	31,375 5	32,943 5	34,591 5	36,320 5
JUNEAU - TENAKEE % CHANGE	2,129 4	2,257 5	2,437 8	2,680 10	2,895 8	3,098 7	3,315 7	3,547 7	3,795 7	3,985 5	4,184 5	4,393 5	4,613 5

\*FORECAST BASED ON EVALUATION OF PAST TRAFFIC TRENDS, PROJECTED POPULATION AND TOURIST GROWTH AND ANTICIPATED ECONOMIC RECOVERY STARTING IN 1984 AND PEAKING IN 1986.

ANNUAL ALASKA FERRY PASSENGERS  
SOUTHEAST ALASKA  
FORECASTED TRAFFIC\* (Cont'd)

ROUTE	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
JUNEAU - WRANGELL % CHANGE	2,170 1	2,236 3	2,347 5	2,512 7	2,600 7	2,022 5	2,963 5	3,111 5	3,267 5	3,365 3	3,466 3	3,570 3	3,677 3
KETCHIKAN - HAINES % CHANGE	3,545 4	3,750 6	4,059 8	4,465 10	4,022 0	5,159 7	5,520 7	5,907 7	6,320 7	6,636 5	6,968 5	7,317 5	7,602 5
KETCHIKAN - HOLLIS % CHANGE	26,692 7	29,095 9	32,604 10	35,204 10	30,373 9	41,443 0	44,343 7	47,440 7	50,760 7	54,323 7	57,323 5	59,001 5	62,005 5
KETCHIKAN-METLAKATLA % CHANGE	15,199 1	15,655 3	16,438 5	17,509 7	18,460 7	19,392 5	19,974 5	20,573 5	21,190 5	21,826 3	22,400 3	23,155 3	23,850 3
KETCHIKAN-PETERSBURG % CHANGE	5,167 2	5,374 4	5,696 6	6,152 8	6,521 6	6,913 6	7,250 5	7,621 5	8,003 5	8,402 5	8,654 3	8,914 3	9,101 3
KETCHIKAN-PR. RUPERT % CHANGE	22,213 3	23,324 5	24,956 7	27,202 9	29,379 0	31,435 7	33,635 7	35,990 7	37,709 5	39,679 5	41,663 5	43,746 5	45,933 5
KETCHIKAN - SKAGWAY % CHANGE	2,564 3	2,642 3	2,774 5	2,968 7	3,176 7	3,398 7	3,568 5	3,746 5	3,934 5	4,130 5	4,337 5	4,554 5	4,701 5
KETCHIKAN - WRANGELL % CHANGE	5,067 2	6,102 4	6,468 6	6,905 0	7,404 6	7,849 6	8,241 5	8,653 5	9,006 5	9,549 5	10,017 5	10,518 5	11,044 5
PETERSBURG - HAINES % CHANGE	1,296 2	1,340 4	1,430 6	1,543 0	1,636 6	1,734 6	1,821 5	1,912 5	2,008 5	2,108 5	2,213 5	2,324 5	2,440 5
PETERSBURG - KAKE % CHANGE	4,668 2	4,854 4	5,145 6	5,577 0	5,091 6	6,244 6	6,556 5	6,804 5	7,220 5	7,590 5	7,969 5	8,310 5	8,706 5
PETERSBURG-PR. RUPERT % CHANGE	2,510 3	2,585 3	2,715 5	2,905 7	3,050 5	3,202 5	3,363 5	3,531 5	3,707 5	3,810 3	3,933 3	4,051 3	4,173 3

\*FORECAST BASED ON EVALUATION OF PAST TRAFFIC TRENDS, PROJECTED POPULATION AND TOURIST GROWTH AND ANTICIPATED ECONOMIC RECOVERY STARTING IN 1984 AND PEAKING IN 1986.

ANNUAL ALASKA FERRY PASSENGERS  
SOUTHEAST ALASKA  
FORECASTED TRAFFIC\* (Cont'd)

ROUTE	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
PETERSBURG - SKAGWAY % CHANGE	650 1	670 3	703 5	753 7	790 5	830 5	871 5	915 5	961 5	989 3	1,019 3	1,050 3	1,081 3
PETERSBURG - WRANGELL % CHANGE	4,255 2	4,426 4	4,691 6	5,066 8	5,370 6	5,693 6	5,977 5	6,276 5	6,590 5	6,919 5	7,266 5	7,629 5	8,010 5
SITKA - ANGOON % CHANGE	6,823 3	7,164 5	7,665 7	8,355 9	8,940 7	9,566 7	10,235 7	10,952 7	11,450 5	12,075 5	12,678 5	13,312 5	13,978 5
SITKA - HAINES % CHANGE	1,978 2	2,057 4	2,180 6	2,354 8	2,520 7	2,696 7	2,858 6	3,029 6	3,211 6	3,371 5	3,540 5	3,717 5	3,903 5
SITKA - HOONAH % CHANGE	1,480 3	1,554 5	1,663 7	1,813 9	1,939 7	2,075 7	2,220 7	2,376 7	2,495 5	2,619 5	2,750 5	2,888 5	3,032 5
SITKA - SKAGWAY % CHANGE	1,543 1	1,590 3	1,669 5	1,786 7	1,911 7	2,006 5	2,107 5	2,212 5	2,323 5	2,392 3	2,464 3	2,538 3	2,614 3
WRANGELL - HAINES % CHANGE	600 2	708 4	750 6	810 8	859 6	910 6	956 5	1,003 5	1,054 5	1,106 5	1,162 5	1,220 5	1,281 5
WRANGELL-PRINCE RUPERT % CHANGE	1,833 3	1,888 3	1,983 5	2,122 7	2,278 5	2,339 5	2,456 5	2,579 5	2,708 5	2,784 3	2,873 3	2,959 3	3,048 3
WRANGELL - SKAGWAY % CHANGE	232 1	235 1	242 3	254 5	264 4	274 4	285 4	294 3	303 3	312 3	321 3	331 3	341 3
HAINES - SKAGWAY % CHANGE	16,872 1	17,378 3	18,247 5	19,524 7	20,501 5	21,516 5	22,602 5	23,732 5	24,444 3	25,177 3	25,933 3	26,711 3	27,512 3
TOTAL % CHANGE	230,043 3	243,135 6	260,382 7	283,202 9	304,396 7	325,279 7	345,920 6	367,592 6	380,583 6	408,388 5	427,238 5	448,496 5	470,053 5

\*FORECAST BASED ON EVALUATION OF PAST TRAFFIC TRENDS, PROJECTED POPULATION AND TOURIST GROWTH AND ANTICIPATED ECONOMIC RECOVERY STARTING IN 1984 AND PEAKING IN 1986.

ANNUAL VEHICLE TRAFFIC  
SOUTHEAST ALASKA FERRY SYSTEM  
FORECASTED TRAFFIC\*

ROUTE	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
JUNEAU - ANGOON	761	807	872	959	1,035	1,108	1,185	1,268	1,357	1,425	1,496	1,571	1,650
% CHANGE	4	6	8	10	8	7	7	7	7	5	5	5	5
JUNEAU - HAINES	8,865	9,397	10,149	11,163	12,057	12,901	13,804	14,770	15,004	16,594	17,424	18,295	19,209
% CHANGE	4	6	8	10	8	7	7	7	7	5	5	5	5
JUNEAU - HOONAH	1,424	1,509	1,630	1,793	1,936	2,072	2,217	2,372	2,538	2,665	2,798	2,938	3,085
% CHANGE	4	6	8	10	8	7	7	7	7	5	5	5	5
JUNEAU - KAKE	180	191	206	227	245	262	280	300	321	337	354	371	390
% CHANGE	4	6	8	10	8	7	7	7	7	5	5	5	5
JUNEAU - KETCHIKAN	1,210	1,279	1,369	1,492	1,626	1,757	1,897	2,030	2,172	2,281	2,395	2,514	2,640
% CHANGE	3	5	7	9	9	8	8	7	7	5	5	5	5
JUNEAU - PELICAN	87	93	100	110	119	127	136	146	156	164	172	180	189
% CHANGE	4	6	8	10	8	7	7	7	7	5	5	5	5
JUNEAU - PETERSBURG	1,266	1,329	1,422	1,550	1,690	1,825	1,971	2,109	2,256	2,369	2,498	2,612	2,743
% CHANGE	3	5	7	9	9	8	8	7	7	5	5	5	5
JUNEAU-PRINCE RUPERT	3,624	3,805	4,071	4,437	4,792	5,120	5,487	5,871	6,164	6,473	6,796	7,136	7,493
% CHANGE	3	5	7	9	8	7	7	7	5	5	5	5	5
JUNEAU - SITKA	2,213	2,412	2,653	2,918	3,210	3,500	3,814	4,119	4,449	4,760	5,093	5,450	5,831
% CHANGE	7	9	10	10	10	9	9	8	8	7	7	7	7
JUNEAU - SKAGWAY	3,335	3,435	3,607	3,859	4,130	4,419	4,640	4,872	5,116	5,371	5,639	5,921	6,210
% CHANGE	3	3	5	7	7	7	5	5	5	5	5	5	5
JUNEAU - TENAKEE	--	--	--	--	--	--	--	--	--	--	--	--	--
% CHANGE	--	--	--	--	--	--	--	--	--	--	--	--	--

\*FORECAST BASED ON EVALUATION OF PAST TRAFFIC TRENDS, PROJECTED POPULATION AND TOURIST GROWTH AND ANTICIPATED ECONOMIC RECOVERY STARTING IN 1984 AND PEAKING IN 1986.

ANNUAL VEHICLE TRAFFIC  
SOUTHEAST ALASKA FERRY SYSTEM  
FORECASTED TRAFFIC\* (Cont'd)

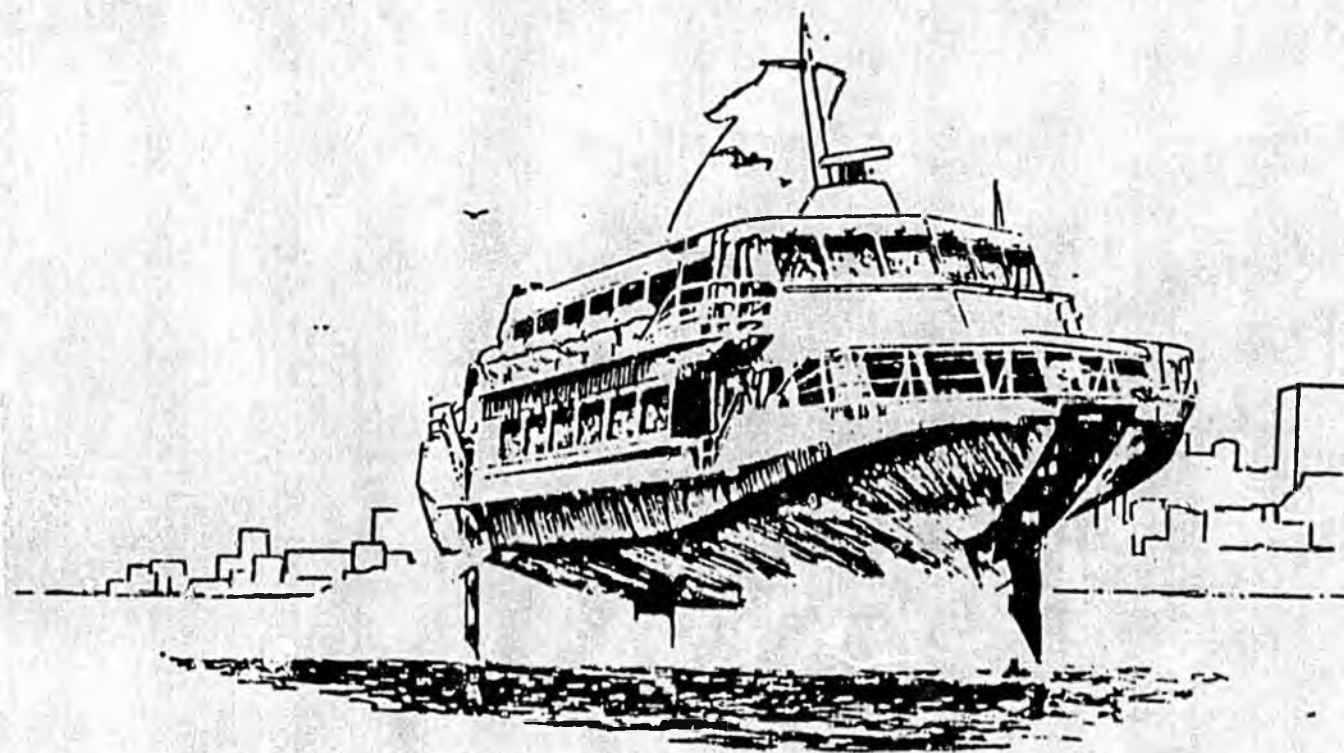
ROUTE	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
JUREAU - WRANGELL % CHANGE	339 1	350 3	367 5	393 7	420 7	441 5	463 5	406 5	511 5	526 3	542 3	558 3	575 3
KETCHIKAN - HAINES % CHANGE	868 4	921 6	994 8	1,094 10	1,181 8	1,264 7	1,352 7	1,447 7	1,548 7	1,626 5	1,707 5	1,792 5	1,882 5
KETCHIKAN - HOLLIS % CHANGE	8,102 7	8,831 9	9,714 10	10,686 10	11,648 9	12,579 8	13,460 7	14,402 7	15,410 7	16,409 7	17,313 5	18,179 5	19,088 5
KETCHIKAN-METLAKATLA % CHANGE	3,131 1	3,225 3	3,386 5	3,623 7	3,877 7	4,071 5	4,274 5	4,488 5	4,712 5	4,854 3	4,999 3	5,150 3	5,304 3
KETCHIKAN-PETERSBURG % CHANGE	795 2	826 4	876 6	946 8	1,003 6	1,063 6	1,116 5	1,172 5	1,231 5	1,292 5	1,331 3	1,371 3	1,412 3
KETCHIKAN-PR. RUPERT % CHANGE	6,754 3	7,091 5	7,588 7	8,271 9	8,932 8	9,558 7	10,227 7	10,943 7	11,490 5	12,064 5	12,667 5	13,301 5	13,966 5
KETCHIKAN - SKAGWAY % CHANGE	121 3	124 3	130 5	139 7	149 7	160 7	168 5	176 5	185 5	194 5	204 5	214 5	225 5
KETCHIKAN - WRANGELL % CHANGE	1,160 2	1,206 4	1,279 6	1,381 8	1,464 6	1,551 6	1,629 5	1,710 5	1,796 5	1,886 5	1,980 5	2,079 5	2,183 5
PETERSBURG - HAINES % CHANGE	317 2	330 4	350 6	378 6	400 6	424 6	446 5	468 5	491 5	516 5	542 5	569 5	597 5
PETERSBURG - KAKE % CHANGE	1,004 2	1,044 4	1,106 6	1,195 8	1,267 6	1,343 6	1,410 5	1,480 5	1,554 5	1,632 5	1,714 5	1,799 5	1,899 5
PETERSBURG-PR. RUPERT % CHANGE	918 3	945 3	993 5	1,062 7	1,115 5	1,171 5	1,229 5	1,291 5	1,355 5	1,396 3	1,430 3	1,481 3	1,526 3

\*FORECAST BASED ON EVALUATION OF PAST TRAFFIC TRENDS, PROJECTED POPULATION AND TOURIST GROWTH AND ANTICIPATED ECONOMIC RECOVERY STARTING IN 1984 AND PEAKING IN 1986.

ANNUAL VEHICLE TRAFFIC  
SOUTHEAST ALASKA FERRY SYSTEM  
FORECASTED TRAFFIC\* (Cont'd)

ROUTE	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
PETERSBURG - SKAGWAY	64	66	69	74	77	81	85	90	94	97	100	103	106
% CHANGE	1	3	5	7	5	5	5	5	5	3	3	3	3
PETERSBURG - WRANGELL	1,214	1,262	1,338	1,445	1,532	1,624	1,705	1,790	1,880	1,974	2,072	2,176	2,285
% CHANGE	2	4	6	8	6	6	5	5	5	5	5	5	5
SITKA - ANGOON	599	629	673	734	786	840	899	962	1,010	1,061	1,114	1,170	1,228
% CHANGE	3	5	7	9	7	7	7	7	5	5	5	5	5
SITKA - HAINES	473	492	522	563	603	645	684	725	768	807	847	889	934
% CHANGE	2	4	6	8	7	7	6	6	6	5	5	5	5
SITKA - HOONAH	170	178	191	208	223	238	255	273	286	301	316	332	348
% CHANGE	3	5	7	9	7	7	7	7	5	5	5	5	5
SITKA - SKAGWAY	302	393	413	442	473	496	521	547	575	592	610	628	647
% CHANGE	1	3	5	7	7	5	5	5	5	3	3	3	3
WRANGELL - HAINES	141	146	155	168	178	188	198	208	218	229	240	252	265
% CHANGE	2	4	6	8	6	6	5	5	5	5	5	5	5
WRANGELL - PR. RUPERT	804	829	870	931	977	1,026	1,078	1,132	1,188	1,224	1,260	1,298	1,337
% CHANGE	3	3	5	7	5	5	5	5	5	2	3	3	3
WRANGELL - SKAGWAY	14	14	15	15	16	17	17	18	18	19	20	20	21
% CHANGE	1	1	3	5	4	4	4	3	3	3	3	3	3
HAINES - SKAGWAY	4,784	4,928	5,174	5,537	5,813	6,104	6,409	6,730	6,932	7,139	7,354	7,574	7,802
% CHANGE	1	3	5	7	5	5	5	5	3	2	3	3	3
TOTAL	55,127	58,087	62,282	67,793	72,974	77,983	83,056	88,395	93,585	98,357	103,025	107,903	114,078
% CHANGE	3	5	7	9	7	7	6	6	6	5	5	5	5

\*FORECAST BASED ON EVALUATION OF PAST TRAFFIC TRENDS, PROJECTED POPULATION AND TOURIST GROWTH AND ANTICIPATED ECONOMIC RECOVERY STARTING IN 1984 AND PEAKING IN 1986.



## **Fare and Revenue Analysis**

FARE ANALYSIS

## PASSENGER FARE ANALYSIS

### METHODOLOGY

A TRAVEL TIME/COST ANALYSIS WAS PREPARED ON EACH ROUTE TO DETERMINE COMPETITIVE FARE LEVELS. THIS ESTIMATE INVOLVED ALL COSTS AND TIME SPENT TO TRAVEL FROM DOWNTOWN TO DOWNTOWN. THIS INCLUDES (SEE APPENDIX PAGES 229 - 233 FOR DETAILED ESTIMATES).

- GROUND TRANSPORTATION TIME AND COST TO/FROM TERMINAL.
- CHECK-IN AND BAGGAGE PICKUP TIME.
- PRESENT AIR AND FERRY FARES AND TRAVEL TIME.
- FOOD PURCHASED ON BOARD.

### SUMMARY

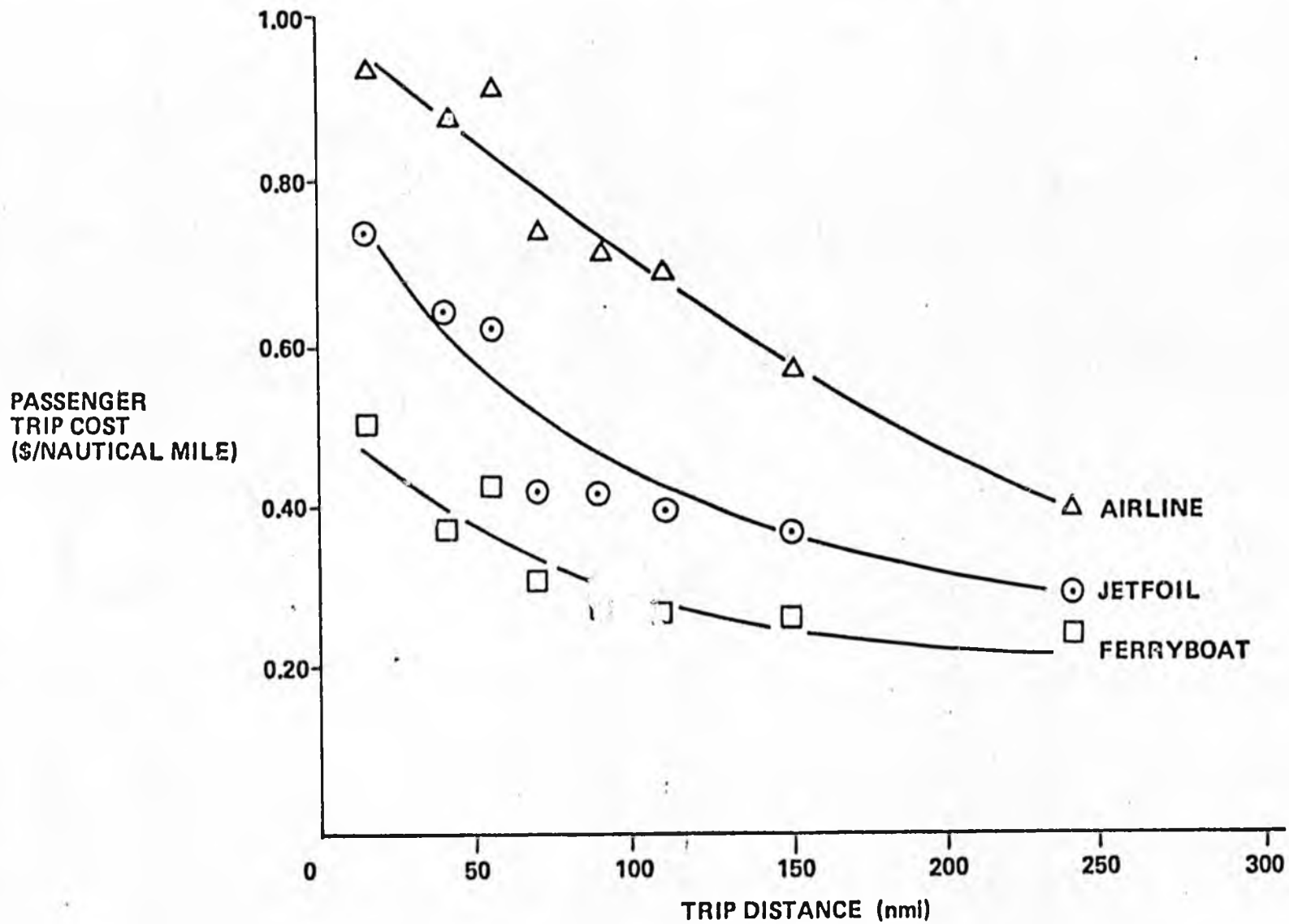
AS EXPECTED, THE COMPETITIVE JETFOIL FARE LEVEL LIES SOMEWHAT IN BETWEEN FERRY AND AIR FARES (SEE FOLLOWING CHART). JETFOIL SERVICE BEING IN MOST CASES DOWNTOWN TO DOWNTOWN WOULD ELIMINATE THE COST AND TIME INVOLVED IN TAKING GROUND TRANSPORTATION TO THE AIRPORT OF FERRY TERMINAL. ON AN AVERAGE, TRAVEL BY JETFOIL WOULD COST 50 PERCENT MORE THAN FERRY COMPARED TO AIR WHICH COSTS 150 PERCENT MORE THAN FERRY.

#### PERCENT ABOVE FERRY FARE (BY ROUTE LENGTH)

	<u>20 N.M.</u>	<u>60 N.M.</u>	<u>100 N.M.</u>	<u>160 N.M.</u>
JETFOIL	56%	50%	50%	40%
AIR	106%	186%	150%	120%

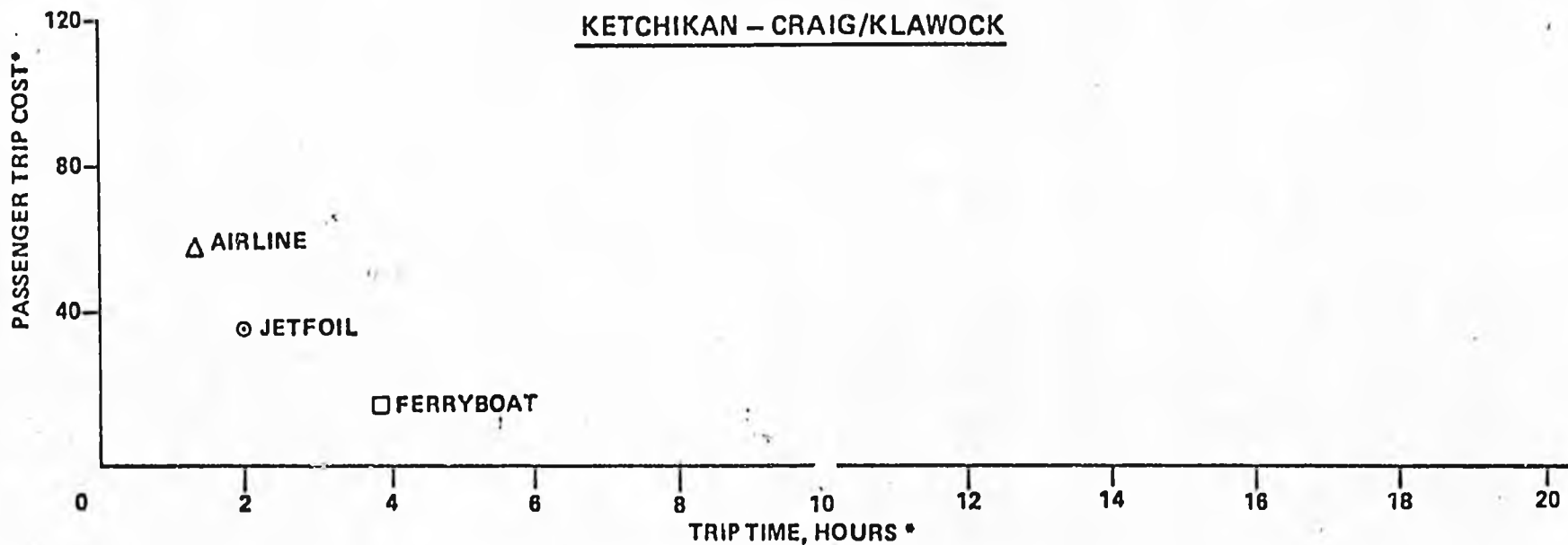
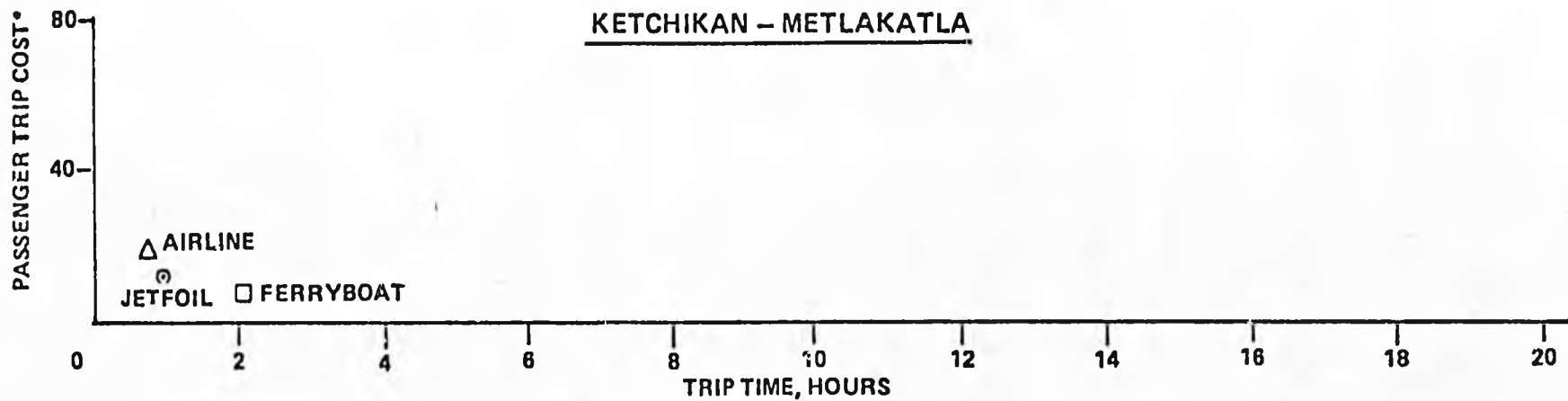
# Passenger Trip Cost Southeast Alaska

(1983 Dollars)



# Passenger Trip Cost\* Comparison

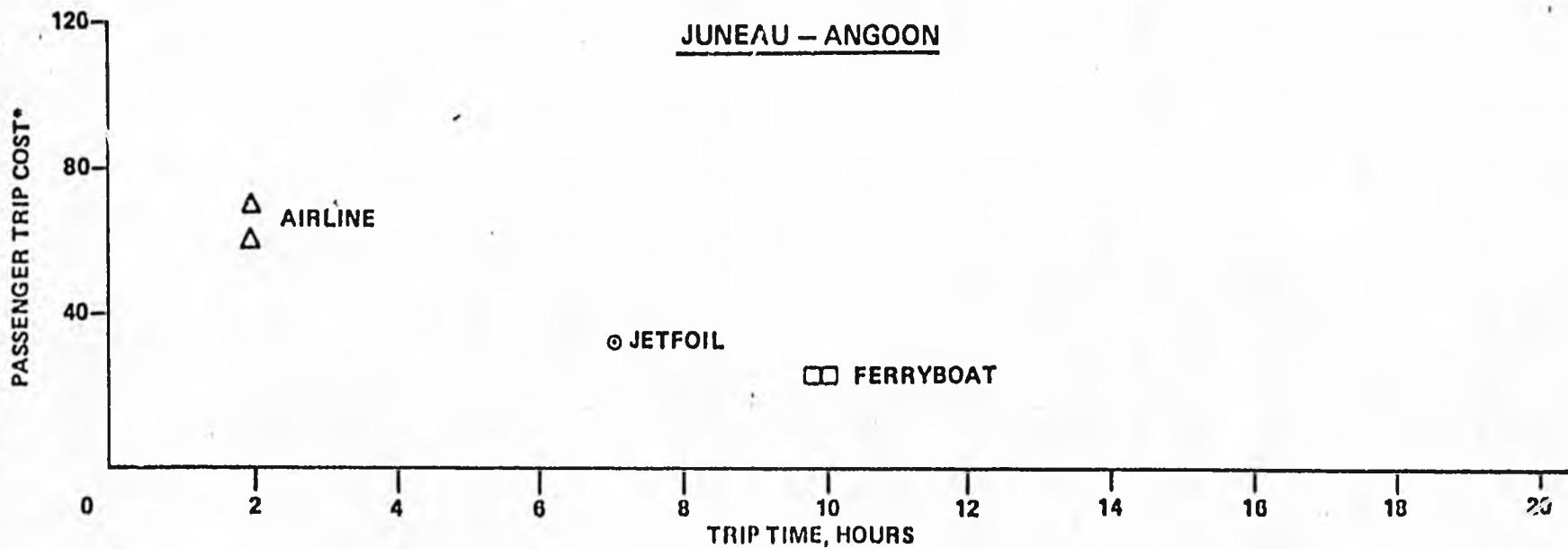
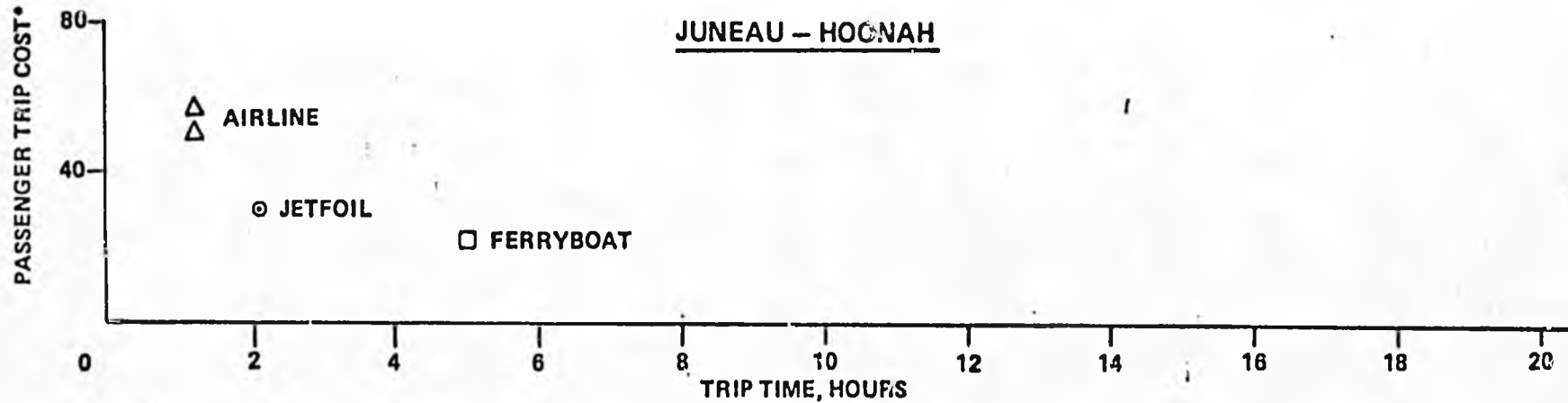
1983 Dollars



\* INCLUDING GROUND TRANSPORTATION (DOWNTOWN-DOWNTOWN) AND FOOD

# Passenger Trip Cost\* Comparison

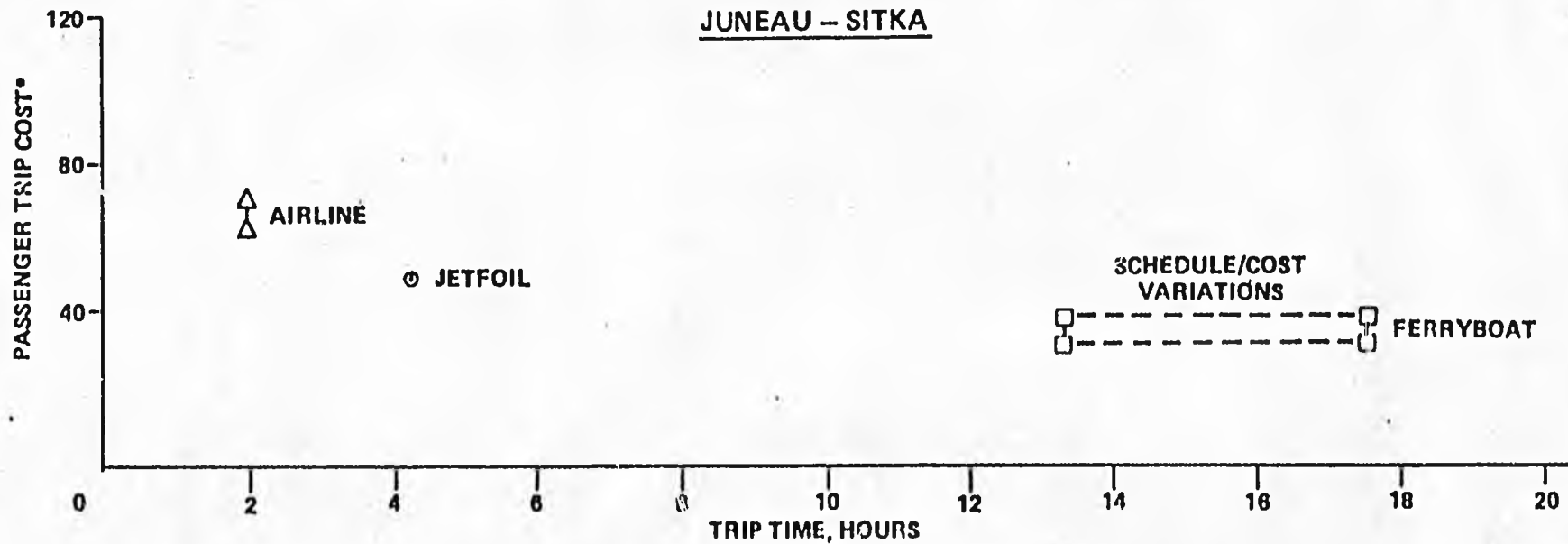
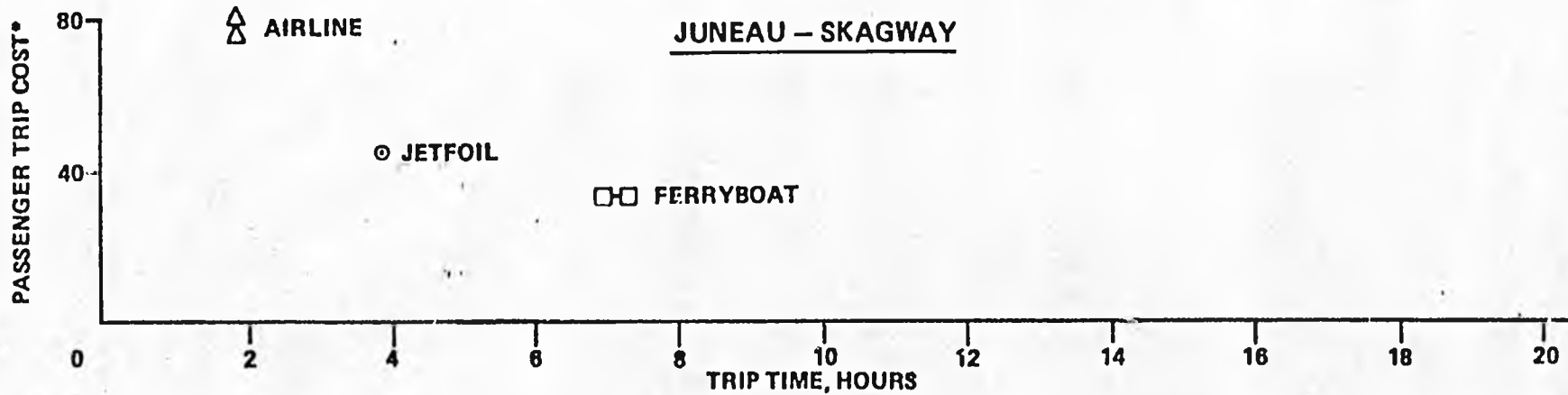
1983 Dollars



\* INCLUDING GROUND TRANSPORTATION (DOWNTOWN-DOWNTOWN) AND FOOD

# Passenger Trip Cost\* Comparison

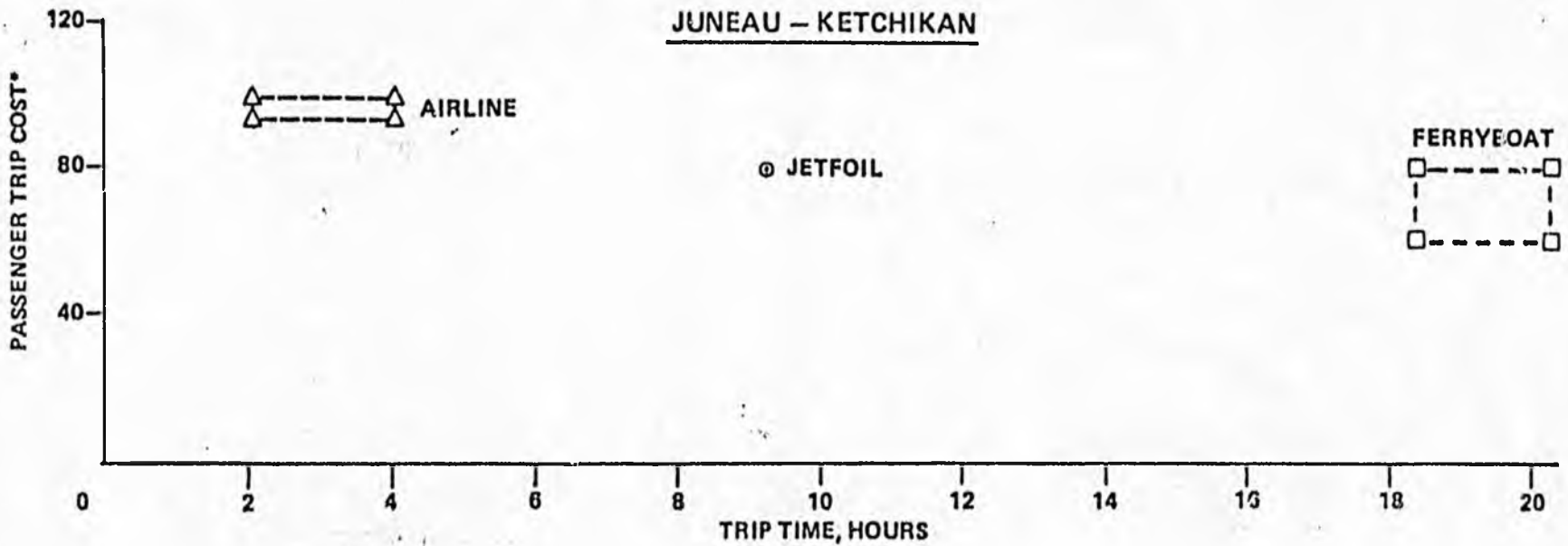
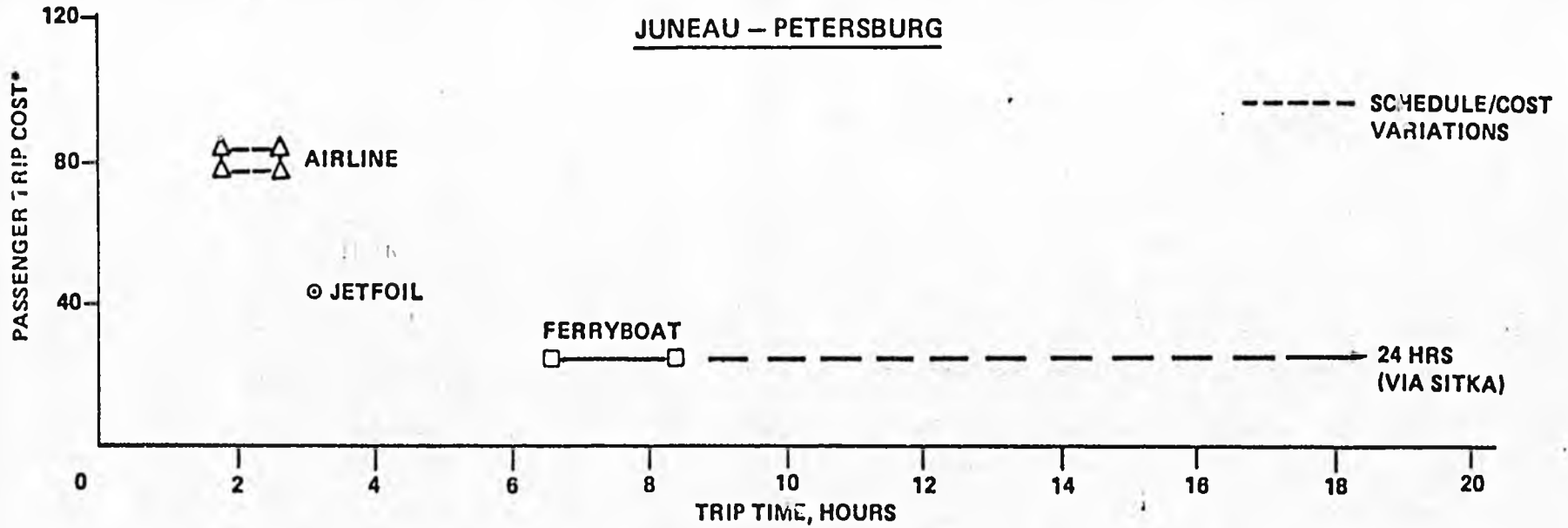
1983 Dollars



\*INCLUDING GROUND TRANSPORTATION (DOWNTOWN-DOWNTOWN) AND FOOD

# Passenger Trip Cost\* Comparison

1983 Dollars



\*INCLUDING GROUND TRANSPORTATION (DOWNTOWN-DOWNTOWN) AND FOOD

MARKET SHARE ANALYSIS

## JETFOIL MARKET SHARE ANALYSIS

### WALK-ON PASSENGER MARKET

#### METHODOLOGY

THE FIRST STEP USED IN DETERMINING THE JETFOIL MARKET SHARE WAS TO CALCULATE THE JETFOIL SHARE OF THE CAPACITY ON EACH ROUTE. THE ACTUAL PROPOSED JETFOIL AND FERRY SCHEDULES WERE USED TO CALCULATE THEIR CAPACITY SHARE. IN THE CASE OF THE FERRY, 50 PERCENT OF THE PASSENGER CAPACITY WAS ASSUMED OPEN TO WALK-ON PASSENGERS. IN THE CASE WHERE THE FERRY MADE NUMEROUS STOPS ON ONE TRIP (E.G. JUNEAU - PETERSBURG - WRANGELL - KETCHIKAN), THE CAPACITY WAS DIVIDED BETWEEN THE VARIOUS ORIGIN-DESTINATIONS BY USING THE ACTUAL STATISTICS FOR PASSENGERS BY ORIGIN AND DESTINATION IN 1982. TO MAKE THE MAINLINE FERRY CAPACITY COMPARABLE TO THE JETFOIL THE ESTIMATED PASSENGERS TO/FROM SEATTLE OR PRINCE RUPERT WERE REMOVED. IN THE CASE OF JET AIRCRAFT AND AIR TAXI, THEIR CAPACITY IS ASSUMED TO BE DOUBLE THE ESTIMATED PASSENGERS ON EACH ROUTE (SEE APPENDIX PAGES 234 - 235 FOR DETAILED CAPACITY SHARES).

ONCE THE JETFOIL CAPACITY SHARE IS DETERMINED THE MARKET SHARE IS ESTIMATED TO BE GREATER, EQUAL OR LOWER THAN THE CAPACITY SHARE BY EVALUATING THE JETFOIL'S COMPETITIVENESS ON THE FOLLOWING FACTORS:

- SCHEDULE CONVENIENCE/FREQUENCY
- COMPETITIVENESS OF FARE
- TRIP SPEED
- NEW OR EXPANDED SERVICE
- COMFORT AND SCENIC TOUR VALUE

THE RESULTS OF THE GILMORE RESEARCH GROUP'S STUDY OF PUBLIC ATTITUDES TOWARD THE JETFOIL IN SOUTHEAST ALASKA INDICATED "HEAVY FERRY AND AIRPLANE USERS, AS WELL AS THOSE ANTICIPATING JETFOIL USE FOR BUSINESS, SHOPPING/APPOINTMENTS AND FREIGHT ARE ALL PARTICULARLY APT TO USE THE JETFOIL WITH GREATER FREQUENCY THAN CURRENT FERRY USE" (P. 137). ALTHOUGH THIS STUDY INDICATED THE JETFOIL SHOULD INDUCE MANY PEOPLE TO TAKE ADDITIONAL TRIPS, TRYING TO DETERMINE THE ACTUAL INDUCEMENT FACTOR IS DIFFICULT. GENERALLY, FOR CONSERVATISM, THE INDUCEMENT FACTOR IS ASSUMED TO BE FAIRLY LOW (10% - 15%) EXCEPT WHERE THERE IS A LARGE RESIDENT POPULATION OR TOURIST MARKET AND THE JETFOIL SERVICE IS VERY COMPETITIVE WITH EXISTING MODES (AS DETERMINED BY THE FACTORS LISTED PREVIOUSLY). FOR THIS ANALYSIS, NO ATTEMPT IS MADE TO LOOK AT THE INFRA-STRUCTURE OF EACH COMMUNITY TO SEE IF IT COULD HANDLE THE INDUCED TRAFFIC. IT MAY BE POSSIBLE, PARTICULARLY IN THE SMALLER COMMUNITIES THAT THERE MIGHT BE AN INFRA-STRUCTURE CONSTRAINT IN THE EARLY YEARS OF JETFOIL SERVICE.

## ESTIMATED WALK ON PASSENGER TRAFFIC

1966 - SOUTHEAST ALASKA

ORIGIN/DESTINATION	FERRY TRAFFIC*		JET A/R TRAFFIC		AIR TAXI TRAFFIC		TOTAL TRAFFIC		
	PEAK (APR-SEPT)	OFF PEAK (OCT-MAR)	PEAK (APR-SEPT)	OFF PEAK (OCT-MAR)	PEAK (APR-SEPT)	OFF PEAK (OCT-MAR)	PEAK (APR-SEPT)	OFF PEAK (OCT-MAR)	ALL YEAR
JUNEAU - ANGOON	1,976	1,328			1,354**	903**	3,330	2,231	5,561
JUNEAU - EXCURSION INLET					596	398	596	398	994
JUNEAU - GUSTAVUS			30,905		1,264	842	32,249	842	3,309
JUNEAU - HAINES	14,011	5,174			13,648***	7,582***	27,659	12,756	40,415
JUNEAU - HOONAH	3,323	3,272			22,746	11,373	26,069	14,645	40,714
JUNEAU - KAKE	252	288			2,708	1,805	2,960	2,093	5,053
JUNEAU - KETCHIKAN	4,167	2,460	10,905	9,978			15,152	12,438	27,590
JUNEAU - PELICAN	630	269			2,708	1,805	3,346	2,074	5,420
JUNEAU - PETERSBURG	3,218	1,524	5,097	3,956	1,704	852	10,019	6,332	16,351
JUNEAU - PR. RUPERT	5,484	497					5,484	497	5,981
JUNEAU - SITKA	8,071	2,955	22,911	15,660			30,902	18,615	49,597
JUNEAU - SKAGWAY	11,820	1,310			11,942***	3,033***	23,762	4,351	28,113
JUNEAU - TENAKEE	1,591	1,089			1,354**	903**	2,945	1,992	4,937
JUNEAU - WRANGELL	845	609	2,062	2,103			2,907	2,712	5,619
KETCHIKAN - HAINES	1,677	511					1,677	511	2,188
KETCHIKAN - HOLLIS	8,958	6,071			24,325	8,945	33,283	14,916	48,199
KETCHIKAN - METLAKATLA	5,826	5,451			23,099	13,916	28,925	19,367	48,292
KETCHIKAN - PETERSBURG	2,313	1,604	2,206	1,597			4,519	3,201	7,720

\* WALK ON FERRY PASSENGERS

\*\* JUNEAU - ANGOON ASSUMED 50% OF TRAFFIC AND JUNEAU - TENAKEE 50% OF TRAFFIC.

\*\*\* JUNEAU - HAINES ASSUMED 40% OF SUMMER TRAFFIC AND 50% OF WINTER TRAFFIC.  
JUNEAU - SKAGWAY ASSUMED 35% OF SUMMER TRAFFIC AND 20% OF WINTER TRAFFIC.

ESTIMATED WALK ON PASSENGER TRAFFIC  
1986 - SOUTHEAST ALASKA

ORIGIN/DESTINATION	FERRY TRAFFIC*		JET AIR TRAFFIC		AIR TAXI TRAFFIC		TOTAL TRAFFIC		
	PEAK (APR-SEPT)	OFF PEAK (OCT-MAR)	PEAK (APR-SEPT)	OFF PEAK (OCT-MAR)	PEAK (APR-SEPT)	OFF PEAK (OCT-MAR)	PEAK (APR-SEPT)	OFF PEAK (OCT-MAR)	ALL YEAR
KETCHIKAN - PR. RUPERT	10,990	1,752			1,150	767	12,140	2,559	14,699
KETCHIKAN - SKAGWAY	2,080	370					2,080	370	2,450
KETCHIKAN - WRANGELL	2,930	1,434	1,741	1,550	3,408	1,704	8,079	4,668	12,767
PETERSBURG - HAINES	540	233					540	233	773
PETERSBURG - KAKE	2,047	1,271			2,556	1,704	5,403	2,975	8,378
PETERSBURG - PR. RUPERT	944	247					944	247	1,191
PETERSBURG - SKAGWAY	396	118					396	118	514
PETERSBURG - WRANGELL	1,942	911	645	827	3,408	1,704	5,995	3,442	9,437
SITKA - ANGOON	4,668	2,521			2,556	852	7,224	3,373	10,597
SITKA - HAINES	919	365					919	365	1,284
SITKA - HOONAH	852	565					852	565	1,417
SITKA - SKAGWAY	588	334					588	334	922
SITKA - TENAKEE	238	178			852	852	1,090	1,030	2,120
WRANGELL - HAINES	334	128					334	128	462
WRANGELL - PR. RUPERT	457	128					457	128	585
WRANGELL - SKAGWAY	147	30					147	30	177
HAINES - SKAGWAY	7,791	1,034			8,530**	4,549**	16,321	5,503	21,904
<b>TOTAL</b>	<b>112,833</b>	<b>46,079</b>	<b>76,632</b>	<b>35,671</b>	<b>126,436</b>	<b>67,861</b>	<b>319,373</b>	<b>146,139</b>	<b>465,512</b>

\* WALK ON FERRY PASSENGERS

\*\* HAINES - SKAGWAY ASSUMED 25% OF SUMMER TRAFFIC AND 35% OF WINTER TRAFFIC.

**1986 Estimated Jetfoil Traffic  
Southeast Alaska – Medium Scenario  
Peak Season (April-September)**

Origin/Destination	Total Walk-on Market	Jetfoil Market Share	Inducement Factor	Jetfoil Traffic	Capacity Share	Convenience/Frequency	Low Fare vs Air	Speed	New/Expanded Service	Comfortable/Scenic Tour
<b>JUNE/ U-SKAGWAY:</b>										
JUNEAU-HAINES	27,659	25%	30%	8,989	X	X	X	X		X
JUNEAU-SKAGWAY	23,762	25%	30%	7,723	X	X	X	X		X
HAINES-SKAGWAY	16,321	20%	30%	4,243	X	X	X			X
KETCHIKAN-HAINES	1,677	10%	10%	185			X			
KETCHIKAN-SKAGWAY	2,080	10%	10%	229			X			
PETERSBURG-HAINES	540	10%	10%	59			X			
PETERSBURG-SKAGWAY	396	10%	10%	44			X			
SITKA-HAINES	919	20%	15%	211			X	X		X
SITKA-SKAGWAY	588	20%	15%	135			X	X		X
WRANGELL-HAINES	334	10%	10%	37			X			
WRANGELL-SKAGWAY	147	10%	10%	16			X			
<b>JUNEAU-GUSTAVUS</b>										
JUNEAU-GUSTAVUS	32,249	30%	35%	13,061	X	X			X	X
<b>JUNEAU-PELICAN:</b>										
JUNEAU-EXCURSION INLET	596	40%	10%	262	X		X		X	X
JUNEAU-HOONAH	26,069	35%	25%	11,405	X	X		X		X
JUNEAU-ELFIN COVE	596	40%	10%	262	X		X		X	X
JUNEAU-PELICAN	3,346	40%	15%	1,539	X		X		X	X

**1986 Estimated Jetfoil Traffic**  
**Southeast Alaska – Medium Scenario**  
**Peak Season (April-September)**

Origin/Destination	Total Walk-on Market	Jetfoil Market Share	Inducement Factor	Jetfoil Traffic						
					Capacity Share	Convenience/Frequency	Low Fare vs Air	Speed	New/Expanded Service	Comfortable/Scenic Tour
<b>JUNEAU-SITKA:</b>										
JUNEAU-SITKA	30,982	35%	30%	14,097	X	X		X		X
JUNEAU-ANGOON	3,330	35%	25%	1,457	X	X		X	X	X
SITKA-HOONAH	852	40%	25%	426	X	X		X	X	X
SITKA-ANGOON	7,224	40%	25%	3,612	X	X		X	X	X
JUNEAU-TENAKEE	2,945	40%	10%	1,295	X	X		X	X	X
SITKA-TENAKEE	1,090	30%	10%	480	X	X		X	X	X
<b>JUNEAU-KETCHIKAN:</b>										
JUNEAU-PETERSBURG	10,019	25%	20%	3,006	X	X		X		
JUNEAU-WRANGELL	2,907	25%	20%	872	X	X		X		
JUNEAU-KAKE	2,960	40%	20%	1,421	X	X	X	X		
JUNEAU-KETCHIKAN	15,152	10%	10%	1,667	X					
PETERSBURG-KAKE	5,403	40%	20%	2,593	X	X	X	X		
PETERSBURG-WRANGELL	5,995	25%	20%	1,799	X	X	X	X		
PETERSBURG-KETCHIKAN	4,519	15%	10%	746	X					
KETCHIKAN-WRANGELL	8,079	25%	20%	2,424	X	X	X			
KETCHIKAN-HOLLIS	33,283	20%	25%	8,321	X		X			
KETCHIKAN-METLAKATLA	28,925	45%	20%	15,620	X	X				
<b>TOTAL</b>	<b>300,942</b>	<b>29%</b>	<b>25%</b>	<b>108,236</b>						

# 1986 Estimated Jetfoil Traffic

## Southeast Alaska – Medium Scenario

### Off-Peak Season (October-March)

Origin/Destination	Total Walk-on Market	Jetfoil Market Share	Inducement Factor	Jetfoil Traffic	Capacity Share	Convenience/Frequency	Low Fare vs Air	Speed	New/Expanded Service	Comfortable/Scenic Tour
<b>JUNEAU-SKAGWAY:</b>										
JUNEAU-HAINES	12,756	25%	20%	3,827	X	X	X	X		X
JUNEAU-SKAGWAY	4,351	25%	20%	1,197	X		X	X		X
HAINES-SKAGWAY	5,583	20%	10%	1,228	X		X			X
KETCHIKAN-HAINES	511	10%	10%	56			X			
KETCHIKAN-SKAGWAY	370	10%	10%	41			X			
PETERSBURG-HAINES	233	10%	10%	26			X			
PETERSBURG-SKAGWAY	118	10%	10%	13			X			
SITKA-HAINES	365	15%	10%	60			X	X		X
SITKA-SKAGWAY	334	15%	10%	55			X	X		X
WRANGELL-HAINES	128	10%	10%	14			X			
WRANGELL-SKAGWAY	30	10%	10%	3			X			
<b>JUNEAU-GUSTAVUS</b>										
	-	-	-	-						
<b>JUNEAU-PELICAN:</b>										
JUNEAU-EXCURSION INLET	398	40%	10%	175	X		X		X	X
JUNEAU-HOONAH	14,645	35%	15%	5,895	X	X			X	X
JUNEAU-ELFIN COVE	398	40%	10%	175	X		X		X	X
JUNEAU-PELICAN	2,074	40%	15%	954	X		X		X	X

# 1986 Estimated Jetfoil Traffic

## Southeast Alaska – Medium Scenario

### Off-Peak Season (October-March)

Origin/Destination	Total Walk-on Market	Jetfoil Market Share	Inducement Factor	Jetfoil Traffic						
					Capacity Share	Convenience/Frequency	Low Fare vs Air	Speed	New/Expanded Service	Comfortable/Scenic Tour
<b>JUNEAU-SITKA:</b>										
JUNEAU-SITKA	18,615	30%	25%	6,981	X	X		X		X
JUNEAU-ANGOON	2,231	35%	15%	898	X	X		X	X	X
SITKA-HOONAH	565	35%	15%	227	X	X		X	X	X
SITKA-ANGOON	3,373	35%	15%	1,358	X	X		X	X	X
JUNEAU-TENAKEE	1,992	35%	10%	767	X	X		X	X	X
SITKA-TENAKEE	1,030	35%	10%	397	X	X		X	X	X
<b>JUNEAU-KETCHIKAN:</b>										
JUNEAU-PETERSBURG	6,332	25%	15%	1,820	X		X	X		
JUNEAU-WRANGELL	2,712	25%	15%	780	X		X	X		
JUNEAU-KAKE	2,093	35%	15%	842	X		X	X		
JUNEAU-KETCHIKAN	12,438	10%	10%	1,368	X					
PETERSBURG-KAKE	2,975	35%	15%	1,197	X	X	X	X		
PETERSBURG-WRANGELL	3,442	25%	15%	990	X		X	X		
PETERSBURG-KETCHIKAN	3,201	15%	10%	352	X					
KETCHIKAN-WRANGELL	4,688	20%	15%	1,078	X		X			
KETCHIKAN-HOLLIS	14,916	25%	15%	4,288	X	X				
KETCHIKAN-METLAKATLA	19,367	50%	15%	11,136	X	X				
<b>TOTAL</b>	<b>142,264</b>	<b>29%</b>	<b>16%</b>	<b>48,198</b>						

REVENUE ANALYSIS

1986 ESTIMATED JETFOIL TRAFFIC  
SOUTHEAST ALASKA - TRAFFIC SCENARIOS

ORIGIN/DESINTATION	PEAK SEASON (APRIL - SEPTEMBER)			OFF-PEAK SEASON (OCTOBER - MARCH)		
	LOW SCENARIO -15%	MEDIUM SCENARIO	HIGH SCENARIO +15%	LOW SCENARIO -15%	MEDIUM SCENARIO	HIGH SCENARIO +15%
JUNEAU - SKAGWAY						
JUNEAU - HAINES	7,641	8,989	10,337	3,253	3,827	4,401
JUNEAU - SKAGWAY	6,564	7,723	8,882	1,018	1,197	1,376
HAINES - SKAGWAY	3,606	4,243	4,880	1,044	1,228	1,412
KETCHIKAN - HAINES	157	185	213	48	56	64
KETCHIKAN - SKAGWAY	195	229	263	35	41	47
PETERSBURG - HAINES	50	59	68	23	26	30
PETERSBURG - SKAGWAY	37	44	51	11	13	15
SITKA - HAINES	179	211	243	51	60	69
SITKA - SKAGWAY	114	135	155	46	55	63
WRANGELL - HAINES	32	37	42	12	14	17
WRANGELL - SKAGWAY	14	16	18	2	3	4
JUNEAU - GUSTAVIUS	11,102	13,061	15,020	--	--	--
JUNEAU - PELICAN						
JUNEAU - EXCURSION INLET	223	262	302	148	175	201
JUNEAU - HOONAH	9,695	11,405	13,116	5,010	5,895	6,779
JUNEAU - ELFIN COVE	223	262	302	148	175	201
JUNEAU - PELICAN	1,308	1,539	1,770	311	954	1,098

1986 ESTIMATED JETFOIL TRAFFIC  
SOUTHEAST ALASKA - TRAFFIC SCENARIOS

ORIGIN/DESINATION	PEAK SEASON (APRIL - SEPTEMBER)			OFF-PEAK SEASON (OCTOBER - MARCH)		
	LOW SCENARIO -15%	MEDIUM SCENARIO	HIGH SCENARIO +15%	LOW SCENARIO -15%	MEDIUM SCENARIO	HIGH SCENARIO +15%
<b>JUNEAU - SITKA</b>						
JUNEAU - SITKA	11,983	14,097	16,211	5,934	6,981	8,028
JUNEAU - ANGOON	1,239	1,457	1,675	764	898	1,033
SITKA - HOONAH	363	426	490	193	227	261
SITKA - ANGOON	3,070	3,612	4,154	1,155	1,358	1,562
JUNEAU - TENAKEE	1,100	1,295	1,489	652	767	882
SITKA - TENAKEE	408	480	552	338	397	456
<b>JUNEAU - KETCHIKAN</b>						
JUNEAU - PETERSBURG	2,556	3,006	3,457	1,547	1,820	2,093
JUNEAU - WRANGELL	741	872	1,003	663	780	897
JUNEAU - KAKE	1,208	1,421	1,634	716	842	969
JUNEAU - KETCHIKAN	1,417	1,667	1,917	1,163	1,368	1,573
PETERSBURG - KAKE	2,204	2,593	2,982	1,018	1,197	1,376
PETERSBURG - WRANGELL	1,529	1,799	2,069	842	990	1,139
PETERSBURG - KETCHIKAN	635	746	858	299	352	405
KETCHIKAN - WRANGELL	2,060	2,424	2,788	917	1,078	1,240
KETCHIKAN - HOLLIS	7,073	8,321	9,569	3,645	4,288	4,931
KETCHIKAN - METLAKATLA	13,277	15,620	17,963	9,466	11,136	12,806
<b>TOTAL:</b>	<b>92,003</b>	<b>108,236</b>	<b>124,473</b>	<b>40,972</b>	<b>48,198</b>	<b>55,428</b>

JETFOIL FARE AND REVENUE ANALYSIS  
MEDIUM SCENARIO - 1986

ORIGIN/DESTINATION	1983 ADULT STANDARD FARE	PEAK SEASON			OFF-PEAK SEASON		
		FARE <u>1/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE	FARE <u>2/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE
JUNEAU - SKAGWAY							
JUNEAU - HAINES	\$ 40.00	\$39.16	8,989	\$352,009	\$37.44	3,827	\$143,283
JUNEAU - SKAGWAY	45.00	44.02	7,723	339,966	42.12	7,197	50,418
HAINES - SKAGWAY	15.00	14.69	4,243	62,330	14.04	7,228	17,241
KETCHIKAN - HAINES	100.00	97.90	185	18,111	93.06	56	5,211
KETCHIKAN - SKAGWAY	105.00	102.80	229	23,541	98.20	41	4,029
PETERSBURG - HAINES	75.00	73.43	59	4,332	70.20	26	1,825
PETERSBURG - SKAGWAY	80.00	78.32	44	3,446	74.88	13	973
SITKA - HAINES	60.00	78.32	211	16,526	74.88	60	4,493
SITKA - SKAGWAY	85.00	83.22	135	11,235	79.56	55	4,376
WRANGELL - HAINES	80.00	78.32	37	2,898	74.88	14	1,048
WRANGELL - SKAGWAY	85.00	83.22	16	1,337	74.88	3	225
				\$835,726			\$233,122
JUNEAU - GUSTAVUS	\$ 33.00	\$ 32.31	13,061	\$422,000	--	--	--
JUNEAU - PELICAN							
JUNEAU - ENCLISION INLET	\$ 30.00	\$ 29.37	262	\$ 7,695	\$28.08	175	\$ 4,914
JUNEAU - HOORAY	30.00	29.37	11,405	34,965	28.08	5,895	165,532
JUNEAU - ELGIN COVE	40.00	39.16	252	10,060	37.44	175	6,552
JUNEAU - BELLEFERN	45.00	44.02	1,539	6,941	42.12	954	40,182
				\$420,661			\$227,180

1/ ASSUMES 7% COMMISSION ON 25% OF TRAFFIC.

2/ ASSUMES 7% COMMISSION ON 10% OF TRAFFIC AND 15% OF TRAFFIC HAS 50% DISCOUNT.

JETFOIL FARE AND REVENUE ANALYSIS  
MEDIUM SCENARIO - 1986

ORIGIN/DESTINATION	1983 ADULT STANDARD FARE	PEAK SEASON			OFF-PEAK SEASON		
		FARE <u>1/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE	FARE <u>2/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE
<b>JUNEAU - SITKA</b>							
JUNEAU - SITKA	\$50.00	\$48.95	14,097	\$ 690,048	\$46.80	6,981	\$ 326,711
JUNEAU - ANGOON	35.00	34.27	1,457	49,931	32.76	898	29,418
SITKA - HOONAH	35.00	34.27	426	14,599	32.76	227	7,437
SITKA - ANGOON	23.00	22.52	3,612	81,342	21.53	1,358	29,238
JUNEAU - TENAKEE	32.00	31.33	1,295	40,572	29.95	767	22,972
SITKA - TENAKEE	30.00	29.37	480	14,098	28.08	397	11,148
				<u>\$ 890,590</u>			<u>\$ 426,924</u>
<b>JUNEAU - KETCHIKAN</b>							
JUNEAU - PETERSBURG	\$45.00	\$44.02	3,006	\$ 132,324	\$42.12	1,820	\$ 76,658
JUNEAU - WRANGELL	55.00	53.82	872	46,931	51.43	780	40,115
JUNEAU - KAKE	45.00	44.06	1,421	62,609	42.12	842	35,465
JUNEAU - KETCHIKAN	75.00	73.43	1,667	122,408	70.20	1,368	96,034
PETERSBURG - KAKE	25.00	24.48	2,593	63,477	23.40	1,197	28,010
PETERSBURG - WRANGELL	20.00	19.58	1,799	35,224	18.72	990	18,533
PETERSBURG - KETCHIKAN	55.00	53.82	746	40,150	51.43	352	18,103
KETCHIKAN - WRANGELL	40.00	39.16	2,424	94,923	37.44	1,078	40,360
KETCHIKAN - HOLLIS	25.00	24.48	8,321	203,698	23.40	4,288	100,339
KETCHIKAN - METLAKATLA	12.00	11.75	15,620	183,529	11.23	11,136	125,057
				<u>\$ 985,273</u>			<u>\$ 578,674</u>
<b>TOTAL:</b>		<b>\$32.83</b>	<b>108,236</b>	<b>\$3,554,256</b>	<b>\$30.41</b>	<b>48,198</b>	<b>\$1,465,900</b>

1/ ASSUMES 7% COMMISSION ON 25% OF TRAFFIC.

2/ ASSUMES 7% COMMISSION ON 10% OF TRAFFIC AND 15% OF TRAFFIC HAS 50% DISCOUNT.

\$5,020,156

JETFOIL FARE AND REVENUE ANALYSIS

LOW SCENARIO - 1986

ORIGIN/DESTINATION	1983 ADULT STANDARD FARE	PEAK SEASON			OFF-PEAK SEASON		
		FARE <sup>1/</sup> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE	FARE <sup>2/</sup> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE
JUNEAU - SKAGWAY							
JUNEAU - HAINES	\$ 27.50	\$ 26.92	7,641	\$ 205,696	\$ 25.74	3,253	\$ 83,732
JUNEAU - SKAGWAY	32.50	31.82	6,564	208,866	30.42	1,018	30,968
HAINES - SKAGWAY	11.50	11.26	3,606	40,604	10.76	1,044	11,233
KETCHIKAN - HAINES	80.00	78.32	157	12,296	74.88	48	3,594
KETCHIKAN - SKAGWAY	85.00	83.22	195	16,228	79.56	35	2,785
PETERSBURG - HAINES	55.00	53.82	50	2,691	51.43	23	1,183
PETERSBURG - SKAGWAY	60.00	58.74	27	2,173	56.16	11	618
SITKA - HAINES	62.00	60.70	179	10,865	58.03	51	2,960
SITKA - SKAGWAY	67.00	65.59	114	7,477	62.71	46	2,885
WRANGELL - HAINES	62.00	60.70	32	1,942	58.03	12	696
WRANGELL - SKAGWAY	67.00	65.59	14	918	62.71	2	125
				\$ 509,756			\$ 140,779
JUNEAU - GUSTAVUS	\$ 25.00	\$ 24.48	11,102	\$ 271,777	--	--	--
JUNEAU - PELICAN							
JUNEAU - EXCURSION INLET	\$ 20.00	\$ 19.58	223	\$ 4,366	\$ 18.72	148	\$ 2,771
JUNEAU - HOONAH	24.00	23.50	9,695	227,833	22.46	5,010	112,527
JUNEAU - ELFIN COVE	30.00	29.37	223	6,550	28.08	148	4,156
JUNEAU - PELICAN	34.00	33.29	1,308	43,543	31.82	811	25,806
				\$ 282,292			\$ 145,258

<sup>1/</sup> ASSUMES 7% COMMISSION ON 25% OF TRAFFIC.

<sup>2/</sup> ASSUMES 7% COMMISSION ON 10% OF TRAFFIC AND 15% OF TRAFFIC HAS 50% DISCOUNT.

JETFOIL FARE AND REVENUE ANALYSIS

LOW SCENARIO - 1986

ORIGIN/DESTINATION	1983 ADULT STANDARD FARE	PEAK SEASON			OFF-PEAK SEASON		
		FARE <u>1/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE	FARE <u>2/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE
<b>JUNEAU - SITKA</b>							
JUNEAU - SITKA	\$ 40.00	\$ 39.16	11,983	\$ 469,254	\$ 37.44	5,934	\$ 222,169
JUNEAU - ANGOON	25.00	24.48	1,239	30,331	23.40	764	17,878
SITKA - HOONAH	25.00	24.48	363	8,886	23.40	193	4,516
SITKA - ANGOON	18.00	17.62	3,070	54,093	16.85	1,155	19,462
JUNEAU - TENAKEE	26.00	25.45	1,100	27,995	24.34	652	15,870
SITKA - TENAKEE	24.00	23.50	408	9,588	22.46	338	7,591
				<u>\$ 600,147</u>			<u>\$ 287,486</u>
<b>JUNEAU - KETCHIKAN</b>							
JUNEAU - PETERSBURG	\$ 35.00	\$ 34.27	2,556	\$ 87,594	\$ 32.76	1,547	\$ 50,680
JUNEAU - WRANGELL	45.00	44.02	741	32,619	42.12	663	27,926
JUNEAU - KAKE	35.00	34.27	1,208	41,398	32.76	716	23,456
JUNEAU - KETCHIKAN	59.00	57.76	1,417	81,846	55.22	1,163	64,221
PETERSBURG - KAKE	17.00	16.64	2,204	36,675	15.91	1,018	16,196
PETERSBURG - WRANGELL	15.00	14.69	1,529	22,461	14.04	842	11,822
PETERSBURG - KETCHIKAN	45.00	44.02	635	27,953	42.12	299	12,594
KETCHIKAN - WRANGELL	30.00	29.37	2,060	60,502	28.08	917	25,749
KETCHIKAN - HOLLIS	18.00	17.62	7,073	124,626	16.85	3,645	61,418
KETCHIKAN - METLAKATLA	10.00	9.79	13,277	129,394	9.36	9,466	88,602
				<u>\$ 645,068</u>			<u>\$ 382,664</u>
TOTAL:		\$ 25.10	92,003	\$2,309,040	\$23.33	40,972	\$ 956,187

1/ ASSUMES 7% COMMISSION ON 25% OF TRAFFIC.

2/ ASSUMES 7% COMMISSION ON 10% OF TRAFFIC AND 15% OF TRAFFIC HAS 50% DISCOUNT.

\$3,265,227

120

JETFOIL FARE AND REVENUE ANALYSIS

HIGH SCENARIO - 1986

ORIGIN/DESTINATION	1983 ADULT STANDARD FARE	PEAK SEASON			OFF-PEAK SEASON		
		FARE <u>1/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE	FARE <u>2/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE
JUNEAU - SKAGWAY							
JUNEAU - HAINES	\$ 50.00	\$ 48.95	10,337	\$ 505,996	\$ 46.80	4,401	\$ 205,967
JUNEAU - SKAGWAY	57.50	56.29	8,882	499,968	53.82	1,376	74,056
HAINES - SKAGWAY	20.00	19.58	4,880	95,550	18.72	1,412	26,433
KETCHIKAN - HAINES	120.00	117.48	213	25,023	112.32	64	7,188
KETCHIKAN - SKAGWAY	126.00	123.35	263	32,441	117.94	47	5,543
PETERSBURG - HAINES	95.00	93.01	68	6,325	88.92	30	2,668
PETERSBURG - SKAGWAY	100.00	97.90	51	4,993	93.06	15	1,396
SITKA - HAINES	100.00	97.90	243	23,790	93.06	69	6,421
SITKA - SKAGWAY	105.00	102.80	155	15,934	102.80	63	6,476
WRANGELL - HAINES	100.00	97.90	42	4,112	93.06	17	1,582
WRANGELL - SKAGWAY	105.00	102.80	18	1,850	102.80	4	411
				<u>\$1,215,982</u>			<u>\$ 338,141</u>
JUNEAU - GUSTAVIUS							
JUNEAU - GUSTAVIUS	\$ 40.00	\$ 39.15	15,020	\$ 588,183	--	--	--
JUNEAU - PELICAN							
JUNEAU - EXCURSION INLET	\$ 40.00	\$ 39.16	302	\$ 11,826	\$ 37.44	201	\$ 7,525
JUNEAU - HOONAH	37.00	36.22	13,116	475,061	34.66	6,779	234,550
JUNEAU - ELFIN COVE	50.00	48.95	302	14,783	46.80	201	9,407
JUNEAU - PELICAN	56.00	54.82	1,770	97,031	52.42	1,098	57,557
				<u>\$ 598,701</u>			<u>\$ 309,449</u>

1/ ASSUMES 7% COMMISSION ON 25% OF TRAFFIC.

2/ ASSUMES 7% COMMISSION ON 10% OF TRAFFIC AND 15% OF TRAFFIC HAS 50% DISCOUNT.

JETFOIL FARE AND REVENUE ANALYSIS

HIGH SCENARIO - 1986

ORIGIN/DESTINATION	1983 ADULT STANDARD FARE	PEAK SEASON			OFF-PEAK SEASON		
		FARE <u>1/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE	FARE <u>2/</u> YIELD	JETFOIL TRAFFIC	JETFOIL REVENUE
<b>JUNEAU - SITKA</b>							
JUNEAU - SITKA	\$ 55.00	\$ 53.82	16,211	\$ 872,476	\$ 51.43	8,028	\$ 412,880
JUNEAU - ANGOON	45.00	44.02	1,675	73,734	42.12	1,033	43,510
SITKA - HOONAH	45.00	44.02	490	21,570	42.12	261	10,993
SITKA - ANGOON	28.00	27.41	4,154	113,861	26.21	1,562	40,940
JUNEAU - TENAKEE	38.00	37.20	1,489	55,391	35.57	882	31,372
SITKA - TENAKEE	36.00	35.24	552	19,452	33.70	456	15,367
				<u>\$1,156,484</u>			<u>\$ 555,062</u>
<b>JUNEAU - KETCHIKAN</b>							
JUNEAU - PETERSBURG	\$ 55.00	\$ 53.82	3,457	\$ 186,055	\$ 51.43	2,093	\$ 107,643
JUNEAU - WRANGELL	65.00	63.64	1,003	63,830	60.84	897	54,573
JUNEAU - KAKE	55.00	53.82	1,634	87,942	51.43	969	50,232
JUNEAU - KETCHIKAN	76.00	74.40	1,917	142,625	71.14	1,573	111,903
PETERSBURG - KAKE	33.00	32.31	2,982	96,348	30.89	1,376	42,505
PETERSBURG - WRANGELL	30.00	29.37	2,069	60,767	28.08	1,139	31,983
PETERSBURG - KETCHIKAN	63.00	61.68	858	52,921	58.97	405	23,883
KETCHIKAN - WRANGELL	50.00	48.95	2,788	136,473	46.80	1,240	58,032
KETCHIKAN - HOLLIS	33.00	32.31	9,569	309,174	30.89	4,931	152,318
KETCHIKAN - METLAKATLA	14.00	13.71	17,963	246,273	13.10	12,806	167,759
				<u>\$1,382,408</u>			<u>\$ 800,831</u>
TOTAL:		\$ 39.70	124,473	\$4,941,758	\$36.30	55,428	\$2,003,483

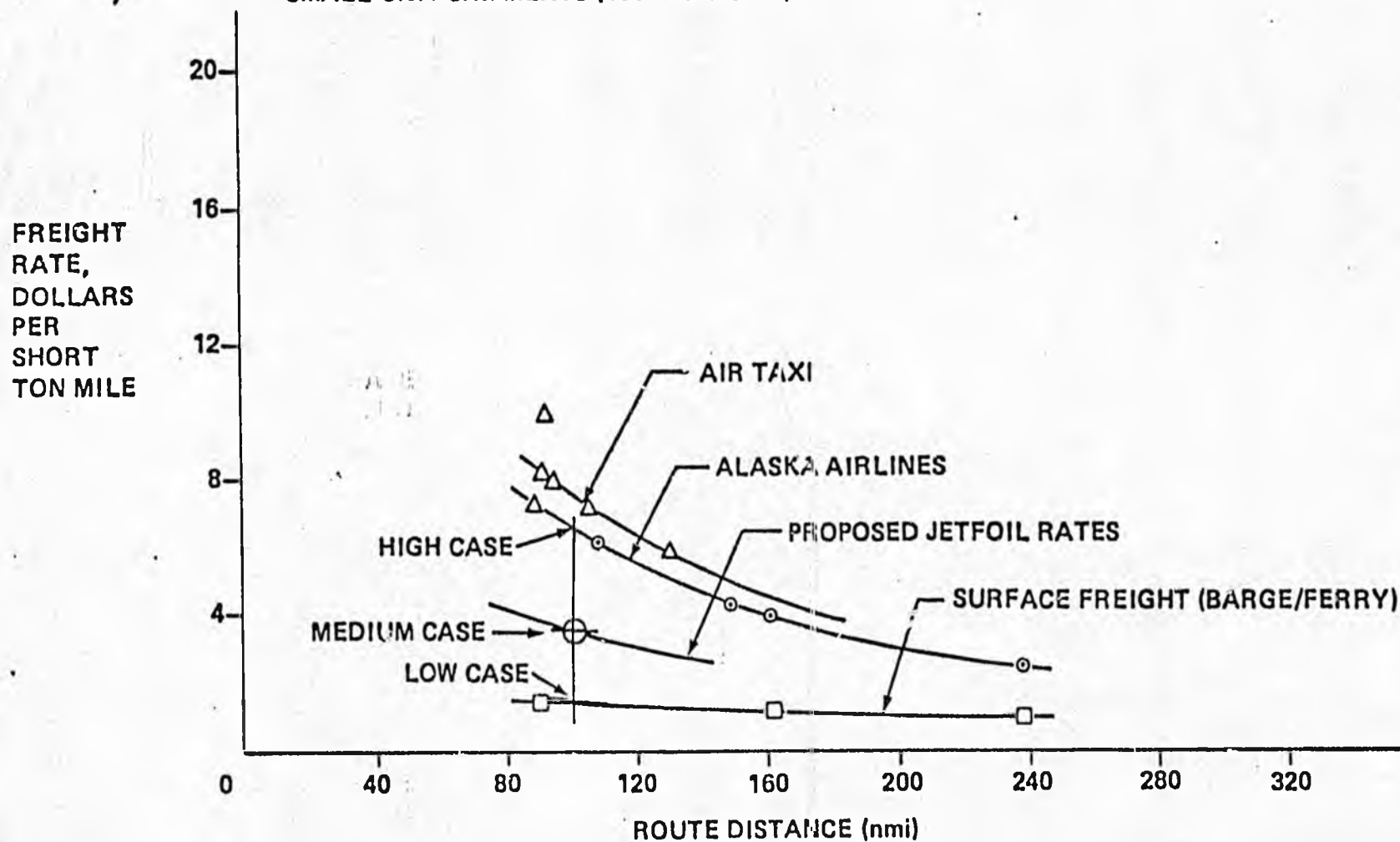
1/ ASSUMES 7% COMMISSION ON 25% OF TRAFFIC.

2/ ASSUMES 7% COMMISSION ON 10% OF TRAFFIC AND 15% OF TRAFFIC HAS 50% DISCOUNT.

\$6,945,241

# Freight Rates Southeast Alaska

1983 RATES  
SMALL UNIT SHIPMENTS (100 lb OR LESS)



## FREIGHT REVENUE CALCULATION

### MEDIUM CASE

FREIGHT LOAD: 25% OF JETFOIL CAPACITY (4.75 TONS)

FREIGHT RATE: \$3.50 PER TON NAUTICAL MILE

FREIGHT CONSOLIDATION COMMISSION: 20%

ANNUAL JETFOIL DISTANCE: 105,600 NAUTICAL MILES

105,600 NAUTICAL MILES X 4.75 TONS X \$3.50 X .80 X 3 BOATS = \$4,213,400

### HIGH CASE

FREIGHT LOAD: 30% OF JETFOIL CAPACITY (5.7 TONS)

FREIGHT RATE: \$6.50 PER TON NAUTICAL MILE (SAME AS AIR)

105,600 NAUTICAL MILES X 5.7 TONS X \$6.50 X .80 X 3 BOATS = \$9,390,000

### LOW CASE

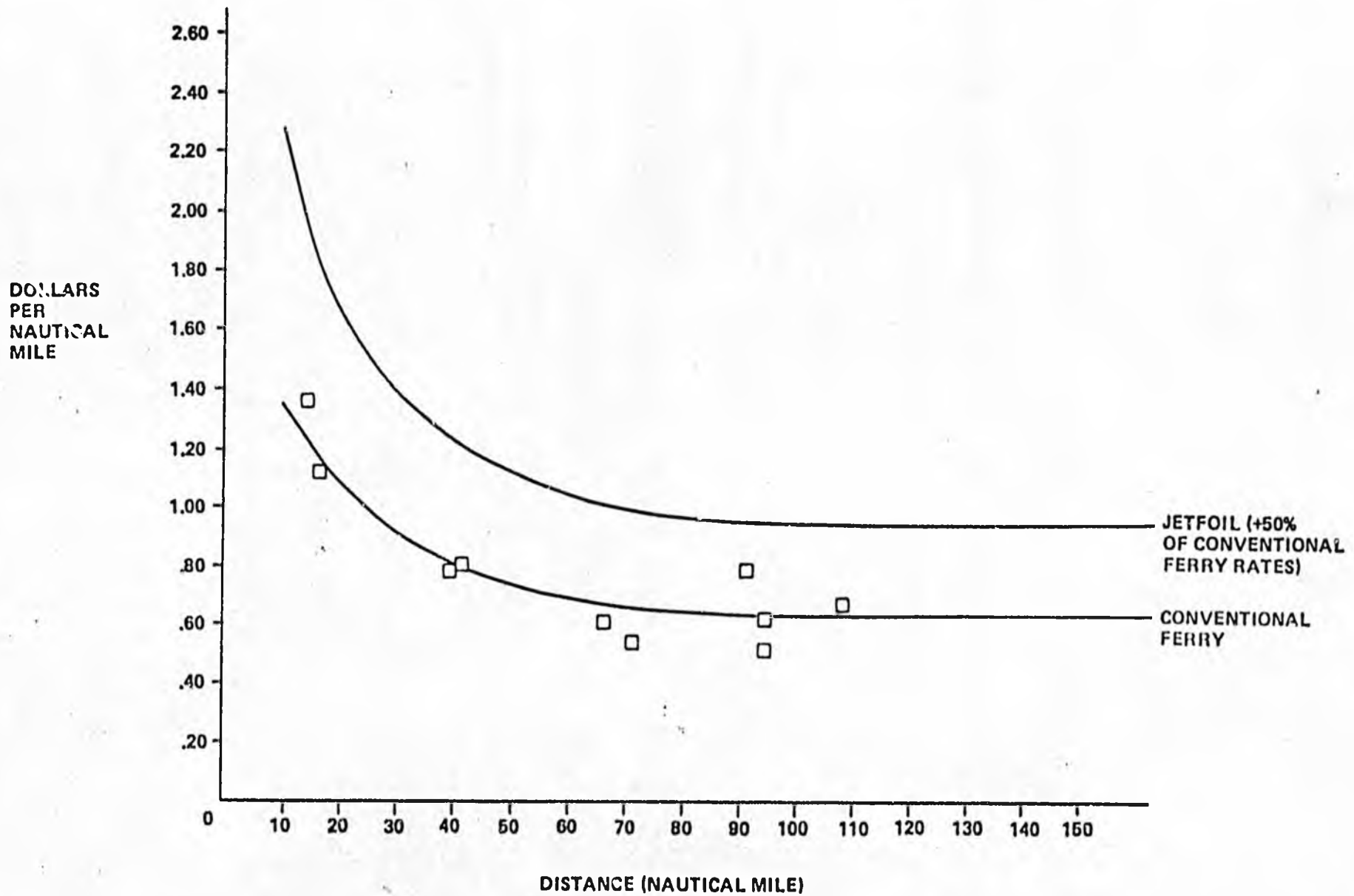
FREIGHT LOAD: 20% OF JETFOIL CAPACITY (3.8 TONS)

FREIGHT RATE: \$1.50 PER TON NAUTICAL MILE (SAME AS SEA)

105,600 NAUTICAL MILES X 3.8 TONS X \$1.50 X .80 X 3 BOATS = \$1,444,600

NOTE: THIS FREIGHT CALCULATION DOES NOT INCLUDE ANY VEHICLE REVENUE. PROJECTED VEHICLE RATES ARE ESTIMATED TO BE LESS THAN FREIGHT RATES.

# Passenger Vehicle Fare Rates Per Nautical Mile



JETFOIL REVENUE SCENARIOS

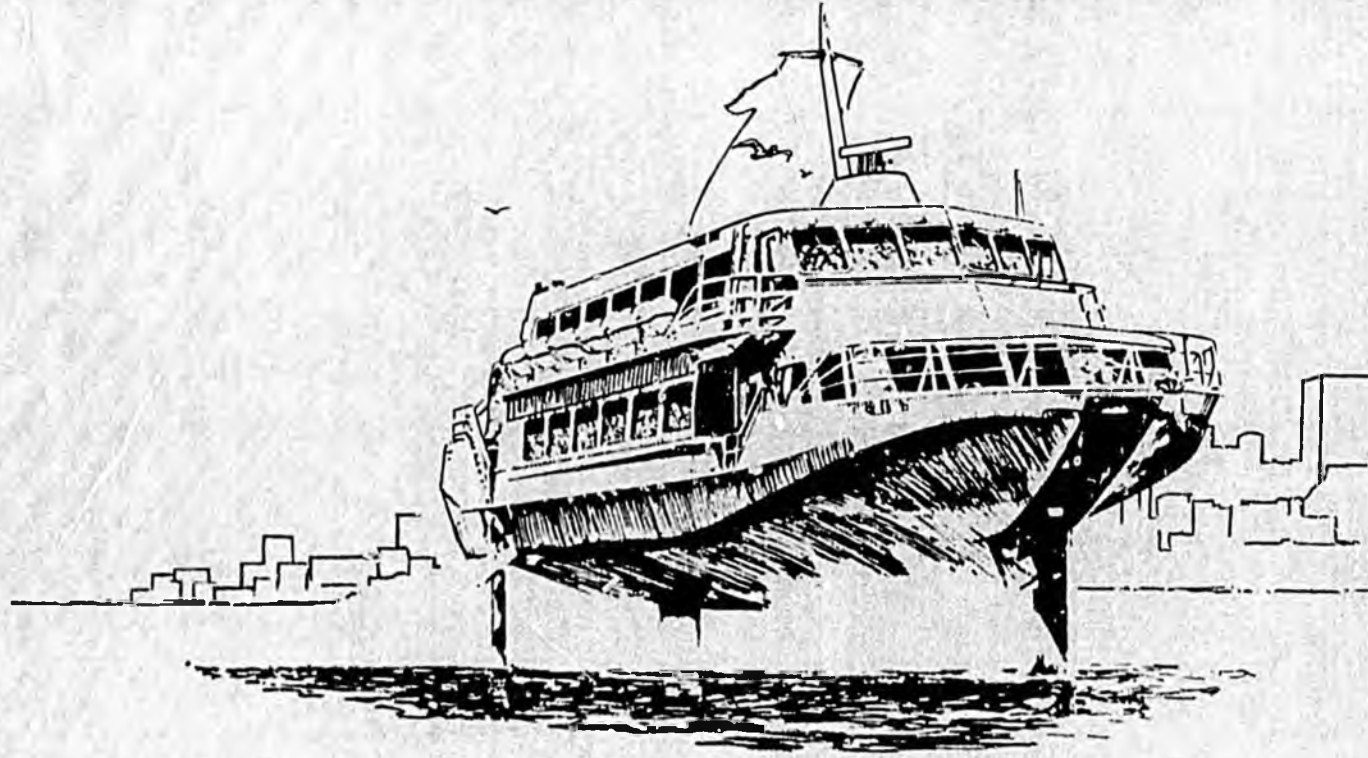
	ANNUAL CARGO REVENUE			TOTAL ANNUAL REVENUE*** (CARGO & PASSENGER)	ANNUAL PROFIT**** (LOSS)
	VEHICLE REVENUE*	FREIGHT REVENUE**	TOTAL REVENUE		
<u>LOW CASE</u>					
3 VEHICLES 1 TON OF FREIGHT	\$934,243	\$887,000	\$1,821,243	\$6,841,399	(\$6,069,001) 47% DEFICIT
<u>MEDIUM-LOW CASE</u>					
2 VEHICLES 2 TONS OF FREIGHT	\$622,829	\$1,734,000	\$2,356,909	\$7,377,065	(\$5,533,335) 43% DEFICIT
<u>MEDIUM CASE</u>					
2 VEHICLES 4 TONS OF FREIGHT	\$622,829	\$3,548,160	\$4,170,989	\$9,191,145	(\$3,719,255) 29% DEFICIT
<u>MEDIUM-HIGH CASE</u>					
2 VEHICLES 8 TONS OF FREIGHT	\$622,829	\$7,096,320	\$7,719,149	\$12,739,305	(\$171,095) 1% DEFICIT
<u>HIGH CASE</u>					
0 VEHICLES 15 TONS OF FREIGHT	0	\$13,305,600	\$13,305,600	\$18,325,756	\$5,415,356 42% GAIN

\* (3 VEHICLES/JETFOIL) X (3 JETFOILS) X (105,600 N.M./YEAR) X (\$.983/VEHICLE N.M.) = \$934,243/YEAR.

\*\* (1/2 TON/JETFOIL) X (3 JETFOILS) X (105,600 N.M./YEAR) X (\$2.80/TON MILE) = \$443,520/YEAR.

\*\*\* USES MEDIUM PASSENGER REVENUE SCENARIO OF \$5,020,156 ANNUALLY.

\*\*\*\* BASED ON AN ANNUAL OPERATING COST OF \$12,910,400 FOR 3 JETFOILS.



**Appendix**

APPENDIX CONTENTS

<u>SECTION</u>	<u>PAGE</u>
ALASKA JETFOIL DEMONSTRATION -- FACTS AND SURVEY	127
EXISTING FERRY SCHEDULES AND PROPOSED SCHEDULE DETAIL	139
CAPITAL AND OPERATING COSTS	150
EXISTING TRAFFIC ANALYSIS	166
TRAFFIC FORECAST	184
FARE AND REVENUE ANALYSIS	228

ALASKA JETFOIL DEMONSTRATION---FACTS AND SURVEY



JETFOIL  
ALASKA SUMMER DEMO FACT SHEETS

---

4 WEEK DEMO AUGUST 14 - SEPTEMBER 12, 1982

- o 21 PUBLIC DEMO DAYS
- o 97 PUBLIC DEMO TRIPS (1/2 HOUR - 3/4 HOUR)
  - IN ADDITION: 2 FAMILIARIZATION TRIPS (KETCHIKAN AND JUNEAU)
  - 1 RESCUE OF MAJESTIC EXPLORER CRUISE SHIP
  - 23 TRANSITS BETWEEN PORTS
  - 26 TOTAL (NON PUBLIC DEMO)
- o 133 UNDERWAY HOURS
- o 4500 NAUTICAL MILES TRAVELED
- o 100% TRIP COMPLETION RATE RELIABILITY
  - ALASKA AIRLINES CANCELLED TRIPS ON 4 DEMO DAYS (LOW VISIBILITY)
- o 11 COMMUNITIES (KETCHIKAN, METLAKATLA, WRANGELL, PETERSBURG, KAKE, JUNEAU, HAINES, SKAGWAY, HOONAH, ANGOON, AND SITKA)
- o 276,900 PASSENGER MILES
- o 55,708 GALLONS FUEL USED (419 GPH)



JETFOIL  
ALASKA SUMMER DEMO FACT SHEET

PASSENGER TRAFFIC

- o 15,585 PASSENGERS (27% OF TOTAL S E ALASKA RESIDENTS PARTICIPATED)
- o 99% AVERAGE LOAD FACTOR
- o 85% OF TICKET HOLDERS USED TICKETS
  - ALL TICKETS WERE PICKED UP BEFORE DEMONSTRATION
- o 14% OF ONBOARD PASSENGERS WERE FROM STANDBY LINE
  - HAINES HIGHEST, 22%; HOONAH LOWEST, 8%
  - STANDBY PASSENGERS LEFT ON DOCK, 20-40/TRIP

SEA CONDITIONS

- o TYPICAL WEATHER CONDITIONS: OVERCAST OR LOW CEILING WITH RAIN (OVERCAST 59%; RAIN 25%)
  - 4 DAYS ALASKA AIRLINES CANCELLED TRIPS (LOW VISIBILITY)
- o SEASTATE: MOSTLY CALM OR MINOR CHOP EXCEPT FOR 2 DAYS AT SITKA -- SEASTATE 4 CONDITIONS (6 - 10 FOOT WAVES).
- o DEBRIS: 3 SIGNIFICANT LOG STRIKES
  - METLAKATLA/KETCHIKAN: LOG LINE
  - CHATHAM STRAITS: 6" DIAMETER LOG
  - VANCOUVER HARBOR 28" DIAMETER DEADHEAD
- o WHALE SIGHTINGS: 8 SIGHTINGS
  - FREDERICK SOUND; STEPHENS PASSAGE; ICY STRAITS; CHATNAM STRAIT  
SNOW PASSAGE



JETFOIL ALASKA SUMMER DEMO  
COMMUNITY STATISTICAL SUMMARY

CITY	DEMO DAYS	DEMO TRIPS	SEAT CAPACITY	JETFOIL PASSENGERS	LOAD FACTOR	POPULATION*	PERCENT OF TOTAL POPULATION PASS./POPULATION	RAINY WEATHER
KETCHIKAN	4	21	3,360	3,355	100%	11,373	29%	8%
METLAKATLA	1	3	480	448	93%	1,056	42%	0
WRANGELL	1	4	640	640	100%	2,345	27%	0
PETERSBURG	1	6	960	958	100%	3,001	32%	36%
KAKE	1	2	320	280	88%	583	48%	0
JUNEAU	7	37	5,920	5,908	100%	21,080	28%	23%
HAINES	1	4	640	640	100%	1,712	37%	75%
SKAGWAY	1	3	480	434	90%	819	53%	0
HOONAH	1	2	320	296	93%	799	37%	100%
ANGOON	1	1	160	148	93%	445	33%	0
SITKA	<u>2</u>	<u>14</u>	<u>2,240</u>	<u>2,240</u>	<u>100%</u>	<u>7,927</u>	<u>28%</u>	<u>56%</u>
	21	97	15,520	15,347	99%*	51,140	30%**	25%
				<u>238</u>	FAMILIARIATION TRIPS			
			15,585					

\*State Estimates, July 1, 1981

\*\*Onboard Surveys indicate 10% Nonresidents resulting in 27% of Residents onboard JETFOIL.

# Gilmore Research Group

Marketing Research and Consultation

A Study of Public Attitudes  
Toward the Jetfoil in  
Southeast Alaska

Summer 1982

for

The State of Alaska

Department of Public Transportation and Public Facilities

by

Gilmore Research Group

October, 1982

## TABLE OF CONTENTS

Executive Summary . . . . .	1
Purpose of Study . . . . .	8
Objectives . . . . .	9
Method of Study . . . . .	10
 Detailed Findings	
I. Community Awareness . . . . .	13
A. Awareness of Demonstration . . . . .	13
B. Ridership . . . . .	16
1. Interest - Pre-Demonstration . . . . .	16
2. Actual - Post-Demonstration . . . . .	18
II. Community Attitudes . . . . .	19
A. Attitude Toward Potential Jetfoil Service . . . . .	19
B. Acceptance of Jetfoil and Its Performance . . . . .	25
C. Questions About and Perceptions of Jetfoil . . . . .	29
1. General Questions/Concerns . . . . .	29
2. Safety Perceptions . . . . .	32
3. Perceived Advantages of Jetfoil . . . . .	35
4. Perceived Disadvantages of Jetfoil . . . . .	38
D. Perceived Effect of Jetfoil on SE Alaska . . . . .	41
III. Perceived Jetfoil Use . . . . .	43
A. Likelihood of Use . . . . .	43
1. Overall Likelihood and Effect of Ferry and Airplane Use . . . . .	43
2. Other Important Effects on Use Likelihood . . . . .	47
B. Reasons for Jetfoil Use/Non-Use . . . . .	49
1. Use Reasons . . . . .	49
2. Non-Use Reasons . . . . .	55
C. Use Comparisons Between Jetfoil and Other Transportation . . . . .	58
D. Jetfoil Routes Desired . . . . .	66
IV. The Jetfoil and Freight/Package Transport . . . . .	70
A. Community Response . . . . .	70
1. Perceived Shipping Problems . . . . .	70
2. Nature of Perceived Problems . . . . .	76
B. Business Response . . . . .	80

Appendix A - Sample Characteristics

Appendix B - Detailed Methodology

Appendix C - Sampling of Verbatim Comments from On-Board  
Demonstration Survey

Appendix D - Jetfoil Routes Desired by Community

Appendix E - Moderator Outline and Freight Handling Focus Group  
Summary - Juneau and Ketchikan Business Persons

Appendix F - Discussion of & Procedure for Calculating Projected  
Jetfoil Ridership

Appendix G - Questionnaire

Appendix H - Statistical Charts:

Possible Deviation of Results Due to Sample Size

Percentage Differences Significant at 95% Level  
for Various Sample Sizes

## EXECUTIVE SUMMARY

In order to determine public response to the Jetfoil in Southeast Alaska, this study was conducted among area residents and among participants in the public demonstration rides. The findings of the study are summarized as follows:

- o There was a high level of awareness of and interest in the public demonstration.

Nearly everyone in the area--95% of the residents--was aware that the demonstration had taken place and almost half (45%) had some first or second-hand experience with the Jetfoil. Southeast residents understood the nature of the craft ("hydrofoil"), that it has a fast, smooth ride and that it was in the area for a showing of what a possible transportation alternative would be like.

Over 90% of residents indicated interest in trying the Jetfoil because of perceived benefits over ferries (e.g., speed) and because it would be "fun" and "interesting." Those who had demonstration ride tickets indicated a high likelihood to use them, and it appears as if they did, as 85% of all ticket holders appeared for their ride. Approximately 27% of the Southeast population rode a demonstration ride.

- o People who participated in the demonstration were representative of all Southeast residents, except for being heavier ferry users than the average resident.

Riders were about evenly divided, men and women, with about 10% teenagers and 4% senior citizens - age 65 or over. (Children under age

12 are not incorporated into these figures; it is estimated that about a quarter of all the riders were children.) Many (43%) were white collar workers. Students, homemakers and retired or unemployed persons made up 21% of the teen/adult ridership. And fully 90% of all the riders were Southeast residents; only 6% reported being Alaska non-residents.

Jetfoil riders were more apt to be ferry users than the average Southeast resident: 83% of the riders reported having used a ferry over the past year compared to 68% of the randomly-selected residents who indicated ferry use. Riders were not, however, any more or less likely to be airplane users.

- o The people who rode the Jetfoil were well satisfied with its performance, particularly the speed, smoothness of ride and feeling of safety.

Cabin spaciousness and seating comfort were somewhat less satisfactory, likely because of the nearly full loads. Small community residents and heavy users of ferries and/or airplanes, however, were more likely to be satisfied with everything, including cabin and seat comfort.

- o One-third of all residents had no particular concerns about the Jetfoil. Questions about safety were significantly diminished after the demonstration and two-thirds of Southeast residents felt the Jetfoil would be able to operate safely in their area.

- o The primary advantage of the Jetfoil is seen as its speed and subsequent shorter travel time.

Eighty percent (80%) and more of all residents and riders agree on

this. The on-board respondents also felt the Jetfoil offers advantages of having "more trips/departure times" (64%) and "better scheduling" (51%). Only 1% of riders could think of no advantages.

- o The primary disadvantage of the Jetfoil seen by riders is fares. As seen by residents, as a whole, it is concern for safety.

About one-third (34%) of all riders agree that "fares somewhere between ferry and airplane" is a disadvantage, but this is not to say that level is unacceptable. Another one-third (32%) of riders could think of no disadvantages.

Over one-third (36%) of randomly-selected residents named some specific concerns for safety, but another 25% could think of no disadvantages.

- o Southeast residents indicate a high likelihood to use the Jetfoil.

Three-quarters (75%) of residents say they will likely use the Jetfoil, if implemented. Because of the heavier concentration of ferry users on the demonstration runs, the Jetfoil riders are even more likely to be future riders: 92% say they will use it. The greatest likelihood of use is among these groups:

- current heavy users of ferries and airplanes
- residents of smaller communities
- those most satisfied with its performance and confident of its safety and speed
- those who would use it for business purposes and for shopping/ appointments

Those not likely to use the Jetfoil (7% of demonstration riders and 24% of total residents) report "lack of need to travel" as the primary reason.

- o A majority of those likely to use the Jetfoil in the future indicate use at a level greater than current ferry use.

Heavy ferry and airplane users, as well as those anticipating Jetfoil use for business, shopping/appointments and freight are all particularly apt to use the Jetfoil with greater frequency than current ferry use.

- o Seven in ten (70%) Southeast residents favor introduction of Jetfoil service. This level of favorability is even higher among those who took a demonstration ride - nine in ten favor Jetfoil introduction.

People see the Jetfoil as an improvement over the present ferry system because of the speed offered. The few residents who are opposed or undecided about the Jetfoil introduction indicate concern over cost and safety issues.

When asked, 75% of the residents said they felt the Jetfoil would have a positive effect on their area.

- o The Jetfoil is particularly well accepted by the small community residents - Metlakatla, Kake, Angoon and Hoonah.

They are just about unanimously (99%) in favor of Jetfoil introduction, fully 42% can think of no disadvantages, and significantly more than average would use the Jetfoil to get to services not available locally (shopping, doctor and other appointments).

- o A variety of prospective Jetfoil routes were named by demonstration riders. Nearly every community named Ketchikan and/or Juneau among their top choices, but routes servicing the smaller and middle-sized communities were named by high proportions of people very likely to use the Jetfoil.
  
- o Over half of the Southeast residents are aware of shipping problems in their area, particularly those who have a need to send personal or business packages within SE Alaska.

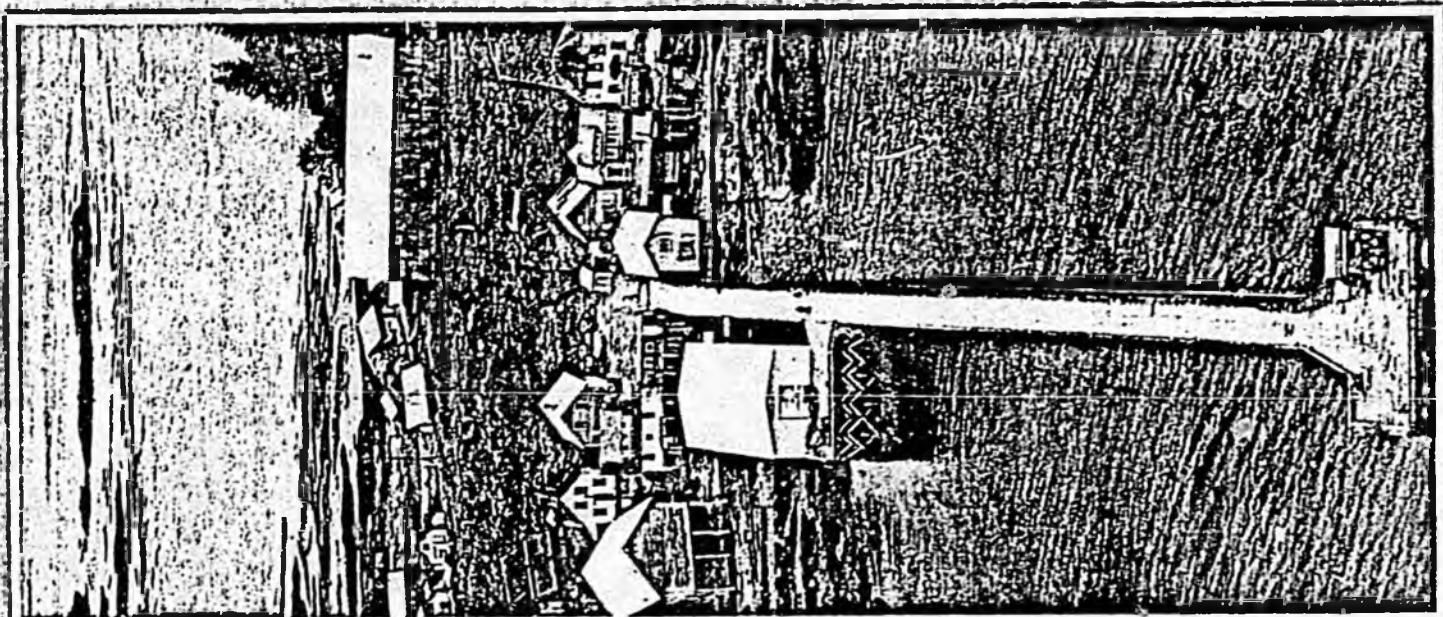
In addition, white collar/clerical people and residents of smaller and middle-size communities report shipping difficulties.

- o Business people live with routine shipping problems of delay and inconsistent schedules. There is evidence that a speedy, dependable shipping option, at reasonable cost, would be met with great enthusiasm by Southeast businesses.

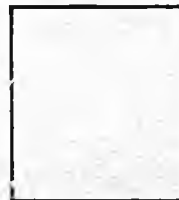
EXISTING FERRY SCHEDULES AND PROPOSED SCHEDULE DETAIL

Alaska Marine  
Highway  
Schedule

MAY 1, 1982 through  
SEPTEMBER 30, 1982



marine highway

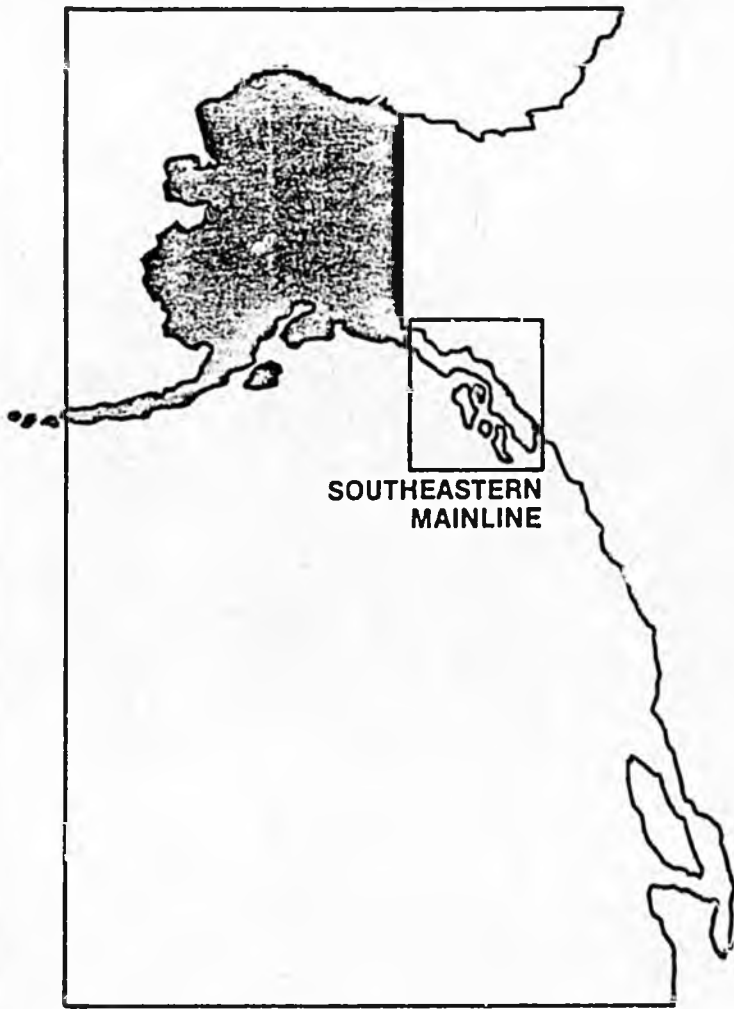


# How to Read Your Schedule

Reading across the top of the schedule, find the city from which you wish to depart. Read down the column to locate your desired departure date.

Beginning with departure date, read horizontally from left to right for dates and times of departure from various ports.

Color of horizontal bars indicates ship on which you will travel.



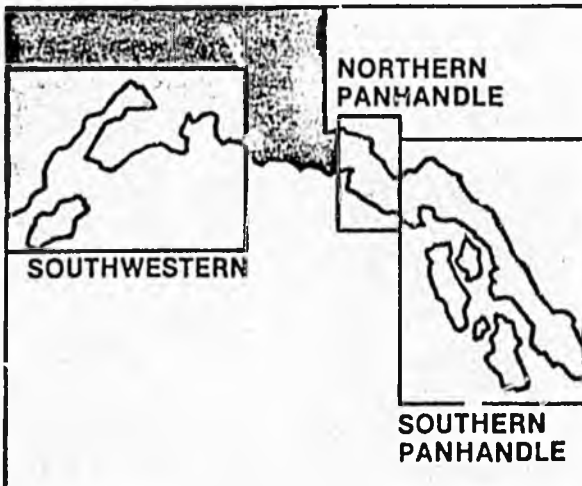
SOUTHEASTERN  
MAINLINE

PETERSBURG	WRANGELL	HOLLIS	KETCHIKAN	ARRIVE PRINCE RUPERT	ARRIVE SEATTLE
T2 8:15p	T2 11:45p		W3 8:15a		T4 4:15p
W3 7:30a			W3 8:15p		
T4 11:30a	T4 2:30p		T4 11:00p	F3 5:00a	
		T4 10:15a	T4 2:45p		
F3 12:15p	F3 5:45p		F3 11:00p	F3 5:00a	
		F3 8:30a	F3 8:15p		
Sa 7 1:45p	Sa 7 8:15p		Mo 1:00a	Mo 7:00a	
		Sa 7 8:30p	Sa 7 11:00p		
T3 8:15p	T3 11:45p		T3 7:00p	W3 1:00a	
T3 8:40p	T3 11:45p		W3 8:30a		T4 4:30p

Times listed are departure times only, unless otherwise indicated or marked with an asterisk (\*).

Tide conditions in some cities may cause slight variations in arrival and/or departure times. Check with local Marine Highway Offices on your day of departure for exact sailing times.

**SPECIAL NOTE:** For general information, arrivals, and departures in Seattle, phone (208) 623-1149 for recorded message.



NORTHERN  
PANHANDLE

SOUTHWESTERN

SOUTHERN  
PANHANDLE

For more information about Alaska's unique Marine Highway System, see your travel agent or write: Department of Transportation and Public Facilities, Division of Marine Highway Systems, Pouch R, Juneau, Alaska 99811 (907) 465-3941

## VESSEL COLOR CODING:

	AURORA		MALASPINA
	COLUMBIA		MATANUSKA
	LE CONTE		TAKU





# Schedule M. V. Bartlett

May 1 - 17  
M.V. BARTLETT NOT IN SERVICE

May 18 - 21

Lv CORDOVA	8:30A T
Ar VALDEZ	2:15P T
Lv VALDEZ	8:30A W
Ar CORDOVA	2:15P W
Lv CORDOVA	8:30A Th
Ar VALDEZ	2:15P Th
Lv VALDEZ	8:30A F
Ar CORDOVA	2:15P F
Lv CORDOVA	4:30P F
Ar VALDEZ	10:15P F

May 22 - September 17 at 5:30AM  
MON - WED - FRI - SAT - SUN

Lv VALDEZ	7:45A
Ar WHITTIER	2:15P
Lv WHITTIER	3:15P
Ar VALDEZ	10:00P

# M. V. Tustumena

May 1 - May 15

Lv SEWARD	8:30P Su
Lv PORT LIONS	10:15A M
Lv KODIAK	3:00P M
Lv HOMER	2:30A T
Lv SELDOVIA	5:15A T
Lv HOMER	8:30A T
Lv KODIAK	9:00P T
Lv PORT LIONS	11:30P T
Lv HOMER	11:45A W
Lv SELDOVIA	2:15P W
Lv HOMER	6:15P W
Lv KODIAK	7:00A Th
Lv SEWARD	11:30P Th
Lv CORDOVA	12:18P F
Lv VALDEZ	6:45P F
Lv CORDOVA	1:45A S
Ar SEWARD	1:15P S

May 16 - 23

June 13 - 20

September 12 - 19

Lv SEWARD	3:30P Su
Lv PORT LIONS	5:00A M
Lv KODIAK	8:30A M
Lv HOMER	8:00P M
Lv SELDOVIA	10:15P M
Lv HOMER	1:15A T
Lv KODIAK	1:30P T
Lv CHIGNIK	8:30A W
Lv SAND POINT	7:30P W
Lv KING COVE	2:30A Th
Lv COLD BAY	5:00A Th
Lv DUTCH HARBOR	10:00P Th
Lv KING COVE	3:00P F
Lv SAND POINT	9:45P F
Lv CHIGNIK	8:15A S
Lv KODIAK	3:45A Su
Ar SEWARD	5:00P Su

May 23 - June 6

June 20 - September 5

Lv SEWARD	8:30P Su
Lv PORT LIONS	10:15A M
Lv KODIAK	3:00P M
Lv HOMER	2:30A T
Lv SELDOVIA	5:15A T
Lv HOMER	8:30A T
Lv KODIAK	8:45P T
Lv PORT LIONS	11:15P T
Lv HOMER	12:15P W
Lv SELDOVIA	4:30P W
Lv HOMER	8:15P W

Tuesday - Thursday

Lv VALDEZ	12:15A T/Th
Ar CORDOVA	5:00A T/Th
Lv CORDOVA	11:45P T/Th
Ar VALDEZ	5:30A W/F

September 17 - October 1

Lv CORDOVA	8:30A T
Ar VALDEZ	2:15P T
Lv VALDEZ	8:30A W
Ar CORDOVA	2:15P W
Lv CORDOVA	8:30A Th
Ar VALDEZ	2:15P Th
Lv VALDEZ	8:30A F
Ar CORDOVA	2:15P F

Lv KODIAK	8:15A Th
Ar SEWARD	9:30P Th
Lv SEWARD	10:30P F
Lv VALDEZ	1:30P S
Lv CORDOVA	10:30P S
Lv VALDEZ	8:15A Su
Ar SEWARD	8:30P Su

June 6 - 13

September 5 - 12

Note: No stop at Port San Juan

Lv SEWARD	8:30P Su
Lv PORT LIONS	10:15A M
Lv KODIAK	3:00P M
Lv HOMER	2:30A T
Lv SELDOVIA	5:15A T
Lv HOMER	8:30A T
Lv KODIAK	8:45P T
Lv PORT LIONS	11:15P T
Lv HOMER	12:15P W
Lv SELDOVIA	4:30P W
Lv HOMER	8:15P W
Lv KODIAK	8:15A Th
Ar SEWARD	8:30P Th
Lv SEWARD	10:15P P
Lv VALDEZ	11:30A S
Lv CORDOVA	8:30P S
Lv VALDEZ	1:00A Su
Ar SEWARD	12:15P Su

September 20 - 26

Lv SEWARD	7:45A M
Lv KODIAK	10:45P M
Lv PORT LIONS	1:15A T
Lv HOMER	1:30P T
Lv SELDOVIA	3:45P T
Lv HOMER	7:45P T
Lv KODIAK	8:15A W
Ar SEWARD	8:45P W

September 27 - 30

Lv SEWARD	7:45A M
Lv KODIAK	10:45P M
Lv HOMER	10:30A T
Lv SELDOVIA	12:45P T
Lv HOMER	4:30P T
Lv PORT LIONS	3:15A W
Lv KODIAK	8:15A W
Ar SEWARD	9:45P W

The M.V. Tustumena cannot transport vehicles greater than 40 feet in length or heavier than 30 tons.

# Schedule M. V. Aurora

MAY 1 through May 25

During the May 1 through May 25 period, the M.V. Aurora does not operate on the Southern Panhandle route. She will be operating on the Prince Rupert route, shown elsewhere.

May 25 - September 13 at 10:00 A.M.

Lv PR. RUPERT	8:30A T
Lv KETCHIKAN	4:45P T
Lv HOLLIS	8:30P T
Lv WRANGELL	3:30A W
Lv PETERSBURG	7:15A W
Ar JUNEAU CITY	2:30P W
Lv JUKEAU CITY	4:15P W
Lv PETERSBURG	12:15A Th
Lv HOLLIS	8:45A Th
Ar KETCHIKAN	12:30P Th
Lv KETCHIKAN	3:15P Th
Ar HOLLIS	6:00P Th
Lv HOLLIS	7:15A F
Ar KETCHIKAN	10:00A F
Lv KETCHIKAN	3:15P F
Ar HOLLIS	8:00P F
Lv HOLLIS	7:15A S
Ar KETCHIKAN	10:00A S
Lv KETCHIKAN	7:30P S
Ar HOLLIS	10:15P S
Lv HOLLIS	7:15A Su
Ar KETCHIKAN	10:00A Su
Lv KETCHIKAN	3:15P Su
Ar HOLLIS	8:00P Su
Lv HOLLIS	7:15A M
Ar KETCHIKAN	10:00A M

Lv KETCHIKAN	3:15P M
Lv HOLLIS	7:45P M
Lv KETCHIKAN	11:30P M
Ar PR. RUPERT	6:00A T

September 13 - September 30

Lv KETCHIKAN	3:15P S
Ar HOLLIS	8:00P M
Lv HOLLIS	7:15A T
Ar KETCHIKAN	10:00A T
Lv KETCHIKAN	5:30P T
Ar HOLLIS	8:15P T
Lv HOLLIS	8:45P T
Lv KETCHIKAN	12:15A W
Ar PR. RUPERT	6:45A W
Lv PR. RUPERT	9:30A W
Lv KETCHIKAN	4:45P W
Lv HOLLIS	8:30P W
Lv WRANGELL	3:30A Th
Lv PETERSBURG	7:15A Th
Ar JUNEAU CITY	2:30P Th
Lv JUNEAU CITY	4:15P Th
Lv PETERSBURG	12:15A F
Lv HOLLIS	9:45A F
Ar KETCHIKAN	12:30P F
Lv KETCHIKAN	3:15P F
Ar HOLLIS	8:00P F
Lv HOLLIS	7:15A S
Ar KETCHIKAN	10:00A S
Lv KETCHIKAN	7:30P S
Ar HOLLIS	10:15P S
Lv HOLLIS	7:15A Su
Ar KETCHIKAN	10:00A Su
Lv KETCHIKAN	4:30P Su
Ar HOLLIS	7:15P Su
Lv HOLLIS	7:15A M
Ar KETCHIKAN	10:00A M

# M. V. Chilkat

May 1 through May 24  
TUE - THR - SAT - SUN

Lv KETCHIKAN	8:00A
Ar METLAKATLA	9:40A
Lv METLAKATLA	9:55A
Ar KETCHIKAN	11:35A
Lv KETCHIKAN	3:45P
Ar METLAKATLA	5:25P
Lv METLAKATLA	5:35P
Ar KETCHIKAN	7:15P

MON - WED - FRI

Lv KETCHIKAN	8:30A
--------------	-------

Ar HOLLIS	12:30P
Lv HOLLIS	1:45P
Ar KETCHIKAN	5:45P

May 25 - September 30  
WED - THR - FRI - SAT

Lv KETCHIKAN	8:00A
Ar METLAKATLA	9:40A
Lv METLAKATLA	9:55A
Ar KETCHIKAN	11:35A
Lv KETCHIKAN	3:45P
Ar METLAKATLA	5:25P
Lv METLAKATLA	5:35P
Ar KETCHIKAN	7:25P

For reservations on the M.V. Chilkat contact the Ketchikan terminal, (907) 225-8181.

COLUMBIA GLACIER: Travelers should note that the M.V. BARTLETT and the M.V. TUSTUMENA no longer sail to the face of Columbia Glacier. The new routing calls for the vessels to maintain a distance of approximately 3.5 miles from the face when they pass through Columbia Bay. It should also be noted that the M.V. TUSTUMENA schedule from Valdez to Seward on Sunday, June 13 and September 12 will be traveling at night, therefore the Glacier will not be visible.

The M.V. BARTLETT will accept vehicles to a maximum length of 60 feet and a gross weight of 35 tons.

The M.V. TUSTUMENA cannot transport vehicles greater than 40 feet in length and heavier than 30 tons.

Check-in time for the M.V. BARTLETT is one hour prior to departures. Failure to check in at the prescribed time may void reservations.

SCHEDULES AND FARES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND THE STATE ASSUMES NO RESPONSIBILITY FOR DELAYS OR LOSSES INCURRED DUE TO SUCH CHANGES.

Reservations are required for passengers on the M.V. BARTLETT and M.V. TUSTUMENA, as well as for vehicles and staterooms (M.V. BARTLETT has no staterooms).

Payment for reservations must be made in full, at least 45 days prior to scheduled departure or reservations may be cancelled. Payment may be made by mail with certified or cashiers check, or money orders. Travelers checks are accepted with proper identification.



MAINLINE FERRY

1. SKAGWAY TURN-AROUND TIMES

<u>TAKU</u>	<u>MALASPINA</u>	<u>MATANUSKA</u>
1.0 HOURS	1.0 HOURS	1.75 HOURS
9.75	9.0	1.0
1.5	1.0	5.0
9.0	9.0	1.0
1.5	1.0	6.0
2.75	9.0	1.0
1.5	1.0	6.0
9.0	9.0	1.0
<u>1.5</u>	<u>1.0</u>	<u>6.0</u>
4.2	5.0	3.2

2. PRINCE RUPERT TURN-AROUND TIMES

3.75	3.75	12.5
3.75	3.75	3.75
3.75	3.75	8.5
3.75	3.75	3.75
3.75	3.75	6.00
3.75	3.25	3.75
3.25	3.75	7.00
3.75	3.75	3.75
<u>3.75</u>	<u>3.75</u>	<u>3.25</u>
3.70	3.7	5.81

3. MAINLINE FERRY TRANSIT TIME

YPR TO SGY (WITHOUT SITKA)

32:45

YPR TO SGY (WITH SITKA)

49:15