

RE-ENERGIZING THE ALASKA MARINE HIGHWAY SYSTEM

REPLACING THE TUSTUMENA:

- Alaska Governor Mike Dunleavy has directed Alaska DOT (Dept. of Transportation and Public Facilities) to replace the M/V Tustumena “Tusty” with a new ocean-class vessel.
- The current estimated cost for construction is \$200 to \$250 million.
- The Tustumena has served Alaska since 1964 and was one of the four original vessels that started with the Alaska Marine Highway System – the only one specifically designed to service Southwest Alaska and the Aleutian Chain.
- The Tusty has plied the rough seas of the Gulf of Alaska for 57 years, well beyond her initial design life.
- The annual repairs for the vessel now reach \$2 million.
- The new vessel will be paid for by federal transportation funding spread over multiple years.
- There will be a competitive construction management/general contractor “CM/GC” process used to build the boat.
- The “CM/GC” project delivery allows DOT&PF to address constructability early in the design process, and address possible construction issues before welding a single piece of steel, eliminating inefficiencies, potentially saving time and money. DOT has used this process successfully to come in under budget and ahead of schedule on several large projects.
- Governor Dunleavy just signed into law a new provision that allows DOT to use the CM/GC process more efficiently.
- No shipyard has been preselected. While building a vessel this size in an Alaska shipyard could be difficult, we hope our in-state shipyards look for a way to compete and bid so the work can be kept here in Alaska, adding fuel to our economy.
- The functional design of the ship is complete and ready for the next stage, which is the detailed design with the CM/GC contractor.
- The first phase of the CM/GC process, the detailed design and cost review of the new vessel will be completed in a ten-to-twelve-month period.
- The first phase should end with an agreed-to guaranteed maximum construction price with incentives for the contractor to come in under that price.
- The ship is expected to be placed into service in early 2027.
- The new ship’s vehicle and passenger capacity would increase by 40 percent over the Tustumena, from 34 to 52 vehicles and from 160 to 250 passengers.

UPGRADING THE TUSTY:

- The Tustumena will be relied upon until her replacement vessel arrives.
- For \$8 million, upgrades and replacements include: passenger and vehicle elevators, steelwork, superstructure coating, bridge deck upgrades, interior engineering systems upgrades. The estimated start date is December 16, 2021, with the estimated return to service date of June 30, 2022.

PASSENGERS CAN BOOK SAILINGS A YEAR OUT:

- A full year of ferry sailings became available for booking for the first time on AMHS, allowing travelers to make plans around a schedule that is reliable.
- Residents and tourists can book sailings through September 2022, enabling them to commit to memorable events such as the Haines Fair and the Ironman in Juneau this August or practical trips such as the family cabin reunion or a big haul of groceries.
- Governor Dunleavy's Administrative Order 313 formed the Alaska Marine Highway Reshaping Work Group, which recommended the extended schedule, and allowed for the efficient management of the fleet's maintenance schedule.

CREW QUARTERS ARE GOING IN ON THE HUBBARD:

- In order to get the Alaska Class ferry M/V Hubbard into service with the maximum ability to use the vessel in the AMHS system, Governor Dunleavy asked DOT to add crew quarters to the M/V Hubbard for an estimated \$16 million.
- With crew quarters on the Hubbard, the ship meets U.S. Coast Guard regulations and will be able to visit all AMHS ports in the Northern Panhandle; including Tenakee, Sitka, Angoon, and Kake and ports in Prince William Sound including Cordova, Valdez, and Whittier.
- The project will be funded through the Statewide Transportation Improvement Program (STIP).
- The apparent low bidder is Vigor, located in Ketchikan, and their bid was lower than our engineer's estimate. Assuming we move into award, this will mean jobs for Alaskans.

INFRASTRUCTURE ACT FOR ALASKA FERRIES:

- \$1 billion is slated for a new program that establishes an essential ferry service to support rural communities. While preparing plans for funding, we are awaiting details from Federal Highways with amounts and any conditions on use.
- \$250 million for an electric or low-emitting ferry pilot program for the most Marine Highway System miles (sailing route miles) – Spread out over five years.
- Approximately \$110 million for Alaska Construction of Ferry Boats and Ferry Terminal Facilities Program – spread out over five years.

FILLING GAPS IN SERVICE FOR M/V LECONTE:

- Filling gaps in service when a ship goes offline is vital to coastal communities.
- Governor Dunleavy requested a backup service for the M/V LeConte, while the ship was in its planned winter overhaul maintenance.
- The outsourced service will provide passenger and vehicle service to Angoon, Hoonah, Tenakee, Pelican, and Gustavus, connecting with Juneau, with the community of Kake, receiving mainline ship service.
- The outsourced service will run from January 1 through February 28, 2022.

TARGETING RECRUITMENT FOR MARITIME WORKERS:

- A global shortage of maritime workers has required AMHS to step up its vessel crew recruitment. Targeted efforts include signing bonuses, and four months of free housing aboard a vessel in Ketchikan, among others.

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Tustumena leaving Homer, Alaska



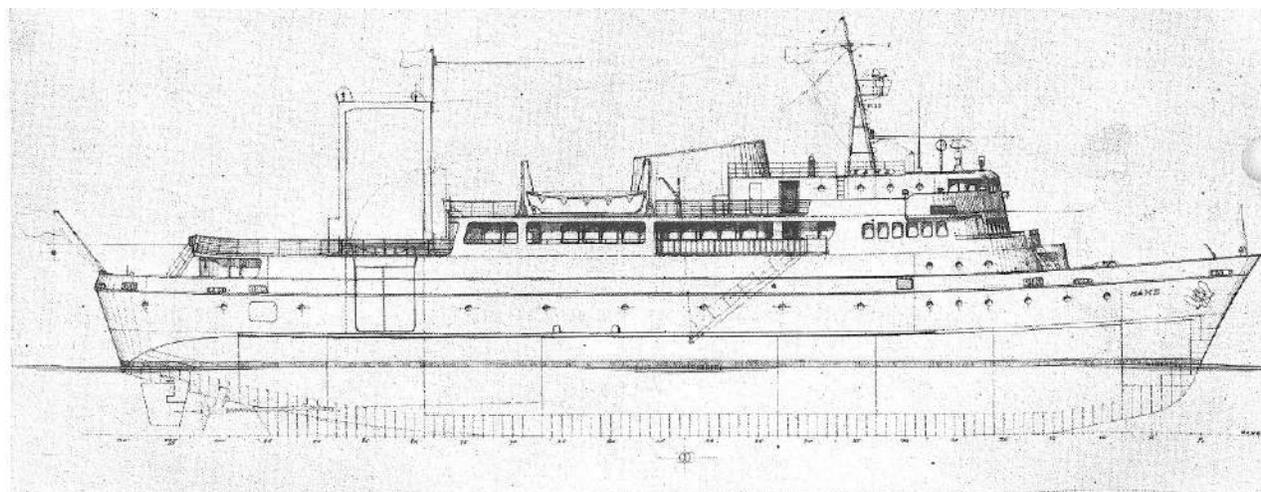
The Tustumena



Capt. John Mayer, Captain of the Tustumena



Helm of the Tustumena



The plans for the Tustumena in 1962

