



# Alaska Department of Transportation & Public Facilities

## Alaska Class Ferry Change in Direction

Commissioner Pat Kemp

January 17, 2013



# ACF History

- June 2006 DOT&PF issued a statement of services for a “Southeast Shuttle Ferry” design concept
  - Goal was to build a stern/bow roll on-roll off vessel similar in concept to the M/V Bartlett
  - Original design specs included: 255ft to 305ft length, 48-60 vehicle capacity, and bow, stern & side load capabilities
  - \$25-30 million - Estimated cost to build a vessel of this concept and size in 2006
- During the development process changes were made that diverged from the original concept
  - This included: elimination of the bow door, addition of crew quarters and lengthening the vessel to 350’
  - These changes created a new class of ferry between an Aurora Class and a mainline vessel.
- The ACF Design Study Report was completed in 2009 and the cost estimate grew to \$120 million



# Funding

- The 2010 Alaska State Legislature appropriated \$60 million
  - Also in 2010, Governor Parnell “defederalized” the ACF project and the department transferred approximately \$1.5 million that had been expended for design to other state transportation projects. Defederalizing the ACF project allowed the state more flexibility to choose where and how the ACF would be designed and constructed.
- The 2011 Alaska State Legislature appropriated \$60 million



# University Study

- DOT&PF hired UAF to independently analyze AMHS, the study was published in Fall 2011
- It found that there was no improvement in the overall efficiency of the AMHS by replacing the M/V Malaspina in Lynn Canal with a 350-foot ACF.
- There was an improvement in service with deployment of two 350-foot ACF's in Lynn Canal, but at an increased cost that resulted in the highest annual AMHS subsidy of any alternative UAF analyzed.



# Change in Direction

- In fall 2012 the conceptual design had reached a point where accurate cost estimates could be provided by both the naval architect and ASD. These estimates showed the total project cost at \$150-\$167 million – 25-39 percent higher than the \$120 million appropriated and more than five times the original 2006 estimate.
- DOT&PF consulted with the Governor and received direction to reevaluate the direction the project had taken. The vessel design and purpose were reviewed and the department determined that going back to the original concept was the best course of action for service to the public.
- Governor Parnell announced in December 2012 to revert the design back to a stern/bow roll on-roll off concept which will cost less to build and operate, and better serve Alaskans.



# Service Changes

- Two shuttle ferries operating between Juneau and Haines would have about 70% more capacity.
- Capital costs will be lower.
- Operating costs will be lower.