



WATERWAYS, FERRIES, AND FREIGHT

Conditions, Issues, and Recommendations Assessment

June 2026



TABLE OF CONTENTS

ACRONYMS & ABBREVIATIONS	VII
1.0 INTRODUCTION	1
1.1 Purpose of the Technical Memo	1
1.2 Southeast Marine Transportation System.....	1
1.2.1 Waterways.....	1
1.2.2 Harbors, Ports, and Maritime Facilities	2
1.2.3 Overview of AMHS Terminal Network.....	4
1.3 Key Issues	6
1.3.1 Regional Mobility	6
1.3.2 Weather and Seasonality.....	6
1.3.3 Reliability of Marine Transportation.....	6
1.3.4 Landside Limitations	7
1.4 Transportation Plans	7
1.4.1 Statewide and Regional Plans	7
1.4.2 AMHS Plans	8
2.0 MARITIME TRANSPORTATION MODAL OVERVIEW.....	10
2.1 Waterborne Freight Transportation.....	10
2.1.1 System Description and Inventory	11
2.1.2 Key Issues and Opportunities	17
2.2 Passenger Service Modes.....	20
2.2.1 Alaska Marine Highway System (AMHS)	20
2.2.2 Independent Passenger Service	28
2.2.3 Cruise	29
2.3 Marinas, Harbors, and Floats	30
3.0 MARITIME TRANSPORTATION SYSTEM CONDITIONS AND ISSUES BY COMMUNITY	32
3.1 Haines Borough	32
3.1.1 Assets.....	33
3.1.2 Key Issues and Opportunities	34
3.1.3 AMHS Service and Terminal Improvements	36
3.2 Hoonah-Angoon Census Area.....	37
3.2.1 Assets.....	38
3.2.2 Key Issues and Opportunities	39
3.2.3 AMHS Service and Terminal Improvements	41
3.3 Juneau City and Borough.....	43
3.3.1 Assets.....	44
3.3.2 Key Issues and Opportunities	45
3.3.3 AMHS Service and Terminal Improvements	46
3.4 Ketchikan Gateway Borough	48
3.4.1 Assets.....	48
3.4.2 Key Issues and Opportunities	50
3.4.3 AMHS Service and Terminal Improvements	51
3.5 Petersburg Borough	53
3.5.1 Assets.....	53
3.5.2 Key Issues and Opportunities	54

3.5.3	AMHS Service and Terminal Improvements	56
3.6	Prince of Wales-Hyder Census Area	57
3.6.1	Assets.....	58
3.6.2	Key Issues and Opportunities	59
3.6.3	AMHS Service and Terminal Improvements	61
3.7	City and Borough of Sitka.....	62
3.7.1	Assets.....	63
3.7.2	Key Issues and Opportunities	64
3.7.3	AMHS Service and Terminal Improvements	65
3.8	Municipality of Skagway Borough.....	65
3.8.1	Assets.....	66
3.8.2	Key Issues and Opportunities	67
3.8.3	AMHS Service and Terminal Improvements	67
3.9	City and Borough of Wrangell.....	68
3.9.1	Assets.....	68
3.9.2	Key Issues and Opportunities	69
3.9.3	AMHS Service and Terminal Improvements	71
3.10	City and Borough of Yakutat.....	71
3.10.1	Assets.....	72
3.10.2	Key Issues and Opportunities	72
3.10.3	AMHS Service and Terminal Improvements	73
4.0	PLAN ALIGNMENT AND RECOMMENDATIONS	75
4.1	Alaska Statewide Freight Plan Considerations	75
4.2	AMHS LRP Recommendations	76
4.2.1	Potential Capital Projects.....	76
4.2.2	AMHS Terminal Improvements.....	76
4.3	New Recommendations Identified	77

FIGURES

Figure 1:	Map of Actively Served AMHS Terminals in Southeast (2025-2026)*	5
Figure 2:	Map of AMHS Routes Serving Southeast.....	22
Figure 3:	Map of AMHS South Central and Cross Gulf Route	23
Figure 4:	AMHS LRP Terminal Condition Ratings	24
Figure 5:	Average Annual Service Levels across the AMHS LRP Planning Horizon	27
Figure 6:	Map of the Marine Facilities in Haines Borough	33
Figure 7:	Map of the Marine Facilities in the Hoonah-Angoon Census Area.....	38
Figure 8:	Map of the Marine Facilities in CBJ	43
Figure 9:	Map of the Marine Facilities in Ketchikan Gateway Borough	48
Figure 10:	Map of the Marine Facilities in Petersburg Borough	53
Figure 11:	Map of the Marine Facilities in Prince of Wales-Hyder Census Area	57
Figure 12:	Map of Marine Facilities in the City and Borough of Sitka.....	63
Figure 13:	Map of Marine Facilities in the Municipality of Skagway Borough.....	66
Figure 14:	Map of the Marine Facilities in City and Borough of Wrangell.....	68
Figure 15:	Map of the Marine Facilities in Yakutat City and Borough.....	72

TABLES

Table 1: Marine Transportation Services by Southeast Community Matrix.....	3
Table 2: Freight Service Providers in Southeast.....	11
Table 3: Service Frequency and Annual Tonnage of Freight Delivered by Community and Operator	15
Table 4: AMHS Routes by Type	22
Table 5: Southeast AMHS Terminal Improvements Projects in the Capital Projects Plan of the AMHS LRP	25
Table 6: Existing STIP Projects per Alaska DOT&PF for Southeast AMHS Terminals in AMHS LRP*	26
Table 7: Count of Cruise Ship Port Calls by Southeast Community (excluding anchorages)	30
Table 8: Haines Borough, Maritime Facility Inventory.....	34
Table 9: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP	37
Table 10: Hoonah-Angoon Census Area, Maritime Facility Inventory	39
Table 11: AMHS 2022 Frequency versus 2045 Target Service Level Frequency by Community in Hoonah-Angoon.....	42
Table 12: Planned AMHS Terminal Capital Improvements, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP	42
Table 13: CBJ Maritime Facility Inventory	44
Table 14: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP	47
Table 15: Ketchikan Gateway Borough Maritime Facility Inventory	49
Table 16: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year for the Ketchikan Ferry Terminal According to the AMHS LRP	52
Table 17: Petersburg Borough Maritime Facility Inventory	54
Table 18: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year in Petersburg Borough According to the AMHS LRP	57
Table 19: Prince of Wales-Hyder Census Area, Maritime Facility Inventory	58
Table 20: AMHS 2022 Frequency versus 2045 Target Service Level Frequency by Community in Prince of Wales-Hyder Census Area.....	61
Table 21: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP	61
Table 22: City and Borough of Sitka, Maritime Facility Inventory	64
Table 23: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to AMHS LRP	65
Table 24: Municipality of Skagway Borough, Marine Transportation Facilities.....	66
Table 25: Planned Skagway AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP	67
Table 26: City and Borough of Wrangell, Marine Transportation Facilities.....	69
Table 27: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP	71
Table 28: Yakutat City and Borough, Maritime Facility Inventory.....	72
Table 29: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP	74

Table 30: Summary of AMHS LRP Recommended Capital Cost Investments for Southeast AMHS Terminals and Recommended Project Start Date According the to the AMHS LRP	77
--	----

APPENDICES

Appendix 1: Community Needs Survey Results
Appendix 2: Operator Interview
Appendix 3: STIP Summary

ACRONYMS & ABBREVIATIONS

ACL	American Cruise Lines
AML	Alaska Marine Lines (Lynden)
AMHOB	Alaska Marine Highway Operations Board
AMHS	Alaska Marine Highway System
AMHS LRP	Alaska Marine Highway System 2045 Long Range Plan
ANB	Alaska Native Brotherhood
APEX	Alaska Project Exchange
ASFP	Alaska Statewide Freight Plan
BUILD	Better Utilizing Investments to Leverage Development
CBJ	City and Borough of Juneau
CBS	City and Borough of Sitka
CDP	Census Designated Place
CIP	Capital Improvement Program
DNR	Department of Natural Resources
DOT&PF	Alaska Department of Transportation & Public Facilities
EV	Electric Vehicle
FAA	Federal Aviation Administration
FY	Fiscal Year
HSFF	Haines–Skagway Fast Ferry
IFA	Inter-Island Ferry Authority
INFRA	Infrastructure for Rebuilding America
JDNC	Juneau-Douglas North Crossing
LRP	Long Range Plan
L RTP	Long Range Transportation Plan
TA	Transportation Assessment
LTL	Less-Than-Truckload
MARAD	Maritime Administration (USDOT)
M&O	Maintenance & Operations
MOU	Memorandum of Understanding
MRG	McKinley Research Group
MPDG	Multimodal Project Discretionary Grant
NADO	National Association of Development Organizations
NEPA	National Environmental Policy Act
NPS	National Park Service
PEL	Planning and Environmental Linkages
PHEV	Plug-in Hybrid Electric Vehicle
PIDP	Port Infrastructure Development Program
POF	Passenger-Only Ferry

POW	Prince of Wales
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RTA	Rural and Tribal Assistance
RURAL	Rural Surface Transportation Grant Program
SEATP	Southeast Alaska Transportation Plan
SOA	State of Alaska
SOLAS	Safety of Life at Sea
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program
TTP	Tribal Transportation Program
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard
USDOT	U.S. Department of Transportation
USFS	U.S. Forest Service

1.0 INTRODUCTION

1.1 Purpose of the Technical Memo

The Waterways, Ferries, and Freight Memorandum (technical memo or memo) summarizes the current state of waterborne transportation in Southeast Alaska (Southeast), including transportation facilities, routes, and intermodal hubs. Information is drawn primarily from the AMHS 2045 Long Range Plan (AMHS LRP),¹ the 2016 Long Range Transportation Plan – Let’s Get Moving 2036 (LRTP),² and the Alaska Statewide Freight Plan (ASFP)³ to support the basis of knowledge.

The SEATP is a regional, multimodal plan that complements the AMHS LRP. While the AMHS LRP provides system-level direction for marine services, SEATP independently identifies regional transportation needs and priorities across all modes. This memo also highlights the regional transportation issues and needs identified by community stakeholders, other Alaskan adopted planning documents, and review of funded Statewide Transportation Improvement Program (STIP) projects.

1.2 Southeast Marine Transportation System

The following is an overview of the current marine transportation system in Southeast, emphasizing the operational realities and infrastructure conditions that influence passenger movement and freight access.

1.2.1 Waterways

Alaska’s ports, waterways, and ferry system function together as a connected marine transportation network that underpins economic development, supports both subsistence and commercial activities, and strengthens regional resilience. Sustaining this network depends on collaborative planning among stakeholders, continued investment in state and local infrastructure, and proactive efforts to manage aging facilities, workforce needs, and long-term financial stability.

Specifically, much of Southeast’s marine transportation network operates within the northern Inside Passage, a complex and constrained system of narrow channels, strong tidal currents, and environmentally sensitive waters.⁴ These waterways support a diverse mix of vessels, including ferries, barges, cruise ships, fishing fleets, and smaller commercial, charter, and personal vessels. Weather, seasonality, and changing operating environments influence mobility within Southeast and connecting to the broader Southcoast region of Alaska, and Bellingham, WA.

¹ Alaska DOT&PF. (2025, March 10). AMHS 2045 Long-Range Plan. AMHS. Retrieved January 2026 from <https://dot.alaska.gov/amhs/operations/AMHS-2045-Long-Range-Plan.pdf>.

² Alaska DOT&PF. (2016, December). Alaska Statewide Long Range Transportation Plan – Let’s Keep Moving 2036 Policy Plan. Retrieved from https://dot.alaska.gov/stwdplng/areaplans/lrtpp2016/docs/LRTPpolicyplan_finalsigned_12-16.pdf.

³ Alaska DOT&PF. (2022, December 22). Alaska Statewide Freight Plan. Retrieved from https://dot.alaska.gov/alaskamoves2050/docs/25697_Alaska_Strategic_Freight_Plan_REDUCED_122222.pdf.

⁴ Marine Safety Task Force. (2024, April). Southeast Alaska Voluntary Waterway Guide. Retrieved May 2026, from <https://www.commerce.alaska.gov/web/Portals/5/pub/Archive26/2024SoutheastAlaskaVoluntaryWaterwayGuide.pdf>

The U.S. Marine Highway system currently includes 35 routes across the U.S. These routes serve as an extension of the surface transportation system. A route designated as a US Marine Highway route does not automatically receive additional federal funding. However, routes with this national designation have access to the U.S. Department of Transportation Maritime Administration (MARAD) US Marine Highway Program (a discretionary grant program) that supports marine infrastructure, vessel operations, and intermodal connections.⁵

Within Alaska, there are three US Marine Highway-designated routes, the M-11, M-A1, and M-5AK. The marine highway M-5 (AK) route connects to the M-A1 near Anchorage and the M-5 Route at the Canadian border north of Bellingham, WA. The M-5AK route spans 1,616 nautical miles and includes Alaska's coastal waters of the Pacific Ocean, connecting Puget Sound in the State of Washington to the Port of Unalaska in the Aleutian Islands.⁵

1.2.2 Harbors, Ports, and Maritime Facilities

Southeast's harbor, port, and maritime facility network includes a mix of facilities ranging from small remote access points (boat ramps and small docks) to larger, more complex hubs that support commercial operations, tourism, fisheries, and connections to roads and landside transportation. Of the 37 Southeast communities identified in the Southeast Alaska Transportation Plan Existing Conditions Report⁶, only three are inland and thus do not have direct port or harbor access (Covenant Life, Mosquito Lake, Klukwan) but instead have road connection to coastal communities served by a combination of transportation modes: water and road, and/or air.

A summary of marine transit types that serve Southeast communities is provided in Table 1. Skagway, Haines, and Hyder are linked to the Lower 48 by highways that pass through Canada so all smaller communities connected to these hubs by road, also have road access to the mainland. Across the Southeast, there are also boat ramps, marinas, and small docks serving smaller vessels; the full list of facilities in Southeast is provided in the SEATP Existing Conditions Report and are further described in the applicable community sub-section of Section 3.0 Maritime Transportation System Conditions and Issues by Community.

⁵ U.S. Department of Transportation, Maritime Administration. (2026, March 27). Marine Highway Program. Retrieved June 2026 from <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>

⁶ Alaska DOT&PF (n.d.). (2024, June). Southeast Alaska Transportation Plan (SEATP) – Existing Conditions Memo. Retrieved from https://southeastalaskatransportationplan.com/documents/20241230_SATP_ExistingConditions_Final.pdf

Table 1: Marine Transportation Services by Southeast Community Matrix

AREA	COMMUNITY	AMHS	IFA FERRY	CRUISE SHIP	BARGE
Haines	Covenant Life (Inland)				
	Excursion Inlet				✓
	Haines	✓		✓	✓
	Lutak				
	Mosquito Lake (Inland)				
	Mud Bay				
Hoonah-Angoon Census Area	Angoon	✓			
	Gustavus	✓			
	Hoonah	✓		✓	✓
	Klukwan (Inland)				
	Pelican	✓			
	Tenakee Springs	✓			
Juneau, City and Borough	Juneau	✓		✓	✓
Ketchikan Gateway Borough	Ketchikan	✓	✓	✓	✓
	Saxman				
Petersburg Borough	Kupreanof				
	Petersburg	✓		✓	✓
Prince Of Wales-Hyder Census Area (POW-Hyder Census Area)	Coffman Cove				
	Craig				✓
	Edna Bay				
	Hollis		✓		
	Hydaburg				
	Hyder				
	Kake	✓			✓
	Kasaan				
	Klawock			✓	✓
	Metlakatla (Annette Bay)	✓			✓
	Naukati Bay				
	Port Alexander				
	Point Baker				
	Port Protection				
	Thorne Bay				✓
	Whale Pass				
Sitka, City and Borough	Sitka	✓		✓	✓
Skagway Municipality Borough	Skagway	✓		✓	✓
Wrangell, City and Borough	Wrangell	✓		✓	✓
Yakutat City and Borough*	Yakutat	✓			✓

* AMHS service to Yakutat has not been provided since 2023, with the exception of a call in April 2026. Service is planned to resume in the future and a terminal construction project is included in the 2024-2027 STIP.

Larger communities frequently function as high-capacity hubs that support freight operations, fisheries, passenger activity, and tourism-related vessel calls, each with its' own terminal or dock infrastructure. Smaller communities often rely on a more limited number of facilities for marine access.

1.2.3 Overview of AMHS Terminal Network

AMHS is a state-owned ferry system that has provided essential transportation to Alaska's remote coastal communities since commencing operations in 1963. AMHS operates a system of terminals across Southeast that support passenger and vehicle loading, crew access, and vessel mooring. AMHS terminals function as important multimodal nodes, linking communities to regional economic centers and freight supply chains.

Alaska Department of Transportation and Public Facilities (DOT&PF) is responsible for designing, constructing, operating, and maintaining the State of Alaska's ferry transportation infrastructure system, which currently includes 43 terminal facilities serving 35 communities.⁷ Facilities range from single-berth rural terminals with limited uplands infrastructure to larger hubs with greater landside infrastructure. In Southeast, the majority of the AMHS terminals are owned by DOT&PF. Only a few of the facilities in Southeast are owned by other entities such as municipalities and port authorities, often with DOT&PF partnership support (e.g., Clark Bay is co-owned by State of Alaska and the Inter-Island Ferry Authority (IFA), the City of Pelican owns Pelican Terminal, and the Yakutat terminal is owned by the City of Yakutat).⁸

Figure 1 only shows AMHS facilities that received service during Winter 2025/2026 season or are anticipated to receive service Summer 2026 according to official posted schedules on the AMHS website. The inactive AMHS terminal facilities not shown on the map below include South Mitkof, Coffman Cove, Clark Bay, and Port Chester (former Metlakatla terminal).



Alaska Marine Highway System (AMHS)

The Alaska Marine Highway System (AMHS) is a state-owned ferry service that operates as a marine highway, covering 3,500 miles of coastline statewide and extending as far south as British Columbia and Washington. It provides crucial passenger and vehicle transportation to over 30 coastal communities across the state, 15 in Southeast Alaska alone.

AMHS partners with Southeast communities to operate AMHS terminals. While AMHS fully owns and operates some terminal facilities, others are owned by communities and used by AMHS for ferry operations (e.g., Skagway).

⁷ Alaska DOT&PF. (n.d.). *Alaska Marine Highway System: Communities*. Retrieved February 2026, from <https://dot.alaska.gov/amhs/communities.shtml>.

⁸ State of Alaska, Department of Commerce, Community, and Economic Development, Division of Community and Regional Affairs (n.d.). *Alaska Transportation Overview*. Retrieved May 2026,

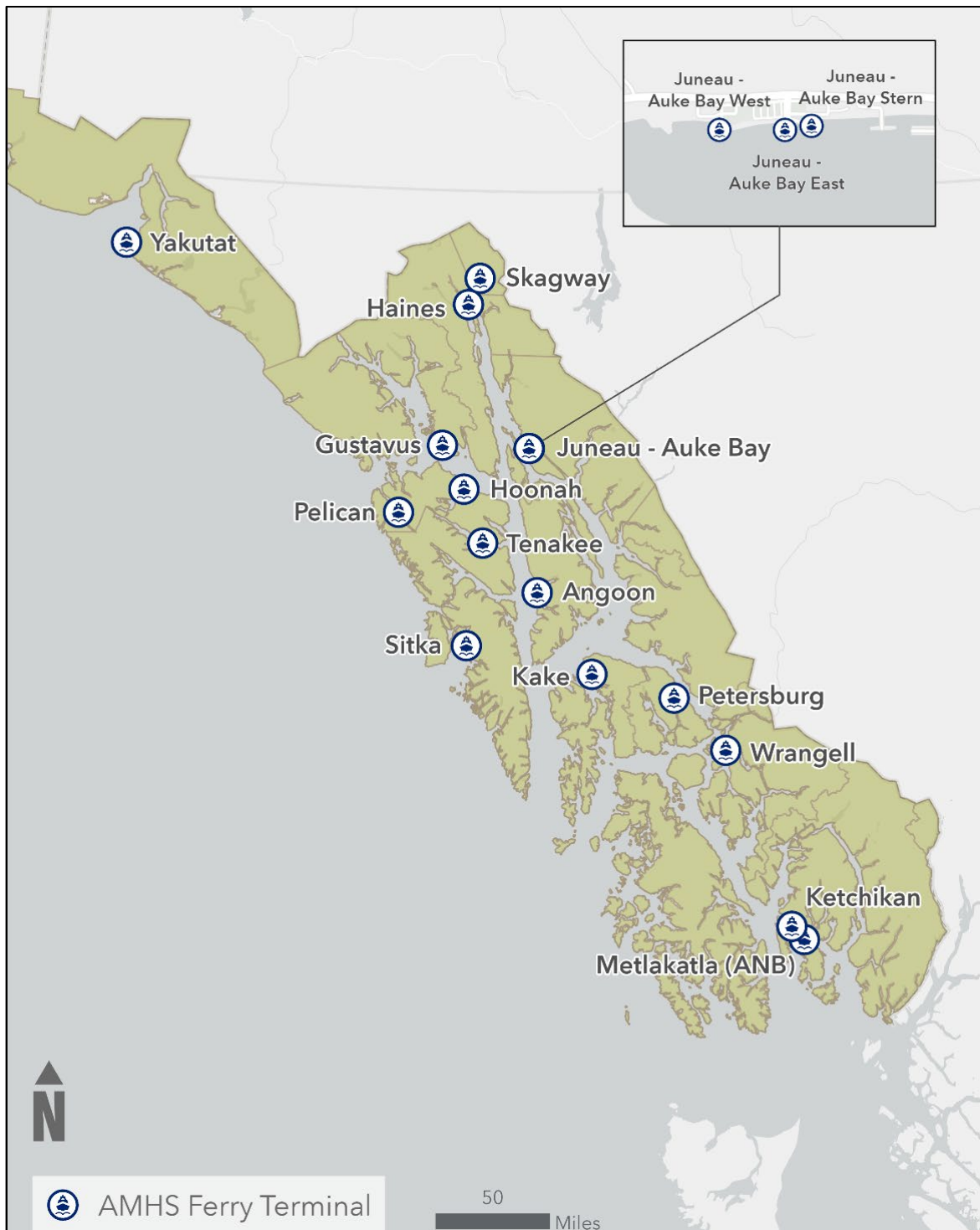


Figure 1: Map of Actively Served AMHS Terminals in Southeast (2025-2026)*

1.3 Key Issues

Several recurring constraints affect the performance of the maritime system in Southeast and are important for understanding the existing conditions, as described in the following sections.

1.3.1 Regional Mobility

Due to rugged terrain and limited road infrastructure, marine transportation, whether via AMHS or barged cargo, is not merely an alternative, but a critical mode for moving people, goods, and services within the region. Marine transportation connects Southeast with Seattle and the rest of Alaska.

Only a handful of Southeast communities, Skagway, Haines, and Hyder, have road access to the Lower 48 states of the continental United States (Lower 48) via Canada. Communities connected by road to any of these locations therefore also have access to the Lower 48. All other Southeast communities are located on islands or separated by fjords and are accessible only by water and/or air.

1.3.2 Weather and Seasonality

Weather and seasonal operating conditions significantly influence system reliability. Service disruptions caused by severe weather are well-documented for ferry operations, and changing marine conditions can lead to schedule impacts and increased maintenance needs, leading to the need to right-size the vessel fleet for conditions and passenger movement.

Operationally, the Inside Passage presents significant navigational and environmental challenges. Narrow channels, strong tidal currents, limited daylight during certain seasons, and unpredictable weather all impact vessel scheduling, punctuality, and maintenance. These challenges intensify in winter when adverse conditions regularly result in cancellations and delays. The cold, saltwater environment accelerates the deterioration of vessels and terminal assets, increases annual preventive maintenance requirements, and makes older assets more susceptible to unplanned maintenance findings during overhaul periods.¹

Impacts from severe weather and facility resilience are discussed in more detail in the Risk and Resiliency Technical Memo.

1.3.3 Reliability of Marine Transportation

System-level reliability is affected by workforce and fleet constraints. The AMHS LRP document cites workforce shortages, aging fleets, extended overhaul periods, and rising infrastructure costs as factors contributing to reduced service levels in recent years¹. The AMHS system is subsidized by the State of Alaska (SOA) and is reliant on funding from the Legislature and the USDOT federal discretionary grant program.

While AMHS plays a minor role in cargo movement in comparison to volumes transported by barges, many businesses rely on AMHS service for some cargo. As a result, reliable AMHS schedules, and the ability to plan for on-time, predictable deliveries are essential for managing inventory, controlling costs, and maintaining operational continuity in a region with limited transportation options. When AMHS service is unreliable or uncertain, disruptions ripple quickly through local supply chains, increasing the cost of living, delaying construction and maintenance activities, and constraining economic activity across Southeast.

1.3.4 Landside Limitations

Aging infrastructure and limited landside capacity can complicate the continuation of operations when infrastructure fails across Southeast Alaska. When critical infrastructure reaches the end of its service life, failures can disrupt operations and require temporary workarounds. For example, in the City and Borough of Wrangell, a 40-plus-year-old barge ramp was decommissioned in March 2025 due to its deteriorating condition. Barge operations have moved to the old mill dock at the nearby Marine Service Center until a permanent solution is built at the 6-Mile Deep Water Port (further described in 3.9.2.1 Identified Needs for the City and Borough of Wrangell).⁹

Limited redundancy further exacerbates landside constraints. Many communities rely on a single dock or loading facility to support both passenger and cargo operations, leaving little flexibility when infrastructure is unavailable due to maintenance, failure, or weather-related damage. In these cases, communities may experience service disruptions, delays in cargo delivery, or increased costs associated with temporary alternatives.

In addition to asset condition, many communities face limited waterfront space which constrains terminal footprints, hindering efficient passenger movements and cargo handling. Limitations in staging-areas, parking availability, truck access, and on-site circulation affect the movement of passengers, vehicles, and goods reducing operational efficiency.

1.4 Transportation Plans

The statewide policy and modal plans establish policy direction, investment priorities, and performance objectives that shape how marine transportation is expected to evolve over time and inform the SEATP. While the LRTP provides statewide context for freight (the transportation of cargo) ports, and intermodal connectivity, the AMHS LRP focuses specifically on the AMHS, including serving as the principal framework for service levels, fleet needs, terminal investments, and implementation priorities specific to the ferry system. Importantly, both plans are implemented through an iterative, long-range planning approach that recognizes near-term operational constraints and long lead times for capital delivery. The following plans have been referenced in the development of this memo.

1.4.1 Statewide and Regional Plans

Alaska Statewide Long-Range Transportation Plan – Let’s Keep Moving 2036 (2016)²

Let’s Keep Moving 2036, serves as Alaska’s approved statewide LRTP. It established transportation policies, goals, and implementation actions to guide the DOT&PF through 2036. The plan set high-level policy and investment priorities and served as an update to Let’s Get Moving 2030, published in 2008.

The DOT&PF aims to update the statewide LRTP every four to five years. The LRTP establishes long-term guidance for Alaska’s multimodal transportation system, including highways, aviation, transit, rail, marine, bicycle, and pedestrian networks. Developed through collaboration with state agencies and the public, the LRTP identifies statewide transportation priorities based on shared needs and stakeholder input.

⁹ Villarma M., *City and Borough of Wrangell. (2025, March 13). Immediate Decommissioning of Wrangell Barge Ramp. Retrieved from <https://www.wrangell.com/community/immediate-decommissioning-wrangell-barge-ramp>.*

Alaska Statewide Long Range Transportation Plan 2055 (LRTP 2055) (in development)

Currently in development, the LRTP 2055 will replace the LRTP (from 2016) and establish Alaska's transportation policy and investment framework through 2055.¹⁰ The DOT&PF finalized and published the Transportation Assessment, which provides a comprehensive planning level evaluation of Alaska's multimodal transportation system, including highways, transit, active transportation, aviation, marine transportation, and rail.¹¹ The assessment also looks at how the State's geographic, topographic, environmental, demographic, technological, and economic characteristics influence the movement of people and goods across the State's regions and communities. It establishes the baseline conditions, performance trends, challenges, and opportunities that will inform development of the State of Alaska's LRTP 2055 and guide future investment priorities.

Alaska Statewide Freight Plan (in development)

The forthcoming Statewide Freight Plan will incorporate a Waterways Appendix offering a targeted assessment of Alaska's marine and riverine freight network, including documentation of key navigable corridors, barge routes, and regionally significant waterways. This appendix is intended to support freight-related investment and policy decisions by identifying infrastructure needs, operational constraints, and resilience considerations across the state's waterway system.¹⁰

1.4.2 AMHS Plans

AMHS 2045 Long Range Plan (AMHS LRP) (2025)¹

The AMHS LRP considers factors contributing to the system-wide lack of reliability and recent service level decline, including workforce shortages, an aging fleet, rising infrastructure costs, and supply chain disruptions. These factors provide context for planning effort related to marine transportation in Southeast.

The AMHS LRP identifies short, mid, and long-term actions, with short-term efforts focused on stabilizing operations, addressing critical maintenance needs, and advancing projects already in development. Longer-term recommendations remain contingent on funding availability, workforce capacity, and project readiness, and will continue to be reassessed as conditions evolve. Efforts to develop a short-term plan are underway.

The AMHS LRP outlined recommendations in four categories: service, fleet and terminal infrastructure, workforce, and financial efficiency. The following sections detail fleet and terminal improvements that are specific to Southeast, along with summarized passenger forecasts and freight trends that were identified through the planning effort and may inform future planning in Southeast.

¹⁰ DOT&PF. (n.d.). *Alaska Long Range Transportation Plan 2055*. Retrieved from <https://publicinput.com/j85355#tab-66355>.

¹¹ State of Alaska (2026, April) *Transportation Assessment, State of Alaska Long-Range Transportation Plan 2055*. Retrieved from <https://publicinput.com/Custom/Full/c49b5329-27f7-4dd6-8cf5-93ddd21760ce>

AMHS 2025-2028 Short-Term Plan Draft (in development)

The AMHS Short-Term Plan describes how progress toward the LRP priorities and goals will be attained and provides recommendations for the state operating and capital budgets. The 2025-2028 Short-Range Plan (SRP) is the first of these short-term plans which will be updated to reflect concurrent planning efforts, new project timelines, and the status of LRP-identified strategies. AMHS and DOT&PF will make sure that these planning efforts remain dynamic, relevant, and aligned with broader transportation strategies.

2.0 MARITIME TRANSPORTATION MODAL OVERVIEW

Sections 2.1 Freight and 2.2 Passenger Service Modes summarize the different modes of marine transportation used in Southeast for both freight and passenger service. The two are considered separately, though there are some overlaps, like AMHS, which primarily provides a means of transportation of people, and moves some freight. Section 2.3 provides an overview of the maritime facilities in Southeast, including marinas, harbors, and floats.

2.1 Waterborne Freight Transportation

The waterborne transportation of cargo in Southeast is dominated by barge service, which carries most inbound goods by weight. Barge service is the lifeline of Southeast's supply chain, supporting the region's economic stability and community well-being. Tug and barge transportation is basically the tractor-trailer system of the maritime world. Since barges do not have engines, they rely on powerful tugboats to move them from point A to point B.

- **The Barge:** A large, flat-bottomed vessel designed to carry massive amounts of cargo (dry goods like grain, liquids like oil, or even heavy machinery). Because they lack propulsion, they are mostly "dead weight."
- **The Tugboat:** A small but incredibly powerful engine on hulls. Tugs are designed to maneuver much larger vessels by either pushing or pulling them.

The advantages of barge transportation over larger container ships in Southeast include:

- **Limited Infrastructure Requirements:** Many towns only have small docks or even basic ramps. Barges often carry their own cranes (pedestal cranes) and roll-on roll-off barges are designed specifically to transport wheeled cargo via built-in ramps that allow vehicles to drive directly on and off making loading and unloading very efficient and reducing reliance on shoreside equipment.
- **Maneuverability:** Barges have a much shallower draft (the amount of ship below the waterline) than container ships. This allows them to tuck into small bays and navigate tight waterways that would ground a larger ship.
- **Volume:** A modern container ship can carry more than 20,000 containers, far beyond what communities like Petersburg or Wrangell could make use of in a single shipment. Barges are right-sized for smaller markets and are highly efficient for serving a string of small communities.

Southeast’s communities are fundamentally reliant on barge services for the movement of goods. With limited road connections to the contiguous United States or the rest of Alaska, the region depends almost entirely on waterborne transportation for supplies. Industry data indicates that more than 90 percent of all goods arriving in Southeast are transported by barge, with the remaining cargo moving by plane or AMHS. For individual communities such as Wrangell, barged cargo accounts for approximately 99 percent of all incoming goods by weight.¹² That level of reliance means that barge capacity, pricing, and schedule stability are directly linked to the cost of living and construction costs in Southeast.

Barge landing site infrastructure ownership is a mix of public (DOT and local government) and private entities. The U.S. Army Corps of Engineers (USACE) supports waterborne transportation by inspecting and maintaining authorized civil works projects. USACE also completed a statewide assessment of Alaska barge landings in its 2010 *Alaska Barge Landing System Assessment & Design Statewide* report that provides a comprehensive review of all barge landings in Alaska.¹³

The USACE Alaska District Rivers and Harbors website provides information on current river and harbor projects across Alaska, including project overviews, maps, photos, and records of surveys, inspections, maintenance activities, and supplemental data such as technical reports and presentations. Although project information is updated annually, project pages display only the most recent activity, which may have occurred several years ago.¹⁴

2.1.1 System Description and Inventory

Southeast’s marine supply chain relies primarily on two waterborne freight providers, Alaska Marine Lines (AML) and Samson Tug and Barge (Samson). Other providers offer supplemental barge transportation, adding flexibility, redundancy, and access for specialized cargo and less frequently served destinations. These providers are listed in Table 2 below and described in the subsequent sections.

Table 2: Freight Service Providers in Southeast

MAJOR FREIGHT SERVICE PROVIDERS	SUPPLEMENTAL FREIGHT SERVICE PROVIDERS
AML Samson	Boyer Towing Sea Level Transport Olson Marine Petro Marine

¹² Rain Coast Data. (2021, December). *Freight in Wrangell Analysis*. Retrieved from https://www.wrangell.com/sites/default/files/fileattachments/economic_development/page/21418/freight_in_wrangell_analysis_december_2021_final.pdf.

¹³ US Army Corps of Engineers, Alaska District. (2010, November). *Alaska Barge Landing System Assessment & Design Statewide Phase 2 Final Report*. Retrieved from https://dot.alaska.gov/stwddes/desbridge/assets/grant/southcoast/ak_COE_AlaskaBargeReport_2010_FINAL.pdf.

¹⁴ US Army Corps of Engineers (n.d). *Alaska District: Rivers and Harbors*. Retrieved May 2026 from <https://www.poa.usace.army.mil/About/Offices/Construction-Operations/Rivers-and-Harbors/>

Southeast's freight network operates on a hub-and-shuttle model, where cargo is transferred between mainline and feeder services at intermediate ports.¹³ Skagway, while one of the highest-volume ports in the United States, functions primarily as an intermodal gateway supporting bulk commodity movements between Alaska, Canada, and global markets. Unlike other Southeast ports, it does not serve as a primary marine distribution hub for surrounding communities.

AML and Samson operate several mainline barge routes from Seattle serving a broad range of Southeast communities. These mainline services are complemented by shuttle routes operating out of Ketchikan, Petersburg, and Juneau, which function as distribution hubs connecting smaller surrounding communities to the broader supply chain. Short-haul shuttle routes operating out of Ketchikan to Wrangell, Prince of Wales (POW) Island, and Metlakatla appear to be served through a partnership arrangement between AML and Samson according to posted voyage logs.^{15 16}

There are three regional distribution hubs described in a presentation by AML at the 2024 Southeast Conference and barge schedules:¹⁷

- **Ketchikan:** Serves as the first and last Southeast Alaska port of call for mainline barges originating from and returning to Seattle. It is also the transshipment hub for POW Island communities (Craig, Klawock, Thorne Bay) and Metlakatla.
- **Petersburg:** Serves as an important regional distribution hub to communities including Sitka, Kake, and (seasonally) Hoonah, Tenakee Springs, and Excursion Inlet.
- **Juneau:** Functions as a regional distribution center for northern Southeast communities, nearby industrial areas, and mining operations.

Communities served by shuttle barge connections include Wrangell, Metlakatla, Thorne Bay, Klawock, Craig, Sitka, Kake, Hoonah, Tenakee Springs, and Excursion Inlet. Because cargo must be transferred at regional hubs, these communities typically experience longer transit times compared to locations served directly by mainline barge service.

2.1.1.1 Major Freight Providers

The duopoly of freight providers emerged following a 2013 legal settlement that established a Consent Decree governing the operational relationship between the two companies.¹⁸ From 2013 through 2021, AML and Samson operated under a limited asset-sharing and logistical coordination framework. Under this arrangement, the carriers used a hub-and-shuttle model in which containers were transported on shared mainline barges between Seattle and regional hubs, with subsequent redistribution to smaller Southeast communities. The agreement also included the transfer of containers and terminal assets to support competitive balance. Throughout this period, the companies maintained separate tariffs, customer relationships, and shore-side service contracts.¹⁸

¹⁵ Lynden. (2026, March 27). *Voyage Log: Southeast Alaska*. Retrieved March 27, 2026, <https://www.lynden.com/voyage-log/southeast.voylog.pdf>.

¹⁶ Samson. (n.d.) *Status Report*. Retrieved March 27, 2026, from <https://samsontug.com/status-reports/>

¹⁷ Moore, K. (2025, July 24). *SE Conference: Connecting the Region*. Retrieved March 2026 from <https://www.seconference.org/wp-content/uploads/Connecting-the-Region-Kelly-Moore-AML.pdf>.

¹⁸ *State v. Lynden Inc., No. 3AN-13-08552CI* (Alaska Super. Ct. Oct. 3, 2013). Retrieved from https://www.naag.org/wp-content/uploads/2020/10/652.civil_.AK-Barge-acquisition-settlement-3.pdf.

Since the expiration of the Consent Decree, AML and Samson now operate as fully independent carriers under separate pricing structures and commercial terms. Both provide regular parallel service to major Southeast hubs and continue to play a central role in the region's marine reliant freight system. Recent operational decisions, including closely aligned restrictions on the transport of electric vehicles (EVs) and plug-in hybrid vehicles (PHEVs), illustrate the degree to which service policies and market conditions remain interrelated despite formal independence.^{19 20}

Furthermore, available voyage logs indicate that AML and Samson continue to coordinate on certain Southeast Alaska services despite operating under independent commercial terms. AML voyage logs show instances where Samson owned tugs are used to move AML -owned barges on specific Southeast routes. For example, the March 27, 2026, AML voyage log shows service on routes between Ketchikan and Wrangell, POW Island, and Metlakatla using the Samson III tug (owned by Samson) paired with the Togiak Trader barge (owned by AML). This configuration suggests ongoing service cooperation to serve smaller Southeast communities, even in the absence of a formal Consent Decree.¹⁵

An overview of AML and Samson's service to Southeast is described in more detail in the subsequent sections.

Alaska Marine Lines

AML, a subsidiary of Lynden, Inc., offers scheduled barge service between Seattle and Southeast, with twice-weekly sailings. Their published schedules list regular destinations such as Craig, Haines, Hoonah, Juneau, Kake, Ketchikan, Petersburg, Sitka, Skagway, and Wrangell. They also serve a few other more remote destinations on a regular basis to support the mining industry and the movement of labor at Kensington Mine and Hawk Inlet. AML also provides charter services for shipments that fall outside the standard port rotation or timing.

*Fleet and Capacity:*²¹

The AML fleet that is dedicated to Southeast consists of the following:

- Main Line Deck Barges that are 360 ft x 100 ft.
- One Shuttle Barge out of Petersburg that is 286 ft x 76 ft.
- One Shuttle Barge out of Ketchikan that serves Metlakatla, POW Island, and Wrangell, which is 2860 ft x 76 ft. This service is provided in coordination with Samson.

Cargo Volume:

According to a 2024 Southeast Conference presentation, AML shipped 3.2 billion pounds of cargo into Southeast over 2.5 years.¹⁷ The company and its agents employ over 100 people year-round in the Southeast region.

¹⁹ Alaska Marine Lines. (2025, August 12) Notice on Electric Vehicles and Plug-in Hybrid Electric Vehicles. Retrieved from <https://www.lynden.com/aml/wp-content/uploads/sites/16/2025/08/2025-Aug12-AML-EV-PHEV-Policy.pdf>.

²⁰ Samson Tug and Barge. (2025, August 13). Samson to Discontinue EV & Plug-In Hybrid Shipments to Southeast Alaska. Retrieved from <https://samson tug.com/featured/samson-to-discontinue-ev-plug-in-hybrid-shipments-to-southeast-alaska>.

²¹ Alaska Marine Lines. (n.d.). Marine Equipment Overview. Retrieved May 2026 from <https://www.lynden.com/aml/resources/equipment/marine-equipment/>.

Cargo Types:

- Dry and refrigerated containers
- Roll-on roll-off cargo including vehicles, boats, and trailers
- Heavy equipment and oversized/breakbulk cargo
- Temperature-controlled shipments (frozen or temperature-controlled to prevent freezing)
- Household goods and personal effects
- Hazardous materials (subject to specific requirements)
- Vehicles, excluding EVs and PHEVs as of September 1, 2025¹⁹

Samson Tug and Barge

Samson is an Alaska-owned and operated interstate shipping company headquartered in Sitka. The company was founded in Juneau in 1937 and has provided freight-hauling services throughout Southeast continuously since then. Samson provides scheduled weekly freight service from Seattle to multiple Southeast Alaska communities, including Metlakatla, Ketchikan, POW Island (Craig, Klawock, and Thorne Bay), Wrangell, Petersburg, Juneau, and Sitka. Their shipping schedules are posted seasonally, and operational conditions such as weather can affect actual sailings. Samson also serves other ports seasonally or on an as-needed basis when cargo demand justifies a stop, providing flexibility for project-specific logistics.

Samson operates a fleet of tugboats and barges, and partners with other tug and barge operators to provide service to Southeast and Gulf of Alaska coastal communities.

Cargo Types:

- Containerized freight
- Refrigerated containers for seafood shipments
- Heavy equipment and construction materials
- Household goods and general cargo
- Less-than-truckload (LTL) shipments with door delivery in most ports
- Vehicles, excluding EVs/PHEVs as of August 26, 2025²⁰

Service Frequency of AML and Samson to Southeast Communities

AML and Samson provide the primary scheduled barge service connecting Southeast with Seattle, with service patterns that reflect the hub and shuttle freight network described above.

As summarized in Table 3, both carriers operate regular mainline sailings from Seattle to key regional hubs such as Juneau, Ketchikan, and Petersburg, where higher cargo volumes support more frequent service. Communities that lack direct access to mainline calls are generally served by shuttle barges (smaller barges). For example, AML offers a shuttle barge service via Petersburg and Ketchikan for several communities, with frequency varying by community and seasonality as described in the AML Service Frequency column in Table 3.

A McKinley Research Group report published in March 2023 describing the supply chain of Alaska Seafood further breaks down how freight is distributed to communities not serviced by mainline barge service. The dock for POW is located in Thorne Bay, but the container freight station is located in Craig. Cargo is transferred in Ketchikan onto a small barge that provides weekly service to POW. Cargo that is bound for Seattle from POW, is transferred in Ketchikan to a larger barge running a mainline service.²²

Table 3: Service Frequency and Annual Tonnage of Freight²³ Delivered by Community and Operator

COMMUNITY	ANNUAL FREIGHT TONNAGE DELIVERED BY AML ²³	AML SERVICE FREQUENCY ¹⁷	SAMSON SERVICE FREQUENCY
Excursion Inlet		Summer Service Only (via Shuttle Barge from Petersburg)	
Haines	8,260	Weekly (Mainline)	
Hawk Inlet (mining site)	46,600	Weekly (Mainline)	
Hoonah	15,000	Summer Service Only (via Shuttle Barge from Petersburg)	
Juneau	108,900	Twice-Weekly (Mainline)	Weekly (Mainline)
Kake	1,000	Weekly (via Shuttle Barge from Petersburg)	
Kensington	16,000	Weekly (Mainline)	
Ketchikan	62,000	Twice-Weekly (Mainline)	Weekly (Mainline)
Metlakatla			Weekly (via Shuttle Barge from Ketchikan)
Petersburg	14,800	Twice-Weekly (Mainline)	Weekly (Mainline)
POW Island (Craig, Klawock, Thorne Bay)	14,000	Weekly (via Shuttle Barge from Ketchikan)	Weekly (via Shuttle Barge from Ketchikan)
Sitka	27,590	Twice-Weekly (via Shuttle Barge from Petersburg)	Weekly (Mainline)
Skagway	6,700	Weekly (Mainline)	
Tenakee Springs		Summer Service Only (via Shuttle Barge from Petersburg)	
Wrangell	6,140	Weekly (via Shuttle Barge from Ketchikan)	Weekly (via Shuttle Barge from Ketchikan)
Yakutat	2,200	Monthly (Mainline)	

No entry in the service frequency column indicates that no regularly scheduled service is provided to that community.

²² McKinley Research Group LLC. (2023, March). Alaska Seafood: Overview of the Global Supply Chain. Retrieved February 2026, from <https://www.alaskaseafood.org/wp-content/uploads/Alaska-Seafood-Supply-Chains-Overview-March-2023-Final.pdf>.

²³ Tonnage was reported as part of an interview with the AML in February 2026 and noted to be consistent year over year. See Appendix 2 Operator Interview Summary, Barge Operator Interview Questions & Responses.

2.1.1.2 Supplemental Freight Providers

Beyond the two scheduled common carriers listed above, additional tug-and-barge and smaller landing-craft operators are often used for inter-island shipments, remote sites, construction mobilization, and communities without regular barge infrastructure. These operators may also coordinate with AML and Samson to provide some of the intra-community/last-mile barge service for communities lacking ferry or barge service. Operators based out of Southeast include:

- Boyer Towing, headquartered in Ketchikan with additional facilities in Seattle, operates a fleet of tugs and barges providing service along the Pacific Northwest and Alaska coasts. The company provides contract towing and barging services year-round and owns/operates freight terminals and docks in Seattle, Ketchikan, Thorne Bay, and Ward Cove. Boyer Towing serves as a contract carrier for both Samson and AML for certain destinations. Boyer Towing has a fleet of 20 barges (a mix of inland ocean barges), with capabilities that include deck cargo, self-loading ocean log barge, railroad cars and loading over beaches with ramp barges.²⁴
- Sea Level Transport (Juneau-based) provides “inter-island and marine freight transport in Southeast” using a 75-foot, U.S. Coast Guard (USCG)-inspected landing craft, designed for versatile shallow-water access (M/V Lite Weight).²⁵
- Olson Marine (Ketchikan-based) provides on-demand barge transportation and coastal/inland towing (providing ship and barge assistance, log towing, ship tending, equipment barging, anchor setting and retrieval services).²⁶
- Petro Marine Services is not based in Southeast, but rather headquartered in Anchorage, and has fuel terminals in Craig, Juneau, Ketchikan, Petersburg, Sitka, Skagway, and Wrangell. Petro Marine Services has a fleet of dedicated fuel barges that serve Southeast and deliver gasoline, diesel, aviation fuel, heating oil, and other petroleum products to coastal communities.²⁷ Petroleum products are a distinct cargo category for Southeast, typically transported by dedicated fuel barges rather than deck barges.

2.1.1.3 AMHS and Freight

AMHS plays a small but operationally important freight role by moving container vans that provide added capacity and redundancy for some communities, especially when barge service is limited, seasonal, or when ferry transport timing is better aligned with local needs. Ferry terminals also function as intermodal hubs, linking marine freight with local road systems, staging areas, and airports.²⁸

A major year-round use of this service is the movement of container vans carrying perishable goods, such as fresh vegetables, meat, and dairy, from Bellingham and regional Southeast hubs to AMHS-served communities. This service is often less expensive than air freight and, in some

²⁴ Boyer Towing Inc. (n.d.). *Our Fleet*. Retrieved February 2026 from http://www.boyertowing.com/index_files/Page661.html.

²⁵ Sea Level Transport. (n.d.). Retrieved February 2026 from <https://www.sealeveltransport.com>.

²⁶ Olson Marine. (n.d.). *About*. Retrieved February 2026, from <https://www.olsonmarine.com>.

²⁷ Petro Marine Services (n.d.). *Barge Services*. Retrieved February 2026 from <https://www.petromarineservices.com/products-services/services>.

²⁸ Southeast Conference. (2024). *AMHS Business Impact Study*. Retrieved March 2026 from <https://seconference.org/wp-content/uploads/FINAL-24045-100-046-0-AMHS-Business-Impact-and-Cover-Letter.pdf>.

corridors, more frequent than barge service. In addition to consumer goods, container vans are used to transport mail, household goods, and fresh Alaska seafood.²⁹

Within this context, seafood processors rely on AMHS as a critical component of their logistics chain. Interviews conducted for *the Economic Impacts of the Alaska Marine Highway System* study indicate that seafood processors in Juneau and Cordova frequently use ferries during peak fishing seasons to ship seafood and to receive supplies, parts, and equipment needed to sustain processing operations. According to AMHS staff, key seafood shipping ports include Kodiak, Cordova, Petersburg, Wrangell, and Juneau, with onward distribution occurring at ports with highway access.³⁰

2.1.2 Key Issues and Opportunities

The following subsections summarize key issues and opportunities identified as they relate to the movement of cargo via barge and AMHS in Southeast.

Demand for waterborne freight service in Southeast is significant given the presence of many businesses across industries, including construction, utilities, fishing, healthcare, hospitality, and grocery, and retail. While many businesses historically relied on AMHS services to transport some goods and parts, challenges with reliability via ferry have caused many business owners across sectors to use other means of transport.³¹

Continued investment in barge facility infrastructure and AMHS service resilience is needed for the long-term sustainability of Southeast Alaska's communities. For businesses and communities alike, the ability to plan for predictable and on time cargo delivery is a recurring and critical concern, as disruptions can quickly affect the cost of living, construction timelines, and business operations across the region.

Recent changes in freight operations, including restrictions on the transport of electric and plug-in hybrid vehicles by both AMHS and barge operators due to safety concerns, have further highlighted the limited redundancy in the region's freight system and the close interdependence between evolving technologies and marine transportation infrastructure. In a region with few alternatives, disruptions or capacity constraints can have outsized impacts on communities that depend on marine freight for nearly all goods and supplies.

2.1.2.1 Co-Location of Barge and AMHS Ferry Operations

The idea of using a single facility to serve both AMHS ferries and freight barges has been raised as a potential way to reduce costs and improve efficiency. However, it should be noted that ferry terminals and barge terminals are built for very different purposes, and co-location is generally not the most practical solution. The following considerations summarize some operational and design differences that may limit the feasibility of co-locating barge freight operations within AMHS ferry terminals.

- Different equipment and load requirements:

²⁹ Alaska DOT&PF. (2025, March 19). *2024 Annual Traffic Volume Report Alaska Marine Highway System*. Retrieved February 2026, from https://dot.alaska.gov/amhs/doc/ATVR/atvr_2024.pdf.

³⁰ McDowell Group, Inc. (2016, January). *The Economic Impacts of the Alaska Marine Highway System*. Alaska Marine Highway System. Retrieved February 2026, from https://dot.alaska.gov/amhs/doc/ECON/econ_15.pdf.

³¹ Southeast Conference. (2024). *AMHS Business Impact Study*. Retrieved March 2026 from <https://seconference.org/wp-content/uploads/FINAL-24045-100-046-0-AMHS-Business-Impact-and-Cover-Letter.pdf>.

- Ferry terminals are designed for highway vehicles, such as cars and standard trucks that drive on and off the vessel.
- Barge freight operations rely on very large forklifts and loaders to move containers and heavy cargo. These machines are far heavier than highway trucks and cannot safely use ferry ramps or floats, which are not built to support their weight.
- Different vessel heights (“Freeboard”): The ferry ramps and aprons at AMHS terminals are built to match the freeboard of the AMHS ferries. The aprons and the ramps on the ferry terminals might not be able to accommodate the difference in freeboard between the vessel types.
- Slip Size and Maneuvering Space:
 - Ferry terminals are shaped specifically for AMHS vessels, which load in a narrow, guided slip.
 - Freight barges are much wider, often about 100 feet in width, and cannot fit into these slips. Even if they could enter, they cannot get close enough for a ferry ramp to reach them.

Freight carriers such as AML operate with equipment and vessel types that require dedicated freight terminals. These facilities are specifically engineered for heavy cargo, wide barges, and flexible loading arrangements. AMHS terminals, on the other hand, are designed for passenger service, vehicles, and efficient vessel turnaround, which means they cannot safely support freight operations without significant reconstruction.

In limited cases, AMHS facilities may represent the most practical location for freight off-loading; however, shared use introduces additional operational, liability, and risk-management considerations. The State of Alaska owns most AMHS facilities and assumes responsibility for maintaining ferry infrastructure and service continuity. Private freight operators using these facilities may be required to carry substantial insurance coverage to address potential damage to terminal infrastructure or AMHS vessels. Liability requirements, combined with the potential consequences of facility damage and resulting service disruptions, can limit the feasibility of shared-use arrangements between AMHS and private freight operators.

Despite these difficulties, there may be sufficient cause to further explore co-locating barge and AMHS facilities to accommodate freight delivery, particularly for small communities that do not currently have barge landings. Also, there may be opportunities to co-locate AMHS and tourism services (e.g. cruise ship docking) to provide mutual benefit to the AMHS (lease revenue generation) and community economic development. Further study is necessary to explore the feasibility of co-location of AMHS facilities with these community services.

2.1.2.2 Electric Vehicle Transport Restrictions

In the early Fall of 2025, both AML and Samson announced they would no longer transport EVs or PHEVs to the region. AML’s policy took effect September 1, 2025, for Southeast, while Samson ceased accepting EVs and PHEVs effective August 26, 2025.^{19 20} Both carriers cited the inability to extinguish or contain lithium-ion battery fires at sea, noting that while incidents are infrequent, the consequences can be catastrophic. The policy shift followed the June 2025 sinking of the cargo vessel Morning Midas, which caught fire southwest of Adak Island while carrying approximately 3,000 vehicles, including about 70 fully electric and 680 hybrid vehicles; the fire reportedly originated from

the deck carrying EVs and burned for several weeks before the vessel sank in waters approximately 5,000 meters deep.³²

These restrictions have significant implications for the movement of vehicles through Southeast's marine transportation network. With barge transport no longer available for EVs and PHEVs, AMHS remains the only option for transporting EVs to road-isolated communities in the region. AMHS continues to accept EVs but limits transport to two per sailing due to fire suppression constraints. Each vessel is equipped with two specialized fire blankets designed to smother battery fires, and EVs are parked in designated locations with additional clearance to facilitate emergency response if needed. Given current average sailing frequencies, this constraint effectively limits regional EV transport capacity to approximately 90 to 100 vehicles annually (a significant reduction from prior capacity when barge service was available).

The impact of these restrictions extends beyond new vehicle acquisition. Communities such as Sitka, which were bringing in 75 to 80 EVs per year prior to the barge restrictions, now face constrained access to EVs despite growing regional adoption; the Alaska Energy Authority reports that nearly 1,500 EVs and hybrid vehicles are already registered across Southeast. Local automotive dealers have raised additional concerns regarding the transport of replacement lithium-ion batteries for vehicle maintenance and manufacturer recalls, as AML's policy also prohibits shipment of lithium-ion batteries themselves. This creates uncertainty for existing EV owners who may require battery service or replacement parts that cannot currently be shipped to the region by barge.

From a planning perspective, these developments highlight the interdependence between evolving vehicle technologies and the marine transportation infrastructure that serves road-isolated communities. As the State of Alaska and communities advance their EV plans and expand charging networks along the road system and at AMHS terminals, coordination between agencies, barge operators, and AMHS will be important to address the transport constraints that currently limit EV access for Southeast residents. AMHS will continue to monitor industry developments regarding safe transport protocols for electric vehicles and may adjust policies as safer standards for shipping EVs at sea are established. In the interim, residents seeking to transport EVs to Southeast are advised to coordinate directly with AMHS reservations staff when booking ferry travel to check whether EV capacity is available.

2.1.2.3 AMHS Service Reliability for Cargo Transportation

According to the AMHS Business Impact Study, there is demand for AMHS services in Southeast by businesses across industries, including construction, utilities, fishing, healthcare, hospitality, and grocery, and retail service.³³ While many businesses have historically relied on AMHS services to transport goods and parts, challenges with reliability via ferry have caused many business owners across sectors to use other means of transport. Other service providers like AML, Trucano Construction or Alaska Seaplanes are used when there is no availability on AMHS vessels or schedule reliability is a driving factor. Many businesses spoke about the inability to plan in advance for reserving space on an AMHS vessel, leaving many to opt for contracted barge service that allows greater schedule flexibility and spontaneity for unexpected deliveries or part deliveries.

³² USCG (2025, June 4). Coast Guard responds to vessel fire offshore Adak, Alaska. Retrieved February 2026, from <https://www.news.uscg.mil/Press-Releases/Article/4206451/coast-guard-responds-to-vessel-fire-offshore-adak-alaska>.

³³ Southeast Conference. (2024). AMHS Business Impact Study. Retrieved March 2026 from <https://seconference.org/wp-content/uploads/FINAL-24045-100-046-0-AMHS-Business-Impact-and-Cover-Letter.pdf>.

Continued investment in AMHS service resilience is needed for the long-term sustainability of Southeast Alaska's communities. For businesses and communities alike, the ability to plan for predictable and on time cargo delivery is a recurring and critical concern, as disruptions can quickly affect the cost of living, construction timelines, and business operations across the region.

2.2 Passenger Service Modes

Passenger movement in Southeast is multimodal, with marine transportation, aviation, and local surface systems functioning together to provide mobility for residents and visitors alike. AMHS ferries, independent charter vessels, private passenger vessels, and cruise ships are the organized modes of passenger transportation throughout the region.

AMHS serves as the region's primary year-round inter-community transportation backbone, providing lifeline access for routine travel, medical care, education, government services, and vehicle transport. This role is particularly critical for communities without connecting road access. Independent ferries, seasonal fast ferries, water taxis, and aviation services complement AMHS by adding flexibility and capacity in specific corridors or during peak travel periods. However, these services are often seasonal, passenger only, or limited in their service areas, and therefore function as supplements rather than replacements for AMHS's year-round connectivity. These supplemental vessels are smaller than those in AMHS's fleet, therefore more limited by harsh weather and rough seas. From a regional planning perspective, AMHS remains central to providing continuity of access across Southeast.

Cruise ships are another major component of the marine transportation system, though they primarily serve the tourism industry rather than resident mobility needs. Seasonal cruise visitation contributes significantly to local economies during the summer months and provides important support for businesses with highly seasonal revenue streams. At the same time, concentrated passenger activity can strain local transportation networks, parking, pedestrian facilities, and other community infrastructure during peak periods.

Private boats are also used for individual passenger service throughout Southeast. Residents use private vessels to move between communities for business, appointments, shopping, hunting, subsistence activities, and fishing. There is no precise, publicly available count for the total number of private vessels in Southeast. While the region hosts a significant maritime population, comprehensive data on private recreational boats is limited. For this reason, private passenger vessels will not be explored further as a part of this plan.

2.2.1 Alaska Marine Highway System (AMHS)

AMHS remains a major provider of intercommunity travel within Southeast (e.g., medical access, government services, education, and personal travel). The AMHS covers 3,500 miles of coastline, providing service to over 30 coastal communities from Bellingham, WA, to Dutch Harbor in the Aleutian Chain, many of which are not accessible by road.³⁴ By linking remote and road-isolated communities, the AMHS plays a critical role in maintaining access to essential services, supporting economic activity, and facilitating intercommunity connectivity across Southeast.

³⁴ Alaska DOT&PF. (n.d.). Our Route. Alaska Marine Highway System (AMHS). Retrieved February 2026, from <https://dot.alaska.gov/amhs/route.shtml>.

2.2.1.1 *System Description and Inventory*

AMHS's system is divided into three major service regions: Southwest, South Central, and Southeast.

- Southwest extends from Kodiak west to Dutch Harbor (Unalaska).
- Southcentral encompasses Homer, Seldovia, and Prince William Sound.
- Southeast includes the communities between Bellingham, WA, and Yakutat. While Bellingham is included in this service area, it is not considered a part of the Southeast planning area. Furthermore, service to Yakutat, the northernmost community within Southeast, has been suspended since 2023, with the exception of service provided in April 2026. While service is planned to resume in the future, there is no additional scheduled service on the current AMHS calendar.

Additionally, there is typically a Cross Gulf service during the summer that connects the three regions.

AMHS's fleet currently consists of nine vessels, including:

- Four Mainline vessels that provide overnight accommodation and serve longer routes with multi-day trips
- Four Dayboat vessels, which do not provide overnight passenger accommodation, serve shorter routes connecting smaller communities on trips typically completed within a single day
- One Shuttle vessel operates on a short, 45-minute route

The routes serving Southeast are depicted in Figure 2 and Table 4.



Figure 2: Map of AMHS Routes Serving Southeast³⁴

Table 4: AMHS Routes by Type

MAINLINE ROUTES (LONG-DISTANCE ROUTES)	DAY BOAT ROUTE (REGIONAL SERVICE)	SHUTTLE ROUTE
Bellingham → Ketchikan → Wrangell → Petersburg → Juneau ↔ Haines → Skagway → Sitka Ketchikan → Wrangell → Petersburg → Kake ↔ Sitka → Juneau → Haines → Skagway	Juneau → Angoon Juneau → Gustavus → Hoonah Juneau → Haines Juneau → Skagway	Ketchikan → Metlakatla (Anette Bay)

AMHS previously provided a cross gulf route connecting Southeast with the South Central region of Alaska, and serving Yakutat, the northernmost southeast community with connection to other communities and their services, as shown in Figure 3. No service to and from Yakutat has been provided since 2023, with exception of service provided in April 2026.



Figure 3: Map of AMHS South Central and Cross Gulf Route³⁴

2.2.1.2 Assessing AMHS Terminal Assets

As a part of the AMHS LRP effort, each facility key site component was reviewed and assigned a rating based upon its condition. Higher rankings indicate that a site is in better condition, while lower rankings indicate worse conditions with more action needed. This assessment was completed to determine needed improvements and associated costs to support the development of a capital project plan.

This assessment also established a consistent terminal condition framework by evaluating “key site components” and applying a condition rating approach to determine timing of replacement or major repair and maintenance needs over the plan horizon.

For each terminal, conditions were assessed across five categories to derive an overall condition score.

- Marine Structures: Condition of berths, transfer bridges, dolphins, fenders, and mooring structures; identification of structural deficiencies or lifecycle concerns.
- Upland Structures: Terminal buildings, staging areas, parking, utilities, lighting, and ADA accessibility.
- Operational Suitability: Ability to accommodate current and future AMHS vessel classes, vehicle traffic, passenger flow, and freight loading needs.
- Resiliency Factors: Exposure to storm surge, coastal erosion, wave action, seismic vulnerability, and effects of climate change.
- Maintenance Backlog or Deferred Needs: High-cost elements requiring attention to maintain operability and safety.

Figure 4 shows the condition ratings for each terminal in Southeast. In general, most terminals are in 'good' condition, meaning that some aspects of the terminal have minor problems, requiring ongoing maintenance in the next 10 years, with more substantive repairs required in the long term. A few terminals have components that indicate "poor" to "fair" condition and are recommended for replacement in the short- to mid-term.

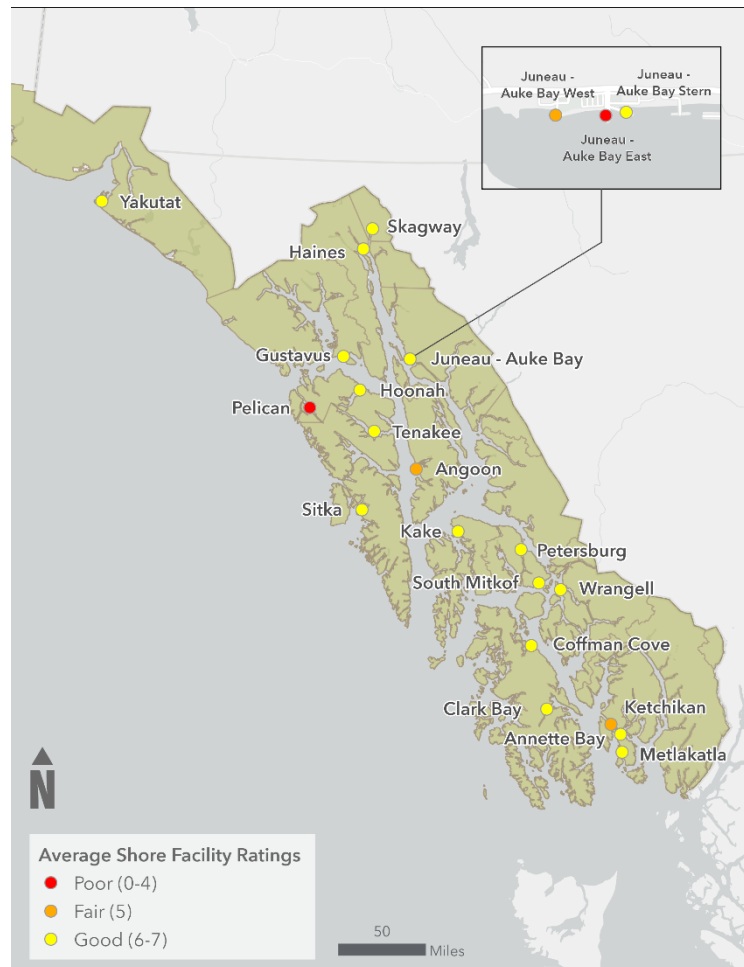


Figure 4: AMHS LRP Terminal Condition Ratings

The AMHS LRP¹ emphasizes that ferry terminals are not stand-alone assets but integral components of a broader multimodal transportation network. The AMHS LRP identifies aging infrastructure, limited redundancy, and workforce and fleet constraints as key challenges affecting service reliability and system resilience. For example, Table 5 shows the AMHS terminal condition ratings as identified through the AMHS LRP effort.

Table 5: Southeast AMHS Terminal Improvements Projects in the Capital Projects Plan of the AMHS LRP

TERMINAL	Dock / Approach Trestle / Bulkhead	Dolphins / Mooring Structures	Float	Vehicle Transfer Bridge	Apron / Intermediate Ramp	Transfer Bridge Lift System	Access Catwalks & Gangways	Uplands Terminal Buildings	Uplands Staging & Parking	Backup Generator	Electrical Utilities	Other Utilities
Angoon Ferry Terminal	–	STIP	L	L	M	STIP	–	L	M	–	–	–
Auke Bay East Stern Berth	L	L	L	M	L	L	L	L	L	L	L	L
Auke Bay Ferry Terminal East Berth	L	STIP	M	M	M	M	L	L	L	L	L	L
Auke Bay Ferry Terminal West Berth	–	M	M	L	M	M	L	L	L	L	L	L
Clark Bay (Hollis) Ferry Terminal	–	L	L	L	L	M	L	L	L	–	M	M
Coffman Cove Ferry Terminal	L	L	L	L	L	L	M	L	L	L	L	M
Gustavus Dock	L	L	–	L	L	L	–	–	L	L	L	L
Haines Ferry Terminal	L	L	–	L	L	L	M	L	L	L	L	L
Hoonah Ferry Terminal	–	L	M	L	L	L	–	L	L	L	L	L
Kake Ferry Terminal	–	STIP	L	L	STIP	L	STIP	L	L	–	L	L
Ketchikan Ferry Terminal (Berth 1)	–	L	L	L	M	M	L	L	M	L	L	L
Ketchikan Ferry Terminal South (Berth 2)	L	M	L	L	L	L	STIP	L	L	L	STIP	L
Ketchikan Transfer Facility (Berth 3)	–	L	L	L	L	L	L	L	L	L	L	L
Metlakatla (Annette Bay) Ferry Terminal	–	L	L	L	L	L	–	L	L	L	L	–
Pelican Ferry Terminal	STIP	STIP	STIP	STIP	STIP	STIP	STIP	–	–	–	–	–
Petersburg Ferry Terminal	L	L	L	L	L	L	L	L	L	L	L	L
Sitka Ferry Terminal	M	L	L	M	M	M	L	L	L	L	L	L
Skagway Ferry Terminal	–	M	M	M	M	M	L	L	L	L	L	L
South Mitkof (Petersburg) Ferry Terminal	L	L	L	L	L	L	–	–	L	L	M	M
Tenakee City Dock	L	L	L	L	L	L	L	–	L	–	L	L
Wrangell Ferry Terminal	–	M	–	M	L	L	L	L	L	L	L	L
Yakutat City Dock	STIP	L	STIP	STIP	STIP	STIP	–	–	–	–	L	L
South Tongass (Saxman) Ferry Terminal	STIP plans in development for construction of new terminal in the short-term											

Legend: M = mid-term (2029-2035); L = long-term (2036-2045); STIP = Addressed by STIP project; – = No planned work

Table 6: Existing STIP Projects per Alaska DOT&PF for Southeast AMHS Terminals in AMHS LRP*

COMMUNITY	BOROUGH / CENSUS AREA	PROJECT	STIP #
Angoon	Hoonah–Angoon Census Area	Angoon Ferry Terminal Modifications	#33883
Juneau (Auke Bay)	City and Borough of Juneau	Auke Bay Ferry Terminal East Berth Mooring	#29709
Kake	Petersburg Borough	Kake Ferry Terminal Rehabilitation	#34193
Ketchikan	Ketchikan Gateway Borough	Ketchikan Ferry Terminal Improvements	#31098
Pelican	City and Borough of Yakutat	Pelican Ferry Terminal Improvements	#33885
Yakutat	City and Borough of Yakutat	Yakutat City Dock Improvements	#34192
Near Ketchikan	Ketchikan Gateway Borough	South Tongass Ferry Terminal	#33972

* Since the publication of the AMHS LRP, Amendment #1 and Amendment #2 have been published, and additional projects have been added, as highlighted in the applicable community subsection within 3.0 Maritime Transportation System Conditions And Issues By Community.

2.2.1.3 Key Issues and Opportunities

Workforce shortages, an aging fleet with significant maintenance needs, rising infrastructure costs, and supply chain disruptions have all contributed to a recent decline in AMHS service.

AMHS is presented with opportunities to modernize and strengthen its operations, which were explored in the 2045 AMHS LRP. New vessel design and construction projects offer opportunities to introduce new technologies, standardization, and design elements that provide efficiencies for crew and offer an attractive working environment. They also present an opportunity to reduce USCG stipulated safe crewing levels. Workforce development efforts, including training programs, apprenticeships, and collaborations with maritime institutions, local communities, and unions, can help build a strong maritime workforce in Alaska to support a skilled, sustainable AMHS labor force for the future.

2.2.1.3.1 Ridership Forecasting

A demographic analysis was performed by McKinley Research Group (MRG) as part of the AMHS LRP to support service projections. In reviewing several forecasts and metrics related to the population and economy of coastal Alaska, MRG found AMHS use is highly related to the number of port calls made to each community, reliability, and demand for travel to and from ports. Competing demographic factors and lack of significant change in key sectors were not found to have a significant impact on AMHS service demand. Rather, AMHS use has declined over the last decade, related largely to changes in service level.

Based on these findings, projections of passenger ridership and vehicle use over the planning horizon should rely on the target level of service expected by 2045 rather than on population projections. When used to inform passenger demand trends as applied to the AMHS LRP, the number of port calls by community will be the primary driver of ridership projections, shown in Figure 5.

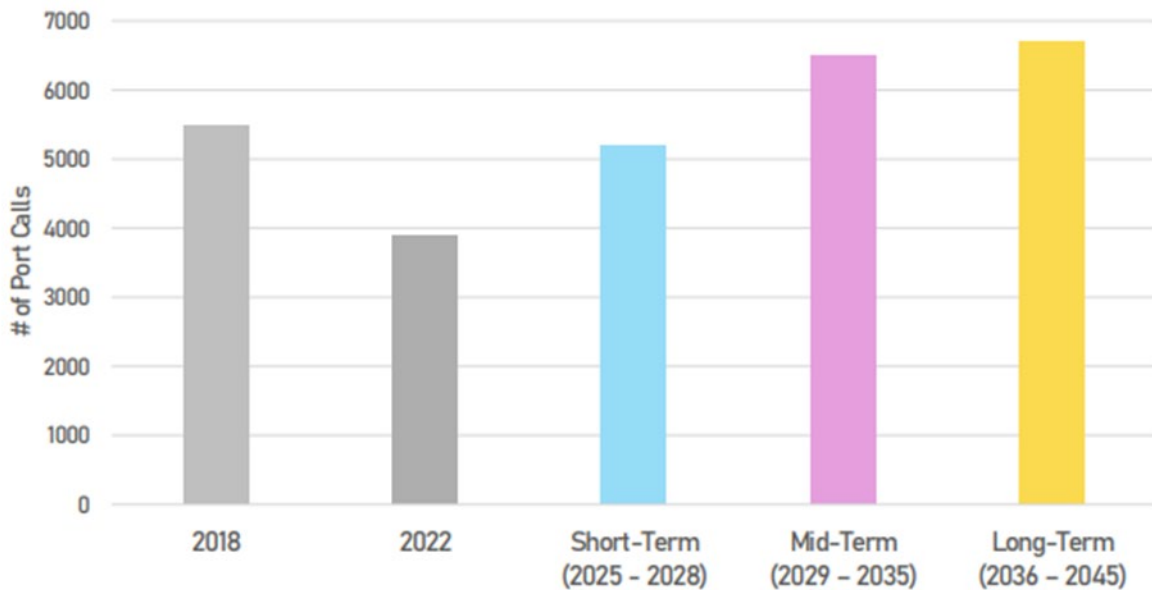


Figure 5: Average Annual Service Levels across the AMHS LRP Planning Horizon

As part of the AMHS LRP effort, a Community Needs Survey was conducted to calibrate these technical and historical assumptions against actual resident feedback.³⁵ Findings for each Southeast community are provided in Appendix 1 of this memo.

Based on community needs survey results and historical service baselines, the AMHS LRP presented potential future service scenarios to illustrate and evaluate what AMHS service could look like in 2045 and help determine the resources and investments necessary to achieve the selected future vision. The AMHS LRP outlines a phased approach to service improvements, reflecting the timing of fleet replacement and system enhancements as outlined below:

- **Short Term (2025-2028):** Efforts will focus on maintaining existing service levels, improving reliability, and preparing for new vessels to come online. During this period, average annual port calls are expected to remain at approximately 5,200 calls, assuming timely vessel delivery.
- **Mid Term (2029–2035):** As new vessels are introduced, service levels are anticipated to gradually increase while continuing to prioritize safety and reliability for passengers and crew. Average annual port calls are projected to increase to approximately 6,500 calls, contingent on completion of vessel and terminal capital projects as scheduled.
- **Long Term (2036-2045):** The long-term phase focuses on achieving the target service levels and system goals identified in the AMHS LRP. With the full integration of new vessels, average annual port calls are anticipated to increase to approximately 6,700 calls.

³⁵ Alaska DOT&PF. (2024, February 26). AMHS 2045 LRP Public Survey Findings. Retrieved March 2026 from https://dot.alaska.gov/amhs/operations/One_Pagers.pdf.

2.2.2 Independent Passenger Service

In portions of Southeast, passenger mobility is also supported by non-AMHS ferry operations that complement the broader regional ferry network; these are typically more corridor-specific and often seasonal and passenger-only.

2.2.2.1 System Description and Inventory

IFA: A twice-daily service on its Southern Route between Hollis (POW Island) and Ketchikan, providing a practical complement to AMHS connectivity to the regional hub.³⁶ IFA service is particularly important because it supports both passengers and vehicles, enabling day-to-day travel for work, appointments, and access to services concentrated in Ketchikan. IFA also coordinates with AMHS to support continuity of service during vessel outages, providing back-up coverage when needed and receiving AMHS fill-in service during maintenance periods or unexpected disruptions.

Ketchikan–Gravina (Airport) Ferry: A short, frequent local ferry linking downtown Ketchikan with Gravina Island/Ketchikan International Airport. While not an intercommunity route, it is a key element of the passenger chain for residents and visitors, connecting air travel to the town's road, taxi, and local transit systems and reducing dependence on private water taxis for airport access.³⁷

Haines–Skagway Fast Ferry (seasonal): A private fast ferry providing passenger service between Haines and Skagway, supporting both resident travel and the visitor economy during the peak season. This service can reduce travel times and provide schedule redundancy in the upper Lynn Canal area when available.³⁸

Juneau–Haines–Skagway seasonal fast-ferry service (Fjord Express): Seasonal passenger service linking Juneau with Haines and Skagway, often integrated with tourism demand.³⁹ From a mobility perspective, these services can provide additional peak-season capacity and alternative departure times, though they typically do not provide the same year-round service nor do they have vehicle-carrying capabilities like AMHS.

Water taxis and small commercial operators (on demand): water taxis and small passenger vessels provide flexible point-to-point connections to nearby communities, recreation sites, trailheads, and cabins. These services function as “last-mile/first-mile” connectors in a region where roads are limited and marine access is common. They are valuable for local mobility and trip-chaining, but are generally higher cost per trip, capacity-limited, and subject to weather and operational constraints.

³⁶ Inter-Island Ferry Authority. (n.d.). About | Inter-Island Ferry Authority. Retrieved February 2026, from <https://interislandferry.com/about>.

³⁷ Ketchikan Gateway Borough, AK. (n.d.), Airport Ferry. Retrieved March 2026 from <https://www.kgbak.us/147/Airport-Ferry>.

³⁸ Haines Skagway Fast Ferry. (n.d.). Daily passenger service between Haines and Skagway, Alaska. Retrieved February 2026, from <https://www.hainesskagwayfastferry.com>.

³⁹ Alaska Fjordlines. (2026). Schedule & Rates - Fjord Express to Juneau. Retrieved February 2026 from <https://alaskafjordlines.com/full-schedule>.

These non-AMHS operators enhance the regional transportation network by adding redundancy, supplemental capacity, and niche sub-regional connections. However, they cannot replace AMHS's systemwide role. Their services tend to be passenger-only, seasonal, lower-capacity, higher cost, and limited to fewer communities with inconsistent winter schedules. As a result, they serve as complements, while AMHS continues to provide the core year-round marine connectivity for Southeast.

2.2.3 Cruise

Cruise ship traffic represents the largest volume of passenger movement through Southeast's marine waterways, with approximately 1.7 million cruise passengers visiting the region in 2024.⁴⁰ The cruise industry has emerged as the largest economic sector in Southeast, supporting approximately 2,180 businesses that provide tours, activities, and services to cruise lines and their passengers. Several communities have implemented, or are considering, passenger management measures to balance economic benefits with infrastructure capacity and community quality of life. Juneau, for example, established a daily limit of five large cruise ships with passenger caps of 16,000 on weekdays and 12,000 on Saturdays beginning in 2024.⁴¹

While cruise service serves tourism rather than inter-community transportation, it operates within the same marine infrastructure network that supports lifeline services for coastal communities. Cruise vessels call at ports throughout Southeast Alaska during the summer operating season (April through October), including Juneau, Ketchikan, Skagway, Sitka, Icy Strait Point (Hoonah), Haines, Wrangell, Petersburg, and Klawock.

For purposes of regional marine transportation planning, cruise traffic is distinguished from barge and AMHS transportation, as cruise ships transport visitors for recreational purposes on vessels that are self-provisioned. However, cruise operations share port infrastructure, pilotage services, harbor facilities, and waterway access with freight and passenger carriers, generating cumulative demand on marine transportation assets and shoreside power. Furthermore, the cruise industry, while playing a prominent revenue generating role, also places increased demand on shoreside infrastructure, such as pedestrian walkways, and contributes to roadway congestion. Recognizing the cruise industry's importance provides context for infrastructure investment decisions and coordination across all users of Southeast's marine transportation network.

2.2.3.1 System Description and Inventory

Table 7 summarizes the scheduled number of port calls by community in 2025 according to the 2025 Cruise Line Agencies of Alaska Cruise Ship Calendar for 2025.⁴²

⁴⁰ Southeast Conference. (2024, September 24). 2024 Southeast Alaska by the Numbers. Retrieved March 2026 from <https://seconference.org/publication/southeast-alaska-by-the-numbers-2024>.

⁴¹ City and Borough of Juneau. (2024, June 3). City and Borough of Juneau and cruise lines sign Memorandum of Agreement on port capacity. Retrieved March 2026 from <https://juneau.org/newsroom-item/city-and-borough-of-juneau-and-cruise-lines-sign-memorandum-of-agreement-on-port-capacity>.

⁴² Cruise Line Agencies of Alaska. (2025). Cruise Ship Calendar for 2025. Retrieved March 2026 from <https://claalaska.com/wp-content/uploads/2025/05/Alaska-All-Ports-All-Vessels-2025.pdf>.

Table 7: Count of Cruise Ship Port Calls by Southeast Community (excluding anchorages)

COMMUNITY	2025 PORT CALLS
Haines	116
Icy Strait Point	223
Juneau	692
Ketchikan	634
Klawock	23
Petersburg	41
Sitka	299
Skagway	510
Wrangell	56

2.2.3.2 Key Issues and Opportunities

Cruise ship operations in Southeast represent a critical component of the region's tourism economy while presenting distinct infrastructure, operational, and community planning challenges. Cruise ship operations are highly seasonal, with most port calls occurring between April and October. This seasonality creates substantial fluctuations in economic activity, with summer revenues from cruise tourism sustaining many businesses through the winter months. The seasonal influx of visitors generates concentrated demand on marine infrastructure, landside facilities, transportation connections, and public services during a compressed operating window.

Cruise infrastructure varies by community. Some have dedicated cruise facilities, while others share docks and harbor infrastructure with other marine users. Shared facilities increase pressure on limited resources, particularly during peak cruise season.

2.3 Marinas, Harbors, and Floats

In addition to facilities that support freight and passenger movement, Southeast Alaska also relies on a network of marinas, harbors, and floats that provide community access for smaller vessels and local marine transportation activities. These facilities vary widely in function, ownership, and condition, and are typically owned by either local governments or the State of Alaska.

The ownership of each facility is identified in Section 3.0 Maritime Transportation System Conditions and Issues by Community. Ownership structure can influence access, maintenance responsibilities, user fees, and long-term investment decisions. For example, the Tenakee Floating Concrete Breakwater (described in greater detail in Section 3.2.2, Key Issues and Opportunities in Hoonah-Angoon) is owned and maintained by DOT&PF, while the City of Tenakee owns and operates the inner harbor facilities. This shared ownership structure can complicate long-term ownership transitions, particularly when major rehabilitation is needed before local communities are able to assume responsibility for facility operations and maintenance.

Appendix 5 of the Risk and Resiliency Technical Memo offers a detailed overview of state-owned harbor facilities, including needed improvements and project prioritization. In some instances, there is interest in transferring state-owned harbor facilities to local communities. However, many communities face challenges related to limited local budgets, match funding requirements, and the long-term costs associated with maintenance and operations, which can limit their ability to assume ownership responsibilities. In some cases, communities may also lack the governmental structure, administrative capacity, or local tax base necessary to support long-term facility ownership and management. Additionally, some facilities are too small, remote, or lightly used to generate sufficient user fee revenue to support ongoing maintenance and operations.

3.0 MARITIME TRANSPORTATION SYSTEM CONDITIONS AND ISSUES BY COMMUNITY

This section summarizes the waterway transportation system across each borough and U.S. Census Area in Southeast Alaska. It includes an overview of maritime facility inventories, key issues and opportunities identified through community engagement and internal DOT&PF coordination. The AMHS services and terminal improvements sections are consistent with the AMHS LRP. Seaplane facilities are addressed in the Aviation Transportation System Technical Memo. Additional details related to recent grant and funding awards are addressed in the Implementation and Funding Technical Memo.

Maps in this section label Census Designated Places (CDPs); however, marine facilities may be located outside CDP boundaries and are shown without additional place labels.

Each community section includes a table titled Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP. The "Total Capital Cost" values are derived from the AMHS LRP Appendix E1(Terminal Investment Memorandum), Table 12. These totals represent the sum of programmed STIP projects at the time of the LRP, projected terminal improvement projects through 2045, ongoing maintenance through 2045, and terminal upgrades required to support the recommended vessel service scenario, rounded to the nearest million.

Capital cost estimates presented in the AMHS LRP predate the release of Amendments #1 and #2 to the 2024–2027 STIP. As projects advance, cost estimates are subject to revision based on refined scopes, updated information, and shifting priorities; accordingly, differences may exist between LRP estimates and current STIP values. Appendix 3 provides a summary of projects referenced in subsequent sections that are included in the 2024–2027 STIP Amendment #2 (July 14, 2025), organized by community, borough, or census area.

3.1 Haines Borough

Haines Borough is a key transportation hub in northern Southeast Alaska and serves as an important transportation gateway due to its year-round highway connection to Canada and its ice-free deep-water port supporting regional freight movement, tourism, and community resupply.

Haines Borough consists of six distinct communities, each recognized as census-designated places. These six communities are Covenant Life, Excursion Inlet, Haines, Lutak, Mosquito Lake, and Mud Bay. Klukwan, located just five miles southeast of Mosquito Lake, is part of Hoonah Angoon Census Area and thus does not appear on Figure 6. With the exception of Excursion Inlet, the aforementioned communities within Haines Borough are connected to Haines by road and therefore to the mainland via Canada. Most of these communities are close to a dock or boat ramp, or have one within their area, but many of these facilities are privately owned and have not been added to the inventory in this memo.

Figure 6 provides a spatial overview of marine facilities in Haines Borough, showing how ferry, freight, cruise, and harbor assets are distributed across communities.

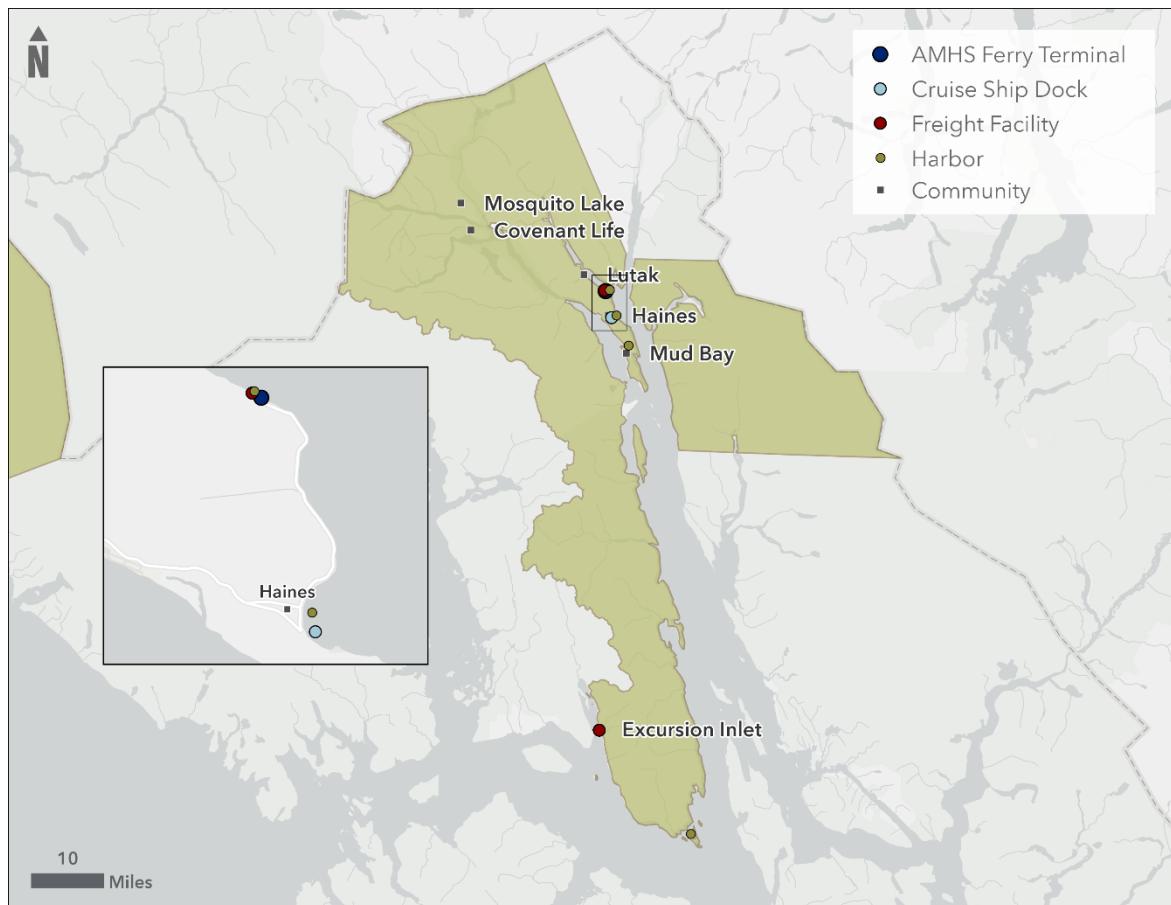


Figure 6: Map of the Marine Facilities in Haines Borough

3.1.1 Assets

Table 8 lists the marine transportation facilities by service type within Haines Borough, highlighting how ferry, cruise, and freight infrastructure support the borough in the movement of people and freight throughout the State.

Table 8: Haines Borough, Maritime Facility Inventory

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat Facilities	Chilkoot Indian Association Dock	Haines	Chilkoot Indian Association
	Letnikof Cove Harbor and Launch Ramp	Haines	Haines Borough
	Letnikof Dock	Mud Bay	Haines Borough
	Lutak Inlet Launch Ramp	Haines	Haines Borough
	Portage Cove Small Boat Harbor	Haines	Haines Borough
	Swanson Harbor Refuge Float	Swanson Harbor	Local Government
AMHS	Haines Ferry Terminal	Haines	AK DOT&PF
Cruise	Port Chilkoot Cruise Ship Dock	Haines	Haines Borough
Barge	Lutak Dock	Haines	Haines Borough
	AML Landing Ramp	Excursion Inlet	AML ¹³

AMHS provides daily vehicle and passenger service to Haines via the Ferry Terminal. Haines currently serves as a stop on two mainline routes – one to Sitka via Skagway and another terminating at Skagway. There is also a dayboat route between Haines and Juneau.

In addition to AMHS, two private passenger-only ferry (POF) operators provide seasonal summer ferry service:

- Haines-Skagway Fast Ferry (HSFF) which provides POF service between Haines (from the Chilkoot Indian Association Dock) and Skagway (approximate sailing time of 45 minutes).⁴³
- Alaska Fjordlines provides POF service between Haines, Skagway, and Juneau.

AML provides barge service to two communities within Haines Borough:

- A weekly freight service to Haines via the Lutak Dock is provided by AML. According to an interview with the operator, annual tonnage remains fairly stable at approximately 8,260 tons.
- A seasonal summer service to Excursion Inlet via shuttle barge from Petersburg.¹⁷

3.1.2 Key Issues and Opportunities

The following subsections summarize key issues and opportunities identified through relevant plans, the community transportation workshop, and DOT&PF staff.

During the Haines Community Transportation Workshop, participants identified several marine transportation needs and priorities that reflect both day-to-day local use and broader regional connectivity concerns. Several of the priorities identified through the workshop align with needs documented in the 2035 Haines Comprehensive Plan, except for Excursion Inlet, where the Borough does not own marine facilities.⁴⁴ The priorities summarized below are based on workshop discussion and participant input.

⁴³Haines Skagway Fast Ferry. (2025). Haines Skagway Fast Ferry maps and directions. Retrieved May 2026, from <https://www.hainesskagwayfastferry.com/maps--directions.html>

⁴⁴ Agnew: Beck Consulting. (2024, September 10). 2035 Haines Borough Comprehensive Plan. Retrieved March 2026, from https://hainescompplanrevision.com/wp-content/uploads/2024/12/12-20-24_Core-Plan-FINAL.pdf.

Portage Cove (Downtown Harbor)

Participants identified the completion of improvements, including new floats and a drive-down ramp, as a near-term priority. Portage Cove is regularly used by both commercial and private vessels and serves as a key downtown marine access point. Participants emphasized the importance of maintaining safe and functional facilities that support ongoing mixed use.

Tribal Dock Expansion (Downtown Harbor)

The expansion of the Chilkoot Indian Association dock (located south of the Port Chilkoot Cruise Ship Dock) was also raised as a topic of interest in the community workshop, reflecting the importance of reliable marine facilities for local travel, access, and economic activity. Furthermore, Chilkoot Indian Association was awarded a BUILD grant in FY25 to plan and design the reconstruction of a dock at Portage Cove.

Letnikof Harbor

Letnikof Harbor was identified as a critical local facility that currently lacks functional floats and a launch ramp. At the time of the workshop, design for a replacement project was reported to be approximately 65–95 percent complete. Participants noted that deteriorated structures have created environmental and safety concerns, increasing the urgency of replacement.

The harbor is primarily used by Haines Borough residents and provides access for the cannery, sport fishing, and subsistence activities. Workshop discussion referenced a proposed project that includes replacement floats (including a U-shaped float configuration), a launch ramp, associated upland improvements such as parking, and circulation areas. Participants also emphasized the importance of ensuring sidewalks are plowed and maintaining opportunities for continued community input as the project advances.

Letnikof Harbor received more detailed discussion during the workshop relative to other facilities, reflecting its current condition, advanced design status, and the community's interest in near-term implementation. Participants noted that funding is actively being pursued through federal, state, and legislative sources.

Excursion Inlet Dock

Participants discussed the dock at Excursion Inlet, including interest in maintaining or improving marine access for the community. The *2010 USACE Barge Landing System Assessment* notes that AML owns a small rock-fill bulkhead located south of the cannery at Excursion Inlet, which is used for stern-ramp loading. Offshore pilings are also present to support moorage.¹³ At the time of the 2010 assessment, no facility improvements were recommended, as the existing infrastructure was considered adequate for the relatively low freight volume serving the community.

Chilkat Connector Feasibility Study

The Chilkat Connector Feasibility Study is evaluating extending transportation access along the west side of Lynn Canal with the goal of identifying a viable option for improving access between Juneau and northern destinations. The southern terminus of the study area is the Cascade Point Ferry Terminal, with alternatives evaluating access to Haines and locations north, including Canada. Alternatives considered include a combination of ferry crossings (Cascade Point to William Henry Bay or Pyramid Harbor) and a new road connection along the west side of the Lynn Canal to the existing Klehini River Bridge north of Haines. A draft Feasibility Study Report is under development at the time of writing this memo.

Lutak Dock Replacement (STIP #34417)

The Lutak Dock is a deep-water dock located in Lutak Inlet, just north of Haines at the upper end of the Lynn Canal, originally built in 1953, and has long served as Haines' primary marine facility for receiving freight and fuel. A 2018 condition assessment warned that portions of the dock could fail with little warning. If the dock were forced out of service, freight and fuel deliveries would likely need to be rerouted using trucks or temporary barge arrangements, which could increase transportation costs for residents and local businesses. Freight and fuel providers have identified emergency backup plans, but these would be temporary measures.⁴⁵

Recognizing this critical need, the project is listed in the STIP (STIP #34417). Additionally, the borough received a \$20 million federal RAISE grant in 2021 to support the dock's replacement and design is underway, as highlighted in the recent awards section in the Implementation and Funding Technical Memo.⁴⁶

Letnikof Dock (Mud Bay)

The Letnikof Dock in Mud Bay became unusable in November 2024. In August 2024, the Haines Borough Assembly approved plans for a new Letnikof Dock, and the design is nearly finished. However, funding remains unsecured. Although the project may be eligible for a state grant, the harbor enterprise fund lacks the necessary match, resulting in a significant funding gap.⁴⁷

3.1.3 AMHS Service and Terminal Improvements

Currently, Haines receives daily ferry service. According to the AMHS LRP, target service for Haines in 2045 is once or more per day. To achieve enhanced level of service, the terminal would receive port calls from two dayboat routes and, during the summer season, a high-efficiency shuttle vessel would operate between Haines and Skagway with at least one trip per day. The high-frequency shuttle is intended for implementation in the medium term (2029–2035), contingent upon the necessary dock upgrades to accommodate simultaneous berthing of the high-efficiency ferry and a dayboat. These improvements are shown in Table 9.¹

⁴⁵ R&M Consultants, Inc. for Haines Borough. (2018, January) *Haines Lutak Dock Roll On Roll Off Ramp Condition Assessment Final Report*. Retrieved March 2026 from <https://www.hainesalaska.gov/media/58381>.

⁴⁶ Haines Borough. (2021). *Lutak Dock replacement: FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application*. <https://www.hainesalaska.gov/media/75581>.

⁴⁷ Munson, M. (2026, February 2). *Letnikof Dock Town Hall discusses use and the high cost of rebuilding*. Retrieved from <https://khns.org/letnikof-dock-town-hall>.

Table 9: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Haines	M/L	L	L	\$17.2	2025

Legend: M = mid-term (2029-2035); L = long-term (2036-2045)

According to the approved 2024-2027 STIP, there are no individual AMHS projects listed for the Borough of Haines. However, AMHS has a variety of programs that contain multiple projects which may include minor improvements to the Haines Ferry Terminal, such as STIP #18359 for AMHS System Wide Uplands Improvements.

3.2 Hoonah-Angoon Census Area

The Hoonah-Angoon Census Area is composed of a total of 7,525 square miles of land and 3,389 square miles of water and includes several islands and a large portion of Glacier Bay National Park and Preserve. The Hoonah-Angoon Census Area comprises several small Southeast communities, including Angoon, Elfin Cove, Gustavus, Hoonah, Klukwan, Pelican, and Tenakee Springs. Figure 7 graphically shows the locations of marine facilities within the Hoonah-Angoon Census Area, providing geographic context.

While Klukwan (identified on Figure 7) is technically within the Hoonah Angoon Census Area, it is fully surrounded by land within the Haines Borough and can access the City of Haines by roadway, supporting its access to freight and AMHS services.

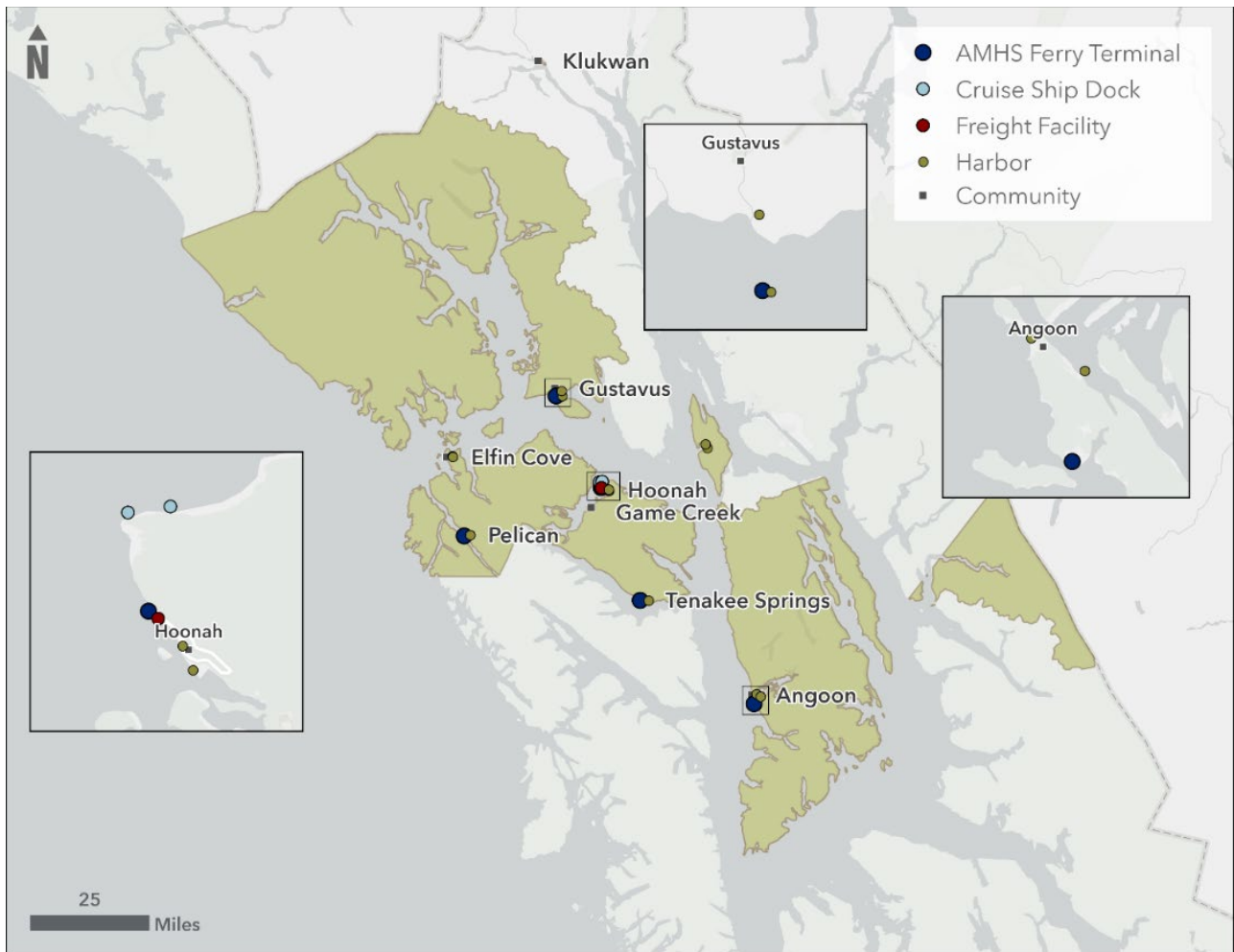


Figure 7: Map of the Marine Facilities in the Hoonah-Angoon Census Area

What is most noticeable on Figure 7 is the identification of a single freight facility for the census area, located in Hoonah. It can be inferred that other communities within the census area must rely on the AMHS to support the movement of freight. Fortunately, AMHS serves all coastal communities in the Hoonah-Angoon Census Area.

3.2.1 Assets

Table 10 presents an inventory of marine transportation facilities across the Hoonah-Angoon Census Area, organized by service type and community. The table distinguishes among AMHS terminals, small-boat harbors and moorage facilities, cruise ship infrastructure, and commercial freight landing sites. This inventory illustrates how waterborne transportation infrastructure supports the movement of residents, visitors, and goods throughout communities that depend almost entirely on marine access for connectivity to the broader Southeast transportation network.

Table 10: Hoonah-Angoon Census Area, Maritime Facility Inventory

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat Facilities	Angoon Dock	Angoon	City of Angoon
	Angoon Small Boat Harbor	Angoon	City of Angoon
	Bartlett Cove Public Use Dock	Gustavus	NPS
	Elfin Cove Inner & Outer Float	Elfin Cove	DOT&PF
	Funter Bay Cannery & Refuge Float	Funter Bay	DOT&PF
	Gustavus Float	Gustavus	City of Gustavus
	Salmon River Small Boat Harbor and Boat Ramp	Gustavus	City of Gustavus
	Hoonah City Float	Hoonah	City of Hoonah
	Hoonah Small Boat Harbor	Hoonah	City of Hoonah
	Pelican Small Boat Harbor	Pelican	City of Pelican
	Tenakee Springs Harbor	Tenakee Springs	City of Tenakee Springs
Cruise	Icy Strait Port: Ocean Landing & Wilderness Landing	Elfin Cove	Huna Totem Corporation
AMHS	Angoon Ferry Terminal	Angoon	DOT&PF
	Gustavus Ferry Terminal (Gustavus Dock)	Gustavus	DOT&PF
	Hoonah Ferry Terminal	Hoonah	DOT&PF
	Pelican Ferry Terminal	Pelican	City of Pelican
	Tenakee City Dock	Tenakee	DOT&PF
Barge	Hoonah Marine Industrial Center (HMIC) Cargo Dock	Hoonah	City of Hoonah

The Gustavus Dock is a multi-use facility that serves AMHS vessels, barges, and provides seasonal access to a small boat harbor behind a wave barrier on the dock that shelters the Salmon River Boat Harbor. Ownership is the State of Alaska, but operation and maintenance responsibility is shared among DOT&PF, AMHS, and the City of Gustavus.⁴⁸

Hoonah receives cruise ships through a privately owned terminal, the Icy Strait Port, which is owned and operated by the Xunaa Káawu citizens. This cruise ship terminal has two docks, the Ocean Landing and Wilderness Landing, and in 2025, the Icy Strait Port was due to receive 223 port calls, making it the seventh most-visited cruise terminal in Southeast.⁴²

3.2.2 Key Issues and Opportunities

The following summarizes identified needs and opportunities identified through relevant plans, the community transportation workshop, and DOT&PF staff.

⁴⁸ AK DOT&PF. (2022.). *AMHS 2022 Shore Facilities Condition Survey - Full Report*. Retrieved May 2026, from https://dot.alaska.gov/project_info/docs/2022_AMHS_sc_report/_AMHS%20Shore%20Facilities%20Condition%20Survey%20-%20Full%20Report.pdf.

Dock and Breakwater Improvements In Gustavus

The Community Transportation Workshops were conducted in Hoonah and Gustavus in May 2024 and August 2025, respectively, and included discussion of funding-ready projects. Dock and breakwater improvements in Gustavus was identified as an important marine infrastructure need. Current challenges include the loss of winter-storage anchors across the bay, reliance on dragging floats up the Salmon River, and unclear or outdated Memorandums of Agreement (necessary due to split ownership between City and State). Potential solutions discussed ranged from anchor recovery to constructing an attached breakwater (pending pile load considerations) or developing a more robust harbor/breakwater system, subject to further feasibility analysis.

Elfin Cove Inner & Outer Floats Replacement

The Elfin Cove Inner and Outer Float systems are presently owned and maintained by DOT&PF. The outer float and seaplane facility was replaced in 2015 and remains in good condition; however, the inner harbor mooring float facility has substantially deteriorated and needs complete replacement. This project has been designated as a medium priority in the Risk and Resiliency Technical Memo; due to the advanced age and condition of the existing infrastructure and the critical role the float system plays in supporting local transportation and economic activity.

Funter Bay Cannery Float Restoration

Winter storms in 2025-2026 severely damaged the Funter Bay Cannery Float facility, making key areas unsafe and inaccessible until repairs are completed. The shore access float, gangway, and approach trestle are closed. The main mooring float is still usable for transient boaters, but there is no safe shore access. Other structures remain in poor condition. Prompt repairs are essential to restore full functionality and ensure safety for all users.⁴⁹

The seaplane float that had been originally located on site, was destroyed and has been removed. Emergency stabilization efforts to remove the gangway and gangway float are underway as of May 2026. Design activity is pending with state funds and Alaska Department of Fish and Game federal grant, with construction anticipated in 2027. This project identified in the Risk and Resiliency Technical Memo is a high priority project, albeit will only provide a partial refurbishment with the new gangway float.

Funter Bay Refuge Float

Some repairs were completed over five years ago by DOT&PF Maintenance and Operations. While functional and still in active public use, this float is deteriorating and damage is present. It has reached its design life. This project has been identified as a high project priority in the Risk and Resiliency Technical Memo.

⁴⁹ AK DOT&PF. (2025). *Funter Bay Cannery Float Restoration, Southcoast Region Project*. Retrieved May 2026 from <https://dot.alaska.gov/sereg/projects/funter-bay-float>.

Tenakee Springs Floating Breakwater Replacement Project

Tenakee Springs sits on the north shore of the 35-mile-long Tenakee Inlet on Chichagof Island. The community can only be accessed by ferry or seaplane, and a local ordinance prohibits cars and trucks. As a result, people travel through town on foot, by bicycle, or occasionally on an off-road four-wheeler. Due to its geographic isolation and dependence on marine transportation, the small boat harbor and its protective breakwater serve as essential infrastructure for the approximately 100 year-round residents.⁵⁰ DOT&PF retains ownership of two floating breakwaters at Tenakee Springs. All inner harbor facilities have been transferred to the City of Tenakee Springs.

The existing breakwaters are in significant disrepair. In the event of breakwater failure, the City-owned inner harbor facilities would be at considerable risk of damage or loss due to increased wave exposure and floating debris, and thus the need for the replacement of the two floating breakwaters. Like many small, remote communities with limited local match capacity, securing competitive funding for high-cost rehabilitation projects is challenging. The complete replacement of two floating breakwaters has been identified as a very high priority in the Risk and Resiliency Technical Memo.

Hoonah Marine Industrial Center

In 2024, the City of Hoonah received \$9.4 million in MARAD Port Infrastructure Development Program (PIDP) funding for the Hoonah Marine Industrial Center Cargo Dock Project, which includes the construction of a new cargo dock intended to improve all-weather barge access and enhance the safety, reliability, and efficiency of freight transportation to and from Hoonah.⁵¹ Construction is scheduled for FY 2026/2027.⁵²

Angoon Barge Landing

The isolated community of Angoon on Admiralty Island is currently only accessible by seaplane or ferry, limiting the community's movement of goods and services. In April 2024, the City-managed pier was damaged when a barge failed to properly moor during a goods delivery, affecting the community's ability to receive goods and services. A designated barge landing is needed to provide reliable barge service to Angoon and funding is needed.

3.2.3 AMHS Service and Terminal Improvements

The AMHS LRP establishes baseline and projected service frequencies for the five AMHS-served communities within the Hoonah-Angoon Census Area. Service planning reflects each community's transportation dependency, population size, seasonal demand patterns, and terminal infrastructure capacity. Table 11 outlines current and target service frequencies for each community. Angoon, Pelican, and Tenakee Springs are slated for increased service, while Gustavus and Hoonah will maintain existing levels.

⁵⁰ Tenakee Springs. (2026). *Tenakee Springs - Alaska Seaplanes*. Retrieved March 2026 from <https://www.flyalaskaseaplanes.com/destinations/Tenakee-Springs>.

⁵¹ MARAD. (2024, November 25). *PIDP 2024 Project Descriptions*. Retrieved March 2026 from https://www.maritime.dot.gov/sites/marad.dot.gov/files/2024-11/PIDP%202024%20Project%20Descriptions_0.pdf.

⁵² State of Alaska. (2024, October 29). *Notice of Application for State Water Quality Certification - POA-1985-00696 v1.0 Port Frederick, City of Hoonah - Hoonah Marine Industrial Center Cargo Dock Project*. Retrieved March 2026 from <https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=217255>.

Table 11: AMHS 2022 Frequency versus 2045 Target Service Level Frequency by Community in Hoonah-Angoon

COMMUNITY	2022 FREQUENCY	2045 FREQUENCY
Angoon	About once a week	A few times a week
Gustavus	A few times a week	A few times a week
Hoonah	A few times a week	A few times a week
Pelican	Once a month	A few times a month
Tenakee Springs	About once a week	A few times a week

To support these goals, terminal upgrades are planned across all five AMHS-served communities in this census area. Improvements focus on in-water structures, upland facilities, and utilities to support safety, reliability, and compatibility with the AMHS LRP. Table 12 presents estimated total capital costs identified in the AMHS LRP for each terminal and identifies the recommended initiation year for first-phase improvements, providing a sequenced investment timeline that aligns terminal readiness with planned service enhancements through 2045.

Table 12: Planned AMHS Terminal Capital Improvements, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST* (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Angoon	STIP/M/L	M/L		\$12.0	2026
Gustavus	L	L	L	\$9.3	2034
Hoonah	M/L	L	L	\$10.0	2028
Pelican	STIP	-	-	\$20.4	2024
Tenakee City Dock	L	L	L	\$6.5	2035

Legend: M = mid-term (2029-2035); L = long-term (2036-2045); - = No planned work; STIP = planned and funded through the Statewide Transportation Improvement Program.

*Capital costs are an engineer's opinion of probable cost, and the estimated costs are based on 2024 dollars as presented in the AMHS LRP.

There are two capital improvements programmed in the FY 2024–2027 STIP Amendment #2 that address needs listed in Table 12. These projects include targeted investments at the Angoon and Pelican ferry terminals to improve terminal functionality and compatibility with the AMHS fleet.

1. The Angoon Ferry Terminal Rehabilitation (STIP #33883) project focuses on modifying the existing terminal to better accommodate Alaska Class Ferry berthing and mooring requirements, including replacement of the electric apron lifting system with a hydraulic system. Construction is scheduled for Summer 2026.⁵³
2. The Pelican Ferry Terminal Replacement (STIP #33885) project includes construction of a new terminal designed to accommodate all AMHS vessels.⁵³

In addition to terminal capital planning, the AMHS LRP includes strategies to modernize and standardize the fleet, reducing constraints related to vessel-terminal compatibility across the system.

⁵³ Alaska DOT&PF. (2025). 2024-2027 STIP Amendment 2. Retrieved March 2026 from <https://experience.arcgis.com/experience/7765ad22843f49bbb8dd2179c2f7d3be>.

As part of these service enhancements, the plan targets implementation of a new summer route by 2031 to improve access to Sitka, including medical services. The proposed route would connect Juneau, Tenakee Springs, Angoon, and Sitka.

Lastly, the AMHS LRP identified the need to evaluate the feasibility of a roadway connection between Hoonah and Tenakee to support access between local communities, improve access to AMHS, and potentially help support with AMHS operational cost efficiencies.

3.3 Juneau City and Borough

The City and Borough of Juneau (CBJ) is the state capital of Alaska, located on what is considered the mainland of Southeast Alaska, with Douglas Island to the west separated by the Gastineau Channel. Despite being on the mainland, there is no road access from Juneau to the rest of Alaska or the lower 48. Access out of Juneau requires travel via air or water. Figure 8 graphically shows where the marine facilities are located within CBJ, providing geographic context.

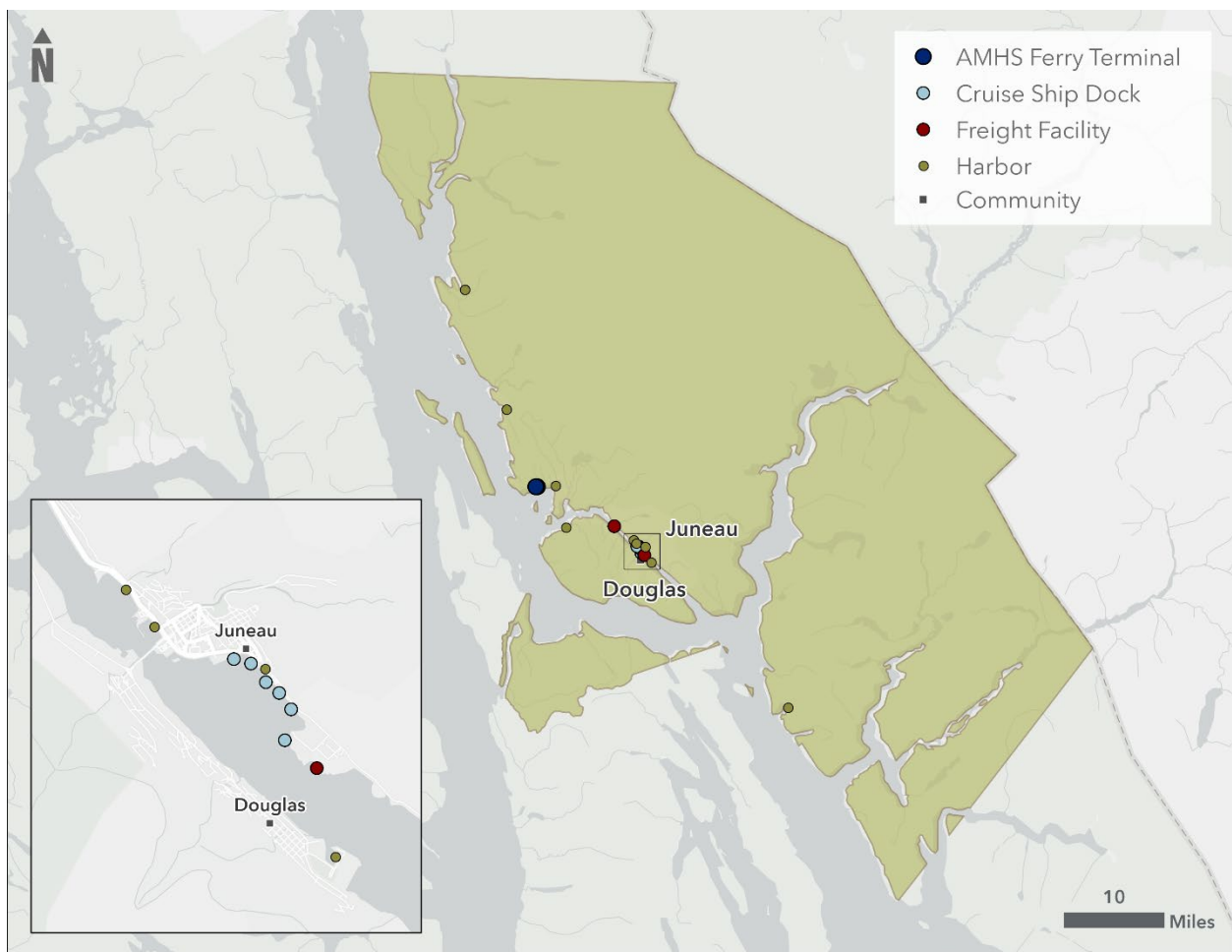


Figure 8: Map of the Marine Facilities in CBJ

As illustrated on the map, Juneau has two barge facilities: Samson to the north, which provides weekly service, and AML to the south, which provides twice-weekly service. For both operators, Juneau is part of one of their mainline routes from Seattle.

Mining is a major source of stable, high-paying jobs in Southeast, supporting not only direct employment but also jobs in construction, transportation, and related industries. Many mines are located in remote areas, requiring workers to commute from other communities using a mix of air and waterborne transportation.

Barges also play a vital role in the mining industry, regularly transporting mining materials to and from the mine. For example, the Hawk Inlet mine, located on the south side of Admiralty Island within the Borough of Juneau, has its own private dock that AML services year-round. Additional details on the importance of the mining industry in Southeast is highlighted in the Population and Economic Forecast.

3.3.1 Assets

Table 13 includes an inventory of marine transportation facilities within the CBJ, organized by service type and location. As Alaska's capital city and Southeast's largest community, Juneau functions as the region's primary transportation hub, with marine infrastructure supporting AMHS operations, cruise tourism, commercial fishing, freight logistics, and recreational boating. The table categorizes facilities into AMHS ferry terminals, cruise ship berths and docks, small boat harbors, freight and barge landing sites, and seaplane facilities (the latter is described in greater detail in the Aviation Transportation System Technical Memo), reflecting the diversity and scale of maritime operations that connect Juneau to communities throughout Southeast and beyond.

Table 13: CBJ Maritime Facility Inventory

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat	Auke Bay Loading Facility	Auke Bay	CBJ
	Amalga Harbor (Launch Ramp)	North Juneau	CBJ
	Aurora Small Boat Harbor	Downtown Juneau	CBJ
	Don Statter Small Boat Harbor	Auke Bay	CBJ
	Douglas Small Boat Harbor	Douglas	CBJ
	Echo Cove Launch Ramp	North Juneau	CBJ
	Harris Small Boat Harbor	Downtown Juneau	CBJ
	North Douglas Launch Ramp	North Douglas	CBJ
	Taku Small Boat Harbor	Southeast Juneau	CBJ
Cruise	South Franklin Dock	Downtown Juneau	CBJ
	AJ Dock	Downtown Juneau	CBJ
	Alaska Steamship Dock	Downtown Juneau	CBJ
	Intermediate Vessel Float	Downtown Juneau	CBJ
	Juneau Dock	Downtown Juneau	CBJ
	UnCruise Adventures Dock	Downtown Juneau	Private (UnCruise)
USCG	US Coast Guard Station Juneau	Downtown Juneau	USCG
AMHS	Auke Bay Ferry Terminal – East, West, and Stern Berths	Auke Bay	DOT&PF
Barge	Juneau Service Center – AML Terminal	Downtown Juneau	AML
	Samson Tug & Barge Terminal	Twin Lakes	Samson

Juneau is a major regional hub for tourism, passenger travel, and freight movement, as reflected in the concentration and diversity of waterfront facilities supporting these activities in Table 13. In 2025, Juneau recorded one of the highest numbers of port calls in Southeast Alaska, with a total of 692 port calls.

Juneau has three AMHS berths located at the Auke Bay Ferry Terminal, the East, West, and Stern berths, which accommodate both mainline vessels and day boats. Juneau serves as the origin for all day boat routes and is a port of call on both AMHS mainline routes. The Auke Bay Ferry Terminal facilities also function as homeports for vessels within the AMHS fleet.

Freight service to Juneau is provided through independent terminals operated by AML and Samson. AML provides twice-weekly service to Juneau and delivers a significant annual freight tonnage, estimated at approximately 108,900 tons.²³ Samson also provides weekly barge service to Juneau, further supporting the community's role as a regional freight hub.

3.3.2 Key Issues and Opportunities

Juneau is the largest population center in Southeast Alaska and functions as a major regional hub for passenger travel, freight distribution, government services, and tourism. Due to the absence of a road connection to the continental highway system, Juneau's transportation system is highly dependent on marine transportation for freight movement and regional connectivity. Barge service provides the primary means of delivering goods, fuel, and construction materials, while the AMHS supports passenger and vehicle travel to and from the community. Juneau's marine facilities also serve cruise vessels and other commercial marine activity, creating a complex and highly utilized waterfront with limited available space.

A Community Transportation Workshop was held in Juneau in April 2024. Workshop discussions focused primarily on surface transportation issues, including roadway congestion, highway capacity, and active transportation improvements. While waterborne transportation was not a primary focus of the discussion, one project identified through the surface transportation planning process, the Juneau–Douglas North Crossing, has potential implications for marine freight operations and waterfront industrial uses in Juneau. As such, this project is relevant to the waterborne transportation considerations addressed in this memo and is described in more detail below.

Juneau–Douglas North Crossing and Freight Implications

The Juneau–Douglas North Crossing (STIP ID #34146) has been proposed to address existing and projected congestion between Douglas Island and Juneau. This project currently only has discretionary funding provided for design. A PEL study was completed under STIP ID 31597.⁵⁴ The PEL study identified failing levels of service on the existing Douglas Island bridge and its intersections during peak periods, with conditions expected to worsen due to traffic growth and potential future development on Douglas Island. Five alternatives were advanced for further evaluation under the National Environmental Policy Act (NEPA) process.

⁵⁴ Alaska DOT&PF. (2025, July). *Juneau Douglas North Crossing (JDNC) Planning & Environmental Linkage (PEL) Study Report*. Retrieved March 2026 from https://www.jdnorthcrossing.com/documents/JDNC-Report_V6_Signed.pdf.

Of the alternatives identified in the PEL study, there is only one alternative that intersects an area with existing commercial marine traffic associated with barge transportation (Salmon Creek Alternative). This alignment would traverse the landside dock area currently occupied by the Samson Tug & Barge terminal and assumes that the facility would no longer function as it has historically, requiring property acquisition. Public feedback collected during earlier planning indicated concerns about impacts to barge transportation, and it was noted that detailed analysis of barge landing and freight implications has not been conducted.⁵⁵

Because the NEPA process for the Juneau–Douglas North Crossing has yet to be completed, the ultimate selection of an alternative and associated mitigation strategies has not been determined. This presents an opportunity to integrate freight and marine transportation considerations more fully into the environmental review and project development process.

Opportunities include:

- Early Coordination with Freight Operators: Continued coordination with barge operators and terminal owners to understand operational needs, constraints, and potential mitigation strategies.
- Freight System Resilience Planning: Evaluation of how changes to waterfront infrastructure could affect freight reliability and identification of strategies to maintain redundancy within Juneau’s freight system.
- Integrated Multimodal Planning: Ensuring that major surface transportation investments consider downstream impacts on marine freight, port operations, and industrial waterfront uses.

As planning advances, careful consideration of marine freight facilities will be essential to maintaining Juneau’s role as a reliable regional hub and to supporting the economic and logistical needs of Southeast communities.

Federal funds have been allocated to advance the project beyond the PEL Study (STIP #34146), supporting preliminary engineering and environmental review under NEPA. However, more resources are expected to be necessary for engineering design and right-of-way acquisition before construction can begin.⁵⁴

3.3.3 AMHS Service and Terminal Improvements

As part of the long-range service planning, the 2045 AMHS LRP established target service frequencies for communities served by the system. Service in 2022 for Juneau was daily and the targeted service level in 2045 is once or more a day.

Table 14 summarizes planned capital improvements for AMHS terminals, organized by major investment category. For each terminal, the table identifies anticipated improvement timelines for in-water infrastructure, uplands, and utilities projects, along with the total estimated capital cost of the terminal investments.

⁵⁵ S. Noble, DOWL. (2024, February 14). JDNC PEL Study: Technical Memorandum: Level 2 Screening Results. Retrieved March 2026 from https://www.jdnorthcrossing.com/documents/JDNC_L2_Screening_Summary_Memo_07.02.25.pdf.

Table 14: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST PER LRP (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Auke Bay East Stern Berth	M/L	L	L	\$14.9	2026
Auke Bay Ferry Terminal East Berth	STIP/M/L	L	L	\$17.4	2025
Auke Bay Ferry Terminal West Berth	M/L	L	L	\$21.3	2027

Legend: M = mid-term (2029-2035); L = long-term (2036-2045); STIP = planned and funded through the Statewide Transportation Improvement Program.

The STIP project in Table 14 corresponds to the Auke Bay Ferry Terminal East Berth Mooring (STIP #29709) which involves replacing mooring dolphins, catwalks, and gangways, as well as completing related electrical upgrades.

In addition to the aforementioned projects, the Cascade Point Ferry Terminal is being advanced by DOT&PF to improve transportation reliability on one of the region's most important ferry corridors; reduce long-term operating costs and support a more efficient AMHS; increase public access to Juneau and communities across Southeast, and deliver a key priority outlined by Governor Mike Dunleavy to strengthen regional connectivity. The terminal site is at Mile 42 of the Glacier Highway and is being developed as a public-private partnership with Goldbelt, Inc. on Goldbelt lands. The first stage of the project is a design-build project in the uplands area and includes the ferry terminal access road and uplands staging area, and the second stage includes the ferry terminal, associated marine facilities and onshore components.

3.4 Ketchikan Gateway Borough

Ketchikan Gateway Borough is the southernmost borough in Southeast Alaska and has the second-largest population in the region with nearly 14,000 residents. The Ketchikan Gateway Borough is made up of two communities: Saxman and Ketchikan, which are connected to each other by road, and accessible to the rest of Southeast by air and water. Figure 9 illustrates where marine facilities are within the Ketchikan Gateway Borough.

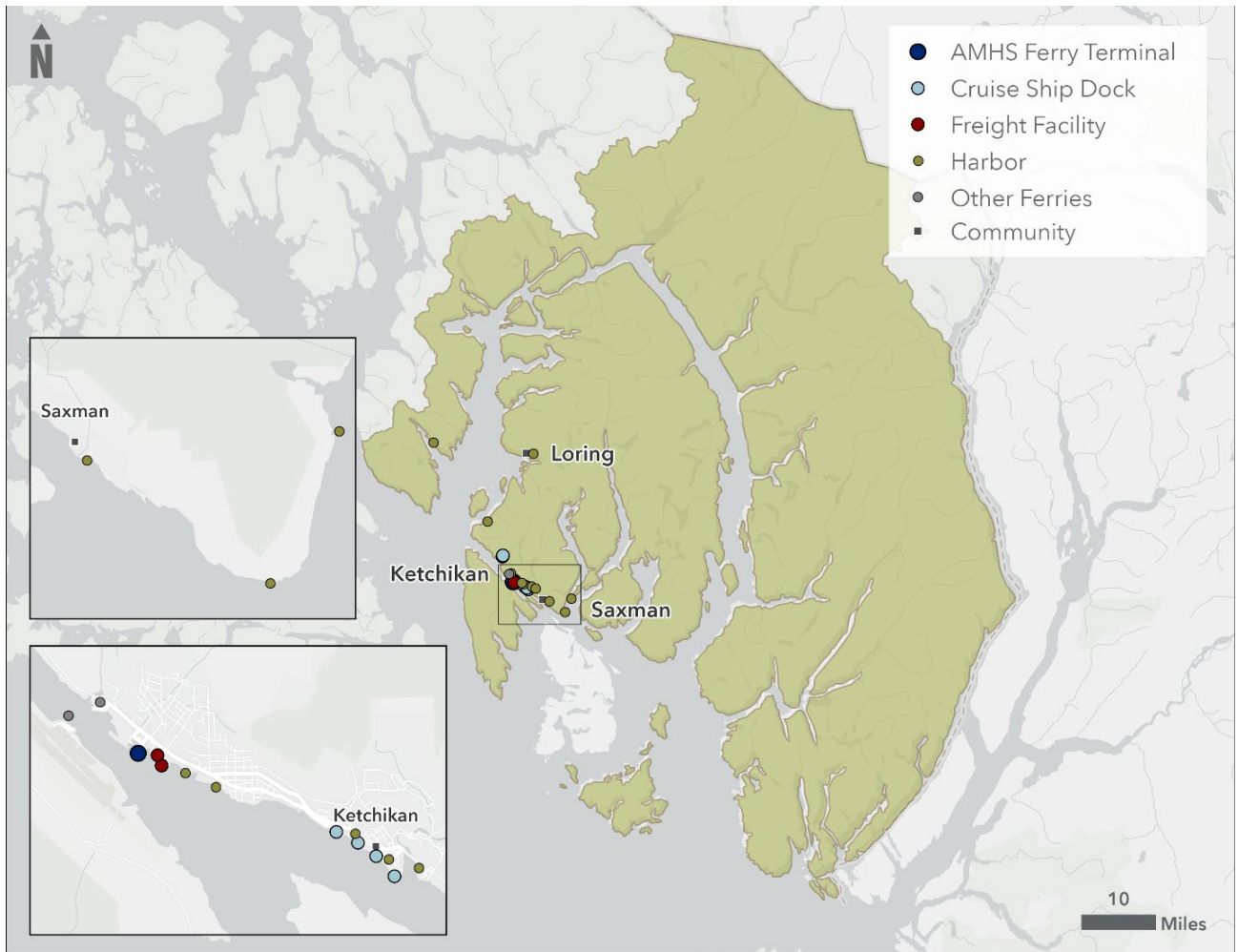


Figure 9: Map of the Marine Facilities in Ketchikan Gateway Borough

Hyder is surrounded by Ketchikan Gateway Borough land but is an unorganized borough that is part of the POW-Hyder Census Area, and thus not shown on Figure 9.

3.4.1 Assets

Table 15 includes an inventory of marine facilities within the Ketchikan Gateway Borough.

Table 15: Ketchikan Gateway Borough Maritime Facility Inventory

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat	Bar Harbor North	Ketchikan	City of Ketchikan
	Bar Harbor South	Ketchikan	City of Ketchikan
	Casey Moran Harbor [Formerly City Float]	Ketchikan	City of Ketchikan
	Helm Bay Refuge Float	Helm Bay	DOT&PF
	Hole-in-the-Wall Harbor	Ketchikan	City of Ketchikan
	Knudsen Cove Harbor	Ketchikan	City of Ketchikan
	Mountain Point (South Tongass) Launch Ramp	Ketchikan	City of Ketchikan
	Seaport	Saxman	City of Saxman
	Thomas Basin Boat Harbor	Ketchikan	City of Ketchikan
	Ketchikan Loring Float	Ketchikan	City of Ketchikan
	Port of Ketchikan	Ketchikan	City of Ketchikan
Cruise	Berth III Float (400' long)	Ketchikan – Northern inboard side of Berth III (Port of Ketchikan)	City of Ketchikan
	Berth IV Floats	Southern inboard side of Berth IV (Length: 120' Northern inboard side of Berth IV (Length: 70')	City of Ketchikan
	Daly Float (200' long)	Ketchikan – Inboard side of Berth I (Port of Ketchikan)	City of Ketchikan
	Ryus Float (150' long)	Ketchikan – North end of Berth II (Port of Ketchikan)	City of Ketchikan
	The Mill at Ward Cove	Ward Cove	Private (Ward Cove Dock Group LLC)
USCG	US Coast Guard Base Ketchikan	Ketchikan	USCG
AMHS	Ketchikan Ferry Terminal	Ketchikan	DOT&PF
POFs	Ketchikan Airport Ferry	Ketchikan Airport	DOT&PF
	Ketchikan Airport Ferry	Ketchikan “Town Side”	DOT&PF
Freight	AML Freight Facility	Ketchikan	AML
	Samson Freight Facility	Ketchikan	Samson

In addition to AMHS, DOT&PF owns the Ketchikan Airport Ferry terminals, while the Ketchikan Gateway Borough operates the ferry service between Ketchikan International Airport and the townsite. The IFA also provides roll-on roll-off ferry service for passengers and their vehicles, connecting Ketchikan with Hollis on POW Island. IFA and AMHS coordinate operations to maintain service continuity on the Metlakatla-Ketchikan route during AMHS vessel outages or service disruptions.

Ketchikan serves as the primary Southeast Alaska port of call for mainline barges originating from Seattle and as the transshipment hub for POW Island communities (Craig, Klawock, Thorne Bay) and Metlakatla. Freight is offloaded in Ketchikan and redistributed to other Southeast communities using a hub-and-shuttle barge model described in Section 2.1.1. AML and Samson each operate dedicated terminals and barge landing infrastructure in Ketchikan, located adjacent to one another. AML provides twice weekly barge service to Ketchikan and delivers an estimated 62,000 tons annually.²³ Samson provides weekly barge service to the community.

3.4.2 Key Issues and Opportunities

Community Transportation Workshops were held in November 2025 in Ketchikan and Saxman. Participants identified several transportation and marine infrastructure needs, including two projects recommended for inclusion in the SEATP.

Saxman Harbor

The City of Saxman previously completed planning and design for a full service harbor; however, these materials are now outdated and require revision. The proposed harbor would accommodate large cruise ships, AMHS ferries, barges, fishing vessels, floatplanes, and recreational boats, while providing public waterfront access and visitor services. Located outside Ketchikan's no wake zone, the harbor would reduce vessel transit time, relieve moorage constraints in Ketchikan, and support economic development in Saxman, a rural Alaska Native community.

Potential next steps include updating the harbor plan to reflect current tourism conditions, evaluating economic development benefits, exploring funding opportunities available to Saxman as both a city and federally recognized tribe, and coordinating with Ketchikan Gateway Borough on regional benefits.

Ferry Connection between Saxman and Annette Bay (Metlakatla)

The Ferry connection between Saxman and Annette Bay represents an opportunity to advance a shorter-route ferry connection serving Saxman and Annette Island, consistent with the AMHS LRP. While a suitable terminal does not yet exist, DOT&PF continues to partner with interested agencies to seek additional construction funding for the construction of the South Tongass Ferry Terminal in Saxman.

The South Tongass Ferry Terminal project identified in the STIP (STIP #33972) is for the investigation and design of a new ferry terminal serving the M/V Lituya in the Saxman area.⁵⁶ Should funding be secured, the AMHS LRP targets South Tongass terminal development around 2030 enabling the Metlakatla shuttle to operate between Saxman and Metlakatla, reducing travel time and supporting more frequent daily service.¹

⁵⁶ AK DOT&PF. (2022, October 27). Memorandum Of Understanding No: 2523S048 Between State of Alaska Department of Transportation and Public Facilities Alaska Marine Highway System And The Southeast Conference. Retrieved May 2026 from https://dot.alaska.gov/stwddes/dcspubs/assets/pidp_23/saxman/mou_saxman.pdf.

In 2023, DOT&PF, AMHS, and Southeast Conference undertook a study to evaluate which AMHS routes hybrid ferries could operate on fully electric power. The study highlighted Ketchikan/Saxman-Metlakatla, Skagway-Haines, and Homer-Seldovia as promising options for hybrid commuter service. That same year, DOT&PF received about \$46 million in federal funding to build a new diesel-electric vessel (STIP #34229). In 2025, DOT&PF and AMHS engaged a naval architect and marine engineering firm to design a vessel with a hybrid electric propulsion system.⁵⁷

Additional Needs Identified

Other needs identified during the workshops include AMHS connectivity, cross-border ferry service options via Prince Rupert or Hyder, long-term funding and asset classification issues for Ketchikan airport ferries, and continued advancement of the Saxman ferry terminal to support shorter ferry route operations.

3.4.3 AMHS Service and Terminal Improvements

In addition to needs identified by the community for this plan, the 2045 AMHS LRP also performed a significant amount of outreach and established target service frequencies for communities served by the system. In 2022 service to Ketchikan was daily and in 2045 the target service level is expected to be maintained if not increased, to one or more trips a day.

Achieving the service levels identified in the AMHS LRP is dependent, in part, on maintaining a consistent and proactive approach to terminal maintenance and capital reinvestment. Regularly scheduled maintenance and timely repairs are essential to ensuring terminals remain safe, reliable, and capable of supporting planned service frequencies.

Table 16 summarizes planned capital improvements for the berths of the Ketchikan Ferry Terminal and the construction of the South Tongass Ferry Terminal. This table is organized by major investment category, identifies anticipated improvement timelines for each category, total estimated capital cost, and indicates the recommended year to initiate the first terminal improvement or upgrade project.

⁵⁷*Southeast Conference. (n.d.). High Efficiency Commuter Ferry Project. Retrieved May 2026 from <https://seconference.org/program/high-efficiency-commuter-ferry-project/>.*

Table 16: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year for the Ketchikan Ferry Terminal According to the AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Ketchikan Ferry Terminal (Berth 1)	M/L	M/L	L	\$14.8	2028
Ketchikan Ferry Terminal South (Berth 2)	STIP/M/L	L	STIP/L	\$16.5	2024
Ketchikan Transfer Facility (Berth 3)	L	L	L	\$4.5	2032
South Tongass (Saxman) Ferry Terminal	STIP plans in development for design of new terminal in the short-term			\$13.2	2025

Legend: M = mid-term (2029-2035); L = long-term (2036-2045); STIP = planned and funded through the Statewide Transportation Improvement Program.

The STIP project referenced in Table 16 corresponds to the Ketchikan Ferry Terminal Improvements – Stage 2 (STIP #31098). The project includes replacement and rehabilitation of existing mooring and berthing structures, construction of a new mooring dolphin, and improvements to upland access and the terminal building.

3.5 Petersburg Borough

Petersburg Borough is located at the northwest end of Mitkof Island, where the Wrangell Narrows meets the Frederick Sound, positioning the community at a key junction within the region's marine transportation network. The borough is comprised of two communities: Kupreanof and Petersburg. Kupreanof is located across the Wrangell Narrows across the water from Petersburg. With no bridge between the two communities, small boats are the primary means of transportation to and from Kupreanof. Figure 10 provides a spatial overview of marine transportation facilities in Petersburg Borough, showing how ferry, freight, cruise, and harbor assets are spread across the borough.

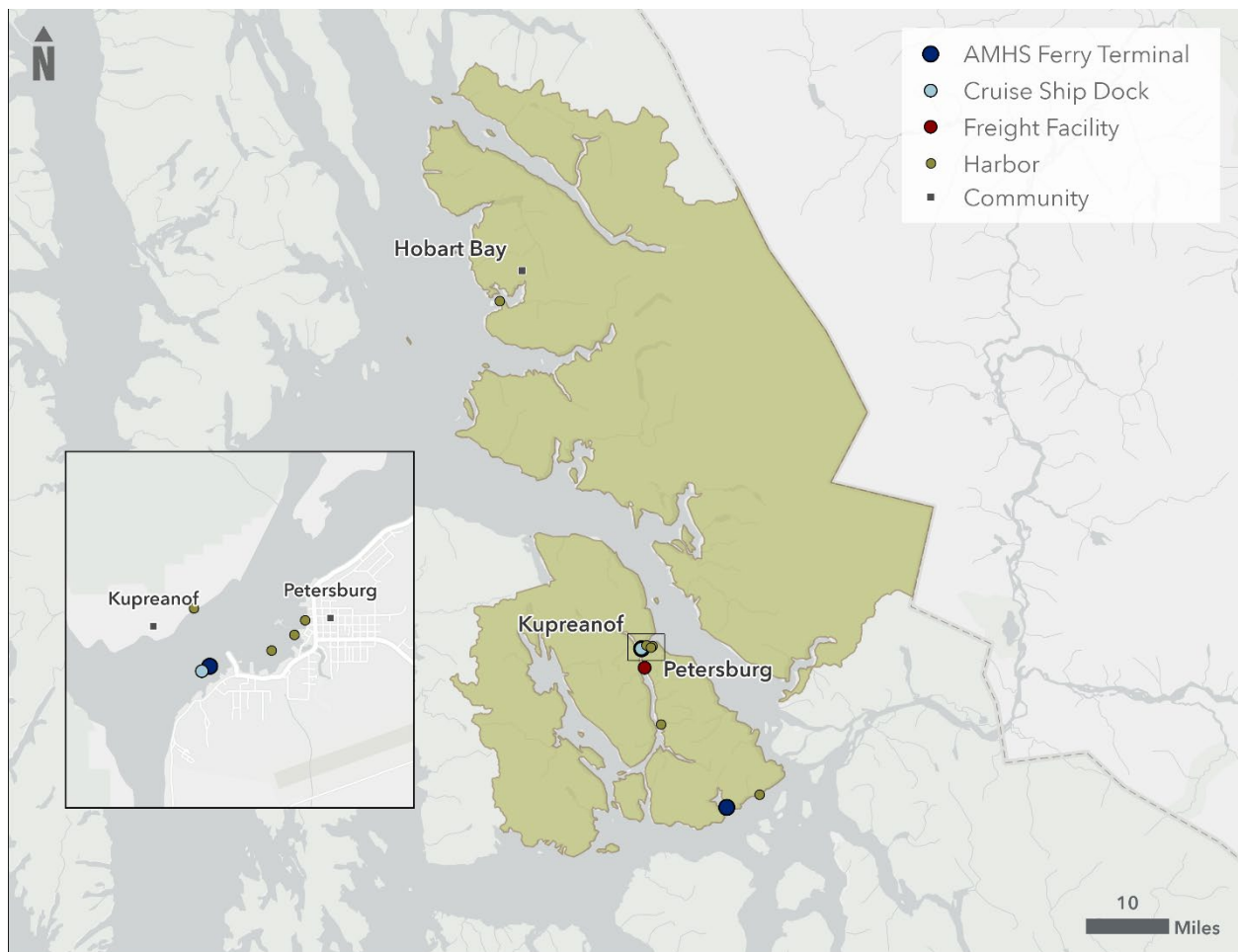


Figure 10: Map of the Marine Facilities in Petersburg Borough

Petersburg is a hub for marine transportations services for the borough.

3.5.1 Assets

Table 17 provides an inventory of the marine transportation facilities by service type within Petersburg Borough, highlighting how ferry, harbor, and freight infrastructure support the borough with the movement of people and goods.

Table 17: Petersburg Borough Maritime Facility Inventory

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat	Banana Point Launch Ramp	Petersburg	DNR
	Scow Bay Launch Ramp	Scow Bay	Petersburg Borough
	Entrance Island Refuge Float	Hobart Bay	DOT&PF
	Kupreanof Float	Kupreanof	DOT&PF
	Middle Small Boat Harbor	Petersburg	Petersburg Borough
	North Small Boat Harbor	Petersburg	Petersburg Borough
	Papke's Landing Float ⁵⁸	Petersburg	DOT&PF
	South Small Boat Harbor	Petersburg	Petersburg Borough
AMHS	Petersburg S. Mitkof (inactive shared AMHS and IFA)	Petersburg	IFA
	Petersburg Ferry Terminal	South Mitkof	DOT&PF
Cruise	Drive Down Facility	Petersburg	Petersburg Borough
Barge	Freight Barge Terminal	Scow Bay	AML

The Petersburg Ferry Terminal serving AMHS is a side loading-facility, located within the Wrangell Narrows. It was originally built in 1982 and rebuilt and expanded in 2000. Petersburg is a regular port of call for AMHS Southeast mainline routes.

The South Mitkof Island Ferry Terminal was originally built to support expanded ferry service in Southeast Alaska, including the AMHS Ketchikan Shuttle and the IFA shuttle connecting POW Island, Wrangell, and Mitkof Island.⁵⁹ Since 2008, the terminal has seen little use, as IFA no longer serves it and AMHS operations are based at the Petersburg Ferry Facility.⁴⁸

Petersburg is served by both AML and Samson, which provide twice-weekly and weekly freight service, respectively. Both operators use the same terminal facility located in the Scow Bay area. The following subsections summarize key issues and opportunities identified through relevant plans, the community transportation workshop, and DOT&PF staff.

3.5.2 Key Issues and Opportunities

Community Transportation Workshops were held in April 2024 in Petersburg. Participants identified several transportation and marine infrastructure needs, including two projects recommended for inclusion in the SEATP: the reconstruction of Papke's Landing and improvements to the Scow Bay haul-out and harbor facilities.

⁵⁸ DOWL. (2024, January). *Southeast Alaska Transportation Plan – Existing Conditions Technical Memo*. Table 27 Petersburg Borough, Marine Facility Inventory.

https://southeastalaskatransportationplan.com/documents/20241230_SATP_ExistingConditions_Final.pdf

⁵⁹ Playter, Douglas R., Savikko, Bern (2007, March 25). *Ports 2007: 30 Years of Sharing Ideas...1977-2007*. American Society of Civil Engineers. Retrieved May 2026, from <https://trid.trb.org/View/835496>.

Papke's Landing Reconstruction

Papke's Landing was identified as a critical access point for residents, commercial lodges, and the U.S. Forest Service. The proposed project would replace the existing ramp, dock, and float system and improve adjacent uplands to support parking and storage needs. Conceptual designs have been developed, with a preliminary cost estimate of approximately \$9.5 million according to workshop discussion. A potential transfer of ownership from DOT&PF to Petersburg Borough following project completion was discussed during the workshops. The project supports state of good repair, safety, emergency and subsistence access, and continued access to federal lands. Land transfer actions are underway, with potential in-kind match contributions identified. Remaining needs include engineering, NEPA evaluation updated cost estimates, and construction funding.

Scow Bay Haul-Out and Harbor Improvements

Workshop participants also identified improvements to the Scow Bay haul-out and harbor to address growing demand and facility limitations. Proposed haul-out improvements include upland expansion, ramp, and utility extensions, a washdown pad, jetty improvements, and a boarding float to improve safety and reduce travel to alternate facilities. Proposed harbor improvements include additional moorage for larger vessels and a dedicated float to accommodate the U.S. Coast Guard buoy tender. The project is funded by a mix of funding including \$4.1 million from the FY24 Consolidated Appropriations Act, \$8.8 million RAISE grant (as identified in the recent awards section in the Implementation and Funding Technical Memo), \$866,000 in local funds, \$216,000 in disaster funds and a \$3.5 million State Revolving Loan.⁶⁰

3.5.2.1 DOT&PF Priorities

In addition to the projects identified during the community transportation workshops, DOT&PF separately identified two additional state-owned harbor properties with improvements needs: the Entrance Island (Hobart Bay) Refuge Float and the Kupreanof Float.

The Entrance Island (Hobart Bay) Refuge Float is a state-maintained float located in a small bay on the island's southeastern side. The float is not connected to shore and is commonly used as a sheltered location during severe weather. According to DOT&PF, the float is currently in very poor condition, and removal or replacement/refurbishment should be considered if it remains state-owned. Project cost is estimated at \$850,000. While overall public use is lower than at other facilities, it continues to serve as an important harbor of refuge for a significant amount of transient vessel traffic.

The Kupreanof float, by comparison, primarily requires refurbishment or partial replacement. The outer float was replaced in 2019 using USFS funding, and DOT&PF continues to seek additional funding for refurbishment or partial replacement of the dock facility.

⁶⁰Cabrera, L. (2025, June 26). Scow Bay Haul-Out Project Memo. Petersburg Borough. Retrieved May 2026, from <https://mccmeetingspublic.blob.core.usgovcloudapi.net/petersbgak-meet-a00d2df8ece84fa88270313d151224dd/ITEM-Attachment-001-1f5713c8203543c7bb50a18da741402d.pdf>.

In late 2016, the State of Alaska proposed transferring three docks to the Petersburg Borough: Entrance Island in Hobart Bay on the mainland, Papke's Landing on Mitkof Island, and the Kupreanof dock.⁶¹ The Petersburg Borough Assembly decided it did not want to accept the Entrance Island dock, citing its remote location, relatively low local use compared with Papke's Landing and Kupreanof dock, and the financial burden it would create. The state and borough were unable to reach agreement on terms. In September 2021, the Assembly voted to pursue only the Papke's Landing transfer, explicitly removing the Kupreanof and Entrance Island docks from negotiations. As a result, those two docks have remained under state ownership.

3.5.2.2 Cruise Ship Infrastructure Needs

Petersburg does not have a deep-water port, and harbor size constraints limit its ability to accommodate large cruise vessels. As a result, Petersburg is not a regular port of call for major cruise lines, and vessels that visit must be able to berth within the existing boat harbor. American Cruise Lines (ACL) currently operates two vessels that call on Petersburg, each approximately 269 feet in length. While smaller than large conventional cruise ships, these vessels still require substantial berth space. During the cruise season, accommodating these port calls can require harbor staff to reconfigure moorage assignments or temporarily relocate other harbor users and vessels.⁶²

In response to these operational constraints, ACL has been coordinating with the Petersburg Borough since 2025 to evaluate options for a floating dock extension to better support cruise vessel berthing. In February 2026, the Petersburg Borough Assembly approved the zoning of select Borough-owned tidelands for Marine Industrial use. ACL has since applied to lease the site to construct a seasonal mooring float and gangway to serve its small cruise vessels. The lease term between the Borough and ACL was approved in April 2026 for a term of 50 years, beginning May 1, 2026, with five-year renewal cycles.⁶³

3.5.3 AMHS Service and Terminal Improvements

Separately from the workshop discussions, the AMHS 2045 Long-Range Plan identified the need for a feasibility study evaluating roadway connection improvements between Petersburg and Kake that could support AMHS operational efficiencies and intercommunity access.

According to the AMHS 2045 Long-Range Plan, AMHS service levels to Petersburg in 2022 were a few times per month, and that frequency is targeted to be maintained through 2045. Table 18 outlines the planned terminal improvements needed to maintain this level of service over the long term with an estimated capital cost and recommended project start year.

⁶¹ KFSK (2016, December 6). *State rejects Petersburg dock offer* - KFSK. Retrieved from <https://www.kfsk.org/2016/12/06/state-rejects-petersburg-dock-offer>.

⁶² Rose, O. (2025, April 28). *Space constraints complicate Petersburg's smaller cruise ship season, harbormaster says*. KFSK. Retrieved March 2026, from <https://www.kfsk.org/2025/04/28/space-constraints-complicate-petersburgs-smaller-cruise-ship-season-harbormaster-says>.

⁶³ Rose, O. (2026, April 23). *American Cruise Lines lease approved by Petersburg Borough Assembly*. KFSK. Retrieved March 2026, from <https://www.petersburgpilot.com/story/2026/04/23/news/american-cruise-lines-lease-approved-by-petersburg-borough-assembly/15733.html>.

Table 18: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year in Petersburg Borough According to the AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Petersburg Ferry Terminal	L	L	L	\$10.6	2032
South Mitkof (Petersburg) Ferry Terminal	L	L	M/L	\$12.4	2030

Legend: M = mid-term (2029-2035); L = long-term (2036-2045); STIP = planned and funded through the Statewide Transportation Improvement Program.

3.6 Prince of Wales-Hyder Census Area

The POW–Hyder Census Area includes communities on POW Island, Kupreanof Island, Baranof Island, Annette Island, and the mainland, resulting in communities that are widely dispersed and highly dependent on marine transportation for access to regional services and supply chains as shown in Figure 11.

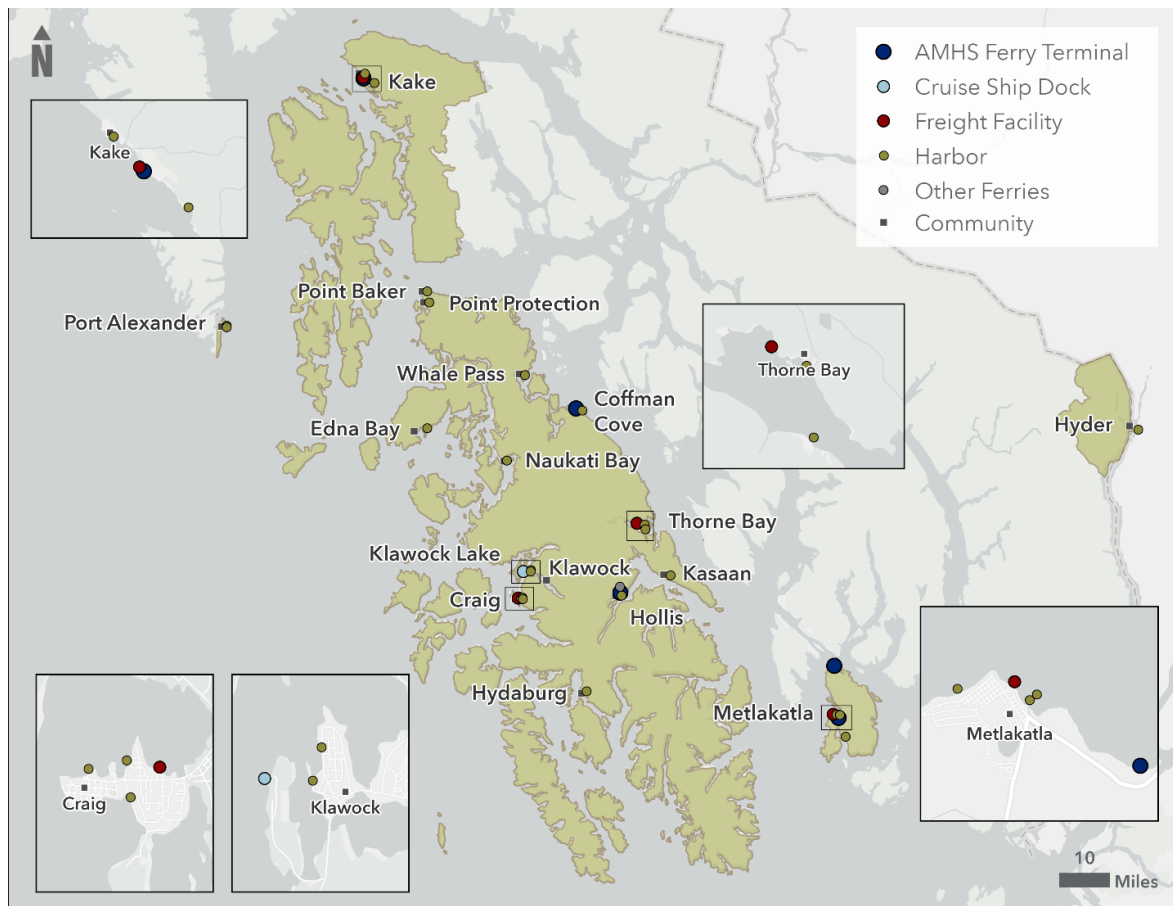


Figure 11: Map of the Marine Facilities in POW-Hyder Census Area

Due to limited local marine infrastructure and service frequency in many smaller communities, residents and businesses often rely on larger population centers within and outside the census area for reliable passenger travel, freight delivery, and access to essential goods and services.

All the communities within POW–Hyder Census Area have a small boat facility of some kind. Access to freight or ferry services is far more limited, however most have access to a larger hub community with roadways. Hyder is the only community within this census area that has a roadway connection to the Lower 48 via Canada.

3.6.1 Assets

Table 19 lists marine transportation facilities by service type within the POW–Hyder Census Area, illustrating how ferry, cruise, and freight infrastructure supports community connectivity across the region.

Table 19: POW-Hyder Census Area, Maritime Facility Inventory

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat	City Dock (Craig)	Craig	City of Craig
	City Dock (Klawock)	Klawock	City of Klawock
	City Dock (Metlakatla)	Metlakatla	Metlakatla Indian Community
	Coffman Cove Harbor	Coffman Cove	City of Coffman Cove
	Davidson Landing Harbor (Thorne Bay)	South Side of Thorne Bay	City of Thorne Bay
	Edna Bay Refuge Float	Edna Bay	City of Edna Bay
	False Island Boat Launch Float (Craig)	Craig	City of Craig
	Hollis Float	Hollis	DOT&PF
	Hyder Harbor	Hyder	DOT&PF
	Kake Dock & Float	Kake	City of Kake
	Kake Portage Cove Small Boat Harbor	Kake	City of Kake
	Kasaan Dock and Small Boat Harbor	Kasaan	City of Kasaan
	Main Harbor (Thorne Bay)	North Side of Thorne Bay	City of Thorne Bay
	Metlakatla Tamgas Harbor	Metlakatla	Metlakatla Indian Community
	Naukati Float	Naukati	DOT&PF
	North Cove Small Boat Harbor (Craig)	Craig	City of Craig
	Port Alexander Inner Float	Port Alexander	City of Port Alexander
	Port Alexander Outer Float	Port Alexander	City of Port Alexander
	Point Baker Refuge Float	Point Baker	DOT&PF
	Port Protection Refuge Floats	Port Protection	DOT&PF
	Small Boat Dock and Harbor (Hydaburg)	Hydaburg	City of Hydaburg
	Small Boat Harbor (Klawock)	Klawock	City of Klawock
	Small Boat Harbor -New (Metlakatla)	Metlakatla	Metlakatla Indian Community
	Small Boat Harbor -Old (Metlakatla)	Metlakatla	Metlakatla Indian Community
	South Cove Small Boat Harbor (Craig)	Craig	City of Craig
	Whale Pass Harbor	Whale Pass	City of Whale Pass
Cruise	Port of Klawock	Klawock	Doyon and Huna Totem Corporation

SERVICE TYPE	FACILITY	LOCATION	OWNER
AMHS	Annette Bay Ferry Terminal – Metlakatla	Metlakatla	DOT&PF
	Kake Ferry Terminal	Kake	DOT&PF
	Port Chester Ferry Terminal – Metlakatla (Inactive)	Metlakatla	DOT&PF
IFA	Clark Bay Ferry Terminal – Hollis	Hollis	IFA
	Coffman Cove Ferry Terminal (inactive)	Coffman Cove	City of Coffman Cove
Barge	Marine Industrial Park	Craig	City of Craig
	AML	Kake	City of Kake
	Metlakatla City Dock	Metlakatla	Metlakatla Indian Community
	Barge Landing	Thorne Bay	AML

The following provides a summary of select ferry terminal facilities in Metlakatla and on POW Island that have historically supported service from both the AMHS and IFA, including ownership, service history, and current operational context.

The Port Chester Ferry Terminal in Metlakatla was constructed in 1987 to serve AMHS LeConte-class vessels. In 2003, the facility was modified to function as a homeport for the MV *Lituya*, which operated shuttle service between Metlakatla and Ketchikan. Following construction of the Annette Bay Ferry Terminal, AMHS service was relocated to the new facility.⁴⁸

The Clark Bay Ferry Terminal, located in Hollis and owned by IFA, serves as the landing site for daily ferry service between Ketchikan and Hollis. Prior to 2002, this location was also served by AMHS.⁴⁸

The Coffman Cove Ferry Dock, owned by the City of Coffman Cove, was constructed in 2006 to provide POW Island communities with access to AMHS mainline service in Petersburg. While IFA initially operated the route, service has not been operational since 2008.⁶⁴

3.6.2 Key Issues and Opportunities

The following subsections summarize key issues and opportunities identified through relevant plans, the community transportation workshop, and DOT&PF staff.

3.6.2.1 Community Identified Needs

Community Transportation Workshops were held in Coffman Cove and Kake in April and November 2025 to engage residents and stakeholders in identifying, prioritizing, and developing action steps for key infrastructure, transportation, and community development needs. Workshop discussions addressed funding strategies, inter-agency and inter-governmental coordination, environmental considerations, and long-term transportation planning priorities.

As a result of these workshops, two waterway-focused projects were identified as priority issues for inclusion in the SEATP: development of a fuel dock in Kake and clarification of maintenance responsibilities for the AMHS ferry terminal in Coffman Cove.

⁶⁴ AK DOT. (2021). 2021 Shore Facilities Condition Survey Report. Retrieved May 2026 from https://dot.alaska.gov/project_info/docs/2021_AMHS_sc_report/4_IFA_Reports/COFFMAN%20COVE.pdf.

Kake Fuel Dock

Workshop participants identified the lack of a local marine fueling facility as a significant constraint on marine operations and economic activity in Kake. A proposed fuel dock project is estimated at approximately \$5.5 million for the construction of docks, dolphins, pilings, and associated fueling infrastructure. The facility is intended to support commercial, subsistence, and recreational marine users while serving as a catalyst for local economic development. The identified implementation timeframe for this project is within the next three years.

Maintenance of Ferry Terminal in Coffman Cove

Participants also raised concerns regarding the maintenance and liability responsibilities associated with the ferry terminal in Coffman Cove. The City of Coffman Cove has assumed responsibility for terminal maintenance and liability despite the terminal not being used by AMHS or IFA in recent years. At the time of the workshops, no memorandum of agreement was in place to formally define roles, responsibilities, or cost-sharing arrangements. This situation presents an ongoing operational and financial challenge for the community and highlights the need for clearer coordination between AMHS and local governments regarding inactive or intermittently used ferry facilities.

3.6.2.2 DOT Priorities

In addition to the needs identified through community transportation workshops, DOT&PF identified the following facility-specific needs. These have been categorized by priority level in the Risk and Resiliency Memo and are reflected below.

Hollis Harbor

The small boat mooring float is heavily used by both local and transient vessels. While the community has expressed interest in assuming ownership or management, the absence of an incorporated entity or recognized local government precludes transfer. This need is identified as low priority.

Hyder Harbor

The facility is in poor condition. Timber floating breakwaters have failed and no longer provide protection, and sedimentation has limited access to both the seaplane float and harbor floats at lower tides. Required improvements include dredging or float relocation, installation of new breakwaters, and general refurbishment. This is identified as a high priority project.

Kasaan Harbor & Seaplane Facility

Substantial refurbishment was completed in 2012; however, additional improvements are anticipated in the near term. This need is identified as low priority.

Naukati Harbor

The State owns the harbor floats, tidelands, and uplands, with a local agreement in place for operations and maintenance. Mooring floats were replaced in 2014. The facility requires a new floating breakwater; while the existing structure is community-owned and not maintained by DOT&PF, its failure would likely result in damage to State-owned infrastructure. Replacement is identified as a low priority.

Point Baker Refuge Float

No recent inspections have been completed, and current conditions are uncertain; however, refurbishment or replacement is likely needed. This need is identified as a medium priority.

Port Protection Refuge Float, Seaplane Float and Tidal Grid

DOT&PF owns three facilities at Port Protection: a seaplane float, refuge float, and tidal grid. The refuge float is significantly deteriorated and sinking but remains heavily used. Replacement or removal is needed at the earliest opportunity due to public safety concerns. This is identified as a very high priority.

3.6.3 AMHS Service and Terminal Improvements

The AMHS LRP identified the need for a feasibility study to explore roadway connections between Kake and Petersburg to improve access to and between the communities and evaluate if this would support AMHS operational cost efficiencies.

As part of the long-range service planning, the 2045 AMHS LRP established target service frequencies for communities served by the system. Table 20 below presents a comparison of 2022 service levels and the 2045 target service levels identified in the plan.

Table 20: AMHS 2022 Frequency versus 2045 Target Service Level Frequency by Community in POW-Hyder Census Area

COMMUNITY	2022 FREQUENCY	2045 FREQUENCY
Kake Ferry Terminal	About once a week	A few times a week
Metlakatla (Annette Bay) Ferry Terminal	Daily Service	Once or more a day

Table 21 below presents planned terminal improvements intended to support the target level of service identified by the AMHS LRP.

Table 21: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Clark Bay (Hollis) Ferry Terminal	M/L	L	M	\$12.7	2027
Coffman Cove Ferry Terminal	M/L	L	M/L	\$9.4	2027
Kake Ferry Terminal	STIP/L	L	L	\$12.7	2024
Metlakatla (Annette Bay) Ferry Terminal	L	L	L	\$5.7	2033

Legend: M = mid-term (2029-2035); L = long-term (2036-2045); STIP = planned and funded through the Statewide Transportation Improvement Program.

The STIP project references in Table 21 corresponds to the Kake Ferry Terminal Rehabilitation Project (STIP #34193), which corresponds to improvements on the following site components: dolphins/mooring structures, apron hydraulic lift system, access catwalks, and gangways. Notably, construction has been moved past the STIP to 2030.

In addition to the above projects, DOT&PF is undertaking a study to evaluate feasibility of constructing and operating a new ferry terminal in Hyder, Alaska. The study is identified in STIP Amendment #2 under STIP ID 34749 and discussed in the AMHS LRP. Restoring ferry service between Alaska and British Columbia is a priority for AMHS. This study investigates a potential alternative to service at Prince Rupert, which has faced many regulatory challenges. This study will support the decision of whether to resume service at Prince Rupert or Hyder and will include an analysis of cost, operational considerations, and community input.⁶⁵

For decades, AMHS relied on a terminal at Prince Rupert as its southern road connection. The state has leased the terminal from Canada since 2013 (through a 50-year non-exclusive prepaid lease), but it has been closed for most of the past six years (regular service ended in the fall of 2019, and only a limited number of sailings were provided in 2022). The dock needs over \$20 million in repairs, and Alaska's aging fleet is not certified for international travel anymore. Developing a terminal at Hyder would allow infrastructure improvements to be delivered under U.S. Build America, Buy America requirements, avoid application of international safety of life at sea (SOLAS) regulations for vessel operations, and eliminate cross-border operational constraints, including those related to customs enforcement and security protocols.⁶⁶

3.7 City and Borough of Sitka

The City and Borough of Sitka (CBS) is located on the west coast of Baranof Island on the Sitka Sound. The CBS comprises 2,874 square miles of land and 1,937 square miles of water, and has only one census designated community, Sitka. Baranof Warm Springs located on the eastern side of Baranof Island is part of the CBS.

Sitka is accessible by air and water. Figure 12 is a map of marine transportation facilities in CBS, illustrating that most facilities are in the downtown core of the CBS or the immediate vicinity. Sitka features deep, well-protected harbor areas with sufficient depths to accommodate large cruise vessels as well as commercial and recreational fishing fleets. The community benefits from multiple deep-water channels and anchorages, with natural protection provided by surrounding islands and breakwaters.⁶⁷ Baranof Wam Springs Float is the only marine facility on the eastern side of Baranof Island and within the CBS.

⁶⁵ Anderson, Ryan, Commissioner. (2025, March 19) State of Alaska Press Release: DOT&PF Proposes Study to Explore Ferry Terminal in Hyder, Alaska. Retrieved May 2026 from <https://dot.alaska.gov/comm/pressbox/arch2025/PR25-0010.shtml>

⁶⁶ Anderson, Ryan, Commissioner. (2022, March 7) State of Alaska Press Release: AMHS Accepting Reservations for Prince Rupert Service June-September 2022. Retrieved May 2026 from <https://dot.alaska.gov/comm/pressbox/arch2022/PR22-0011.shtml>

⁶⁷ PND Engineers Inc., Northern Economics for City and Borough of Sitka, Alaska. (2012, May). Sitka Harbor System Master Plan. Retrieved May 2026 from <https://evogov.s3.amazonaws.com/182/media/188648.pdf>.

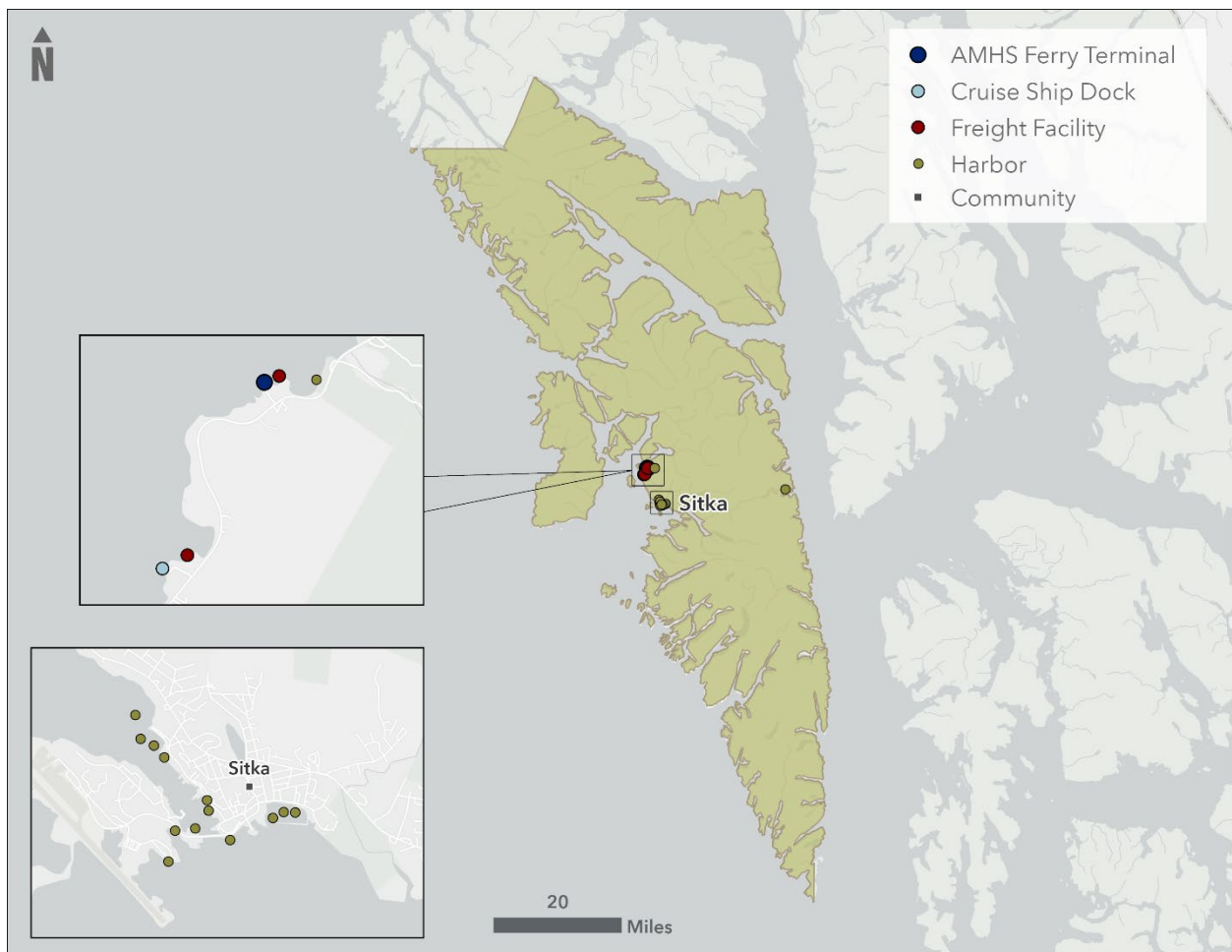


Figure 12: Map of Marine Facilities in the City and Borough of Sitka

Port Alexander is a city located at the southeastern corner of Baranof Island, and while geographically surrounded by the CBS, it is part of POW-Hyder Census Area and is thus not identified on Figure 12, but rather appears on Figure 11.

3.7.1 Assets

Table 22 lists the marine transportation facilities by service type within CBS.

Table 22: City and Borough of Sitka, Maritime Facility Inventory

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat	Baranof Wam Springs Float	Baranof Warm Springs	CBS
	Sitka ANB Harbor	Downtown Sitka	CBS
	Sitka Boat Grid	Downtown Sitka	CBS
	Sitka Crescent Harbor	Downtown Sitka	CBS
	Sitka Crescent Harbor Boat Launch Ramp	Downtown Sitka	CBS
	Sitka Crescent Harbor High Load Dock & Net Float	Downtown Sitka	CBS
	Sitka Crescent Harbor Lightering Float	Downtown Sitka	CBS
	Sitka Eliason Harbor		CBS
	Sitka Fish Cleaning Float	Downtown Sitka	CBS
	Sitka Fisherman's Work Float	Downtown Sitka	CBS
	Sitka Marine Service Center	Downtown Sitka	CBS
	Sitka O'Connell Bridge Lightering Float	Located under O'Connell Bridge (Harbor Dr.) During Tourist Season Stored Behind Thomsen Harbor Breakwater Float During Winter	CBS
	Sitka Sealing Cove Harbor	Downtown Sitka	CBS
	Sitka Sealing Cove Harbor Boat Launch Ramp	Downtown Sitka	CBS
	Sitka Starrigavan Boat Launch Ramp	Old Sitka State Historical Park	DNR
	Sitka Thomsen Harbor	Downtown Sitka	CBS
	Sitka Thomsen Harbor Breakwater Float	Downtown Sitka	CBS
	Sitka ANB Harbor	Downtown Sitka	CBS
	Sitka Boat Grid	Downtown Sitka	CBS
	Sitka Crescent Harbor	Downtown Sitka	CBS
	Sitka Crescent Harbor Boat Launch Ramp	Downtown Sitka	CBS
Cruise	Sitka Ferry Terminal	Sitka	Private
AMHS	Sitka Ferry Terminal	Sitka	DOT&PF
Barge	AML Freight Facility	Sitka	AML
	Samson Freight Facility	Sitka	

Freight service to Sitka is provided by AML via a shuttle barge from Petersburg twice weekly and by Samson weekly.

3.7.2 Key Issues and Opportunities

Community Transportation Workshops were held in Sitka, where participants were invited to identify transportation and infrastructure needs. No projects related to waterways and freight in Sitka were recommended for inclusion in the SEATP.

Additional Needs Identified

The AMHS LRP identified the need for a roadway connection feasibility study across Baranof Island to support uninterrupted access between surface and marine highways and evaluate potential AMHS operational cost efficiencies. A cost-benefit analysis of the cost of building and maintaining a road versus operating and maintaining the ferry still needs completion.

3.7.3 AMHS Service and Terminal Improvements

The 2045 AMHS LRP established target service frequencies for communities served by the system. In 2022, the level of service to Sitka was a few times a week, and the 2045 target level of service is to maintain that same level of service. Based on terminal conditions and future planning Table 23 presents the timing of capital improvements and costs associated with the Sitka Ferry Terminal.

Table 23: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Sitka Ferry Terminal	M/L	L	L	\$15.0	2030

Legend: M = mid-term (2029-2035); L = long-term (2036-2045)

As part of these service enhancements, AMHS LRP targets implementation of a new route by summer 2031 to improve access to medical services in Sitka. The proposed route would connect Juneau, Tenakee Springs, Angoon, and Sitka.

3.8 Municipality of Skagway Borough

The Municipality of Skagway (Skagway) is a unified home rule municipality located at the northernmost point of the Lynn Canal, approximately 108 road miles south of Whitehorse, Yukon Territory, and is immediately west of the border between Canada and Alaska. Figure 13 presents a map of marine facilities in the Municipality of Skagway Borough, all of which are tightly nestled within the core downtown waterfront of Skagway.

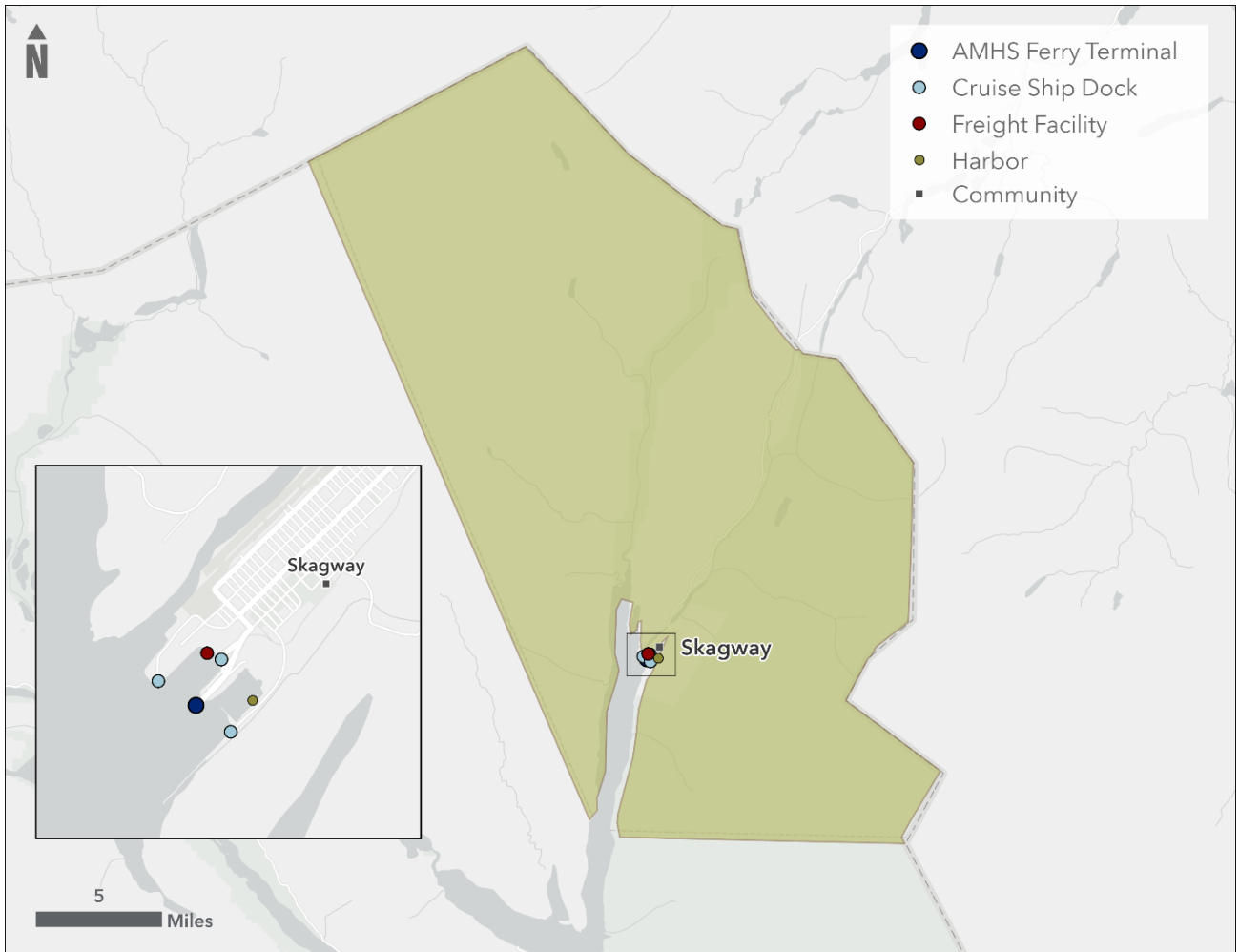


Figure 13: Map of Marine Facilities in the Municipality of Skagway Borough

3.8.1 Assets

Table 24 lists the marine facilities by service type within the Municipality of Skagway Borough.

Table 24: Municipality of Skagway Borough, Marine Transportation Facilities

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat	Skagway Small Boat Harbor	Downtown Skagway	Municipality of Skagway
Cruise	Ore Dock	Downtown Skagway	White Pass & Yukon Route Railroad
	Broadway Dock	Downtown Skagway	Municipality of Skagway
	Railroad Dock (fore and aft)	Downtown Skagway	White Pass & Yukon Route Railroad
AMHS	Skagway Ferry Terminal	Downtown Skagway	DOT&PF
Barge	Cargo Facility (AML Leases)	Downtown Skagway	Municipality of Skagway

The Port of Skagway is a working waterfront and consists of the Ore dock, Railroad dock, Broadway dock, and the AMHS terminal. The Railroad dock accommodates up to two cruise vessels and does so regularly during the summer tourist season. In addition to operating as a cruise ship terminal, this dock has railroad access and can operate as a cargo facility.

3.8.2 Key Issues and Opportunities

The following subsections summarize key issues and opportunities identified through relevant plans, the community transportation workshop, and DOT&PF staff.

A Community Transportation Workshop was held in Skagway in April 2025 to review existing transportation infrastructure, identify local priorities, and discuss future planning and funding considerations. Participants identified improvements to the AMHS ferry terminal as a primary community priority for inclusion in the SEATP.

Discussion focused on the condition and performance of the existing dual-purpose float used by ferries and other vessels, noting structural degradation and reduced reliability during high-wind conditions. Workshop participants reported that docking limitations contributed to multiple winter ferry cancellations and raised concerns about compatibility with Alaska-class ferries and the ability of the current infrastructure to meet operational needs.

Identified needs include continued coordination and negotiations between the Municipality of Skagway and DOT&PF, as well as collaborative planning related to dredging and terminal improvements. Preliminary cost estimates for the dredging work discussed at the workshop ranged from approximately \$12 million to \$20 million.

DOT&PF also identified the Skagway River Levee Repair project as a priority need. Emergency repairs are urgently needed for the Skagway River levee, which safeguards public infrastructure and properties from flooding. Significant flood damage in 2022 severely compromised the levee’s structure, and without immediate intervention, ongoing erosion could threaten critical assets like the Skagway Airport runway and other public infrastructure. This project is described in greater detail in the Aviation Transportation System Technical Memo.

3.8.3 AMHS Service and Terminal Improvements

Based on terminal conditions and future planning Table 25 presents the timing of capital improvements and costs associated with the Skagway Ferry Terminal.

Table 25: Planned Skagway AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Skagway Ferry Terminal	M/L	L	L	\$27.2	2030

Legend: M = mid-term (2029-2035); L = long-term (2036-2045)

3.9 City and Borough of Wrangell

The City and Borough of Wrangell is located at the northwest end of Wrangell Island and includes extensive land and surrounding waterways. As shown in Figure 14 marine facilities in the borough are concentrated almost entirely within the community of Wrangell, the borough's primary and only incorporated population center.

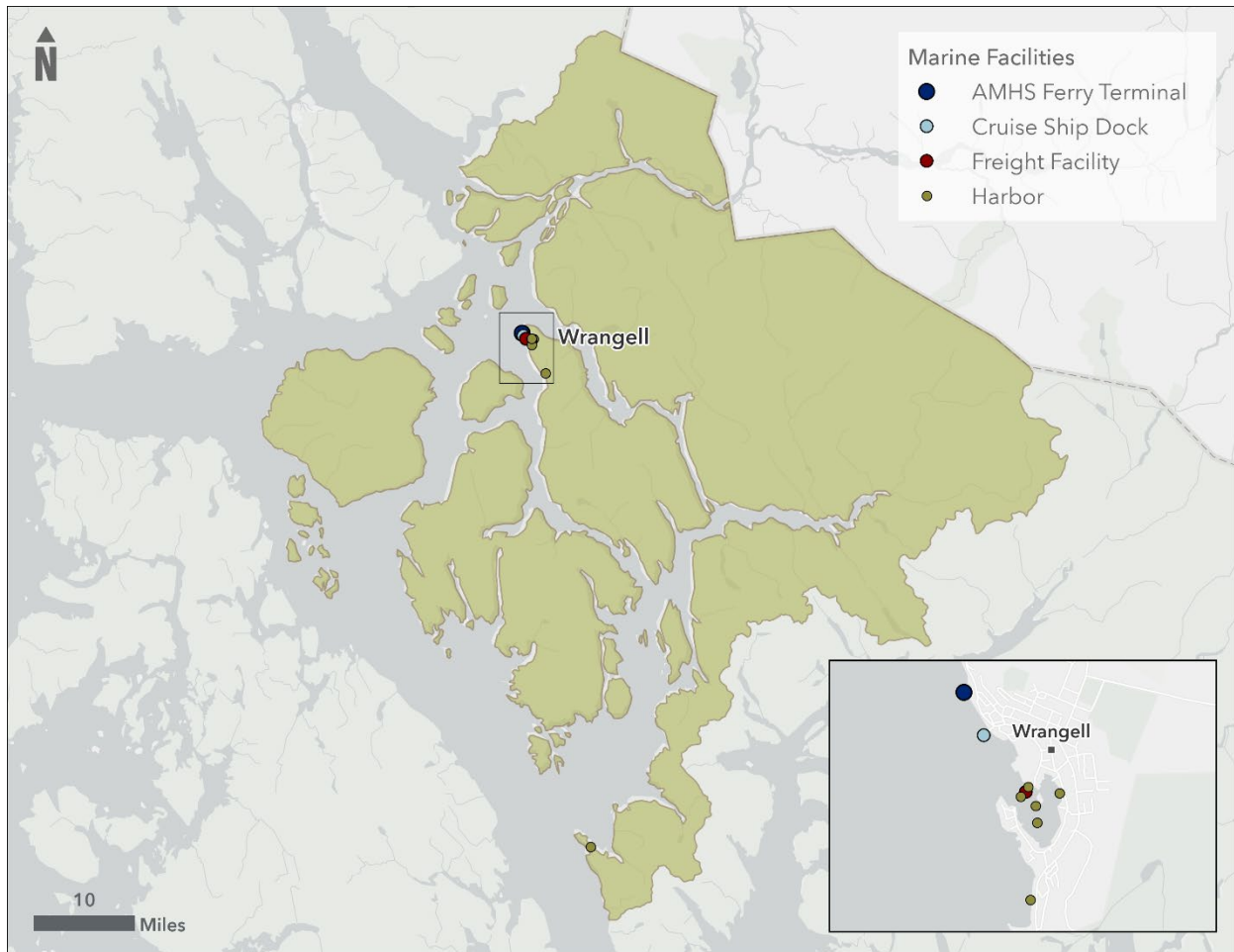


Figure 14: Map of the Marine Facilities in City and Borough of Wrangell

3.9.1 Assets

Table 26 lists the marine transportation facilities by service type in the City and Borough of Wrangell.

Table 26: City and Borough of Wrangell, Marine Transportation Facilities

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat Facility	Fish and Game Float	Inside the Breakwater on Starboard Side	City and Borough of Wrangell
	Heritage Harbor	One Mile from Downtown	City and Borough of Wrangell
	Inner Harbor	East Side of Chief Shakes Island	City and Borough of Wrangell
	Meyers Chuck Refuge Float	Meyers Island	City and Borough of Wrangell
	Reliance Float	Port Side of Harbor Office	City and Borough of Wrangell
	Shoemaker Bay Harbor	Five Miles of Downtown	City and Borough of Wrangell
	Standard Oil Float	Far End of the Harbor Basin	City and Borough of Wrangell
	Wrangell Harbor Basin (Downtown Harbor)	Adjacent to Downtown	City and Borough of Wrangell
Cruise	City Dock	Downtown Wrangell	City and Borough of Wrangell
AMHS	Wrangell Ferry Terminal	Downtown Wrangell	DOT&PF
Barge	Former Downtown Mill Dock ⁶⁸	Marine Service Center	City and Borough of Wrangell

Aging infrastructure and limited landside capacity can complicate the continuation of operations when infrastructure fails. For example, in the City and Borough of Wrangell, a 40-plus-year-old barge ramp was decommissioned in March 2025 due to its deteriorating condition. Until a permanent solution is found, AML and Samson have been temporarily relocated from their previous dock to the city-owned dock at the Marine Service Center. AML is working with the city to determine a long-term solution and identify a suitable new dock.^{68,69} Freight service to Wrangell is provided by both AML and Samson on a weekly basis.

3.9.2 Key Issues and Opportunities

The following subsections summarize key issues and opportunities identified through relevant plans, the community transportation workshop, and DOT&PF staff.

Barge Ramp Relocation

Input received during the April 2025 Community Transportation Workshop in Wrangell identified relocation and replacement of Wrangell's barge ramp as a priority waterway issue for inclusion in the SEATP. The existing barge ramp is not rated for the size and weight of modern freight loads and has deteriorated, raising safety and state-of-good-repair concerns.

The City and Borough of Wrangell is looking into relocating the existing city-owned barge ramp to the 6-Mile Deep Water Port site to better accommodate current freight demands and address longstanding facility limitations. Relocation to the deep-water port would improve operational capacity and reliability for barge transportation but would also require associated upland improvements, including roadway access, site development, utilities, and extensions for water, sewer, and power.

⁶⁸ Villarma M., City and Borough of Wrangell. (2025, March 13). Immediate Decommissioning of Wrangell Barge Ramp. Retrieved from <https://www.wrangell.com/community/immediate-decommissioning-wrangell-barge-ramp>.

⁶⁹ City and Borough of Wrangell. (2025, August 21). Relocating Wrangell's Freight Operations Key Highlights from the CBW-AML MOU. Retrieved from https://www.wrangell.com/sites/default/files/fileattachments/borough_assembly/page/22530/aml-mou_presentation_kt.pdf

The City and Borough of Wrangell owns the land and tidelands at the proposed site. Planning activities are funded by a PIDP grant awarded in 2023 as described in the Implementation and Funding Technical Memo.⁷⁰ According to the detailed discussion in the workshop, the next steps would require coordination with private freight operators, as well as engagement with state agencies regarding roadway access, right-of-way considerations, overweight-load regulations on the Zimovia Highway, and required permits. Additional funding still needs to be secured for the new construction.

The City and Borough of Wrangell in conjunction with the Ketchikan Gateway Borough have formed an alliance and are seeking the federal designation of “maritime prosperity zone”. If awarded the designation, this may provide the region with additional federal subsidies and technical support to build out waterfront and shipbuilding infrastructure. JAG Marine Group operates the shipyard in Ketchikan, building another shipyard at the 6-Mile Deep Water Port site which could provide additional maintenance and repair capacity of ships in Alaska and shipbuilding capacity for commercial and government use.⁷¹

New Cruise Ship Dock Replacement

The City and Borough of Wrangell, in partnership with ACL, is advancing plans to replace the community’s existing cruise ship dock with a new facility targeted to be operational for the 2027 cruise season. The project responds to structural limitations and ongoing maintenance challenges associated with the existing dock, which is nearing the end of its’ service life and no longer meets the operational needs of modern cruise vessels.⁷²

The proposed project would construct a new cruise dock designed to accommodate current and future cruise ship calls, improving safety, reliability, and long-term functionality. Project development has included coordination between the Borough and the cruise line to define cost-sharing responsibilities, design requirements, and an implementation schedule aligned with cruise deployment planning. The replacement dock is intended to maintain Wrangell’s role in the regional cruise itinerary network while reducing long-term maintenance risks associated with the existing facility.

The Borough has identified the project as a priority waterfront investment and is pursuing permitting, design, and financing actions necessary to advance construction. If completed as planned, the new dock would provide a modernized marine access point, supporting passenger operations, shore excursions, and associated economic benefits during the cruise season.

⁷⁰ Rollins, A. (2023, November 10). Alaska to receive \$72 million for port infrastructure projects. *Government Market News*. Retrieved March 2026 from <https://govmarketnews.com/alaska-to-receive-72-million-for-port-infrastructure-projects>.

⁷¹ Dawe, K. (2026, April 1). Borough moves to establish maritime partnership with Ketchikan. *Wrangell Sentinel*. Retrieved May 2026, from <https://www.wrangellsentinel.com/stories/borough-moves-to-establish-maritime-partnership-with-ketchikan,55784>.

⁷² Persily L. (2026, January 21). Borough, cruise line aim to have new dock ready for 2027 season. *Wrangell Sentinel*. Retrieved March 2026 from <https://wrangellsentinel.com/stories/borough-cruise-line-aim-to-have-new-dock-ready-for-2027-season,47440>.

Wrangell Harbor Basin Revitalization and Transportation Resiliency

DOT&PF also identified the needed improvements to the Wrangell Harbor Basin. The Inner Harbor, originally constructed in 1936, has exceeded its useful life and requires full replacement. Sedimentation within the basin has reduced water depths such that portions of the dock rest on the harbor bottom during low tides, limiting functionality. Restoration of full use will require basin dredging in conjunction with replacement of the harbor infrastructure.⁷³

In 2025, the City and Borough of Wrangell was awarded a RAISE grant to support transportation improvements at three facilities within the Wrangell Harbor Basin: Inner Harbor, Reliance Harbor, and the Standard Oil Float, as identified in the Implementation and Funding Technical Memo.⁷⁴

3.9.3 AMHS Service and Terminal Improvements

As part of the long-range service planning, AMHS LRP established target service frequencies for communities served by the system. In 2022, the level of service to Wrangell by AMHS was a few times a week, and in 2045, the level of service is anticipated to remain the same. Table 27 outlines the planned terminal improvements needed to maintain the service-level objectives described in the AMHS LRP.

Table 27: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Wrangell Ferry Terminal	M/L	L	L	\$24.6	2030

Legend: M = mid-term (2029-2035); L = long-term (2036-2045)

3.10 City and Borough of Yakutat

The City and Borough of Yakutat (Yakutat) is regarded as one of the most isolated areas in the Gulf of Alaska. It has three boundaries: the Canadian border to the north, Cape Suckling to the west, and Cape Fairweather to the east.

Yakutat is a remote coastal community with no road connection to the regional highway system and relies on marine and aviation transportation for passenger travel, freight movement, and access to essential services. Marine infrastructure plays a critical role in supporting community mobility, subsistence and commercial fishing activities, and the delivery of goods. Figure 15 depicts the limited marine facilities located in Yakutat City and Borough.

⁷³ City and Borough of Wrangell. (2023, October). FY 2024 CIP Capital Projects Master List. Retrieved May 2026 from https://www.wrangell.com/sites/default/files/fileattachments/capital_facilities/page/10411/fy24_strategic_list_for_capital_projects_-_october_2023.pdf.

⁷⁴ City and Borough of Wrangell. (2024, June 27). Press Release: Wrangell Harbor Basin: Borough Awarded \$25 Million RAISE Grant. Retrieved May 2026 from <https://www.wrangell.com/community/wrangell-harbor-basin-borough-awarded-25-million-raise-grant>.



Figure 15: Map of the Marine Facilities in Yakutat City and Borough

3.10.1 Assets

Table 28 lists the marine transportation facilities by service type within Yakutat City and Borough that support the movement of goods and people (excluding fuel).

Table 28: Yakutat City and Borough, Maritime Facility Inventory

SERVICE TYPE	FACILITY	LOCATION	OWNER
Small Boat Facilities	Small Boat Harbor	North of Monti Bay at the end of Mallott Ave	City and Borough of Yakutat
AMHS & Barge	City Dock	Yakutat Ave	City and Borough of Yakutat

3.10.2 Key Issues and Opportunities

The following subsections summarize key issues and opportunities identified through relevant plans, the community transportation workshop, and DOT&PF staff.

3.10.2.1 Identified Needs

A Community Transportation Workshop was held virtually in August 2024, during which participants identified transportation and infrastructure needs for City and Borough of Yakutat. Two waterway focused projects were identified as priority issues for inclusion in the SEATP: Small Boat Harbor (Funding Gap), and Ferry Access and Service.

Small Boat Harbor – Funding Gap

Although Yakutat has received funding including the Denali Commission, PIDP, and the Municipal Harbor Facility Grant (DOT&PF) as described in the Implementation and Funding Technical Memo, participants identified a remaining funding gap of approximately \$3-4 million needed to complete planned improvements to the Yakutat Small Boat Harbor. The harbor is a key facility supporting commercial fishing, subsistence use, and local marine access. Workshop discussion identified the Tribal Transportation Program (TTP) Bridge Program as a potential funding source, subject to eligibility requirements. To qualify, the facility must be included in the Tribe's transportation inventory and Transportation Improvement Program (TIP), be open to the public, and be identified as being in poor condition.

Ferry Access and Service

Workshop participants expressed concern regarding the limited marine service options serving Yakutat, especially given AMHS has not provided regular service since 2023. Jet air service was noted as insufficient to meet broader community development and freight needs. Marine freight service is limited, with AML providing service approximately once per month, increasing to twice per month during the summer season.

Participants discussed the challenge of sustaining ongoing public involvement and advocacy efforts, as well as the need for Yakutat's unique location and service needs to be considered in future AMHS service planning and fleet configuration. The Yakutat dock facility is currently included in the STIP.

There was also interest in exploring alternative approaches to address near-term mobility needs, including locally or regionally focused water transit options similar to models used elsewhere in Southeast.

3.10.3 AMHS Service and Terminal Improvements

As part of the long-range service planning, the 2045 AMHS LRP established target service frequencies for communities served by the system. In 2022, Yakutat received service a few times a month, however service has been largely suspended since 2023. Service was provided in April of 2026, and no additional service is scheduled for Yakutat. The AMHS 2045 target service level is set to provide service once a month. Table 29 below shows planned terminal improvements needed to support the level of service objectives described by AMHS LRP.

Table 29: Planned AMHS Terminal Capital Improvements Timing, Estimated Costs, and Recommended Project Start Year According to the AMHS LRP

AMHS TERMINAL	IN WATER	UPLANDS	UTILITIES	TOTAL CAPITAL COST (\$ MILLIONS)	RECOMMENDED PROJECT START YEAR
Yakutat City Dock	STIP/L	-	L	\$26.7	2024

Legend: L = long-term (2036-2045); STIP = planned and funded through the Statewide Transportation Improvement Program; - = No planned work

The STIP project is listed in Table 29 corresponds to the Yakutat City Dock Improvements (STIP #34192) for improvements related to the following site components: dock/approach trestle/bulkhead, float, vehicle transfer bridge, apron/intermediate ramp, transfer bridge lift system. The design will allow for more standardized mooring to accommodate any sized vessel. While the AMHS recommended the project have a start year of 2024, design has been pushed out and is planned for 2028 with anticipated construction slated for 2030 or 2031.

4.0 PLAN ALIGNMENT AND RECOMMENDATIONS

Southeast Alaska's transportation needs are best understood through the lens of access, reliability, and resilience. Future planning priorities include modernizing AMHS's fleet, upgrading and standardizing terminal infrastructure to support vessel inter-operability, strengthening preventative maintenance programs, and improving coordination between marine, aviation, and landside systems. Aligning capital investments with long-term service goals is essential to maintaining continuity of access, reducing vulnerability to disruptions, and supporting community and economic sustainability.

These findings reinforce the central role of marine transportation in Southeast Alaska and the importance of treating waterways, terminals, passenger services, and freight operations as interconnected elements of a single regional system. This memo provides the foundation for integrating marine transportation considerations into the SEATP.

The following sections summarize how existing planning efforts translate into goals, priorities, and strategies relevant to Southeast, with emphasis on short, mid, and long-term actions identified through the 2016 Long Range Transportation Plan – Let's Get Moving 2036 (LRTP), the Alaska Moves 2050 Statewide Freight Plan (ASFP), and AMHS 2045 Long Range Plan (AMHS LRP).

4.1 Alaska Statewide Freight Plan Considerations

Statewide freight planning highlights key issues for Alaska's marine-reliant supply chain and the importance of ports and ferry terminals as intermodal hubs, many of which are also applicable to Southeast. The ASFP identifies aging infrastructure as a challenge for ports and related facilities. Many maritime assets are nearing the end of their working life, and routine maintenance may not be sufficient to keep them operational in the long term, especially as facilities must adapt to evolving shipping methods and occasional oversize cargo. In Southeast, these challenges place increased demands on port and terminal owners to support the safety and functionality of marine structures, upland staging areas, and intermodal access, amid challenging environmental and logistical conditions.

DOT&PF opportunities identified in the ASFP specific to the waterways include the following.³

- Use planned AMHS upgrades to improve freight service to coastal communities
- Advance targeted Maritime Administration (MARAD) funding opportunities for ports and barge facilities.

Additional federal opportunities for securing funding for waterway projects include:

- USDOT's grant program Better Utilizing Investments to Leverage Development (BUILD)
- USDOT's Build America Bureau's Rural and Tribal Assistance program (RTA)
- USDOT's Multimodal Project Discretionary Grant (MPDG), which include Infrastructure for Rebuilding America (INFRA) and Rural Surface Transportation Grant Program (RURAL)
- US Department of Commerce's Economic Development Administration's Public Works and Economic Adjustment Assistance Programs.

4.2 AMHS LRP Recommendations

The AMHS LRP identifies a set of system-level priorities intended to restore service reliability and position the AMHS for long-term sustainability. These recommendations emphasize the interrelated roles of fleet and terminal condition, workforce stability, and sustained funding in achieving future service goals. Key recommendations from the LRP are summarized below.

- Fleet and terminal modernization and standardization are important factors in improving service reliability and achieving established service goals.
- A combination of policies and incentives to attract and retain a stable workforce is necessary.
- The system must receive a combination of State and Federal funding to support capital investments and operating support.
- Advance feasibility studies for the following road connections: Kake-Petersburg, Across Baranof Island, Tenakee-Hoonah.

4.2.1 Potential Capital Projects

The AMHS LRP calls for a modernized AMHS fleet, achieved through the vessel replacement plan that identifies the construction of six new vessels. By 2038, all existing vessels except the Alaska Class Ferries are planned to be replaced. By 2045, the fleet is expected to include six newly constructed vessels, resulting in a total fleet of eight. Maintenance schedules and budgets will be aligned with projected maintenance requirements, prioritizing preventive measures to maintain fleet reliability and minimizing unscheduled downtime.

Over the next 20 years, seven AMHS vessels are expected to be retired. The following key actions have been identified for the fleet and terminal assets focus area:

- Construct six new vessels with hybrid propulsion
- Modernize fleet and terminal infrastructure through regular planned maintenance
- Standardize fleet and terminal infrastructure to promote interoperability.

4.2.2 AMHS Terminal Improvements

Alignment of capital project timelines with vessel repair/replacement cycles is essential to prevent service interruption. Terminal projects require significant lead time for planning/design prior to permitting and construction. For a major terminal improvement projects, the design, planning, permitting, and contracting phases can take roughly three years to complete. Construction phase durations vary by project scope but may take up to two years to complete.

Table 30 highlights terminal infrastructure projects recommended in the AMHS LRP that are needed to support ongoing regional service and summarizes the anticipated capital costs for each terminal over the LRP planning horizon. This table also indicates the recommended year for starting the first terminal improvement or upgrade project.

Table 30: Summary of AMHS LRP Recommended Capital Cost Investments for Southeast AMHS Terminals and Recommended Project Start Date According to the AMHS LRP

TERMINAL	TOTAL CAPITAL COST FOR TERMINALS IMPROVEMENTS & STIP PROJECTS (\$MILLIONS)	RECOMMENDED PROJECT START DATE
Angoon Ferry Terminal	\$12.0	2026
Auke Bay East Stern Berth	\$14.9	2026
Auke Bay Ferry Terminal East Berth	\$17.4	2025
Auke Bay Ferry Terminal West Berth	\$21.3	2027
Clark Bay (Hollis) Ferry Terminal	\$12.7	2027
Coffman Cove Ferry Terminal	\$9.4	2027
Gustavus Dock	\$9.3	2034
Haines Ferry Terminal	\$17.2	2025
Hoonah Ferry Terminal	\$10.0	2028
Kake Ferry Terminal	\$12.7	2024
Ketchikan Ferry Terminal (Berth 1)	\$14.8	2028
Ketchikan Ferry Terminal South (Berth 2)	\$16.5	2024
Ketchikan Transfer Facility (Berth 3)	\$4.5	2032
Metlakatla (Annette Bay) Ferry Terminal	\$5.7	2033
Pelican Ferry Terminal	\$20.4	2024
Petersburg Ferry Terminal	\$10.6	2032
Sitka Ferry Terminal	\$15.0	2030
Skagway Ferry Terminal	\$27.2	2030
South Mitkof (Petersburg) Ferry Terminal	\$12.4	2030
South Tongass (Saxman) Ferry Terminal	\$13.2	2025
Tenakee City Dock	\$6.5	2035
Wrangell Ferry Terminal	\$24.6	2030
Yakutat City Dock	\$26.7	2024

4.3 New Recommendations Identified

The following new recommendations related to waterways are identified for the SEATP Update:

- Pursue partnerships to advance shared project priorities.
- Advance a feasibility study to explore the shared use of AMHS facilities for freight, tourism, or other community services.
- Advance a comprehensive study to evaluate long-term tradeoffs between AMHS service and roadway investments, including identification of strategic road connections that can shorten ferry routes and assessment of life-cycle cost, system reliability, operating costs, and overall cost-effectiveness.(identified in the Surface Transportation Technical Memo)
- Identify funding and advance projects that address deteriorating harbor facilities. As facilities are improved, identify opportunities to transfer facilities to local governments. (Identified in the Risk and Resiliency Technical Memo)



APPENDIX 1: COMMUNITY NEEDS SURVEY RESULTS

2045 LONG-RANGE PLAN

PUBLIC SURVEY FINDINGS SUMMARY

The 2045 Long-Range Plan (LRP) Public Survey sought to gain specific insight into the communities that the Alaska Marine Highway System serves as we continue to develop the LRP. This feedback, along with the many other data points referenced in this project, we are working to develop future service levels that suit each community's specific conditions and needs.

This survey was open between October 24th and November 7th and welcomed input from individuals and communities across Alaska. Some promotion methods included:

SPECIFIC OUTREACH

Ferry Focus Group
Cross Gulf, Homer/Kodiak, PWS, Southern SE, Northern SE, SW/Aleutian Chain
Public Open House
SEC Transportation Committee

LOCAL DISTRIBUTION

Newspapers
Kodiak Daily Mirror, Ketchikan Daily News, Juneau Empire, Alaska Public Media, Wrangell Sentinel
Local Radio Broadcast (KRBD)
Community Facebook Pages

AGENCY-LED PROMOTION

AMHS Webpages
AMHS/DOT&PF
Facebook Pages
E-Blast GovDelivery

WHAT DID WE ASK?

PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon the Alaska Marine Highway ferry system to provide?

Which Alaskan communities are you most often traveling to?

ALTERNATIVE TRANSPORTATION

What alternative transportation (non-ferry) modes are available to your community?

Are there any limitations to the alternative transportation modes available in your community?

SERVICE LEVELS

What amount of AMHS ferry service do you believe is essential for your community?

What amount of AMHS ferry service do you believe your community needs to support economic growth?

WHAT IS THE AMHS 2045 LONG-RANGE PLAN?

The AMHS Long-Range Plan sets out to guide the operation and management of AMHS fleet and terminal infrastructure for the next 20 years.

Phase 1 of this effort began in the Spring of 2023 and concluded in August of 2023. Preview the [Phase 1 Draft](#), which provides recommendations for a three-year Capital and Operational Budget through Fiscal Year 2026.

Phase 2 is underway and will take place through 2024, which will forecast out 20 years, with operational, budget, sustainability, and resiliency recommendations through 2045.

There are plenty of opportunities for public involvement through each phase of this process - in fact, we couldn't do it without you! Whether you're interested in attending public meetings, sharing your input online, or just want to stay up do date on our [website](#), your participation and interest is greatly valued.



Scan to visit the LRP Project page

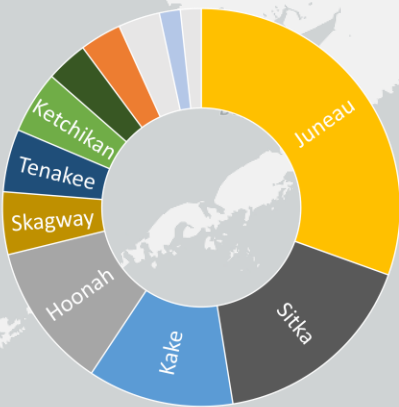
ANGOON

PUBLIC SURVEY FINDINGS SUMMARY

19
Respondents

COMMUNITY CONNECTIONS

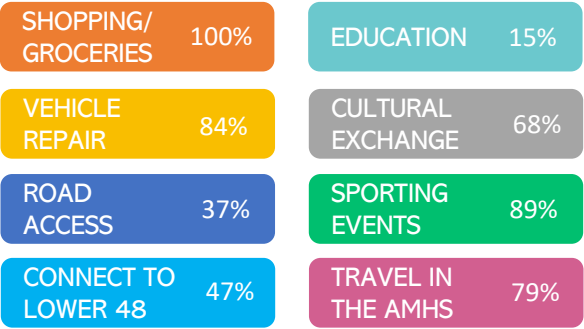
Which Alaskan communities are you most often traveling to for errands and appointments?



*Variation in line size relates to volume of travel to each community.

PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



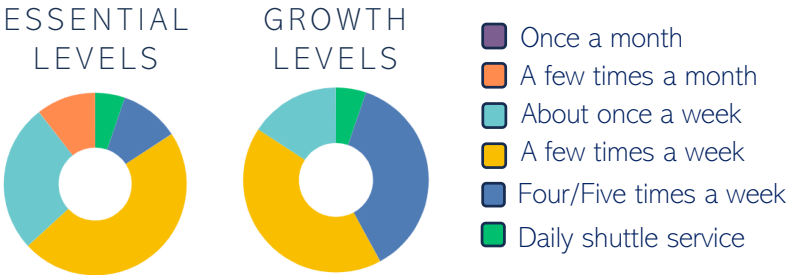
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Historical and current service levels and fleet composition are represented below, with reference to the key above.

	Historical (2009)	Current (2022)
Service Levels	A few times a week	About once a week
Fleet	LECONTE	LECONTE TAZLINA

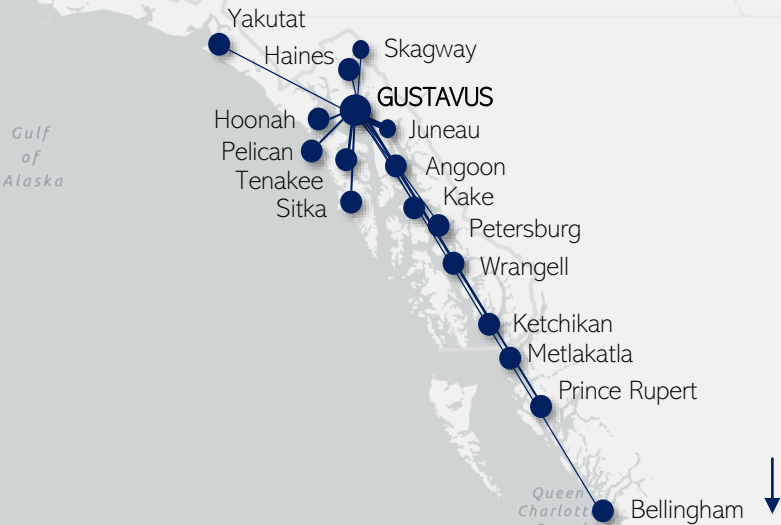
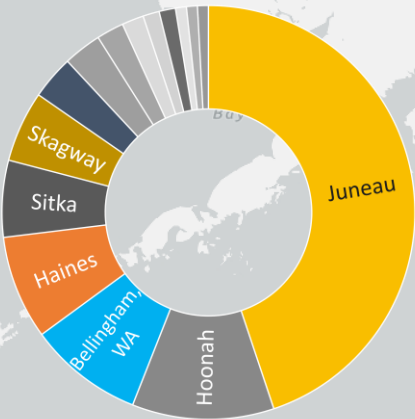
GUSTAVUS

PUBLIC SURVEY FINDINGS SUMMARY

109
Respondents

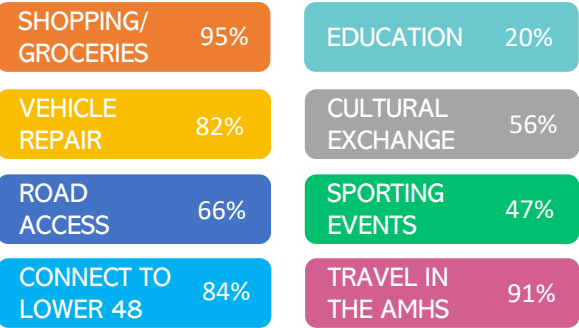
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



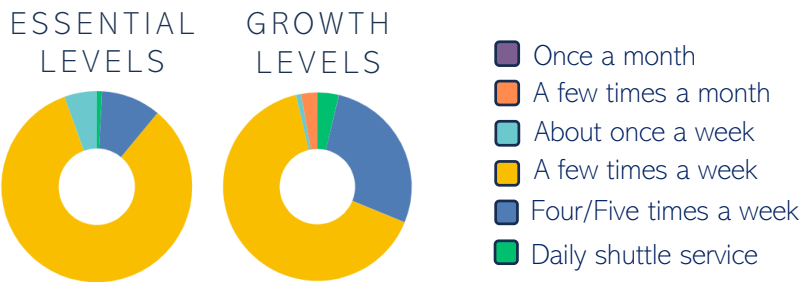
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



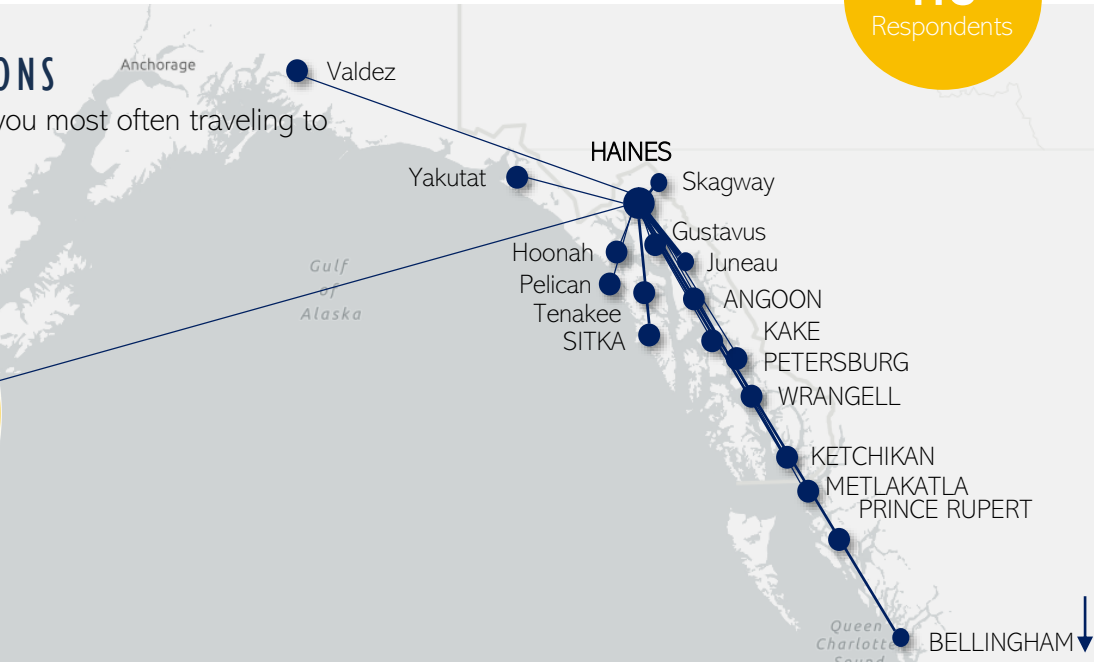
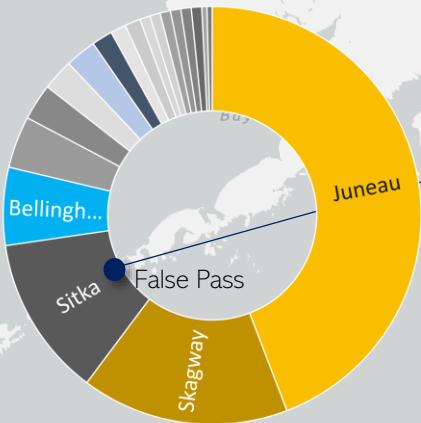
HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels		 A few times a week
Fleet	AMHS Service not provided to Gustavus in 2009	TAZLINA LECONTE

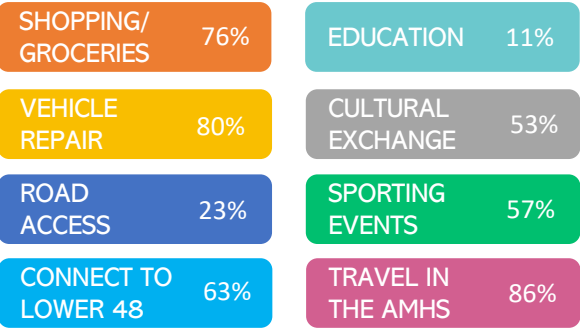
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



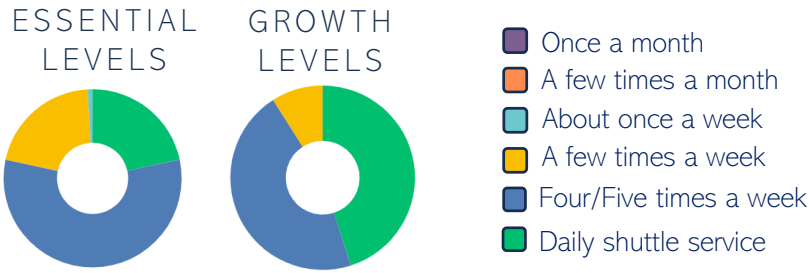
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	Daily shuttle service	Daily shuttle service
Fleet	CHENEGA COLUMBIA FAIRWEATHER KENNICOTT LECONTE MALASPINA MATANUSKA TAKU	KENNICOTT LECONTE TAZLINA MATANUSKA

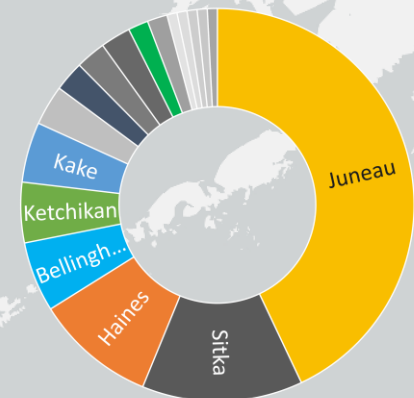
HOONAH

PUBLIC SURVEY FINDINGS SUMMARY

52
Respondents

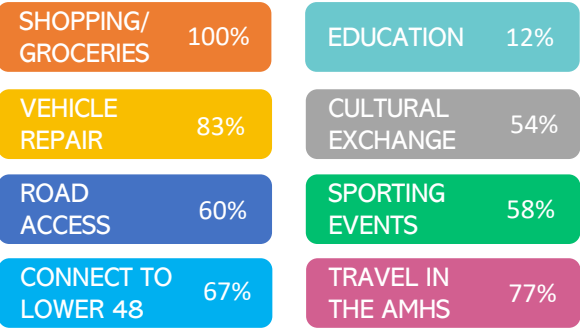
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



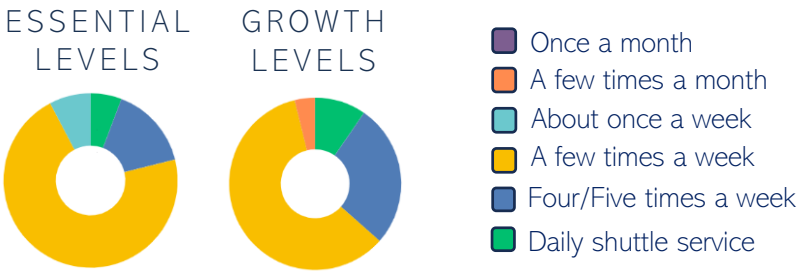
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	 Four/five times a week	 A few times a week
Fleet	AURORA LECONTE MALASPINA MATANUSKA TAKU	LECONTE MATANUSKA TAZLINA

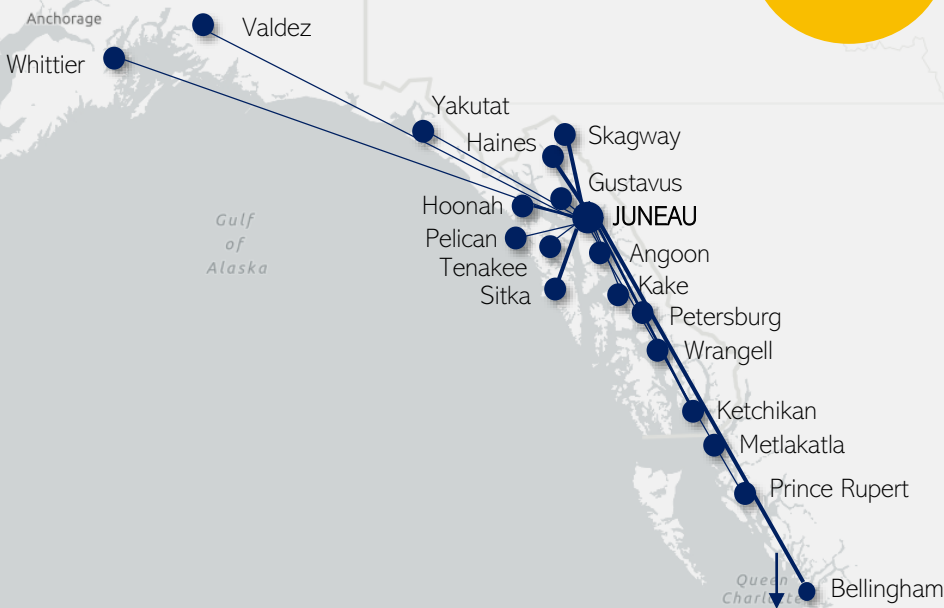
JUNEAU

PUBLIC SURVEY FINDINGS SUMMARY

504
Respondents

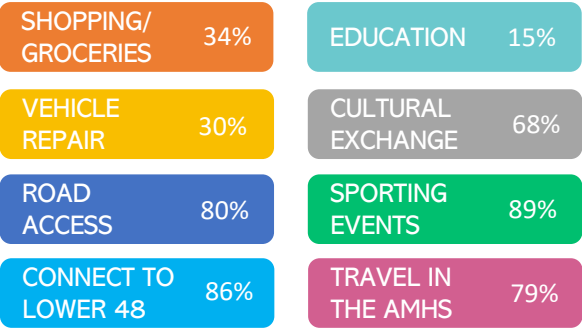
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



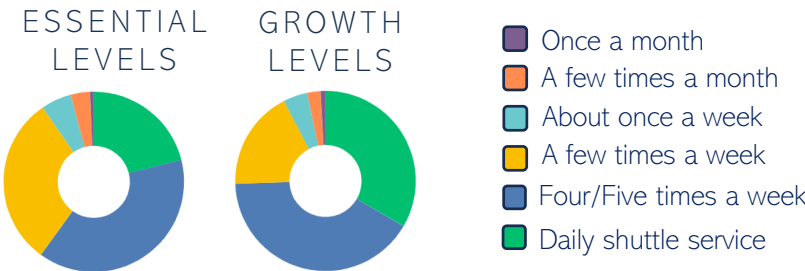
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	 Daily shuttle service	 Daily shuttle service
Fleet	CHENEGA COLUMBIA FAIRWEATHER KENNICOTT LECONTE MALASPINA MATANUSKA TAKU	KENNICOTT LECONTE TAZLINA MATANUSKA

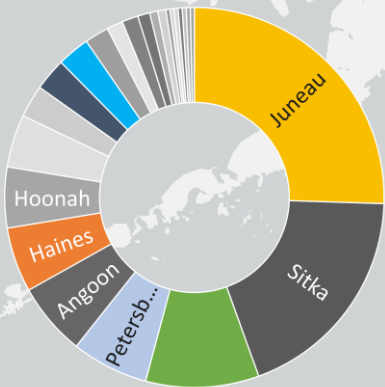
KAKE

PUBLIC SURVEY FINDINGS SUMMARY

78
Respondents

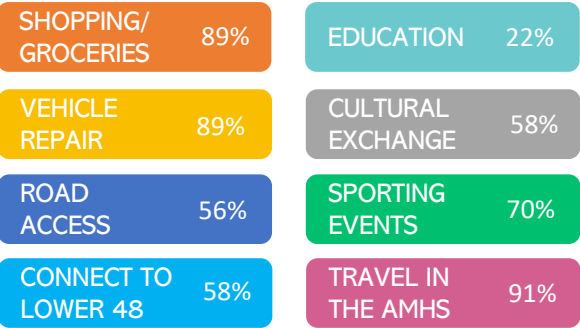
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



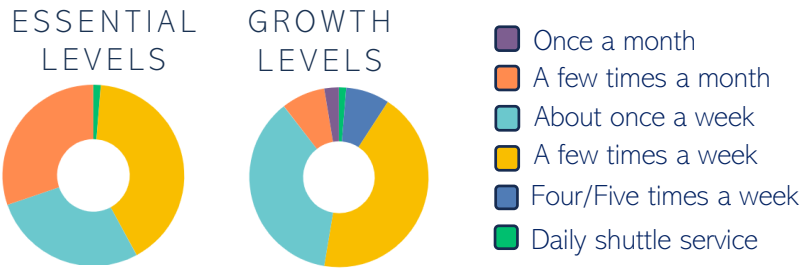
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	A few times a week	About once a week
Fleet	MALASPINA MATANUSKA TAKU	MATANUSKA LECONTE

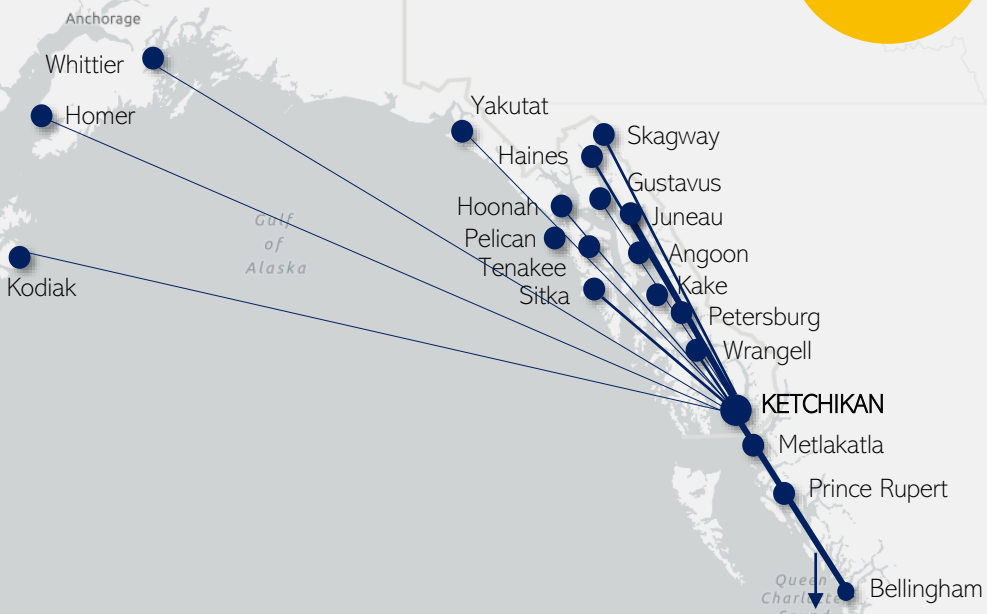
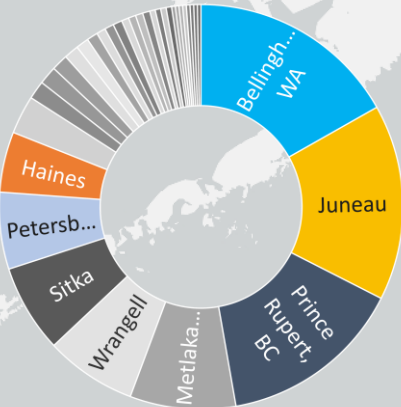
KETCHIKAN

PUBLIC SURVEY FINDINGS SUMMARY

194
Respondents

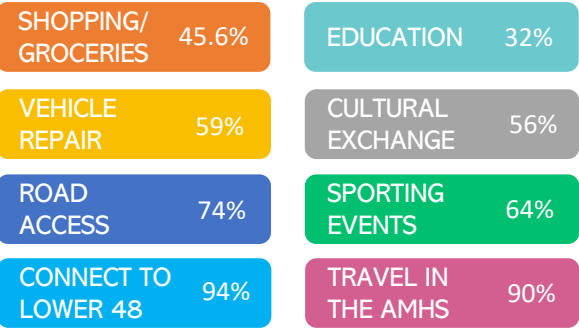
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



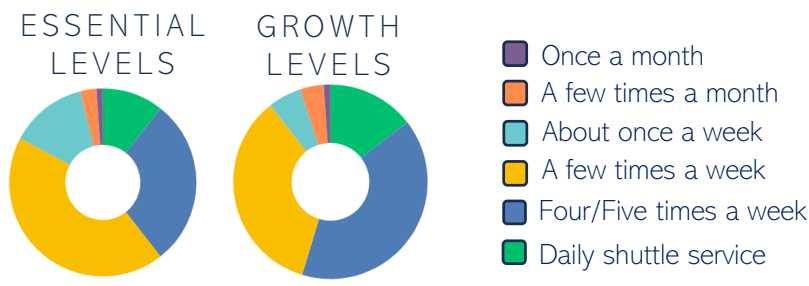
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	 Daily shuttle service	 Daily shuttle service
Fleet	COLUMBIA LITUYA KENNICOTT TAKU MALASPINA MATANUSKA	KENNICOTT LITUYA MATANUSKA

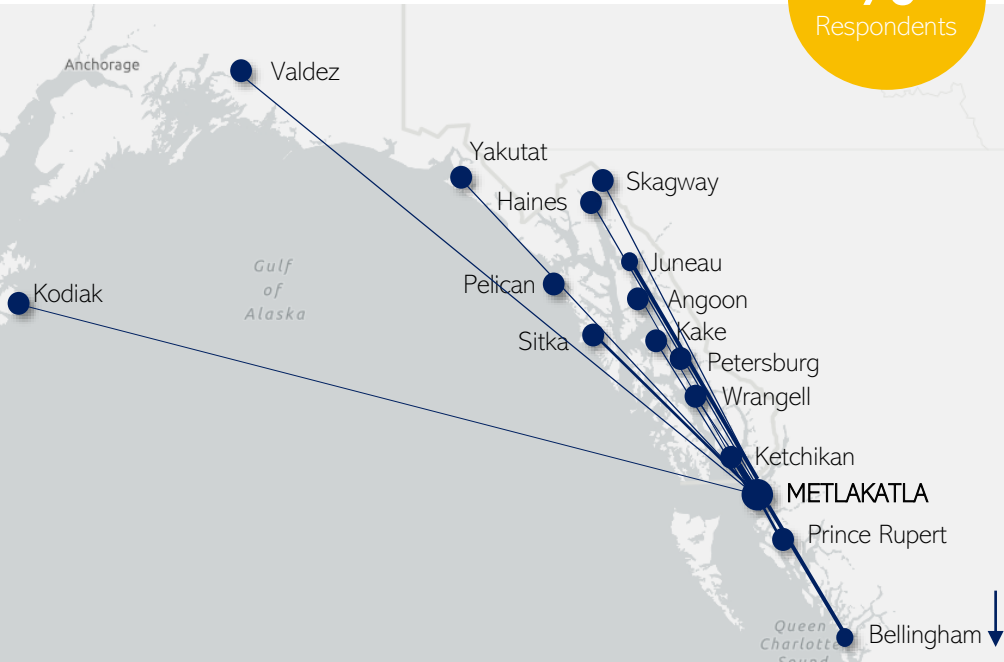
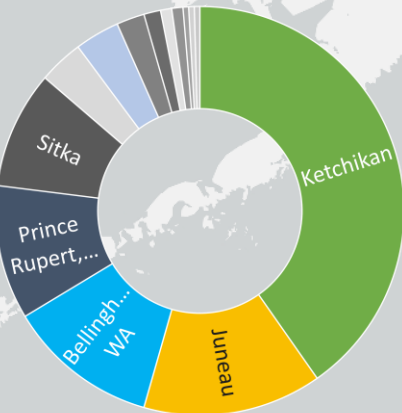
METLAKATLA

PUBLIC SURVEY FINDINGS SUMMARY

95
Respondents

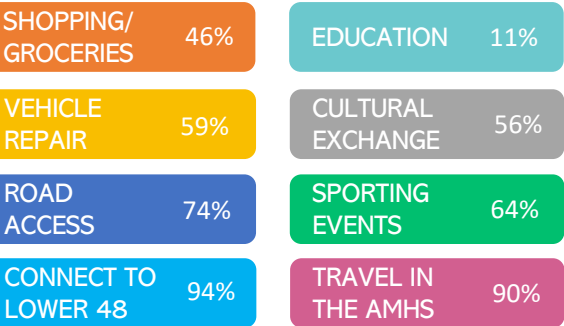
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



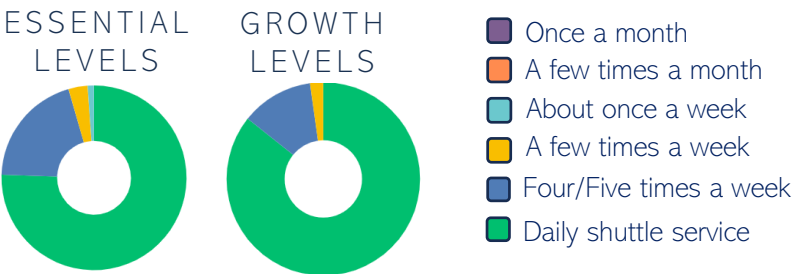
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Frequency of service**
Alternative transportation mode does not run as often as necessary to substitute for ferry service.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	 Daily shuttle service	 Daily shuttle service
Fleet	LITUYA	LITUYA

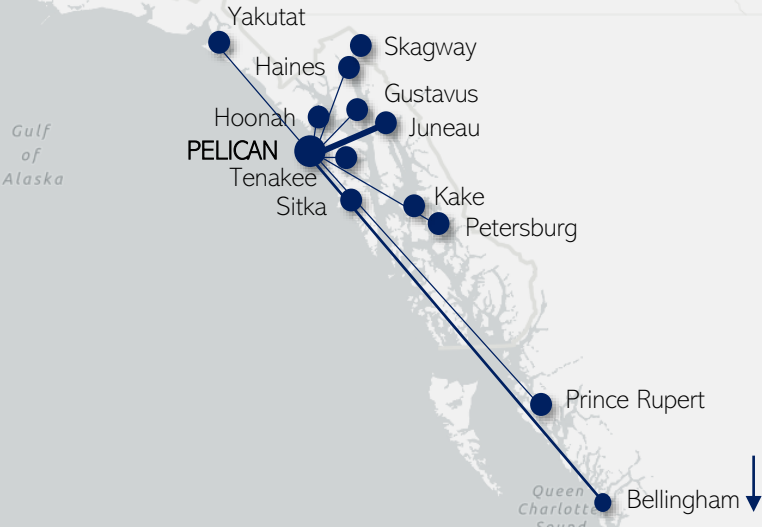
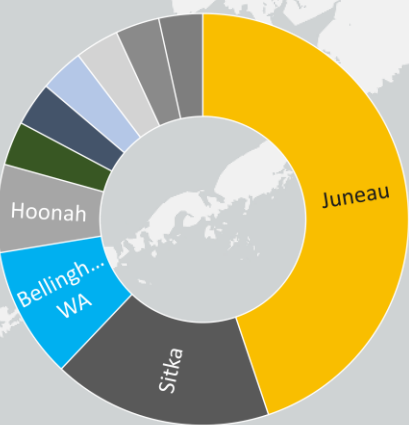
PELICAN

PUBLIC SURVEY FINDINGS SUMMARY

14
Respondents

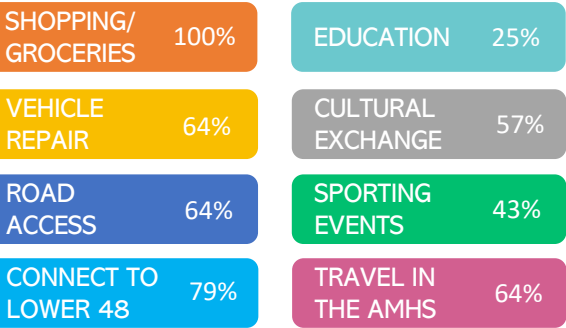
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



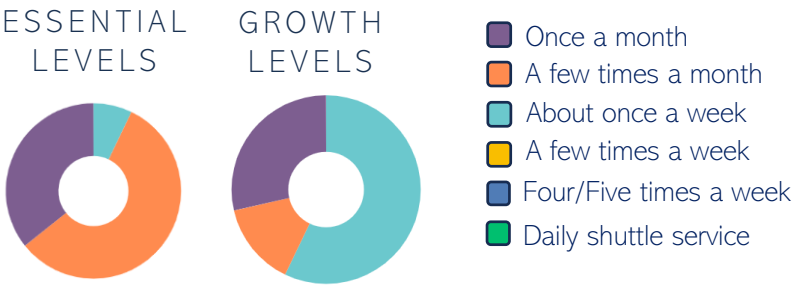
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Frequency of service**
Alternative transportation mode does not run as often as necessary to substitute for ferry service.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	 A few times a month	 Once a month
Fleet	LECONTE	LECONTE

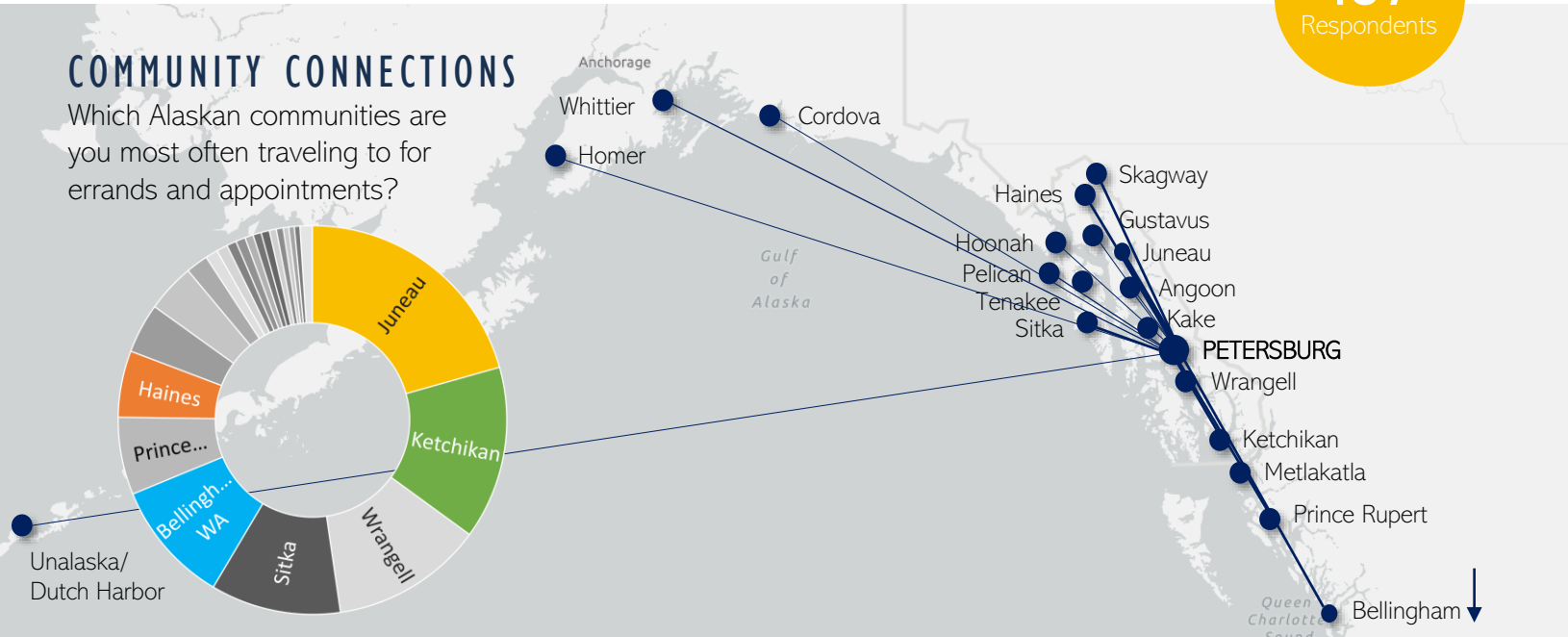
PETERSBURG

PUBLIC SURVEY FINDINGS SUMMARY

187
Respondents

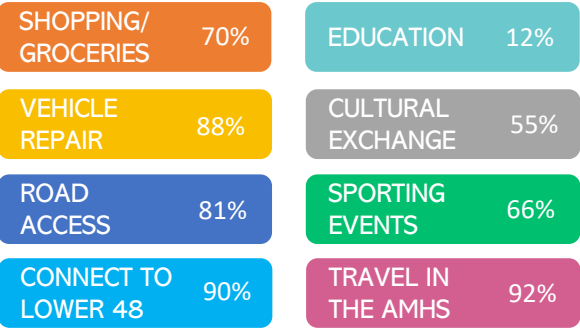
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



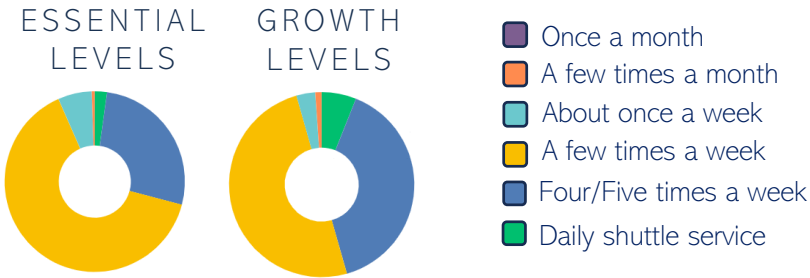
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

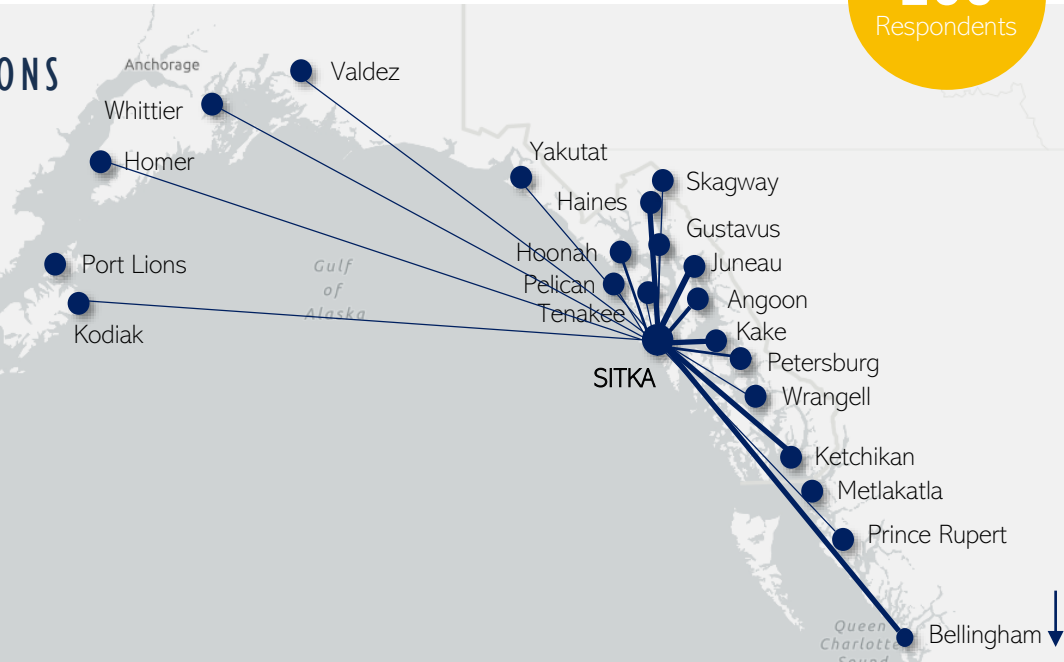
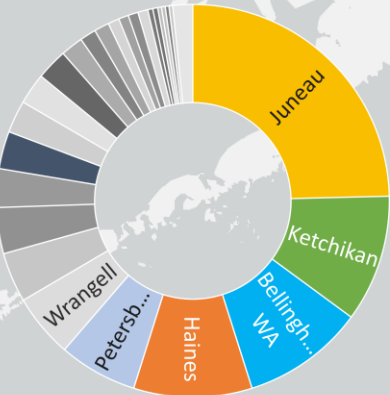
	Historical (2009)	Current (2022)
Service Levels	 Daily shuttle service	 A few times a week
Fleet	CHENEGA COLUMBIA FAIRWEATHER KENNICOTT TAKU MALASPINA MATANUSKA	MATANUSKA KENNICOTT

256

Respondents

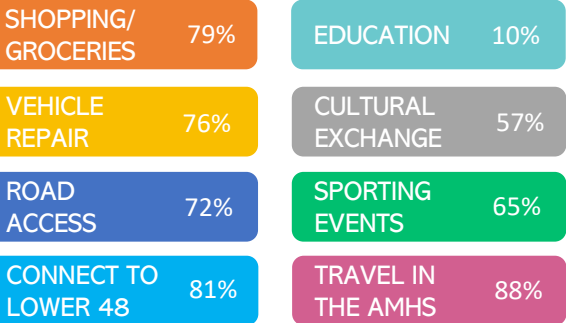
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



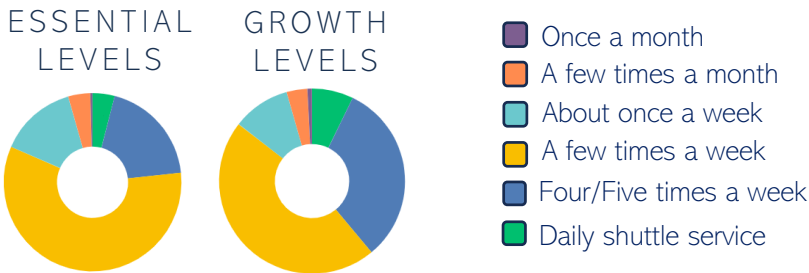
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	 Four/five times a week	 A few times a week
Fleet	CHENEGA COLUMBIA FAIRWEATHER KENNICOTT LECONTE MALASPINA MATANUSKA TAKU	LECONTE MATANUSKA KENNICOTT

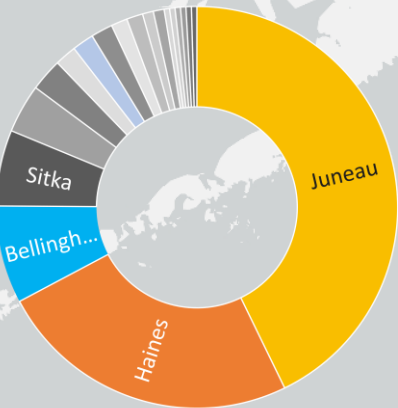
SKAGWAY

PUBLIC SURVEY FINDINGS SUMMARY

102
Respondents

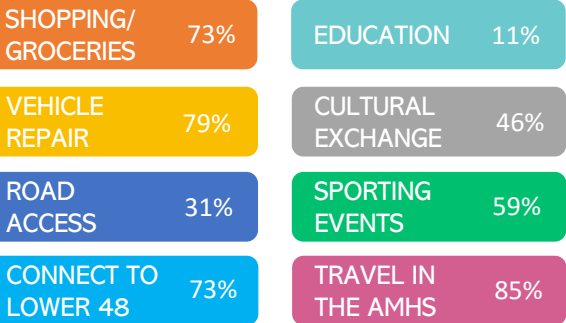
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



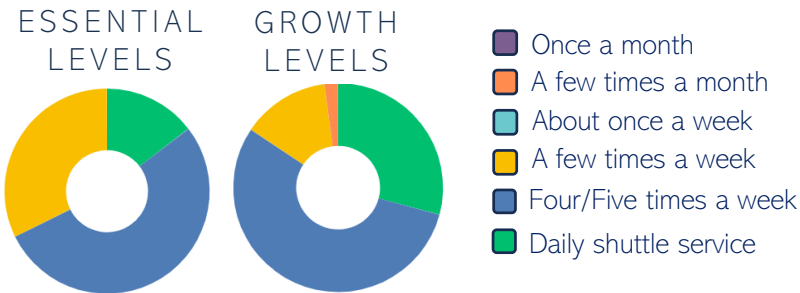
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Frequency of service**
Alternative transportation mode does not run as often as necessary to substitute for ferry service.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	 Four/five times a week	 Four/five times a week
Fleet	CHENEGA COLUMBIA FAIRWEATHER KENNICOTT LECONTE MALASPINA MATANUSKA TAKU	LECONTE MATANUSKA KENNICOTT TAZLINA

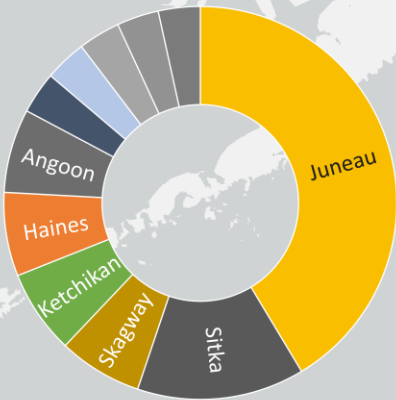
TENAKEE

PUBLIC SURVEY FINDINGS SUMMARY

12
Respondents

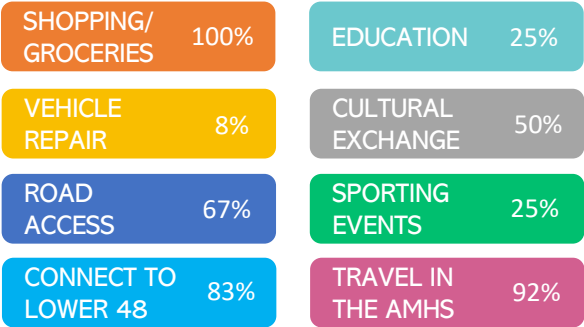
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



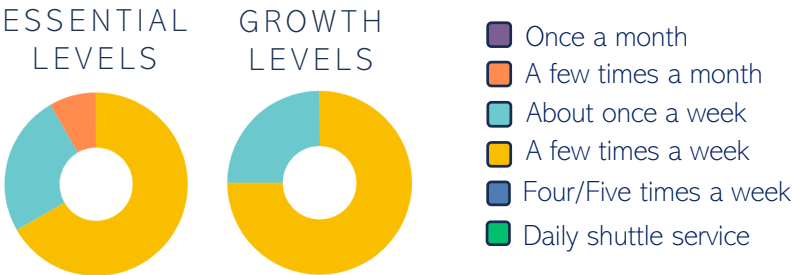
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Frequency of service**
Alternative transportation mode does not run as often as necessary to substitute for ferry service.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	A few times a week	About once a week
Fleet	LECONTE	LECONTE

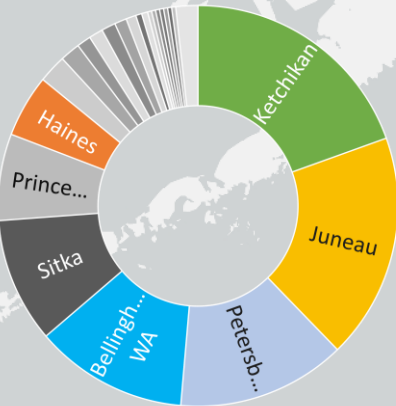
WRANGELL

PUBLIC SURVEY FINDINGS SUMMARY

134
Respondents

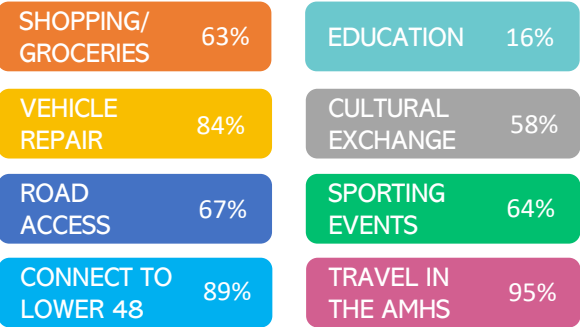
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



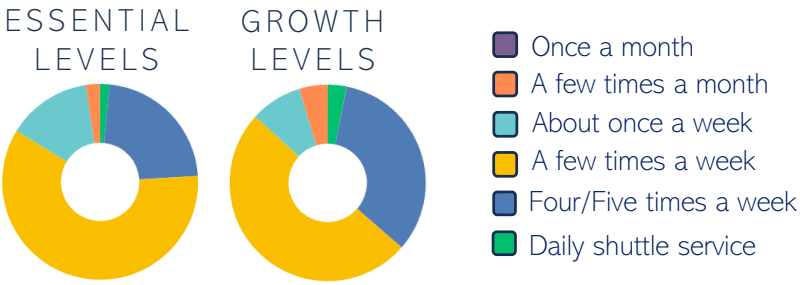
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	 Daily shuttle service	 A few times a week
Fleet	TAKU COLUMBIA MALASPINA KENNICOTT MATANUSKA	KENNICOTT

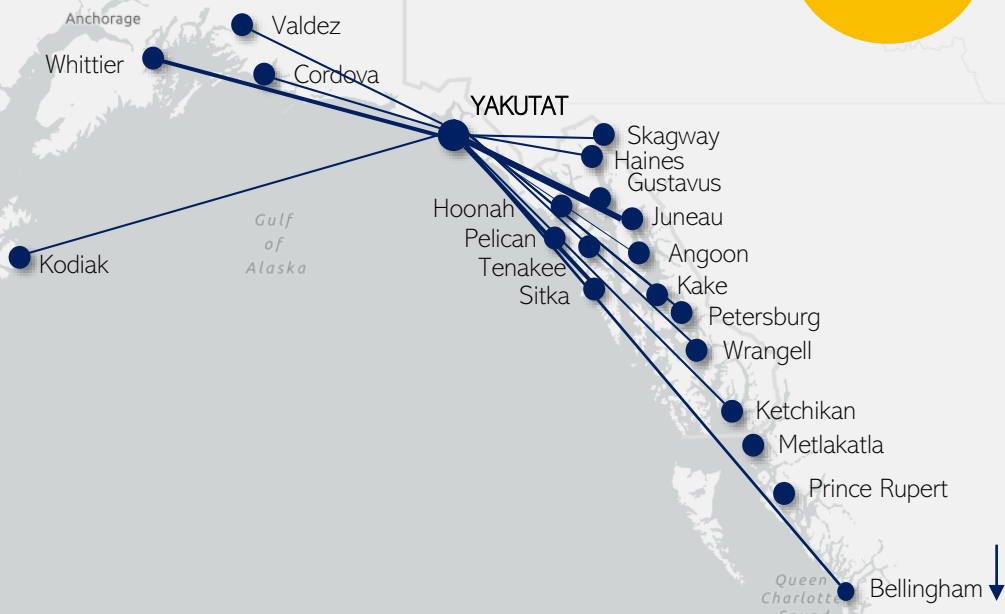
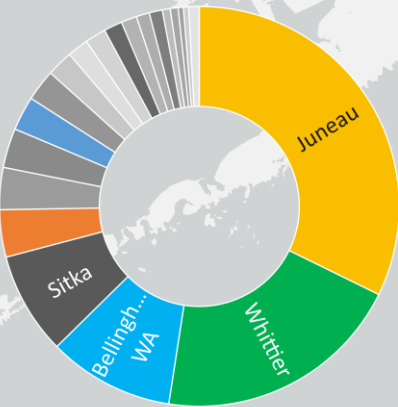
YAKUTAT

PUBLIC SURVEY FINDINGS SUMMARY

170
Respondents

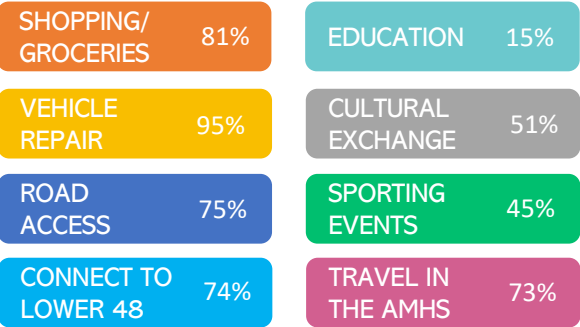
COMMUNITY CONNECTIONS

Which Alaskan communities are you most often traveling to for errands and appointments?



PROFILE OF FERRY USE

For what reasons do members of your community utilize or rely upon AMHS?



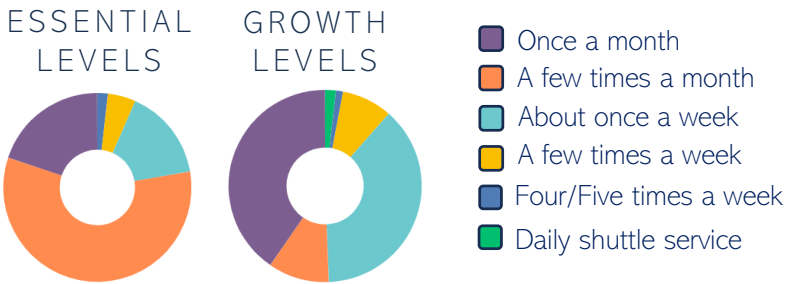
ALTERNATIVE TRANSPORTATION

What are the greatest limitations your community faces in utilizing alternative transportation options (i.e., plane service, private water taxi, etc.)?

- Weather restrictions**
Difficulty using alternative modes due to ice, snow, etc.
- Cost of service**
Using the alternative mode is more costly than the cost of the ferry.
- Inability to take vehicle**
Mode such as plane service does not allow for vehicle transportation.

SERVICE LEVELS

What amount of AMHS ferry service do you believe your community needs to support the following service levels? Graphics below represent survey findings.



HISTORICAL CONTEXT

Your community's historic service levels and fleet composition.

	Historical (2009)	Current (2022)
Service Levels	 About once a week	 A few times a month
Fleet	KENNICOTT	KENNICOTT



APPENDIX 2: OPERATOR INTERVIEW

Outreach was conducted to engage the primary barge operators serving Southeast Alaska, Alaska Marine Lines (AML) and Samson Tug & Barge. The project team was able to connect with AML; however, despite outreach efforts, Samson Tug & Barge was not available for an interview. The table below summarizes input gathered through this outreach, focusing on AML's current freight operations, vessel fleet, service patterns, facility use, and key constraints affecting marine freight movement in the region.

The questions focused on how operators' interface with existing harbors, docks, and terminals; seasonal and operational considerations; and opportunities and limitations within the broader transportation network. This qualitative input provides important operator perspective to complement available data and helps ground the Waterways, Ferries, and Freight Technical Memo in real-world freight logistics and infrastructure conditions.

Barge Operator Interview Questions & Responses

QUESTIONS	AML RESPONSE
Please describe your operations and the types of vessels in your fleet.	The AML fleet that is dedicated to SE Alaska consists of the following: 2 Main Line Barges that are 360 ft x 100 ft. 1 Shuttle Barge out of Ketchikan that serves Metlakatla, and Prince of Whales. This is a service offered with Sampson. 1 Shuttle Barge out of Petersburg.
What are your typical traffic volumes by season?	AML's fleet does not change by season, but the volumes of freight do. One exception to the response above is maintenance on the fleet which occurs when they have lower volumes. When maintenance is performed on one of the main line barges a smaller barge is substituted.
What is your estimated tonnage of freight delivered to each community?	Annual tonnage of freight by community is outlined below: • Haines 8,260 • Hawk Inlet (mining site) 46,600 • Hoonah 15,000 • Juneau 108,900 • Kake 1,000 • Kensington 16,000 • Ketchikan 62,000 • Petersburg 14,800 • Prince of Whales, Craig 14,000 • Sitka 27,590 • Skagway 6,700 • Wrangell 6,140 • Yakutat 2,200 The year over year tonnage is consistent.
Please describe your facilities. Which harbors, docks, floats, and ferry terminals do you serve, and what are their primary uses?	AML Owns most of their facilities, with exception to: Wrangell - city owned. Haines - city owned. Kake - city owned. Yakutat - city owned.

QUESTIONS	AML RESPONSE
How are they connected to the transportation network?	Most of AML's sites are not connected to a broad transportation network. They are connected to the roads in the communities they serve. But the road networks are not connected to a broader network.
What is working or not working in the transportation network for connections from marine terminals to other modes of transportation? (e.g. from barge to truck/rail/air).	AML does not offer transloading to other carriers. The shipper needs to make arrangements to transload from an AML shipment to other carriers.
What constraints affect your use of harbors, docks, floats, and ferry terminals?	Most facilities are designed for a specific purpose. The use of a ferry terminal for mooring, loading, and unloading a barge is not feasible in most situations. Floats are not designed for barge mooring and cargo loading operations.
Do you provide moorage to any other providers?	For charter barges. Not a standard offering or demand.



APPENDIX 3: STIP SUMMARY

STIP PROJECTS

The projects listed below are included in the 2024-2027 STIP Amendment #2 July 14, 2025 - Approved STIP.⁷⁵ Projects are organized by community, borough, or census area.

HAINES BOROUGH

STIP ID	PROJECT NAME	DESCRIPTION
34417	Lutak Dock Replacement	Design and build the replacement Lutak Dock

HOONAH-ANGOON CENSUS AREA

STIP ID	PROJECT NAME	DESCRIPTION
33883	Angoon Ferry Terminal Rehabilitation	This project makes modifications to the existing ferry terminal to better accommodate Alaska Class Ferry berthing and mooring needs and upgrade the electric apron lifting system to a hydraulic system.
33885	Pelican Ferry Terminal Replacement	Construction of a new terminal designed to accommodate all Alaska Marine Highway System vessels.

CITY AND BOROUGH OF JUNEAU

STIP ID	PROJECT NAME	DESCRIPTION
29709	Auke Bay Ferry Terminal East Berth Mooring	Replacing mooring dolphins, catwalks, and gangways, as well as completing related electrical upgrades
34146	Juneau Douglas North Crossing	Preliminary engineering and environmental evaluation under NEPA for the Juneau Douglas North Crossing (based on the findings of the PEL Study).
33974	Cascade Point Ferry Terminal	Construction a new ferry terminal at Cascade Point, including a single-end loading berth with mooring and breasting dolphins, a pile-supported wave barrier, and a transfer bridge system.

KETCHIKAN GATEWAY BOROUGH

STIP ID	PROJECT NAME	DESCRIPTION
33972	South Tongass Ferry Terminal in Saxman	Investigation and design of a new ferry terminal serving the M/V Lituya in the Saxman area. The terminal construction project, located in Saxman along South Tongass, is designed to enhance the Alaska Marine Highway System (AMHS). The aim is to construct a new ferry terminal for the M/V Lituya, which operates between Metlakatla and Ketchikan. By shortening the vessel's route, the terminal will facilitate more frequent service, thus improving connectivity and efficiency.

⁷⁵ AK DOT&PF. (2025, July 14). 2024-2027 Alaska Statewide Transportation Improvement Program (STIP) Amendment #2, Volume One: Project and Program Details. <https://dot.alaska.gov/stip/amd2/STIP-24-27-Amendment-2-Volume-1-Approved.pdf>.

STIP ID	PROJECT NAME	DESCRIPTION
31098	Ketchikan Ferry Terminal Improvements – Stage 2	Replacement and rehabilitation of existing mooring and berthing structures, construction of a new mooring dolphin, and improvements to upland access and the terminal building.

PRINCE OF WALES-HYDER CENSUS AREA

STIP ID	PROJECT NAME	DESCRIPTION
34749	Hyder Ferry Terminal Reconnaissance Study	Conduct a reconnaissance study evaluating the feasibility of constructing and operating a ferry terminal in Hyder, Alaska.
34193	Kake Ferry Terminal Rehabilitation	Design and construction of crucial rehabilitation for the Kake Ferry Terminal to enhance safety, functionality, and accessibility for marine operations while allowing ferries to continue service.

MUNICIPALITY OF SKAGWAY BOROUGH

STIP ID	PROJECT NAME	DESCRIPTION
13883	Skagway Ferry Terminal Modifications	Refurbish the existing Alaska Marine Highway System (AMHS) ferry mooring facility in Skagway. Replace the float anchor chains, refurbish the concrete float and existing mooring structures, modify the pedestrian and vehicular transfer bridges, and dredge underneath the float system to provide increased water depth for the float .

CITY AND BOROUGH OF YAKUTAT

STIP ID	PROJECT NAME	DESCRIPTION
34192	Yakutat Ferry Terminal Reconstruction	Design and construct improvements for the Yakutat Ferry Terminal to enhance safety, functionality, and accessibility for passengers and operations.

ALASKA STATE-WIDE

STIP ID	PROJECT NAME	DESCRIPTION
18359	AMHS System Wide Uplands Improvements.	Design, construct, refurbish, purchase, and lease ferry terminals for the Alaska Marine Highway System (AMHS).
34229	Low No Emission Shuttle Ferry	Construct a low-no emission shuttle ferry for the Alaska Marine Highway System (AMHS).