



ALASKA MARINE HIGHWAY SYSTEM "Follow the Long-Range Plan"

Southeast Conference
September 29, 2026



MECHANICAL RELIABILITY

- 2026 Operational Uptime Year to Date: **99.02%**
 - 30,360 operating hours with 297.75 out of service hours
- 2026 Uptime Goal is 99% Uptime
- Vessels using the new Computer Maintenance Management System (CMMS)



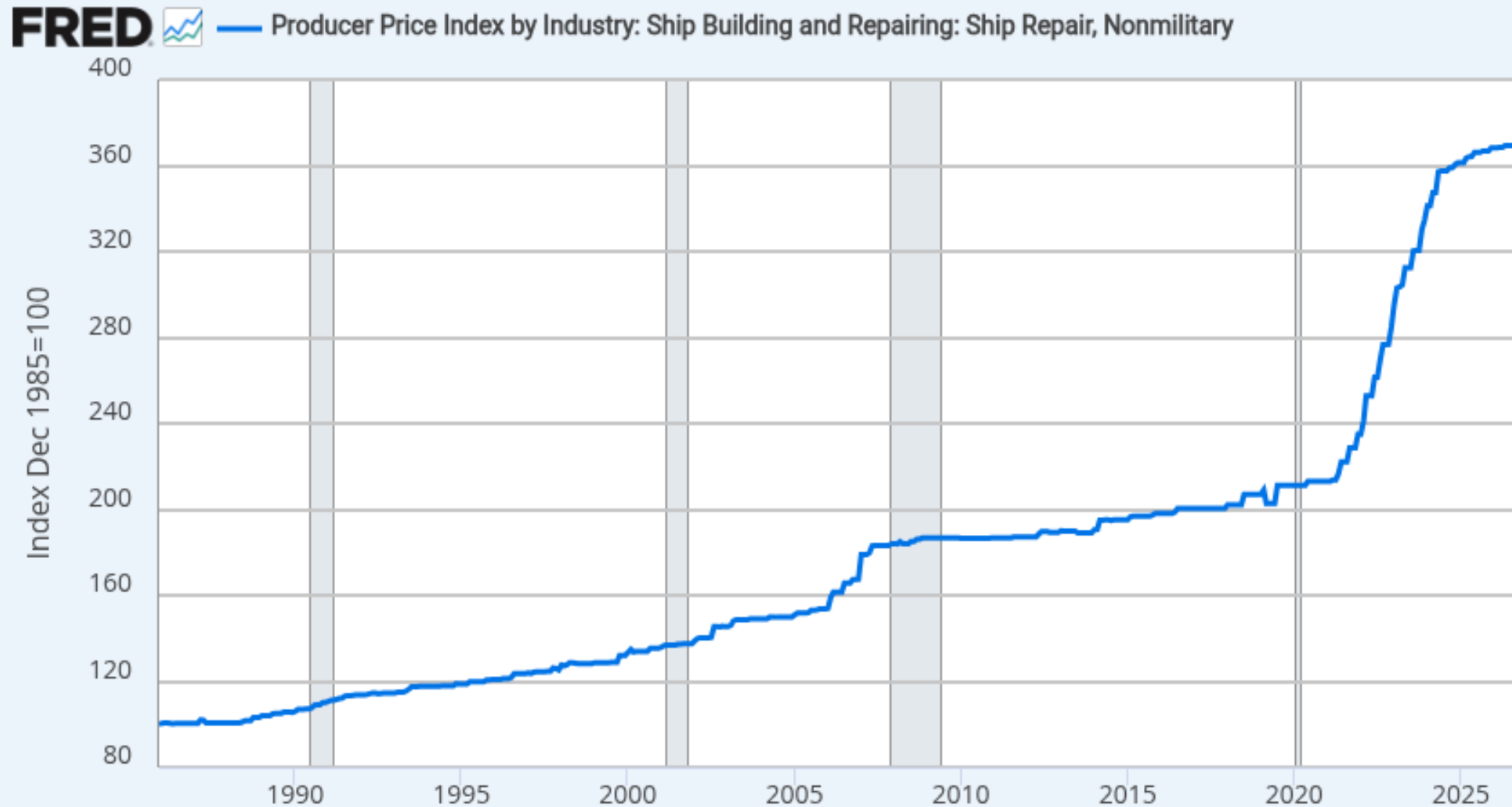


VESSEL CAPITAL PROJECTS

- TUSTUMENA Replacement Vessel
- TAZLINA Crew Quarters
- New Diesel Electric Hybrid Shuttle Ferry
- Mainliner Replacement Vessel (Design Only)
- New Day Boat – 2026 FTA Rural Ferry Grant Award (upgraded Alaska Class Ferry)
- COLUMBIA Upgrades
- KENNICOTT Upgrades **Completed**



WHY HAS AMHS SHIPYARD COST INCREASED?



Source: U.S. Bureau of Labor Statistics via FRED®

Shaded areas indicate U.S. recessions.

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TUSTUMENA REPLACEMENT VESSEL



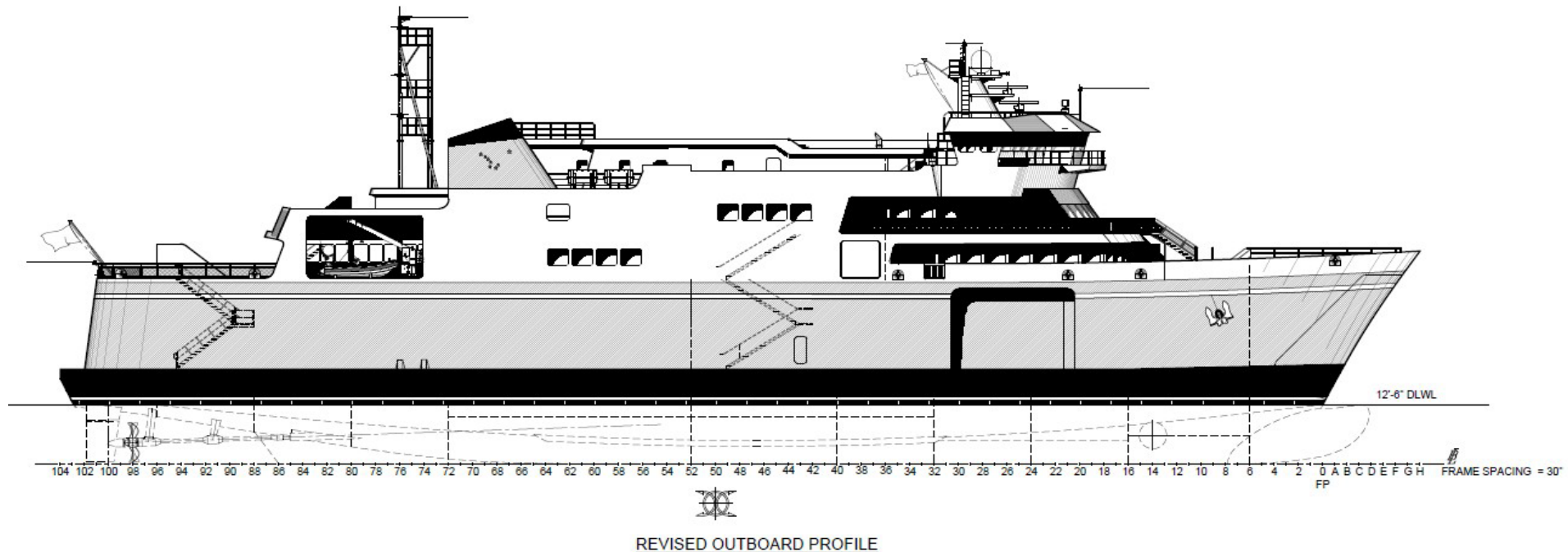
- Notice of Intent to Award given to Thoma-Sea Constructors, LLC
 - Winning bid: \$349,996,251
- FTA Buy America audit underway
- Award of contract will follow a successful Buy America audit
- Jody Bjerkeset, TRV Construction Manager





TAZLINA CREW QUARTERS

- Bids due October 13, 2026
- Project designer Elliott Bay Design Group
- Project Cost - \$42.3M
- FTA Grant
- Barb Henry, Vessel Construction Manager





DIESEL ELECTRIC HYBRID SHUTTLE FERRY

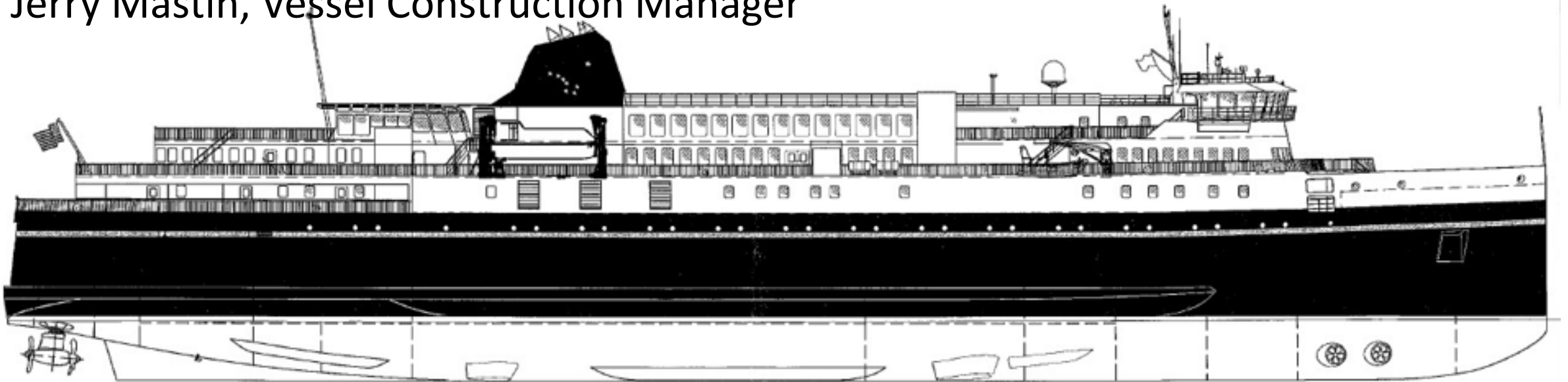
- \$57.8M FTA Grant
 - Short ~\$20M
- Glosten 75 percent complete with design
- 200' x 50' x 11.5'
- Subchapter T, < 100 gross registered tons
- Passenger Capacity: 150
- Vehicle Capacity: 488 Lane Feet
- Azimuth thrusters
- Venessa Johnson, Vessel Construction Manager





MAINLINER REPLACEMENT VESSEL

- \$10.7M for the design of a Mainliner Replacement Vessel - FTA
- Design contract was awarded to Glosten in August 2020
- Jerry Mastin, Vessel Construction Manager

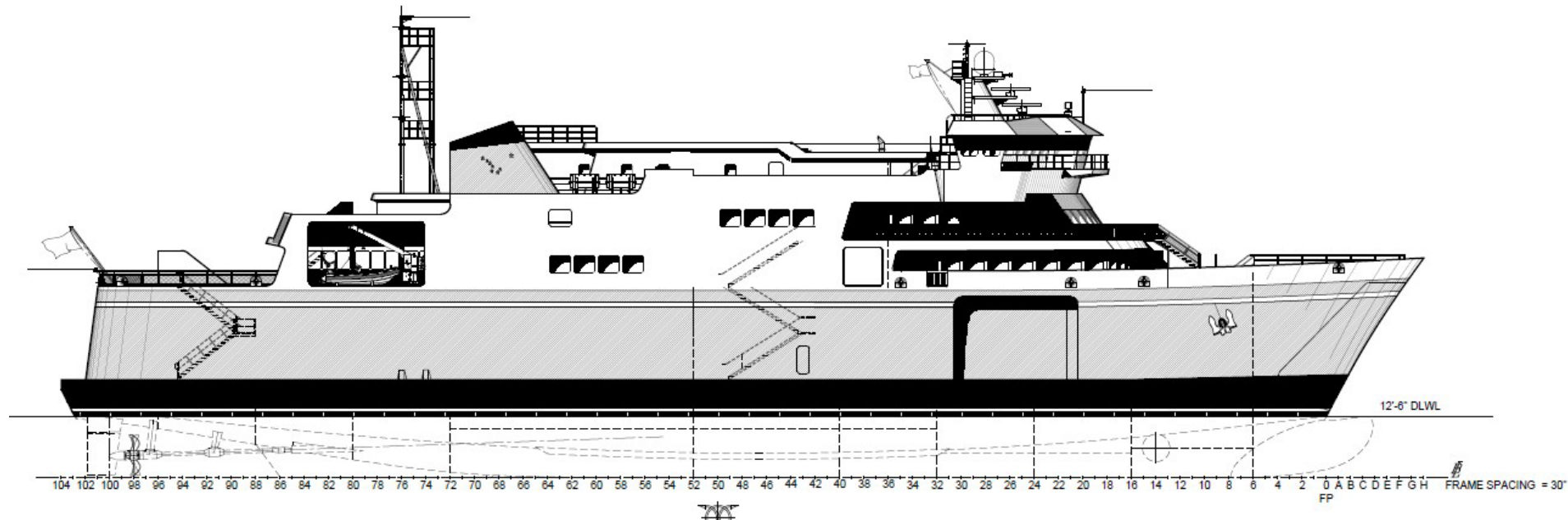


ELEVATION 1-4A
OUTBOARD PROFILE



NEW DAY BOAT

- FTA 2026 Grant Award of \$153.4M – Construction Cost Estimated at \$191M
- An upgraded Alaska Class Ferry
 - Diesel Electric Hybrid with Azimuth Thrusters
 - Yes, it will be built with crew quarters

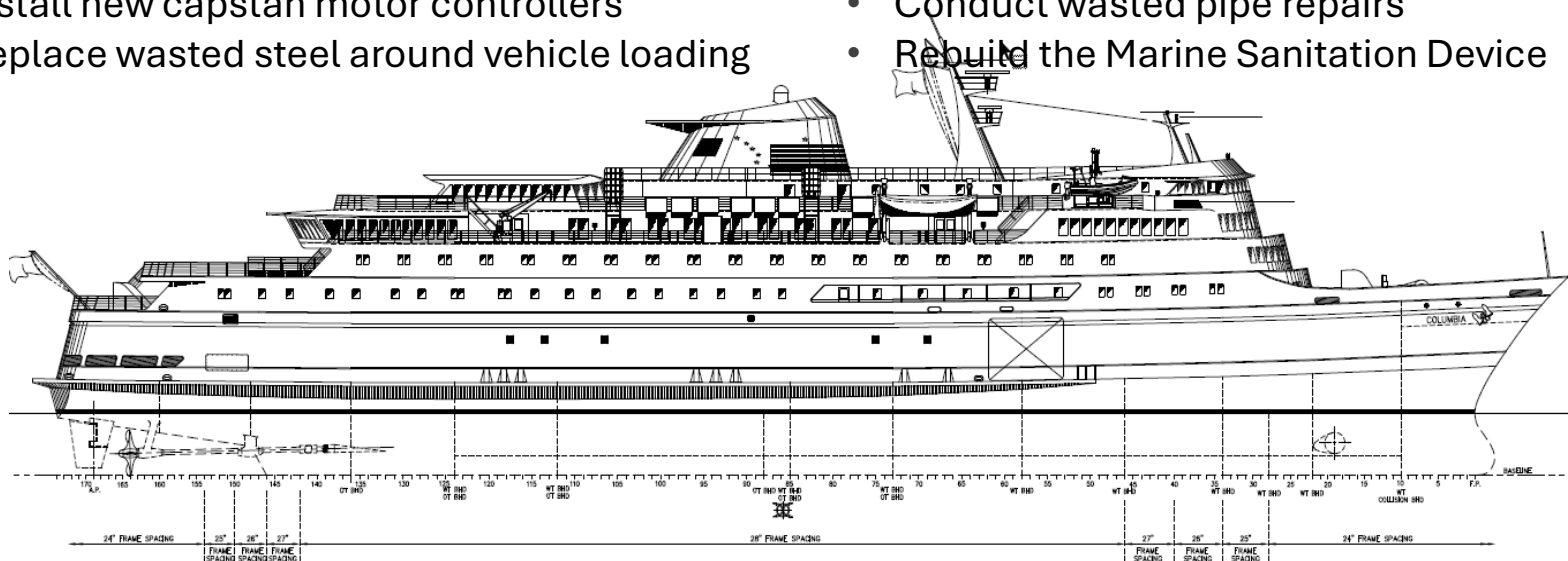




COLUMBIA PROJECT UPGRADES

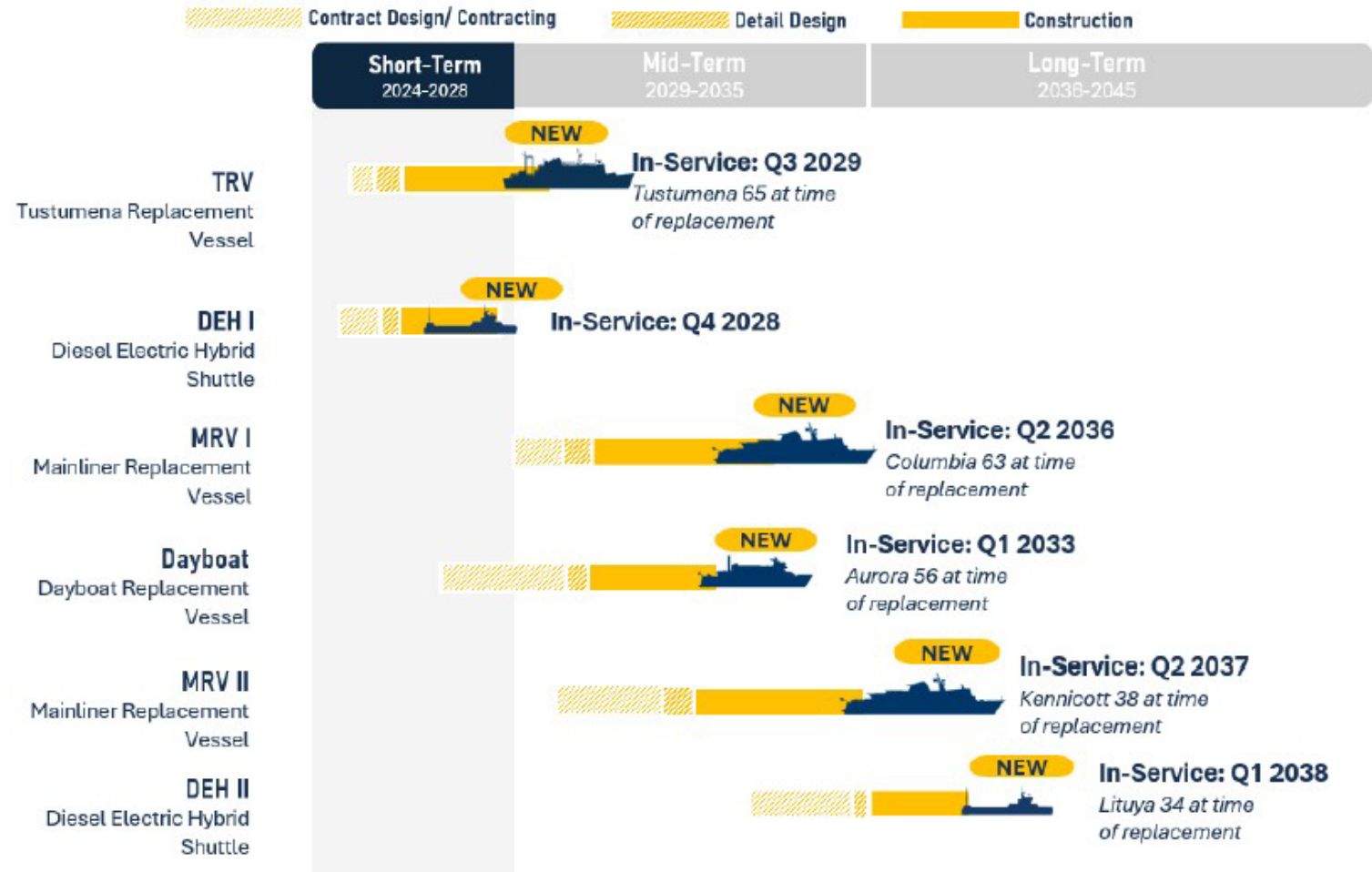
MODERNIZATION PROJECT LIST – FTA Grant

- Replace obsolete firefighting systems
- Modernize passenger accommodations
- Repair leaking windows and wasted steel
- Install a new UVT (Ultraviolet Transmittance) fan-shutdown system
- Remove and replace boat deck boulevard deck coverings
- Asbestos abatement
- Install new steering motor controllers
- Install new capstan motor controllers
- Replace wasted steel around vehicle loading doors
- Rebuild both tail shafts and main engine to RG (Reverse Gifford grapnels) high-speed shaft rebuild
- Blast and paint the entire vessel
- Upgrade the vessel's electrical power systems and install modern infrastructure
- Improve passenger accessibility for Americans with Disabilities Act (ADA) compliance
- Conduct wasted pipe repairs
- Rebuild the Marine Sanitation Device





AMHS FLEET PLAN



Note: Vessel silhouettes are representations only, new vessels may be different.

Diesel Electric Hybrid Ferry

- Point-to-point multiple times a day
- Single crew
- Operates less than 12 hours a day
- No crew or passenger cabins

Dayboat

- Single crew
- Can operate longer than 12 hours if needed
- Not intended for passengers to overnight
- Has crew cabins, but no passenger cabins

Mainliner

- Double crew
- 24-hour operation
- Has crew and passenger cabins
- Allows for multi-night stays by passengers

A wide-angle photograph of a blue and white ferry boat sailing on a calm, blue body of water. The boat is moving from right to left, leaving a gentle wake. In the background, there are several large, dark mountains with patches of snow on their peaks. The sky is a clear, pale blue with a few wispy white clouds. The water's surface is smooth, reflecting the light from the sky and the mountains.

**Focused on the Future
“Follow the Long-Range Plan”**