

ALASKA MARINE HIGHWAY SYSTEM



Southeast Conference
February 12, 2026



AMHS FOUR FOCUS AREAS



- Provide safe and reliable service for our communities



- Modernize fleet, terminals assets and management system to promote resiliency and standardization



- Build and support a reliable workforce



- Promote financial efficiency and sustainability





Focus Area 1

**PROVIDE A SERVICE
THAT IS SAFE,
RELIABLE, AND
CONNECTS OUR
COMMUNITIES**

1

INVEST TO ESTABLISH A SERVICE THAT IS **SAFE AND RELIABLE**.

2

PROVIDE SERVICE THAT PRIORITIZES COMMUNITY NEEDS AND **CONNECTIONS**.

3

IMPROVE **CUSTOMER EXPERIENCE** FROM BOOKING TO COMPLETION OF VOYAGE.

4

PROMOTE **TRANSPARENCY** AND INCREASE **ACCESS TO INFORMATION**.



SAFETY NO HARM GOAL

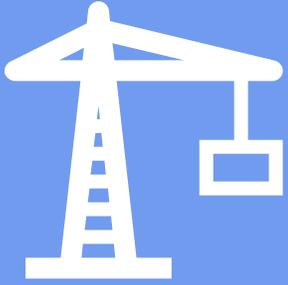


- **NO HARM TO PEOPLE, ENVIRONMENT or EQUIPMENT**
2025 Results
- **People** – Nine (9) Lost Time Incidents for 2025
- **Environment**
 - No vessel or terminal spills to the water for 2026.
 - Four (4) customer vehicle spills to terminal parking area. All contained and cleaned up immediately by terminal staff.
 - One (1) spill from the Ketchikan Maintenance Warehouse. A drum loaded with diesel leaked from a bottom seam. Estimated 1 gallon went down a storm drain. Storm drain was boomed off and absorbent pads used to clean up the sheen. Drums are now stored within secondary containment.
- **Equipment** – One allision with the LITUYA hitting the rock bluff in Annette Bay

RELIABILITY

- 2025 Operational Uptime of 98.55%
 - 34,733 operating hours / 504 out of service hours
 - 100% Uptime for the months of March, May, June, July, and November
 - Includes 111 hours out of service for the LECONTE water in fuel event





Focus Area 2

UPDATE OUR FLEET AND TERMINAL ASSETS TO PROMOTE RESILIENCY AND STANDARDIZATION

1

MODERNIZE THE FLEET THROUGH NEW-BUILDS AND RENOVATIONS.

2

PROMOTE SYSTEM **EFFICIENCY** THROUGH PLANNING AND MANAGEMENT SYSTEMS.

3

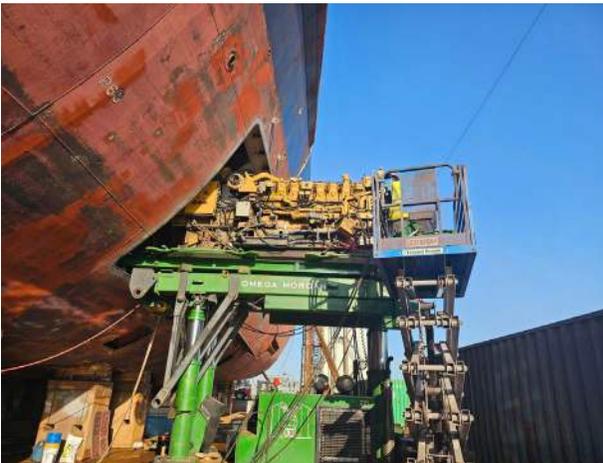
STANDARDIZE FLEET AND TERMINAL ASSETS TO INCREASE UNIFORMITY AND CONSISTENCY.

4

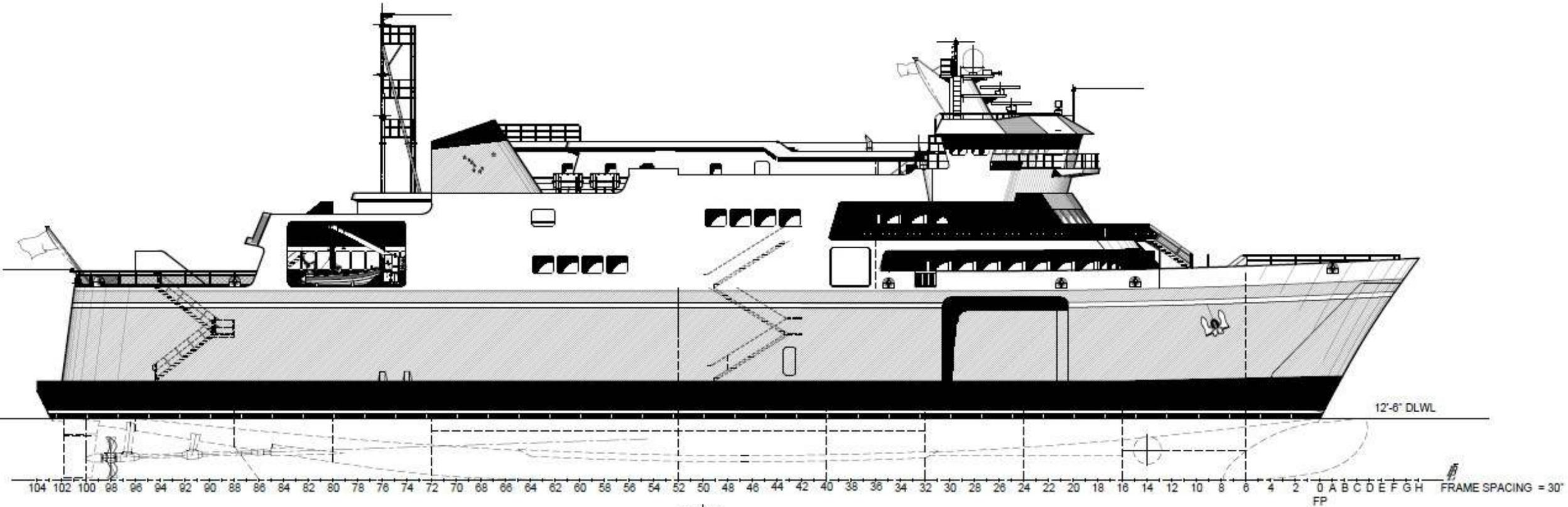
REDUCE **ENVIRONMENTAL IMPACT** IN INFRASTRUCTURE DESIGN AND CONSTRUCTION.

KENNICOTT GENERATOR REPOWER

- Replaced CAT 3516 Tier 0 Generators with new CAT 3512 Tier 4 Generators
- Removed both original Waste Heat Boilers (WHB) and replaced with two new WHB's
- Rebuilt Port and Starboard Main Engine
- Complete blasting painting of the Ship from Keel to Top
- Replaced vehicle deck in the area of the vehicle elevator, and installed over 1000 lineal feet of corroded deck railing
- Upgraded Automation System – Upgrades Operating Control System Primarily for Operation of New Generators



TAZLINA CREW QUARTERS



REVISED OUTBOARD PROFILE

RFP February 2026
Estimated May 2026 Shipyard Award
Project Cost - \$34M FTA Funded



2045 FLEET CONFIGURATION

The 2045 fleet is a mix of (2) existing vessels and (6) new builds to create a standardized, reliable, and efficient system.

High-Efficiency Ferry I
Shuttle



TRV
(Tustumena Replacement Vessel)



Hubbard
Dayboat



High-Efficiency Ferry II
Shuttle



MRVI
(Mainliner Replacement Vessel)



Tazlina
Dayboat



MRVII
(Mainliner Replacement Vessel)



DB
(Dayboat Replacement Vessel)



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

Contract Design/ Contracting
 Detail Design
 Construction

Short-Term
2025-2028
Mid-Term
2029-2035
Long-Term
2036-2045

TRV
Tustumena Replacement Vessel



High-Efficiency Ferry I
Shuttle



MRVI
Mainliner Replacement Vessel



Dayboat
Dayboat Replacement Vessel



MRVII
Mainliner Replacement Vessel

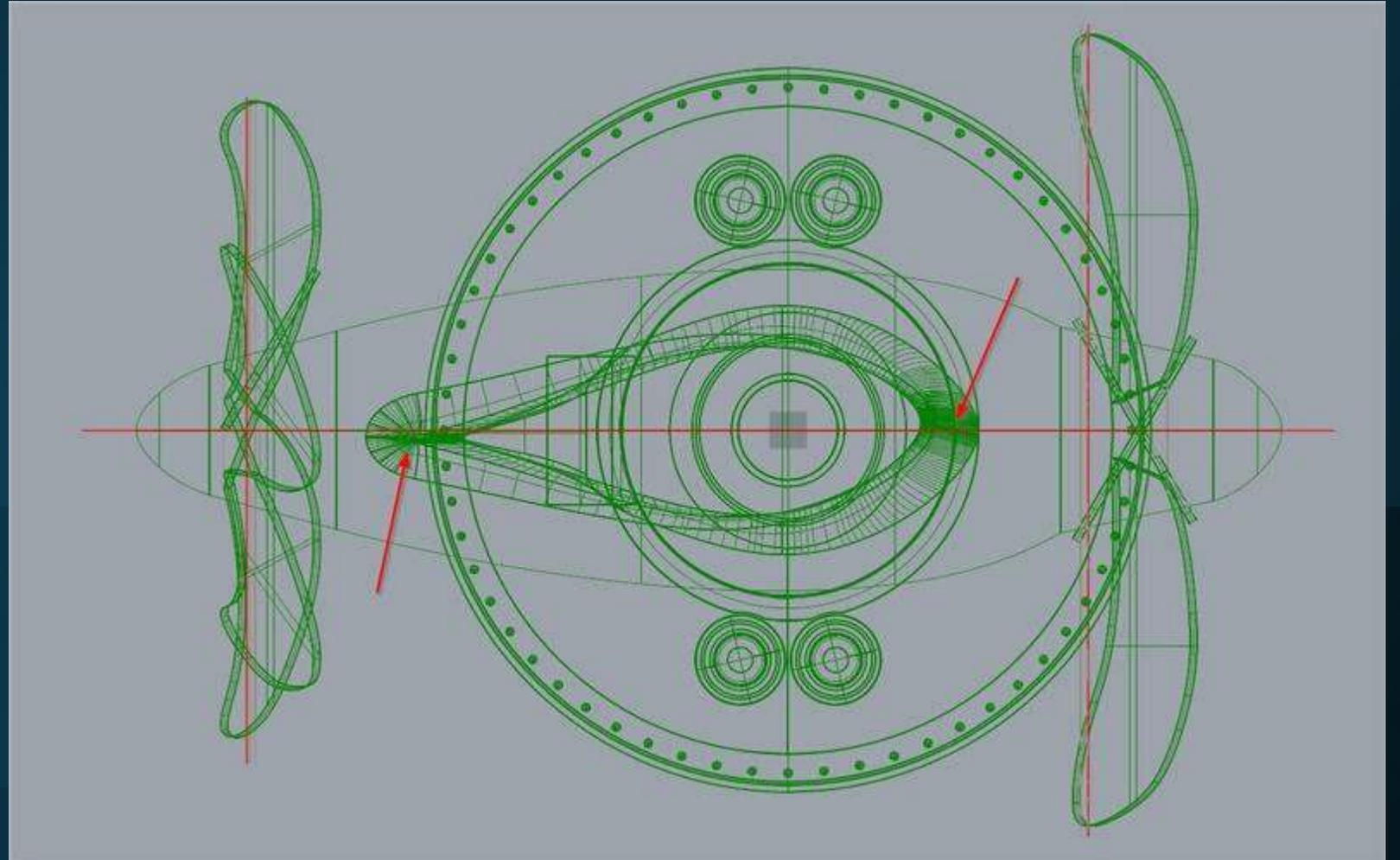


High Efficiency Ferry II
Shuttle



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TRV PROJECT

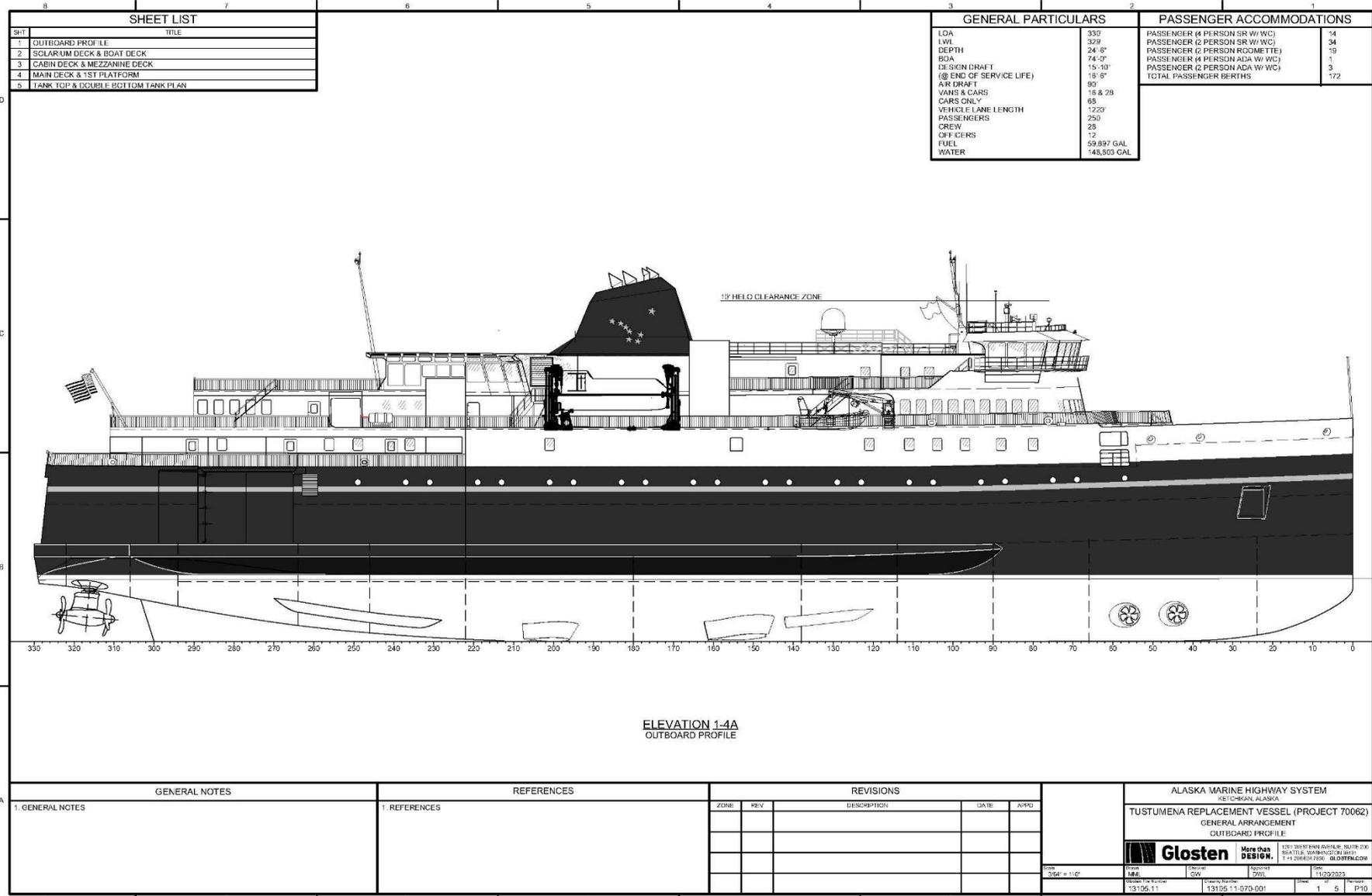




DIESEL ELECTRIC HYBRID SHUTTLE FERRY

- AMHS was awarded a Grant of \$46M in 2023, for the construction of a small electric ferry
- Design contract awarded to Glosten
- Southeast Conference working the shoreside electric power requirements
- Work between Ketchikan and Annette Bay, and seasonally Haines and Skagway
- Schedule:
 - Anticipated completion of design; 4th quarter 2026
 - RFP release in 1st quarter of 2027
 - Delivery end of 2028

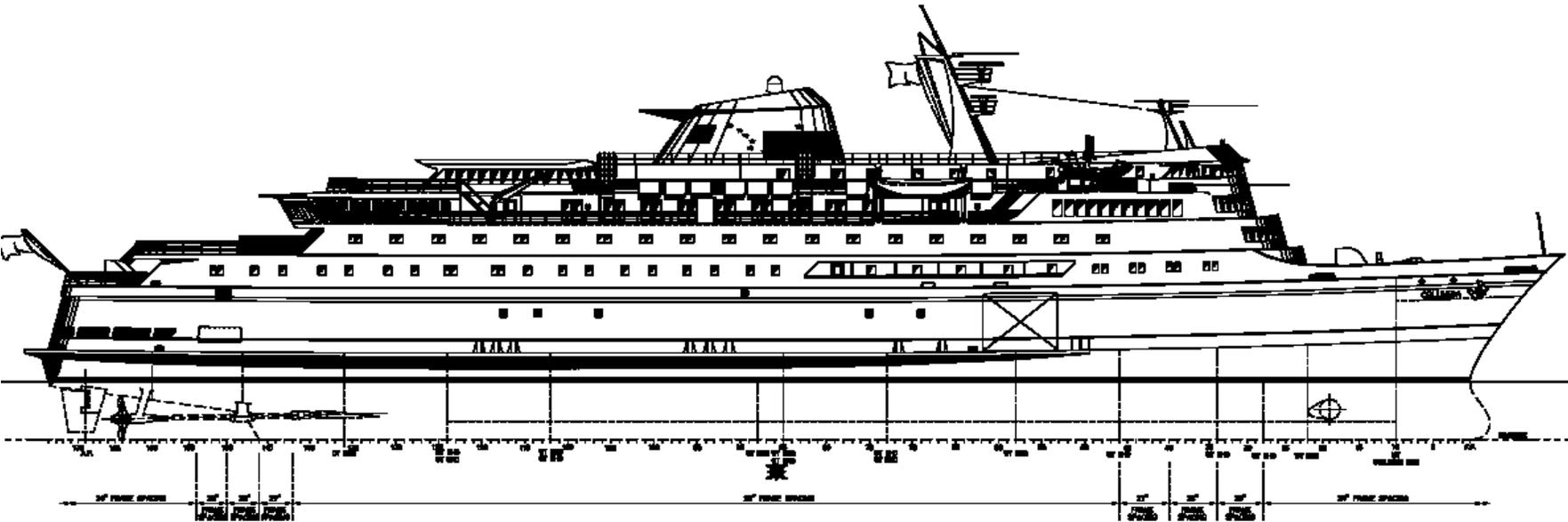
NEXT GENERATION DAY BOAT



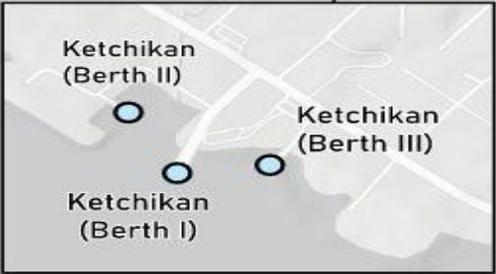
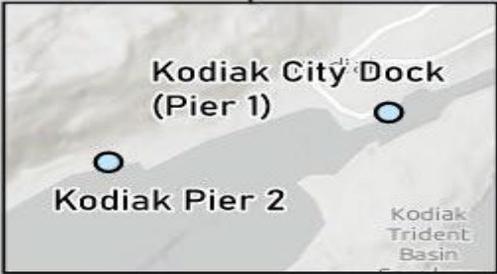
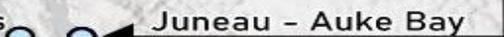
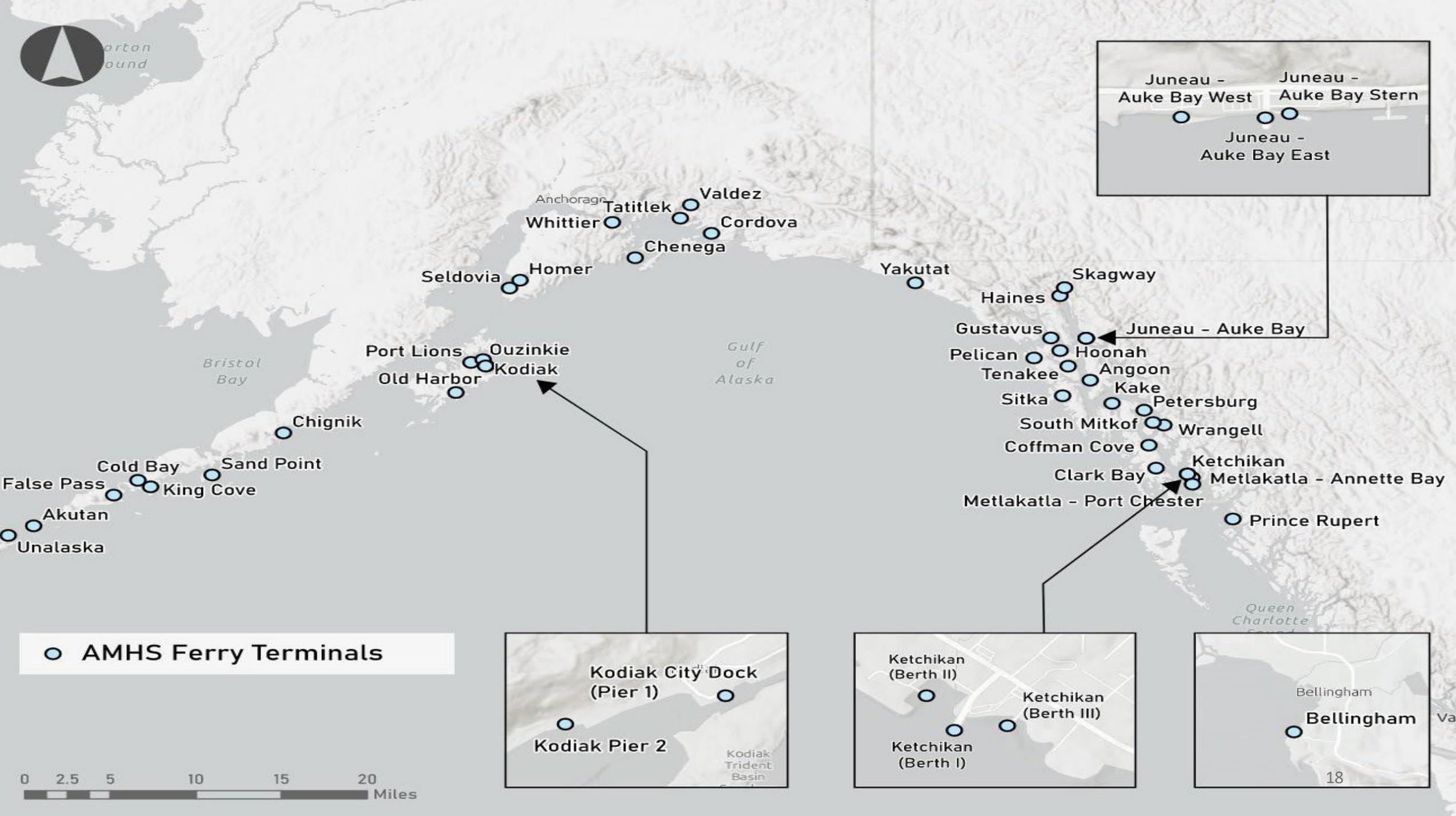
CAPITAL PROJECT UPGRADES

CAPITAL MODERNIZATION PROJECTS

- COLUMBIA
- AURORA
- LECONTE
- LITUYA



M/V Columbia



○ AMHS Ferry Terminals

0 2.5 5 10 15 20 Miles

LRP BENEFITS TO TERMINALS

The LRP prioritizes standardized terminal assets for increased redundancy and reliability.

Maintenance and improvements emphasize resiliency and sustainability for long-lasting infrastructure.

Reduced risk of
operational delays

Easier staff
training

Customer
familiarity

Reduced
complexity of
systems &
standardized
inventory

Simpler
maintenance
operations





Focus Area 3

CONTINUE TO BUILD AND SUPPORT A RELIABLE WORKFORCE

- 1 INVEST IN THE **GROWTH AND DEVELOPMENT** OF ALASKA'S MARITIME WORKFORCE.
- 2 SUPPORT INCREASED **RECRUITMENT** EFFORTS.
- 3 EXPLORE **RETENTION** STRATEGIES TO SUPPORT CURRENT EMPLOYEES.
- 4 PURSUE **TRAINING AND EDUCATION PARTNERSHIPS** TO SUPPORT INTERNAL CAREER GROWTH.
- 5 IMPROVE **INTERNAL ORGANIZATION** STRUCTURES TO SUPPORT HIRING, STAFFING, AND DATA COLLECTION.

CREWING STATUS

2025 New Hires and Separated Employees

Union Departments	New Hire Employees	Separated Employees
MM&P	10	9
MEBA	3	5
IBU Engine	2	2
IBU Deck	3	8
IBU Stewards	46	43



OCTOBER 2025 CREWING OPERATIONS

AMHS Crewing - January 26, 2026

Position	Currently Employed	Add'l Required for Leave, Injury or illness	Total Needed	Current Status
Master	16	4	21	(5)
Pilot	1	2	6	(5)
Chief Mate	13	4	20	(7)
2nd Mate	8	4	20	(12)
3rd Mate	35	4	12	23
TOTAL MM&P	73	18	79	(6)
Chief Engineer	20	4	20	0
1st Engineer	13	4	20	(7)
2nd Engineer	17	4	20	(3)
3rd Engineer	14	4	20	(6)
TOTAL MEBA	64	16	80	(16)
Bosun	14	0	16	(2)
Able Bodied Seaman	54	0	52	2
Ordinary Seaman	20	0	28	(8)
OSP	9	0	14	(5)
WM	12	0	18	(6)
Jr. Engineer	8	0	15	(7)
Oiler	30	0	29	1
Wiper	5	0	5	0
TOTAL IBU	152	0	177	(25)
Stewards	213			



LRP BENEFITS TO WORKFORCE

The Plan emphasizes the importance of stabilizing the AMHS workforce across all positions, including both crew and shoreside personnel.

Attention to employee recruitment and retention strategies is core to this stabilization, including efficiencies in a newer fleet of the future to put less strain on workforce needs.



AMHS Career Pathways



Competitive Salaries

Current salaries for licensed and certified positions are not as competitive as other maritime jobs on the market.



Travel Costs

Employees pay their own travel costs to reach work, while AMHS's competitors do. Travel costs reduce effective take-home pay, further reducing competition.

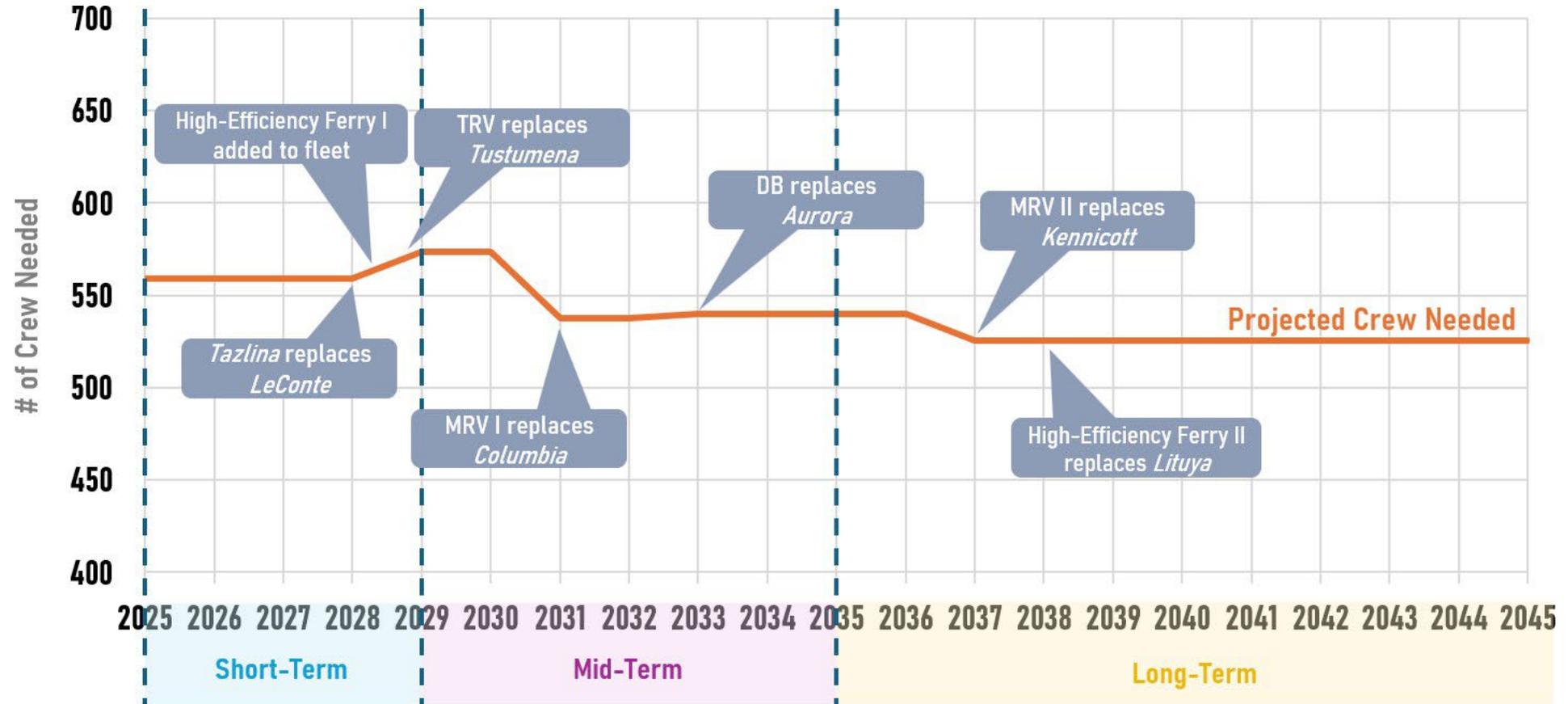


Pilotage Requirements

New hires in the wheelhouse do not have the required pilotage.

WORKFORCE

PROJECTED CREW NEEDS





Focus Area 4

PROMOTE FINANCIAL EFFICIENCY AND SUSTANABILITY

1

DEVELOP **FUNDING AND REVENUE GENERATION** STRATEGIES TO PROMOTE SYSTEM SUSTAINABILITY.

2

PROMOTE RESPONSIBLE **MANAGEMENT** OF SYSTEM FINANCES AND RESOURCES

3

MAKE STRATEGIC **FINANCIAL INVESTMENTS** TO PROMOTE OPERATIONAL EXCELLENCE.

FUNDING STRATEGIES

Funding

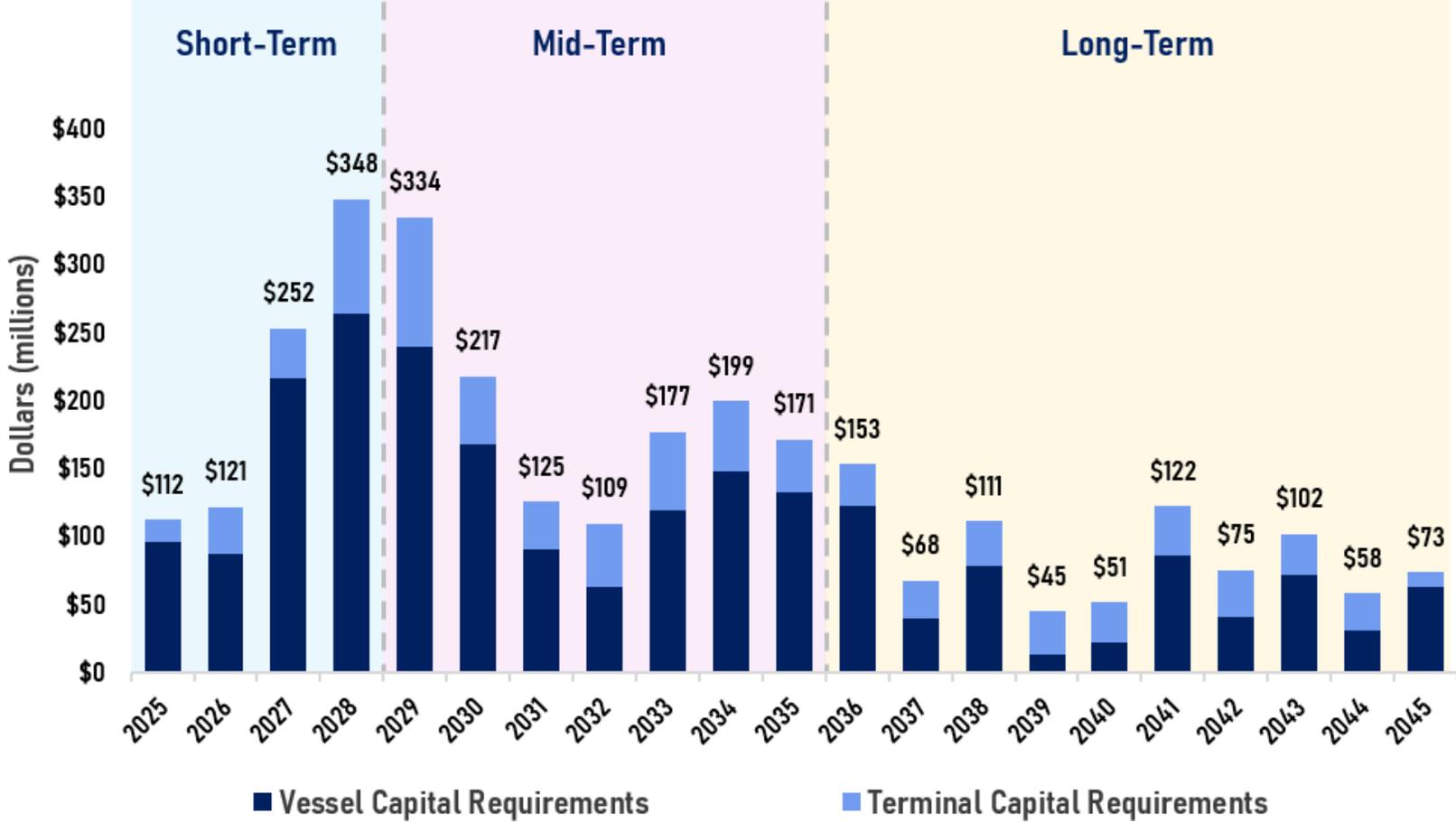
- AMHS service revenue
 - Passenger and vehicle tickets sales, staterooms, other passenger services
- State funding
 - State operating funding
 - State capital funding
- Federal funding
 - Federal Highway Administration
 - Federal Transit Administration
 - MARAD
- Innovative financing



FINANCIALS

CAPITAL REQUIREMENTS

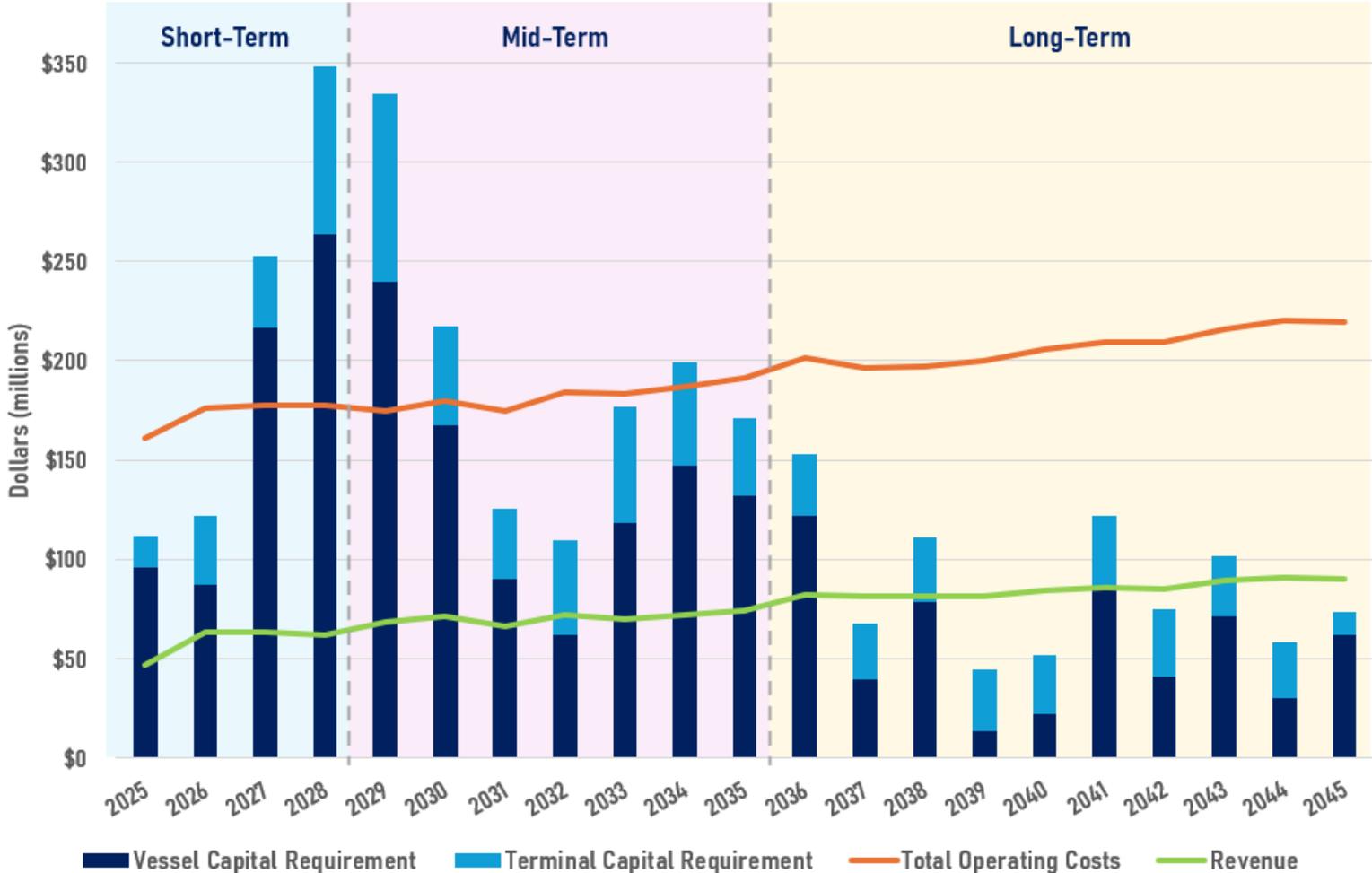
NEW



FINANCIALS

FINANCIAL PLAN SUMMARY

NEW



LRP BENEFITS TO FINACIAL EFFICIENCY

The LRP balances the needs of the community, increased service, and system reliability with more efficient operating costs through a modernized fleet, providing more service over time with higher farebox recovery through investments in capital infrastructure.



HYDER - PRINCE RUPERT – UPDATE



- **PRINCE RUPERT**

- Recent discussions with Prince Rupert regarding their political efforts within Canada

- **HYDER**

- STIP Amendment No. 2 included \$250,000 for Performing a High-Level Hyder Terminal Feasibility Study
- Recent visit to Hyder, met with community leaders and the City of Stewart
- DOT Engineers visited Hyder for drone flights to produce Ortho Mapping of the causeway and terminal area



REVISED

SHORT-TERM (4-yr period)
2025 - 2028

MID-TERM (6-yr period)
2029 - 2035

LONG-TERM (10-yr period)
2036 - 2045



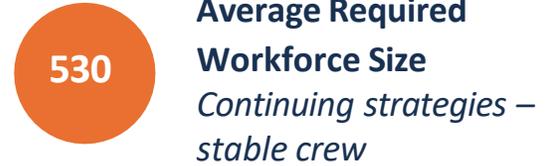
SERVICE



INFRASTRUCTURE



WORKFORCE



FINANCIALS

\$173.0M Average Operating Cost
\$58.8M Average Revenue*
\$114.3M Average Required Funding*
\$834M Total Capital Investment

\$181.8M Average Operating Cost
\$70.4M Average Revenue*
\$111.4M Average Required Funding*
\$1.3B Total Capital Investment

\$207.4M Average Operating Cost
\$85.0M Average Revenue*
\$122.4M Average Required Funding*
\$857M Total Capital Investment

*Assuming CPI-based Fare Increases



THANK YOU!