

HB

213

(FILE 1)

STATE OF ALASKA THE LEGISLATURE

POUCHY - STATE CAPITOL
JUNEAU, ALASKA 99811
907.465.3800

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May, 1988

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Mary Van Nimwegen

House Transportation

4-13-87

4-15-87

5-4-87

5-8-87

5-11-87

HOUSE BILL 213

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

April 13, 1987

COMMITTEE CALENDAR:

- CSSJR 18: Commemorating the 50th anniversary of the construction of the Alaska Highway and requesting the issuance of commemorative postal stamps by the United States Postal Service and the Canada Post Corporation.
- HB 213: "An Act relating to allocation of federal-aid highway funds; and providing for an effective date."

FOR THIS MEETING YOU HAVE:

A folder on CSSJR 18 that includes:

- * a copy of CSSJR 18
- * a zero fiscal note
- * a memorandum from Sen. Duncan, sponsor of the resolution
- * information on the construction of the AlCan Highway
- * a history of the Alaska Highway
- * letters of support

A folder on HB 213 that includes:

- * a copy of HB 213
- * a statement by Rep. Hoffman, sponsor of the bill
- * a sectional analysis
- * availability of sums apportioned
- * an excerpt from the Alaska State Statutes
- * apportionments: Federal Aid Highway Act '76, '78, and '82
- * federal aid highway fund distribution
- * Alaska federal aid road miles
- * land & marine highway functional classification
- * DOT/PF project ranking
- * DOT/PF Central Region highway program
- * DOT/PF position paper

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

may 4
~~April 24~~, 1987

COMMITTEE CALENDAR:

- HJR 33: Relating to the shipping of Alaska oil.
- SCR 5: Relating to promotion and marketing of the state-operated international airports.
- HB 213: "An Act relating to allocation of federal-aid highway funds; and providing for an effective date."

FOR THIS MEETING YOU HAVE:

A folder on HJR 33 that includes:

- * a copy of HJR 33
- * a memorandum from Rep. Pourchot
- * a history and discussion of the resolution
- * a letter from the Governor
- * *a fiscal note from The Dept. of Revenue*

A folder on SCR 5 that includes:

- * a copy of SCR 5
- * a fiscal note from DOT/PF
- * a memorandum from Sen. Sturgulewski
- * 1986 & '87 financial statements from the international airports
- * a letter of support from the municipality of Anchorage
- * a marketing report from the Anchorage Convention & Visitors Bureau
- * four magazine or newspaper articles
- * the House Labor & Commerce Committee Report Form

A folder on HB 213 that includes:

- * a copy of HB 213
- * a copy of the committee substitute for HB 213
- * a sectional analysis
- * a fiscal note & position paper on HB 213 from DOT/PF
- * information from the six-year capital plan
- * a classification of road miles within Alaska
- * a letter from the Ass't. Division Administrator of the Federal Highway Administration
- * a report on HB 213 from Rep. Hoffman
- * minutes from the 4/13 & 4/15 public hearings of HB 213

Alaska State Legislature



House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

May 8, 1987

COMMITTEE CALENDAR:

HB 213: "An Act relating to allocation of federal-aid highway funds; and providing for an effective date."

HB 280: "An Act relating to taxation of watercraft motor fuel."

CSSB 17: "An Act relating to unlawful possession and vandalism of official traffic control devices, disregard of a highway obstruction, and damages to highway."

FOR THIS MEETING YOU HAVE:

A folder on HB 213 that includes:

- * a copy of the committee substitute for HB 213
- * a sectional analysis
- * a letter of intent
- * a fiscal note on CSHB 213 from DOT/PF
- * a copy of HB 213
- * a fiscal note & position paper on HB 213 from DOT/PF
- * information from the six-year capital plan
- * a classification of road miles within Alaska
- * a letter from the Ass't. Division Administrator of the Federal Highway Administration
- * a report on HB 213 from Rep. Hoffman
- * minutes from the 4/13, 4/15 & 5/4 public hearings of HB 213

A folder on HB 280 that includes:

- * a copy of HB 280
- * a fiscal note from the Dept. of Revenue
- * a position paper on the Senate companion bill
- * a discussion on the watercraft motor fuel tax
- * a resolution from the Anchorage Chamber of Commerce
- * written testimony from two witnesses

A folder on CSSB 17 that includes:

- * a copy of CSSB 17
- * a fiscal note and position paper from the Dept. of Public Safety
- * a memorandum and sectional analysis from Sen. Faiks
- * a copy of the statutes impacted by CSSB 17

Alaska State Legislature



House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

May 11, 1987

COMMITTEE CALENDAR:

HB 213: "An Act relating to allocation of federal-aid highway funds; and providing for an effective date."

SB 25am: "An Act providing a special assessment for private airports open for public use; and providing for an effective date."

CSSB 125am: "An Act relating to the Alaska Marine Transportation Advisory Board."

FOR THIS MEETING YOU HAVE:

A folder on HB 213 that includes:

- * a copy of the committee substitute for HB 213
- * a sectional analysis
- * a letter of intent
- * a fiscal note on CSHB 213 from DOT/PF
- * a copy of HB 213
- * a fiscal note & position paper on HB 213 from DOT/PF
- * information from the six-year capital plan
- * a classification of road miles within Alaska
- * a letter from the Ass't. Division Administrator of the Federal Highway Administration
- * a report on HB 213 from Rep. Hoffman
- * minutes from the 4/13, 4/15 & 5/4 public hearings of HB 213

A folder on SB 25am that includes:

- * a copy of SB 25 am
- * a fiscal note from the DOT/PF
- * minutes from the House Comm & Regional Affairs public hearing on SB 25am
- * two letters of support
- * an editorial from the Daily News Miner

A folder on CSSB 125am that includes:

- * a copy of CSSB 125am
- * a memorandum from Sen. Duncan
- * a fiscal note & position paper from DOT/PF
- * two newspaper articles
- * an excerpt from the statutes effected by CSSB 125 am

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
87	CE	ALT	\$28,419.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	ANCH NEW SEWARD HWY; RABBIT CR - DEARMOUN I/C (C)
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$28,419.0	\$0.0	\$0.0	\$0.0	\$0.0				
75.7 PERCENT OF TOTAL											
87	CE	ALT	\$6,394.5	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	7	ANCH MINNESOTA DR / RASPBERRY RD I/C (C)
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$6,394.5	\$0.0	\$0.0	\$0.0	\$0.0				
17.0 PERCENT OF TOTAL											
87	CE	ALT	\$2,740.5	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH CAPACITY IMPROVEMENTS FY87
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$2,740.5	\$0.0	\$0.0	\$0.0	\$0.0				
7.3 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$37,554.0								

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
PF=PUBLIC FACILITY
BR=BRIDGE (FHWA)

CLASS TYPES (AVIATION)

PR=PRIMARY
CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
DI=DISCRETIONARY

FUND TYPES

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
88	CE	ALT	\$28,419.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	ANCH NEW SEWARD HWY; RABBIT CX - DEARMOUN I/C (C)
88	CE	ALT	\$1,785.1	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	GLENN HWY; PARKS HWY INTERSECT TO PALMER RESTOR (C)
88	CE	ALT	\$6,862.7	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	PARKS HWY MP 104-133 RESTORATION (C)
TOTAL BY CLASS TYPE FISCAL YEAR '88 ALT			\$36,186.9	\$0.0	\$0.0	\$0.0	\$0.0				
52.9 PERCENT OF TOTAL											
88	CE	ALT	\$6,394.5	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	7	ANCH MINNESOTA DR / RASPBERRY RD I/C (C)
88	CE	ALT	\$8,221.5	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	7	ANCH MINNESOTA DR / INT'L AIRPORT RD I/C (R,U,C)
TOTAL BY CLASS TYPE FISCAL YEAR '88 ALT			\$14,616.0	\$0.0	\$0.0	\$0.0	\$0.0				
21.4 PERCENT OF TOTAL											
88	CE	ALT	\$2,748.5	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH CAPACITY IMPROVEMENTS FY88
88	CE	ALT	\$5,663.7	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH 'C' ST; TUDOR RD TO MINN DR (R)
88	CE	ALT	\$2,649.2	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH REHAB; EAGLE RIVER AREA PROJECTS
88	CE	ALT	\$1,644.3	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH REHAB; DOWNTOWN/MID-TOWN AREA PROJECTS
88	CE	ALT	\$4,841.6	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH REHAB; MIDTOWN/SOUTHTOWN AREA PROJECTS
TOTAL BY CLASS TYPE FISCAL YEAR '88 ALT			\$17,539.3	\$0.0	\$0.0	\$0.0	\$0.0				
25.7 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$68,342.2								

EXP/ALT

CLASS TYPES (HWAYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
PF=PUBLIC FACILITY
BR=BRIDGE (FHWA)

PR=PRIMARY
C1=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
D1=DISCRETIONARY

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
87	NO	ALT	\$14,250.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Alaska Hwy, MP 1285-1302
87	NO	ALT	\$6,650.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Tok Cut-Off, MP 0 North
87	NO	ALT	\$180.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Alaska Hwy, MP 1230 N Erosion-PE
87	NO	ALT	\$1,452.6	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	Glenn Hwy, MP 1184-PE/ROW/Util
87	NO	ALT	\$900.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	21	Parks Hwy Widening-PE
87	NO	ALT	\$2,300.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	18	Rich Hwy, Eielson N Rehab
87	NO	ALT	\$47.4	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Parks Hwy Erosion Control-PE
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$25,780.0	\$0.0	\$0.0	\$0.0	\$0.0				

42.8 PERCENT OF TOTAL

87	NO	ALT	\$3,151.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	17	Richardson Hwy - MP 79 North Rehab
87	NO	ALT	\$2,898.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	19	Steesse Expressway Rehab
87	NO	ALT	\$1,350.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	17	Rich Hwy, MP 173 N-PE/ROW/Util
87	NO	ALT	\$215.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	24	Dalton Hwy, 9-Mile Hill N-PE
87	NO	ALT	\$20.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	19	Steesse Hwy, MP 81 N-ROW
87	NO	ALT	\$4,500.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	24	Elliott Hwy, MP 26 N Rehab
87	NO	ALT	\$65.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	19	Steesse Hwy Overlay, MP 10 E-PE (Fox-Cleary)
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$12,199.0	\$0.0	\$0.0	\$0.0	\$0.0				

20.3 PERCENT OF TOTAL

87	NO	ALT	\$2,755.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	18	Badger Rd/Richardson Hwy (Peridot to 5th)
87	NO	ALT	\$3,600.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Denali Hwy, MP 0-21
87	NO	ALT	\$4,600.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome-Council, MP 32-42
87	NO	ALT	\$1,120.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	21	Parks Hwy/Sheep Creek Conn
87	NO	ALT	\$475.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome-Council 53 East-PE
87	NO	ALT	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome-Council 4-15-PE (Snow Fence)
87	NO	ALT	\$725.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Taylor Hwy, MP 66 N-PE
87	NO	ALT	\$270.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Denali Hwy, MP 21 W-PE
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$13,013.0	\$0.0	\$0.0	\$0.0	\$0.0				

22.9 PERCENT OF TOTAL

87	NO	ALT	\$236.2	\$0.0	\$0.0	\$0.0	\$0.0	SA-UR	FH	20	Fairbanks Signal Over&Safety Imor
87	NO	ALT	\$506.0	\$0.0	\$0.0	\$0.0	\$0.0	SA-UR	FH	20	S. Cushman/Van Horn Signal

EXP/ALT	*CLASS TYPES (HWAYS/OTHER)*	*CLASS TYPES (AVIATION)*	*FUND TYPES*
EXP=EXPECTED	IS=INTERSTATE	PR=PRIMARY	FH=FEDERAL HIGHWAYS
ALT=ALTERNATE	P=PRIMARY S=SECONDARY	CN=COMMERCIAL/NON-PRIMARY	FA=FEDERAL AVIATION
DEF=DEFERRED	UR=URBAN	NC=NON-COMMERCIAL	GF=GENERAL FUND
	TR=TRANSIT	AP=AREA POPULATION	IA=INT'L AIRPORT REVENUE
	HR=HARBORS	DI=DISCRETIONARY	OT=OTHER FUND
	PF=PUBLIC FACILITY		
	BR=BRIDGE (FHWA)		

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	ALT FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$742.2	\$0.0	\$0.0	\$0.0	\$0.0				
1.2 PERCENT OF TOTAL											
87	NO	ALT	\$416.3	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	3rd St/Hamilton/Farewell
87	NO	ALT	\$1,564.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	23rd Avenue Extension
87	NO	ALT	\$164.6	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	3rd Avenue Signal
87	NO	ALT	\$713.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Barnette St. Widening
87	NO	ALT	\$186.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Illinois St. Rehab
87	NO	ALT	\$475.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Old Steese, Wendell-Exomy-PE
87	NO	ALT	\$475.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Wendell St Widening-PE
87	NO	ALT	\$600.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Lacey-Noble Conn-PE/ROW
87	NO	ALT	\$200.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Minnie St Corridor
87	NO	ALT	\$225.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Lathrop St, S Fairbanks Exomy, Van Horn-PE
87	NO	ALT	\$650.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Market/Washington/Rewak-PE
87	NO	ALT	\$2,000.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Old Rich Hwy, Reconst
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$7,660.9	\$0.0	\$0.0	\$0.0	\$0.0				
12.7 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$60,203.1								

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
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CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
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FUND TYPES

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
88	NO	ALT	\$589.2	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Parks Hwy, Erosion Control
TOTAL BY CLASS TYPE FISCAL YEAR '88 ALT			\$589.2	\$0.0	\$0.0	\$0.0	\$0.0				
1.0 PERCENT OF TOTAL											
88	NO	ALT	\$7,600.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Taylor Hwy, MP 43 N Reconst
88	NO	ALT	\$550.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome Council, MP 4-15 Snow Fence
88	NO	ALT	\$600.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome Taylor Hwy, MP 0 N Constr
TOTAL BY CLASS TYPE FISCAL YEAR '88 ALT			\$8,750.0	\$0.0	\$0.0	\$0.0	\$0.0				
14.5 PERCENT OF TOTAL											
88	NO	ALT	\$12,328.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Geist Exten, Aurora-Lemeta, Util & Const
88	NO	ALT	\$15,640.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Geist Exten, Illinois-ROW
88	NO	ALT	\$4,600.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Geist Exten, University-Peger, ROW
88	NO	ALT	\$8,950.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Geist Exten, Lemeta-Birch Hill Const
88	NO	ALT	\$500.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Northern Region FAU
88	NO	ALT	\$950.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	FMATS TSM Improvements
88	NO	ALT	\$6,000.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Peger Road Widening
88	NO	ALT	\$2,000.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Old Steese, Wendell-Expy Reconst
TOTAL BY CLASS TYPE FISCAL YEAR '88 ALT			\$50,960.0	\$0.0	\$0.0	\$0.0	\$0.0				
84.5 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$60,307.2								

EXP/ALT

CLASS TYPES (HWYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
PF=PUBLIC FACILITY
BR=BRIDGE (FHWA)

PR=PRIMARY
CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
DI=DISCRETIONARY

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT	
87	SE	ALT	\$118.4	\$0.0	\$0.0	\$0.0	\$0.0	BR	FH	2	PE HWYS-KLAWOCK RIVER BRIDGE REPLACEMENT - P.E.	
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$118.4	\$0.0	\$0.0	\$0.0	\$0.0					
0.7 PERCENT OF TOTAL												
87	SE	ALT	\$228.4	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	2	PE HWYS-HAINES HWY. - CHILKAT RIV. TO BORDER-PHASE III P.	
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$228.4	\$0.0	\$0.0	\$0.0	\$0.0					
1.5 PERCENT OF TOTAL												
87	SE	ALT	\$78.6	\$0.0	\$0.0	\$0.0	\$0.0	PS	FH	91	PE HWYS-S.E. PRE. ENG.-UNALLOCATED RESERVE	
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$78.6	\$0.0	\$0.0	\$0.0	\$0.0					
0.5 PERCENT OF TOTAL												
87	SE	ALT	\$484.2	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	ALSEK RD. PAVING SUPP. - DAN. RV. RD.	
87	SE	ALT	\$242.1	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	ALSEK RD. PAVING-SUPP.-WIDENING	
87	SE	ALT	\$1,318.7	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	GUNNAK CR. TO FERRY TERMINAL-UPGRADE & SUPPLE	
87	SE	ALT	\$1,838.9	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	HOONAH ARTERIAL	
87	SE	ALT	\$2,981.7	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	KAKE-CITY STREETS- R.O.W. UTIL.	
87	SE	ALT	\$137.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	PE HWYS-KLAWOCK AIRPORT ACCESS ROAD- P.E.	
87	SE	ALT	\$211.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	3	SAWMILL CREEK ROAD GUARDRAIL-HSIP**	
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$7,134.2	\$0.0	\$0.0	\$0.0	\$0.0					
47.5 PERCENT OF TOTAL												
87	SE	ALT	\$516.1	\$0.0	\$0.0	\$0.0	\$0.0	SA-UR	FH	4	LOOP/MALL/JAMES BLVD.-HSIP-CONST.	
87	SE	ALT	\$33.3	\$0.0	\$0.0	\$0.0	\$0.0	SA-UR	FH	4	LOOP/MALL/JAMES BLVD.-HSIP-UTIL	
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$549.4	\$0.0	\$0.0	\$0.0	\$0.0					
3.7 PERCENT OF TOTAL												
87	SE	ALT	\$231.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	GLACIER HWY-SALMON CR. BRIDGE TO EGAN DR. -R.O.W. UTIL.	
87	SE	ALT	\$928.3	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	GLACIER HWY. PAVING & INTER.-P.E. & CONST.	
87	SE	ALT	\$488.7	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	KETCHIKAN VIADUCT DECK P.E. & RECONSTRUCT PHASE I	
EXP/ALT	*CLASS TYPES (HWYS/OTHER)*		*CLASS TYPES (AVIATION)*				*FUND TYPES*					
EXP=EXPECTED ALT=ALTERNATE DEF=DEFERRED	IS=INTERSTATE P=PRIMARY S=SECONDARY UR=URBAN TR=TRANSIT HB=WARBORS PF=PUBLIC FACILITY BR=BRIDGE (FHWA)	PR=PRIMARY CN=COMMERCIAL/NON-PRIMARY NC=NON-COMMERCIAL AP=AREA POPULATION DI=DISCRETIONARY	FH=FEDERAL HIGHWAYS FA=FEDERAL AVIATION GF=GENERAL FUND IA=INT'L AIRPORT REVENUE OT=OTHER FUND									

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
87	SE	ALT	\$974.1	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	KTN. CENTRAL BUSINESS DIST.
87	SE	ALT	\$2,837.5	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	OLD GLACIER HWY. EXTENSION TO MCNUGGET INTERSECTION
87	SE	ALT	\$228.4	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-OLD GLACIER HWY.-PHASE II P.E. (MCNUGGET TO LOOP
87	SE	ALT	\$91.4	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-OLD GLACIER HWY.-SALMON CK. TO VANDERBILT HILL-A
87	SE	ALT	\$742.8	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	RIVERSIDE DRIVE -STAGE 1-CONSTRUCTION
87	SE	ALT	\$1,278.9	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	TONGASS AVE. TRAFFIC IMPROVEMENTS

TOTAL BY CLASS TYPE
FISCAL YEAR '87 ALT

\$6,920.3 \$0.0 \$0.0 \$0.0 \$0.0

46.1 PERCENT OF TOTAL

TOTAL FHWA FUND \$15,821.3

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWYS/OTHER)

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TA=TRANSIT
HB=HARBORS
PF=PUBLIC FACILITY
BR=BRIDGE (FHWA)

CLASS TYPES (AVIATION)

PR=PRIMARY
CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
DI=DISCRETIONARY

FUND TYPES

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHMA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
88	SE	ALT	\$2,700.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	2	HAINES HWY. - CHILKAT RIVER TO BORDER-PHASE I CONST.
88	SE	ALT	\$365.4	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	4	PE HWYS- GLACIER HWY.-INDIAN POINT TO TEE HARBOR
TOTAL BY CLASS TYPE FISCAL YEAR'88 ALT			\$3,065.4	\$0.0	\$0.0	\$0.0	\$0.0				
20.4 PERCENT OF TOTAL											
88	SE	ALT	\$22.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	DYER ROAD IMPROVEMENTS
88	SE	ALT	\$3,163.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	HOONAH ARTERIAL-PHASE II-CONST.
88	SE	ALT	\$1,396.1	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	KAKE CITY STREETS-CONST.
88	SE	ALT	\$1,413.2	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	LUTAK ROAD - STAGE 2 - CONSTRUCT & SUPPLEMENTAL
88	SE	ALT	\$2,283.8	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	1	HITKOFF HWY.-SCOW BAY TO CRYSTAL LAKE PVMT. REHAB.
88	SE	ALT	\$1,827.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	1	ZIMOVIA HWY. -BENNETT ST. TO MILL 06.5 MI. PVMT. REHAB.
TOTAL BY CLASS TYPE FISCAL YEAR'88 ALT			\$10,105.7	\$0.0	\$0.0	\$0.0	\$0.0				
67.1 PERCENT OF TOTAL											
88	SE	ALT	\$634.9	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	KTN. CENTRAL BUSINESS DIST.
88	SE	ALT	\$365.4	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-GASTINEAU CHANNEL CROSSING CAPACITY ANALYSIS & E
88	SE	ALT	\$644.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	TONGASS AVE. TRAFFIC IMPROVEMENTS
88	SE	ALT	\$241.6	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	GLACIER HWY - EGAN DRIVE TO SALMON CK BRIDGE
TOTAL BY CLASS TYPE FISCAL YEAR'88 ALT			\$1,885.9	\$0.0	\$0.0	\$0.0	\$0.0				
12.5 PERCENT OF TOTAL											
TOTAL FHMA FUND			\$15,057.0								

EXP/ALT

CLASS TYPES (HWYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
PF=PUBLIC FACILITY
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FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
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OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** ALASKA MARINE HIGHWAY SYSTEM ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	JARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
88	AMHS	ALT	\$2,500.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	4	ALUKE BAY SEC. TERM REHAB.
88	AMHS	ALT	\$500.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	92	TUSTUMENA REFURB PH II
TOTAL BY CLASS TYPE FISCAL YEAR '88 ALT			\$3,000.0	\$0.0	\$0.0	\$0.0	\$0.0				
			100.0 PERCENT OF TOTAL								
TOTAL FHWA FUND			\$3,000.0								

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
PF=PUBLIC FACILITY
BR=BRIDGE (FHWA)

CLASS TYPES (AVIATION)

PR=PRIMARY
CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
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FUND TYPES

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
87	CE	EXP	\$237.6	\$0.0	\$0.0	\$0.0	\$0.0	BR	FH	92	CENTRAL REGION BRIDGE REPLACEMENT / PE
87	CE	EXP	\$2,400.0	\$0.0	\$0.0	\$0.0	\$0.0	BR	FH	5	COPPER RIVER BRIDGE #342
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$2,637.6	\$0.0	\$0.0	\$0.0	\$0.0				

4.0 PERCENT OF TOTAL

87	CE	EXP	\$265.2	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	GLENN HWY: SUTTON NORTH EROSION CONTROL / PE
87	CE	EXP	\$462.3	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	PARKS HWY MP 104-133 RESTORATION / PE
87	CE	EXP	\$369.4	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	5	SEWARD HWY MP 50-65.5 RECONST / PE
87	CE	EXP	\$454.7	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	SEWARD HWY: BIRD PT TO GARDWOOD RECONST / PE
87	CE	EXP	\$8,525.7	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	ANCH NEW SEWARD HWY: RABBIT CK - DEARMOUN I/C \$0 PAYBACK
87	CE	EXP	\$2,084.1	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	ANCH NEW SEWARD HWY: RABBIT CK - DEARMOUN I/C (U)
87	CE	EXP	\$952.5	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	PARKS HWY / GLENN HWY INTERSECTION IMPROVMENT (C)
87	CE	EXP	\$378.9	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	6	SEWARD HWY: TURNAGAIN PASS CHANNELIZATION IMPR (C)
87	CE	EXP	\$634.7	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	ANCH NEW SEWARD HWY / HUFFMAN RD TRAFFIC SIGNALS (C)
87	CE	EXP	\$947.3	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	GLENN HWY: EKLUKMA FRONTAGE ROAD (R,U,C)
87	CE	EXP	\$13,475.3	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	GLENN HWY: NORTH EAGLE RIVER I/C (R,U,C)
87	CE	EXP	\$71.3	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	PARKS HWY: GLENN HWY TO BIG LAKE / PE
87	CE	EXP	\$236.8	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	GLENN HWY: PARKS HWY TO PALMER RECON / PE
87	CE	EXP	\$379.9	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	GLENN HWY: NORTH EAGLE RIVER I/C / PE
87	CE	EXP	\$213.8	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	ANCH NEW SEWARD HWY: RABBIT CK - DEARMOUN I/C / PE

TOTAL BY CLASS TYPE
FISCAL YEAR '87 EXP

44.4 PERCENT OF TOTAL

87	CE	EXP	\$2,249.8	\$0.0	\$0.0	\$0.0	\$0.0	IS-PS	FH	91	CENTRAL REGION GUARDRAIL UPGRADE -FY'87
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TOTAL BY CLASS TYPE
FISCAL YEAR '87 EXP

3.4 PERCENT OF TOTAL

87	CE	EXP	\$146.2	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	5	STERLING HWY MP 157 NORTH RECONST / PE
87	CE	EXP	\$274.1	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	5	STERLING HWY MP 157-174 / PE
87	CE	EXP	\$1,644.3	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	7	ANCH MINNESOTA DR EXTEN-ILLUM: INT'L TO ARR (C)
87	CE	EXP	\$358.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	92	STERLING HWY: BINKLEY STREET TRAFFIC SIGNALS (C)
87	CE	EXP	\$275.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	7	ANCH MINNESOTA DR, EXT. ILLUM: INT'L TO ARR / PE
87	CE	EXP	\$364.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	5	KENAI SPUR WIDENING / PE

EXP/ALT

CLASS TYPES (HWAYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
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PR=PRIMARY
CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
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FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$3,053.5	\$0.0	\$0.0	\$0.0	\$0.0				
4.6 PERCENT OF TOTAL											
87	CE	EXP	\$115.0	\$0.0	\$0.0	\$0.0	\$0.0	PS	FH	7	ANCHORAGE RIDESHARING FY87
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$115.0	\$0.0	\$0.0	\$0.0	\$0.0				
0.2 PERCENT OF TOTAL											
87	CE	EXP	\$27.4	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	16	PALMER WASTILLA HWY CHANNELIZATION & ILLUMINATION / PE
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$27.4	\$0.0	\$0.0	\$0.0	\$0.0				
0.0 PERCENT OF TOTAL											
87	CE	EXP	\$945.0	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	92	CENTRAL REGION RURAL SAFETY PROJECTS FY87
87	CE	EXP	\$1,080.0	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	7	ANCH SAFETY PROJECTS FY87
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$2,025.0	\$0.0	\$0.0	\$0.0	\$0.0				
3.1 PERCENT OF TOTAL											
87	CE	EXP	\$2,300.0	\$0.0	\$0.0	\$0.0	\$0.0	TR	FH	7	ANCHORAGE TRANSIT FY87
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$2,300.0	\$0.0	\$0.0	\$0.0	\$0.0				
3.5 PERCENT OF TOTAL											
87	CE	EXP	\$255.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH 'C' ST; TUDOR RD TO MINNESOTA DR / PE
87	CE	EXP	\$356.3	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH DOWLING RD; LK OTIS TO MINNESOTA DR / PE
87	CE	EXP	\$540.1	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH REHAB PROJECTS / PE
87	CE	EXP	\$0,221.5	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH RASPBERRY RD; JEWEL LK TO MINNESOTA DR (R)
87	CE	EXP	\$15,017.9	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH DIMOND BLVD; VICTOR RD TO JEWEL LK RD PH II (U,C)
87	CE	EXP	\$22.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH BENSON & LATOUCHE CAP. IMP / PE
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$24,422.4	\$0.0	\$0.0	\$0.0	\$0.0				
36.0 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$66,292.6								

#EXP/ALT#	#CLASS TYPES (HWYS/OTHER)#	#CLASS TYPES (AVIATION)#	#FUND TYPES#
EXP=EXPECTED ALT=ALTERNATE DEF=DEFERRED	IS=INTERSTATE P=PRIMARY S=SECONDARY UR=URBAN TR=TRANSIT NB=NAVALORS OF=OTHER FACILITY	PR=PRIMARY CN=COMMERCIAL/NON-PRIMARY NC=NON-COMMERCIAL AP=AREA POPULATION DI=DISCRETIONARY	FH=FEDERAL HIGHWAYS FA=FEDERAL AVIATION GF=GENERAL FUND IA=INT'L AIRPORT REVENUE OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	RELION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
88	CE	EXP	\$284.2	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	ANCH SEWARD HWY CORRIDOR; NORTHSIDE TO TUDOR / PE
88	CE	EXP	\$113.7	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	92	CENTRAL REGION GUARDRAIL UPGRADE / PE
88	CE	EXP	\$28.4	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	PARKS HWY; HOUSTON/WILLOW AREA SAFETY IMP. / PE
88	CE	EXP	\$1,136.8	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	GLENN HWY; SUTTON NORTH EROSION CONTROL (C)
88	CE	EXP	\$473.7	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	92	CENTRAL REGION GUARDRAIL UPGRADE FY88
88	CE	EXP	\$12,584.4	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	5	STERLING HWY MP 79-94 RECONST (R,U)
88	CE	EXP	\$2,841.9	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	7	SEWARD HWY; PORTAGE RD & ARR MODIFICATIONS (C)
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$17,383.0	\$0.0	\$0.0	\$0.0	\$0.0				
24.7 PERCENT OF TOTAL											
88	CE	EXP	\$182.7	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	5	KENAI SPUR WIDENING; MP 8-10.5 / PE
88	CE	EXP	\$9,135.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	5	STERLING HWY MP 157-NORTH RECONSTRUCTION (C)
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$9,317.7	\$0.0	\$0.0	\$0.0	\$0.0				
13.2 PERCENT OF TOTAL											
88	CE	EXP	\$328.9	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	COPPER RIVER HWY MP 0-3 RECONST / PE
88	CE	EXP	\$342.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	27	KODIAK LOWER MILL BAY RD MP 0-1.9 RECONST / PE
88	CE	EXP	\$41.1	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	27	KODIAK SIGNAL & 'Y' INTERSECTION IMPROVEMENTS / PE
88	CE	EXP	\$281.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	16	WASILLA FISHHOOK RECONST PH 1; BOGARD INTERS. / PE
88	CE	EXP	\$115.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	7	ANCHORAGE RIDESHARING FY88
88	CE	EXP	\$182.7	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	16	PALMER WASILLA HWY CHANNELIZATION & ILLUMINATION (C)
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$1,211.3	\$0.0	\$0.0	\$0.0	\$0.0				
1.7 PERCENT OF TOTAL											
88	CE	EXP	\$121.5	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	92	CENTRAL REGION RURAL SAFETY PROJECTS / PE
88	CE	EXP	\$980.0	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	92	CENTRAL REGION RURAL SAFETY PROJECTS FY88
88	CE	EXP	\$980.0	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	7	ANCH SAFETY PROJECTS FY88
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$1,921.5	\$0.0	\$0.0	\$0.0	\$0.0				
2.7 PERCENT OF TOTAL											
88	CE	EXP	\$2,000.0	\$0.0	\$0.0	\$0.0	\$0.0	TR	FH	7	ANCHORAGE TRANSIT FY88

EXP/ALT

CLASS TYPES (HWAYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
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*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$2,000.0	\$0.0	\$0.0	\$0.0	\$0.0				
2.8 PERCENT OF TOTAL											
88	CE	EXP	\$260.3	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH CAPACITY IMPROVEMENTS / PE
88	CE	EXP	\$319.7	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH REHAB PROJECTS / PE
88	CE	EXP	\$137.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH SAFETY PROJECTS / PE
88	CE	EXP	\$392.8	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH TUDOR RD; BONIFACE TO MINN DR RECONST / PE
88	CE	EXP	\$15,620.9	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH BONIFACE PARKWAY RECONST; DEBARR TO TUDOR (U,C)
88	CE	EXP	\$12,697.7	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	ANCH RASPBERRY RD; JEWEL LK TO MINN RECONST (U,C)
88	CE	EXP	\$9,135.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	7	EAGLE RIVER BRIDGE / HILAND DR (R,C) PH I (BRIDGE)
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$38,563.4	\$0.0	\$0.0	\$0.0	\$0.0				
54.8 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$70,356.9								

EXP/ALT

EIP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
PF=PUBLIC FACILITY

CLASS TYPES (AVIATION)

PR=PRIMARY
CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
DI=DISCRETIONARY

FUND TYPES

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
87	NO	EXP	\$176.0	\$0.0	\$0.0	\$0.0	\$0.0	DR	FH	17	Riley Creek Bridge
87	NO	EXP	\$5,276.0	\$0.0	\$0.0	\$0.0	\$0.0	BR	FH	17	Taylor Hwy Bridges
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$5,452.0	\$0.0	\$0.0	\$0.0	\$0.0				
9.1 PERCENT OF TOTAL											
87	NO	EXP	\$46.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	18	Richardson 6 Mile/Badger Inter-PE
87	NO	EXP	\$458.5	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	18	Richardson Hwy/Dawsun Inter-PE/Util
87	NO	EXP	\$11,480.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Tok Hwy, MP 65-75
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$11,984.5	\$0.0	\$0.0	\$0.0	\$0.0				
19.8 PERCENT OF TOTAL											
87	NO	EXP	\$184.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	24	Dalton Hwy, MP 0-56-PE
87	NO	EXP	\$230.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	17	Richardson Hwy, MP 185 No Reconstr-PE
87	NO	EXP	\$46.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	23	Nowe-Taylor, MP 0 No Resurf-PE
87	NO	EXP	\$5,980.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	17	Richardson Hwy, MP 100-106
87	NO	EXP	\$14,260.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	20	South Fairbanks Expressway
87	NO	EXP	\$1,104.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	23	Nowe East Front St
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$21,804.0	\$0.0	\$0.0	\$0.0	\$0.0				
36.3 PERCENT OF TOTAL											
87	NO	EXP	\$18.4	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	18	Geist/Badger Connection Recon
87	NO	EXP	\$276.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	Cooper River Hwy Recon
87	NO	EXP	\$1,434.5	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	21	Parks/Chena Ridge Inter-PE/ROW/Util
87	NO	EXP	\$368.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	18	Badger Rd/Holmes Conn-PE/ROW/Util
87	NO	EXP	\$46.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	18	Holmes/Markey-PE
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$2,142.9	\$0.0	\$0.0	\$0.0	\$0.0				
3.6 PERCENT OF TOTAL											
87	NO	EXP	\$2,275.6	\$0.0	\$0.0	\$0.0	\$0.0	SA-PS	FH	20	Northern Region Safety Program
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$2,275.6	\$0.0	\$0.0	\$0.0	\$0.0				
3.8 PERCENT OF TOTAL											

EXP/ALT	*CLASS TYPES (HWYS/OTHER)*	*CLASS TYPES (AVIATION)*	*FUND TYPES*
EXP=EXPECTED ALT=ALTERNATE DEF=DEFERRED	IS=INTERSTATE P=PRIMARY S=SECONDARY UR=URBAN TR=TRANSIT IB=IMPROVEMENTS PF-PUBLIC FACILITY	PR=PRIMARY CN=COMMERCIAL/NON-PRIMARY NC=NON-COMMERCIAL AP=AREA POPULATION DI=DISCRETIONARY	FH=FEDERAL HIGHWAYS FA=FEDERAL AVIATION GF=GENERAL FUND IA=INT'L AIRPORT REVENUE OT=OTHER FUND

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
87	NO	EXP	\$13,524.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Geist Extension, Peger to College
87	NO	EXP	\$46.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Lacey-Noble Connector-PE
87	NO	EXP	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Minnie Street Corridor-PE
87	NO	EXP	\$414.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Lathrop Corridor Extension-PE
87	NO	EXP	\$32.2	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Van Horn Rd Improvements-PE
87	NO	EXP	\$322.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	South Fairbanks Exit-PE/ROW/Util
87	NO	EXP	\$1,024.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Old Rich Hwy Widen-PE/ROW/Util
87	NO	EXP	\$463.4	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	10th Avenue Signals
87	NO	EXP	\$460.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FI	21	Geist Rd, Fairbanks St to Parks

TOTAL BY CLASS TYPE
FISCAL YEAR '87 EXP

\$16,455.0 \$0.0 \$0.0 \$0.0 \$0.0

27.4 PERCENT OF TOTAL

TOTAL FHWA FUND \$60,034.8

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRAVEL
HB=HARBORS
PF=PUBLIC FACILITY

CLASS TYPES (AVIATION)

PR=PRIMARY
CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
DI=DISCRETIONARY

FUND TYPES

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	ATP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
88	NO	EXP	\$14,250.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Alaska Hwy, MP 1285-1302
88	NO	EXP	\$6,650.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Tok Cut-Off, MP 0 North
88	NO	EXP	\$180.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Alaska Hwy, MP 1230 N Erosion PE
88	NO	EXP	\$1,452.6	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	16	Glenn Hwy, MP 118 N PE/ROW/Util
88	NO	EXP	\$900.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	21	Parks Hwy Widening PE
88	NO	EXP	\$2,300.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	18	Rich Hwy, Eielson N Rehab
88	NO	EXP	\$47.4	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Parks Hwy Erosion Control PE
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$25,780.0	\$0.0	\$0.0	\$0.0	\$0.0				
42.8 PERCENT OF TOTAL											
88	NO	EXP	\$2,890.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	19	Steese Expressway Rehab
88	NO	EXP	\$1,350.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	17	Rich Hwy, MP 173 N PE/ROW/UTIL
88	NO	EXP	\$215.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	24	Dalton Hwy, 9 Mile Hill N PE
88	NO	EXP	\$20.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	19	Steese Hwy, MP 81 N-ROW
88	NO	EXP	\$65.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	19	Steese Hwy Overlay, MP 10 E-PE (Fox to Cleary)
88	NO	EXP	\$4,500.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	24	Elliott Hwy, MP 26 N Rehab
88	NO	EXP	\$3,151.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	17	Richardson Hwy - MP 79 North Rehab
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$12,199.0	\$0.0	\$0.0	\$0.0	\$0.0				
20.3 PERCENT OF TOTAL											
88	NO	EXP	\$2,755.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	18	Badger Rd/Richardson Hwy (Peridot-5th)
88	NO	EXP	\$3,600.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Denali Hwy, MP 0-21
88	NO	EXP	\$4,600.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome-Council, MP 32-42
88	NO	EXP	\$1,120.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	21	Parks Hwy/Sheep Crk Conn
88	NO	EXP	\$475.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome-Council 53 East PE
88	NO	EXP	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome-Council 4-15 PE (snow fence)
88	NO	EXP	\$725.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Taylor Hwy, MP 66 N PE
88	NO	EXP	\$270.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Denali Hwy, MP 21 W PE
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$13,013.0	\$0.0	\$0.0	\$0.0	\$0.0				
22.9 PERCENT OF TOTAL											
88	NO	EXP	\$236.2	\$0.0	\$0.0	\$0.0	\$0.0	SA-UR	FH	20	Fairbanks Signal Over/Safety Isor
88	NO	EXP	\$506.0	\$0.0	\$0.0	\$0.0	\$0.0	SA-UR	FH	20	S Cushman/Van Horn Signal

EXP/ALT *CLASS TYPES (HWS/OTHER)* *CLASS TYPES (AVIATION)* *FUND TYPES*

EXP=EXPECTED IS=INTERSTATE PR=PRIMARY FH=FEDERAL HIGHWAYS
 ALT=ALTERNATE P=PRIMARY S=SECONDARY CN=COMMERCIAL/NON-PRIMARY FA=FEDERAL AVIATION
 DCF=DEFERRED UR=URBAN NC=NON-COMMERCIAL GF=GENERAL FUND
 TR=TRANSIT AP=AREA POPULATION IA=INT'L AIRPORT REVENUE
 HB=HARBORS DI=DISCRETIONARY OT=OTHER FUND
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*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$742.2	\$0.0	\$0.0	\$0.0	\$0.0				
1.2 PERCENT OF TOTAL											
88	NO	EXP	\$416.3	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	3rd St/Hamilton/Farewell
88	NO	EXP	\$1,554.8	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	23rd Avenue Extension
88	NO	EXP	\$164.6	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	3rd Avenue Signal
88	NO	EXP	\$713.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Barnette St Widening
88	NO	EXP	\$186.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Illinois St Rehab
88	NO	EXP	\$475.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Old Steese, Wendell-Exoway-PE
88	NO	EXP	\$600.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Lacey-Noble Connec PE/ROW
88	NO	EXP	\$200.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Kinnie St Corridor
88	NO	EXP	\$225.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Lathroo ST, S Fairbanks Exoway, Van Horn PE
88	NO	EXP	\$650.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Market/Washington/Rewak PE
88	NO	EXP	\$2,000.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Old Rich Hwy Reconstr
88	NO	EXP	\$475.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Wendell St. Widening P.E.
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$7,668.9	\$0.0	\$0.0	\$0.0	\$0.0				
12.7 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$68,283.1								

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

IS=INTERSTATE
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TR=TRANSIT
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CLASS TYPES (AVIATION)

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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
87	SE	EXP	\$6.3	\$0.0	\$0.0	\$0.0	\$0.0	BR	FH	4	PETERSON CREEK BRIDGE (CLEANUP)
87	SE	EXP	\$26.3	\$0.0	\$0.0	\$0.0	\$0.0	BR	FH	4	PE HWYS-SALMON CREEK BRIDGE REPLACEMENT & APPROACH -P.E.
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$32.6	\$0.0	\$0.0	\$0.0	\$0.0				
0.2 PERCENT OF TOTAL											
87	SE	EXP	\$586.6	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	4	EGAN DRIVE SPOT IMPROVEMENTS
87	SE	EXP	\$10.9	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	4	EGAN DRIVE SPOT IMPROVEMENTS (CLEANUP)
87	SE	EXP	\$320.6	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	2	KLONDIKE HWY. SLIDE REPAIR & GUARDRAIL (OVERRUN)
87	SE	EXP	\$31.4	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	2	KLONDIKE HWY. SNOW CONTROL STUDY
87	SE	EXP	\$2,152.9	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	1	KTN. SHUTTLE FERRY FACILITIES-CONST.
87	SE	EXP	\$16.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	4	PE HWYS-GLACIER HWY. INDIAN PT. TO TEE HARBOR
87	SE	EXP	\$22.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	4	PE HWYS-EGAN EXPRESSWAY IMPROVEMENTS-P.E.
87	SE	EXP	\$38.7	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	2	PE HWYS-HAINES HWY. - CHILKAT RIVER TO BORDER-P.E.
87	SE	EXP	\$205.5	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	1	PE HWYS-NORTH TONGASS - NEW UPPER ROUTE
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$3,365.4	\$0.0	\$0.0	\$0.0	\$0.0				
22.4 PERCENT OF TOTAL											
87	SE	EXP	\$53.0	\$0.0	\$0.0	\$0.0	\$0.0	PS	FH	4	HWY. HAZARD ELIMINATION-FY'87 (LOOP ROAD LIGHTS)
87	SE	EXP	\$75.0	\$0.0	\$0.0	\$0.0	\$0.0	PS	FH	4	JUNEAU PILOT RIDESHARE PROGRAM
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$128.0	\$0.0	\$0.0	\$0.0	\$0.0				
0.9 PERCENT OF TOTAL											
87	SE	EXP	\$124.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	DYER ROAD IMPROVEMENTS
87	SE	EXP	\$137.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	HAINES MUD BAY RD. BITUMINOUS SURFACE TREATMENT
87	SE	EXP	\$93.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	HAINES MUD BAY RD. SUPPLEMENTAL (OVERRUN)
87	SE	EXP	\$169.9	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	HAINES-MUD BAY ROAD-STAGE III-SUPPLEMENTAL
87	SE	EXP	\$13.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	HAINES-UNION ST. & SECOND AVE. INTERSECTION
87	SE	EXP	\$381.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	HARRIS RIVER TO CLARK BAY RECONSTRUCTION (CLEANUP)
87	SE	EXP	\$354.4	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	4	LUTAK ROAD-STAGE 1 (OVERRUN)
87	SE	EXP	\$8,221.5	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	1	NO. TONGASS HWY. -STAGE 1- WIDEN & PAVE
87	SE	EXP	\$127.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	PE HWYS-GUNNICK CREEK TO FERRY TERMINAL-UPGRADE
87	SE	EXP	\$283.1	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	PE HWYS-KAKE CITY STREETS - P.E.
87	SE	EXP	\$98.7	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	3	PE HWYS-SITKA AIRPORT ACCESS ROAD -P.E.
87	SE	EXP	\$5.4	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	1	PSG-FERRY TERMINAL TO 'H' ST. OVERLAY (CLEANUP)
87	SE	EXP	\$129.4	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	1	ZINDVIA HIGHWAY -UPGRADE & PAVE & (OVERRUN)

#EXP/ALT#	#CLASS TYPES (HWYS/OTHER)#	#CLASS TYPES (AVIATION)#	#FUND TYPES#
EXP=EXPECTED	IS=INTERSTATE	PR=PRIMARY	FH=FEDERAL HIGHWAYS
ALT=ALTERNATE	P=PRIMARY S=SECONDARY	CN=COMMERCIAL/NGN=PRIMARY	FA=FEDERAL AVIATION
DEF=DEFERRED	UR=URBAN	NC=NON-COMMERCIAL	GF=GENERAL FUND
	TR=TRANSIT	AP=AREA POPULATION	IA=INT'L AIRPORT REVENUE
	HB=HARBORS	DI=DISCRETIONARY	OT=OTHER FUND
	PF=PUBLIC FACILITY		

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$10,140.0	\$0.0	\$0.0	\$0.0	\$0.0				
67.6 PERCENT OF TOTAL											
87	SE	EXP	\$89.2	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	4	EAGLE BEACH OBSTACLE REMOVAL-HSIP- CONST.
87	SE	EXP	\$30.1	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	4	JUNEAU-EGAN DR/GLACIER HWY RPH'S- P.E. & CONST.-HSIP
87	SE	EXP	\$20.6	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	3	KATLIAN AVE. INTERSECTION-HSIP-CONST. (OVERRUN)
87	SE	EXP	\$7.0	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	4	LENA LOOP RD. INTERSECTION - P.E. -HSIP
87	SE	EXP	\$4.2	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	4	JNU- 10th/12th STREET TURN BAYS (CLEANUP)
87	SE	EXP	\$26.0	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	4	PE HWYS-LOOP/MALL/JAMES BLVD.-HSIP- P.E.
87	SE	EXP	\$168.1	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	4	WHITTIER ST. TRAFFIC SIGNAL - P.E. & CONST.- HSIP
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$353.2	\$0.0	\$0.0	\$0.0	\$0.0				
2.4 PERCENT OF TOTAL											
87	SE	EXP	\$43.9	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	KTN. CENTRAL BUSINESS DIST. - P.E. & UTIL.
87	SE	EXP	\$135.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	THIRD STREET PAVING
87	SE	EXP	\$60.5	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	DOUGLAS HIGHWAY TURNOUT-CONST. (OVERRUN)
87	SE	EXP	\$176.8	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	GLACIER HWY. SWITZER TO FRED MEYER (CLEANUP)
87	SE	EXP	\$52.5	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-GLACIER HWY. - PAVING & INTERSECTION-P.E.
87	SE	EXP	\$41.4	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	PE HWYS-KETCHIKAN VIADUCT DECK RECONSTRUCTION -PHASE I-P
87	SE	EXP	\$53.7	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-OLD GLACIER HWY. EXTENSION TO MCNUGGET
87	SE	EXP	\$84.9	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-OLD GLACIER HWY.-ROSS WAY TO EGAN-P.E.
87	SE	EXP	\$29.2	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-OLD GLACIER HWY.-SALMON CK. TO VANDERBUILT HILL-P
87	SE	EXP	\$31.3	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	RIVERSIDE DRIVE -STAGE 1-UTIL.
87	SE	EXP	\$257.9	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	TONGASS AVE. CHANNELIZATION & SIGNAL
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$777.1	\$0.0	\$0.0	\$0.0	\$0.0				
6.5 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$14,994.3								

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWYS/OTHER)

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
PF=PUBLIC FACILITY

CLASS TYPES (AVIATION)

PR=PRIMARY
CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
DI=DISCRETIONARY

FUND TYPES

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
88	SE	EXP	\$132.0	\$0.0	\$0.0	\$0.0	\$0.0	BR	FH	2	KLAUOCK RIVER BRIDGE REPLACEMENT-P.E., R.O.W., & UTIL.
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$132.0	\$0.0	\$0.0	\$0.0	\$0.0				
0.9 PERCENT OF TOTAL											
88	SE	EXP	\$225.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	1	PE HWYS- NORTH TONGASS- NEW UPPER ROUTE
88	SE	EXP	\$228.4	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	2	PE HWYS-HAINES HWY - CHILKAT RIV. TO BORDER - PHASE III
88	SE	EXP	\$183.7	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	2	PE HWYS-HAINES HWY. - CHILKAT TO BORDER-PHASE II
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$637.1	\$0.0	\$0.0	\$0.0	\$0.0				
4.2 PERCENT OF TOTAL											
88	SE	EXP	\$104.3	\$0.0	\$0.0	\$0.0	\$0.0	PS	FH	4	HWY. HAZARD ELIMINATION -FY '87 (FRITZ COVE GUARDRAIL)
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$104.3	\$0.0	\$0.0	\$0.0	\$0.0				
0.7 PERCENT OF TOTAL											
88	SE	EXP	\$424.2	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	ALSEK RD PAVING-SUPP.-DAN. RV. RD.
88	SE	EXP	\$242.1	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	ALSEK RD PAVING-SUPP.-WIDENING
88	SE	EXP	\$1,318.7	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	GUNNAK CR. TO FERRY TERMINAL- UPGRADE & SUPPLEMENTAL
88	SE	EXP	\$1,858.9	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	HOONAH ARTERIAL
88	SE	EXP	\$2,981.7	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	KAKE CITY STREETS-R.O.W. & UTIL.
88	SE	EXP	\$1,997.5	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	4	OLD GLACIER HWY. EXTENSION TO MCNUGGET INTERSECTION
88	SE	EXP	\$137.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	PE HWYS-HOONAH ARTERIAL STAGE II-F.T. TO AIRPORT
88	SE	EXP	\$124.1	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	PE HWYS-KAKE CITY STREETS- PE
88	SE	EXP	\$137.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	2	PE HWYS-KLAUOCK AIRPORT ACCESS ROAD-P.E.
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$9,181.2	\$0.0	\$0.0	\$0.0	\$0.0				
60.7 PERCENT OF TOTAL											
88	SE	EXP	\$76.5	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	4	LENA LOOP RD. INTERSECTION - CONST.-HSIP
88	SE	EXP	\$400.0	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	91	S.E. REGION -HSIP-'88
88	SE	EXP	\$549.3	\$0.0	\$0.0	\$0.0	\$0.0	SA	FH	4	LOOP/MALL/JAMES BLVD.-HSIP- UTIL. & CONST.
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$1,025.8	\$0.0	\$0.0	\$0.0	\$0.0				
6.8 PERCENT OF TOTAL											

EXP/ALT	*CLASS TYPES (HWYS/OTHER)*	*CLASS TYPES (AVIATION)*	*FUND TYPES*
EXP=EXPECTED ALT=ALTERNATE DEF=DEFERRED	IS=INTERSTATE P=PRIMARY S=SECONDARY UR=URBAN TR=TRANSIT HB=HARBORS DF=DEFINITION FACILITY	PR=PRIMARY CN=COMMERCIAL/NON-PRIMARY NC=NON-COMMERCIAL AP=AREA POPULATION DI=DISCRETIONARY	FH=FEDERAL HIGHWAYS FA=FEDERAL AVIATION GF=GENERAL FUND IA=INT'L AIRPORT REVENUE OT=OTHER FUND

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
88	SE	EXP	\$28.3	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	GLACIER HWY. PAVING AND INTER.-P.E.
88	SE	EXP	\$231.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	GLACIER HWY.-EGAN DRIVE TO SALMON CR. BRIDGE R.O.W. & UT
88	SE	EXP	\$488.7	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	KETCHIKAN VIADUCT DECK P.E. & RECONSTRUCT PHASE I
88	SE	EXP	\$974.1	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	KTN. CENTRAL BUSINESS DIST.
88	SE	EXP	\$228.4	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-OLD GLACIER HWY-PHASE II P.E. (MCNUGGET TO LOOP)
88	SE	EXP	\$62.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-OLD GLACIER HWY.-ROSS WAY TO EGAN DRIVE
88	SE	EXP	\$91.4	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	PE HWYS-OLD GLACIER HWY.-SALMON CR. TO VANDERBILT HILL
88	SE	EXP	\$742.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	4	RIVERSIDE DRIVE - STAGE I-CONSTRUCTION
88	SE	EXP	\$1,278.9	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	1	TONGASS AVE. TRAFFIC IMPROVEMENTS
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$4,044.8	\$0.0	\$0.0	\$0.0	\$0.0				
			26.7 PERCENT OF TOTAL								
TOTAL FHWA FUND			\$15,125.2								

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

IS=INTERSTATE
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UR=URBAN
TR=TRANSIT
HW=HARBORS
PF=PUBLIC FACILITY

CLASS TYPES (AVIATION)

PR=PRIMARY
CN=COMMERCIAL/NON-PRIMARY
NC=NON-COMMERCIAL
AP=AREA POPULATION
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FUND TYPES

FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** ALASKA MARINE HIGHWAY SYSTEM ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
87	AMHS	EXP	\$80.2	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	1	KETCHIKAN FERRY TERM RENOV. PE
87	AMHS	EXP	\$3,088.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	92	TUSTUMENA REFURB PH 1 (128/86/21/14)
87	AMHS	EXP	\$200.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	99	VESSEL SEWAGE TREATMENT
87	AMHS	EXP	\$213.6	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	91	COLUMBIA REFURB (MODERNIZATION) PE
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$4,173.8	\$0.0	\$0.0	\$0.0	\$0.0				
46.8 PERCENT OF TOTAL											
87	AMHS	EXP	\$363.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	VALDEZ FERRY TERM (128/86/21/12)
87	AMHS	EXP	\$2,085.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	WHITTIER FERRY TERM (95/85/14/18)
87	AMHS	EXP	\$306.2	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	CORDOVA FENDER SYSTEM(128/86/21/11)
87	AMHS	EXP	\$366.5	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	LECONTE GALLEY & FIN. (128/86/21/13)
87	AMHS	EXP	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	HIGH SPD FERRY SYS. (PE-128/86/21/6)
87	AMHS	EXP	\$30.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	AURORA HAND. ACCESS (FY88 REQUEST)
87	AMHS	EXP	\$150.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	3	SITKA FERRY TERMINAL PE
87	AMHS	EXP	\$150.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	CORDOVA FERRY TERMINAL RECOATING
87	AMHS	EXP	\$920.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	S.E. SECONDARY TERMINAL RECOATING
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$4,451.9	\$0.0	\$0.0	\$0.0	\$0.0				
49.9 PERCENT OF TOTAL											
87	AMHS	EXP	\$300.0	\$0.0	\$0.0	\$0.0	\$0.0	SF	FH	2	CLARK BAY STAGING (128/86/21/9)
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$300.0	\$0.0	\$0.0	\$0.0	\$0.0				
3.4 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$8,925.7								

EXP/ALT

CLASS TYPES (HWAYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

IS=INTERSTATE
P=PRIMARY S=SECONDARY
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AP=AREA POPULATION
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FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
DT=OTHER FUND

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM -

April 15, 1987

*** ALASKA MARINE HIGHWAY SYSTEM ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
88	AMHS	EXP	\$47.2	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	6	SEWARD FERRY TERM PE
88	AMHS	EXP	\$42.5	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	4	ALUKE BAY SEC. TERM PE
88	AMHS	EXP	\$2,601.3	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	27	KODIAK FERRY TERMINAL
88	AMHS	EXP	\$500.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	91	MALASPINA REFURB PE (COMPLETE)
88	AMHS	EXP	\$2,092.4	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	1	KETCHIKAN FERRY TERM RENOV.
88	AMHS	EXP	\$1,827.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	91	COLUMBIA MODERNIZATION
88	AMHS	EXP	\$663.8	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	91	MALASPINA ASBESTOS REMOVAL
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$7,774.2	\$0.0	\$0.0	\$0.0	\$0.0				
80.5 PERCENT OF TOTAL											
88	AMHS	EXP	\$400.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	AURORA HANDICAPPED ACCESS
88	AMHS	EXP	\$571.4	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	HIGH SPEED FERRY SYSTEM
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$971.4	\$0.0	\$0.0	\$0.0	\$0.0				
10.1 PERCENT OF TOTAL											
88	AMHS	EXP	\$913.5	\$0.0	\$0.0	\$0.0	\$0.0	SF	FH	91	SITKA TERMINAL REHABILITATION
TOTAL BY CLASS TYPE FISCAL YEAR '88 EXP			\$913.5	\$0.0	\$0.0	\$0.0	\$0.0				
9.5 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$9,659.1								

EXP/ALT

CLASS TYPES (HMWS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
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FH=FEDERAL HIGHWAYS
FA=FEDERAL AVIATION
GF=GENERAL FUND
IA=INT'L AIRPORT REVENUE
OT=OTHER FUND

ROAD/ROUTE LANE MILES BY FEDERAL CLASSIFICATION
WITHIN THE DOT/PF REGIONS

<u>CLASS.</u>	<u>CENTRAL</u>	<u>NORTHERN</u>	<u>SOUTHEAST</u>	<u>MARINE</u>	<u>TOTAL</u>
FAP	139.89	1,574.91	108.58	844.00	2,667.38
FAS	665.75	1,028.98	285.96	640.30	2,620.99
FAU	111.29	47.93	97.43	-0-	256.65

TOTAL	916.93	2,651.82	491.97	1,484.3	5,545.02

<u>CLASS.</u>	<u>CENTRAL</u>	<u>NORTHERN</u>	<u>SOUTHEAST</u>	<u>TOTAL</u>
FAP	139.89	1,574.91	108.58	1,823.38
MARINE	161.00	-0-	683.00	844.00
FAS	665.75	1,028.98	285.96	1,980.69
MARINE	487.00	-0-	153.30	640.30
FAU	111.29	47.93	97.43	256.65

TOTAL	1,564.93	2,651.82	1,328.27	5,545.02

NOTE: FAP: FEDERAL-AID PRIMARY
FAS: FEDERAL-AID SECONDARY
FAU: FEDERAL-AID URBAN

NOTE: FIGURES DERIVED FROM THE DOT/PF ALASKA LAND AND MARINE
HIGHWAY FUNCTIONAL CLASSIFICATION, FEDERAL-AID AND STATE
MAINTAINED ROUTES

DISTRICTS CONTAINED IN DOT/PF REGIONS

<u>CENTRAL REGION</u>	<u>NORTHERN REGION</u>	<u>SOUTHEAST REGION</u>
KENAI-COOK INLET	INTERIOR HIGHWAYS	KETCH--WRANG-PETERS
PRINCE WILLIAM SD.	FAIRBANKS	INSIDE PASSAGE
ANCHORAGE	NORTH SLOPE-KOTZ.	BARANOF-CHICHAGOF
MATANUSKA-SUSITNA	NORTON SOUND	JUNEAU
INTERIOR RIVERS		
LOWER KUSKOKWIM		
BRISTOL BAY-ALEUTIAN IS.		
KODIAK-E. AK PENINSULA		

TOTAL FEDERAL-AID HIGHWAY APPROPRIATIONS BY REGION FY84-1987
(THOUSANDS OF DOLLARS)

<u>REGION</u>	<u>FY 84</u>	<u>FY 85</u>	<u>FY 86</u>	<u>FY 87</u>
CENTRAL	\$132,692.0	\$18,948.0	\$ 91,097.0	\$151,962.6
NORTHERN	62,637.0	38,204.0	100,330.0	76,122.0
SOUTHEAST	5,652.0	14,582.0	24,040.0	19,739.0

TOTAL	\$200,981.0	\$71,734.0	\$215,467.0	\$247,823.6

<u>REGION</u>	<u>TOTAL FEDERAL-AID APPROPRIATION FY84-1987</u> (THOUSANDS OF DOLLARS)	<u>(PERCENTAGE)</u>
CENTRAL	\$394,699.6	.53
NORTH	\$277,293.0	.38
SOUTHEAST	\$ 64,013.0	.09

TOTAL	\$736,005.6	1.00

NOTE: FIGURES BASED ON INFORMATION COMPILED BY THE HOUSE RESEARCH AGENCY

TABLE 1
 FEDERAL AID HIGHWAY APPROPRIATIONS BY ELECTION DISTRICT FY 1984-1987
 (thousands of dollars)

DISTRICT NAME	HOUSE ELECTION DISTRICT	FY 84		FY 85		FY 86		FY 87	
		Approp.	% of total funds	Approp.	% of total funds	Approp.	% of total funds	Approp.	% of total funds
KETCHIK-WRANGL-PETRSBG	1	0.0	0.0%	7,222.0	10.1%	10,350.0	4.8%	5,800.0	2.3%
INSIDE PASSAGE	2	1,788.0	0.9%	4,508.0	6.3%	6,210.0	2.9%	13,804.0	5.6%
BARANOF-CHICHAGOF	3	0.0	0.0%	0.0	0.0%	900.0	0.4%	0.0	0.0%
JUNEAU	4	3,864.0	1.9%	2,852.0	4.0%	6,580.0	3.1%	135.0	0.1%
KENAI-COOK INLET	5	0.0	0.0%	0.0	0.0%	11,000.0	5.1%	300.0	0.1%
PRINCE WILLIAM SOUND	6	1,039.0	0.5%	3,036.0	4.2%	2,380.0	1.1%	5,550.0	2.4%
ANCHORAGE	7-15	119,958.0	59.7%	15,544.0	21.7%	74,432.0	34.5%	136,827.6	55.2%
MATANUSKA-SUSITNA	16	10,795.0	5.4%	368.0	0.5%	3,285.0	1.5%	8,985.0	3.6%
INTERIOR HIGHWAYS	17	33,397.0	16.6%	32,802.0	45.7%	36,690.0	17.0%	24,174.0	9.8%
FAIRBANKS	18-21	20,020.0	10.0%	5,402.0	7.5%	45,960.0	21.3%	46,957.0	19.0%
NORTH SLOPE-KOTZEBUE	22	0.0	0.0%	0.0	0.0%	13,000.0	6.0%	0.0	0.0%
HORTON SOUND	23	9,220.0	4.6%	0.0	0.0%	4,680.0	2.2%	4,981.0	2.0%
INTERIOR RIVERS	24	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
LOWER KUSKOKWIM	25	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
BRISTOL BAY-ALEUTIAN IS	26	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
KODIAK-EAST AK PENINSULA	27	900.0	0.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%
TOTAL		200,981.0		71,734.0		215,467.0		247,823.6	

Prepared by the House Research Agency February 1987 (87-151;860506-01).

APPORTIONMENTS - FEDERAL-AID HIGHWAY ACT 1976, 1978 & 1982

April 21, 1986

	FY 1977	FY 1978	FY 1979	FY 1980	FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	FY 1986
CONSOLIDATED PRIMARY	55,871,200	55,838,096	50,398,753	55,708,271	59,148,076	48,694,500	58,751,105	66,951,843	74,587,076	75,926,642
RURAL SECONDARY	25,589,840	25,575,675	26,357,883	28,569,725	31,569,413	21,609,801	34,371,909	34,718,415	34,777,593	33,274,931
URBAN SYSTEM	4,677,454	4,678,014	3,841,894	3,841,894	3,841,894	3,841,894	3,841,895	3,881,097	3,881,097	3,714,210
Subtotal	86,138,494	86,091,785	80,598,530	88,119,890	94,559,383	73,146,195	97,004,909	105,551,355	113,245,766	112,915,783
INTERSTATE (1980)	-0-	-0-	15,607,695	(FY 81) 16,858,287	(FY 82) 16,608,287	(FY 83) 14,887,340	(FY 84) 17,731,970	(FY 85 Partial) 9,850,000	(FY 85 Remainder and FY 86) 26,005,970	(FY 87) 17,157,082
INTERSTATE 4R (1983)	-0-	-0-	-0-	-0-	-0-	(FY 83) 6,517,212	(FY 84) 15,628,167	(FY 85) 19,538,997	(FY 86) 23,102,126	(FY 87) 24,629,480
Subtotal	-0-	-0-	15,607,695	16,858,287	16,608,287	21,404,552	33,360,137	29,368,997	49,108,096	41,786,562
SAFETY										
Sec. 203 Railway-Highway Protective Devices	11,700	835,297	324,601	100,000	1,439,664	1,437,811	1,446,550	1,462,180	1,460,835	1,399,673
Railway-Highway Hazard Elimination	-0-	700,000	1,691,581	1,441,905	1,439,665	1,437,812	1,446,551	1,462,180	1,460,814	1,399,673
Rail-Highway Crossing Offsystem	-0-	409,632	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Sec. 205 Pavement Marking Demonstration	150,000	150,000	150,000	150,000	150,000	-0-	-0-	-0-	-0-	-0-
Sec. 209 High-Hazard Locations	4,120,640	2,594,793	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Sec. 202 Hazard Elimination	-0-	-0-	1,479,260	2,076,905	735,000	980,000	980,000	990,000	990,000	947,430
Sec. 219 Safer Offsystem Roads	9,396,769	8,983,862	7,314,302	7,319,234	7,327,852	7,345,635	-0-	-0-	-0-	-0-
Subtotal	13,679,109	13,673,584	10,959,964	11,488,044	11,668,581	11,201,258	3,873,101	3,914,360	3,911,669	3,746,776
OTHER										
MPR Planning and Research	1,311,752	1,311,040	1,465,068	1,604,285	1,695,953	1,445,948	2,036,551	1,958,496	2,512,729	2,418,908
MIA (U) Planning	146,014	116,014	153,738	164,763	170,868	161,700	226,625	246,263	261,113	261,500
Economic Growth Center	2,865,235	2,875,818	2,819,676	2,821,569	2,465,844	2,681,201	576,835	-0-	-0-	-0-
Bridge Replacement	163,186	164,768	1,570,000	2,195,000	2,320,435	1,705,000	3,368,700	3,517,682	3,773,781	4,139,463
Bridge Replacement (Discretionary)	-0-	-0-	20,741,000	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Subtotal	4,486,187	4,497,660	26,749,482	6,785,617	6,653,120	5,993,849	6,208,711	5,722,441	6,547,623	6,819,871
UNCLASSIFIED HIGHWAYS	2,660,820	2,757,543	3,013,198	2,790,265	2,790,265	2,790,265	4,201,523	2,790,265	3,240,000	-0-
PUBLIC LANDS HIGHWAYS	-0-	777,472	1,575,000	1,500,000	1,060,000	1,210,000	3,500,000	3,500,000	1,500,000	-0-
GRAND TOTAL	106,948,610	107,798,044	138,503,869	127,812,103	132,859,636	118,186,119	148,148,381	150,867,418	177,853,154	165,268,992



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

P.O. Box 21648
Juneau, Alaska 99802-1648

April 10, 1987

HEC-AK
060

The Honorable Lyman Hoffman
Alaska State House of Representatives
P.O. Box V
Juneau, Alaska 99801

Attention: Laurie Nottingham

Dear Representative Hoffman:

During a recent conversation concerning HB 213, Ms. Nottingham asked for some background information concerning the origin of the formulas used for apportioning the Federal-Aid Highway funds for the primary, secondary and urban systems.

The very first Federal-Aid Highway Bill which was passed in 1916, distributed the funds on essentially the same basis as we use today: 1/3 according to area, 1/3 according to population, and 1/3 according to road mileage. The purpose of the bill was to develop a system of roads radiating from the towns and railway stations out among the farms. The concept was wholeheartedly endorsed and debate revolved almost entirely about the apportionment formula and the exclusion of places of more than 2,500 population from the benefits of the Act.

Discussions of the factors were very similar to the debates which still occur today when each new Federal-Aid Highway Bill is introduced. Opponents of the 1916 bill claim that the apportionment formula gave the wealthier States, which contributed most of the Federal revenues, less than their fair share of the the road benefits, and they were particularly bitter that the cities, which contributed a very large share of the revenue in all States, got nothing at all from the bill. The rural road advocates replied that the wealthy States and the cities had already received more than their fair share of the national income in other forms, such as expensive post offices and public buildings, harbor improvements, veterans pensions (1/3 of the pensioners lived in six eastern States) and, most of all, in shelters of their industries behind a high protective tariff. Despite these problems the bill was passed by a considerable margin.

It was not until 1944, that Congress specifically allocated funds for roads in urban areas. These funds were apportioned in the ratio that their urban population (cities of 5,000 population) had to the national urban populations.

Representative Hoffman

-2-

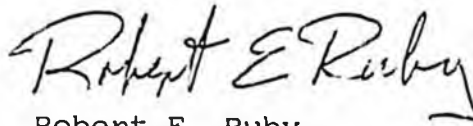
April 10, 1987

A review of our files show that for Fiscal 1986, \$32.1 million was authorized for work on the urban system in Alaska. Our annual FY 86 apportionment on the urban system was \$3.7 million.

I hope this information will be of assistance.

Sincerely yours,

Barry F. Morehead
Division Administrator

A handwritten signature in cursive script that reads "Robert E. Ruby". The signature is written in dark ink and is positioned above the typed name of the signatory.

By: Robert E. Ruby
Assistant Division Administrator

LETTER OF INTENT
CSHB 213 (TRSP)

It is the intent of the Legislature to ensure fair and equitable distribution of federal-aid highway program funds throughout the entire state.

It is the intent of the Legislature to take into account the uniqueness of the marine highway system as a viable transportation route and allocate 9% of the federal-aid highway program funds for this purpose, and that the remaining funds (91%) shall be distributed to each of the Department of Transportation and Public Facilities' administrative regions for specified highway programs on a formula basis. The formulas for determining funding for each highway program are as follows:

HIGHWAY PROGRAM	WEIGHT	REGION FACTORS
Primary	1/3	urban population
	2/9	rural population
	2/9	federal-aid route/road miles
	2/9	area
Secondary	1/3	rural population
	1/3	federal-aid route/road miles
	1/3	area
Urban	1	population

It is the intent of the Legislature to direct the Department of Transportation and Public Facilities to implement the formula funding as provided in HB 213. The Department shall establish project ranking criteria for each highway program (primary, secondary and urban). Project ranking would determine the priority of designated federal-aid highway projects for each highway program that require funding.

It is the intent of the Legislature to allow the department to reallocate surplus federal-aid highway program funds among regions of the state within the specific highway programs provided all qualified highway projects within the region have been funded. Furthermore, the department may only transfer federal-aid funds among federal-aid highway programs when all qualified projects are funded and a surplus of federal funds exists. Any surplus federal-aid highway program funds shall be transferred first to secondary roads, then to primary roads, and then urban roads. If all qualified highway projects that are eligible for funding under the federal-aid highway programs are funded then the surplus funds may be transferred to the federal-aid interstate program.

Letter of Intent

-Page 2-

It is the intent of the Legislature to allow up to six years from the effective date of HB 213 for the Department of Transportation and Public Facilities to phase in the federal-aid highway program funding formula. The minimum amount of funding that must be specifically allocated to each region's highway programs for the phase in period are as follows:

<u>YEAR</u>	<u>PHASE IN PERCENTAGE</u>
1987	22%
1988	42%
1989	60%
1990	66%
1991	90%
1992	100%

It is the intent of the Legislature that this funding schedule be used as a temporary alternative to the federal-aid highway program funding formula in HB 213, and urges the Department of Transportation and Public Facilities to establish policy that will conform to the federal-aid highway program funding formula as quickly as possible.

It is the intent of the Legislature that the department's policy and funding decisions shall be more responsive to rural communities in Western, Southwestern and Southcentral Alaska, and to safety conditions on existing federal-aid highways; and to economic and commercial development on existing and/or potential new federal-aid highways in all areas of the state.



Rep. Bette Cato, Chairman
House Transportation Committee

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: CSHB 213

Publish Date: _____

REQUEST 5-4-87

Revision Date: 5-6-87

Title: "An Act relating to allocation of federal-aid highway funds"

Sponsor: Hoffman et al

Requestor: House Transportation

Agency Affected: DOT&PF

BRU: Statewide Plans, Programs and Budget

Components: Plans, Programs and Budget

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (IARF)						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (SEE ATTACHED)

Prepared by: Ron B. Lind *RL* Phone: 465-2171
 Division: Plans, Programs and Budget Date: 5-6-87
 Approved by Commissioner: *M. L. S. H.* Date: 5-6-87
 Agency: Department of Transportation and Public Facilities

Distribution (by preparer):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)
 Senate Secretary

FISCAL NOTE

Page 2

Bill Version: CSHB 213

Title: "An Act relating to allocation of federal-aid highway funds"

ANALYSIS: The Committee Substitute for House Bill 213 provides the department with enough flexibility to prevent the loss of federal obligation authority outlined in our previous fiscal note.

We assume that "qualified projects" are those projects which have all federally required documentation and are in the headquarters FHWA programming unit awaiting submission to FHWA. We would review the funding status within the federal category and region when a project is submitted for obligation. If there were not sufficient funding available we would review the status of other regions and federal categories compared to the projects that are pending. If there were not "qualified projects" pending at headquarters we would proceed with the programming action. The record keeping for these activities would be a slight increase in effort, however it would not be significant. If a more complicated review process is desired, we would require additional funding in the operating budget to carry it out.

Examples of Effects of CSHB213 on the
Department of Transportation and Public Facilities

May 6, 1987

- (1) Current Practice: Our Six Year Plan anticipates the addition of two lanes to the Glenn Highway between Eklutna and the Parks Highway in FY 89, 90 and 91. These improvements require over \$50 million in federal funds, and would typically be funded with Interstate and Primary funds.

Under CSHB 213: We would be restricted to the use of Interstate apportionments to fund these improvements. If other qualified projects were ready to obligate, we would need to stretch out the implementation of these much needed improvements to the Glenn Highway, or pursue alternative funding sources.

- (2) Current Practice: As indicated in our Position Paper on HB213, we currently plan to make major improvements to roads on Alaska's urban systems, particularly in Anchorage and Fairbanks. The use of primary and secondary apportionments on these projects is made possible by Subsection 118(f) of Title 23, U.S.C.

Under CSHB213: Each time a project needed funding and the regional share of the appropriate apportionment were depleted, the department would need to review whether or not there were other qualified projects to use the funds. A surplus would need to exist in both the secondary and primary programs before most urban system projects could be funded. This process would likely delay much needed highway improvements in Alaska's urban areas.

- (3) Current Practice: The budgeting process encourages greater use of federal-aid resources to meet improvement needs on the Alaska Marine Highway System (AMHS). The actual pace of project development has not yet reached the spending level identified in the budget process.

Under CSHB213: The bill requires the department to allocate and expend 9% of primary and secondary funds for AMHS improvements. If not enough projects were ready to fully utilize this setaside, we would need to find a mechanism to transfer excess funds to qualified projects in other regions. If the funding requirements of the AMHS exceed 9%, some mechanism would be needed to provide the extra funding or project delays could result. This won't be a problem if we can assume the AMHS can be construed as an "administrative region."

- (4) Current Practice: The department cautiously evaluates the need for extensions to the primary or secondary systems. Given the large unmet needs for improvements to the existing system, the department has focused its resources on improving and modernizing these routes.

Under CSHB213: The emphasis could shift to developing new routes, particularly on the Secondary System, to meet the legislative intent for an ambitious secondary program. Building these new routes would require millions of dollars each year, and would create an ongoing requirement for additional maintenance and operations funding.

- (5) Current Practice: Each year many safety problems are investigated through preliminary engineering starts under the Highway Safety Improvement Program. If the proposed solution to the safety problem requires a significant amount of funding for construction it is frequently funded with secondary or primary apportionments instead of safety funding.

Under CSHB213: The department could no longer routinely fund higher cost safety improvements with other apportionments. Whenever such safety projects were on the urban system, we would have to see if any urban, primary or secondary apportionments were available to fund the safety work. Alternatively, we could use safety funding for construction, and delay the start-up of other safety investigations.

- (6) Current Practice: Currently projects in the urban areas are evaluated based on a needs criteria without regard to the amount of funding that is available for the federal urban system. Currently the federal urban system category provides approximately \$3.6 million annually; however, we have been programming over 10 times this amount because of the needs evaluation.

Under CSHB213: The department would assume that this bill is directing the department to change our program to assure that our project development provided "qualified projects" in the amounts approximating the levels provided by the federal categories. This would mean we would reduce the levels of projects we would be proposing on the urban system to approximate the \$3.6 million in funding that is available annually. This would be a significant reduction in effort. The specific projects which would be proposed would continue to be identified through the existing AMATS and similar planning processes.

Statement by Representative Hoffman
on HB 213
March 30, 1987

House Bill 213 (An Act relating to allocation of federal-aid highway funds; and providing for an effective date.) is a vehicle to provide a "fair and equitable" solution to the allocation and expenditure of federal-aid highway program funds throughout the state.

The "federal-aid highway program" specified in this bill pertains to those roads within the state that are designated as federal-aid primary, federal-aid secondary, and federal-aid urban. This bill does not effect other federal-aid highway allocations such as: the interstate system, hazard elimination, and highway safety.

Currently, federal-aid highway funds are allocated among states by the federal government based on such factors as area, rural population, urban population, road miles, etc.

This bill requires the Alaska Department of Transportation and Public Facilities (DOT/PF) to allocate obligated federal-aid highway program funds within the regions of this state according to the same formulas that the federal government uses to allocate funds among the states.

Under the provisions of HB 213, DOT/PF would be mandated to fund each designated road classification according to the proportion identified under the federal-aid highway obligation. This means, for example, the federal-aid highway funds may not be transferred from use on primary to urban roads.

House Bill 213 does permit DOT/PF to transfer funds between regions of the state. The Department may transfer up to 50% of the funds designated for one region into another region, thereby insuring that major road construction needs within a region may be met.

PACKET INDEX

HOUSE BILL - AN ACT RELATING TO ALLOCATION OF FEDERAL-AID
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ALASKA STATUTES 19.05.040 - 19.15.040

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- APPORTIONMENT FORMULAS
- FEDERAL-AID HIGHWAY APPROPRIATIONS BY ELECTION
DISTRICT FY 1984-1987
- PROJECT BREAKDOWN BY DISTRICT APPROPRIATIONS
- FEDERAL-AID HIGHWAY SYSTEM MAPS

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ALASKA LAND AND MARINE HIGHWAY FUNCTIONAL CLASSIFICATION
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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
PROJECT RANKING CRITERIA FOR CAPITAL IMPROVEMENT PROJECTS

DOT/PF CENTRAL REGION FY88 FEDERAL HIGHWAY PROGRAM
DESCRIPTION AND CHART FROM THE SIX-YEAR PLAN

1 IN THE HOUSE

BY HOFFMAN

HOUSE BILL NO.

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to allocation of federal-aid highway
7 funds; and providing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 19.15 is amended by adding a new section to read:

10 Sec. 19.15.050. ALLOCATION OF FEDERAL AID. (a) The department
11 shall allocate and expend federal-aid highway funds received for a
12 federal-aid highway program among the administrative regions of the
13 department for qualified projects in the same proportion as the
14 eligibility of each region bears to the total eligibility of the state
to receive the funds.

16 (b) Subject to (c) of this section, the department may transfer
17 a maximum of 50 percent of the federal-aid highway funds allocated to
18 a region under (a) of this section to qualified projects in another
19 region.

20 (c) The department may not transfer federal-aid highway funds
21 among federal-aid highway programs.

22 (d) In this section "federal-aid highway program" means the
23 federal-aid primary system, the federal-aid secondary system, or the
24 federal-aid urban system.

25 * Sec. 2. This Act takes effect July 1, 1987.
26
27

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

POUCH Y STATE CAPITOL
JUNEAU, ALASKA 99811
907 465-3800

MEMORANDUM

March 13, 1987

SUBJECT: Section-by-section analysis of 5-0834A
TO: Representative Lyman Hoffman
FROM: George Utermohl *GU*
Legislative Counsel

The following is the section-by-section analysis of Work Order 5-0834A requested by Lori Nottingham of your staff.

A section-by-section analysis or summary of a bill should not be considered an authoritative interpretation of a bill, and the bill itself is the best statement of its contents.

Section 1. Section 1 of the bill adds a new section to AS 19.15 providing for the allocation and expenditure of federal funds received for certain federal-aid highway programs.

Sec. 19.15.050(a) requires the Department of Transportation and Public Facilities to allocate and expend federal funds received for certain federal-aid highway programs within each of the administrative regions of the department in the proportion that the region contributes to the total eligibility of the state for federal funds. Federal funds are allocated to the states based on such factors as area, rural population, urban population, road miles, etc. This provision requires the department to allocate and expend the federal funds among the regions established by the department according to the same formulas that the federal government uses to allocate the funds among the states.

Sec. 19.15.050(b) allows the department to reallocate funds from one region of the state to another up to a maximum of 50 percent. Funds reallocated to another region may not be transferred to fund a different kind of highway program in the other region.

Sec. 19.15.050(c) prohibits the department from transferring federal-aid funds from one kind of federal-aid highway program to another.

Representative Hoffman
Page 2
March 13, 1987

Sec. 19.15.050(d) defines the term "federal-aid highway program" to mean either the federal-aid primary system, the federal-aid secondary system, or the federal-aid urban system. As a result of this definition this section does not require allocation of other federal-aid highway program funds among regions of the state; federal-aid highway programs exempt from this section include the federal-aid interstate system, hazard elimination program, and highway safety program.

Sec. 2. Section 2 of this bill establishes July 1, 1987 as the effective date of this Act.

GU:mkr
m9/145

STATE OF ALASKA
THE LEGISLATURE

POUCH Y STATE CAPITOL
JUNEAU, ALASKA 99811
907 465 3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

April 27, 1987

SUBJECT: Section-by-section analysis of CSHB 213 ()
TO: Representative Lyman Hoffman
FROM: George Utermohle *GU*
Legislative Counsel

The following is the section-by-section analysis of CSHB 213 () dated April 27, 1987 requested by Lori Nottingham of your staff.

A section-by-section analysis or summary of a bill should not be considered an authoritative interpretation of a bill. The bill itself is the best statement of its contents.

Section 1. Section 1 of the bill adds a new section to AS 19.15 providing for the allocation and expenditure of federal funds received for certain federal-aid highway programs.

Sec. 19.15.050(a) requires the Department of Transportation and Public Facilities to allocate and expend nine percent of federal funds received for certain federal-aid highway programs on qualified projects in the marine highway system. The department shall allocate and expend the remaining 91 percent of federal-aid highway funds within each of the administrative regions of the department. Federal funds are allocated to the states based on such factors as area, rural population, urban population, rural delivery route mileage, etc. This provision requires the department to allocate and expend the federal funds among the regions established by the department according to the same formulas that the federal government uses to allocate the funds among the states, except that for primary and secondary road systems the department shall use federally designated primary and secondary road mileage, as appropriate, in the formulas in lieu of rural delivery route mileage.

Sec. 19.15.050(b) allows the department to reallocate surplus funds from one region of the state to another if all

qualified highway projects within the region have been funded.

Sec. 19.15.050(c) prohibits the department from transferring federal-aid funds from one kind of federal-aid highway program to another unless all qualified projects eligible for funding by one of the federal-aid highway programs are funded and a surplus of federal funds still exists. Any surplus federal funding available must be allocated first to secondary roads, then primary roads, and then urban roads. If all qualified highway projects eligible for funding under the federal-aid secondary system, the federal-aid primary system and the federal-aid urban system are fully funded, then the surplus funds may be transferred to the federal-aid interstate program.

The interaction of subsections (b) and (c) require surplus funds to be used to fund qualified projects within each region before funds can be transferred to other regions.

Sec. 19.15.050(d) defines the term "federal-aid highway program" to mean either the federal-aid primary system, the federal-aid secondary system, or the federal-aid urban system. As a result of this definition, this bill does not require allocation of other federal-aid highway program funds among regions of the state; federal-aid highway programs exempt from this section include the federal-aid interstate system, hazard elimination program, and highway safety program.

The term "qualified project" is defined as a highway project eligible for federal-aid highway funds that receives any points under the criteria used by the Department of Transportation and Public Facilities for ranking priorities for highway projects.

Sec. 2. Section 2 of this bill establishes July 1, 1987, as the effective date of this Act.

GU:mkr
m11/084

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sions of the Administrative Procedure Act, sections 551 et seq. and 701 et seq. of Title 5, when providing for alternative procedure for approving state highway safety plans and failure of the Federal Highway Administration to open meetings with a particular organization to the public pursuant to Federal Advisory Committee Act, Appendix I of Title 5. *Id.*

3. Regulations

Under this section, Federal Highway Administration's duty to promulgate regulations pertaining to states' plans for certification acceptance is mandatory, although agency is vested with some discretion in deciding what type of regulations are necessary. *Center for Auto Safety v. Tiemann, D.C.D.C.1977, 428 F.Supp. 118.*

In light of Federal Highway Administration's pending reconsideration of regulations pertaining to certification acceptance plans under this section, there was no final agency action which court could review in action challenging such regulation; however, if agency did not complete reconsideration of regulations within reasonable period of time, agency would run risk of having its failure to act treated, upon appropriate motion made by plaintiffs, as final reviewable agency action. *Id.*

In the absence of any showing of prejudice as to Federal Highway Administration acceptance of Georgia's certification acceptance plan for highway safety standards pursuant to original tainted regulations governing certification applications, since nonprofit organization which challenged the regulations and the certification was able to comment on the plan while it was pending, and since the organization was entitled to substantive judicial review of the acceptance of the certification, court would not set aside approval of the Georgia plan because of the procedural irregularities in the adoption of the regulations. *Center for Auto Safety v. Tiemann, D.C.D.C.1976, 414 F.Supp. 215, remanded on other grounds 580 F.2d 689.*

4. Judicial review

Finding of Federal Highway Administration that state had capability to insure that safety standards were contained in state's plan for certification acceptance under this section was not sufficiently explained to afford court proper basis for judicial review, in view of failure of agency to inform court as to which portions of exhibits consisting of thousands of pages were relied upon by agency in making such determination, and thus case would be remanded to agency for clarification. *Center for Auto Safety v. Tiemann, D.C.D.C.1977, 428 F.Supp. 118.*

While Federal Highway Administrator's decision to employ certification acceptance procedures for state highway safety plan is unreviewable, his decision to approve a state certification is dependent upon mandatory findings and is therefore subject to judicial review. *Center for Auto Safety v. Tiemann, D.C.D.C.1976, 414 F.Supp. 215, remanded on other grounds 580 F.2d 689.*

5. Safety standards—Generally

When Federal Highway Administration approves state's certification acceptance plan under this section, agency must make finding that state has the capability to insure that safety standards

will be enforced. *Center for Auto Safety v. Tiemann, D.C.D.C.1977, 428 F.Supp. 118.*

6. — Factors considered

Under provision of this section authorizing Secretary of Transportation to accept certification from a state on finding that its highway projects will be carried out in accordance with state laws and standards which will accomplish policies and objectives of this title, it is for the Secretary to determine factors relevant to a "capability" finding and the appropriate method for making such a finding; hence, "Certification Acceptance" regulation which specifies reports, etc., that may be examined in evaluating the state's performance and resources is not deficient for failure to include a comprehensive list of specific factors for making a capability finding. *Center for Auto Safety v. Bowers, D.C.D.C.1979, 466 F.Supp. 829.*

Fact that some documents provided by Secretary of Transportation and Administrator of Federal Highway Administration were prepared after acceptance of Georgia's certification that federal aid highway projects would be carried out in

accordance with state laws and standards that met objectives of this title did not undermine the award where there was no post hoc rationalization and subsequent material was relevant to determining continuing adequacy of the state plan and review of such documents was proper in face of court's recognition of possibility of future consideration of the capability finding. *Id.*

7. Substantial evidence

Decision of Secretary of Transportation and Administrator of Federal Highway Administration to accept Georgia's certification of safety standards for federal aid highways was supported by substantial evidence, including showing that for 20 years the state operated satisfactorily under the secondary road plan, which plan was predecessor to current "Certification Acceptance" system, with remainder of documents reviewed covering many topics, including research and development, safety review and ability of Georgia's Department of Transportation to take corrective action once deficiencies have been spotted. *Center for Auto Safety v. Bowers, D.C.D.C.1979, 466 F.Supp. 829.*

§ 118. Availability of sums apportioned

(a) On and after the date that the Secretary has certified to each State highway department the sums apportioned to each Federal-aid system or part thereof pursuant to an authorization under this title, or under prior Acts, such sums shall be available for expenditure under the provisions of this title.

(b) (1) Sums apportioned to each Federal-aid system (other than the Interstate System) shall continue available for expenditure in that State for the appropriate Federal-aid system or part thereof (other than the Interstate System) for a period of three years after the close of the fiscal year for which such sums are authorized and any amounts so apportioned remaining unexpended at the end of such period shall lapse.

(2) Except as otherwise provided in this subsection, sums apportioned for the Interstate System in any State shall remain available for expenditure in that State for the Interstate System until the end of the fiscal year for which authorized. Sums not obligated within the time period prescribed by the preceding sentence shall be made available by the Secretary for projects on the Interstate System (other than projects for which sums are apportioned under section 104(b) (5) (B)) in accordance with the following priorities: First, for high cost projects which directly contribute to the completion of an Interstate segment which is not open to traffic; and second, for projects of high cost in relation to a State's apportionment. Sums may only be made available under this paragraph in any State if the Secretary determines that the State has obligated all of its apportionments other than an amount which, by itself, is insufficient to pay the Federal share of the cost of a project on the Interstate System which has been submitted by such State to the Secretary for approval, and the applicant is willing and able to (A) apply the funds to a ready-to-commence project; and (B) in the case of construction work, begin work within ninety days of obligation. Sums made available under this paragraph shall remain available until expended.

(3) Any amount apportioned to the States for the Interstate System under subsection (b) (5) (B) of section 104 of this title shall continue to be available for expenditure in that State for a period of two years after the close of the fiscal year for which such sums are authorized. Sums not obligated within the time period prescribed by the preceding sentence shall be made available by the Secretary for projects for resurfacing, restoring, rehabilitating, and reconstructing the Interstate System to any other State applying for such funds, if the Secretary determines that the State has obligated all of its apportionments under such subsection other than an amount which, by itself, is insufficient to pay the Federal share of the cost of such a project which has been submitted by such State to the Secretary for approval, and the applicant is willing and able to (A) obligate the funds within one year of the date

the funds are made available; (B) apply them to a ready-to-commence project; and (C) in the case of construction work, begin work within ninety days of obligation. Sums made available under this paragraph shall remain available until expended.

(4) Sums apportioned to a Federal-aid system for any fiscal year shall be deemed to be expended if a sum equal to the total of the sums apportioned to the State for such fiscal year and previous fiscal years is obligated. Any Federal-aid highway funds released by the payment of the final voucher or by the modification of the formal project agreement shall be credited to the same class of funds, primary, secondary, urban, or interstate, previously apportioned to the State and be immediately available for expenditure.

(e) Before any apportionment is made under section 104(b) (5) (A) of this title for a fiscal year beginning after September 30, 1983, the Secretary shall set aside \$300,000,000. Such amount shall be available only for obligation by the Secretary in accordance with subsection (b) (2) of this section.

(d) In addition to amounts otherwise available to carry out this section, an amount equal to the amount by which the unobligated apportionment for the Interstate System in any State is reduced under section 103(e) (4) of this title on account of the withdrawal of a route or portion thereof on the Interstate System, which withdrawal is approved after the date of enactment of this subsection, shall be available to the Secretary for obligation in accordance with subsection (b) (2) of this section.

(e) The total payments to any State shall not at any time during a current fiscal year exceed the total of all apportionments to such State in accordance with section 104 of this title for such fiscal year and all preceding fiscal years.

(f) Funds made available to the State of Alaska under this title may be expended for construction of access and development roads on a Federal-aid system that will serve resource development, recreational, residential, commercial, industrial, or other like purposes.

(As amended Pub.L. 89-574, § 7(a), Sept. 13, 1966, 80 Stat. 768; Pub.L. 94-280, Title I, § 117(a), May 5, 1976, 90 Stat. 436; Pub.L. 95-599, Title I, § 115(a), Nov. 6, 1978, 92 Stat. 2697; Pub.L. 96-106, § 5(a), Nov. 9, 1979, 93 Stat. 797; Pub.L. 97-424, Title I, § 115, Jan. 6, 1983, 96 Stat. 2107.)

References in Text. The date of the enactment of this subsection, referred to in subsec. (d), is the date of the enactment of Pub.L. 97-424, which was approved on Jan. 6, 1983.

1983 Amendment. Subsec. (b). Pub.L. 97-424, § 115(a), designated existing provisions as pars. (1) through (4), in par. (2) as so designated, substituted "for projects on the Interstate System (other than projects for which sums are apportioned under section 104(b)(5)(B)) in accordance with the following priorities: First, for high cost projects which directly contribute to the completion of an Interstate segment which is not open to traffic; and second, for projects of high cost in relation to a State's apportionment. Sums may only be made available under this paragraph in any State" for "to any other State applying for such funds for the Interstate System," after "available by the Secretary", struck out former cl. (1), which had required readiness to obligate funds within one year of the date the funds are made available, redesignated former cls. (2) and (3) as (A) and (B), respectively; and in par. (3) as so designated, struck out "and any amounts so apportioned remaining unexpended at the end of such period shall lapse" after "such sums are authorized", added provision relating to the disposition of funds not obligated within the prescribed time period, and added further provision that sums made available under this paragraph shall remain available until expended.

Subsecs. (c), (d). Pub.L. 97-424, § 115(b), added subsecs. (c) and (d). Former subsecs. (c) and (d) were redesignated (e) and (f), respectively.

Subsecs. (e), (f). Pub.L. 97-424, § 115(b), redesignated former subsecs. (c) and (d) as (e) and (f), respectively.

1979 Amendment. Subsec. (b). Pub.L. 96-106 substituted "shall continue to be available for expenditure in that State for a period of two years after the close of the fiscal year for which such sums are authorized and any amounts so apportioned remaining unexpended at the end of such period shall lapse" for "remaining unexpended at the end of the period of its availability shall lapse".

1978 Amendment. Subsec. (b). Pub.L. 95-599 substituted provisions relating to the availability of funds until the end of the fiscal year for provisions relating to the availability of funds until two years after the close of the fiscal year and substituted provisions establishing requirements for eligibility for funds for provisions calling for immediate reappportionment of funds.

1976 Amendment. Subsec. (b). Pub.L. 94-280, in revising the text, provided for a separate three year period of availability of sums apportioned to a Federal-aid system (other than the Interstate System), increased from the previously applicable two year period; continued the existing two year period for sums apportioned to the Interstate System; substituted provision for reappportionment of sums, apportioned to the States for the Interstate System under section

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4-280, Title I, § 117(a), 92 Stat. 2697; Pub.L. Jan. 6, 1983, 96 Stat.

97-424, § 115(b), add- Former subsec. (c) and e) and (f), respectively. L. 97-424, § 115(c), re- (d) as (e) and

Subsec. (i). Pub.L. 1 continue to be available State for a period of two the fiscal year for which ted and any amounts so in expended at the end of for "remaining unexpended of its availability shall

Subsec. (b). Pub.L. sions relating to the avail- end of the fiscal year for e availability of funds until se of the fiscal year and establishing requirements for provisions calling for nent of funds.

Subsec. (b). Pub.L. test, provided for a sepa- l of availability of sums -aid system (other than increased from the previ- ar period; continued the d for sums apportioned to substituted provision for ms, apportioned to the te System under section

104(b) (4) (A), under section 104(b) (5) (A) of this title and for lapse of sums apportioned to the Interstate System under section 104(b) (4) (B) of this title for prior provision for reapportionment of sums, apportioned to the States for the Interstate System under section 104(b) (4) and (5), under section 104(b) (5) of this title; and substituted provisions deeming there to be an expenditure of sums apportioned to a Federal-aid system if a sum equal to the total of the sums apportioned to the State for the fiscal year and previous fiscal year is obligated for prior provision deeming an expenditure to exist if a sum equal to the total of the sums apportioned to the States for the fiscal year and previous fiscal years is covered by formal project agreements providing for the expenditure of funds authorized by each Act which contains provisions authorizing the appropriation of funds for Federal-aid highways.

1966 Amendment. Subsec. (d). Pub.L. 89-574 added subsec. (d).

Effective Date of 1979 Amendment. Section 5(b) of Pub.L. 96-106 provided that: "The amendment made by subsection (a) of this section [amending this section] shall apply to all amounts apportioned under section 104(b) (5) (B) of title 23, United States Code [section 104(b) (5) (B) of this title], for the fiscal year 1978 and for subsequent fiscal years."

Legislative History. For legislative history and purpose of Pub.L. 89-574, see 1966 U.S. Code Cong. and Adm. News, p. 2800. See, also, Pub.L. 94-280, 1976 U.S. Code Cong. and Adm. News, p. 798; Pub.L. 95-599, 1978 U.S. Code Cong. and Adm. News, p. 6575; Pub.L. 96-106, 1979 U.S. Code Cong. and Adm. News, p. 1813; Pub.L. 97-424, 1982 U.S. Code Cong. and Adm. News, p. 3639.

Code of Federal Regulations
Preconstruction procedures, see 23 CFR 630.102.

Notes of Decisions

- Federal restrictions 2
- Justiciable issues 3
- State control of allotted funds 1
- State funds, use of its own 4

1. State control of allotted funds
A reasonable construction of provision of this section providing that sums apportioned to each Federal-aid system or part thereof shall be available for expenditure on and after date Secretary has certified sums to each State highway department was not supportive of Secretary's argument that states have no inchoate interest whatsoever in funds so apportioned. State Highway Commission of Missouri v. Volpe, C.A.Mo.1973, 479 F.2d 1099.
2. Federal restrictions
Provision of subsec. (b) of this section providing that highway funds shall continue to be available

for expenditure "in that state" for a period of two years before the lapse simply means that money is to be available for an individual state to use, and if any state does not obligate all their money within two-year period, then money will lapse, but does not mean that federal government may withhold money as it sees fit so long as states are allowed to obligate funds within two years. State Highway Commission of Missouri v. Volpe, C.A.Mo.1973, 479 F.2d 1099.

State which was ready, willing and able to obligate its apportionment from highway trust fund but was prevented from doing so by withholding, by Secretary of Transportation of the United States with approval of Director of the Office of Management and Budget of the United States, of authority to obligate apportionment from the fund for reasons related to prevention or control of inflation was entitled to injunctive and declaratory relief. State Highway Commission of Mo. v. Volpe, D.C.Mo.1972, 347 F.Supp. 950, modified on other grounds 479 F.2d 1099.

Under this chapter and V.A.M.S. Const. art. 4, §§ 29, 30 and V.A.M.S. § 226.010 et seq., State Highway Commission of Missouri had standing, as state agency invested with exclusive and plenary powers and duties on behalf of Missouri to receive and administer federal highway funds and apportionments, to maintain action against Secretary of Transportation of the United States and Director of the Office of Management and Budget of the United States seeking injunctive, declaratory and mandamus relief in connection with withholding authority from Missouri to obligate apportionment from highway trust fund. Id.

3. Justiciable issues
Action under section 1361 of Title 28 by State to compel Secretary to release all funds authorized and apportioned to State for contractual obligation under this chapter presented a justiciable controversy. State of Iowa ex rel. State Highway Commission v. Brinegar, C.A. Iowa 1975, 512 F.2d 722.

Although Indiana motorist contended that he had been injured by failure of Director of Office of Management and Budget and Secretary of Transportation to release impounded highway funds, where no state project had been denied by Administration and all money apportioned to state for prior fiscal years, as well as major portion of current fiscal year's funds, were available to state, the issue motorist presented was conditioned on events that had not occurred and were so hypothetical as to be nonjusticiable. Stanton v. Ash, D.C.Ind.1974, 384 F.Supp. 625.

4. State funds, use of its own
Where state highway project had not received federal funding prior to injunction halting project, district court was without authority to enjoin state's use of its own funds to engage in preliminary planning and design activities on theory that state and federal government were partners in the enterprise. Sierra Club v U.S. Army Corps of Engineers, C.A.N.Y.1984, 732 F.2d 253.

§ 119. Interstate System resurfacing

(a) The Secretary may approve projects for resurfacing, restoring, rehabilitating, and reconstructing routes on the Interstate System designated under sections 103

To impose liability on the state for its negligent failure to maintain Alaska highways through the winter would not place an "impossible burden" on the state. State v. Abbott, Sup. Ct. Op. No. 804 (File Nos. 1463, 1467), 498 P.2d 712 (1972).

Sec. 19.05.040. Powers of department. The department may

- (1) acquire property;
- (2) exercise the power of eminent domain;
- (3) take immediate possession of real property, or any interest in it under a declaration of taking or by other lawful means;
- (4) acquire rights-of-way for present or future use;
- (5) control access to highways;
- (6) regulate roadside development;
- (7) preserve and maintain the scenic beauty along state highways;
- (8) dispose of property acquired for highway purposes;
- (9) accept and dispose of federal funds or property available for highway construction, maintenance, or equipment;
- (10) enter into contracts or agreements relating to highways with the federal government, municipalities, a political subdivision, or with a foreign government, if the contract is approved by the federal government; and
- (11) exercise any other power necessary to carry out the purpose of chs. 5 — 25 of this title. (§ 2 art III title I ch 152 SLA 1957; am § 3 ch 35 SLA 1971)

Legislative history reports. — For report on ch. 35, SLA 1971 (HB 387), see 1971 House Journal, p. 776.

NOTES TO DECISIONS

Department may acquire real property for highway through eminent domain. — The Department of Highways [now Department of Transportation and Public Facilities] may acquire real property for the purpose of constructing a highway through the exercise of eminent domain power, under the authority of this section, AS 19.05.040 — 19.05.120 and AS 19.20.040. Babinec v. State, Sup. Ct. Op. No. 908 (File No. 1539), 512 P.2d 563 (1973), rev'd on other grounds, 586 P.2d 966 (1978).

Sec. 19.05.045. Relocation payments.

Repealed by § 2 ch 60 SLA 1969.

Editor's notes. — The repealed section derived from § 1, ch. 93, SLA 1968.

Sec. 19.05.050. Roads in tourist and trailer camps. The department may adopt regulations governing the use of roads in tourist, trailer and other camps when public and private roads in or through the camps are used by, or are open to, the general public. (§ 1 ch 59 SLA 1955)

commissioner shall, in conformity with the Administrative Procedure Act (AS 44.62), if necessary, adopt a regulation approving, modifying, or rejecting the proposed utility corridor and railroad right-of-way.

(c) If the commissioner approves or modifies the proposed utility corridor and railroad right-of-way,

(1) the Department of Natural Resources shall promptly classify, or reclassify, and reserve any state land within the utility corridor for use as a utility corridor and railroad right-of-way; and

(2) the department shall

(A) exercise its authority under AS 19.05.040 to acquire rights-of-way across land within the utility corridor which is subject to the state's power of condemnation;

(B) work with federal officials to secure reclassification and withdrawal of federal land in the utility corridor for reservations and rights-of-way across the federal land for use as a utility corridor and railroad right-of-way; and

(C) prepare a report evaluating the impact of construction of an extension of the Alaska Railroad across federal lands within the railroad right-of-way; the statement shall satisfy the requirements for an "environmental impact statement" under 42 U.S.C. 4332.

(d) The requirements of the Alaska Land Act (AS 38.05) relating to classification and reclassification of land are inapplicable to actions taken under this section. (§ 1 ch 145 SLA 1977; am §§ 1—4 ch 95 SLA 1981)

Effect of amendments. — The 1981 amendment substituted "not later than April 1, 1982, the" for "the" preceding "interior division" in the first sentence of subsection (a) and substituted "a complete legal description of the" for "a delineation of a" preceding "proposed railroad" in the second sentence of the subsection. In subsection (b) the amendment substituted "within 90 days after receiving a report transmitting the work of the interior division of the department under (a) of this

section, the" for "the" preceding "commissioner" and added "if necessary" preceding "adopt a regulation" and in subsection (c)(1), added "promptly" preceding "classify." In subsection (c)(2), the amendment designated the language beginning "exercise its authority" and ending "power of condemnation" as subparagraph (A) and added subparagraphs (B) and (C).

Legislative history reports. — For report on ch. 145, SLA 1977 (HB 47), see 1977 House Journal, p. 371.

Article 3. General Provisions.

Section	Section
125. Purpose	140. [Transferred]
130. [Transferred]	150. [Transferred]

Sec. 19.05.125. Purpose. The purpose of chs. 5 — 25 of this title is to establish a highway department capable of carrying out a highway planning, construction, and maintenance program which will provide a common defense to the United States and Alaska, a network of highways linking together cities and communities throughout the state (thereby contributing to the development of commerce and indus-

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§ 19.05.130

HIGHWAYS AND FERRIES

§ 19.10.010

try in the state, and aiding the extraction and utilization of its resources), and otherwise improve the economic and general welfare of the people of the state. (§ 2 art I title I ch 152 SLA 1957; am § 28 ch 32 SLA 1971)

Sec. 19.05.130. Definitions.

Transferred to AS 19.45.001.

Editor's notes. — This section was renumbered by the revisor of statutes pursuant to AS 01.05.031.

Sec. 19.05.140. Penalties.

Transferred to AS 19.45.002.

Editor's notes. — This section was renumbered by the revisor of statutes pursuant to AS 01.05.031.

Sec. 19.05.150. Naming of a highway.

Transferred to AS 19.10.085.

Revisor's notes. — This section was renumbered by the revisor of statutes pursuant to AS 01.05.031.

Chapter 10. State Highway System.

Article

- 1. Designation, Marking and Use (§§ 19.10.010 — 19.10.100)
- 2. Planning (§§ 19.10.110 — 19.10.160)
- 3. Construction (§§ 19.10.170 — 19.10.250)

Article 1. Designation, Marking and Use.

Section

- 10. Dedication of land for public highways
- 15. Establishment of highway widths
- 20. Designation of state highway system
- 30. Responsibility for system
- 40. Uniform system of marking and posting
- 50. Traffic control signals
- 52 [Transferred]
- 60. Regulation of weight and load of vehi-

Section

- cles and use of highways during certain seasons
- 70. Determination of safe speed limits
- 80. Designation of through highways
- 85. Naming of a highway
- 90. Erection and maintenance of guard rails
- 100. Closing highways

Sec. 19.10.010. Dedication of land for public highways. A tract 100 feet wide between each section of land owned by the state, or acquired from the state, and a tract four rods wide between all other sections in the state, is dedicated for use as public highways. The section line is the center of the dedicated right-of-way. If the highway

(1) replace all permanent markers on private or municipal property that were destroyed or lost during highway construction to permit persons to determine accurately new boundary lines resulting from the construction;

(2) file in the local recording district, after completion of highway construction, an accurate right-of-way map that will contain sufficient engineering and survey information designating where the resulting boundary lines are located on private or municipal property along the highway. (§ 1 ch 14 SLA 1967)

Sec. 19.10.280. Local control of state transportation corridors.

Transferred to AS 19.20.015.

Revisor's notes. — This section was renumbered by the revisor of statutes pursuant to AS 01.05.031.

Chapter 15. Financial Provisions.

Section	Section
10. Loans	40. General laws governing assessments by municipalities to pay highway costs
20. Assent to federal aid	
30. Participation by municipality in federal highway construction	

Sec. 19.15.010. Loans. For the purpose of participating in a federal grant-in-aid program, the department may apply to the Department of Administration for short-term loans from the general fund for periods not to exceed nine months and for amounts estimated not to exceed anticipated revenues for the term of the loan. The Department of Administration may approve the loan if it determines that the loan would not adversely curtail other expenditures from the general fund. (§ 2 art VI title II ch 152 SLA 1957)

Collateral references. — 39 Am. Jur. 2d, Highways, Streets and Bridges, §§ 122-129.
40 C.J.S., Highways, § 176.

Sec. 19.15.020. Assent to federal aid. The legislature assents to the Act of Congress approved July 11, 1916 (39 Stat. 355) entitled, "An Act to provide that the United States shall aid the states in the construction of rural post roads, and for other purposes." The department may make all contracts and do all things necessary to cooperate with the federal government in the construction of highways under the provisions of that Act, and all Acts amending or supplementing it, and any other Act of Congress that may be enacted, including the Federal-Aid Highway Act of 1956 (Public Law 627, 85th Congress, 2nd Session). (§ 1 art II title II ch 152 SLA 1957)

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§ 19.15.030

HIGHWAYS AND FERRIES

§ 19.20.010

Sec. 19.15.030. Participation by municipality in federal highway construction. When a federal-aid highway is routed through a municipality, it may participate in the financing, planning, construction, acquisition of right-of-way, and maintenance of the highway in the manner and proportion the department determines is reasonable and proper. (§ 2 art II title II ch 152 SLA 1957)

Cross references. -- For provisions allowing for local control of state transportation corridors, see AS 19.20.015.

Sec. 19.15.040. General laws governing assessments by municipalities to pay highway costs. The provisions of law relating to the levying of assessments for highway financing, planning, construction, acquisition of right-of-way and maintenance, referred to in AS 19.15.030 apply to the extent that they are not inconsistent with the general purpose of chs. 5--25 of this title. (§ 3 art II title II ch 152 SLA 1957)

Chapter 17. Littering.

Section

10. [Repealed]

Sec. 19.17.010. Posting of law.

Repealed by § 3 ch 149 SLA 1980.

Cross references. -- For provisions concerning recycling and reduction of litter, see AS 46.06.010 -- 46.06.150.

Editor's notes. -- This section derived

from § 2, ch. 13, SLA 1966; Executive Order No. 39, § 11 (1977).

Section 5, ch. 149, SLA 1980, provides: "This Act terminates July 1, 1984."

Chapter 20. Cooperation by and with the State.

Section

10. Connecting highways

15. Local control of state transportation corridors

17. Local control of traffic control systems

20. Authority to establish controlled-access facilities

30. Design of controlled-access facility

40. Acquisition of property and property rights

Section

50. Grade-crossing eliminations

60. Participation in financing, planning, and regulation

70. Local service roads

80. Municipal master highway plan

90. [Transferred]

Sec. 19.20.010. Connecting highways. (a) The department may enter into cooperative agreements with a municipality for the construction or maintenance of a connecting highway which is part of the state highway system and located within the municipality.

APPORTIONMENTS - FEDERAL-AID HIGHWAY ACT 1976, 1978 & 1982

April 21, 1986

	FY 1977	FY 1978	FY 1979	FY 1980	FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	FY 1986
CONSOLIDATED PRIMARY	55,871,700	55,838,096	50,399,753	55,708,271	59,148,076	48,694,500	58,791,105	66,951,843	74,587,076	75,926,642
RURAL SECONDARY	25,589,840	25,575,675	26,357,803	28,989,725	31,549,413	21,009,801	34,371,909	34,718,415	34,777,593	33,274,931
URBAN SYSTEM	4,677,454	4,678,014	3,841,894	3,841,894	3,841,894	3,841,894	3,841,895	3,881,097	3,881,097	3,714,210
Subtotal	86,138,494	86,091,785	80,598,530	88,539,890	94,559,383	73,546,195	97,004,909	105,551,355	113,245,766	112,915,783
INTERSTATE (1980)	-0-	-0-	15,607,695	(FY 81) 16,808,287	(FY 82) 16,808,287	(FY 83) 14,887,340	(FY 84) 17,731,970	(FY 85 Partial) 9,850,000	(FY 85 Remainder and FY 86) 26,005,970	(FY 87) 17,157,082
INTERSTATE 4R (1983)	-0-	-0-	-0-	-0-	-0-	(FY 83) 6,517,212	(FY 84) 15,628,167	(FY 85) 19,538,997	(FY 86) 23,102,126	(FY 87) 24,629,480
Subtotal	-0-	-0-	15,607,695	16,808,287	16,808,287	21,404,552	33,360,137	29,388,997	49,108,096	41,786,562
SAFETY										
Sec. 203 Railway-Highway Protective Devices	11,700	835,297	324,801	100,000	1,439,864	1,437,811	1,446,550	1,462,180	1,460,835	1,399,673
Railway-Highway Hazard Elimination	-0-	700,000	1,691,581	1,441,905	1,439,865	1,437,812	1,446,551	1,462,180	1,460,834	1,399,673
Rail-Highway Crossing Offsystem	-0-	409,632	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Sec. 205 Pavement Marking Demonstration	150,000	150,000	150,000	150,000	150,000	-0-	-0-	-0-	-0-	-0-
Sec. 209 High-Hazard Locations	4,120,640	2,594,793	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Sec. 202 Hazard Elimination	-0-	-0-	1,479,280	2,076,905	735,000	980,000	980,000	990,000	990,000	947,430
Sec. 219 Safer Offsystem Roads	9,396,769	8,983,862	7,314,302	7,319,234	7,323,852	7,345,635	-0-	-0-	-0-	-0-
Subtotal	13,679,109	13,673,584	10,959,964	11,088,044	11,088,581	11,201,258	3,873,101	3,914,360	3,911,669	3,746,776
OTHER										
IPR Planning and Research	1,311,752	1,311,040	1,465,068	1,604,285	1,695,953	1,445,948	2,026,551	1,958,496	2,512,729	2,418,908
MIA (U) Planning	146,014	146,014	153,738	164,763	170,888	161,700	226,625	246,263	261,113	261,500
Economic Growth Center	2,865,235	2,875,818	2,819,676	2,821,569	2,465,844	2,681,201	576,835	-0-	-0-	-0-
Bridge Replacement	163,186	164,788	1,570,000	2,195,000	2,320,435	1,705,000	3,368,700	3,517,682	3,773,781	4,139,463
Bridge Replacement (Discretionary)	-0-	-0-	20,741,000	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Subtotal	4,486,187	4,497,660	26,749,482	6,785,617	6,653,120	5,993,849	6,208,711	5,722,441	6,547,623	6,819,871
FURTEST HIGHWAYS	2,660,820	2,757,543	3,013,198	2,790,265	2,790,265	2,790,265	4,201,523	2,790,265	3,240,000	-0-
PUBLIC LANDS HIGHWAYS	-0-	777,472	1,575,000	1,500,000	1,060,000	1,250,000	3,500,000	3,500,000	1,500,000	-0-
GRAND TOTAL	106,946,610	107,798,044	138,503,869	127,512,103	132,959,636	116,186,119	148,148,381	150,867,418	177,553,154	165,248,992



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

P.O. Box Y, State Capitol
Juneau, Alaska 99811-3100
Mail Stop 3100
(907) 465-3991

March 2, 1987

MEMORANDUM

TO: Representative Lyman Hoffman

ATTN: Lori Nottingham

FROM: Mary Jennings *MJ*
Legislative Analyst

RE: Federal-Aid Highway Fund Distribution
Research Request 87.151

You requested that we determine: 1) the amount of federal-aid highway funds that have been appropriated to each community and election district during the past four years; 2) the criteria for transferring federal-aid highway funds among system funds; 3) the Department of Transportation and Public Facilities (DOT/PF) level of compliance with the transferability guidelines; and 4) how compliance could be improved.

Background

The "Federal-aid Highway program" is an umbrella term generally referring to all activities funded through the Federal Highway Administration (FHWA) and administered by the states' highway or transportation agencies. The term "program" is used to refer to the many components that make up the overall federal-aid highway program. Each program is separately funded. For example, within the federal-aid highway program, there is specific funding for bridge replacement and rehabilitation, primary systems, urban systems and interstates, etc.

Federal-aid highway acts have traditionally been the vehicle for providing funds, termed "authorizations," for the federal-aid highway program. It is these authorizations that spell out the amount and purpose for which federal-aid highway funds are to be expended and lead directly to the financing procedures of the program.

The authorizations contained in highway acts are the amounts of funds that the Secretary of Transportation, acting through the FHWA, can obligate on behalf of the federal government. The license to proceed with federal programs is generally called budget authority. Through what is termed "contract authority," which is another type of budget authority, sums authorized in the federal-aid highway acts are available for obligation without an appropriation action. The use of contract authority gives the states advance notice of the size of the federal-aid program.

The federal-aid highway program is a reimbursable program; the federal government reimburses states for costs they have incurred. The authorization amounts allocated to the states represent a line of credit upon which states may draw as Federal projects advance. The states generally start the federal projects using their own money, i.e., they provide front-end financing for projects and receive cash for the federal share of the project's cost as the work is completed.

After deductions for administration and research, the FHWA allocates the remaining portion of the sums authorized for the various funding categories to the states. The apportionments are based on several formulas prescribed by law. For example, urban system funds are apportioned to each state according to its percentage of the nation's urban area population (places of 5,000 or more persons), interstate system apportionments are based on the relative share of the cost to complete the system, etc. Attachment A contains a list of the apportionment formulas.

Transferability of Funds.

The levels of authorization reflect Congress's relative priority among the federal-aid funding categories, and the apportionment formulas are intended to reflect the relative needs of the states for each authorization. To provide for flexibility in the use of specific sums, federal law permits transfers to be made among certain funds. Funds apportioned to the federal-aid primary system may be transferred for use on the federal-aid secondary system and vice-versa. Primary system and urban system apportionments may be transferred from one category to the other in the same manner. However, the amount transferred may not increase or decrease the original apportionment for such systems by more than 50 percent. This effectively limits the amount which can be transferred to 50 percent of the smaller of the two apportionments. The law does not provide for direct transfer from the urban system fund to the secondary system fund or vice versa and also prevents any indirect transfer between the two funds during a year. Transfers may also be made among some safety funds and a state may transfer an amount equivalent to the cost to complete open-to-traffic interstate segments from its interstate construction funds to its Interstate 4R funds.

Title 23 Section 118 paragraph (f) of the United States Codes specifically addresses Alaska's transferability of funds. The paragraph states, "Funds made available to the State of Alaska under this title [23 USCS § 101 et seq.] may be expended for construction of access and development roads on a federal-aid system that will serve resource development, recreational, residential, commercial, industrial, or other like purposes." The DOT/PF has interpreted this paragraph to mean that the State has greater flexibility in the transferability of federal-aid system monies than what is allowed under federal guidelines. According to Ron Lind, Legislative Liaison for DOT/PF, the department follows the federal guidelines for transferability, except for primary, urban, and secondary system funds. Mr. Lind stated that the department has allowed transfers between primary and secondary system funds and primary and urban system funds that have decreased the original apportionment to the primary system fund by more than 50 percent.

In order to gain an idea of the extent to which Alaska transfers primary system funds to other system funds, I requested Mr. Lind to provide federal-aid apportionments to Alaska by system fund for the last four years and a break down of how these funds were actually obligated. Mr. Lind stated that provisions of the data will require a review of individual projects. He estimated that with other workload considerations, it will take his department two weeks to provide the information. I will forward this to you upon receipt.

In order to determine ways DOT/PF could achieve a greater level of compliance with federal transferability guidelines concerning primary, secondary and urban system funds, I contacted Barry Moorhead, Alaska Division Administrator of Federal Highways. Mr. Moorhead suggested that DOT/PF should formulate a comprehensive six-year plan and follow this plan without reprioritizing projects each year. He felt that if the department adhered to a long-term plan, all types of projects, both urban and primary (i.e., rural) projects, would be funded. He felt that DOT/PF is not currently able to plan well because the legislature continuously passes resolutions that place a high priority on certain projects. Mr. Moorhead felt that DOT/PF and the legislature could work together in order to allow the department to develop a nonpolitical highway project plan that could be carried out from year to year without emphasis continuously being shifted from one project to another.

Federal-aid Distribution

Attachment B, prepared by the Office of Management and Budget (OMB) provides appropriations of State and federal funds by election district, affected community, and road. The attachment also cites the Session Law authorizing the funding for a particular project. Pages 32 through 35 of the attachment provide data for projects that could not be attributed to a

Representative Hoffman
March 1987
Page 4

particular election district--projects that were regional or statewide. It should be noted that the data do not contain legislative repeals of appropriations and/or reappropriations.

Table 1 compiles the data contained in Attachment B into election district format. The table provides the amount and percent of federal-aid monies by each election district for the years 1984-1987. The table indicates that the Anchorage Election District received the highest percentage of federal-aid monies for the fiscal years 1984, 1986 and 1987. During FY 85, Election District 17--Interior Highways--received the highest percentage. Election Districts 3, 24, 25, 26, and 27 received virtually no federal-aid monies during the period.

I hope you find this information useful. I have attached maps detailing federal-aid highway systems in Alaska. The DOT/PF is currently working on a project which will identify the number of highway miles of each type of federal highway system by census area. I will contact you when the project is completed. Please contact me if you have any questions.

Attachments

TABLE 1
 FEDERAL AID HIGHWAY APPROPRIATIONS BY ELECTION DISTRICT FY 1984-1987
 (thousands of dollars)

DISTRICT NAME	HOUSE ELECTION DISTRICT	FY 84		FY 85		FY 86		FY 87	
		Approp.	% of total funds	Approp.	% of total funds	Approp.	% of total funds	Approp.	% of total funds
KETCHIKN-WRANGL-PETRSBG	1	0.0	0.0%	7,222.0	10.1%	10,350.0	4.8%	5,800.0	2.3%
INSIDE PASSAGE	2	1,738.0	0.9%	4,508.0	6.3%	6,210.0	2.9%	13,804.0	5.6%
BARANOF-CHICHAGOF	3	0.0	0.0%	0.0	0.0%	900.0	0.4%	0.0	0.0%
JUNEAU	4	3,864.0	1.9%	2,852.0	4.0%	6,580.0	3.1%	135.0	0.1%
KENAI-COOK INLET	5	0.0	0.0%	0.0	0.0%	11,000.0	5.1%	300.0	0.1%
PRINCE WILLIAM SOUND	6	1,039.0	0.5%	3,036.0	4.2%	2,380.0	1.1%	5,850.0	2.4%
ANCHORAGE	7-15	119,958.0	59.7%	15,544.0	21.7%	74,432.0	34.5%	136,827.6	55.2%
MATANUSKA-SUSITNA	16	10,795.0	5.4%	368.0	0.5%	3,285.0	1.5%	8,985.0	3.6%
INTERIOR HIGHWAYS	17	33,397.0	16.6%	32,802.0	45.7%	36,690.0	17.0%	24,174.0	9.8%
FAIRBANKS	18-21	20,020.0	10.0%	5,402.0	7.5%	45,960.0	21.3%	46,967.0	19.0%
NORTH SLOPE-KOTZEBUE	22	0.0	0.0%	0.0	0.0%	13,000.0	6.0%	0.0	0.0%
NORTON SOUND	23	9,220.0	4.6%	0.0	0.0%	4,680.0	2.2%	4,981.0	2.0%
INTERIOR RIVERS	24	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
LOWER KUSKOKWIM	25	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
CRISTOL BAY-ALEUTIAN IS	26	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
KODIAK-EAST AK PENINSULA	27	900.0	0.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%
TOTAL		200,981.0		71,734.0		215,467.0		247,823.6	

Prepared by the House Research Agency February 1987 (87-151;860506-01).

APPENDIX C-1

Apportionment Formulas

Formulas for apportioning authorized sums for certain classes of Federal-aid highways are specified by statute. These are shown below.

<u>Fund</u>	<u>Factors</u>	<u>Weight</u>	<u>Statute*</u>	<u>Minimum Apportionment</u>
Interstate System for completion only	Relative Federal Share of Cost to Complete the System**	1	104(b)(15)(A)	1/2 percent (including Alaska)
Interstate Resurfacing, Restoration, Rehabilitation, and Reconstruction	Interstate System Lane Miles	55%	104(b)(5)(B)	1/2 percent
	Vehicle Miles Traveled on Interstate System	45%		
Interstate Highway Substitution (1/4 apportioned, 1/4 discretionary allocation)	Relative Federal Share of Cost to Complete Substitute Projects	1	103(e)(4)	-----
Primary System	<u>Formula A</u>		104(b)(1)	
	Area Rural Population Rural Delivery Route Mileage and Intercity Mail Route Mileage Urban Population*** (1/2 percent minimum (except D.C.))	2/9 2/9 2/9 1/3		
	<u>Formula B</u>		Sec. 108, P.L. 97-424	
	Rural Population Urban Population***	1/2 1/2		
	For each State, determine greater of A or B, then: Each State's apportionment equals: $A \text{ or } B \times \frac{\text{Total Primary Authorization}}{\text{Sum of all States' A or B}}$ Except that: the apportionment is not less than smaller of A or B			1/2 percent (including territories as a whole)
Secondary System	Area Rural Population Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/3 1/3 1/3	104(b)(2)	1/2 percent (except for D.C.)
	Urban Area*** Population Sparsely Settled Area**** Population	1 1 1		

<u>Fund</u>	<u>Factors</u>	<u>Weight</u>	<u>Statute*</u>	<u>Minimum Apportionment</u>
Hazard Elimination	Total Population	3/4	152(a)	1/2 percent
	Public Road Mileage	1/4		
Highway Safety Programs	Total Population	3/4	402(c)	1/2 percent
	Public Road Mileage	1/4		
Rail-Highway Crossing	Area	1/12	Sec. 203(d) of the 1973 Highway Act as amended	1/2 percent
	Rural Population	1/12		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/12		
	Urban Population	1/4		
	Number of Rail-Highway Crossings	1/2		

Minimum Allocation

For fiscal years 1983-86, each State is guaranteed an amount so that its percentage of total apportionments in each fiscal year of Interstate, Interstate 4R, Interstate highway substitutes, primary, secondary, urban, bridge replacement and rehabilitation, hazard elimination and rail-highway crossings shall not be less than 85 percent of the percentage of estimated contributions to the Highway Trust Fund, not including the Mass Transit Account (23 U.S.C. 157).

- * Denotes appropriate section in Title 23, U.S.C., unless otherwise indicated.
- ** Apportionment factors are contained in the periodic reports, "A Revised Estimate of the Cost of Completing the National System of Interstate and Defense Highways," submitted to Congress as required in 23 U.S.C. 104(b)(5)(A).
- *** Places of 5,000 or more persons.
- **** Usually places of 50,000 or more persons--definition contained in 23 U.S.C. 101(a).

STATE OF ALASKA
DIVISION OF BUDGET REVIEW

11

DATE: 02/27/87
TIME: 12:33:43
PROG: ROADRPT2

Page 1 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

(1) YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	AP	VD'D OF	TOTAL	CHP	SEC	PG	LIN
1 1983	Ketchikan	Schoonbar-Quinn		0	1,500,000	10	0	7	0
1 1983	Ketchikan	Unspecified Road		0	1,630,000	10	0	24	0
1 1983	Ketchikan	Creek Street		0	200,000	10	0	24	0
1 1983	Ketchikan	Unspecif		0	300,000	107	34	110	0
				0	3,630,000				Sum

Number of Observations: 4

Handwritten: *Sum* *8,078,000*

1 1984	Ketchikan	Schoonbar-Quin			800,000	22	0	4	0
1 1984	Ketchikan	Ketchikan Bypass			3,034,100	24	0	40	0
1 1984	Ketchikan	Tongass Highway			4,000,000	24	0	66	0
1 1984	Ketchikan	Tongass Avenue			150,000	24	0	66	0
1 1984	Ketchikan	Tongass Avenue		0	200,000	24	0	66	0
1 1984	Ketchikan	Engineering/Design		0	100,000	24	0	66	0
1 1984	Ketchikan	Peninsula Point		0	35,000	24	0	66	0
1 1984	Ketchikan	Ketchikan Bypass		0	2,330,900	24	0	71	0
1 1984	Petersburg	Main Street		0	900,000	24	0	66	0
1 1984	Wrangell	Wrangell Airport Road	36,000	0	414,000	24	0	66	0
1 1984	Wrangell	Zimovia Highway	200,000	0	2,300,000	24	0	66	0
1 1984	Wrangell	Stikine Evergreen Street	800,000	0	800,000	24	0	66	0
			8,078,000	7,222,000	15,300,000				Sum

Number of Observations: 12

1 1985	Ketchikan	North Tongass Highway	0	0	5,400,000	96	0	19	0
1 1985	Ketchikan	Tongass Avenue	0	0	4,500,000	96	0	20	0
1 1985	Petersburg	Ferry Terminal to "H"	0	0	450,000	96	0	20	0

Page 2 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

YR	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D CR	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				0	10,350,000	10,350,000					Sum
	Number of Observations:		3								
1	1986	Hyder	Unspecified Roads	24,000	0	24,000	128	3	33	12	
1	1986	Ketchikan	Planning	0	100,000	100,000	128	3	19	18	
1	1986	Ketchikan	Ketchikan Viaduct	0	450,000	450,000	128	3	19	20	
1	1986	Ketchikan	North Tongass Highway	0	5,250,000	5,250,000	128	3	19	19	
				24,000	5,800,000	5,824,000					Sum
	Number of Observations:		4								
				11,732,000	23,372,000	35,104,000					Sum
	Number of Observations:		23								
2	1983	Angoon	Unspecified Roads	50,000	0	50,000	10	0	24	0	
2	1983	Gustavus	Unspecified Roads	142,000	0	142,000	10	0	9	0	
2	1983	Gustavus		90,000	0	90,000	107	34	85	0	
2	1983	Haines	Front Street	75,000	0	75,000	10	0	24	0	
2	1983	Haines	Mud Bay Road	155,000	1,788,000	1,943,000	107	34	79	0	
2	1983	Haines	Unspecified Roads	900,000	0	900,000	107	34	111	0	
2	1983	Hydaburg	Hydaburg - Craig Road	811,400	0	811,400	10	0	7	0	
2	1983	Hydaburg	Unspecified Roads	27,000	0	27,000	107	34	110	0	
2	1983	Klawock	Unspecified Roads	200,000	0	200,000	10	0	24	0	
2	1983	Klawock	Unspecified Roads	50,000	0	50,000	107	34	110	0	
2	1983	Thorne Bay	Unspecified Roads	8,500	0	8,500	10	0	24	0	
2	1983	Yakutat	Unspecified Roads	20,000	0	20,000	107	34	111	0	
				2,528,900	1,788,000	4,316,900					Sum
	Number of Observations:		12								
2	1984	Hoonah	Unspecified Roads	75,000	0	75,000	24	0	40	0	
2	1984	Klawock	Unspecified Roads	400,000	0	400,000	24	0	40	0	
2	1984	Klawock	Klawock-Hollis Highway	240,000	2,760,000	3,000,000	24	0	65	0	
2	1984	Metlakatla	Tongas Road	600,000	0	600,000	24	0	66	0	
2	1984	Skaqway	Unspecified Roads	1,200,000	0	1,200,000	24	0	40	0	

Page 3 OF APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

FD	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
2	1984	Skagway	Klondike Highway	152,000	1,748,000	1,900,000	24	0	66	0
2	1984	Yakutat	Unspecified Roads	175,000	0	175,000	22	0	4	0
				2,842,000	4,508,000	7,350,000				Sum

Number of Observations: 7

2	1985	Haines	Union Avenue	0	90,000	90,000	96	0	20	0
2	1985	Hoonah		0	2,070,000	2,070,000	96	0	19	0
2	1985	Kake	Ferry Terminal to Gunnuk	0	225,000	225,000	96	0	19	0
2	1985	Kake	Koku Road	0	2,025,000	2,025,000	96	0	19	0
2	1985	Skagway	Dyea Road	0	450,000	450,000	96	0	20	0
2	1985	Skagway	Unspecified Roads	124,110	0	124,110	105	489	108	4
2	1985	Skagway	Unspecified Roads	427,000	0	427,000	96	0	39	0
2	1985	Yakutat	Aisek Road	0	1,350,000	1,350,000	96	0	20	0
2	1985	Yakutat	Unspecified Roads	150,000	0	150,000	96	0	39	0
				701,110	6,210,000	6,911,110				Sum

Number of Observations: 9

2	1986		Dyea Road	0	3,780,000	3,780,000	128	3	20	5
2	1986		Haines Highway	0	2,700,000	2,700,000	128	3	19	21
2	1986		Klondike Highway	0	2,500,000	2,500,000	128	3	20	9
2	1986		Klondike Highway	0	900,000	900,000	130	181	39	2
2	1986	Hydaburg	Unspecified Roads	40,000	0	40,000	128	3	25	20
2	1986	Kake	Ferry Terminal to Gunnuk	0	450,000	450,000	128	3	20	4
2	1986	Kake	Koku Road	0	2,574,000	2,574,000	128	3	19	22
2	1986	Klawock	Unspecified Roads	160,000	0	160,000	130	590	115	7
2	1986	Yakutat	Aisek Road	0	900,000	900,000	128	3	20	6
2	1986	Yakutat	Unspecified Roads	100,000	0	100,000	128	3	26	11
				300,000	13,804,000	14,104,000				Sum

Number of Observations: 10

Page 4 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D CF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LN	
				6,372,010	26,310,000	32,682,010					Sum
Number of Observations: 38											
3	1983	Elfin Cove	Boardwalk	35,000	0	35,000	10	0	31	0	
3	1983	Port Alexander	Boardwalk	150,000	0	150,000	10	0	25	0	
3	1983	Sitka	Bridges	2,500,000	0	2,500,000	10	0	7	0	
3	1983	Sitka	Edgcumbe Street	200,000	0	200,000	10	0	25	0	
3	1983	Sitka	Mt Edgcumbe Road	1,600,000	0	1,600,000	10	0	25	0	
				4,485,000	0	4,485,000					Sum
Number of Observations: 5											
3	1984	Pelican	Boardwalk	50,000	0	50,000	24	0	40	0	
3	1984	Sitka	Unspecified Roads	230,000	0	230,000	22	0	4	0	
3	1984	Sitka	Sitka Bench Land Road	2,600,000	0	2,600,000	24	0	66	0	
3	1984	Sitka	Bridges	90,000	0	90,000	24	0	14	0	
				2,970,000	0	2,970,000					Sum
Number of Observations: 4											
3	1985	Sitka	Sawmill Creek Road	0	900,000	900,000	96	0	0	0	
				0	900,000	900,000					Sum
Number of Observations: 1											
3	1986	Sitka	Jarvis Street	134,400	0	134,400	130	84	19	18	
3	1986	Sitka	Unspecified Roads	2,080,000	0	2,080,000	128	3	26	15	
				2,214,400	0	2,214,400					Sum
Number of Observations: 2											

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				9,669,400	900,000	10,569,400					Sum
Number of Observations: 12											
4	1983	Juneau	Basin Road	870,000	0	870,000	10	0	7	0	
4	1983	Juneau	Downtown Streets	1,600,000	0	1,600,000	10	0	8	0	
4	1983	Juneau	Unspecified Roads	3,700,000	0	3,700,000	10	0	25	0	
4	1983	Juneau	Back Loop Road	336,000	3,864,000	4,200,000	107	34	79	0	
4	1983	Juneau	Business District	1,000,000	0	1,000,000	107	34	79	0	
4	1983	Juneau	Gastineau Channel	80,000	0	80,000	107	34	111	0	
				7,586,000	3,864,000	11,450,000					Sum

Number of Observations: 6											
4	1984	Juneau	N. Douglas Highway	750,000	0	750,000	22	0	3	0	
4	1984	Juneau	Stephen Richards Drive	160,000	0	160,000	45	0	10	0	
4	1984	Juneau	Hendenhall Boulevard	60,000	0	60,000	45	0	10	0	
4	1984	Juneau	Unspecified Roads	1,400,000	0	1,400,000	24	0	14	0	
4	1984	Juneau	Glacier Highway	160,000	1,840,000	2,000,000	24	0	65	0	
4	1984	Juneau	Bridges	88,000	1,012,000	1,100,000	24	0	66	0	
4	1984	Juneau	Unspecified Roads	1,000,000	0	1,000,000	171	319	58	0	
				3,618,000	2,852,000	6,470,000					Sum

Number of Observations: 7											
4	1985	Juneau	Egan Drive	344,100	0	344,100	105	35	11	2	
4	1985	Juneau	Douglas Highway	0	180,000	180,000	96	0	20	0	
4	1985	Juneau	Egan Drive	0	1,000,000	1,000,000	96	0	20	0	
4	1985	Juneau	Glacier Highway	0	900,000	900,000	96	0	20	0	
4	1985	Juneau	Glacier Highway	0	2,700,000	2,700,000	96	0	20	0	
4	1985	Juneau	Glacier Highway	0	1,800,000	1,800,000	96	0	19	0	
				344,100	6,580,000	6,924,100					Sum

Number of Observations: 6											
4	1986	Juneau	Douglas Highway	120,000	0	120,000	128	3	20	1	

4 1986 Juneau 3rd Street 0 135,000 135,000 128 3 20 0
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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D OF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
4	1986	Juneau	Unspecified Roads	1,000,000	0	1,000,000	128	3	27	4
				1,120,000	135,000	1,255,000				Sum

Number of Observations: 3

12,668,100 13,431,000 26,099,100 Sum

Number of Observations: 22

5	1983		Greer Roads	100,000	0	100,000	107	34	110	0
5	1983	Homer	East End Road	400,000	0	400,000	107	34	75	0
5	1983	Kenai	Unspecified Roads	1,487,000	0	1,487,000	10	0	25	0
5	1983	Kenai	Unspecified Roads	600,000	0	600,000	107	34	111	0
5	1983	Ninilichik	Oilwell Road	400,000	0	400,000	10	0	5	0
5	1983	Seldovia	Unspecified Roads	250,000	0	250,000	10	0	25	0
5	1983	Soldotna	Unspecified Roads	50,000	0	50,000	107	34	111	0
5	1983	Soldotna	Redoubt Avenue	1,435,000	0	1,435,000	10	0	25	0
5	1983	Soldotna	Unspecified Roads	400,000	0	400,000	107	34	111	0
				5,122,000	0	5,122,000				Sum

Number of Observations: 9

5	1984		Road Service Areas	250,000	0	250,000	22	0	5	0
5	1984		Bear Creek Drive	400,000	0	400,000	45	0	8	0
5	1984		North Fork Road	1,000,000	0	1,000,000	45	0	27	0
5	1984		Robinson Loop Road	1,500,000	0	1,500,000	24	0	41	0
5	1984		North Fork Road	2,000,000	0	2,000,000	24	0	41	0
5	1984		Seward Highway	50,000	0	50,000	171	319	56	0
5	1984	Anchor Point	Anchor Point Road	30,000	0	30,000	171	181	28	0
5	1984	Homer	East End Road	400,000	0	400,000	22	0	2	0
5	1984	Homer	Unspecified Roads	1,858,000	0	1,858,000	22	0	4	0
5	1984	Homer	East End Road	700,000	0	700,000	45	0	8	0
5	1984	Homer	East Hill Road	850,000	0	850,000	171	319	56	0
5	1984	Homer	Unspecified Roads	1,700,000	0	1,700,000	171	319	74	0
5	1984	Kenai	Unspecified Roads	1,480,000	0	1,480,000	22	0	5	0
5	1984	Seldovia	Unspecified Roads	415,000	0	415,000	22	0	5	0

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D OF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LN
5	1984	Soldovia	Unspecified Roads	315,000	0	315,000	24	0	41	0
5	1984	Soldotna	Unspecified Roads	750,500	0	750,500	22	0	5	0
5	1984	Soldotna	Unspecified Roads	1,095,900	0	1,095,900	24	0	41	0
				14,794,400	0	14,794,400				Sum

Number of Observations: 17

5	1985		Cohoe Loop Road	200,000	2,000,000	2,200,000	96	0	15	0
5	1985		School Safety	25,000	0	25,000	96	0	15	0
5	1985		North Fork Road	650,000	0	650,000	96	0	39	0
5	1985		Unspecified Roads	950,000	0	950,000	96	0	39	0
5	1985		Robinson Loop Road	600,000	0	600,000	96	0	39	0
5	1985		Unspecified Roads	41,500	0	41,500	96	0	39	0
5	1985		Sterling Highway	0	9,000,000	9,000,000	96	0	14	0
5	1985	Homer	East Hill Road	100,000	0	100,000	105	234	59	18
5	1985	Homer	Unspecified Roads	145,000	0	145,000	105	235	59	21
5	1985	Homer	Unspecified Roads	1,300,000	0	1,300,000	96	0	19	0
5	1985	Kenai	Unspecified Roads	2,300,000	0	2,300,000	96	0	39	0
5	1985	Soldovia	Unspecified Roads	250,000	0	250,000	96	0	39	0
5	1985	Soldotna	Unspecified Roads	1,350,000	0	1,350,000	96	0	40	0
				7,911,500	11,000,000	18,911,500				Sum

Number of Observations: 13

5	1986		Cohoe Loop Road	80,000	0	80,000	130	559	110	20
5	1986		Robinson Loop Road	640,000	0	640,000	128	3	27	6
5	1986		North Fork Road	120,000	0	120,000	130	561	110	26
5	1986	Homer	East Hill Road	1,750,000	0	1,750,000	128	3	19	13
5	1986	Homer	East Hill Road	3,000,000	0	3,000,000	130	592	115	13
5	1986	Homer	School Safety	24,000	0	24,000	130	507	98	26
5	1986	Sterling	Unspecified Roads	0	300,000	300,000	128	3	13	20
				5,614,000	300,000	5,914,000				Sum

Number of Observations: 7

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(D) YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D CF	APPVD'D OF	TOTAL	CHIP	SEC	PG	I.N	
			33,441,900	11,300,000	44,741,900					Sum
Number of Observations:		46		1						
6 1983	Valdez	Richardson Highway	90,000	1,039,000	1,129,000	107	34	77	0	
			90,000	1,039,000	1,129,000					Sum
Number of Observations:		1								
6 1984		Sterling Highway	264,000	3,036,000	3,300,000	24	0	62	0	
6 1984	Cordova	Unspecified Roads	500,000	0	500,000	24	0	40	0	
6 1984	Nikiski	Lamplight Road	750,000	0	750,000	22	0	5	0	
6 1984	Valdez	Robe River Street	620,000	0	620,000	22	0	5	0	
6 1984	Whittier	Shotgun Cove Road	100,000	0	100,000	22	0	2	0	
6 1984	Whittier	Shotgun Cove Road	500,000	0	500,000	45	0	8	0	
6 1984	Whittier	Whittier Access Road	350,000	0	350,000	171	319	56	0	
			3,084,000	3,036,000	6,120,000					Sum
Number of Observations:		7								
6 1985		Lamplight Road	615,000	0	615,000	96	0	40	0	
6 1985	Cordova	Copper River Highway	0	1,300,000	1,300,000	96	0	14	0	
6 1985	Cordova	Katalla Road	150,000	0	150,000	96	0	15	0	
6 1985	Valdez	Richardson Highway	0	1,080,000	1,080,000	96	0	18	0	
			765,000	2,380,000	3,145,000					Sum
Number of Observations:		4								
6 1986		Copper River Highway	0	5,550,000	5,550,000	128	3	14	16	
6 1986		Copper River Highway	0	300,000	300,000	128	3	17	5	
6 1986	Whittier	Unspecified Roads	67,000	0	67,000	130	128	28	2	

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LN	
				67,000	5,850,000	5,917,000					Sum
Number of Observations:		3									
				4,006,000	12,305,000	16,311,000					Sum
Number of Observations:		15									
7	1983	Anchorage	Diamond Blvd	700,000	0	700,000	10	0	5	0	
7	1983	Anchorage	Various LRSA	1,000,000	0	1,000,000	10	0	5	0	
7	1983	Anchorage	Unspecified Roads	2,000,000	0	2,000,000	10	0	5	0	
7	1983	Anchorage	Seward Highway	60,000	0	60,000	10	0	5	0	
7	1983	Anchorage	Talus West LRSA	650,000	0	650,000	10	0	5	0	
7	1983	Anchorage	Jewel Lake Road	1,472,000	0	1,472,000	10	0	5	0	
7	1983	Anchorage	Bird/Indian Pathway	21,100	0	21,100	10	0	5	0	
7	1983	Anchorage	Waldron Drive	200,000	0	200,000	10	0	5	0	
7	1983	Anchorage	Glenn Highway	3,000,000	0	3,000,000	10	0	5	0	
7	1983	Anchorage	Prospect Drive	140,000	0	140,000	10	0	6	0	
7	1983	Anchorage	Multiple Streets	4,348,000	0	4,348,000	10	0	25	0	
7	1983	Anchorage	Street Lighting	750,000	0	750,000	10	0	26	0	
7	1983	Anchorage	Raspberry Road	212,000	0	212,000	10	0	26	0	
7	1983	Anchorage	Unspecified Roads	769,000	0	769,000	10	0	26	0	
7	1983	Anchorage	District 7	250,000	0	250,000	10	0	26	0	
7	1983	Anchorage	Birch Road	300,000	0	300,000	10	0	26	0	
7	1983	Anchorage	District 8	680,000	0	680,000	10	0	26	0	
7	1983	Anchorage	Prospect Drive	400,000	0	400,000	10	0	26	0	
7	1983	Anchorage	Arctic Boulevard	20,400	0	20,400	10	0	26	0	
7	1983	Anchorage	Bragaw Street	100,000	0	100,000	10	0	26	0	
7	1983	Anchorage	Windermere Subdivision	183,000	0	183,000	10	0	26	0	
7	1983	Anchorage	Heather Meadows Sub	756,000	0	756,000	10	0	26	0	
7	1983	Anchorage	Broadmore Subdivision	575,000	0	575,000	10	0	26	0	
7	1983	Anchorage	Traffic signals	165,000	0	165,000	10	0	26	0	
7	1983	Anchorage	District 11	65,000	0	65,000	10	0	26	0	
7	1983	Anchorage	Street Lighting	15,000	0	15,000	10	0	26	0	
7	1983	Anchorage	Street Lighting	300,000	0	300,000	10	0	27	0	
7	1983	Anchorage	Stuckagain Hts LRSA	13,800	0	13,800	10	0	27	0	
7	1983	Anchorage	District 10	100,000	0	100,000	10	0	27	0	
7	1983	Anchorage	Williwaw LRSA	80,000	0	80,000	10	0	27	0	
7	1983	Anchorage	Unspecified Roads	2,200,000	0	2,200,000	10	0	27	0	

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FD	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LN
7	1983	Anchorage	School Access Road	400,000	0	400,000	10	0	27	0
7	1983	Anchorage	Chester Creek	40,000	0	40,000	10	0	27	0
7	1983	Anchorage	Northwood Street	100,000	0	100,000	10	0	27	0
7	1983	Anchorage		800,000	0	800,000	107	34	74	0
7	1983	Anchorage	Seward Highway	947,600	18,952,000	19,899,600	107	34	74	0
7	1983	Anchorage	Diamond Blvd	984,000	11,316,000	12,300,000	107	34	74	0
7	1983	Anchorage	AC Couplet	1,648,000	20,600,000	22,248,000	107	34	74	0
7	1983	Anchorage	AC Couplet	720,000	8,280,000	9,000,000	107	34	74	0
7	1983	Anchorage	Bonifacia Parkway	344,000	3,956,000	4,300,000	107	34	74	0
7	1983	Anchorage	Anchorage	1,400,000	27,231,000	28,631,000	107	34	74	0
7	1983	Anchorage	Diamond Blvd	895,000	10,303,000	11,198,000	107	34	74	0
7	1983	Anchorage	Diamond Blvd	1,680,000	19,320,000	21,000,000	107	34	74	0
7	1983	Anchorage	Traffic Signals	256,500	0	256,500	107	34	75	0
7	1983	Anchorage	Unspecified Roads	1,800,000	0	1,800,000	107	34	111	0
7	1983	Anchorage	Birch Road	150,000	0	150,000	107	34	112	0
7	1983	Anchorage	Birch Road	50,000	0	50,000	107	34	112	0
7	1983	Anchorage	Seward Hwy/Klatt Road	350,000	0	350,000	107	34	112	0
7	1983	Anchorage	Turnagain Boulevard	200,000	0	200,000	107	34	112	0
7	1983	Anchorage	Baxter Road	380,000	0	380,000	107	34	112	0
7	1983	Anchorage	East 6th Avenue	490,000	0	490,000	107	34	112	0
7	1983	Anchorage	Lake Otis Parkway	1,400,000	0	1,400,000	107	34	112	0
7	1983	Anchorage	A-C Couplet	2,000,000	0	2,000,000	107	34	112	0
7	1983	Anchorage	Donall Street	400,000	0	400,000	107	34	112	0
7	1983	Anchorage	Lake Otis Parkway	1,400,000	0	1,400,000	107	34	113	0
7	1983	Anchorage	A-C Couplet	2,000,000	0	2,000,000	107	34	114	0
7	1983	Anchorage	Donall Street	400,000	0	400,000	107	34	114	0
7	1983	Anchorage	West Northern Lights Blvd	182,800	0	182,800	106	36	6	0
7	1983	Anchorage	Spenard Road	50,750	0	50,750	106	37	6	0
7	1983	Anchorage	Wisconsin Drive	341,582	0	341,582	106	81	14	0
7	1983	Anchorage	Multiple Roads	32,894	0	32,894	106	85	14	0
7	1983	Anchorage	Lake Otis Parkway	1,040,000	0	1,040,000	106	193	37	0
7	1983	Anchorage	Unspecified Roads	175,000	0	175,000	106	262	47	0
7	1983	Anchorage	Birch Road	550,000	0	550,000	10	0	26	0
7	1983	Eagle River	Traffic Signals	215,000	0	215,000	10	0	5	0
7	1983	Eagle River	Hiland Drive	305,000	0	305,000	107	34	75	0
7	1983	Eagle River	Unspecified Roads	125,000	0	125,000	107	34	75	0

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LN	Sum
				45,778,426	119,958,000	165,736,426					
Number of Observations: 67											
7	1984	Anchorage	Birch Road	500,000	0	500,000	22	0	5	0	
7	1984	Anchorage	Unspecified Roads	2,200,000	0	2,200,000	22	0	6	0	
7	1984	Anchorage	Klatt Rd/Old Seward	135,000	0	135,000	21	0	7	0	
7	1984	Anchorage	Lake Otis Parkway	1,000,000	0	1,000,000	22	0	5	0	
7	1984	Anchorage	Lake Otis Parkway	1,500,000	0	1,500,000	22	0	5	0	
7	1984	Anchorage	Raspberry Road	4,000,000	0	4,000,000	22	0	5	0	
7	1984	Anchorage	Unspecified Roads	1,000,000	0	1,000,000	22	0	6	0	
7	1984	Anchorage	Traffic Signals	500,000	0	500,000	22	0	6	0	
7	1984	Anchorage	Wisconsin Drive	250,000	0	250,000	22	0	5	0	
7	1984	Anchorage	Mountain Park LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Mountain Park/Ril LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Raven Woods/BB LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Sky Ranch Estate LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Talus West LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Upper Grover LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Upper O'Malley LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Valll Vue LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	West Northern Lights Blvd	7,000,000	0	7,000,000	45	0	27	0	
7	1984	Anchorage	Raspberry Road	1,000,000	0	1,000,000	45	0	28	0	
7	1984	Anchorage	100th Avenue	3,200,000	0	3,200,000	45	0	28	0	
7	1984	Anchorage	Lake Otis Parkway	1,000,000	0	1,000,000	45	0	28	0	
7	1984	Anchorage	76th Street	1,750,000	0	1,750,000	45	0	29	0	
7	1984	Anchorage	Street Lighting	307,000	0	307,000	24	0	12	0	
7	1984	Anchorage	Unspecified Roads	858,000	0	858,000	24	0	30	0	
7	1984	Anchorage	Unspecified Roads	1,000,000	0	1,000,000	24	0	30	0	
7	1984	Anchorage	O'Malley Road	100,000	0	100,000	24	0	31	0	
7	1984	Anchorage	Unspecified Roads	2,400,000	0	2,400,000	24	0	41	0	
7	1984	Anchorage	School Safety	45,000	0	45,000	24	0	41	0	
7	1984	Anchorage	District 7 LRSA	450,000	0	450,000	24	0	41	0	
7	1984	Anchorage		100,000	0	100,000	24	0	41	0	
7	1984	Anchorage	Traffic Signals	600,000	0	600,000	24	0	41	0	
7	1984	Anchorage	School Safety	200,000	0	200,000	24	0	41	0	
7	1984	Anchorage	Unspecified Roads	500,000	0	500,000	24	0	42	0	
7	1984	Anchorage	Arctic Boulevard	600,000	0	600,000	24	0	42	0	
7	1984	Anchorage	Tudor Road	500,000	0	500,000	24	0	42	0	

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D CF	APPVD'D CF	TOTAL	CIIP	SEC	PG	IN
7	1984	Anchorage	Spenard Road	4,000,000	0	4,000,000	24	0	42	0
7	1984	Anchorage	"C" Street	2,000,000	0	2,000,000	24	0	42	0
7	1984	Anchorage	Old Seward Highway	135,000	0	135,000	24	0	43	0
7	1984	Anchorage	Stuckagain Road	50,000	0	50,000	24	0	43	0
7	1984	Anchorage	Unspecified Roads	2,220,000	0	2,220,000	24	0	43	0
7	1984	Anchorage	Street Lighting	1,100,000	0	1,100,000	24	0	43	0
7	1984	Anchorage	Goldenview Drive	600,000	0	600,000	24	0	43	0
7	1984	Anchorage	Benson Boulevard	250,000	0	250,000	23	0	43	0
7	1984	Anchorage	Northern Lights Blvd	250,000	0	250,000	24	0	43	0
7	1984	Anchorage	Unspecified Roads	19,200	0	19,200	24	0	43	0
7	1984	Anchorage	Seward Highway	656,000	7,544,000	8,200,000	24	0	62	0
7	1984	Anchorage	Bonifacio Parkway	700,000	8,000,000	8,700,000	24	0	62	0
7	1984	Anchorage	Seward Highway	3,610,000	0	3,610,000	24	0	62	0
7	1984	Anchorage	Unspecified Roads	2,000,000	0	2,000,000	24	0	62	0
7	1984	Anchorage	Clarks Road	700,000	0	700,000	24	0	62	0
7	1984	Anchorage	Old Seward Highway	165,000	0	165,000	24	0	71	0
7	1984	Anchorage	South Golden View LRSA	300,000	0	300,000	24	0	71	0
7	1984	Anchorage	Various LRSA	900,000	0	900,000	24	0	72	0
7	1984	Anchorage	Signs	100,000	0	100,000	171	319	56	0
7	1984	Anchorage	Huffman Road	250,000	0	250,000	171	319	56	0
7	1984	Anchorage	O'Malley Road	100,000	0	100,000	171	319	70	0
7	1984	Anchorage	University Drive	100,000	0	100,000	171	319	74	0
7	1984	Anchorage	Lakeside Drive	500,000	0	500,000	171	319	74	0
7	1984	Anchorage	RAspberry Road	975,000	0	975,000	171	319	74	0
7	1984	Anchorage	3rd Avenue	1,900,000	0	1,900,000	171	319	75	0
7	1984	Anchorage	36th Avenue	900,000	0	900,000	171	319	75	0
7	1984	Anchorage	36th Avenue	3,100,000	0	3,100,000	171	319	74	0
7	1984	Anchorage	Creekside Road	260,000	0	260,000	171	319	75	0
7	1984	Anchorage	Traffic Signals	400,000	0	400,000	171	319	75	0
7	1984	Anchorage	Birch Road	100,000	0	100,000	171	319	75	0
7	1984	Anchorage	District 7 Streets	165,000	0	165,000	171	319	76	0
7	1984	Anchorage	Lake Otis Parkway	500,000	0	500,000	171	319	76	0
7	1984	Anchorage	Unspecified Streets	400,000	0	400,000	171	319	76	0
7	1984	Anchorage	Goldenview Drive	300,000	0	300,000	171	319	76	0
7	1984	Eagle River	Traffic Signals	530,000	0	530,000	24	0	41	0
7	1984	Eagle River	Hiland Drive	1,574,500	0	1,574,500	171	319	56	0

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LN	
				65,304,700	15,544,000	80,848,700					Sum
Number of Observations: 71											
7	1985		North End Road	1,300,000	0	1,300,000	96	0	15	0	
7	1985	Anchorage	Boniface Parkway	0	4,500,000	4,500,000	96	0	14	0	
7	1985	Anchorage	Bonifacio Parkway	300,000	0	300,000	96	0	15	0	
7	1985	Anchorage	Unspecified Roads	259,500	0	259,500	105	569	120	29	
7	1985	Anchorage	Cranberry Street	60,000	0	60,000	105	394	91	22	
7	1985	Anchorage	Diamond Blvd	0	12,000,000	12,000,000	96	0	14	0	
7	1985	Anchorage	East 6th Avenue	250,000	0	250,000	105	402	92	24	
7	1985	Anchorage	East 6th Avenue	250,000	0	250,000	96	0	40	0	
7	1985	Anchorage	Eklutna Frontage Road	0	2,250,000	2,250,000	96	0	14	0	
7	1985	Anchorage	Unspecified Roads	33,000	0	33,000	105	627	131	9	
7	1985	Anchorage	Girdwood LRSA	97,000	0	97,000	105	392	91	14	
7	1985	Anchorage	Glenn Highway	0	19,530,000	19,530,000	96	0	14	0	
7	1985	Anchorage	Huffman Road	125,000	0	125,000	105	674	138	27	
7	1985	Anchorage	Traffic Signals	184,000	0	184,000	105	390	91	8	
7	1985	Anchorage	Lake Otis Parkway	4,500,000	0	4,500,000	96	0	15	0	
7	1985	Anchorage	Unspecified LSRT	0	361,000	361,000	105	386	90	11	
7	1985	Anchorage	Lake Otis Parkway	47,900	0	47,900	105	401	92	20	
7	1985	Anchorage	Seward Highway	0	5,800,000	5,800,000	96	0	14	0	
7	1985	Anchorage	Seward Highway	0	2,880,000	2,880,000	96	0	14	0	
7	1985	Anchorage	Old Seward Highway	0	3,600,000	3,600,000	96	0	14	0	
7	1985	Anchorage	4th Avenue	50,000	0	50,000	105	399	92	12	
7	1985	Anchorage	E. Northern Lights	80,000	0	80,000	105	566	120	18	
7	1985	Anchorage	Dearmoun Road	0	6,500,000	6,500,000	96	0	14	0	
7	1985	Anchorage	Raspberry Road	0	15,930,000	15,930,000	96	0	14	0	
7	1985	Anchorage	Unspecified Roads	82,200	0	82,200	105	398	92	8	
7	1985	Anchorage	District 7 LRSA	300,000	0	300,000	105	413	94	13	
7	1985	Anchorage	School Safety	30,000	0	30,000	105	387	90	18	
7	1985	Anchorage	School Safety	13,500	0	13,500	105	446	100	4	
7	1985	Anchorage	Traffic Signals	116,000	0	116,000	96	0	15	0	
7	1985	Anchorage	Upper Dearmoun Road	375,000	0	375,000	105	675	139	1	
7	1985	Eagle River	Glenn Highway	273,400	0	273,400	105	567	120	22	
7	1985	Eagle River	Hiland Drive	500,000	0	500,000	96	0	15	0	
7	1985	Eagle River	Hiland Drive	0	361,000	361,000	105	386	90	4	
7	1985	Eagle River	Hiland Road	29,800	0	29,800	105	409	93	28	
7	1985	Eagle River	Glenn Highway	0	720,000	720,000	96	0	14	0	

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D OF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
				9,256,300	74,432,000	83,688,300				Sum
Number of Observations:		35								
7	1986	Anchorage	"C" Street	0	5,704,000	5,704,000	128	3	14	8
7	1986	Anchorage	Unspecified Roads	0	1,840,000	1,840,000	128	3	13	24
7	1986	Anchorage	36th Avenue	800,000	0	800,000	128	3	28	7
7	1986	Anchorage	Campbell Airstrip LRSA	160,000	0	160,000	128	3	28	12
7	1986	Anchorage	District 13	300,000	0	300,000	128	3	28	10
7	1986	Anchorage	Diamond Blvd	300,000	0	300,000	128	3	28	6
7	1986	Anchorage	Road Service Areas	1,200,000	0	1,200,000	128	3	28	9
7	1986	Anchorage	Hatt Road	4,000,000	0	4,000,000	128	3	28	4
7	1986	Anchorage	Lake Otis Parkway	9,000,000	0	9,000,000	128	3	27	20
7	1986	Anchorage	Road Service Areas	500,000	0	500,000	128	3	28	8
7	1986	Anchorage	Unspecified Roads	160,000	0	160,000	128	3	28	11
7	1986	Anchorage	Spenard Road	2,780,000	0	2,780,000	128	3	28	5
7	1986	Anchorage	West Northern Lights Blvd	14,000,000	0	14,000,000	128	3	27	19
7	1986	Anchorage	Boniface Parkway	0	12,880,000	12,880,000	128	3	14	4
7	1986	Anchorage	Chuglak/Eagle Rvr Rd Svc	400,000	0	400,000	130	530	102	23
7	1986	Anchorage	District 10	225,000	0	225,000	130	371	77	16
7	1986	Anchorage	District G	8,931	0	8,931	130	224	47	2
7	1986	Anchorage	Districts 7 & 8	2,000,000	0	2,000,000	130	306	62	29
7	1986	Anchorage	Hiland Drive	0	20,773,600	20,773,600	128	3	13	23
7	1986	Anchorage	Glenn Highway	0	3,150,000	3,150,000	128	3	14	15
7	1986	Anchorage	Glenn Highway	0	2,700,000	2,700,000	128	3	14	14
7	1986	Anchorage	Seward Highway	0	630,000	630,000	128	3	14	13
7	1986	Anchorage	Minnesota Drive	0	18,400,000	18,400,000	128	3	14	17
7	1986	Anchorage	Minnesota Drive	0	1,620,000	1,620,000	128	3	14	12
7	1986	Anchorage	Old Seward Highway	0	9,752,000	9,752,000	128	3	14	6
7	1986	Anchorage	Raspberry Road	0	13,800,000	13,800,000	128	3	14	7
7	1986	Anchorage	Raspberry Road	0	12,328,000	12,328,000	128	3	14	5
7	1986	Anchorage	Seward Highway	0	33,250,000	33,250,000	128	3	14	11
7	1986	Anchorage	Upper DeArmour Road	320,000	0	320,000	130	364	75	10

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FD	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	GHP	SEC	PG	LN	
				36,153,931	136,827,600	172,981,531					Sum
Number of Observations: 29											
				156,493,357	346,761,600	503,254,957					Sum
Number of Observations: 202											
16	1983		Hatcher Pass Road	250,000	0	250,000	107	34	76	0	
16	1983		Point McKenzie Road	252,000	0	252,000	10	0	5	0	
16	1983		Bartlett Hills	400,000	0	400,000	10	0	29	0	
16	1983		McKenchino Road	120,000	0	120,000	10	0	29	0	
16	1983		Lucille Street	1,610,200	0	1,610,200	10	0	29	0	
16	1983		Seward Meridian Road	400,000	0	400,000	10	0	30	0	
16	1983		Parks Highway	400,000	4,600,000	5,000,000	107	34	74	0	
16	1983		Old Glenn Highway	100,000	1,000,000	1,100,000	107	34	75	0	
16	1983		Petersville Road	100,000	1,000,000	1,100,000	107	34	75	0	
16	1983		Parks Highway	365,000	4,195,000	4,560,000	107	34	77	0	
16	1983		Unspecified Roads	143,000	0	143,000	107	34	118	0	
16	1983		Seward Meridian Road	293,000	0	293,000	107	34	118	0	
16	1983		Lewis Loop Road	150,000	0	150,000	107	34	118	0	
16	1983		Unspecified Roads	190,000	0	190,000	107	34	118	0	
16	1983		Oilwell Road	40,000	0	40,000	107	34	118	0	
16	1983		Unspecified Roads	100,000	0	100,000	107	34	118	0	
16	1983	Houston	Unspecified Roads	300,000	0	300,000	10	0	27	0	
16	1983	Houston	Unspecified Roads	80,000	0	80,000	107	34	114	0	
16	1983	Palmer	Unspecified Roads	1,437,000	0	1,437,000	10	0	6	0	
16	1983	Palmer	Unspecified Roads	150,000	0	150,000	10	0	27	0	
16	1983	Wasilla	Unspecified Roads	300,000	0	300,000	10	0	27	0	
				7,180,200	10,795,000	17,975,200					Sum
Number of Observations: 21											
16	1984		Cheri Lake Drive	25,000	0	25,000	22	0	6	0	
16	1984		Oilwell Road	94,700	0	94,700	22	0	6	0	
16	1984		Pittman Road	400,000	0	400,000	22	0	7	0	
16	1984		Talkeotna Spur	100,000	0	100,000	22	0	7	0	
16	1984		Petersville Road	250,000	0	250,000	45	0	9	0	

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
16	1984		Mission Road	400,000	0	400,000	24	0	12	0	
16	1984		Horseshoe Lake Road	53,800	0	53,800	24	0	43	0	
16	1984		Unspecified Roads	200,000	0	200,000	24	0	43	0	
16	1984		Big Lake Roads	200,000	0	200,000	24	0	44	0	
16	1984		Seward Meridian Road	382,900	0	382,900	24	0	44	0	
16	1984		Glenn Highway	32,000	368,000	400,000	24	0	62	0	
16	1984		Pittman Road	400,000	0	400,000	24	0	72	0	
16	1984		Lucille Street	450,000	0	450,000	24	0	72	0	
16	1984		Farm Loop Road	95,000	0	95,000	171	319	56	0	
16	1984		Street Lighting	350,000	0	350,000	171	319	76	0	
16	1984		Unspecified Roads	1,500,000	0	1,500,000	171	319	76	0	
16	1984		Street Lighting	350,000	0	350,000	171	319	76	0	
16	1984		Street Lighting	72,000	0	72,000	171	319	76	0	
16	1984	Houston	Unspecified Roads	100,000	0	100,000	22	0	6	0	
16	1984	Houston	Houston H.S. Access	42,100	0	42,100	22	0	6	0	
16	1984	Houston	King Arthur Road	200,000	0	200,000	45	0	29	0	
16	1984	Houston	King Arthur Road	400,000	0	400,000	45	0	29	0	
16	1984	Houston	Armstrong Road	189,400	0	189,400	24	0	43	0	
16	1984	Houston	Unspecified Roads	100,000	0	100,000	24	0	72	0	
16	1984	Palmer	Street Lighting	300,000	0	300,000	24	0	44	0	
16	1984	Palmer	Street Lighting	250,000	0	250,000	171	319	76	0	
16	1984	Wassila	Multiple Roads	200,000	0	200,000	2	0	44	0	
16	1984	Wassila	Traffic Signals	300,000	0	300,000	24	0	44	0	
				7,436,900	368,000	7,804,900					Sum

Number of Observations: 28

16	1985		Big Lake Roads	300,000	0	300,000	96	0	41	0
16	1985		Big Lake Roads	275,000	0	275,000	96	0	15	0
16	1985		Big Lake Roads	100,000	0	100,000	105	520	112	29
16	1985		Briggs Road	400,000	0	400,000	96	0	40	0
16	1985		Farm Loop Road	50,000	0	50,000	96	0	40	0
16	1985		Hatcher Pass Road	250,000	0	250,000	96	0	15	0
16	1985		Meadow Lakes Road	100,000	0	100,000	96	0	40	0
16	1985		Seward Meridian Road	100,000	0	100,000	96	0	40	0
16	1985		Parks Highway	0	3,285,000	3,285,000	96	0	14	0
16	1985		Glenn Highway	100,000	0	100,000	96	0	15	0
16	1985		Petersville Road	700,000	0	700,000	105	683	141	6

11	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GR	APPVD'D OF	TOTAL	GRP	SEC	PG	LN	
16	1985		Petersville Road	100,000	0	100,000	96	0	41	0	
16	1985		Pittman Road	700,000	0	700,000	96	0	15	0	
16	1985		Pittman Road	400,000	0	400,000	96	0	40	0	
16	1985		Pittman Road	400,000	0	400,000	105	602	141	3	
16	1985		Various LRSA	165,000	0	165,000	96	0	41	0	
16	1985		Unspecified Roads	81,000	0	81,000	96	0	40	0	
16	1985		Traffic Signals	325,000	0	325,000	96	0	15	0	
16	1985		Unspecified Trails	40,000	0	40,000	96	0	40	0	
16	1985	Houston	Kenlar Road	370,000	0	370,000	96	0	40	0	
16	1985	Palmer	Butte to Palmer Road	600,000	0	600,000	96	0	15	0	
16	1985	Wesilla	Street Lighting	16,000	0	16,000	96	0	15	0	
				5,572,000	3,285,000	8,857,000					Sum

Number of Observations: 22

16	1986		Church Road	100,000	0	100,000	128	3	28	15	
16	1986		Edgerton Park Road	50,000	0	50,000	128	3	28	16	
16	1986		Edlund Road	100,000	0	100,000	128	3	28	17	
16	1986		Glenn Highway	0	7,498,000	7,498,000	128	3	14	9	
16	1986		Hatcher Pass Road	141,000	0	141,000	128	3	28	18	
16	1986		Lake Louise Road	50,000	0	50,000	128	3	29	4	
16	1986		Horizon Drive	25,000	0	25,000	128	3	29	14	
16	1986		Johnson Road	417,000	0	417,000	128	3	29	13	
16	1986		Oil Well Road	40,000	0	40,000	128	3	29	15	
16	1986		Pittman Road	475,000	0	475,000	128	3	28	14	
16	1986		Maud Road	40,000	0	40,000	130	425	87	29	
16	1986		Parks Highway	0	521,600	521,600	130	165	35	13	
16	1986		Glenn Highway	0	966,000	966,000	128	3	14	10	
16	1986		Petersville Road	225,000	0	225,000	128	3	29	5	
16	1986		Pitman Road	60,000	0	60,000	130	417	86	16	
16	1986	Wesilla	Unspecified Roads	950,000	0	950,000	128	3	29	10	
				2,673,000	8,985,600	11,658,600					Sum

Number of Observations: 16

FD	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LN
				22,862,100	23,433,600	46,295,700				Sum

Number of Observations: 87

17	1983		Glenn Highway	157,000	1,803,000	1,960,000	107	34	74	0
17	1983		Parks Highway	5,000,000	0	5,000,000	10	0	7	0
17	1983		Tok Cutoff	3,700,000	0	3,700,000	10	0	7	0
17	1983		Alaska Highway	3,390,000	0	3,390,000	10	0	7	0
17	1983		Richardson Highway	320,000	3,680,000	4,000,000	107	34	77	0
17	1983		Parks Highway	1,230,000	4,545,000	5,775,000	107	34	77	0
17	1983		Richardson Highway	480,000	5,520,000	6,000,000	107	34	77	0
17	1983		Richardson Highway	336,000	3,866,000	4,202,000	107	34	77	0
17	1983		Alaska Highway	203,000	2,338,000	2,541,000	107	34	77	0
17	1983		Alaska Highway	1,375,000	7,125,000	8,500,000	107	34	77	0
17	1983		Tok Cutoff	650,000	2,850,000	3,500,000	107	34	77	0
17	1983		Richardson Highway	145,000	1,670,000	1,815,000	107	34	77	0
17	1983	Anderson	Unspecified Roads	600,000	0	600,000	107	34	114	0
17	1983	Anderson	Unspecified Roads	65,000	0	65,000	10	0	6	0
17	1983	Copper Center	Richardson Highway	880,000	0	880,000	10	0	7	0
17	1983	Copper Center	Klutina Road	40,600	0	40,600	10	0	32	0
17	1983	Delta Junction	Unspecified Roads	950,000	0	950,000	10	0	27	0
17	1983	Delta Junction	Unspecified Roads	500,000	0	500,000	10	0	6	0
17	1983	Eagle Village	Unspecified Roads	10,000	0	10,000	106	48	8	0
17	1983	Eagle Village	Unspecified Roads	10,900	0	10,900	107	34	122	0
17	1983	Merena	Unspecified Roads	100,000	0	100,000	107	34	114	0
17	1983	Tetlin	Street Lighting	3,000	0	3,000	106	51	8	0
				20,145,500	33,397,000	53,542,500				Sum

Number of Observations: 22

17	1984		Richardson Highway	16,000	184,000	200,000	24	0	64	0
17	1984		Parks Highway	704,000	8,096,000	8,800,000	24	0	64	0
17	1984		Alaska Highway	1,128,000	12,972,000	14,100,000	24	0	64	0
17	1984		Richardson Highway	145,000	1,670,000	1,815,000	171	319	57	0
17	1984		Tolsona Lake Road	50,000	0	50,000	171	319	58	0
17	1984	Copper Center	Unspecified Roads	370,000	0	370,000	22	0	9	0
17	1984	Copper Center	Richardson Highway	620,000	9,880,000	10,500,000	171	319	57	0
17	1984	Delta Junction	Hill Tan Road	465,000	0	465,000	22	0	7	0

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
17	1984	Delta Junction	Street Lighting	28,800	0	28,800	24	0	44	0	
17	1984	Glennallen	3/4 Mile Road	72,000	0	72,000	171	319	79	0	
17	1984	Healy	Otto Lake West Road	100,000	0	100,000	22	0	3	0	
17	1984	Nenana	Unspecified Roads	615,000	0	615,000	22	0	7	0	
17	1984	Slane	Nabesna Road	135,000	0	135,000	22	0	3	0	
17	1984	Tanacross	Street Lighting	30,000	0	30,000	171	319	78	0	
				4,478,800	32,802,000	37,280,800					Sum
Number of Observations:		14									
17	1985		Alaska Highway	0	13,500,000	13,500,000	96	0	17	0	
17	1985		Delta Agricultural Road	100,000	0	100,000	96	0	18	0	
17	1985		Delta Agricultural Road	54,915	0	54,915	105	631	132	2	
17	1985		Edgerton Highway	0	7,110,000	7,110,000	96	0	18	0	
17	1985		Glenn Highway	0	1,440,000	1,440,000	96	0	17	0	
17	1985		Nabesna Road	100,000	0	100,000	96	0	18	0	
17	1985		Parks Highway	0	8,640,000	8,640,000	96	0	17	0	
17	1985		Richardson Highway	0	9,000,000	9,000,000	96	0	17	0	
17	1985	Anderson	Unspecified Roads	250,000	0	250,000	96	0	41	0	
17	1985	Tanacross	Unspecified Roads	30,000	0	30,000	96	0	45	0	
17	1985	Tok	Unspecified Roads	100,000	0	100,000	96	0	23	0	
17	1985	Tok	Unspecified Roads	30,000	0	30,000	105	532	115	6	
				664,915	39,690,000	40,354,915					Sum
Number of Observations:		12									
17	1986		Unspecified Roads	300,000	0	300,000	128	3	33	17	
17	1986		Denali Highway	0	3,956,000	3,956,000	128	3	17	9	
17	1986		Glenn Highway	0	1,029,000	1,029,000	130	164	35	6	
17	1986		Nabesna Road	80,000	0	80,000	128	3	18	7	
17	1986		Pangulgue Creek Road	146,400	0	146,400	128	3	18	4	
17	1986		Richardson Highway	0	3,151,000	3,151,000	128	3	17	8	
17	1986		Taylor Highway	0	1,594,700	1,594,700	130	169	36	20	
17	1986		Tok Cutoff	0	6,624,000	6,624,000	128	3	17	7	
17	1986		Tok Cutoff	0	7,820,000	7,820,000	128	3	17	6	
17	1986	Anderson	Unspecified Roads	280,000	0	280,000	128	3	29	21	
17	1986	Copper Center		36,000	0	36,000	128	3	18	5	

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D OF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LN
17	1986	Copper Center	Richardson Highway	4,000	0	4,000	130	109	24	8
17	1986	Kenans	Unspecified Roads	200,000	0	200,000	128	3	29	19
17	1986	Northway	Unspecified Roads	80,000	0	80,000	128	3	33	19
17	1986	Tok	Unspecified Roads	300,000	0	300,000	128	3	33	18
				1,426,400	24,174,700	25,601,100				Sum
Number of Observations: 15										
				26,715,615	130,000,700	156,779,315				Sum
Number of Observations: 63										
18	1983	North Pole	5th Avenue	1,595,000	0	1,595,000	10	0	27	0
				1,595,000	0	1,595,000				Sum
Number of Observations: 1										
18	1984		Hurst Road	1,000,000	0	1,000,000	22	0	3	0
18	1984		Richardson Highway	2,200,000	0	2,200,000	45	0	9	0
18	1984		Richardson Highway	1,000,000	0	1,000,000	24	0	13	0
18	1984	North Pole	Unspecified Roads	1,050,000	0	1,050,000	24	0	44	0
				5,250,000	0	5,250,000				Sum
Number of Observations: 4										
18	1985		Richardson Highway	0	2,400,000	2,400,000	96	0	17	0
18	1985		Various LRSA	400,000	0	400,000	96	0	41	0
18	1985	North Pole	Richardson Highway	400,000	0	400,000	96	0	18	0
18	1985	North Pole	Richardson Highway	0	6,210,000	6,210,000	96	0	0	0
				800,000	8,610,000	9,410,000				Sum
Number of Observations: 4										
18	1986		Badger Road	0	11,960,000	11,960,000	128	3	17	10
18	1986		Badger Road	44,000	0	44,000	128	3	30	10

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPROVD GF	APPROVD OF	TOTAL	CHIP	SGC	PG	LN
18	1986		Holmes Road	120,000	0	120,000	128	3	18	8
18	1986		Richardson Highway	0	1,840,000	1,840,000	128	3	17	11
18	1986	North Pole	Laurance Road	124,000	0	124,000	128	3	17	21
18	1986	North Pole	Richardson Highway	0	460,000	460,000	128	3	17	12
				288,000	14,260,000	14,548,000				Sum
Number of Observations: 6										
				7,933,000	22,870,000	30,803,000				Sum
Number of Observations: 15										
19	1983	Central	Unspecified Roads	32,000	0	32,000	10	0	7	0
19	1983	Ister		40,600	0	40,600	10	0	32	0
				72,600	0	72,600				Sum
Number of Observations: 2										
19	1984		Elliott Highway	112,800	1,297,200	1,410,000	24	0	64	0
19	1984	Circle	Unspecified Roads	200,000	0	200,000	24	0	13	0
				312,800	1,297,200	1,610,000				Sum
Number of Observations: 2										
19	1985		Steele Creek Road	180,000	0	180,000	96	0	18	0
19	1985	Central	Unspecified Roads	13,000	0	13,000	105	455	0	0
				193,000	0	193,000				Sum
Number of Observations: 2										
19	1986		Unspecified Roads	0	580,000	580,000	130	168	36	17
19	1986		Stoose Highway	110,400	0	110,400	128	3	17	22

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PC	LN	
				110,400	580,000	690,400					Sum
Number of Observations:			2								
				688,800	1,877,200	2,566,000					Sum
Number of Observations:			8								
20	1983	Fairbanks	Ravenwood Avenue	150,000	0	150,000	10	0	7	0	
20	1983	Fairbanks	Parks Highway	180,000	0	180,000	10	0	7	0	
20	1983	Fairbanks	Airport Way	3,000,000	0	3,000,000	10	0	7	0	
20	1983	Fairbanks	UAF Campus	520,000	0	520,000	10	0	7	0	
20	1983	Fairbanks	School	180,000	0	180,000	10	0	7	0	
20	1983	Fairbanks	School Access Road	225,000	0	225,000	10	0	7	0	
20	1983	Fairbanks	Steese Highway	189,000	0	189,000	10	0	7	0	
20	1983	Fairbanks	Pedro Dome Road	192,000	0	192,000	10	0	7	0	
20	1983	Fairbanks	Skiland	100,000	0	100,000	10	0	7	0	
20	1983	Fairbanks	Unspecified Roads	1,818,000	0	1,818,000	10	0	28	0	
20	1983	Fairbanks	Goldstream Road	353,500	0	353,500	10	0	29	0	
20	1983	Fairbanks	Vue Crest Roads	200,000	0	200,000	10	0	29	0	
20	1981	Fairbanks	Geist Road	800,000	14,500,000	15,300,000	107	34	77	0	
20	1983	Fairbanks	S. Fairbanks Expressway	480,000	5,520,000	6,000,000	107	34	77	0	
20	1983	Fairbanks	Isberg Road	130,000	0	130,000	107	34	78	0	
20	1983	Fairbanks	Lutke Road	1,065,000	0	1,065,000	107	34	78	0	
20	1983	Fairbanks	Gilmora Trail	1,600,000	0	1,600,000	107	34	78	0	
20	1983	Fairbanks	Unspecified Roads	800,000	0	800,000	107	34	114	0	
20	1983	Fairbanks	Chatanika Road	1,000	0	1,000	107	34	117	0	
20	1983	Fairbanks	Unspecified Roads	4,000,000	0	4,000,000	107	34	118	0	
20	1983	Fairbanks	Persinger Drive	350,000	0	350,000	10	0	6	0	
				16,333,500	20,020,000	36,353,500					Sum
Number of Observations:			21								
20	1984	Fairbanks	Parks Highway	160,000	0	160,000	22	0	3	0	
20	1984	Fairbanks	Unspecified Roads	600,000	0	600,000	22	0	3	0	
20	1984	Fairbanks	Unspecified Roads	350,000	0	350,000	22	0	7	0	
20	1984	Fairbanks	Moose Creek Rd LRSA	145,000	0	145,000	22	0	7	0	
20	1984	Fairbanks	Poode Estates LRSA	55,000	0	55,000	22	0	7	0	

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D OF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
20	1984	Fairbanks	10th Avenue	340,000	0	340,000	22	0	7	0
20	1984	Fairbanks	Hamilton Avenue	274,000	0	274,000	22	0	7	0
20	1984	Fairbanks	Unspecified Roads	638,100	0	638,100	22	0	7	0
20	1984	Fairbanks	N. Hillier Hill Road	30,000	0	30,000	22	0	3	0
20	1984	Fairbanks	Chona Hot Springs Road	70,000	0	70,000	22	0	3	0
20	1984	Fairbanks	Chona Ridge Road	1,300,000	0	1,300,000	22	0	3	0
20	1984	Fairbanks	University Ave	163,000	0	163,000	22	0	3	0
20	1984	Fairbanks	Silver Fox Mine	155,000	0	155,000	45	0	9	0
20	1984	Fairbanks	School Safety	196,000	0	196,000	24	0	13	0
20	1984	Fairbanks	Stoese Highway	160,000	0	160,000	24	0	13	0
20	1984	Fairbanks	Bellaire Road	50,000	0	50,000	24	0	13	0
20	1984	Fairbanks	Bridges	306,000	0	306,000	24	0	13	0
20	1984	Fairbanks	Multiple Roads	200,000	0	200,000	24	0	13	0
20	1984	Fairbanks	Stoese Highway	104,000	0	104,000	24	0	13	0
20	1984	Fairbanks	Chona Ridge Road	1,200,000	0	1,200,000	24	0	13	0
20	1984	Fairbanks	District K LRSA	2,000,000	0	2,000,000	24	0	43	0
20	1984	Fairbanks	Unspecified LRSA	500,000	0	500,000	24	0	45	0
20	1984	Fairbanks	District J LRSA	1,000,000	0	1,000,000	24	0	45	0
20	1984	Fairbanks	Unspecified Roads	140,400	0	140,400	24	0	45	0
20	1984	Fairbanks	Newby LRSA	153,000	0	153,000	24	0	44	0
20	1984	Fairbanks	Arctic Fox LRSA	276,000	0	276,000	24	0	44	0
20	1984	Fairbanks	Diane LRSA	373,000	0	373,000	24	0	44	0
20	1984	Fairbanks	Highway Park Rd Svc Area	419,000	0	419,000	24	0	44	0
20	1984	Fairbanks	Kris Kringle LRSA	279,000	0	279,000	24	0	44	0
20	1984	Fairbanks	Farmers Loop Road	82,000	946,000	1,028,000	24	0	64	0
20	1984	Fairbanks	Badger Road	74,700	859,000	933,700	24	0	64	0
20	1984	Fairbanks	Unspecified Roads	200,000	2,300,000	2,500,000	24	0	64	0
20	1984	Fairbanks	Bellaire Road	135,000	0	135,000	24	0	64	0
20	1984	Fairbanks	College Road	1,900,000	0	1,900,000	171	319	57	0
20	1984	Fairbanks	Airport Way	1,100,000	0	1,100,000	171	319	57	0
20	1984	Fairbanks	Vue Crest Roads	300,000	0	300,000	171	319	77	0
				15,428,200	4,105,000	19,533,200				Sum

Number of Observations: 36

20	1984	Fairbanks	Cushman Street	370,000	0	370,000	96	0	18	0
20	1984	Fairbanks	Unspecified Roads	4,300,000	0	4,300,000	96	0	37	0
20	1984	Fairbanks	Farmers Loop Road	0	12,240,000	12,240,000	96	0	17	0

YR	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D OF	APPVD'D OF	TOTAL	CHP	SEC	PO	LN
20	1985	Fairbanks	Geist Road	0	19,080,000	19,080,000	96	0	17	0
20	1985	Fairbanks	Various LRSA	1,600,000	0	1,600,000	96	0	41	0
20	1985	Fairbanks	S. Fairbanks Expressway	0	6,030,000	6,030,000	96	0	17	0
				6,270,000	37,350,000	43,620,000				Sum
Number of Observations:		6								
20	1986	Fairbanks	Davis Road	0	1,840,000	1,840,000	128	3	17	15
20	1986	Fairbanks	FNSB LRSA's	1,000,000	0	1,000,000	130	595	115	24
20	1986	Fairbanks	Unspecified LRSA	2,000,000	0	2,000,000	128	3	30	7
20	1986	Fairbanks	Geist Road	0	600,000	600,000	128	3	17	20
20	1986	Fairbanks	Geist Road	0	17,940,000	17,940,000	128	3	17	13
20	1986	Fairbanks	Unspecified Roads	0	500,000	500,000	128	3	17	4
20	1986	Fairbanks	Parks Highway	0	7,360,000	7,360,000	128	3	17	14
20	1986	Fairbanks	Richardson Highway	115,000	2,185,000	2,300,000	128	3	17	23
20	1986	Fairbanks	Stoese Highway	0	460,000	460,000	128	3	17	16
20	1986	Fairbanks	Unspecified Roads	0	1,242,000	1,242,000	128	3	17	17
				3,115,000	32,127,000	35,242,000				Sum
Number of Observations:		10								
				41,146,700	93,602,000	134,748,700				Sum
Number of Observations:		73								
22	1983	Buckland	Street Lighting	10,000	0	10,000	107	34	106	0
22	1983	Deering	Unspecified Roads	150,000	0	150,000	10	0	28	0
22	1983	Kobuk	Roads & Equipment	300,000	0	300,000	10	0	28	0
22	1983	Shungnak	Street Lighting	10,000	0	10,000	107	34	106	0
22	1983	Wainwright	Wainwright Recreation Rd	300,000	0	300,000	107	34	114	0
				770,000	0	770,000				Sum
Number of Observations:		5								
22	1984	Ambler	Street Lighting	25,000	0	25,000	22	0	7	0
22	1984	Atkasuk	Unspecified Roads	300,000	0	300,000	22	0	8	0

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	I.N	
22	1984	Buckland	Dumpsite Road	300,000	0	300,000	22	0	8	0	
22	1984	Kaktovik	Unspecified Roads	500,000	0	500,000	171	319	77	0	
22	1984	Kiana	Beach Access Road	300,000	0	300,000	22	0	8	0	
22	1984	Kiana	Street Lighting	25,000	0	25,000	22	0	8	0	
22	1984	Kotzebue	Unspecified Roads	700,000	0	700,000	24	0	64	0	
22	1984	Noatak	Unspecified Roads	500,000	0	500,000	24	0	64	0	
22	1984	Noorvik	Dumpsite Road	500,000	0	500,000	22	0	8	0	
22	1984	Noorvik	Bridge Repairs	33,600	0	33,600	24	0	35	0	
22	1984	Nulqsut	Unspecified Roads	55,500	0	55,500	24	0	45	0	
22	1984	Point Lay	Dumpsite Road	400,000	0	400,000	171	319	77	0	
22	1984	Selavik	Selavik Beardwalk	75,000	0	75,000	22	0	8	0	
22	1984	Shungnak	Bridge Repairs	60,000	0	60,000	22	0	8	0	
22	1984	Wainwright	Dumpsite Road	300,000	0	300,000	22	0	8	0	
				4,074,100	0	4,074,100					Sum
Number of Observations:		15									
22	1985	Nulqsut	Prudhoe Bay-Nulqsut	0	13,000,000	13,000,000	96	0	18	0	
				0	13,000,000	13,000,000					Sum
Number of Observations:		1									
				4,844,100	13,000,000	17,844,100					Sum
Number of Observations:		21									
23	1983		Pilgrim Hot Springs Road	800,000	0	800,000	10	0	7	0	
23	1983		Nome-Taylor Highway	120,000	1,380,000	1,500,000	107	34	77	0	
23	1983		Nome-Council Highway	560,000	6,440,000	7,000,000	107	34	77	0	
23	1983	Alakanuk	Street Lighting	10,000	0	10,000	107	34	106	0	
23	1983	Gambell	Unspecified Roads	85,000	0	85,000	107	34	107	0	
23	1983	Koyuk	Unspecified Roads	100,000	0	100,000	107	34	115	0	
23	1983	Nome	Unspecified Roads	700,000	1,400,000	2,100,000	107	34	77	0	
23	1981	Savoonga	Street Lighting	10,000	0	10,000	107	34	108	0	
23	1981	Scammon Bay	Street Lighting	10,000	0	10,000	107	34	108	0	
23	1981	Unalakleet	Unspecified Roads	1,150,000	0	1,150,000	10	0	28	0	
23	1981	Wales	Lopp Lagoon Road	100,000	0	100,000	107	34	115	0	

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YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CIIP	SEC	PG	LN	
			3,645,000	9,220,000	12,865,000				Sum	
Number of Observations: 11										
23	1984	Alakanuk	Unspecified Roads	157,000	0	157,000	22	0	8	0
23	1984	Brevig Mission	Street Lighting	25,000	0	25,000	171	319	77	0
23	1984	Chovak	Unspecified Roads	400,000	0	400,000	22	0	8	0
23	1984	Chovak	Unspecified Roads	200,000	0	200,000	45	0	30	0
23	1984	Chovak	Unspecified Roads	100,000	0	100,000	24	0	45	0
23	1984	Elim	Unspecified Roads	500,000	0	500,000	24	0	45	0
23	1984	Koyuk	Unspecified Roads	200,000	0	200,000	24	0	45	0
23	1984	Shishmaref	Unspecified Roads	275,000	0	275,000	22	0	8	0
23	1984	St Michael	Specified Roads	200,000	0	200,000	24	0	45	0
			2,057,000	0	2,057,000				Sum	
Number of Observations: 9										
23	1985	Nome	Taylor Highway	0	4,680,000	4,680,000	96	0	18	0
23	1985	Savoonga	Bridges	150,000	0	150,000	96	0	41	0
			150,000	4,680,000	4,830,000				Sum	
Number of Observations: 2										
23	1986	Nome	Nome-Council Highway	0	4,381,000	4,381,000	128	3	17	18
23	1986	Nome	Nome-Taylor Highway	0	600,000	600,000	128	3	17	19
			0	4,981,000	4,981,000				Sum	
Number of Observations: 2										
			5,852,000	18,881,000	24,733,000				Sum	
Number of Observations: 24										
24	1983		Mt Village/St Marys Road	455,000	0	455,000	10	0	7	0
24	1981	Arush		85,000	0	85,000	106	24	4	0

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
24	1983	Aniak	Unspecified Roads	50,000	0	50,000	107	34	115	0	
24	1983	Chalkyltsik	Unspecified Roads	97,000	0	97,000	107	34	122	0	
24	1983	Crnoked Creek	Unspecified Roads	50,000	0	50,000	107	34	122	0	
24	1983	Fort Yukon	Unspecified Roads	250,000	0	250,000	107	34	115	0	
24	1983	Grayling	Bridge Repairs	100,000	0	100,000	107	34	115	0	
24	1983	Hughes	Unspecified Roads	100,000	0	100,000	10	0	28	0	
24	1983	McGrath	Heavy Equipment	200,000	0	200,000	107	34	116	0	
24	1983	Nulato	Unspecified Roads	75,000	0	75,000	107	34	116	0	
24	1983	Red Devil	Unspecified Roads	30,000	0	30,000	107	34	122	0	
24	1983	Ruby	Unspecified Roads	240,000	0	240,000	10	0	28	0	
24	1983	Russian Mission	Unspecified Roads	210,000	0	210,000	10	0	23	0	
24	1983	Russian Mission	Unspecified Roads	50,000	0	50,000	107	34	116	0	
24	1983	Shageluk	Street Lighting	10,000	0	10,000	107	34	109	0	
24	1983	Sleetmute	Unspecified Roads	125,000	0	125,000	10	0	32	0	
24	1983	St Marys	Unspecified Roads	140,000	0	140,000	10	0	29	0	
24	1983	Takotna	Unspecified Roads	25,000	0	25,000	107	34	122	0	
24	1983	Tuluksak	Unspecified Roads	280,000	0	280,000	10	0	28	0	
				2,572,000	0	2,572,000					Sum

Number of Observations: 19

24	1984	Arctic Village	Unspecified Roads	50,000	0	50,000	24	0	49	0
24	1984	Fort Yukon	Unspecified Roads	200,000	0	200,000	24	0	45	0
24	1984	Grayling	Roads & Equipment	250,000	0	250,000	24	0	46	0
24	1984	Huslia	Street Lighting	5,000	0	5,000	171	319	77	0
24	1984	Kaitag	Unspecified Roads	200,000	0	200,000	24	0	46	0
24	1984	Koyukuk	Roads & Equipment	200,000	0	200,000	24	0	46	0
24	1984	Nulato	Unspecified Roads	75,000	0	75,000	24	0	46	0
24	1984	Ruby	Unspecified Roads	190,000	0	190,000	24	0	46	0
24	1984	Ruby	Boardwalk	75,000	0	75,000	24	86	15	0
24	1984	Ruby	Boardwalk	75,000	0	75,000	171	88	15	0
24	1984	Sleetmute	Roads & Equipment	200,000	0	200,000	24	0	50	0
24	1984	Tanana	Unspecified Roads	200,000	0	200,000	24	0	46	0
24	1984	Tuluksak	Roads & Equipment	300,000	0	300,000	24	0	46	0

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ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LH	
				2,020,000	0	2,020,000					Sum
Number of Observations: 13											
24	1985	Fort Yukon	Bridges	150,000	0	150,000	96	0	41	0	
24	1985	Kaitag	Unspecified Roads	165,000	0	165,000	105	743	149	14	
24	1985	Uklatooche	Street Lighting	41,400	0	41,400	96	0	42	0	
24	1985		Unspecified Roads	100,000	0	100,000	96	0	42	0	
				456,400	0	456,400					Sum
Number of Observations: 4											
				5,048,400	0	5,048,400					Sum
Number of Observations: 36											
25	1983	Atmautiuk	Boardwalk	80,000	0	80,000	107	34	116	0	
25	1983	Bethel	Unspecified Roads	200,000	0	200,000	107	34	74	0	
25	1983	Eek	Unspecified Roads	450,000	0	450,000	107	34	116	0	
25	1983	Napaskiak	Unspecified Roads	175,000	0	175,000	107	347	116	0	
25	1983	Newtok	Boardwalk	80,000	0	80,000	10	0	29	0	
				985,000	0	985,000					Sum
Number of Observations: 5											
25	1984	Atmautiuk	Unspecified Roads	400,000	0	400,000	24	0	46	0	
25	1984	Bethel	Unspecified Roads	550,000	0	550,000	24	0	46	0	
25	1984	Eek	Unspecified Roads	250,000	0	250,000	24	0	46	0	
25	1984	Kipnuk	Dumpsite Road	292,000	0	292,000	24	0	49	0	
25	1984	Kongiganak	Boardwalk	35,000	0	35,000	171	319	55	0	
25	1984	Napaskiak	Airport Road	100,000	0	100,000	171	319	56	0	
25	1984	Toksook Bay	Unspecified Roads	220,000	0	220,000	22	0	8	0	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				1,847,000	0	1,847,000					Sum
		Number of Observations: 7									
25	1985	Kwothluk	Unspecified Roads	250,000	0	250,000	96	0	42	0	
				250,000	0	250,000					Sum
		Number of Observations: 1									
25	1986	Kipnuk	Kipnuk HS Footbridge	80,000	0	80,000	128	3	12	11	
25	1986	Quinhagak	Unspecified Roads	7,500	0	7,500	128	3	32	10	
				87,500	0	87,500					Sum
		Number of Observations: 2									
				3,169,500	0	3,169,500					Sum
		Number of Observations: 15									
26	1983		Nondalton/Newhalen Road	1,000,000	0	1,000,000	10	0	5	0	
26	1983		Nondalton/Newhalen Road	500,000	0	500,000	107	34	75	0	
26	1983		Naknek-King Salmon Road	150,000	0	150,000	107	34	75	0	
26	1983		Naknok-King Salmon Road	200,000	0	200,000	106	205	39	0	
26	1983	Dillingham	Unspecified Roads	572,000	0	572,000	10	0	29	0	
26	1983	Dillingham	Unspecified Roads	400,000	0	400,000	107	34	117	0	
26	1983	New Stuyahok	Unspecified Roads	300,000	0	300,000	107	34	117	0	
26	1983	South Naknek	Beach Access Road	75,000	0	75,000	107	34	117	0	
26	1983	Togiak	Unspecified Roads	75,000	0	75,000	107	34	117	0	
26	1983	Unalaska	Bridge Repairs	35,000	0	35,000	107	34	117	0	
				3,307,000	0	3,307,000					Sum
		Number of Observations: 10									
26	1984		Naknek-King Salmon Road	2,300,000	0	2,300,000	24	0	62	0	
26	1984		Nondalton-Illamna Road	1,000,000	0	1,000,000	24	0	63	0	
26	1984		Nondalton/Newhalen Road	1,500,000	0	1,500,000	171	319	56	0	

Page 30 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CIIP	SEC	PC	LN	
26	1984	Atha	Airport Access Road	29,800	0	29,800	22	0	9	0	
26	1984	Clarks Point	Dump Access Road	50,000	0	50,000	24	0	46	0	
26	1984	Dillingham	Unspecified Roads	956,000	0	956,000	171	319	56	0	
26	1984	Egegik	Unspecified Roads	55,800	0	55,800	24	0	50	0	
26	1984	Nondalton	Unspecified Roads	500,000	0	500,000	24	0	46	0	
				6,391,600	0	6,391,600					Sum
Number of Observations:		8									
26	1985	Dillingham	Unspecified Roads	450,000	0	450,000	105	486	107	18	
26	1985	Pedro Bay	Unspecified Roads	156,000	0	156,000	105	289	71	3	
				606,000	0	606,000					Sum
Number of Observations:		2									
26	1986	Nondalton	Unspecified Roads	150,000	0	150,000	128	3	32	15	
26	1986	Sand Point	Unspecified Roads	200,000	0	200,000	128	3	32	14	
				350,000	0	350,000					Sum
Number of Observations:		2									
				10,654,600	0	10,654,600					Sum
Number of Observations:		22									
27	1983		Lilly Drive	923,000	0	923,000	10	0	29	0	
27	1983		Anton Larson Road	100,000	900,000	1,000,000	107	34	75	0	
27	1983		Mission Road	1,000,000	0	1,000,000	107	34	75	0	
27	1983		Unspecified Roads	300,000	0	300,000	107	34	118	0	
27	1983		Hill Bay Road	70,000	0	70,000	106	27	5	0	
27	1983		Lakeview Drive	120,000	0	120,000	10	0	29	0	
27	1983	Karluk	Boardwalk	50,000	0	50,000	107	34	118	0	
27	1983	Kodiak	OTMILOI	470,000	0	470,000	10	0	5	0	
27	1983	Kodiak	Hill Bay Road	400,000	0	400,000	10	0	5	0	
27	1983	Kodiak	Baranof Street	1,148,000	0	1,148,000	10	0	23	0	
27	1983	Kodiak	Mountainview Drive	340,000	0	340,000	107	34	117	0	

Page 31 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

EO YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D CF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
			4,921,000	900,000	5,821,000				Sum

Number of Observations: 11

27	1984	Unspecified Roads	441,000	0	441,000	22	0	9	0
27	1984	Akhiok Dock Access Road	560,000	0	560,000	24	0	46	0
27	1984	Karluk Street Lighting	27,000	0	27,000	21	0	14	0
27	1984	Kodiak Mission Road	340,000	0	340,000	24	0	12	0
27	1984	Kodiak Sellar Lane	2,149,000	0	2,149,000	24	0	47	0
27	1984	Kodiak Bridges	14,500,000	0	14,500,000	24	0	62	0
27	1984	Kodiak Multiple Roads	750,000	0	750,000	24	0	73	0
27	1984	Old Harbor Old Harbor Road	375,000	0	375,000	45	0	9	0
			19,142,000	0	19,142,000				Sum

Number of Observations: 8

27	1985	School Safety	100,000	0	100,000	105	550	118	11
27	1985	Chignik Unspecified Roads	70,000	0	70,000	96	0	15	0
27	1985	Chignik Lagoon Bridges	290,000	0	290,000	96	0	15	0
27	1985	Perryville Unspecified Roads	25,000	0	25,000	105	541	116	22
27	1985	Port Lions Bay View Drive	200,000	0	200,000	96	0	42	0
			685,000	0	685,000				Sum

Number of Observations: 5

27	1986	Kodiak Near Island Roads	1,400,000	0	1,400,000	128	3	32	19
27	1986	Kodiak St Herman Harbor Access	500,000	0	500,000	130	156	33	11
27	1986	Port Lions Bay View Drive	100,000	0	100,000	128	3	32	21
			2,000,000	0	2,000,000				Sum

Number of Observations: 3

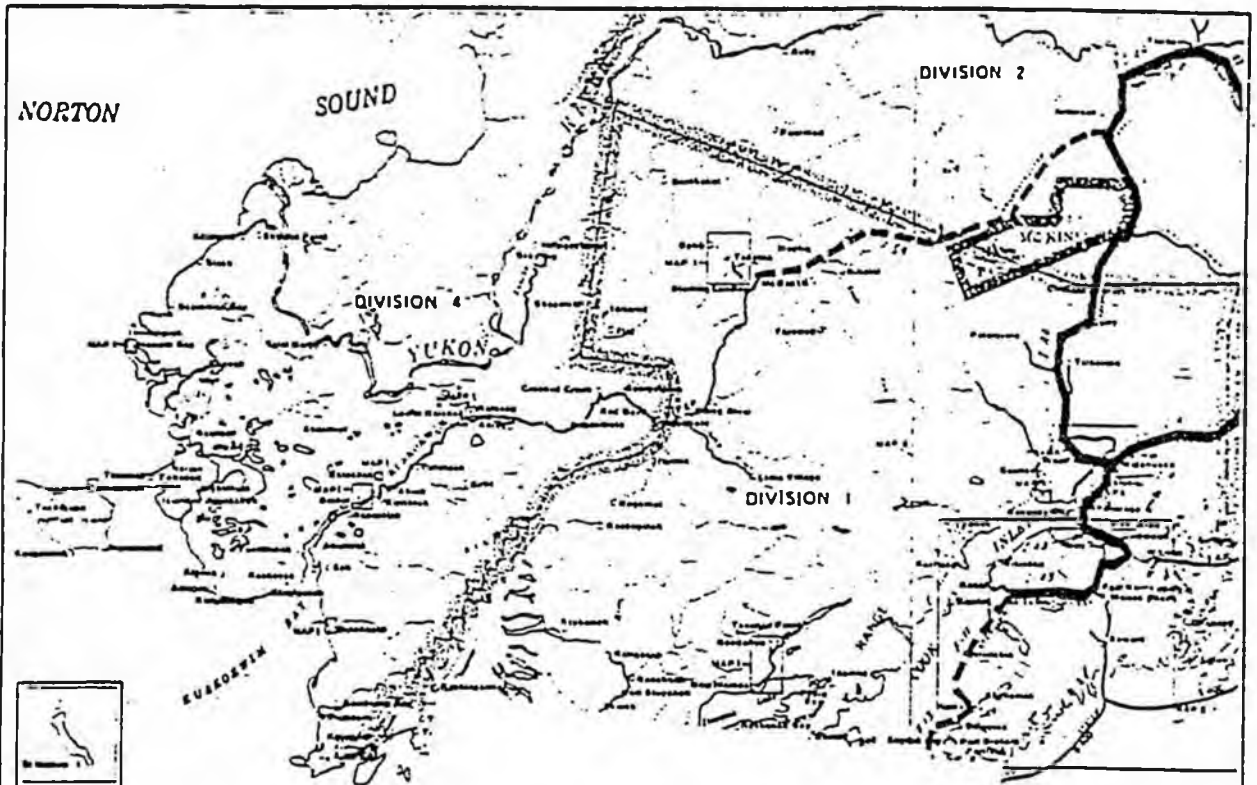
ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D CF	APPVD'D OF	TOTAL	CHP	SEC	PG	LH	
				26,748,000	900,000	27,648,000					Sum
Number of Observations:		27			1						
91	1984		Planning	0	176,000	176,000	24	0	65	0	
91	1984		Bridges	300,000	0	300,000	24	0	65	0	
91	1984		Engineering/Design	300,000	822,000	1,122,000	24	0	66	0	
				600,000	998,000	1,598,000					Sum
Number of Observations:		3									
91	1985		Federal Assisted Urban	0	3,200,000	3,200,000	96	0	20	0	
91	1985		Engineering/Design	0	1,810,000	1,810,000	96	0	19	0	
91	1985		Federal Match	2,000,000	0	2,000,000	96	0	19	0	
				2,000,000	5,010,000	7,010,000					Sum
Number of Observations:		3									
91	1986		Federal Match	1,900,000	0	1,900,000	128	3	19	16	
91	1986		Unspecified Roads	0	150,000	150,000	128	3	19	17	
				1,900,000	150,000	2,050,000					Sum
Number of Observations:		2									
				4,500,000	6,158,000	10,658,000					Sum
Number of Observations:		8									
92	1983		Preliminary Engineering	512,000	5,888,000	6,400,000	107	34	74	0	
92	1983		Unspecified Roads	790,000	3,160,000	3,950,000	107	34	74	0	
				1,302,000	9,048,000	10,350,000					Sum
Number of Observations:		2									
92	1984		Bridges	245,000	975,000	1,220,000	24	0	62	0	

92 1984 ! Knik Arm Crossing 400,000 4,622,000 5,022,000 24 0 62 0
 Page 33 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ED YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LH
92 1984		Knik Arm Crossing	1,000,000	0	1,000,000	171	319	56	0
			1,645,000	5,597,000	7,242,000				Sum
Number of Observations:		3							
92 1985			0	3,420,000	3,420,000	96	0	14	0
92 1985		Federal Match	5,765,000	0	5,765,000	96	0	13	0
			5,765,000	3,420,000	9,185,000				Sum
Number of Observations:		2							
92 1986		Federal Match	6,050,000	0	6,050,000	128	3	13	4
92 1986		Federal Match	850,000	0	850,000	130	154	32	25
			6,900,000	0	6,900,000				Sum
Number of Observations:		2							
			15,612,000	18,065,000	33,677,000				Sum
Number of Observations:		9							
94 1983		Unspecified Roads	315,000	3,617,000	3,932,000	107	34	77	0
94 1983		Unspecified Roads	50,000	450,000	500,000	107	34	77	0
			365,000	4,067,000	4,432,000				Sum
Number of Observations:		2							
94 1985		Federal Match	7,050,000	0	7,050,000	96	0	17	0
94 1985		Preliminary Engineering	0	12,040,000	12,040,000	96	0	17	0

Page 34 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ED YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LN	
			7,050,000	12,040,000	19,090,000					Sum
	Number of Observations:	2								
			7,415,000	16,107,000	23,522,000					Sum
	Number of Observations:	4								
95 1983		Dalton Highway	3,000,000	0	3,000,000	10	0	7	0	
			3,000,000	0	3,000,000					Sum
	Number of Observations:	1								
95 1984		Engineering/Design	500,000	1,527,000	2,027,000	24	0	64	0	
95 1984		Planning	425,000	0	425,000	24	0	64	0	
95 1984		Bridges	562,000	2,248,000	2,810,000	24	0	64	0	
95 1984		Dalton Highway	5,545,500	0	5,545,500	24	0	64	0	
			7,032,500	3,775,000	10,807,500					Sum
	Number of Observations:	4								
95 1986		Federal Match	5,900,000	0	5,900,000	128	3	16	24	
			5,900,000	0	5,900,000					Sum
	Number of Observations:	1								
			15,932,500	3,775,000	19,707,500					Sum
	Number of Observations:	6								
99 1983		Unspecified Roads	24,000	276,000	300,000	107	34	77	0	
99 1983		Unspecified Roads	145,000	1,445,000	1,590,000	107	34	79	0	
99 1983			3,000,000	25,000,000	28,000,000	107	34	80	0	
99 1983		Unspecified Roads	7,000,000	0	7,000,000	94	0	1	0	
99 1983		Highway Condition Rating	100,000	0	100,000	107	34	80	0	
99 1983		Right-of-Way	0	15,000,000	15,000,000	107	34	80	0	



BRISTOL BAY

Maps

GULF OF

ALASKA



and other base map data have been used.

FEDERAL AID HIGHWAY SYSTEMS

FEBRUARY 1957

SINCE MAPS MAPS 1-10

Prepared By

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 In Cooperation With
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

LEGEND

- Interstate
- Primary
- Secondary
- Other



ARCTIC

OCEAN

NOTE:
This is an interim update of the Federal Aid Highway System on a map base prepared in 1970. Department boundaries and other base map details have not been revised.

FEDERAL AID HIGHWAY SYSTEMS

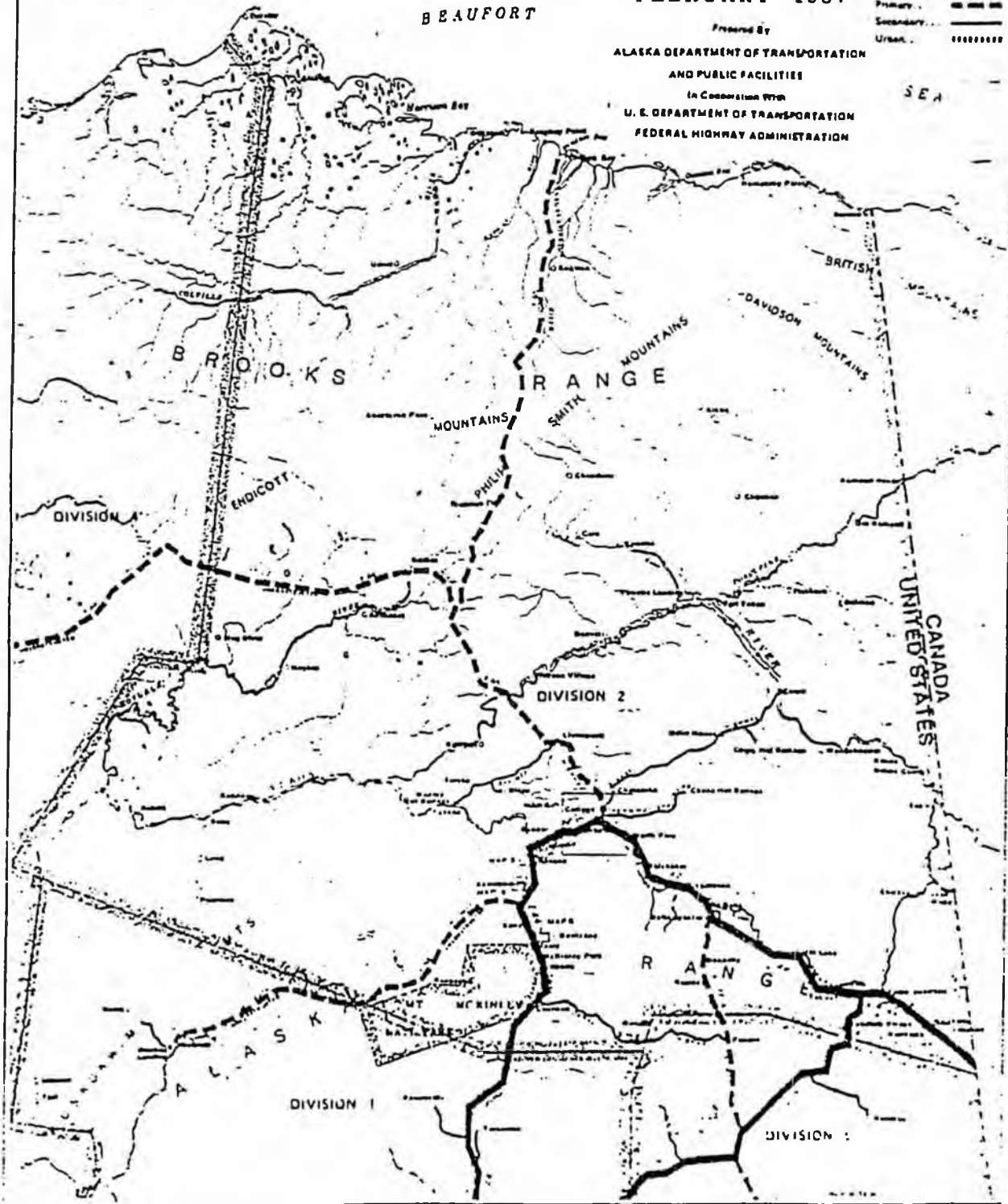
FEBRUARY 1987

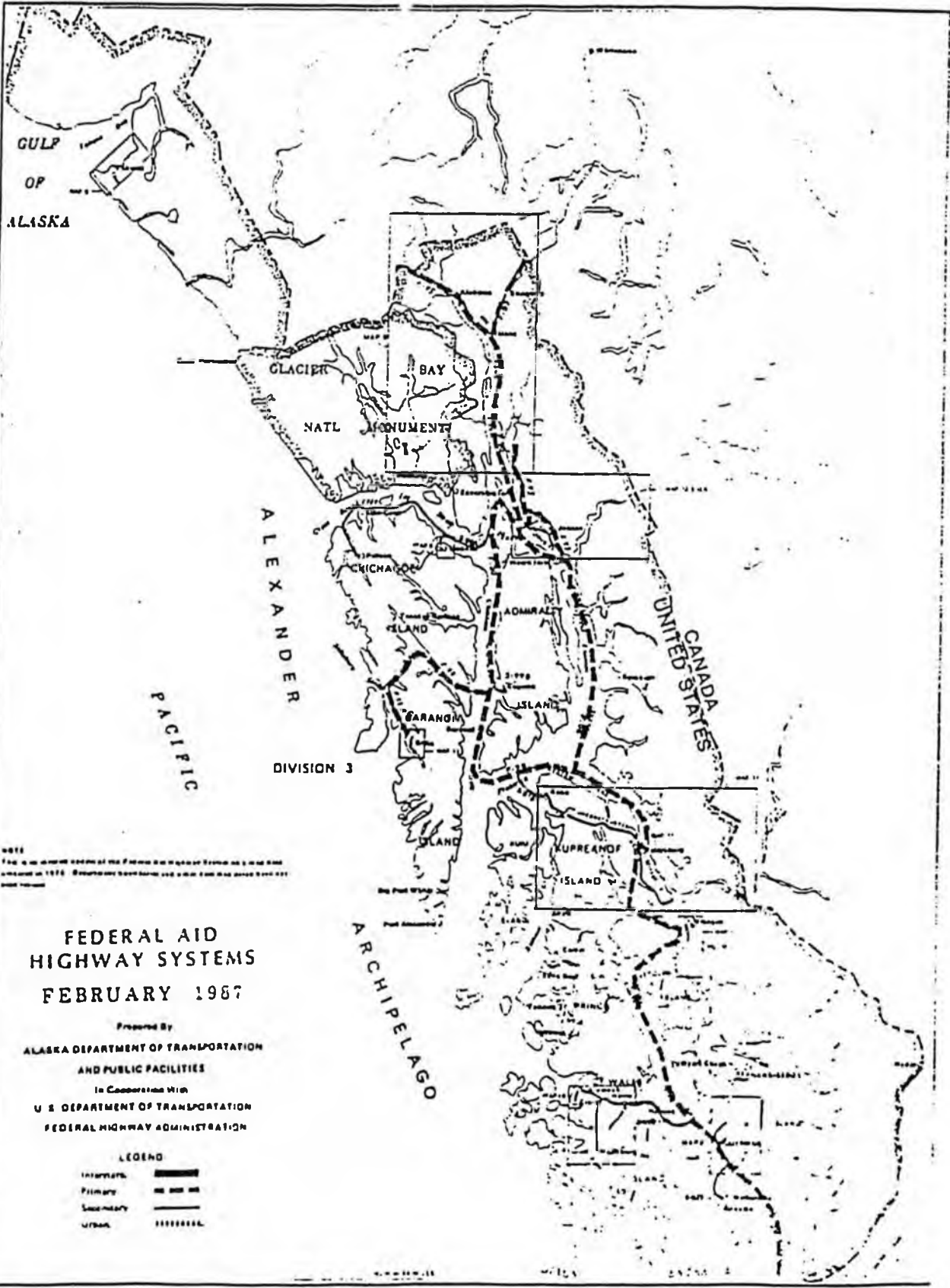
LEGEND

Interstate	—————
Primary	—————
Secondary	—————
Urban	—————

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FEDERAL HIGHWAY ADMINISTRATION

BEAUFORT





GULF
OF
ALASKA

GLACIER BAY
NATL MONUMENT

ALEXANDER

CANADA
UNITED STATES

PACIFIC

DIVISION 3

ARCHIPELAGO

NOTE
This is an interim version of the Federal Aid Highway System as it would have appeared in 1975. Construction contracts and other data may have changed since that time.

FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1967

Prepared By
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LEGEND

International	—————
Primary	- - - - -
Secondary	—————
Urban

CHUKCHI

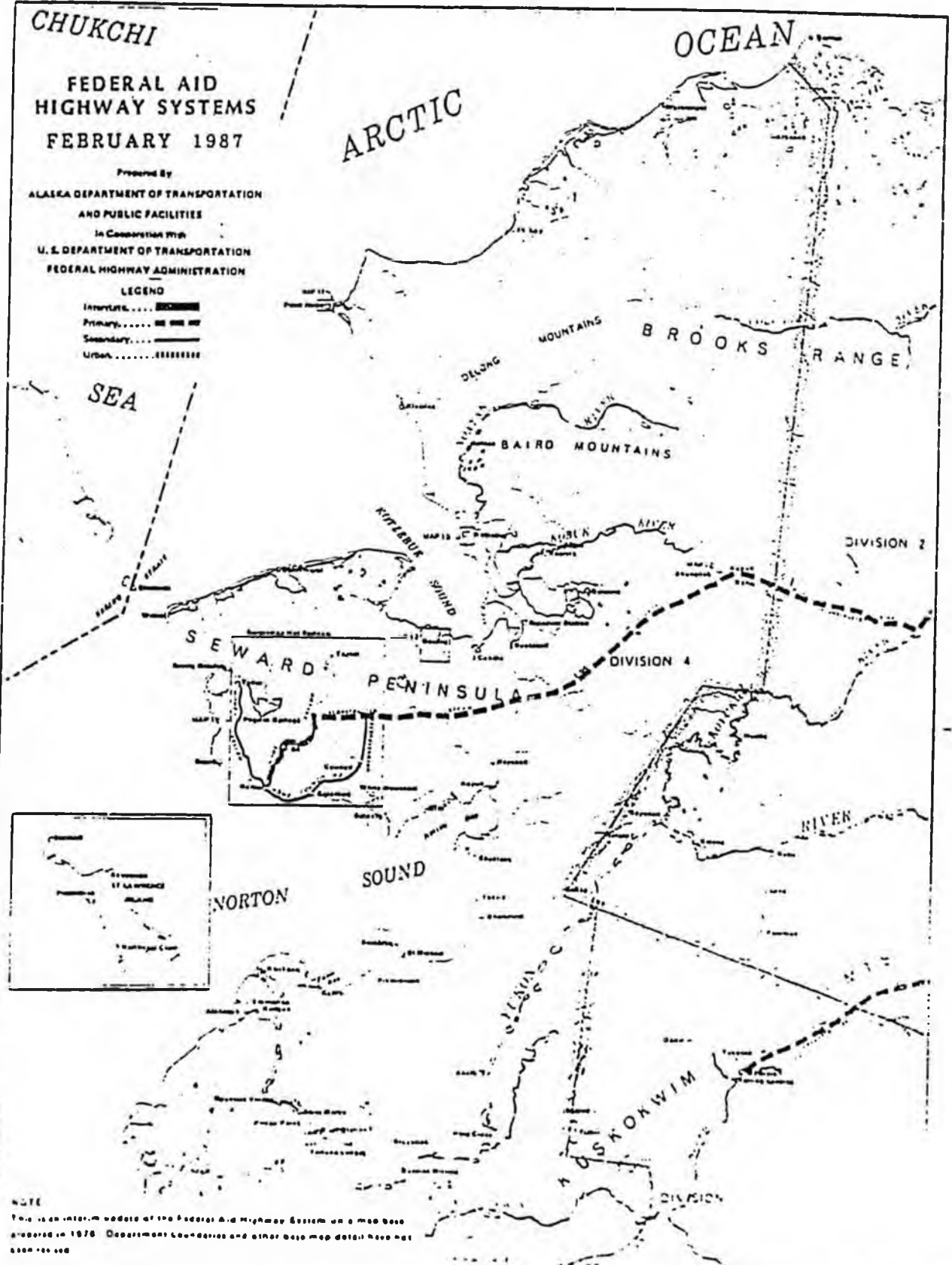
OCEAN

FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987

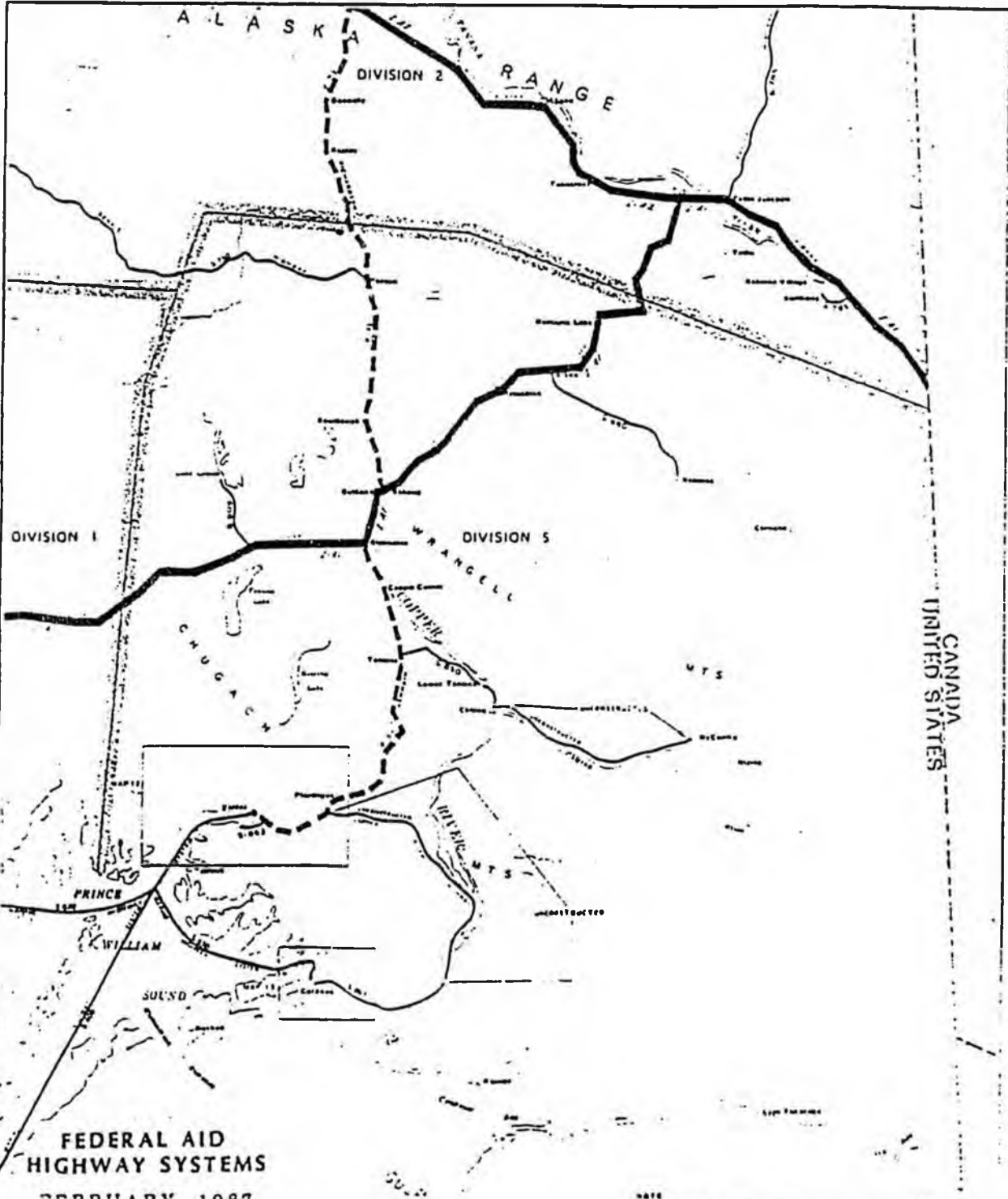
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FEDERAL HIGHWAY ADMINISTRATION

LEGEND

- Interstate [thick solid line]
- Primary [dashed line]
- Secondary [dotted line]
- Urban [line with cross-ticks]



NOTE
This is an interim update of the Federal Aid Highway System on a map base prepared in 1978. Department boundaries and other base map details have not been updated.



**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987**

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LEGEND

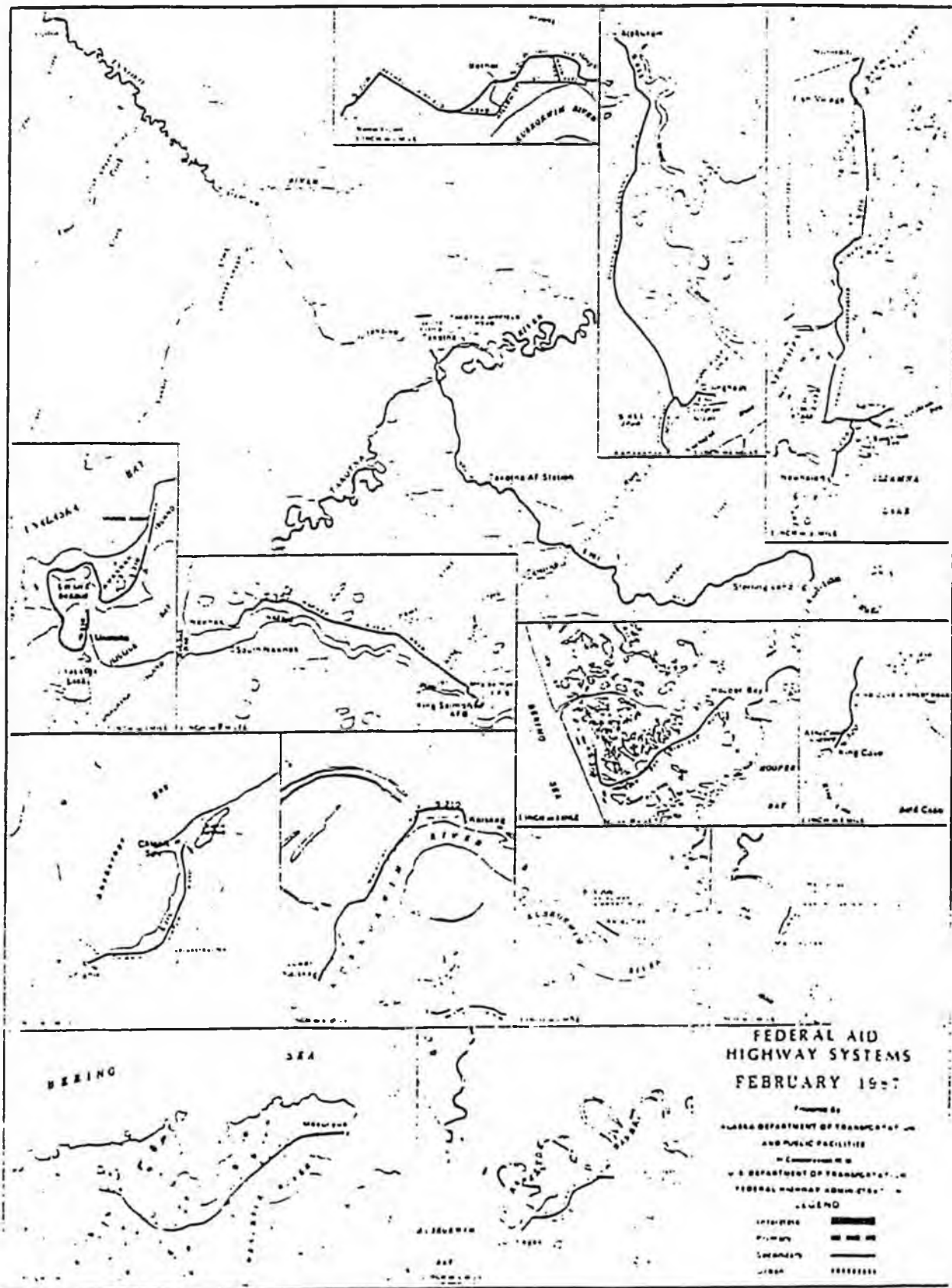
Interstate	—————
Primary	—————
Secondary	- - - - -
Unimproved

NOTE
This map shows the status of the Federal Aid Highway System as of February 1987. It does not show the status of the State Highway System or other roads.

OF

ALASKA

CANADA
UNITED STATES

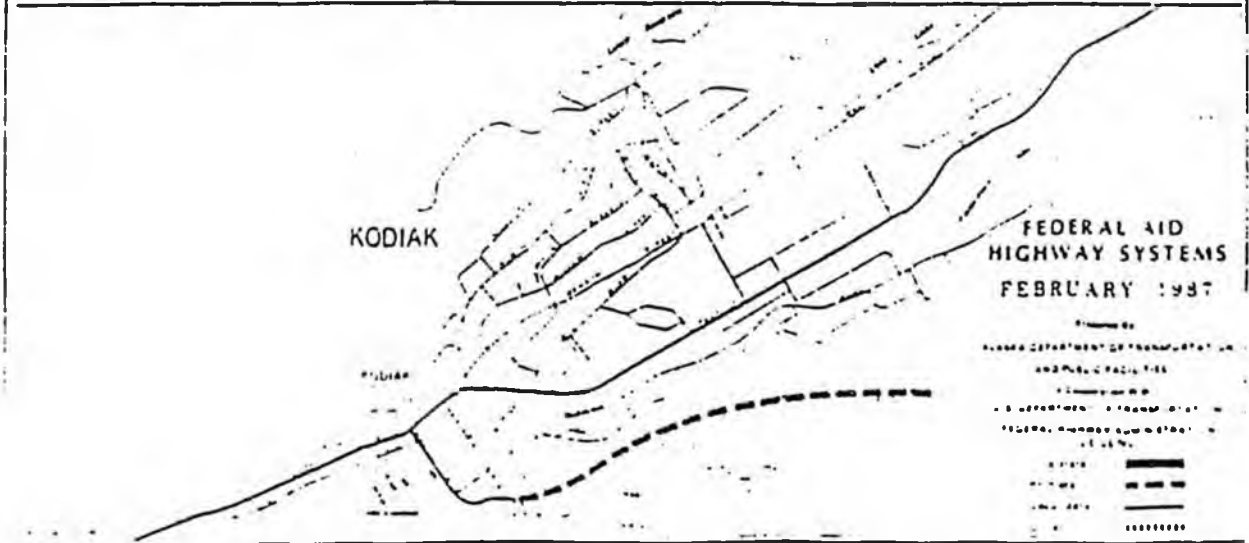
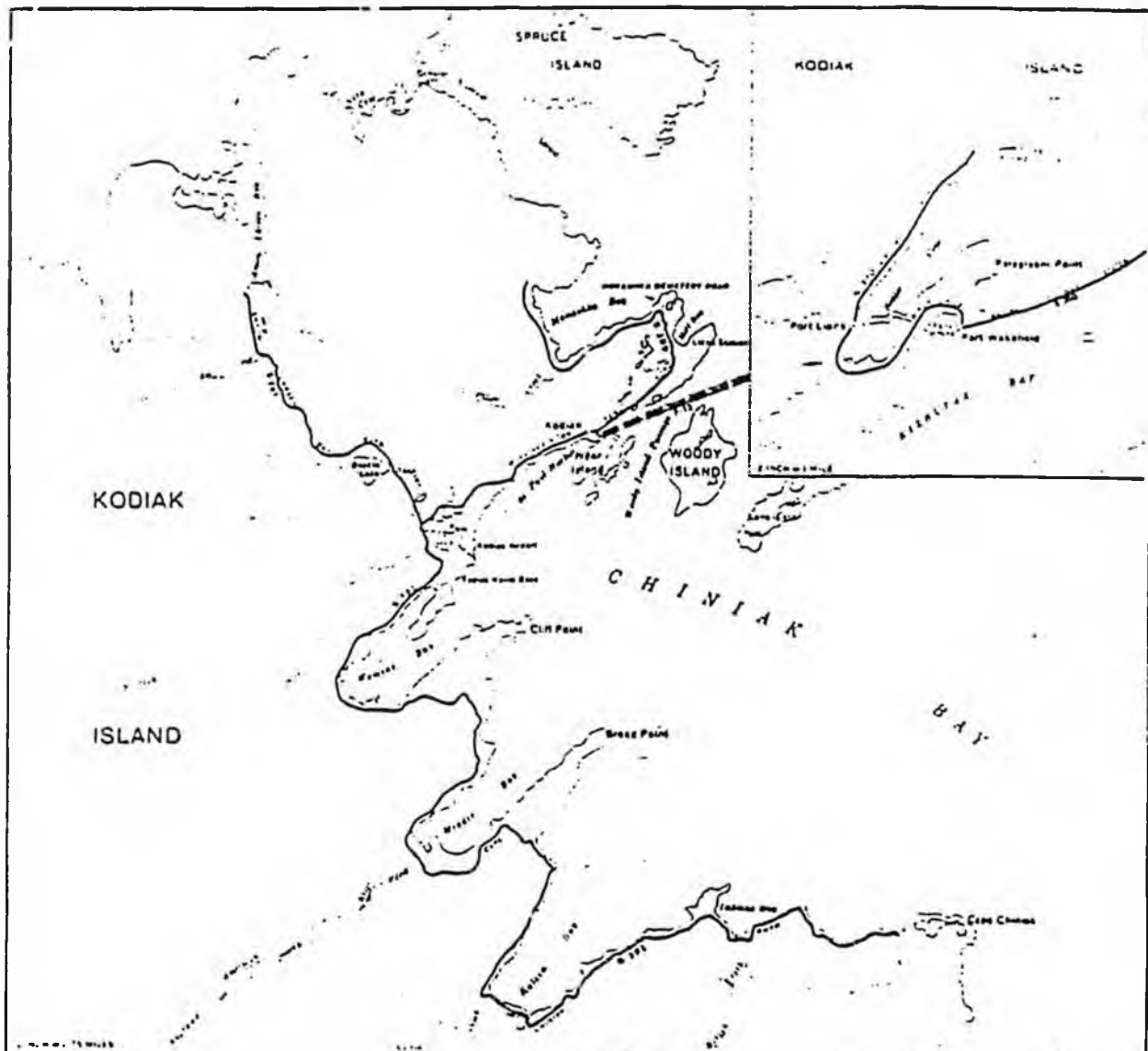


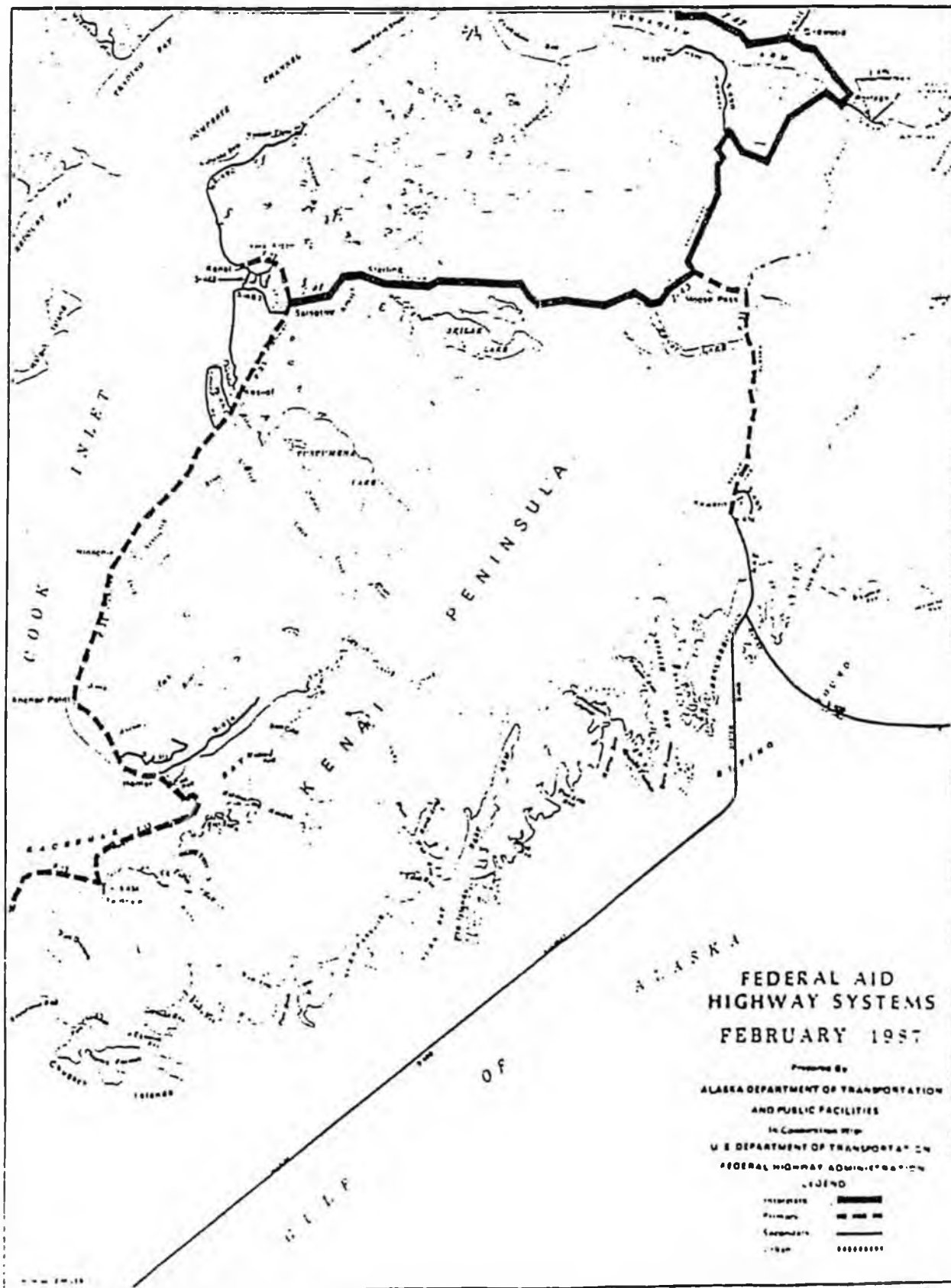
**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1957**

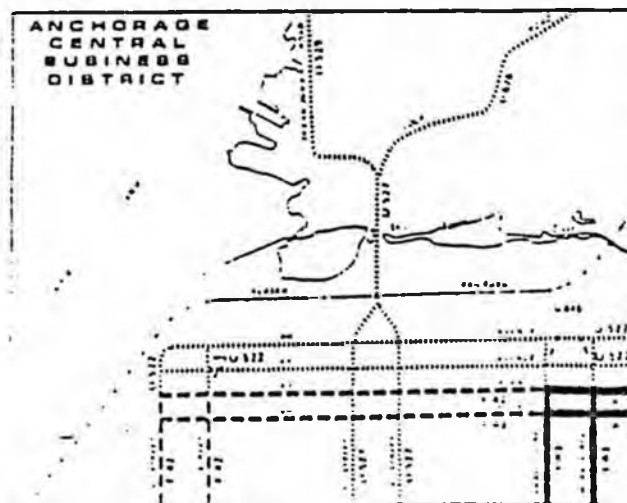
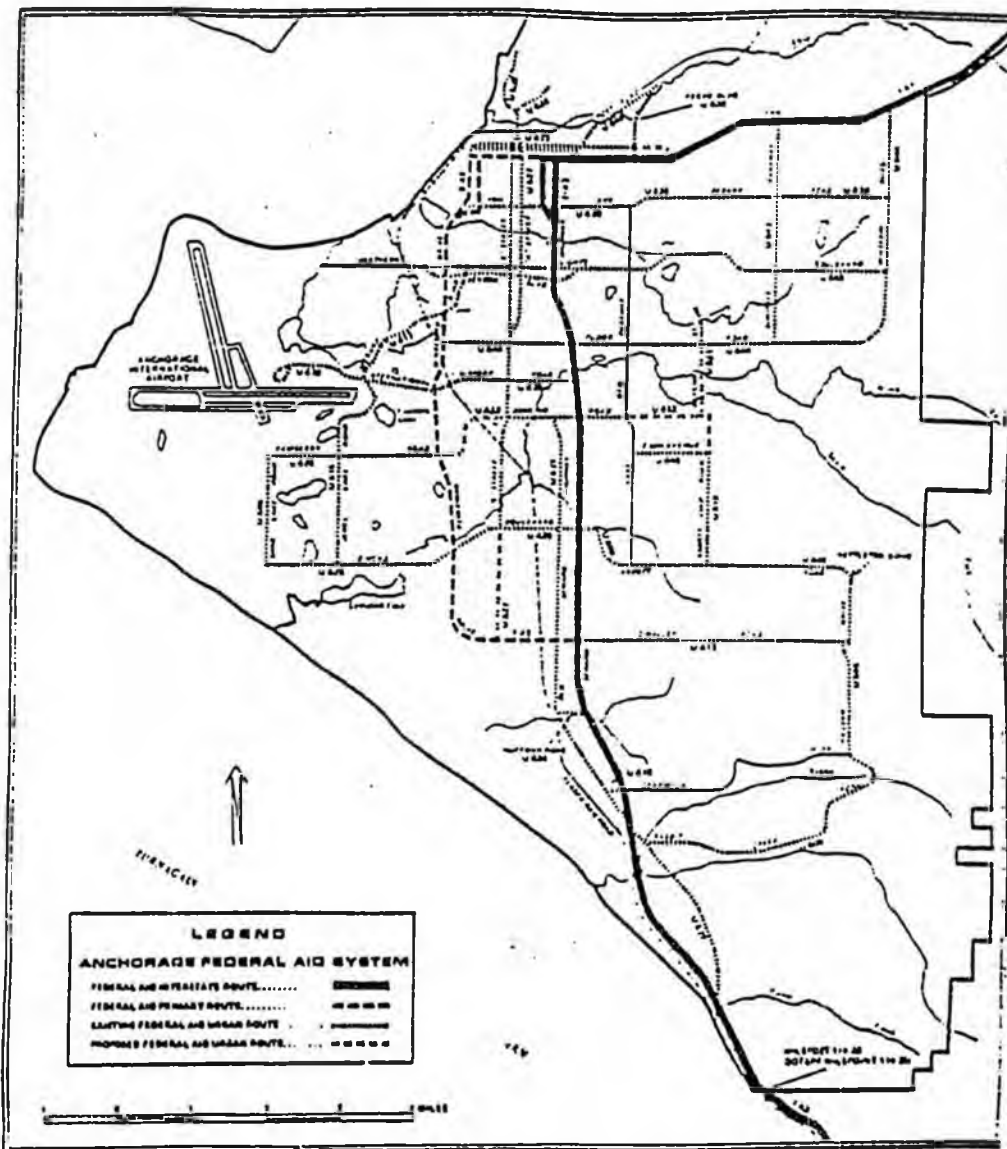
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LEGEND

INTERIORS	—————
PRIMARY	- - - - -
SECONDARY
LINK	- · - · -

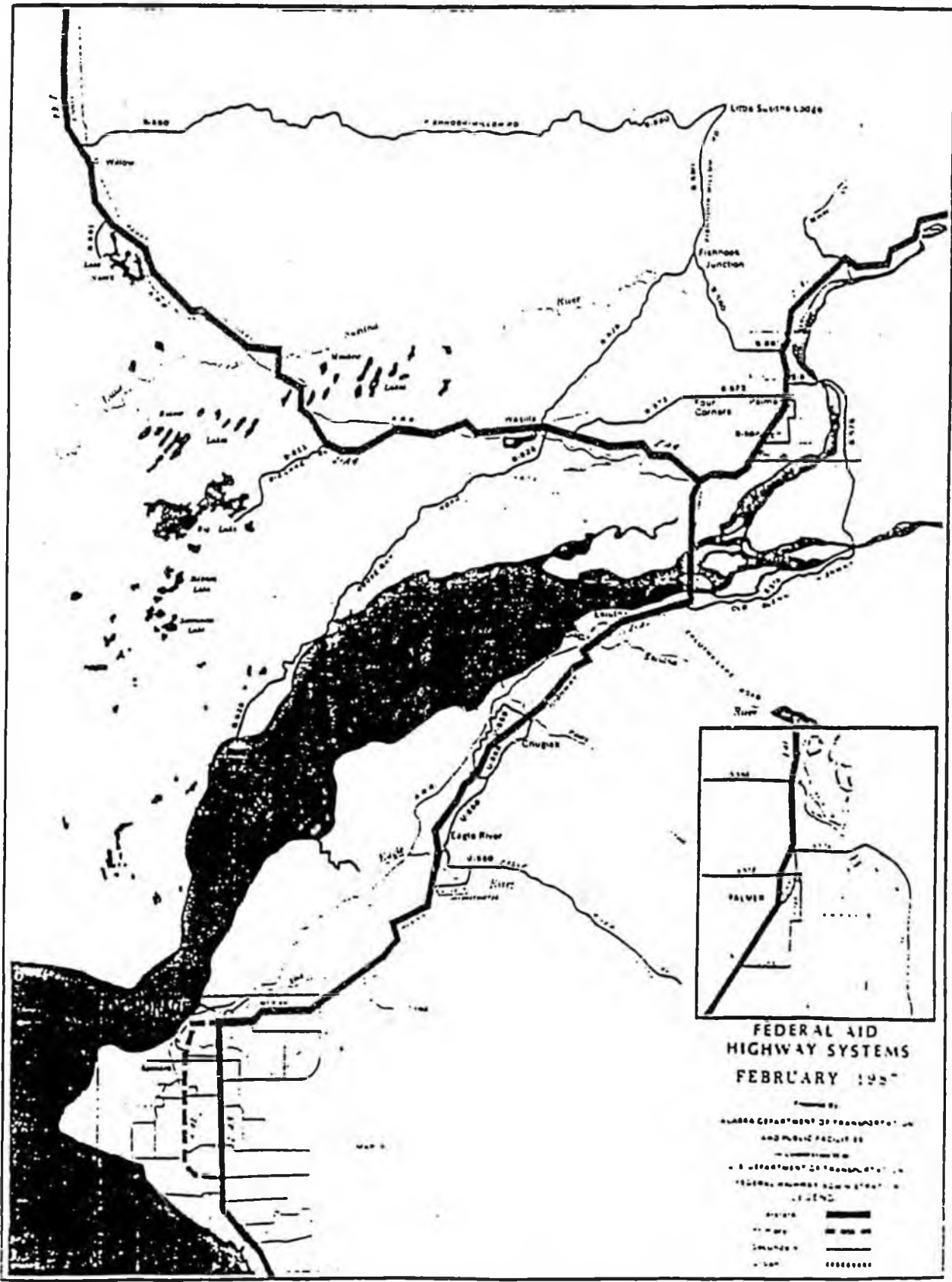






**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1957**

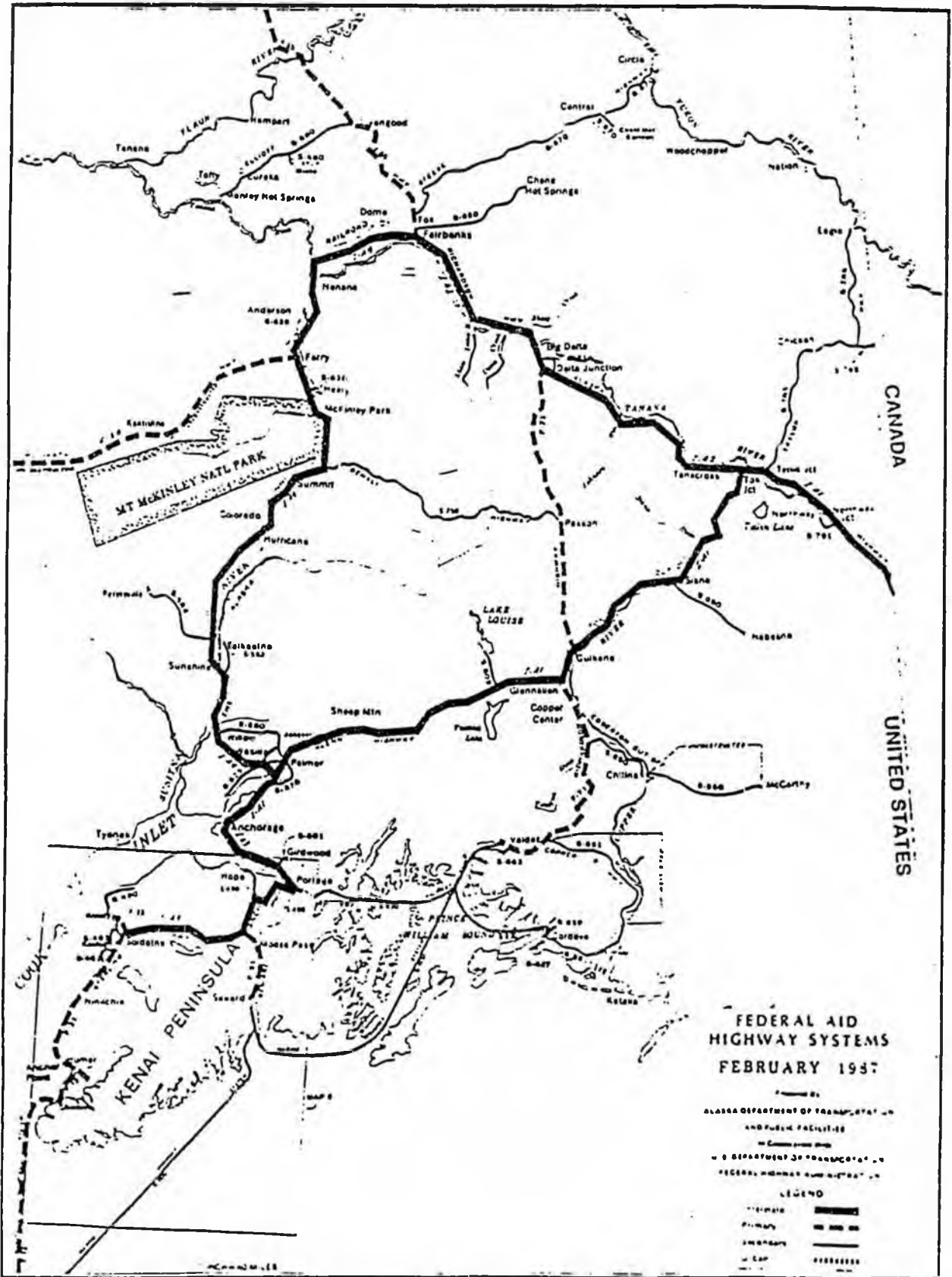
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FEDERAL HIGHWAY ADMINISTRATION



**FEDERAL AID
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FEBRUARY 1957**

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 FEDERAL BUREAU OF SURVEILLANCE
 FEDERAL BUREAU OF INVESTIGATION
 FEDERAL BUREAU OF INSPECTION
 FEDERAL BUREAU OF RECORDS AND COMMUNICATIONS
 FEDERAL BUREAU OF CONSTRUCTION
 FEDERAL BUREAU OF TRANSPORTATION
 FEDERAL BUREAU OF AIRCRAFT SAFETY
 FEDERAL BUREAU OF MARITIME SAFETY
 FEDERAL BUREAU OF RAILROAD SAFETY
 FEDERAL BUREAU OF ROAD SAFETY
 FEDERAL BUREAU OF TRUCK SAFETY
 FEDERAL BUREAU OF VEHICLE SAFETY
 FEDERAL BUREAU OF WATER SAFETY

Legend:
 State Highway (thick solid line)
 Federal Aid Highway (thin solid line)
 Other Road (dashed line)
 River (wavy line)
 Lake (stippled area)



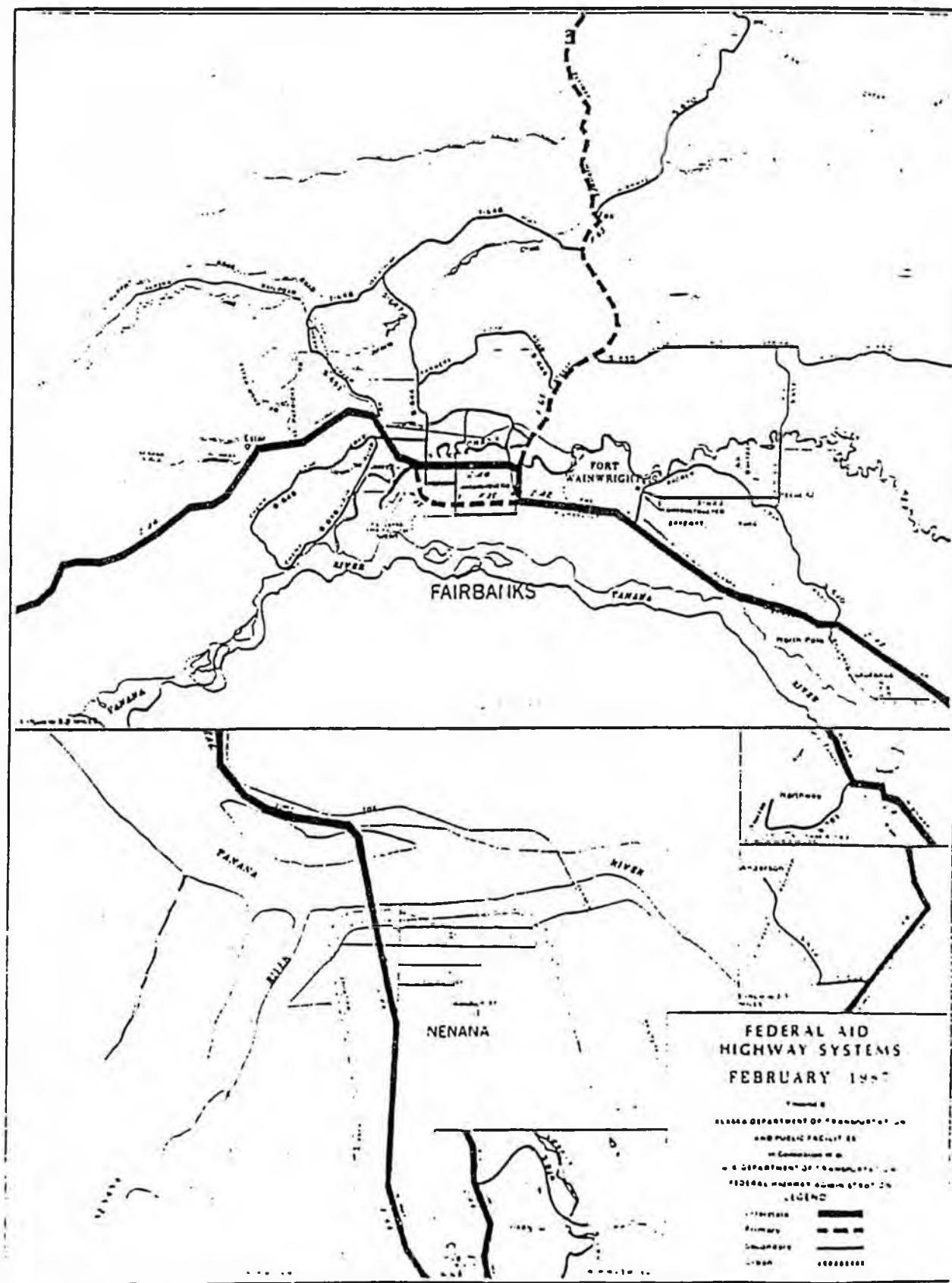
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FEBRUARY 1957**

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LEGEND





State	—————
Primary	—————
Secondary	—————
Unimproved	- - - - -

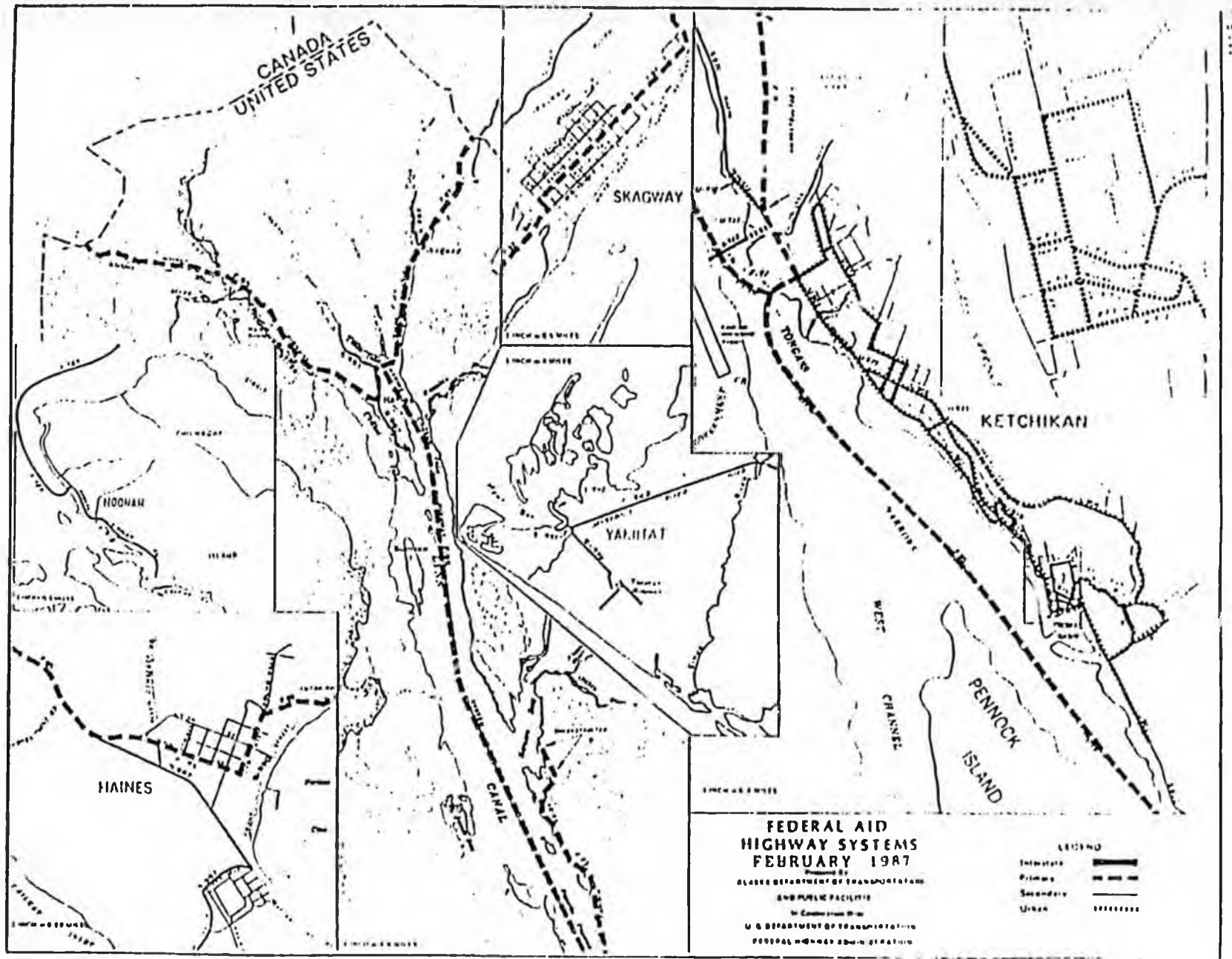
MAP # 7 - FAIRBANKS URBAN AREA
INCOMPLETE AT THIS TIME

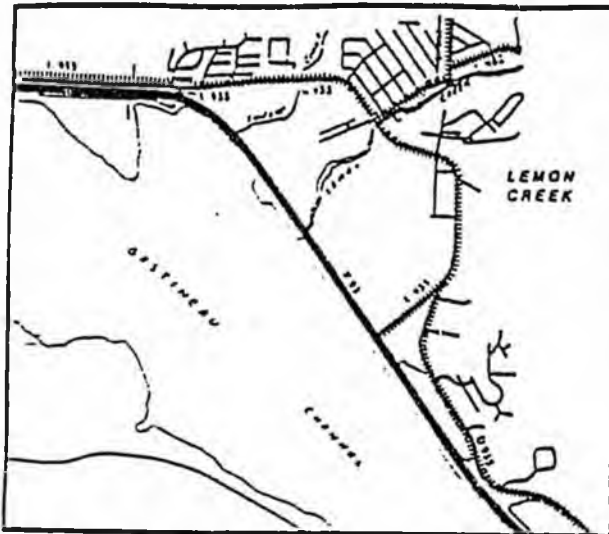


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FEBRUARY 1957**

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FEDERAL BUREAU OF SURVEYING
LEGEND

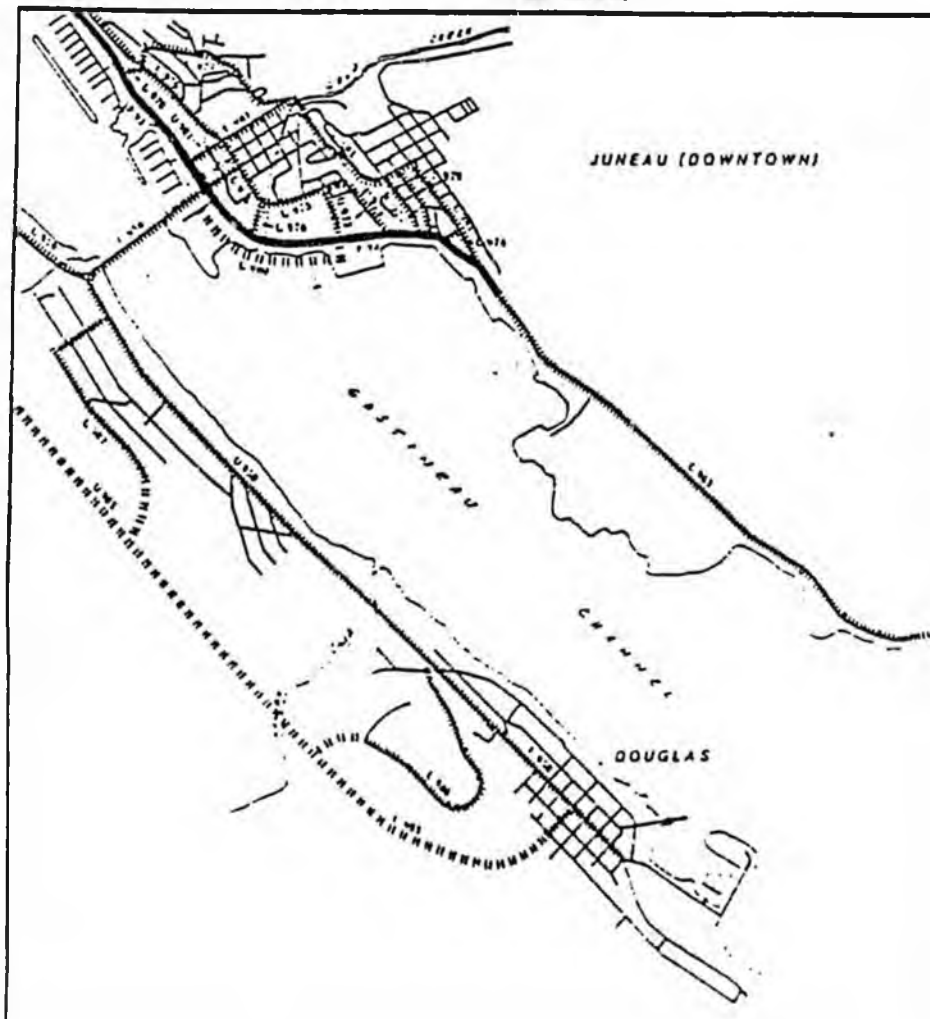
- Primary 
- Secondary 
- Other 
- Stream 

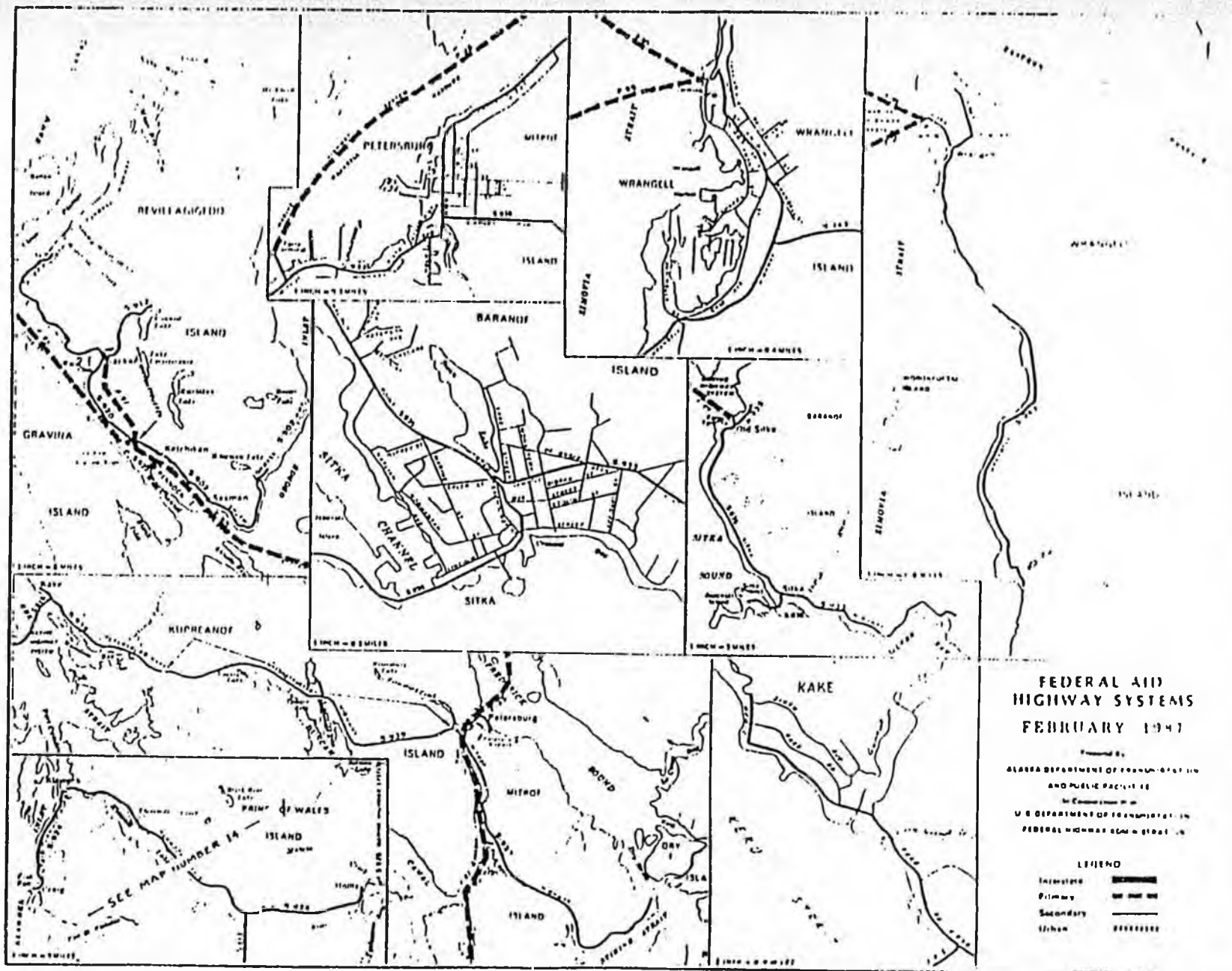


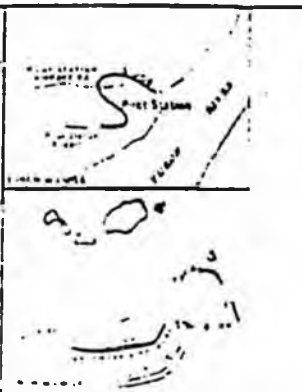
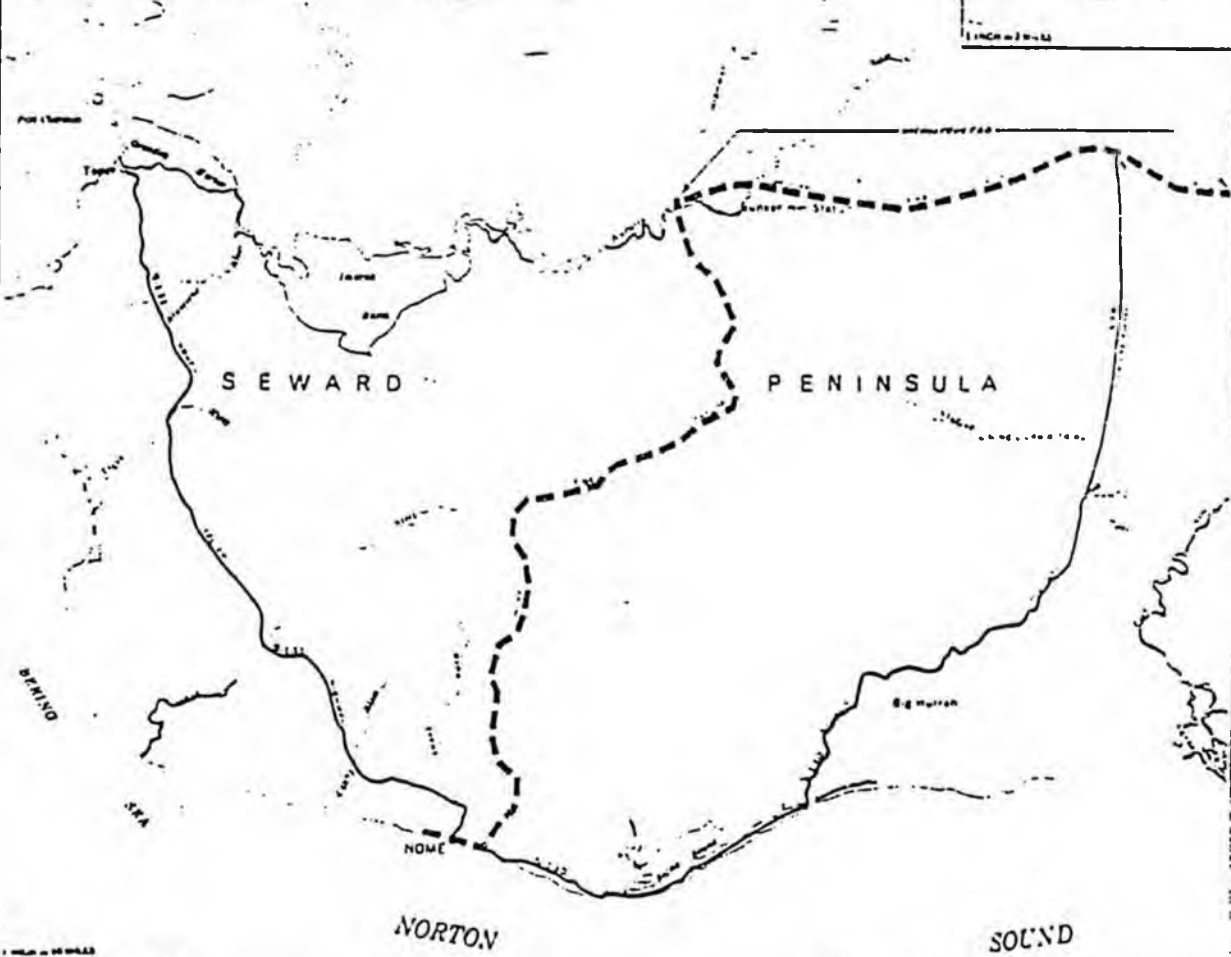
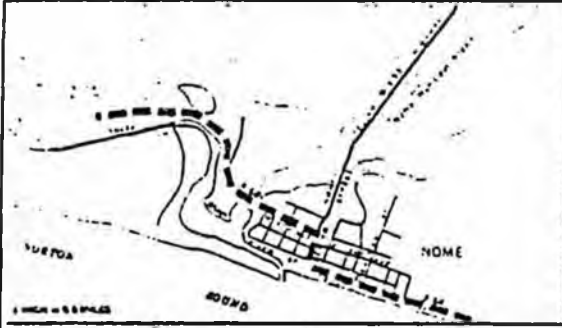
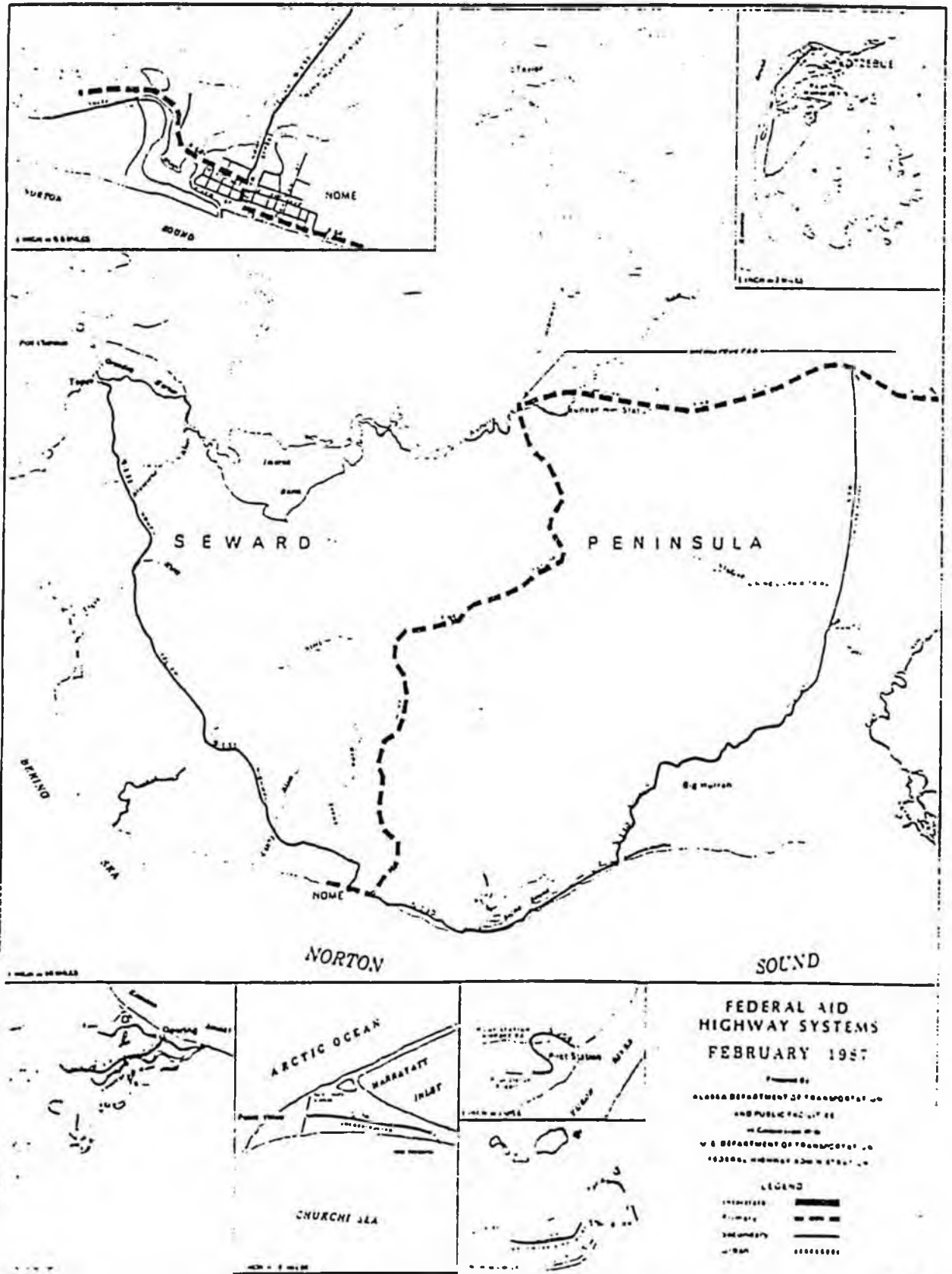


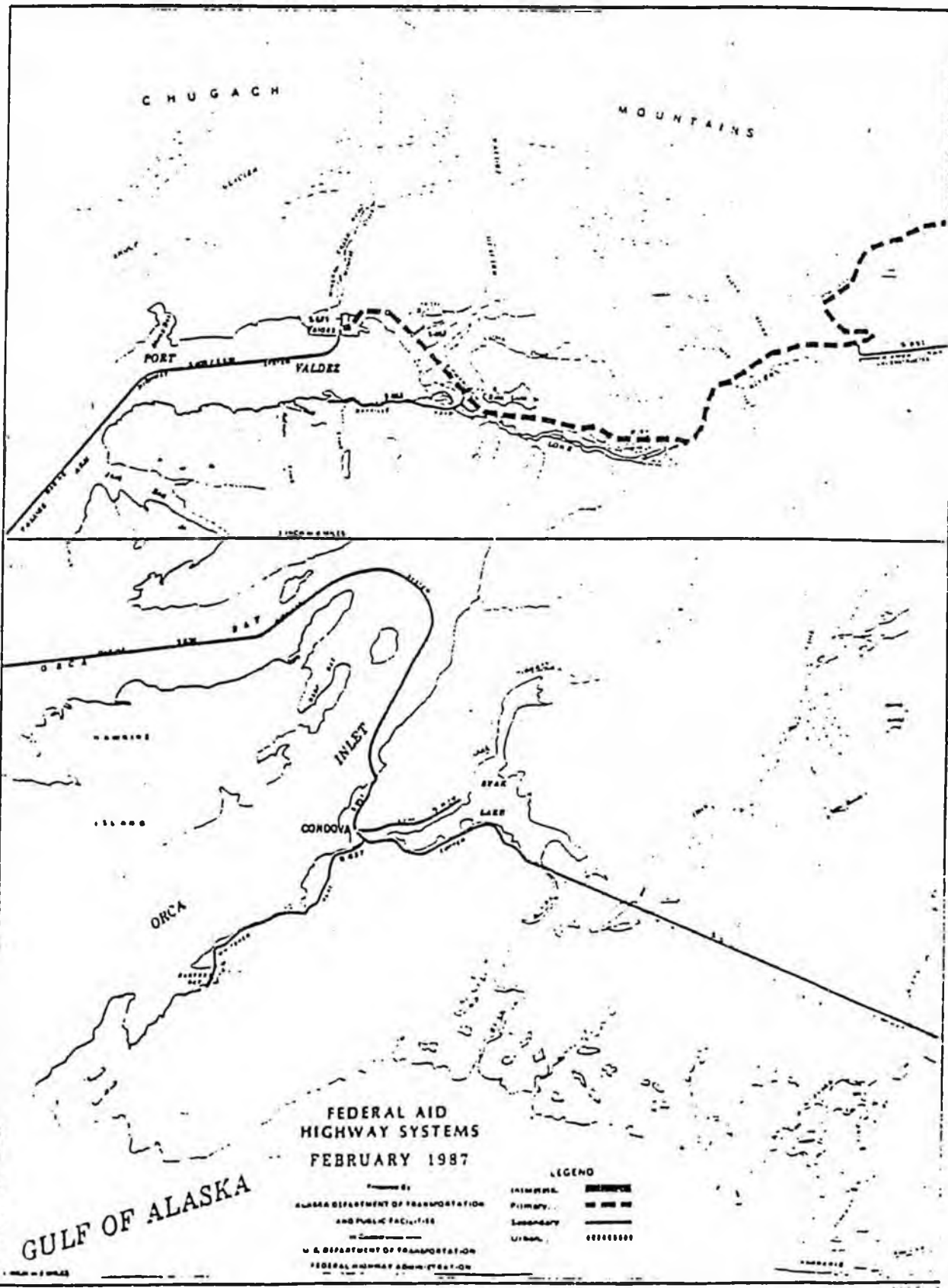
**JUNEAU URBAN AREA
FEDERAL AID SYSTEM**

LEGEND
 Federal Aid Projects
 Examined . . . [Solid Line]
 Proposed . . . [Dashed Line]
 Federal Aid Urban
 Examined . . . [Dotted Line]
 Proposed . . . [Dash-dot Line]









FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987

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FEDERAL HIGHWAY ADMINISTRATION

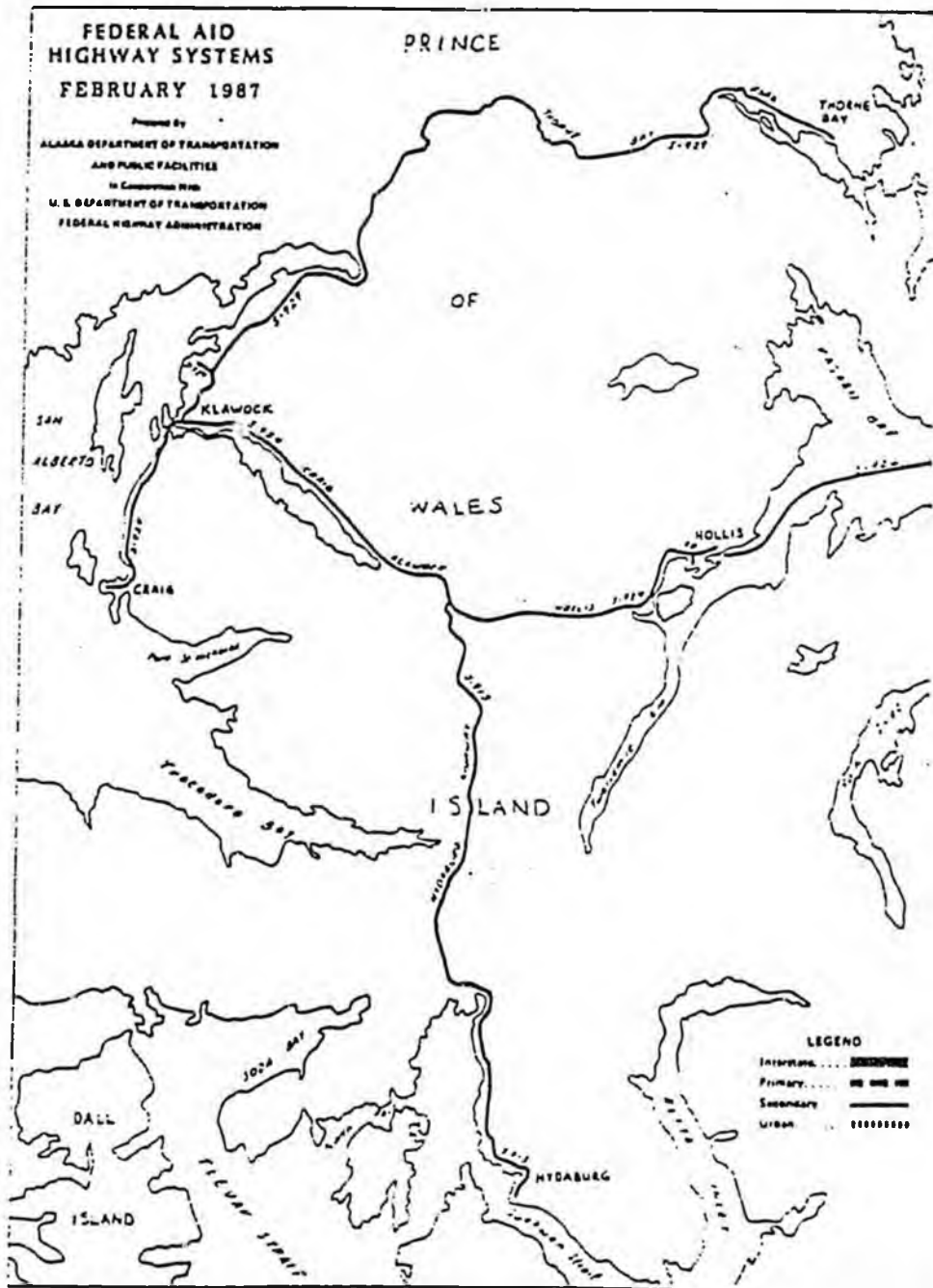
LEGEND

INTERSTATE	-----
Primary	—————
Secondary	- - - - -
UTILITY

GULF OF ALASKA

**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987**

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FEDERAL HIGHWAY ADMINISTRATION



CLASSIFICATION OF ROAD MILES
WITHIN THE STATE OF ALASKA

TYPE	ROAD MILES
-----	-----
PRIMARY CONSOLIDATED INCLUSIVE MARINE HIGHWAYS (844.0)	2,682.75
SECONDARY INCLUSIVE MARINE HIGHWAYS (640.3)	2,842.66
URBAN SYSTEM	262.44
-----	-----
TOTAL ROAD MILES	5,787.85

NOTE: PRINCIPLE ARTERIALS & INTERSTATES 1,091.1



U.S. Department
of Transportation
Federal Highway
Administration

Alaska Division

P.O. Box 21648
Juneau, Alaska 99802-1648

March 24, 1987

HPR-AK
700

The Honorable Lyman Hoffman
Alaska State House of Representatives
P.O. Box V
Juneau, Alaska 99801

Attention: Laurie

Dear Mr. Hoffman:

In reference to the request Laurie made by phone on Monday, March 23, I am enclosing a copy of 23 U.S.C., paragraph 129(f) and (g) which provides instructions for the use of Federal Aid for ferries. In general, FHWA can authorize Federal participation in the construction and/or reconstruction of a ferry boat itself (excluding the appurtenances that are strictly for passenger services nonrelated to travel such as a lounge/bar) and the approaches thereto. Approaches are those fixed highway facilities including structures which carry the road from the water's edge to the ferry moorage. The construction of a ferry boat includes those items, such as movable ramps and transfer bridges, which enable transfer from and continuation of the highway to the ferry boat. The statute does not provide for Federal funding for the construction of ferry terminal facilities in general, such as terminal buildings, warehouse facilities, dolphins, fuel stations, berth facilities, ticket offices, etc. which do not constitute a facility that enables transfer from highway to the ferry boat.

If this does not fully answer your questions, please feel free to call our office for further clarification.

Sincerely yours,

Barry F. Morehead
Division Administrator

By: Jareene W. Barkdoll
Assistant Transportation Planner

Enclosure

toll road or any bonds outstanding at the time constituting a valid lien against such section of toll road covered in the agreement and their maintenance and operation and debt service during the period of toll collections, and

(2) that there is one or more reasonably satisfactory alternate free routes available to traffic by which the toll section of the system may be bypassed.

(e) Notwithstanding the provisions of subsection (b) of this section, the Secretary may permit Federal participation in the reconstruction and improvement of any toll road providing for only two lanes of traffic, which is designated part of the Interstate System as he may find necessary to bring such two lane toll road to the geometric and construction standards for the Interstate System in order to provide for the safe use of such highway as part of the Interstate System and to facilitate the removal of tolls therefrom. Federal participation in such reconstruction and improvement shall be on the same basis and in the same manner as in the construction of free Interstate System highways under this chapter. No Federal participation shall be permitted pursuant to this subsection except on two lane toll roads which were designated as a part of the Interstate System on or before June 30, 1973. Before Federal participation under this subsection, the State highway department and the toll road authority involved shall enter into an agreement with the Secretary which shall provide that—

(1) no indebtedness which is to be liquidated by the collection of tolls (in addition to indebtedness in existence on date of enactment in this subsection) shall be incurred after the date of enactment of this subsection;

(2) all tolls received from the operation of the toll road, less the actual cost of such operation and maintenance, shall be applied to the repayment of only those bonds outstanding on the date of enactment of this subsection constituting a valid lien against such toll road and its maintenance and operation and debt service during the period of toll collection;

(3) the toll road shall become free to the public upon collection of tolls sufficient to liquidate all such bonds.¹²⁴

(f) Notwithstanding the provisions of section 301 of this title, the Secretary may permit Federal participation under this title in the construction of a project constituting an approach to a ferry, whether toll or free, the route of which has been approved under section 103(b) or (c) of this title as a part of one of the Federal-aid systems and has not been designated as a route on the Interstate System. Such ferry may be either publicly or privately owned and operated, but the operating authority and the amount of fares charged for passage shall be under

Ferry

¹²⁴ New subsection added by sec. 133 of Public Law 91-605, Dec. 31, 1970 (84 Stat. 1713); and amended by sec. 118(b) of Public Law 93-87, Aug. 13, 1973 (87 Stat. 259).

the control of a State agency or official, and all revenues derived from publicly owned or operated ferries shall be applied to payment of the cost of construction or acquisition thereof, including debt service, and to actual and necessary costs of operation, maintenance, repair, and replacement. ¹²⁵

(g) * Notwithstanding section 301 of this title, the Secretary may permit Federal participation under this title in the construction of ferry boats, whether toll or free, subject to the following conditions:

(1) It is not feasible to build a bridge, tunnel, combination thereof, or other normal highway structure in lieu of the use of such ferry.

(2) The operation of the ferry shall be on a route which has been approved under section 103 (b) or (c) of this title as a part of one of the Federal-aid systems within the State and has not been designated as a route on the Interstate System.

(3) Such ferry shall be publicly owned and operated.

(4) The operating authority and the amount of fares charged for passage on such ferry shall be under the control of the State, and all revenues derived therefrom shall be applied to actual and necessary costs of operation, maintenance, and repair.

(5) Such ferry may be operated only within the State (including the islands which comprise the State of Hawaii and the islands which comprise the Commonwealth of Puerto Rico) or between adjoining States. Except with respect to operations between the islands which comprise the State of Hawaii and operations between the islands which comprise the Commonwealth of Puerto Rico and operations between any two points in Alaska and between Alaska and Washington, including stops at appropriate points in the Dominion of Canada, no part of such ferry operation shall be in any foreign or international waters. ¹²⁶

(6) No such ferry shall be sold, leased, or otherwise disposed of without the approval of the Secretary. The Federal share of any proceeds from such a disposition shall be credited to the unprogrammed balance of Federal-aid highway funds of the same class last apportioned to such State. Any amount so credited shall be in addition to all other funds then apportioned to such State and available for expenditure in accordance with the provisions of this title. ¹²⁷

¹²⁵ New subsection (e) added by sec. 5(a) of Public Law 86-657, July 14, 1960 (74 Stat. 522); relettered by sec. 133 of Public Law 91-605, Dec. 31, 1970 (84 Stat. 1713).

* Rellettered by sec. 139(a) of Public Law 93-87, Aug. 13, 1973 (87 Stat. 270).

¹²⁶ Amended by sec. 139(b) of Public Law 93-87, Aug. 13, 1973 (87 Stat. 271); sec. 109 of Public Law 93-643, Jan. 4, 1975 (88 Stat. 2284); and sec. 121 of Public Law 94-280, May 5, 1976 (90 Stat. 438).

¹²⁷ New subsection added by sec. 139 of Public Law 91-605, Dec. 31, 1970 (84 Stat. 1713).

ALASKA LAND AND MARINE HIGHWAY FUNCTIONAL CLASSIFICATION
FEDERAL AID AND STATE MAINTAINED ROUTES

11-Mar-87

ROAD NAME	SECTION DESCRIPTION	FROM MP	TO MP	LENGTH	R/U	REGION	CURRENT FED AID NO	PROPOSED FUNCT CLASS
GLENN HIGHWAY	REGIONAL BDY-PARKS HIGHWAY	299.09	375.44	76.35	R	CEN	FAI A1-5	INTERSTATE
SIXTH AVENUE (1 WAY)	GAMBELL STREET-GLENN HIGHWAY	0.00	0.42		U	CEN	FAI A1-6	INTERSTATE
GLENN HIGHWAY	PARKS HWY-ANCHORAGE URBAN BDY	375.44	384.30	8.86	R	CEN	FAI A1-6	INTERSTATE
GLENN HIGHWAY	URBAN BDY-GAMBELL ST IN ANCHORAGE	384.30	411.28	26.98	U	CEN	FAI A1-6	INTERSTATE
SEWARD HIGHWAY	GLENN HIGHWAY-ANCHORAGE URBAN BDY	0.00	13.58	13.58	U	CEN	FAI A3-1	INTERSTATE
GAMBELL STREET (1 WAY)	5TH AVE.-FIREWEED LANE	0.00	1.38		U	CEN	FAI A3-1	INTERSTATE
SEWARD HIGHWAY	URBAN BDY-PORTAGE GLACIER ROAD	13.58	48.96	35.38	R	CEN	FAI A3-1	INTERSTATE
SEWARD HIGHWAY	PORTAGE GLACIER RD-STERLING HIGHWAY	48.96	91.28	42.32	R	CEN	FAI A3-2	INTERSTATE
STERLING WYE	SEWARD HIGHWAY-STERLING HIGHWAY	0.00	0.44		R	CEN	FAI A3-3	INTERSTATE
STERLING HIGHWAY	SEWARD HWY-KENAI SPUR RD IN SOLDOTNA	91.28	149.00	57.72	R	CEN	FAI A3-3	INTERSTATE
PARKS HIGHWAY	GLENN HIGHWAY-TALKEETNA ROAD	0.00	63.32	63.32	R	CEN	FAI A4-1	INTERSTATE
PARKS HIGHWAY	TALKEETNA ROAD-LITTLE COAL CREEK	63.32	120.12	64.80	R	CEN	FAI A4-2	INTERSTATE
STERLING HIGHWAY	HOMER FERRY TERMINAL TO KENAI SPUR RD	0.00	80.85	80.85	R	CEN	FAP 21-1	MINOR ARTERIAL
SOLDOTNA WYE	STERLING HIGHWAY TO KENAI SPUR	0.00	0.04	0.04	R	CEN	FAP 22-1	MINOR ARTERIAL
KENAI SPUR ROAD	STERLING HIGHWAY TO FOREST DRIVE	0.00	12.07	12.07	R	CEN	FAP 22-1	MINOR ARTERIAL
KENAI SPUR ROAD	FOREST DRIVE TO WILDWOOD DRIVE	12.07	13.97	1.90	R	CEN	FAP 22-1	MAJOR COLLECTOR
SEWARD HIGHWAY	SEWARD FERRY TERMINAL TO STERLING HWY	0.00	36.65	36.65	R	CEN	FAP 31-1	MINOR ARTERIAL
SIXTH AVENUE (1 WAY)	L STREET-I STREET	0.00	1.08		U	CEN	FAP 42-1	PRINCIPAL ARTER
FIFTH AVENUE	GAMBELL STREET-L STREET	0.00	1.08	1.08	U	CEN	FAP 42-1	PRINCIPAL ARTER
I STREET	HILLCREST-FIFTH AVENUE	0.00	1.52		U	CEN	FAP 42-1	PRINCIPAL ARTER
MINNESOTA DRIVE/EXTENSION	FIFTH AVENUE-SEWARD HIGHWAY	1.08	0.38	7.30	U	CEN	FAP 42-1	PRINCIPAL ARTER
PITKAB POINT ROAD	ST. MARYS/MT. VILLAGE RD-PITKAB POINT	0.00	1.75	1.75	R	CEN	FAS 200	MINOR COLLECTOR
ST. MARYS/MT. VILLAGE ROAD	ST. MARYS-MOUNTAIN VILLAGE	0.00	20.25	20.25	R	CEN	FAS 200	MAJOR COLLECTOR
MEKORYUK AIRPORT ROAD	MEKORYUK-AIRPORT	0.00	3.00	3.00	R	CEN	FAS 204	MINOR COLLECTOR
AKIACHAK AIRPORT ROAD	BARGE LANDING-AIRPORT	0.00	0.70	0.70	R	CEN	FAS 205	MAJOR COLLECTOR
PILOT STATION AIRPORT ROAD	PILOT STATION-AIRPORT	0.00	1.20	1.20	R	CEN	FAS 206	MINOR COLLECTOR
HOOPER BAY AIRPORT ROAD	HOOPER BAY-AIRPORT	0.00	1.60	1.60	R	CEN	FAS 207	MAJOR COLLECTOR
BETHEL HIGHWAY	HANGER LAKE RD-AIRPORT	0.00	4.30	4.30	R	CEN	FAS 208	MAJOR COLLECTOR
KALSKAG ROAD	UPPER-LOWER KALSKAG VIA AIRPORT	0.00	4.19	4.19	R	CEN	FAS 210	MAJOR COLLECTOR
ILLIAMNA VILLAGE ROAD	NEWHALEN RIVER ROAD-ILLIAMNA VILLAGE	0.00	1.90	1.90	R	CEN	FAS 214	MINOR COLLECTOR
NEWHALEN RIVER ROAD	NEWHALEN-NONDALTON VIA ILLIAMNA AIRPORT	0.00	21.35	21.35	R	CEN	FAS 214	MAJOR COLLECTOR
QUINHAGAK AIRPORT ROAD	QUINHAGAK-AIRPORT	0.00	1.84	1.84	R	CEN	FAS 215	MAJOR COLLECTOR
STERLING LANDING ROAD	STERLING LANDING-TAKOTNA	0.00	23.15	23.15	R	CEN	FAS 261	MINOR COLLECTOR
DUTCH HARBOR AIRPORT ROAD	UNALASKA DOCK-DUTCH HARBOR AIRPORT	0.00	2.80	2.80	R	CEN	FAS 310	MAJOR COLLECTOR
KING COVE AIRPORT ROAD	KING COVE-AIRPORT	0.00	4.60	4.60	R	CEN	FAS 320	MAJOR COLLECTOR
PORT LIONS AIRPORT ROAD	PORT WAKEFIELD DOCK-PORT LIONS AIRPORT	0.00	4.19	4.19	R	CEN	FAS 370	MINOR COLLECTOR
CHIGNIK AIRPORT ROAD	CHIGNIK-AIRPORT	0.00	2.50	2.50	R	CEN	FAS 375	MINOR COLLECTOR
NAKNEK RIVER ROAD	NAKNEK-KING SALMON AFB	0.00	15.45	15.45	R	CEN	FAS 380	MAJOR COLLECTOR
MARINE WAY	REZANOF DRIVE WEST-FERRY TERMINAL	0.00	0.30	0.30	R	CEN	FAS 389	MINOR ARTERIAL
REZANOF DRIVE	ANTON LARSEN BAY ROAD-BENNY BENSON DRIVE	0.00	6.61	6.61	R	CEN	FAS 389	MINOR ARTERIAL
REZANOF DRIVE EAST	BENNY BENSON DR-ABERCROMBIE DRIVE	6.61	8.51	1.90	R	CEN	FAS 389	MAJOR COLLECTOR
MONASHKA BAY ROAD	REZANOF DR EAST-END	8.51	15.85	7.34	R	CEN	FAS 389	LOCAL ROAD
REZANOF DRIVE WEST	CAPE CHINIYAK-PASAGSHAK ROAD	0.00	11.83	11.83	R	CEN	FAS 391	LOCAL ROAD
REZANOF DRIVE WEST	PASAGSHAK ROAD-ANTON LARSEN BAY ROAD	11.83	37.04	25.21	R	CEN	FAS 391	MAJOR COLLECTOR
ANTON LARSEN BAY ROAD	REZANOF DRIVE WEST-MILEPOST 9.35	37.04	46.40	9.36	R	CEN	FAS 391	MINOR COLLECTOR
KANAKANAK SPUR	DILLINGHAM AIRPORT ROAD-GOV'T HOSPITAL	0.00	2.76	2.76	R	CEN	FAS 411	MINOR COLLECTOR
DILLINGHAM AIRPORT ROAD	DILLINGHAM-ALEKNAGIK ROAD VIA AIRPORT	0.00	3.02	3.02	R	CEN	FAS 411	MAJOR COLLECTOR
ALEKNAGIK ROAD	DILLINGHAM AIRPORT ROAD-ALEKNAGIK	3.02	23.30	20.28	R	CEN	FAS 411	MINOR COLLECTOR
MANOKOTAK AIRPORT ROAD	BOAT LANDING TO AIRPORT	0.00	0.80	0.80	R	CEN	FAS 412	MINOR COLLECTOR
EAST END ROAD	LAKE STREET (HOMER)-EAGLE LAKE ROAD	0.00	18.94	18.94	R	CEN	FAS 414	MAJOR COLLECTOR
DIAMOND RIDGE ROAD	STERLING HIGHWAY-WEST HILL ROAD	0.00	4.83	4.83	R	CEN	FAS 430	LOCAL ROAD

ALASKA LAND AND MARINE HIGHWAY JUNCTIONAL CLASSIFICATION
FEDERAL AID AND STATE MAINTAINED ROUTES

11-Mar-67

ROAD NAME	SECTION DESCRIPTION	FROM MP	TO MP	LENGTH	R/U	REGION	CURRENT FED AID NO	PROPOSED FUNCT CLASS
SKYLINE DRIVE	WEST HILL ROAD-EAST HILL ROAD	4.38	8.02	3.64	R	CEN	FAS 430	LOCAL ROAD
DHLSON MOUNTAIN ROAD	EAST HILL ROAD-END ROAD	8.02	15.81	7.79	R	CEN	FAS 430	LOCAL ROAD
MAIN STREET (SELDOVIA)	SELDOVIA FERRY TERMINAL-AIRPORT AVE	0.00	0.44	0.44	R	CEN	FAS 434	MAJOR COLLECTOR
AIRPORT AVENUE	MAIN STREET-SELDOVIA AIRPORT	0.44	1.00	0.56	R	CEN	FAS 434	MAJOR COLLECTOR
COMDE ROAD	N. JCT. TO S. JCT. STERLING HIGHWAY	0.00	15.31	15.31	R	CEN	FAS 461	MINOR COLLECTOR
KALIFONSKY BEACH ROAD	S JCT STERLING HWY TO KENAI RIVER RD	0.00	16.43	16.43	R	CEN	FAS 463	MINOR COLLECTOR
KENAI RIVER ROAD	KALIFONSKY BEACH ROAD TO KENAI SPUR	0.00	3.27	3.27	R	CEN	FAS 463	MAJOR COLLECTOR
KALIFONSKY BEACH ROAD	KENAI RIVER RD TO N JCT STERLING HWY	16.43	22.44	6.01	R	CEN	FAS 463	MAJOR COLLECTOR
DOCK ROAD	SEWARD HIGHWAY TO DOCK ENTRANCE	0.00	0.44	0.44	R	CEN	FAS 474	MINOR COLLECTOR
NIKISHKA BEACH ROAD	KENAI SPUR ROAD TO NIKISHKA BEACH	0.00	0.83	0.83	R	CEN	FAS 490	LOCAL ROAD
KENAI SPUR ROAD	WILDWOOD DRIVE-HALBOUTY ROAD	13.97	29.32	15.35	R	CEN	FAS 490	MAJOR COLLECTOR
KENAI SPUR ROAD	HALBOUTY ROAD-BAY BEACH ROAD	29.32	38.48	9.16	R	CEN	FAS 490	MINOR COLLECTOR
NASH ROAD	SEWARD HIGHWAY-SEWARD CITY LIMITS	0.00	2.19	2.10	R	CEN	FAS 493	MAJOR COLLECTOR
PORTAGE GLACIER ROAD	SEWARD HIGHWAY-BEAR VALLEY	0.00	6.60	6.60	R	CEN	FAS 496	MAJOR COLLECTOR
PORTAGE GLACIER SPUR	PORTAGE GLACIER ROAD-VISITORS CENTER	0.00	1.20	1.20	R	CEN	FAS 496	MAJOR COLLECTOR
HOPE ROAD	WYE WITH SEWARD HIGHWAY TO HOPE	0.00	17.78	17.78	R	CEN	FAS 498	MAJOR COLLECTOR
ALYESKA ROAD	SEWARD HIGHWAY-ALYESKA SKI RESORT	0.00	2.93	2.93	R	CEN	FAS 501	MAJOR COLLECTOR
BIG LAKE ROAD	PARKS HWY.-END PAVEMENT @ MP 6.4	0.00	6.44	6.44	R	CEN	FAS 511	MAJOR COLLECTOR
GOOSE BAY ROAD	PARKS HIGHWAY-MILITARY RES LDY	0.00	20.18	20.18	R	CEN	FAS 525	MAJOR COLLECTOR
WASILLA FISHHOOK ROAD	PARKS HIGHWAY-FISHHOOK JUNCTION	20.18	31.03	10.85	R	CEN	FAS 525	MAJOR COLLECTOR
INNER SPRINGER LOOP ROAD	GLENN HIGHWAY-OUTER SPRINGER LOOP RD	0.00	2.07	2.07	R	CEN	FAS 566	MINOR COLLECTOR
SPRINGER LOOP CONNECTION	INNER SPRINGER LOOP-CHUGACH ST SOUTH	2.07	2.33	0.26	R	CEN	FAS 566	MAJOR COLLECTOR
CHUGACH STREET SOUTH	SPRINGER LOOP CONNECTION-FIREWEED AVE	2.33	3.26	0.93	R	CEN	FAS 566	MAJOR COLLECTOR
FIREWEED AVENUE	CHUGACH ST SOUTH-SOUTH VALLEY WAY	3.26	3.37	0.11	R	CEN	FAS 566	MAJOR COLLECTOR
SOUTH VALLEY WAY	FIREWEED AVENUE-EVERGREEN AVENUE	3.37	3.49	0.12	R	CEN	FAS 566	MAJOR COLLECTOR
WEST EVERGREEN AVENUE	SOUTH VALLEY WAY-GLENN HIGHWAY	3.49	3.73	0.24	R	CEN	FAS 566	MAJOR COLLECTOR
PALMER-WASILLA HIGHWAY	GLENN HIGHWAY-PARKS HIGHWAY	0.00	10.01	10.01	R	CEN	FAS 572	MINOR ARTERIAL
SOUTH COLONY WAY	GLENN HIGHWAY-EVERGREEN AVENUE	0.00	0.69	0.69	R	CEN	FAS 575	MAJOR COLLECTOR
SOUTH ALASKA STREET	EVERGREEN AVENUE-OLD GLENN HIGHWAY	0.69	1.20	0.51	R	CEN	FAS 575	MAJOR COLLECTOR
OLD GLENN HIGHWAY	S JCT-N JCT GLENN HIGHWAY	0.00	18.44	18.44	R	CEN	FAS 576	MAJOR COLLECTOR
FISHHOOK-WILLOW ROAD	GLENN HIGHWAY-PARKS HIGHWAY	0.00	49.52	49.52	R	CEN	FAS 580	MAJOR COLLECTOR
NANCY LAKE ACCESS ROAD	PARKS HIGHWAY-CRYSTAL LAKE ROAD	0.00	0.76	0.76	R	CEN	FAS 581	MAJOR COLLECTOR
NANCY LAKE ACCESS ROAD	CRYSTAL LAKE ROAD-END FAS	0.76	1.40	0.64	R	CEN	FAS 581	MINOR COLLECTOR
TALKEETNA ROAD	PARKS HIGHWAY-TALKEETNA	0.00	14.46	14.46	R	CEN	FAS 583	MAJOR COLLECTOR
PETERSVILLE ROAD	PARKS HWY.-CACHE CREEK	0.00	36.32	36.32	R	CEN	FAS 584	MINOR COLLECTOR
LAKE LOUISE ROAD	GLENN HIGHWAY-LAKE LOUISE CAMPGROUND	0.00	18.73	18.73	R	CEN	FAS 809	MINOR COLLECTOR
POINT WHITSHED ROAD	COPPER RIVER HWY-POINT WHITSHED	0.00	5.69	5.69	R	CEN	FAS 837	LOCAL ROAD
EYAK LAKE ROAD	COPPER RIVER HWY-CHASE AVENUE	0.00	0.60	0.60	R	CEN	FAS 839	MINOR COLLECTOR
EYAK LAKE ROAD	CHASE AVENUE-POWER CREEK	0.60	7.50	6.90	R	CEN	FAS 839	LOCAL ROAD
COPPER RIVER HIGHWAY	CORDOVA FERRY TERMINAL-RICHARDSON HWY	0.00	123.49	123.49	R	CEN	FAS 851	MAJOR COLLECTOR
RABBIT CREEK ROAD	OLD SEWARD HIGHWAY-HILLSIDE DRIVE	0.00	4.17	4.17	U	CEN	FAU 504	URBAN COLLECTOR
HILLSIDE DRIVE	RABBIT CREEK RD-ABBOTT ROAD	0.00	2.40	2.40	U	CEN	FAU 505	URBAN COLLECTOR
DIMOND BOULEVARD	SEWARD HIGHWAY-LAKE OTIS PARKWAY	0.00	1.16	1.16	U	CEN	FAU 506	MINOR ARTERIAL
ABBOTT ROAD	LAKE OTIS PKWY-HILLSIDE DRIVE	1.16	3.13	1.97	U	CEN	FAU 506	URBAN COLLECTOR
SAND LAKE ROAD	DIMOND BLVD-RASPBERRY ROAD	0.00	1.49	1.49	U	CEN	FAU 509	URBAN COLLECTOR
DE ARMOUN ROAD	OLD SEWARD HIGHWAY-SEWARD HIGHWAY	0.00	0.27	0.27	U	CEN	FAU 510	URBAN COLLECTOR
O'MALLEY ROAD	SEWARD/GLENNALLEN HWY.-LAKE OTIS ROAD	0.00	0.75	0.75	U	CEN	FAU 512	PRINCIPAL ARTER
O'MALLEY ROAD	LAKE OTIS RD-BIRCH ROAD	0.75	2.77	2.02	U	CEN	FAU 512	MINOR ARTERIAL
O'MALLEY ROAD	BIRCH ROAD-HILLSIDE DRIVE	2.77	3.66	0.89	U	CEN	FAU 512	URBAN COLLECTOR
JEWEL LAKE ROAD	DIMOND BLVD-INT AIRPORT ROAD	0.00	2.89	2.89	U	CEN	FAU 515	MINOR ARTERIAL
SPENARD ROAD	INT AIRPORT ROAD-CLEVELAND AVENUE	0.00	1.10	1.10	U	CEN	FAU 517	MINOR ARTERIAL

ALASKA LAND AND MARINE HIGHWAY FUNCTIONAL CLASSIFICATION
FEDERAL AID AND STATE MAINTAINED ROUTES

11-Mar-61

ROAD NAME	SECTION DESCRIPTION	FROM MP	TO MP	LENGTH	R/U	REGION	CURRENT FED AID NO	PROPOSED FUNCT CLASS
SPENARD ROAD	CLEVELAND AVENUE-NORTHERN LIGHTS BLVD	1.10	2.19	1.09	U	CEN	FAU 517	MINOR ARTERIAL
ABBOTT LOOP ROAD	ABBOTT ROAD-E 68TH AVENUE	0.00	1.51	1.51	U	CEN	FAU 519	URBAN COLLECTOR
DIMOND BOULEVARD	SAND LAKE ROAD-JEWEL LAKE ROAD	0.00	1.00	1.00	U	CEN	FAU 520	URBAN COLLECTOR
DIMOND BOULEVARD	JEWEL LAKE RD-MINNESOTA DRIVE	1.00	2.16	1.16	U	CEN	FAU 520	MINOR ARTERIAL
DIMOND BOULEVARD	MINNESOTA DRIVE-SEWARD HIGHWAY	2.16	4.34	2.18	U	CEN	FAU 520	PRINCIPAL ARTER
BRAGAW STREET EXTENSION	ABBOTT LOOP ROAD-UNIVERSITY AVENUE	0.00	2.13	2.13	U	CEN	FAU 521	MINOR ARTERIAL
3RD AVENUE	GLENN HIGHWAY-L STREET	0.00	3.23	3.23	U	CEN	FAU 522	MINOR ARTERIAL
I STREET (1 WAY)	5TH AVENUE-3RD AVENUE	0.00	0.13		U	CEN	FAU 522	MINOR ARTERIAL
4TH AVENUE (1 WAY)	L STREET-GAMBELL STREET	0.00	1.06		U	CEN	FAU 522	MINOR ARTERIAL
4TH AVENUE (1 WAY)	GAMBELL STREET-3RD AVENUE	1.06	1.47	0.41	U	CEN	FAU 522	MINOR ARTERIAL
L STREET	3RD AVENUE-5TH AVENUE	3.23	3.36	0.13	U	CEN	FAU 522	MINOR ARTERIAL
RASPBERRY ROAD	SAND LAKE ROAD-JEWEL LAKE ROAD	0.00	1.01	1.01	U	CEN	FAU 526	MINOR ARTERIAL
RASPBERRY ROAD	JEWEL LAKE ROAD-MINNESOTA DRIVE	1.01	2.30	1.29	U	CEN	FAU 526	PRINCIPAL ARTER
C STREET	LOOP RD & OCEAN DOCK RD-MINNESOTA DR	0.00	7.08	7.08	U	CEN	FAU 527	PRINCIPAL ARTER
A STREET (1 WAY)	34TH AVENUE -3RD AVENUE	0.00	2.46		U	CEN	FAU 527	PRINCIPAL ARTER
LOOP ROAD	ELMENDORF AFB-C ST & OCEAN DOCK RD	0.00	0.72	0.72	U	CEN	FAU 528	PRINCIPAL ARTER
OCEAN DOCK ROAD	C STREET & LOOP RD-PORT STRUCTURE	0.00	1.20	1.20	U	CEN	FAU 529	URBAN COLLECTOR
15TH AVENUE	L STREET-LAKE OTIS PARKWAY	0.00	2.23	2.23	U	CEN	FAU 530	PRINCIPAL ARTER
DOWLING ROAD	MINNESOTA DRIVE-LAKE OTIS PKWY	0.00	2.25	2.25	U	CEN	FAU 532	PRINCIPAL ARTER
DOWLING ROAD	LAKE OTIS PKWY-BRAGAW ST EXTENSION	2.25	3.25	1.00	U	CEN	FAU 532	MINOR ARTERIAL
HUFFMAN ROAD	OLD SEWARD HIGHWAY-SEWARD HIGHWAY	0.00	0.43	0.43	U	CEN	FAU 534	MINOR ARTERIAL
REEVE BOULEVARD	GLENN HIGHWAY-POST ROAD	0.00	0.95	0.95	U	CEN	FAU 535	URBAN COLLECTOR
DEBARR ROAD	LAKE OTIS PKWY-AIRPORT HEIGHTS DR	0.00	0.54	0.54	U	CEN	FAU 536	PRINCIPAL ARTER
DEBARR ROAD	AIRPORT HEIGHTS DR-MULDOON ROAD	0.54	3.57	3.03	U	CEN	FAU 536	PRINCIPAL ARTER
OLD SEWARD HIGHWAY	SEWARD HWY(POTTER)-SEWARD HWY(RABBIT CR)	0.00	2.84	2.84	U	CEN	FAU 537	URBAN COLLECTOR
OLD SEWARD HIGHWAY	SEWARD HWY(RABBIT CR)-MINNESOTA DRIVE	2.84	5.56	2.72	U	CEN	FAU 537	MINOR ARTERIAL
OLD SEWARD HIGHWAY	MINNESOTA DRIVE-DOWLING ROAD	5.56	8.61	3.05	U	CEN	FAU 537	PRINCIPAL ARTER
INTERNATIONAL AIRPORT ROAD	INTERNATIONAL AIRPORT-OLD SEWARD HWY	0.00	3.98	3.98	U	CEN	FAU 538	PRINCIPAL ARTER
INTERNATIONAL AIRPORT ROAD	OLD SEWARD HWY-SEWARD HWY FRONTAGE RD	3.98	4.29	0.31	U	CEN	FAU 538	URBAN COLLECTOR
NORTHERN LIGHTS BOULEVARD	MULDOON ROAD-LAKE OTIS PARKWAY	0.00	3.72	3.72	U	CEN	FAU 540	PRINCIPAL ARTER
BENSON BOULEVARD (1 WAY)	FOREST PARK DRIVE-LAKE OTIS PARKWAY	0.00	3.15		U	CEN	FAU 540	PRINCIPAL ARTER
NORTHERN LIGHTS BOULEVARD	LAKE OTIS PKWY-FOREST PARK DRIVE	3.72	6.73	3.01	U	CEN	FAU 540	PRINCIPAL ARTER
BONIFACE PARKWAY	TUDOR ROAD-GLENN HIGHWAY	0.00	3.04	3.04	U	CEN	FAU 543	PRINCIPAL ARTER
TUDOR/MULDOON ROAD	MINNESOTA DRIVE-GLENN HIGHWAY	0.00	9.10	9.10	U	CEN	FAU 544	PRINCIPAL ARTER
GAMBELL STREET	3RD AVENUE-5TH AVENUE	0.00	0.14	0.14	U	CEN	FAU 545	MINOR ARTERIAL
INGRA STREET (1 WAY)	5TH AVENUE-3RD AVENUE	0.00	0.14		U	CEN	FAU 545	MINOR ARTERIAL
EAST 68TH AVENUE	LAKE OTIS ROAD-ABBOTT LOOP ROAD	0.00	1.00	1.00	U	CEN	FAU 546	URBAN COLLECTOR
POST ROAD	3RD AVE-ELMENDORF AFB BOUNDARY	0.00	1.36	1.36	U	CEN	FAU 549	MINOR ARTERIAL
EAGLE RIVER ROAD	OLD GLENN HWY-EAGLE RIVER LOOP RD	0.00	1.59	1.59	U	CEN	FAU 550	MINOR ARTERIAL
EAGLE RIVER ROAD	EAGLE RIVER LP RD-CHUGACH PK VISIT CENT	1.59	12.55	10.96	U	CEN	FAU 550	URBAN COLLECTOR
EAGLE RIVER LOOP ROAD	GLENN HIGHWAY-EAGLE RIVER ROAD	0.00	2.40	2.40	U	CEN	FAU 551	MINOR ARTERIAL
OLD GLENN HIGHWAY	GLENN HIGHWAY-EAGLE RIVER ACCESS RD	0.00	1.77	1.77	U	CEN	FAU 555	PRINCIPAL ARTER
BIRCHWOOD LOOP ROAD	SO JCT OLD GLENN HWY-NO JCT OLD GLENN HWY	0.00	6.62	6.62	U	CEN	FAU 559	URBAN COLLECTOR
SOUTHWEST MARINE HIGHWAY	HOMER F TERM-KODIAK F TERM VIA SELDOVIA	0.00	161.00	161.00	W	MAR	FAP 13-1	MINOR ARTERIAL
GASTINEAU CHANNEL MARINE RTE	TAKU INLET-JUNEAU FERRY TERMINAL	0.00	12.00	12.00	W	MAR	FAP 93-1	PRINCIPAL ARTER
SOUTHEAST MARINE HIGHWAY	US/CANADA BORDER-KETCHIKAN FERRY TERMINAL	0.00	61.40	61.40	W	MAR	FAP 95-1	PRINCIPAL ARTER
SOUTHEAST MARINE HIGHWAY	KETCHIKAN FT-WRANGELL FERRY TERMINAL	61.40	164.00	102.60	W	MAR	FAP 95-2	PRINCIPAL ARTER
SOUTHEAST MARINE HIGHWAY	WRANGELL FT-PETERSBURG FERRY TERMINAL	164.00	210.00	46.00	W	MAR	FAP 95-3	PRINCIPAL ARTER
SOUTHEAST MARINE HIGHWAY	PETERSBURG FT-AUKF BAY FERRY TERMINAL	210.00	356.00	146.00	W	MAR	FAP 95-4	PRINCIPAL ARTER
SOUTHEAST MARINE HIGHWAY	AUKE BAY FT-HAINES FERRY TERMINAL	356.00	428.00	72.00	W	MAR	FAP 95-5	PRINCIPAL ARTER
SOUTHEAST MARINE HIGHWAY	HAINES FERRY TERM-SKAGWAY FERRY TERMINAL	0.00	14.00	14.00	W	MAR	FAP 97-1	PRINCIPAL ARTER

ALASKA LAND AND MARINE HIGHWAY JUNCTIONAL CLASSIFICATION
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ROAD NAME	SECTION DESCRIPTION	FROM MP	TO MP	LENGTH	R/U	REGION	CURRENT FED AID NO	PROPOSED FUNCT CLASS
CHATHAM STRAIT MARINE HIGHWAY	FREDRICK BOUND-LYNN CANAL VIA CHATHAM STR	0.00	158.00	158.00	W	MAR	FAP 99-1	PRINCIPAL ARTER
CHATHAM STRAIT MARINE HIGHWAY	CHATHAM STR-BITKA FERRY TERMINAL	0.00	71.00	71.00	W	MAR	FAP 99-1	PRINCIPAL ARTER
SOUTHWEST MARINE HIGHWAY	KODIAK-PORT WAKEFIELD DOCK (PORT LIONS)	0.00	25.00	25.00	W	MAR	FAS 360	MAJOR COLLECTOR
SEWARD/VALDEZ MARINE ROUTE	SOUTHWEST MARINE HWY-VALDEZ VIA SEWARD	0.00	305.00	305.00	W	MAR	FAS 400	MAJOR COLLECTOR
PRINCE WILLIAM BND MARINE RT	WHITTIER FTEAM-CORDOVA FTEAM VIA VALDEZ	0.00	157.00	157.00	W	MAR	FAS 830	MAJOR COLLECTOR
KAKE SPUR MARINE ROUTE	CHATHAM STRAIT MARINE HWY-KAKE FERRY TERM	0.00	13.00	13.00	W	MAR	FAS 915	MAJOR COLLECTOR
AIRPORT SHUTTLE MARINE ROUTE	GRAVINA ISLAND-KETCHIKAN	0.00	0.30	0.30	W	MAR	FAS 922	MAJOR COLLECTOR
HOLLIS SPUR MARINE ROUTE	SE MARINE HWY-CLARK BAY FERRY TERMINAL	0.00	31.00	31.00	W	MAR	FAS 926	MAJOR COLLECTOR
METLAKATLA SPUR MARINE ROUTE	SE MARINE HWY-METLAKATLA FERRY TERMINAL	0.00	14.00	14.00	W	MAR	FAS 927	MAJOR COLLECTOR
ICY STRAIT MARINE ROUTE	CHATHAM STR-PELICAN VIA HOONAH & ELFIN CV	0.00	90.00	90.00	W	MAR	FAS 989	MAJOR COLLECTOR
ANGOOD SPUR MARINE ROUTE	CHATHAM STRAIT-ANGOOD FERRY TERMINAL	0.00	5.00	5.00	W	MAR	FAS 998	MAJOR COLLECTOR
ALASKA HIGHWAY	ALASKA/CANADA BORDER-TOK JCT	0.00	91.28	91.28	R	NOR	FAI A1-1	INTERSTATE
TOK CUTOFF HIGHWAY	ALASKA HIGHWAY-NABESNA ROAD	91.28	155.20	63.92	R	NOR	FAI A1-2	INTERSTATE
TOK CUTOFF HIGHWAY	NABESNA RD-BLENNALLEN VIA RICHARDSON HWY	155.20	228.99	73.79	R	NOR	FAI A1-3	INTERSTATE
GLENN HIGHWAY	GLENNALLEN-REGIONAL BDY	228.99	299.09	70.10	R	NOR	FAI A1-4	INTERSTATE
ALASKA HIGHWAY	TOK JCT-JOHNSON RIVER	0.00	66.15	66.15	R	NOR	FAI A2-1	INTERSTATE
ALASKA HIGHWAY	JOHNSON RIVER-DELTA JUNCTION	66.15	108.01	41.86	R	NOR	FAI A2-2	INTERSTATE
RICHARDSON HIGHWAY	DELTA JUNCTION-SALCHA RIVER	108.01	163.93	55.92	R	NOR	FAI A2-3	INTERSTATE
RICHARDSON HIGHWAY	SALCHA RIVER-FAIRBANKS URBAN BDY	163.93	199.69	35.76	R	NOR	FAI A2-4	INTERSTATE
RICHARDSON HIGHWAY	URBAN BDY-PARKS HIGHWAY IN FAIRBANKS	199.69	202.56	2.87	U	NOR	FAI A2-4	INTERSTATE
PARKS HIGHWAY	LITTLE COAL CREEK-MCKINLEY PARK ROAD	128.12	201.97	73.85	R	NOR	FAI A4-3	INTERSTATE
PARKS HIGHWAY	MCKINLEY PARK ROAD-TANANA RIVER	201.97	269.67	67.70	R	NOR	FAI A4-4	INTERSTATE
PARKS HIGHWAY	TANANA R-FBKS URBAN BDY @ GEIST RD	269.67	318.84	49.17	R	NOR	FAI A4-5	INTERSTATE
PARKS HIGHWAY	URBAN BDY-RICHARDSON HWY IN FAIRBANKS	318.84	323.94	5.10	U	NOR	FAI A4-5	INTERSTATE
SOUTH FAIRBANKS EXPRESSWAY	AIRPORT WAY-PEGER RD	0.00	4.30	4.30	U	NOR	FAP 35-1	PRINCIPAL ARTER
MCGRATH HIGHWAY	PARKS HIGHWAY-MCGRATH VIA KANTISHNA	0.00	247.00	247.00	R	NOR	FAP 54-1	MAJOR COLLECTOR
WESTERN ACCESS ROAD	WESTERN ACCESS ROAD-KOBUK	0.00	180.00	180.00	R	NOR	FAP 64-1	MAJOR COLLECTOR
WESTERN ACCESS ROAD	KOBUK-KUZITRIN RIVER	180.00	500.00	320.00	R	NOR	FAP 64-2	MAJOR COLLECTOR
WESTERN ACCESS ROAD	KUZITRIN RIVER-NOME VIA FRONT, BERING STS	500.00	570.61	70.61	R	NOR	FAP 64-3	MAJOR COLLECTOR
SEPPALA DRIVE	BERING STREET-MARKS AIRPORT	570.61	571.93	1.32	R	NOR	FAP 64-3	MAJOR COLLECTOR
STEESE HIGHWAY	AIRPORT WAY-URBAN AREA BNDRY	0.00	2.35	2.35	U	NOR	FAP 65-1	PRINCIPAL ARTER
STEESE HIGHWAY	URBAN AREA BNDRY-FOX	2.35	11.11	8.76	R	NOR	FAP 65-1	PRINCIPAL ARTER
ELLIOTT HIGHWAY	FOX-DALTON HIGHWAY	11.11	79.24	68.13	R	NOR	FAP 65-1	MINOR ARTERIAL
DALTON HIGHWAY	ELLIOTT HWY-YUKON RIVER	79.24	134.86	55.62	R	NOR	FAP 65-2	MINOR ARTERIAL
DALTON HIGHWAY	YUKON RIVER-FAP 64	134.86	180.86	46.00	R	NOR	FAP 65-3	MINOR ARTERIAL
DALTON HIGHWAY	FAP 64-DIETRICH	180.86	288.93	108.07	R	NOR	FAP 65-4	MINOR ARTERIAL
DALTON HIGHWAY	DIETRICH-ATIGUN RIVER	288.93	333.41	44.48	R	NOR	FAP 65-5	MINOR ARTERIAL
DALTON HIGHWAY	ATIGUN RIVER-SAGHON	333.41	385.34	51.93	R	NOR	FAP 65-6	MINOR ARTERIAL
DALTON HIGHWAY	SAGHON-DEADHORSE	385.34	494.32	108.98	R	NOR	FAP 65-7	MINOR ARTERIAL
RICHARDSON HIGHWAY	VALDEZ FERRY TERMINAL-TONSINA RIVER	0.00	84.30	84.30	R	NOR	FAP 71-1	MINOR ARTERIAL
RICHARDSON HIGHWAY	TONSINA RIVER-GLENNALLEN	84.30	119.49	35.19	R	NOR	FAP 71-2	MINOR ARTERIAL
RICHARDSON HIGHWAY	BIG TIMBER-PAXSON	133.00	190.75	56.95	R	NOR	FAP 71-3	MINOR ARTERIAL
RICHARDSON HIGHWAY	PAXSON-DELTA JUNCTION	190.75	271.67	80.92	R	NOR	FAP 71-4	MINOR ARTERIAL
COUNCIL ROAD	WESTERN ACCESS RD-WEST ACC RD VIA COUNCIL	0.00	91.46	91.46	R	NOR	FAS 130	MAJOR COLLECTOR
TELLER ROAD	SEPPALA DR IN NOME-TELLER VIA BERING ST	0.00	72.55	72.55	R	NOR	FAS 131	MAJOR COLLECTOR
KOTZEBUE AIRPORT ROAD	SAND STREET-AIRPORT	0.00	1.10	1.10	R	NOR	FAS 150	MAJOR COLLECTOR
POINT HOPE AIRPORT ROAD	POINT HOPE-AIRPORT	0.00	2.50	2.50	R	NOR	FAS 156	MAJOR COLLECTOR
DEERING AIRPORT ROAD	DEERING-AIRPORT	0.00	1.25	1.25	R	NOR	FAS 180	MINOR COLLECTOR
SHUNGNAK AIRPORT ROAD	SHUNGNAK-AIRPORT	0.00	0.93	0.93	R	NOR	FAS 185	MINOR COLLECTOR
BADGER LOOP ROAD	RICHARDSON HWY-OLD RICHARDSON HWY(N POLE)	0.00	11.89	11.89	R	NOR	FAS 620	MAJOR COLLECTOR
HOLMES ROAD	W JCT BADGER LOOP RD-NORDALE RD	0.00	4.75	4.75	R	NOR	FAS 622	MAJOR COLLECTOR

ALASKA LAND AND MARINE HIGHWAY FUNCTIONAL CLASSIFICATION
FEDERAL AID AND STATE MAINTAINED ROUTES

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HEALY ROAD	PARKS HIGHWAY-GVA POWER PLANT	0.00	3.42	3.42	R	NOR	FAS 638	MAJOR COLLECTOR
ANDERSON ROAD	PARKS HIGHWAY-ANDERSON	0.00	5.94	5.94	R	NOR	FAS 639	MAJOR COLLECTOR
FARMERS LOOP ROAD	COLLEGE ROAD-STEESSE HIGHWAY	0.00	8.43	8.43	R	NOR	FAS 644	MAJOR COLLECTOR
CHENA RIDGE LOOP ROAD	PARKS HWY-CHENA RIDGE LOOP RD	0.00	13.16	13.16	R	NOR	FAS 645	MAJOR COLLECTOR
BALLAINE ROAD	FARMERS LOOP RD-GOLDSTREAM RD	0.00	4.34	4.34	R	NOR	FAS 647	MAJOR COLLECTOR
GOLDSTREAM ROAD	STEESSE HIGHWAY-SHEEP CREEK ROAD	0.00	10.50	10.50	R	NOR	FAS 648	MAJOR COLLECTOR
CHENA HOT SPRINGS ROAD	OLD STEESE HWY-CHENA HOT SPRINGS	0.00	56.61	56.61	R	NOR	FAS 650	MAJOR COLLECTOR
SHEEP CREEK ROAD	PARKS HWY-GOLDSTREAM ROAD	0.00	5.39	5.39	R	NOR	FAS 651	MAJOR COLLECTOR
NORDALE ROAD	BADGER LOOP RD-CHENA HOT SPRINGS RD	0.00	5.66	5.66	R	NOR	FAS 653	MAJOR COLLECTOR
CIRCLE HOT SPRINGS ROAD	STEESSE HWY-CIRCLE HOT SPRINGS	0.00	8.21	8.21	R	NOR	FAS 670	MINOR COLLECTOR
STEESSE HIGHWAY	ELLIOTT HWY-CIRCLE	0.00	146.89	146.89	R	NOR	FAS 670	MAJOR COLLECTOR
ELLIOTT HIGHWAY	DALLON HWY-MANLEY HOT SPRG LODGE	0.00	87.17	87.17	R	NOR	FAS 680	MAJOR COLLECTOR
MINTO SPUR ROAD	ELLIOTT HWY-MINTO	0.00	10.69	10.69	R	NOR	FAS 680	MINOR COLLECTOR
REMINGTON ROAD	CLEARWATER RD-CLEARWATER CAMPGROUND	0.00	2.79	2.79	R	NOR	FAS 711	MINOR COLLECTOR
CLEARWATER ROAD	ALASKA HWY-JACK WARREN VIA REMINGTON ROAD	0.00	7.35	7.35	R	NOR	FAS 711	MAJOR COLLECTOR
JACK WARREN ROAD	REMINGTON ROAD-RICHARDSON HIGHWAY	7.35	12.90	5.55	R	NOR	FAS 711	MAJOR COLLECTOR
DENALI HIGHWAY	RICHARDSON HWY-PARKS HWY	0.00	135.57	135.57	R	NOR	FAS 750	MAJOR COLLECTOR
TAYLOR HIGHWAY	ALASKA HWY-ALASKA/CANADA BORDER	0.00	108.64	108.64	R	NOR	FAS 785	MAJOR COLLECTOR
TAYLOR HIGHWAY SPUR	TAYLOR HIGHWAY-EAGLE CITY	0.00	65.13	65.13	R	NOR	FAS 786	MAJOR COLLECTOR
TAYLOR HIGHWAY WYE	TAYLOR HWY SPUR-TAYLOR HWY	0.00	0.12	0.12	R	NOR	FAS 786	MAJOR COLLECTOR
NORTHWAY ROAD	ALASKA HIGHWAY-NORTHWAY VILLAGE	0.00	9.14	9.14	R	NOR	FAS 791	MAJOR COLLECTOR
EDGERTON HIGHWAY	RICHARDSON HWY-CHITINA	0.00	33.43	33.43	R	NOR	FAS 850	MAJOR COLLECTOR
MCCARTHY ROAD	CHITINA-MCCARTHY	33.43	94.11	60.68	R	NOR	FAS 850	MAJOR COLLECTOR
DAYVILLE ROAD	RICHARDSON HWY-PIPELINE TERMINAL	0.00	5.30	5.30	R	NOR	FAS 863	MAJOR COLLECTOR
VALDEZ AIRPORT ROAD	RICHARDSON HWY-VALDEZ AIRPORT	0.00	0.62	0.62	R	NOR	FAS 867	MAJOR COLLECTOR
HAZELET AVENUE	RICHARDSON HIGHWAY-HANGITA STREET	0.00	0.55	0.55	R	NOR	FAS 871	MAJOR COLLECTOR
NABESNA ROAD	TOK CUTOFF-NABESNA	0.00	41.27	41.27	R	NOR	FAS 880	MAJOR COLLECTOR
VAN HORN ROAD	PEGER ROAD-CUSHMAN STREET	0.00	2.01	2.01	U	NOR	FAU 604	MINOR ARTERIAL
OLD RICHARDSON HIGHWAY	SOUTH FAIRBANKS EXPHY-RICHARDSON HWY	0.00	2.10	2.10	U	NOR	FAU 606	MINOR ARTERIAL
SOUTH CUSHMAN CONNECTOR	SOUTH CUSHMAN-RICHARDSON HWY	0.00	0.58	0.58	U	NOR	FAU 607	MINOR ARTERIAL
DAVIS ROAD	UNIVERSITY AVE-LATHROP ST	0.00	2.10	2.10	U	NOR	FAU 608	URBAN COLLECTOR
23RD AVENUE	LATHROP ST-RICHARDSON HWY	2.10	3.13	1.03	U	NOR	FAU 608	URBAN COLLECTOR
AIRPORT WAY	FAIRBANKS INT'L AIRPORT-PARKS HIGHWAY	0.00	1.86	1.86	U	NOR	FAU 610	MINOR ARTERIAL
UNIVERSITY AVENUE	SOUTH FAIRBANKS EXPHY-AIRPORT WAY	0.00	0.85	0.85	U	NOR	FAU 617	MINOR ARTERIAL
UNIVERSITY AVENUE	AIRPORT WAY-COLLEGE ROAD	0.89	2.18	1.29	U	NOR	FAU 617	PRINCIPAL ARTER
WILBUR/VAN HORN CORRIDOR	VAN HORN ROAD-SECOND AVENUE	0.00	2.00	2.00	U	NOR	FAU 623	URBAN COLLECTOR
PEGER ROAD	VAN HORN ROAD-GEIST ROAD	0.00	3.15	3.15	U	NOR	FAU 625	MINOR ARTERIAL
19TH/17TH AVENUS	LATHROP STREET-CUSHMAN STREET	0.00	0.90	0.90	U	NOR	FAU 626	URBAN COLLECTOR
LATHROP CORRIDOR	VAN HORN ROAD-COLLEGE ROAD	0.00	3.50	3.50	U	NOR	FAU 627	MINOR ARTERIAL
AURORA/LATHROP CONNECTOR	AURORA AVENUE-LATHROP CORRIDOR	0.00	0.30	0.30	U	NOR	FAU 628	URBAN COLLECTOR
AURORA DRIVE	GEIST ROAD-COLLEGE ROAD	0.00	1.07	1.07	U	NOR	FAU 629	MINOR ARTERIAL
CHARLES STREET	GEIST ROAD-ILLINOIS STREET	0.00	0.55	0.55	U	NOR	FAU 632	MINOR ARTERIAL
MINNIE/THIRD/FAREWELL	ILLINOIS STREET-HAMILTON STREET	0.00	0.87	0.87	U	NOR	FAU 634	MINOR ARTERIAL
FAREWELL AVENUE	HAMILTON STREET-F STREET	0.87	1.61	0.74	U	NOR	FAU 634	URBAN COLLECTOR
COLLEGE ROAD	UNIVERSITY AVENUE-STEESSE HIGHWAY	0.00	3.99	3.99	U	NOR	FAU 640	PRINCIPAL ARTER
COWLES STREET	LATHROP STREET-1ST AVENUE	0.00	1.18	1.18	U	NOR	FAU 641	MINOR ARTERIAL
10TH AVENUE	GILLAM WAY-STEESSE HIGHWAY	0.00	0.62	0.62	U	NOR	FAU 642	URBAN COLLECTOR
7TH AVENUE	COWLES STREET-CLAY STREET	0.00	0.83	0.83	U	NOR	FAU 646	URBAN COLLECTOR
NOATAK DRIVE	GEIST ROAD-RAILROAD BRIDGE	0.00	0.31	0.31	U	NOR	FAU 649	URBAN COLLECTOR
2ND AVENUE	COWLES STREET-NOBLE STREET	0.00	0.40	0.40	U	NOR	FAU 652	URBAN COLLECTOR
3RD AVENUE	COWLES STREET-CLAY STREET	0.00	0.75	0.75	U	NOR	FAU 654	URBAN COLLECTOR

ALASKA LAND AND MARINE HIGHWAY FUNCTIONAL CLASSIFICATION
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GILLAM WAY	17TH AVENUE-AIRPORT WAY	0.00	0.38	0.38	U	NOR	FAU 655	URBAN COLLECTOR
GILLAM WAY/BARNETTE STREET	AIRPORT WAY-1ST AVENUE	0.38	0.88	0.50	U	NOR	FAU 655	MINOR ARTERIAL
1ST AVENUE/2ND AVENUE	WILBUR STREET-COWLES STREET	0.00	0.37	0.37	U	NOR	FAU 656	MINOR ARTERIAL
1ST AVENUE/2ND AVENUE	COWLES STREET-NOBLE STREET	0.37	1.57	1.20	U	NOR	FAU 656	URBAN COLLECTOR
CUSHMAN/ILLINOIS STREETS	VAN HORN ROAD-COLLEGE ROAD	0.00	3.01	3.01	U	NOR	FAU 663	MINOR ARTERIAL
NOME DRIVE/PHILLIPS FIELD RD	PEGER ROAD-ILLINOIS STREET	0.00	1.82	1.82	U	NOR	FAU 666	MINOR ARTERIAL
GEIST ROAD CORRIDOR	PARKS HIGHWAY-STEENSE HIGHWAY	0.00	6.04	6.04	U	NOR	FAU 668	PRINCIPAL ARTER
LACEY/NOBLE STREET COUPLET	AIRPORT WAY-WENDELL STREET	0.00	0.60	0.60	U	NOR	FAU 671	MINOR ARTERIAL
WENDELL STREET/OLD STEESE HWY	LACEY/NOBLE COUPLET-TRAINOR GATE RD	0.00	3.99	0.99	U	NOR	FAU 672	MINOR ARTERIAL
KETCHIKAN FERRY TERMINAL ROAD	KETCHIKAN FERRY TERMINAL-TONGASS AVENUE	0.00	0.15	0.15	U	SE	FAP 91-1	MINOR ARTERIAL
TONGASS AVENUE	FERRY TERMINAL ROAD-NORTH TONGASS HWY	0.15	0.57	0.42	U	SE	FAP 91-1	PRINCIPAL ARTER
NORTH TONGASS UPPER ROUTE	NORTH TONGASS-KETCHIKAN URBAN BOUNDARY	0.57	0.77	0.20	U	SE	FAP 91-1	MINOR ARTERIAL
NORTH TONGASS UPPER ROUTE	URBAN BOUNDARY-HARD COVE	0.77	6.07	5.30	R	SE	FAP 91-1	MINOR ARTERIAL
EGAN DRIVE	JUNEAU FERRY TERM-MENDENHALL LOOP ROAD	12.00	21.13	9.13	U	SE	FAP 93-2	PRINCIPAL ARTER
AUKE BAY FERRY TERMINAL ROAD	GLACIER HIGHWAY-G.E. MARINE HIGHWAY	0.00	0.09	0.09	U	SE	FAP 93-3	PRINCIPAL ARTER
GLACIER HIGHWAY	LOOP ROAD-AUKE BAY FERRY TERMINAL	21.30	25.67	4.37	U	SE	FAP 93-3	PRINCIPAL ARTER
GLACIER HIGHWAY	AUKE BAY FERRY TERMINAL-SAWMILL CREEK	25.67	55.76	30.09	U	SE	FAP 93-3	MINOR ARTERIAL
HAINES FERRY TERMINAL	SOUTHEAST MARINE HWY-LUTAK RD	428.00	428.11	0.11	R	SE	FAP 95-6	PRINCIPAL ARTER
LUTAK ROAD	HAINES FT-MAIN STREET VIA 2ND AVENUE	428.11	432.28	4.17	R	SE	FAP 95-6	PRINCIPAL ARTER
HAINES HIGHWAY	2ND AVE-US/CANADA BORDER VIA MAIN STREET	432.28	472.10	39.82	R	SE	FAP 95-6	PRINCIPAL ARTER
KLONDIKE HIGHWAY	SKAGWAY FERRY TERMINAL-US/CANADA BORDER	14.00	28.73	14.73	R	SE	FAP 97-2	PRINCIPAL ARTER
SOUTH TONGASS HIGHWAY	KETCHIKAN SOUTH C/L-WHITMAN CREEK	0.00	12.34	12.34	R	SE	FAS 902	MAJOR COLLECTOR
HARD LAKE ROAD	NORTH TONGASS HWY-CONNELL LAKE RD	0.00	3.27	3.27	R	SE	FAS 912	MAJOR COLLECTOR
HYDABURG HIGHWAY	SALTERY PT-HOLLIS RD VIA HYDABURG	0.00	25.90	25.90	R	SE	FAS 913	MAJOR COLLECTOR
HOONAH AIRPORT ROAD	HOONAH FERRY TERMINAL-AIRPORT	0.00	2.20	2.20	R	SE	FAS 918	MAJOR COLLECTOR
NORTH TONGASS HIGHWAY	KETCHIKAN URBAN LIMITS-KNUDSON COVE RD	0.00	13.15	13.15	R	SE	FAS 920	MAJOR COLLECTOR
HOLLIS FERRY SPUR ROAD	HOLLIS HIGHWAY-HOLLIS FERRY LANDING	0.00	0.27	0.27	R	SE	FAS 924	MAJOR COLLECTOR
HOLLIS HIGHWAY	CRAIG-CLARK BAY FERRY TERMINAL	0.00	34.25	34.25	R	SE	FAS 924	MAJOR COLLECTOR
METLAKATLA FERRY TERMINAL RD	METLAKATLA FT-WALDEN POINT ROAD	14.00	14.26	0.26	R	SE	FAS 927	MAJOR COLLECTOR
BIG SALT ROAD	HOLLIS HIGHWAY-CONTROL LAKE	0.00	17.10	17.10	R	SE	FAS 929	MAJOR COLLECTOR
KLAWOCK AIRPORT ROAD	BIG SALT ROAD-KLAWOCK AIRPORT	0.00	0.69	0.69	R	SE	FAS 929	MAJOR COLLECTOR
THORNE BAY ROAD	CONTROL LAKE-THORNE BAY	17.10	34.73	17.63	R	SE	FAS 929	MAJOR COLLECTOR
SAWMILL CREEK ROAD	HALIBUT POINT ROAD-BLUE LAKE ROAD	0.00	5.35	5.35	U	SE	FAS 933	MINOR ARTERIAL
SAWMILL CREEK ROAD	BLUE LAKE ROAD-HERRING COVE	5.35	7.11	1.75	U	SE	FAS 933	URBAN COLLECTOR
HALIBUT POINT ROAD	SITKA FERRY TERMINAL-LINCOLN STREET	0.00	6.67	6.67	U	SE	FAS 935	PRINCIPAL ARTER
RODMAN BAY ROAD	HALIBUT POINT RD-STARRIGAVIN CR CAMPGRD	0.00	0.71	0.71	U	SE	FAS 935	URBAN COLLECTOR
HARBOR DRIVE	LINCOLN STREET-SITKA AIRPORT	6.67	8.48	1.81	U	SE	FAS 935	MINOR ARTERIAL
PETERSBURG FERRY TERMINAL	MITKOF HIGHWAY-SE MARINE HIGHWAY	0.00	0.16	0.16	R	SE	FAS 937	MAJOR COLLECTOR
MITKOF HIGHWAY	SANDY BEACH-BLIND SLOUGH VIA PETERSBURG	0.00	20.04	20.04	R	SE	FAS 937	MAJOR COLLECTOR
PAPKES LANDING ROAD	MITKOF HWY.-PAPKES LANDING	0.00	0.53	0.53	R	SE	FAS 937	LOCAL ROAD
MITKOF HIGHWAY	BLIND SLOUGH-DRY STRAIT	20.04	36.08	16.04	R	SE	FAS 937	MINOR COLLECTOR
PETERSBURG AIRPORT ROAD	MITKOF HIGHWAY-AIRPORT	0.00	1.06	1.06	R	SE	FAS 938	MAJOR COLLECTOR
KAKE FERRY TERMINAL	KEIKU ROAD-FERRY TERMINAL	0.00	0.16	0.16	R	SE	FAS 939	MAJOR COLLECTOR
PETERSBURG/KAKE ROAD	PETERSBURG-KAKE	0.00	56.30	56.30	R	SE	FAS 939	MAJOR COLLECTOR
MALLOTT AVENUE	SMALL BOAT HARBOR-AIRPORT VIA YAKUTAT	0.00	5.13	5.13	R	SE	FAS 940	MAJOR COLLECTOR
MONTI BAY ROAD	MALLOTT AVENUE-MONTI BAY	0.00	0.50	0.50	R	SE	FAS 941	MINOR COLLECTOR
DANGEROUS RIVER ROAD	MALLOTT AVENUE-SITKA RIVER	0.00	8.55	8.55	R	SE	FAS 942	MAJOR COLLECTOR
WRANGELL FERRY TERMINAL	EVERGREEN AVE-FERRY TERMINAL	0.00	0.09	0.09	R	SE	FAS 943	MAJOR COLLECTOR
ZIMMOVIA HIGHWAY	FERRY TERMINAL-PAT CREEK	0.00	10.70	10.70	R	SE	FAS 943	MAJOR COLLECTOR
WRANGELL AIRPORT ROAD	ZIMMOVIA HWY-WRANGELL AIRPORT	0.00	1.17	1.17	R	SE	FAS 943	MAJOR COLLECTOR
MUD BAY ROAD	HAINES HIGHWAY-MUD BAY	0.00	8.92	8.92	R	SE	FAS 987	MAJOR COLLECTOR

ALASKA LAND AND MARINE HIGHWAY ACTIONAL CLASSIFICATION
FEDERAL AID AND STATE MAINTAINED ROUTES

11-Mar-66

ROAD NAME	SECTION DESCRIPTION	FROM MP	TO MP	LENGTH	R/U	REGION	CURRENT FED AID NO	PROPOSED FUNCT CLASS
LUTAK ROAD	HAINES FERRY TERMINAL-CHILKOOT LAKE	0.00	6.00	6.00	R	SE	FAS 991	MAJOR COLLECTOR
DYEA ROAD	KLONDIKE HIGHWAY-TAIYA RIVER	0.00	7.20	7.20	R	SE	FAS 997	MAJOR COLLECTOR
ANGDON FERRY TERMINAL	FERRY TERMINAL-KOOTZINAHOO ROAD	5.00	5.11	0.11	R	SE	FAS 998	MAJOR COLLECTOR
SOUTH TONGASS HIGHWAY	BRYANT STREET-DEERMONT STREET	0.00	2.09	2.09	U	SE	FAU 902	PRINCIPAL ARTER
SOUTH TONGASS HIGHWAY	DEERMONT STREET-SOUTH URBAN BDY	2.89	3.79	0.90	U	SE	FAU 902	URBAN COLLECTOR
DEERMONT STREET	SO TONGASS HWY-WOODLAND AVENUE	0.00	0.15	0.15	U	SE	FAU 903	URBAN COLLECTOR
WOODLAND AVENUE	DEERMONT STREET-PARK AVENUE	0.15	0.32	0.17	U	SE	FAU 903	URBAN COLLECTOR
PARK AVENUE	WOODLAND AVENUE-BAWDEN STREET	0.32	0.62	0.30	U	SE	FAU 903	URBAN COLLECTOR
SCHOENBAR ROAD	PARK AVENUE-2ND AVENUE	0.00	1.00	1.00	U	SE	FAU 904	URBAN COLLECTOR
DEERMONT STREET	WOODLAND AVENUE-FAIR STREET	0.00	0.20	0.20	U	SE	FAU 907	URBAN COLLECTOR
FAIR STREET	DEERMONT STREET-PARK AVENUE	0.20	0.20	0.00	U	SE	FAU 907	URBAN COLLECTOR
PARK AVENUE	FAIR STREET-WOODLAND AVENUE	0.20	0.43	0.15	U	SE	FAU 907	URBAN COLLECTOR
WATER STREET/2ND AVENUE	SOUTH JCT-NORTH JCT SOUTH TONGASS HWY	0.00	1.06	1.06	U	SE	FAU 908	URBAN COLLECTOR
GRANT STREET	SOUTH TONGASS HWY-MAIN STREET	0.00	0.05	0.05	U	SE	FAU 911	URBAN COLLECTOR
MAIN STREET/PINE STREET	GRANT STREET-BAWDEN STREET	0.05	0.18	0.13	U	SE	FAU 911	URBAN STREET
BAWDEN STREET	PINE STREET-BARNEY WAY	0.18	0.36	0.18	U	SE	FAU 911	URBAN COLLECTOR
JEFFERSON/4TH/JACKSON	SOUTH TONGASS HWY-BARANOF AVE	0.00	0.51	0.51	U	SE	FAU 912	URBAN COLLECTOR
BARANOF AVENUE	JACKSON STREET-BUREN ROAD	0.51	0.94	0.43	U	SE	FAU 912	URBAN COLLECTOR
BUREN/ALASKA/BRYANT STREET	BARANOF AVENUE-SOUTH TONGASS HIGHWAY	0.94	1.17	0.23	U	SE	FAU 912	URBAN COLLECTOR
BARANOF/TOWER/ALASKA	BUREN ROAD-BUREN ROAD	1.17	1.66	0.49	U	SE	FAU 912	URBAN STREET
CBD STREETS	CENTRAL BUSINESS DISTRICT	0.00	0.44	0.44	U	SE	FAU 915	URBAN COLLECTOR
NORTH TONGASS HIGHWAY	UPPER ROUTE-URBAN BOUNDARY	0.00	0.47	0.47	U	SE	FAU 918	URBAN COLLECTOR
QUINN/YOUNG/SAYLES STREETS	SO. TONGASS-WATER STREET	0.00	0.28	0.28	U	SE	FAU 919	URBAN COLLECTOR
AIRPORT SHUTTLE ACCESS ROAD	SHUTTLE FERRY TERMINAL-TONGASS AVENUE	0.00	0.08	0.08	U	SE	FAU 922	URBAN COLLECTOR
WHITECLIFF AVENUE	SOUTH TONGASS HWY-WATER STREET	0.00	0.09	0.09	U	SE	FAU 923	URBAN COLLECTOR
MADISON STREET	SOUTH TONGASS HWY-FOURTH STREET	0.00	0.17	0.17	U	SE	FAU 927	URBAN COLLECTOR
AMALGA HARBOR ROAD	GLACIER HIGHWAY-AMALGA HARBOR	0.00	0.68	0.68	U	SE	FAU 950	URBAN COLLECTOR
INDIAN COVE ROAD	GLACIER HIGHWAY-PROPOSED CBJ PARK	0.00	0.45	0.45	U	SE	FAU 951	URBAN COLLECTOR
UAJ ROAD	GLACIER HWY-MENDENHALL LOOP RD	0.00	0.45	0.45	U	SE	FAU 952	URBAN COLLECTOR
FISH CREEK ROAD	NORTH DOUGLAS HWY-EAGLE CREST SKI AREA	0.00	5.20	5.20	U	SE	FAU 953	URBAN COLLECTOR
GASTINEAU CHANNEL CORRIDOR	GLACIER HIGHWAY-NORTH DOUGLAS ROAD	0.00	1.50	1.50	U	SE	FAU 954	URBAN COLLECTOR
OLD GLACIER HIGHWAY	SOUTH JCT-NORTH JCT WITH EGAN DRIVE	0.00	8.14	8.14	U	SE	FAU 955	URBAN COLLECTOR
OLD DAIRY ROAD	OLD GLACIER HWY-JUNEAU AIRPORT RD	0.00	0.56	0.56	U	SE	FAU 956	URBAN COLLECTOR
CREST AVENUE	OLD DAIRY RD-JUNEAU AIRPORT RD	0.00	0.32	0.32	U	SE	FAU 957	URBAN COLLECTOR
10TH STREET	GLACIER AVENUE-EGAN DRIVE	0.00	0.11	0.11	U	SE	FAU 958	MINOR ARTERIAL
DOUGLAS HIGHWAY	EGAN DRIVE-B STREET IN DOUGLAS	0.11	2.60	2.49	U	SE	FAU 958	MINOR ARTERIAL
NORTH DOUGLAS ROAD	DOUGLAS HIGHWAY-POINT HILDA	0.00	20.04	20.04	U	SE	FAU 959	URBAN COLLECTOR
JORDAN CREEK CORRIDOR	MENDENHALL LOOP RD-OLD GLACIER HWY	0.00	2.70	2.70	U	SE	FAU 960	URBAN COLLECTOR
INDUSTRIAL BOULEVARD	GLACIER HIGHWAY-END ROUTE	0.00	0.84	0.84	U	SE	FAU 961	URBAN COLLECTOR
JUNEAU AIRPORT ROAD	NORTH JCT-SOUTH JCT WITH OLD GLACIER HWY	0.00	1.15	1.15	U	SE	FAU 962	URBAN COLLECTOR
THANE ROAD	JUNEAU FERRY TERMINAL-END ROUTE	0.00	5.31	5.31	U	SE	FAU 963	URBAN COLLECTOR
MENDENHALL LAKE CAMPGROUND RD	MENDENHALL LOOP RD-MENDENHALL LAKE	0.00	1.11	1.11	U	SE	FAU 964	URBAN COLLECTOR
STEVEN RICHARDS DRIVE	MENDENHALL LOOP RD-RIVERSIDE DRIVE	0.00	0.27	0.27	U	SE	FAU 965	URBAN COLLECTOR
MENDENHALL GLACIER ROAD	MENDENHALL LOOP ROAD-GLACIER	0.00	1.47	1.47	U	SE	FAU 966	URBAN COLLECTOR
MENDENHALL LOOP ROAD	EGAN DRIVE-MENDENHALL GLACIER RD	0.00	2.19	2.19	U	SE	FAU 966	MINOR ARTERIAL
MENDENHALL LOOP ROAD	MENDENHALL GLACIER ROAD-GLACIER HWY	2.19	6.19	4.00	U	SE	FAU 966	URBAN COLLECTOR
RIVERSIDE DRIVE	OLD GLACIER HWY-MENDENHALL LOOP RD	0.00	2.75	2.75	U	SE	FAU 967	URBAN COLLECTOR
WEST VALLEY CORRIDOR	GLACIER HIGHWAY-MENDENHALL LOOP ROAD	0.00	2.40	2.40	U	SE	FAU 968	URBAN COLLECTOR
WEST VALLEY ACCESS	MENDENHALL LOOP RD-WEST VALLEY CORRIDOR	0.00	1.20	1.20	U	SE	FAU 969	URBAN COLLECTOR
FRITZ COVE ROAD	GLACIER HIGHWAY-SMUGGLERS COVE	0.00	2.58	2.58	U	SE	FAU 970	URBAN COLLECTOR
ENGINEERS CUTOFF	GLACIER HIGHWAY-FRITZ COVE ROAD	0.00	1.59	1.59	U	SE	FAU 971	URBAN COLLECTOR

ALASKA LAND AND MARINE HIGHWAY SECTIONAL CLASSIFICATION
 FEDERAL AID AND STATE MAINTAINED ROUTES

11-Mar

ROAD NAME	SECTION DESCRIPTION	FROM MP	TO MP	LENGTH	R/U	REGION	CURRENT FED AID NO	PROPOSED FUNCT CLASS
HOSPITAL DRIVE	OLD GLACIER HWY-BARTLETT MEM HOSPITAL	0.00	0.28	0.28	U	SE	FAU 972	URBAN COLLECTOR
WHITTIER STREET	EGAN DRIVE-WILLOUGHBY AVENUE	0.00	0.15	0.15	U	SE	FAU 973	URBAN COLLECTOR
FERRY WAY	EGAN DRIVE-FRANKLIN STREET	0.00	0.05	0.05	U	SE	FAU 974	URBAN COLLECTOR
WILLOUGHBY AVENUE	EGAN DRIVE-GLACIER AVENUE	0.00	0.41	0.41	U	SE	FAU 975	URBAN COLLECTOR
GLACIER AVENUE	SOUTH JCT-NORTH JCT WITH EGAN DRIVE	0.00	1.92	1.92	U	SE	FAU 976	URBAN COLLECTOR
MAIN STREET	EGAN DRIVE-4TH STREET	0.00	0.20	0.20	U	BE	FAU 977	MINOR ARTERIAL
HIGHLAND DRIVE	EGAN DRIVE-COLEMAN STREET	0.00	0.25	0.25	U	SE	FAU 978	URBAN COLLECTOR
EVERGREEN AVENUE/IRWIN STREET	COLEMAN STREET-12TH STREET	0.25	0.59	0.34	U	SE	FAU 978	URBAN COLLECTOR
SEWARD STREET	4TH STREET-EGAN DRIVE	0.00	0.23	0.23	U	SE	FAU 979	URBAN COLLECTOR
GOLD CREEK ACCESS	EGAN DRIVE-8TH STREET	0.00	0.50	0.50	U	SE	FAU 980	URBAN COLLECTOR
FRANKLIN/4TH STREETS	EGAN DRIVE-MAIN STREET	0.00	0.42	0.42	U	SE	FAU 981	URBAN COLLECTOR
CALHOUN AVENUE/12TH STREET	MAIN STREET-EGAN DRIVE	0.42	1.33	0.91	U	SE	FAU 981	URBAN COLLECTOR
DAVIS AVENUE	OLD GLACIER HIGHWAY-STATE JAIL COMPLEX	0.00	0.63	0.63	U	SE	FAU 982	URBAN COLLECTOR
CHURCHILL AVENUE	DAVIS AVENUE-END ROUTE	0.00	0.20	0.20	U	SE	FAU 983	URBAN STREET
OLD GLACIER HIGHWAY NORTH	SUNSET STREET-GLACIER HIGHWAY	0.00	0.39	0.39	U	SE	FAU 984	URBAN COLLECTOR
BENCH ROAD CORRIDOR	DOUGLAS HIGHWAY-FISH CREEK ROAD	0.00	7.50	7.50	U	SE	FAU 985	URBAN COLLECTOR
CROW HILL DRIVE	DOUGLAS HIGHWAY-BENCH ROAD	0.00	0.60	0.60	U	SE	FAU 986	URBAN COLLECTOR
PIONEER AVENUE	DOUGLAS HIGHWAY-BENCH ROAD	0.00	0.70	0.70	U	SE	FAU 987	URBAN COLLECTOR
NORTH DOUGLAS SOUTH ACCESS	NORTH DOUGLAS HIGHWAY-BENCH ROAD	0.00	0.50	0.50	U	SE	FAU 988	URBAN COLLECTOR
NORTH DOUGLAS NORTH ACCESS	NORTH DOUGLAS HIGHWAY-BENCH ROAD	0.00	0.50	0.50	U	SE	FAU 989	URBAN COLLECTOR

PROJECT RANKING CRITERIA

June 9, 1986

Q1. Does the project extend the service life of the facility?

Assumptions: Any work to be done to an existing facility potentially qualifies. This question is intended to reward projects which protect the State's investment in the existing system.

Projects were divided into the following categories of given points:

Reconstruction Project	25 points
Resurfacing/Overlay Project	15 points
New Project	0 points

Q2. Is the project needed to continue the development and construction of previously funded projects in the program?

1. Supplemental funding for work that is under contract or funding for ongoing operational programs such as ridesharing. 75 points
2. Supplemental funding for a project that is ready to go to bid in the first quarter of the budget year (July 1). 55 points
3. Construction phase funding or funding for completion of pre-construction phases (preliminary engineering, right-of-way, and utilities). 35 points
4. Funding to begin preliminary engineering. 15 points
5. New or other projects. 0 points

Q3. Will the completion of this project have direct and identifiable post-construction benefits to the local, regional, or statewide economy?

1. Highway resurfacing and improvements would have little or no economic effect, since these projects repair or replace existing facilities. 3 points
2. Widening existing roadways would have a moderate impact on the economy since these projects expand existing facilities. It is assumed a certain amount of infrastructure and economic activity already exists and these projects would support the expansion of this existing activity. 5 points
3. New roads built to support community growth and development. 7 points
4. New or expanded capacity for roads built specifically to support industrial, commercial, or resource development. Few projects will be scored using item 4. This criteria is intended to support regional developments such as a Red Dog Mining project.

$$\frac{\text{Number of Jobs}}{\text{Project Cost}} \times 2,000,000 = \text{points}$$

Q4. Will State maintenance and/or operations costs change as a result of this project?

- | | |
|---|-----------|
| Reduction in State M&O costs
(e.g. some rehabilitation projects without any expansion, transfer of responsibility to local government) | 20 points |
| No additional State M&O costs/positions
(e.g. safety improvement, some reconstruction and rehabilitation projects) | 15 points |
| One new State M&O position
(e.g. typically in cases of added capacity, interchange projects) | 10 points |
| Two new State M&O positions
(e.g. new facilities) | 5 points |
| Three or more new State M&O positions | 0 points |

Q5. Impact on Alaskan job market.

1. Majority of project jobs can be filled by Alaskans 10 points
2. All other projects 0 points

Assumptions: Apply this item to all projects, design, right-of-way, construction, or combinations of those. Judge each project on its own merits. This item is intended to reward projects that are likely to result in Alaskan hire. (Anchorage projects all received 10 points.)

Q6. Will the project provide low-cost solutions to safety problems at high-hazard locations? The higher the safety cost/benefit ratio or dollars addressing safety, the higher the points awarded. *

1. Specific safety projects for State of Alaska facilities 100 points
Projects would include:
 - Illumination, signalization, and/or channelization of intersections and facilities with high accident rates. This includes safety improvement projects.
 - Guardrails.
 - Repair of specific hazardous conditions such as site distance problems.
2. Safety related projects 65 points
 - Accident history of facility indicates need for upgrade. (Many Anchorage reconstruction projects fall into this category.)
 - Lane widths of 10 feet or less.
 - No or abrupt shoulders.
3. Other safety projects 30 points
 - Unsafe operating environment. Rehabilitation and capacity improvement projects may qualify.
 - Lane width or shoulders substandard.
4. All other projects 0 points

Q7. What is the functional classification of the facility? This question rewards the higher functionally classed facilities consistent with State goals and objectives.

1. Interstate highways, expressways 60 points
2. Major arterial highways 50 points
3. Minor arterial highways 40 points
4. Major collectors, urban collectors 30 points
5. Other state-maintained routes 20 points

Q8: What type of improvement is proposed? This question rewards projects which protect the State's investment in existing facilities.

1. Project is aimed at preventing an imminent failure of the facility. 60 points
2. Restoration (3R type projects), preservation, structural maintenance or rehabilitation of an existing facility. 50 points
3. Reconstruction for the purposes of bringing the facility up to modern standards. This scores only those reconstruction projects with no expansion. 40 points
4. Improvement or expansion of a facility for the purposes of economic development, improved safety, or improved levels of service. This score; reconstruction projects with expansion, interchanges, safety projects, and capacity improvement projects. 30 points
5. New facility development to relieve congestion of an existing facility, improve efficiency of the transportation system or generate economic development. 20 points

Q9. What is the regional perception of the public's support for this project relative to other projects being ranked? Projects were scored based on input from local governments. The average of scores for this question cannot exceed 15.

1. The project is in the top third of public priorities. 25 points
2. The project is in the middle third of public priorities. 15 points
3. The project is in the lower third of public priorities. 5 points

Q10. What importance does the region give to factors not addressed by the other ranking items? The average of scores for this question cannot exceed 100.

As a guide and an aide for consistency, projects were divided into the following categories of points. Other factors may be used and the regions may be asked to provide backup information on the factors used to evaluate a project.

Imminent pavement failure, projects of regional significance.	200-175 points
Interstate with LOS E or below (may include interchange projects).	175-150 points
Top M&O priorities, priority major facility projects.	150-125 points
Major facility projects with average - slightly above average priority.	125-100 points
Average priority projects, minor facility projects, projects of less than average importance.	100-50 points
Projects with limited or no relationship to the overall transportation system, not on the State system, low traffic volumes.	50-0 points

Q11. Is this project prompted by capacity concerns? If a ratio is estimated, the maximum score is 75 points.

1. Roadways - Less than two lanes

$$\frac{\text{Current year ADT} \times 25}{(.5) (\text{Capacity at LOS C for terrain type})} = \text{points}$$

2. Two lane roadways

Adequate shoulders^A $\frac{\text{Current year ADT} \times 25}{(\text{Capacity at LOS C for terrain type and area})^A} = \text{points}$

3. Multi-lane roadway

Single-direction $\frac{(.10) (\text{Current year ADT}) (25)}{\text{ADT} (\text{Capacity at LOS C for terrain type})^A (\# \text{ of lanes in that direction})} = \text{points}$

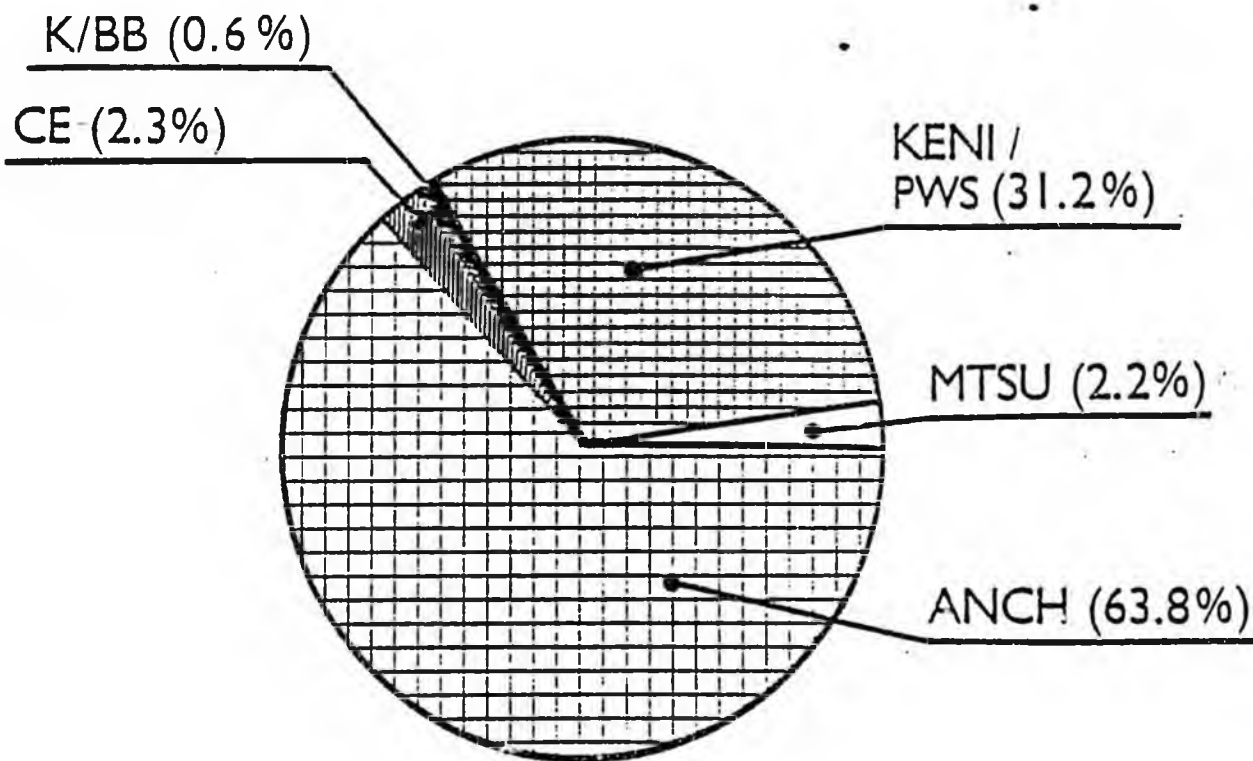
Note: ^AIf shoulders are inadequate, multiply LOS C by .8.

Q12. Does the facility related to the project meet identified standards for such a facility? Projects were divided into the following categories of points:

- Project addresses air quality, access control, and safety standards. Facility is extremely substandard and is seasonally impassable. 100 points
- Facility is substandard but passable year round. Reconstruction of substandard facilities, i.e. lack of shoulders, inadequate lane widths, etc. 75 points
- Facility meets minimal or most standards but requires resurfacing. 50 points
- New or recently constructed to standards. 0-25 points

Central Region FY88 Federal Highway Program

TOTAL VALUE
BY AREA



Legend of Planning Areas

ANCH = Anchorage

CE = Central Regionwide Projects

K/BB = Kodiak/Bristol Bay

KENI/PWS = Kenai Peninsula/Prince William Sound

MTSU = Matanuska-Susitna

The Six Year Improvement Program format is shown below. The information in the column headings is explained beneath the insert. All dollar amounts are to be multiplied by 1000, for example \$1,000.0 = \$1,000,000.00.

January 8, 1987 1:22:22 pm		CENTRAL REGION SIX YEAR CAPITAL IMPROVEMENT PROGRAM OBLIGATION/SPENDING PLAN FY88 - FY93										FEDERAL HIGHWAYS PROGRAM	
(1) ELECT DIST	(2) EXP/ALT	(3) FISCAL YEAR	(4) FUND TYPE	(5) CLASS TYPE	(6) PHASE(S)	(7) PROJECT	(8) FISCAL YEAR 87	(8) FIMA FUND	(9) GEN FUND	(10) ADD. FED. REQUIRED	(11) TOTAL FUND	(12) MATCH RATIO	(13) AREA
7	EXP	87	FH	UR	2	ANCH 'C' ST: TUDOR RD TO MINNESOTA DR / PE		\$255.8	\$24.2	\$0.0	\$280.0	0.9135	ANCH
7	EXP	87	FH	UR	2	ANCH DOWLING RD: LK OTIS TO MINNESOTA DR / PE		\$356.3	\$33.7	\$0.0	\$390.0	0.9135	ANCH
7	EXP	87	FH	UR	2	ANCH REHAB PROJECTS / PE		\$319.7	\$30.3	\$0.0	\$350.0	0.9135	ANCH

(1) Election District: This is the House District in which the project is physically located. Regionwide projects are shown as Election District 92.

(2) EXP: Refers to projects that are included in the obligation portion of the Six Year Plan.
ALT: Refers to projects that are identified as alternates.

(3) Fiscal Year: Refers to the State Fiscal Year (July 1 to June 30) for State General Fund projects and Federal Fiscal Year (October 1 to September 30) for Federal funded projects.

(4) Fund Type: FH = Federal Highways
GFA = General Fund Aviation
IA = International Airport Revenue Fund
FA = Federal Aviation
GF = General Fund
BR = Bridge
GFH = General Fund Highways
OT = Other
SA = Safety

(5) Class Type: Federal Highways Federal Aviation General Fund
IS = Interstate PR = Primary PF = Public Facilities
PS = Primary/Secondary CN = Comm - Non Primary HB = Harbors
UR = Urban NC = Non-Commercial
ST = Safety AP = Area Population
BR = Bridge DI = Discretionary
TR = Transit

(6) Phase: Refers to the numerical phase of project development.

2 = Preliminary Engineering 3 = Right-of-Way 4 = Construction 7 = Utilities
8 = Planning/Transit/Ridesharing/Miscellaneous

- ⑦ Project: This provides a basic project description including location, project term, the type of improvement, and the phase of project development.
- ⑧ Fund Type: This indicates the funding source: Federal Aid Highways - FIWA, Federal Aviation - AIP, International Airports Revenue Fund - IARF; and State General Fund - GF.
- ⑨ General Fund: Refers to the General Fund match required to complement the Federal Funds.
- ⑩ Additional Federal Required: This refers to the additional legislative authorization required in order to receive and expend the Federal Funds.
- ⑪ Total Funds: Indicates the total cost of the project, or project phase shown in the Six Year Program. This amount includes Federal Funds and required General Fund match.
- ⑫ Match Ratio: Indicates the Federal Funding ratio used to support various types of Federal Programs.
- ⑬ Area: References the geographical planning area. Map Page 5.

CE = Central Region
ANCH = Anchorage Area
AIA = Anchorage International Airport
MTSU = Matanuska-Susitna Area
KENI = Kenai/Prince William Sound Area
K/BB = Kodiak Island/Bristol Bay Area
YKAP = Yukon/Kuskokwim/Aleutian/Pribilof Area

Note: FY'87 Projects have already received authorization. They are listed here for reference purposes to show the FY'87 spending/obligation plan which provides the base for the proposed FY'88 - FY'93 Six Year Capital Improvement Programs.

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: HB 213
Publish Date: _____

REQUEST _____

Revision Date: _____
Title: An act relating to the allocation of federal-aid highway funds.
Sponsor: Rep. Hoffman
Requestor: House Transportation

Agency Affected: DOT&PF
BRU: Various

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars) 89

OPERATING	FY 87	FY 88	FY 87	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL		<50,200.0>	<74,600.0>	-	-	-
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS		<50,200.0>	<74,600.0>	-	-	-
OTHER (IARF)						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: The amounts shown above are based on federal fiscal years and represent the amounts we would be unable to obligate as a result of this bill. Application of this bill to FFY87 would have resulted in the "loss" of \$56 million, however since the bill is not effective until 7/1/87 it is impossible to project the actual impact for the projects and amounts that will remain in federal fiscal year 1987. *

Prepared by: Ron B. Lind, Director Phone: 465-4070
Division: Plans, Programs, and Budget Date: 04/14/87

Approved by Commissioner: *M. S. W.* Date: 4/15/87
Agency: _____

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)
 - Senate Secretary

* PLEASE NOTE THERE ARE MANY VARIABLES TO ASSESSING FISCAL IMPACT FROM THIS BILL. THIS ESTIMATE SHOULD BE VIEWED AS A "WORSE-CASE" ESTIMATE FOR FIRST 3 YEARS. M&B

HB 213

Because of time constraints only three years of calculations were prepared, and it is expected that by 1990 we should be able to have additional projects ready to obligate in the Secondary and Primary categories.

These amounts are based on the FHWA project listings in our Capital Improvement Program 1987 - 1993. The attached table shows the impact by federal system by year and attached lists identify specific projects by region.

Even though the loss of ability to obligate funds in the early years would not mean the loss of federal apportionments it has the same impact. The federal program does not have a mechanism which would allow a state to obligate the losses in early years in the later years.

We have not included cost estimates for increased maintenance that would be required on our existing system if reconstruction projects were not completed because we did not have time to quantify these items. But we know there would be a cost.

Federal Obligation and Project Activity Loss
(In Millions of Dollars)

Formula

	FFY 1987*		Anticipated Loss		FFY 1988		Anticipated Loss		FFY 1989		Anticipated Loss	
	Available	Expected	Federal Dollars	Project Activity	Available	Expected	Federal Dollars	Project Activity	Available	Expected	Federal Dollars	Project Activity
Interstate	34.7	41.4	-0-	6.7	34.7	43.2	-0-	8.5	34.7	37.3	-0-	2.6
Primary	73.5	32.5	41.0	-0-	73.5	29.9	43.6	-0-	73.5	7.2	66.3	-0-
Secondary	31.8	16.8	15.0	-0-	31.8	25.2	6.6	-0-	31.8	23.5	8.3	-0-
Urban	3.6	44.2	-0-	40.6	3.6	52.3	-0-	48.7	3.6	80.4	-0-	76.8
			56.0	47.3			50.2	57.2			74.6	79.4

* Applied to activity for the entire fiscal year, including some obligations that have already occurred.



Dept. of Transportation & Public Facilities

Position Paper

BILL NO: HB213

APPROVED: Mark S. Hickey *MSH*
Commissioner

TITLE: "An Act relating to allocation of federal-aid highway funds; and providing for an effective date."

DATE: April 13, 1987

The Department of Transportation and Public Facilities is opposed to HB213. This bill would seriously restrict the ability of the department to meet transportation needs in many parts of Alaska. Some of the major problems we see with this legislation are -

- (1) It would severely reduce and almost eliminate federal funding available for urban system improvements. Most federal-aid routes in Anchorage, Fairbanks, Juneau, Ketchikan and Sitka are on the federal-aid urban system. Only \$3.6 annually in federal funding would be available for highway improvements on these routes.
- (2) The bill nullifies the special flexibility in federal highway law available only to Alaska and Puerto Rico under Subsection 118(f) of Title 23. Shortly after statehood, Alaskans successfully sought the addition of Subsection 118(f) to federal highway law to enable our new state to fully participate in the federal highway program. We believe it is poor public policy to limit the options available to us under federal highway law.
- (3) The bill makes no specific provision for the federal funding needs of the Alaska Marine Highway System, and the formula factors recognized by the bill do not allocate funds specifically for Marine Highway needs. We currently conduct an ongoing program to improve transfer facilities and rebuild our vessels using primary and secondary funds.
- (4) The bill would discourage Alaska from full-fledged participation in the national effort to rebuild the Interstate System. We understand it is the intent of the sponsors to prevent transfers of primary system funds to Interstate improvements. Therefore, our expenditures on our almost 1100 miles of Interstate would be limited to the \$34.7 million available annually and directed specifically at Interstate needs.

(CONTINUED)

For further information call Susan Fleischhauer at 465-3900.

- (5) Implementation of this bill will likely cause the department to embark upon the construction of new collector and potentially arterial links. These new miles of federal-aid highways will require a new commitment of general fund resources to meet federal requirements for road maintenance.
- (6) The bill assumes that factors that work well at the national level for allocating funds will work well for distributing funds within Alaska. We question whether postal route miles, for example, has any relevance to the diverse funding needs of each region of Alaska.
- (7) The bill provides for almost an immediate effective date (July 1, 1987). We will not have enough bid-ready projects in the primary and secondary categories to spend all of federal funding in the three months remaining before the close of the federal fiscal year (September 30, 1987). We do not see this problem being resolved until FY89 at the earliest because of the long time spans involved in developing federal-aid projects.

In the months ahead the Department will pursue reviewing and refining the way we select and rank projects in our capital improvement program. We recognize that we have not made a full transition to a capital improvement program that relies almost exclusively on federal funds to meet transportation needs, even in our most remote areas. We believe this effort is the best approach to meeting the improvement needs of our highway system, and urge the Legislature to give us time to allow it to proceed.

- additions of The Committee substitute

5-0834L

Utermohle
4-27-87

Original sponsors: Hoffman, Adams,
Davidson, et al.

1 IN THE HOUSE

2 CS FOR HOUSE BILL NO. 213 ()

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to allocation of federal-aid highway
7 funds; and providing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 19.15 is amended by adding a new section to read:

10 Sec. 19.15.050. ALLOCATION OF FEDERAL AID. (a) The department
11 shall allocate and expend nine percent of federal-aid highway funds
12 received for federal-aid highway programs on qualified projects in the
13 marine highway system. The department shall allocate and expend the
14 balance of federal-aid highway funds received for federal-aid highway
15 programs among the administrative regions of the department for qual-
16 ified projects in the same proportion as the eligibility of each
17 region bears to the total eligibility of the state to receive the
18 funds. However, in determining the allocation of the balance of the
19 funds utilizing the federal allocation formulas for the federal-aid
20 primary system and the federal-aid secondary system, the department
21 shall use designated federal primary system route mileage or desig-
22 nated federal secondary system route mileage, as appropriate, instead
23 of rural delivery route mileage.

24 (b) Subject to (c) of this section, the department may transfer
25 surplus federal-aid highway funds allocated to a region under (a) of
26 this section to qualified projects in another region if all qualified
27 projects within the region to which the funds were allocated are
28 funded.

29 (c) The department may not transfer federal-aid highway funds

1 among federal-aid highway programs unless a surplus of funds exists
 2 after all qualified projects within a federal-aid highway program are
 3 funded. The department shall allocate surplus funds within a fed-
 4 eral-aid highway program first to qualified projects within the feder-
 5 al-aid secondary system, then the federal-aid primary system, and then
 6 the federal-aid urban system. If all qualified projects eligible for
 7 funding under a federal-aid highway program are funded, the department
 8 may transfer surplus funds to qualified projects eligible for funding
 9 under the federal-aid interstate system.

10 (d) In this section

11 (1) "federal-aid highway program" means the federal-aid
 12 primary system, the federal-aid secondary system, or the federal-aid
 13 urban system

14 (2) "qualified project" means a highway project eligible
 15 for federal-aid highway funds that receives points under the state
 16 ranking criteria for federal-aid highway projects.

17 * Sec. 2. This Act takes effect July 1, 1987.

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HOUSE COMMITTEE REPORT

(7)

Date referred: 3/25/87

FURTHER REFERRALS: Finance

DATE: May 11, 1987

The Transportation Committee has considered HB 213

"An Act relating to allocation of federal-aid highway funds; and providing for an effective date."

RECOMMENDS:

- replace with CSSB 213 (Trsp) the same title
- attached amendment(s) a new title
- dc pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: None letter of intent

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

Heinrich Sprung

Butte Cat

SIGNING OTHER RECOMMENDATIONS:

Ben ... (no rec)

D. G. ... (NO REC)

M. Miller DO NOT PASS

Bill ... - DO NOT PASS without
considerable more work.

Irue ... Do not pass -
ever!

Butte Cat

 Chairman's signature



Official Business

COMMITTEE:

House Transportation Committee

DATE: April 13, 1987

SIGN-IN

Subject of meeting:

CSSJR 18: Commemorative Stamp; AK HWY's 50th Year

*HB 213: Allocation of Federal Highway F Funds

NAME Please include title **ADDRESS** Please use full address. Please include zip. **PHONE** **REPRESENTING** **DO YOU WANT TO TESTIFY?**

NAME Please include title	ADDRESS Please use full address. Please include zip.	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
J-W Scribner Admin Dept Commisr.	AK DOT & PF P.O. Box 2 Toussaint 99811	465-3900	AK DOT & PF	Y (HB 213)
RON WHITERAFT STAFF ASSISTANT	to Sen DUNCAN	5-4766		STA 18 Yes
Lynn H. ...	12 ...	6 ...		Y (HB 213)

* indicates first public hearing



Official Business

COMMITTEE:

House Transportation Committee

DATE: May 4, 1987

SIGN-IN

Subject of meeting:

*HJR 33: Relating to the shipping of Alaska oil.

SCR 5: Marketing of International Airports.

HB 213: Allocation of Federal Highway Funds

NAME Please include title **ADDRESS** Please use full address. Please include zip. **PHONE** **REPRESENTING** **DO YOU WANT TO TESTIFY?**

Jim Palmer Dep. Gov't Affairs	STANDARDS etc Alaska Production Co. Anch 99519	Box 196612 6612 864-5403		HJR 33
Chief Vincent Wright	Research Station Taxation			HJR 32
MARK HICKEY	DOT/AF		DOT/AF	HB 213
Sen. Sturgulewski	The Alaska State Leg. Pouch II Juneau 99811	465-4989	Sponsor of SCR 5	
Rep. Hoffman	"	465-4453	Sponsor of HB 213	

* indicates first public hearing



Official Business

COMMITTEE:

House Transportation Committee

DATE: May 8, 1987

SIGN-IN

Subject of meeting:

- HB 213: Allocation of Federal Highway Funds
- *HB 280: Taxation of Watercraft Motor Fuel
- CSSB 17: Vandalism of Traffic Control Devices

NAME Please include title **ADDRESS** Please use full address. Please include zip. **PHONE** **REPRESENTING** **DO YOU WANT TO TESTIFY?**

Carl A. Meyer Chief of Audit Appeals	Dept. of Revenue P.O. Box 5A	465-2343	DOR	Available for HB 280 Questions
Alexis Gaddy STAFF Attorney-Gen. Fails	— CSSB 17	465-4523	Senator Fails	Yes
Jon Scivoner	DOT&PF Pouch Z JNU	465-3906	DOT&PF	if questions yes

SB 17
213

*indicates first public hearing



COMMITTEE:

House Transportation Committee

DATE: May 11, 1987

SIGN-IN

Subject of meeting:

HB 213: Allocation of Federal-aid Highway Funds
SB 25am: Tax Assessment of Private Airports
CSSB 125am: Creating Marine Highway Advisory Board

NAME Please include title **ADDRESS** Please use full address. Please include zip. **PHONE** **REPRESENTING** **DO YOU WANT TO TESTIFY?**

NAME Please include title	ADDRESS Please use full address. Please include zip.	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
DALE STALEY	SB 125	4766	Senator Duncan	YES
MARK HICKEY	SB 125 / HB 213	3900.	DOT / PF	QUESTIONS ONLY

HB 213

STATE OF ALASKA

LYMAN F. HOFFMAN
REPRESENTATIVE



P. O. BOX V
JUNEAU, ALASKA 99811
(907) 465-4530, 465-4453

HOUSE OF REPRESENTATIVES

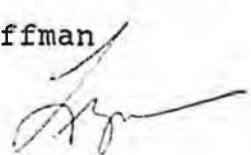
DISTRICT 25

AKTACHAK
AKIAK
ATMAUTLUAK
BETHEL
CHEFORNAK
ELK
GOODNEWS BAY
KASIGLUK
KIPNUK
KONGIGANAK
KWEETHLUK
KWIGILLINGOK
MEFORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMUTE
NUNAPIRCHUK
OSCARVILLE
PLATINUM
QUINTIAGAK
TOKSOOK BAY
TUNTUTLIAK
TUNUNAK

MAY 13 1987

MEMORANDUM

To: Representative Bette Cato
Chairman, House Transportation Committee

From: Representative Lyman Hoffman 

Date: May 12, 1987

Subject: CSHB 213 (TRSP)

I would like to extend my appreciation to you and the House Transportation Committee for the time and committment afforded CSHB 213 (Trsp).

I feel this legislation is very important, and has revealed many inequities in the state's allocation of federal highway funds.

However, additional research by the House Transportation Committee during the interim will be of great value in remedying this situtation.

LFH/ldn

STATE OF ALASKA

LYMAN F. HOFFMAN
REPRESENTATIVE



P. O. BOX V
JUNEAU, ALASKA 99811
(907) 465-4530, 465-4453

HOUSE OF REPRESENTATIVES

DISTRICT 25

AKIACHAK
AKIAK
AIMAUTLUAK
BETHIEL
CHEFORNAK
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KONGIGANAK
KWETHLUK
KWIGILINGOK
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMUTE
NUNAPITCHUK
OSCARVILLE
PLATINUM
QUINHAGAK
TOKSOOK BAY
TUNTUTLIAK
TUNUNAK

M E M O R A N D U M

To: Representative Adams
Representative Grussendorf
Representative Davidson
Representative Springer
Representative Catø
Representative Herrmann
Representative Wallis
Representative Sund

From: Representative Lyman Hoffman

Date: May 11, 1987

A handwritten signature in cursive script, appearing to read "Lyman Hoffman".

Subject: CSHB 213 - Allocation of Federal Highway Funds

The bill on allocation of federal highway funds, which you co-sponsored, (CSHB 213) was passed out of the House Transportation Committee today, and is scheduled for the House Finance Committee on Wednesday, May 13, 1987.

There were a number of concerns addressed during the House Transportation Committee's review of CSHB 213. The House Transportation Committee agreed that the issue of fair and equitable distribution of federal highway funds be placed as a major priority for the committee and additional research be conducted during the interim.

However, the House Transportation Committee wanted to provide the House Finance Committee the opportunity to address CSHB 213 during this legislative session.

If you have any questions, please do not hesitate to contact my office.