

COMMITTEE

MEETING:

ORGANIZATIONAL

MEETING

1-11-88

STATE OF ALASKA  
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

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

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

*House Transportation:*

*1/11/88*



Official Business

# Alaska State Legislature

House of Representatives

House Transportation Committee

P. O. Box V  
Juneau, Alaska  
99811

Phone:  
(907) 465-4859

January 11, 1988

COMMITTEE CALENDAR: Organizational Meeting

FOR THIS MEETING YOU HAVE:

- \* DOT/PF Revised Six-year Plan (Draft)
- \* Rep. Hudson's report on the AMHS
- \* report: Bellingham as the Southern Port of the AMHS
- \* update: Bellingham as the AMHS southern terminus
- \* letter: from the Port of Seattle
- \* update of federal highway funds for FY 89

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Federal Highways Administration Program

## DRAFT OBLIGATION PLAN &amp; SIX-YEAR C.I.P.

\*\*\* CENTR. REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
ANCH BRAGAW EXTENTION: TUDOR TO LAKE OTIS	7	EXP	2	274.1						
ANCH C ST: TUDOR RD TO MINN DR	7	EXP	2		201.0					
ANCH CAPACITY IMPROVEMENTS	7	ALT	8	913.5						
ANCH CAPACITY IMPROVEMENTS	7	EXP	8			1827.0				
ANCH DIMOND BLVD: NEW SEWARD HWY TO 88TH	7	EXP	2	456.8						
ANCH DIMOND BLVD: NEW SEWARD HWY TO 88TH	7	EXP	3				3745.4			
ANCH DIMOND BLVD: NEW SEWARD HWY TO 88TH	7	EXP	7					479.6		
ANCH DIMOND BLVD: NEW SEWARD HWY TO 88TH	7	EXP	4					2603.5		
ANCH DOWLING RD: LK OTIS TO MINN DR	7	EXP	2	356.3						
ANCH DOWLING RD: LK OTIS TO MINN DR	7	EXP	2				274.1			
ANCH INT'L ARPT RD: NEW SEWARD HWY GRADE SEP	7	EXP	2					182.7		
ANCH JEWEL LK RD: INT'L TO DIMOND	7	EXP	2					182.7		
ANCH MINNESOTA DR / INT'L AIRPORT RD I/C	7	EXP	3	5.5						
ANCH MINNESOTA DR / INT'L AIRPORT RD I/C	7	EXP	7	114.2						
ANCH MINNESOTA DR / INT'L AIRPORT RD I/C	7	ALT	3,4,7	10048.5						
ANCH MINNESOTA DR / INT'L AIRPORT RD I/C	7	EXP	4			10048.5				
ANCH MINNESOTA DR / RASPBERRY RD I/C	7	ALT	4	6394.5						
ANCH MINNESOTA DR / RASPBERRY RD I/C	7	EXP	4			6394.5				
ANCH MINNESOTA DR EXT ILLUM & CHANN: INT'L TO ARR	7	EXP	4	1644.3						
ANCH NORTHSIDE CORRIDOR: BRAGAW TO SEWARD HWY	7	EXP	2			284.2				
ANCH OLD SEWARD HWY: DIMOND BLVD TO HUFFMAN RD	7	EXP	4				15072.8			

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP			PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT									
ANCH OLD SEWARD HWY: DIMOND BLVD TO HUFFMAN RD	7	EXP	7					1827.0			
ANCH OLD SEWARD HWY: DOWLING RD TO HUFFMAN RD	7	EXP	3		10962.0						MOVED FROM FY89 EXP; FUNDING CONSTRAINTS
ANCH OLD SEWARD HWY: DOWLING TO DIMOND	7	EXP	4				8678.3				
ANCH OLD SEWARD HWY: DOWLING TO DIMOND	7	EXP	7				1827.0				
ANCH RASPBERRY RD: JEWEL LK TO MINNESOTA DR	7	EXP	3		3599.2						UTILITY PORTION FROM 88E
ANCH RASPBERRY RD: JEWEL LK TO MINNESOTA DR	7	EXP	7		3014.6						PORTION OF Q FUND FROM 88E
ANCH RASPBERRY RD: JEWEL LK TO MINNESOTA DR	7	EXP	4		12368.8						
ANCH REHAB PROJECTS	7	ALT	4		2740.5						
ANCH REHAB PROJECTS	7	EXP	4					4567.5			
ANCH RIDESHARING	7	EXP	9		135.0						
ANCH RIDESHARING	7	EXP	9			135.0					
ANCH RIDESHARING	7	EXP	9				135.0				
ANCH RIDESHARING	7	EXP	9					135.0			
ANCH R DESHARING	7	EXP	9						135.0		
ANCH TRANSIT	7	EXP	9		1950.3						
ANCH TRANSIT	7	EXP	9			2000.0					
ANCH TRANSIT	7	EXP	9				2000.0				
ANCH TRANSIT	7	EXP	9					2000.0			
ANCH TRANSIT	7	EXP	9						2000.0		
ANCH TRANSIT	7	EXP	9							2000.0	
ANCH TUDOR RD: BONIFACE TO MINN DR RECONST	7	EXP	2		274.1						
ANCH TUDOR RD: BONIFACE TO MINN DR RECONST	7	EXP	2					182.7			
BETHEL AIRPORT ROAD REHABILITATION	25	EXP	4		4567.5						PROJECT BEING EXPEDITED
CENTRAL REGION BRIDGE REPLACEMENT	92	EXP	2		160.0						
CENTRAL REGION BRIDGE REPLACEMENT	92	EXP	4		800.0						

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

\*\*\* CENTRAL REGION \*\*\*

PROJECT	ED	EXP		PHASE	89	90	91	92	93	94	COMMENTS
		ALT									
CENTRAL REGION BRIDGE REPLACEMENT	92	EXP		4		1600.0					
CENTRAL REGION BRIDGE REPLACEMENT	92	EXP		4			2400.0				
CENTRAL REGION BRIDGE REPLACEMENT	92	EXP		4				1600.0			
CENTRAL REGION BRIDGE REPLACEMENT	92	EXP		4					1600.0		
CENTRAL REGION BRIDGE REPLACEMENT	92	EXP		4						2480.0	
CENTRAL REGION GUARDRAIL UPGRADE	92	EXP		4	473.7						
CENTRAL REGION GUARDRAIL UPGRADE	92	EXP		2		94.7					
CENTRAL REGION GUARDRAIL UPGRADE	92	EXP		4			1894.6				
CENTRAL REGION GUARDRAIL UPGRADE	92	EXP		4				473.7			
CENTRAL REGION GUARDRAIL UPGRADE	92	EXP		2					94.7		
CENTRAL REGION GUARDRAIL UPGRADE	92	EXP		4					473.7		
CENTRAL REGION GUARDRAIL UPGRADE	92	EXP		4						473.7	
CENTRAL REGION PE	92	EXP		2						913.5	
CENTRAL REGION RAILROAD CROSSING IMPROVEMENTS	92	EXP		9	450.0						
CENTRAL REGION RAILROAD CROSSING IMPROVEMENTS	92	EXP		9		450.0					
CENTRAL REGION RAILROAD CROSSING IMPROVEMENTS	92	EXP		9			450.0				
CENTRAL REGION RAILROAD CROSSING IMPROVEMENTS	92	EXP		9				450.0			
CENTRAL REGION RAILROAD CROSSING IMPROVEMENTS	92	EXP		9					450.0		
CENTRAL REGION RAILROAD CROSSING IMPROVEMENTS	92	EXP		9						450.0	
CENTRAL REGION SAFETY IMPROVEMENTS	92	EXP		9	1350.0						NEW PROJ CREATED BY COMBINING 3 PROJ FM ADOPTED FY89 CI
CENTRAL REGION SAFETY IMPROVEMENTS	92	EXP		9		1350.0					NEW PROJ CREATED BY COMB 3 PROJ FM ADOPTED FY90 CIP
CENTRAL REGION SAFETY IMPROVEMENTS	92	EXP		9			1350.0				NEW PROJ CREATED BY COMB 2 PROJ FM ADOPTED FY91 CIP
CENTRAL REGION SAFETY IMPROVEMENTS	92	EXP		9				1350.0			NEW TITLE, COMB OF 3 PROJ FM ADOPTED FY92 CIP
CENTRAL REGION SAFETY IMPROVEMENTS	92	EXP		9					1350.0		NEW TITLE, COMB OF 2 PROJ FM ADOPTED FY93 CIP
CENTRAL REGION SAFETY IMPROVEMENTS	92	EXP		9						1350.0	
COPPER RIVER HWY: MP 0-3 RECONST	6	EXP		2	328.9						
COPPER RIVER HWY: MP 0-3 RECONST	6	EXP		4						2740.5	
DILLINGHAM ALEKNAGIK ROAD IMPROVEMENTS	26	EXP		2	274.1						

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
DILLINGHAM KANAKANAK SPUR UPGRADE	26	EXP	2	274.1						
DILLINGHAM KANAKANAK SPUR UPGRADE	26	EXP	4			1370.3				
EAGLE RIVER BRIDGE / HILAND DR PH I (RD SEGMENTS)	7	EXP	3	1827.0						PARTIAL R/W TO 88E
EAGLE RIVER BRIDGE / HILAND DR PH I (RD SEGMENTS)	7	EXP	4,7	16077.6						
EAGLE RIVER BRIDGE/ NEW GLENN-HILAND DR I/C PH II	7	EXP	2		548.1					
EAGLE RIVER BRIDGE/ NEW GLENN-HILAND DR I/C PH II	7	EXP	4					12240.9		
EAGLE RIVER BRIDGE/ NEW GLENN-HILAND DR I/C PH II	7	EXP	7					913.5		
GLENN HWY: EKLUTNA TO PARKS WIDENING & RECONST	16	EXP	2	568.4						100K MOVED FROM 88E
GLENN HWY: EKLUTNA TO PARKS WIDENING & RECONST	16	EXP	7,3	7497.9						
GLENN HWY: EKLUTNA TO PARKS WIDENING & RECONST	16	EXP	4		30313.6					
GLENN HWY: EKLUTNA TO PARKS WIDENING & RECONST	16	EXP	4			23682.5				
GLENN HWY: NORTH EAGLE RIVER I/C	7	ALT	4	12883.3						
GLENN HWY: NORTH EAGLE RIVER I/C	7	EXP	4					12883.3		
GLENN HWY: PARKS HWY TO MP 109	16	EXP	2	189.5						
GLENN HWY: PARKS TO PALMER RESURFACE	16	EXP	2	236.8						
GLENN HWY: PARKS TO PALMER RESURFACE	16	EXP	4			1705.1				
GLENN HWY: SUTTON NORTH EROSION CONTROL	16	ALT	4	1136.8						
GLENN HWY: SUTTON NORTH EROSION CONTROL	16	EXP	4		1136.8					
KENAI FUNNY RIVER ROAD /PE	5	EXP	2	228.4						MOVED FROM 88E
KENAI SPUR WIDENING	5	EXP	2	182.7						
KENAI SPUR WIDENING	5	EXP	3		456.8					
KENAI SPUR WIDENING	5	EXP	7		182.7					
KENAI SPUR WIDENING	5	EXP	4				10765.6			
KODIAK REZANOF DR/KALSIN HILL RELOCATION	27	EXP	2				502.4			

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
KODIAK SIGNAL & 'Y' INTERSECTION IMPROVEMENTS	27	EXP	4				274.1			
MATSU HWY CHANN., ILLUM., & TRAFF. CONTROL	16	EXP	4,7	521.0						FORMERLY PARKS HWY: HOUSTON/WILLOW AREA SFTY IMPS
OLD GLENN HWY RECONST: NEW GLENN HWY TO PALMER	16	EXP	2			456.8				
PALMER WASILLA HWY CHANNELIZATION & ILLUMINATION	16	EXP	4	182.7						
PARKS HWY: GLENN HWY TO BIG LAKE RD RECONST PH I	16	EXP	2				284.2			
PARKS HWY: GLENN HWY TO BIG LAKE RD RECONST PH I	16	EXP	3					9473.0		
PARKS HWY: GLENN HWY TO BIG LAKE RD RECONST PH I	16	EXP	7					4736.6		
PARKS HWY: GLENN HWY TO BIG LAKE RD RECONST PH I	16	EXP	4						9473.0	
PARKS HWY: MP 104-133 RESTORATION	16	ALT	4	6062.7						
PARKS HWY: MP 104-133 RESTORATION	16	EXP	4						6062.7	
SEWARD HWY: BIRD PT TO GIRDWOOD RECONST	7	EXP	2		757.8					
SEWARD HWY: BIRD PT TO GIRDWOOD RECONST	7	EXP	3,4,7				25136.6			
SEWARD HWY: BIRD PT TO GIRDWOOD RECONST	7	EXP	4					25577.1		PH 7 MOVED TO FY92 EXP
SEWARD HWY: MP 0-36 RECONSTRUCT	5	EXP	2			456.8				
SEWARD HWY: MP 50-65.5 RECONST PHASE I	6	EXP	2					473.7		
SEWARD HWY: MP 50-65.5 RECONST PHASE I	6	EXP	4						10799.2	
SEWARD HWY: NASH RD INTERSECT IMPR	5	EXP	2		27.4					
SEWARD HWY: NASH RD INTERSECT IMPR	5	EXP	4			274.1				
SEWARD HWY: PORTAGE RD & ARR MODIFICATIONS	7	EXP	2	236.8						MOVED FROM 88E
SEWARD HWY: PORTAGE RD & ARR MODIFICATIONS	7	ALT	4	2841.9						
STERLING HWY: MP 157-174 RECONST	5	EXP	2	182.7						
STERLING HWY: MP 157-174 RECONST	5	EXP	3				456.8			
STERLING HWY: MP 157-174 RECONST	5	EXP	7				182.7			
STERLING HWY: MP 157-174 RECONST	5	EXP	4					10765.6		

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
STERLING HWY: MP 79-94 RECONST	5	EXP	7	4073.4						
STERLING HWY: MP 79-94 RECONST	5	EXP	4		17051.4					
UNALASKA AIRPORT HIGHWAY RECONST	26	EXP	2		182.7					
UNALASKA AIRPORT HIGHWAY RECONST	26	EXP	4						3197.3	
WASILLA FISHHOOK RD RECONST	16	EXP	2	201.0						
WASILLA FISHHOOK RD RECONST	16	EXP	3			639.5				

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

November 25, 1987

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Federal Airport Improvement Program

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

page 1

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
ATHAUTLUAK AIRPORT IMPROVEMENTS	25	EXP	2,4						1875.0	NEW PROJECT
BETHEL AIRPORT RNWY PAVING	25	EXP	2,4							
BETHEL AIRPORT TAXIWAY CONST	25	EXP	2,4				2240.6			ADVANCED FM FY93 EXP
CHIGNIK LAGOON AIRPORT RELOCATION	27	EXP	2		187.5					
CHIGNIK LAGOON AIRPORT RELOCATION	27	EXP	4				1875.0			
COLD BAY AIRPORT APRON IMPROVEMENTS	26	EXP	2,4					3750.0		
COLD BAY AIRPORT SAND STORAGE BUILDING	26	EXP	2,4	273.6						
CORDOVA AIRPORT GA APRON & TAXIWAY DEVELOPMENT	6	EXP	2,4			1453.1				
CORDOVA AIRPORT HEAVY APRON EXPANSION	6	EXP	2,4						2343.8	NEW PROJECT
CROOKED CREEK AIRPORT RNWY & APRON IMPR	24	ALT	2,4	1406.0						MOVED FROM FY88 EXP DUE TO LAND PROBLEMS
CROOKED CREEK AIRPORT RNWY & APRON IMPR	24	EXP	2,4		1406.0					MOVED FROM FY88 EXP; LAND ISSUES
DILLINGHAM AIRPORT GA APRON EXPANSION	26	ALT	2,4	2437.5						MOVED TO FY89 ALT; PRIORITY CHANGE
DILLINGHAM AIRPORT GA APRON EXPANSION	26	EXP	2,4		2437.5					CHANGE IN PRIORITY
DILLINGHAM AIRPORT GA CROSSWIND RNWY CONST	26	EXP	2,4					5250.0		MOVED FROM FY92 EXP
EGEGIK AIRPORT RELOCATION	26	EXP	2					187.5		NEW PROJECT
EGEGIK AIRPORT RELOCATION	26	EXP	4						1875.0	NEW PROJECT
HOMER AIRPORT IMPROVEMENTS	5	EXP	2,4			2812.5				
ILIAMNA AIRPORT RUNWAY RESURFACING	26	EXP	2,4	773.4						

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
KASIGLUK AIRPORT RNWY & APRON IMPR	24	EXP	2,4			2156.3				
KING SALMON AIRPORT FAA STRUCTURE REMOVAL	26	EXP	2,4				1875.0			
KING SALMON RUNWAY	26	ALT	2,4							
KING SALMON RUNWAY	26	EXP	2,4	3131.2						DELAYED FROM 88
KODIAK AIRPORT GA APRON & ACCESS RD CONST	27	EXP	2,4				825.0			
KWETHLUK AIRPORT RELOCATION	25	EXP	2,4				2812.5			NEW PROJECT PRIORITY
KWIGILLINGOK AIRPORT RNWY & APRON IMPR	25	EXP	2,4				1406.3			
MCGRATH AIRPORT APRON CONST	24	EXP	2,4			3370.3				MOVED FROM FY90 EXP TO COORD WITH McGRATH RUNWAY
MCGRATH AIRPORT RUNWAY RECONSTRUCTION	24	EXP	2,4			6281.3				
HAKNEK AIRPORT RELOCATION	26	EXP	2,4		3281.3					
NAPASKIAK AIRPORT IMPROVEMENTS	25	EXP	2,4					1718.8		NEW PROJECT
NEW KOLIGANEK AIRPORT RELOCATION	26	EXP	2		187.5					
NEW KOLIGANEK AIRPORT RELOCATION	26	EXP	4				1781.3			ADVANCED FROM FY93 ALT; CHANGE IN PRIORITY
NEWTOK AIRPORT RNWY & APRON IMPR	25	EXP	2,4					2250.0		
OLD HARBOR AIRPORT RECONST/RELOCATE	27	ALT	2,3,4	6234.4						
OLD HARBOR AIRPORT RECONST/RELOCATE	27	EXP	2,3,4		6234.4					
PILOT POINT AIRPORT RNWY RESURF	26	EXP	2,4					851.3		
PLATINUM AIRPORT RELOCATION	25	EXP	2	187.5						
PLATINUM AIRPORT RELOCATION	25	EXP	3,4				3281.3			
SCAMMON BAY AIRPORT RNWY & APRON IMPR	25	EXP	2,4		1406.3					

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
SEWARD AIRPORT GA APRON EXPANSION	5	EXP	2,4				750.0			ADVANCED FROM FY93 EXP
SHELDON POINT AIRPORT RNWY & APRON IMPR	23	EXP	2,4					1406.3		NEW PROJECT
SOUTH HAKNEK AIRPORT CROSSWIND RNWY	26	EXP	2,4						1312.5	NEW PROJECT
ST MARY'S AIRPORT APRON EXPANSION	24	EXP	2,4					1125.0		NEW PROJECT
ST MARY'S AIRPORT RUNWAY RESURFACING	24	EXP	2,4	1406.3						
ST. GEORGE AIRPORT IMPROVEMENTS	26	EXP	2,3,4	5625.0						MOVED FROM FY88 EXP; ENVIRON & LAND PROBLEMS
ST. PAUL AIRPORT CFR BUILDING, TRUCK & LAND	26	EXP	2,3,4	2609.0						
TWIN HILLS AIRPORT IMPR & CROSSWIND RNWY	26	EXP	2,4					1406.3		
UNALASKA AIRPORT OBSTRUCTION REMOVE & APRON IMPR	26	EXP	2,4						4687.5	NEW PROJECT
UNALASKA AIRPORT OBSTRUCTION REMOVE & APRON IMPR	26	EXP	2,4						2812.5	MOVED FROM 93
WASILLA AIRPORT RELOCATION	16	EXP	3,4,7	3750.0						
WASILLA AIRPORT RELOCATION	16	EXP	4		937.5					MOVED FM FY91 EXP, REDUCED TO PH 4 ONLY
WILLOW AIRPORT RNWY LIGHTING	16	ALT	2,4,7	234.4						
WILLOW AIRPORT RNWY LIGHTING	16	EXP	2,4,7		234.4					

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Federal Highways Administration Program

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP			89	90	91	92	93	94	COMMENTS
	ED	ALT	PHASE							
1st/2nd Avenue Widening	20	EXP	2			550.0				No change
3rd Street Widening	20	EXP	2,3,7	560.0						Phase missing from prior plan
3rd Street Widening	20	EXP	3		600.0					Phase left out of prior plan
3rd Street Widening	20	EXP	4,7			5000.0				Missing from prior plan
Airport Road Resurfacing	20	EXP	2,4	1650.0						New priority project
Airport Way Corridor Improvements	20	EXP	3,4,7				300.0			Moved Phase 4 to 94
Airport Way Corridor Improvements	20	EXP	4					625.0		Moved from 92
Airport Way Frontage Rd. Ext.	20	EXP	4			700.0				No change
Alaska Hwy, MP 1230 N. Erosion Control	17	ALT	2	284.0						Moved from 88
Alaska Hwy, MP 1230 N. Erosion Control	17	EXP	2		284.0					Moved from 88
Alaska Hwy, MP 1230 N. Erosion Control	17	EXP	4					2600.0		Moved from 91
Alaska Hwy, MP 1256 to MP 1270 Paving	17	EXP	2					284.0		Moved phase 4 to 95
Alaska Hwy, MP 1362-1381	17	EXP	4				12300.0			No change
Anderson Road Rehab	17	EXP	4					500.0		New phase
Badger Road Reconstruction	18	ALT	7	2675.1						Phase left out of prior plan
Badger Road Reconstruction	18	EXP	7		2675.1					Phase added to plan
Badger Road Reconstruction	18	EXP	4				13255.0			Moved from 91
Badger/Holmes Construction	18	ALT	4	593.8						Project added to plan
Badger/Holmes Construction	18	EXP	4		593.8					Project added to plan
Ballaine/Goldstream/Sheep Crk Rehab	21	EXP	2	250.0						Moved from 90
Ballaine/Goldstream/Sheep Crk Rehab	21	EXP	4						3210.0	New phase

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP			89	90	91	92	93	94	COMMENTS
	ED	ALT	PHASE							
Central-Circle Hot Springs Road Rehab	19	EXP	4					1100.0		New phase
Chena Hot Springs Rd Widening	19	EXP	3,7	1320.2						Moved from 91
Chena Hot Springs Rd Widening	19	EXP	4					14753.0		Moved from 92
College Road Widening	20	EXP	2,7	850.0						Phase missing from prior plan
College Road Widening	20	ALT	3	1250.0						Phase left out of prior plan
College Road Widening	20	EXP	3		1250.0					Phase left out of prior plan
College Road Widening	20	EXP	4,7						6100.0	New phase
Dalton Hwy, 9 Mile Hill North	24	EXP	2,3	230.0						Moved from FY88 Expected
Dalton Hwy, 9 Mile Hill North	24	EXP	4				3200.0			Moved from 91; title MP 8 to 11
Dalton Hwy, MP 0 North Reconstr	24	EXP	2					350.0		Moved from 90
Dalton Hwy, MP 0 North Reconstr	24	EXP	4						3700.0	Moved from 92
Dalton Hwy, MP 209 South Rehab	24	EXP	2				350.0			Moved from 90
Davis Road Widening	20	EXP	4,7	2603.5						Phase 4 missing from prior plan
Denali Hwy, MP 104 West Rehab	16	EXP	3,7				80.0			Phase left out of prior plan
Denali Hwy, MP 21 West	17	EXP	2						285.0	Moved from 88
Denali Hwy, MP 80 West Rehab	16	EXP	3				20.0			Phase left out of prior plan
Elliott Hwy, MP 26 N. Rehab	19	EXP	4					5900.0		Moved from 88, revised cost estimate
Elliott Hwy, MP 7 to MP 26 Rehab	19	EXP	4			4350.0				increased cost estimate
Elliott Hwy, MP 72 to MP 92 Reconstruct	24	EXP	2						580.0	Moved from 91
Farmers Loop Rd Reconstruction	19	EXP	7	928.0						Phase missing from prior plan
Farmers Loop Rd Reconstruction	21	EXP	4,7		13100.0					No change

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
FHATS Traffic System Improvements	20	ALT	4	275.0						Moved from 92
FHATS Traffic System Improvements	20	EXP	4		275.0					Moved from 92
FHATS Traffic System Improvements	20	EXP	4			300.0				Added to plan
FHATS Traffic System Improvements	20	EXP	4				170.0			Reduced funding
FHATS Traffic System Improvements	20	EXP	4					65.0		Projects spread over multiple years
Geist Exten, Aurora-Lemeta	20	EXP	7,4	6211.8						Construction as planned
Geist Exten, Illinois	20	ALT	3	18270.0						Moved from 89
Geist Exten, Illinois	20	EXP	3		18270.0					Moved from 89
Geist Exten, Illinois	20	EXP	4,7			19275.0				Moved from 90; title change
Geist Exten, Lemeta-Birch Hill Const	20	EXP	4,7	15072.8						Removed as an 88 Alternate; Remains 89 Expected
Geist Exten, University-Peger	20	EXP	3	4700.0						No change
Geist Exten, University-Peger	20	EXP	7		200.0					Moved from 89
Geist Exten, University-Peger	20	EXP	4		15073.0					Moved from 90
Geist Road, Parks-University	21	EXP	3				300.0			New phase
Geist/Farmers Loop Connector Const	19	EXP	4				1450.0			Moved from 91
Glenn Hwy, MP 118 North Reconstr	16	ALT	3	400.0						Moved from 88
Glenn Hwy, MP 118 North Reconstr	16	EXP	3		400.0					Moved from 88
Glenn Hwy, MP 118 North Reconstr	17	EXP	7			500.0				Phase left out of prior plan
Glenn Hwy, MP 118 North Reconstr	16	EXP	4					17200.0		Moved from 93; changed cost estimate
Glenn Hwy, MP 135 North	17	EXP	3			100.0				Phase left out of prior plan
Glenn Hwy, MP 135 North	17	EXP	7				200.0			New phase
Glenn Hwy, MP 135 North	17	EXP	4					2275.0		New phase
Lacey-Noble Connector	20	EXP	2,3,7	650.0						Moved from 88 Expected
Lacey-Noble Connector	20	ALT	4	1500.0						Moved from 91
Lacey-Noble Connector	20	EXP	4		1500.0					Moved from 91

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
Lathrop Corridor	20	EXP	2		550.0					No change
Lathrop Corridor	20	EXP	3					800.0		Revised cost estimate, title change
Lathrop St, Expy-19th	20	EXP	2	175.0						New priority project
Lathrop St, Expy-19th	20	EXP	4					600.0		New phase
Lathrop St, Expy-Van Horn Reconstruction	20	EXP	4,7	650.0						Moved from 93
Market/Washington/Rewak	20	EXP	3	500.0						Phase missing from prior plan
Market/Washington/Rewak	20	EXP	4		4500.0					No change
Minnie St Corridor	20	EXP	3					280.0		Partially moved to 94
Minnie St Corridor	20	Exp	3					1720.0		Construction beyond 6-year plan
Nabesna Road Recon	17	EXP	2	250.0						New project added to plan
Nome-Council, MP 32 East	23	EXP	4	4500.0						Moved from FY88 Expected
Nome-Council, MP 4-15 Snow Fence	23	EXP	3	50.0						Moved Phase 4 to 90
Nome-Council, MP 4-15 Snow Fence	23	ALT	4	550.0						Moved from FY89
Nome-Council, MP 4-15 Snow Fence	23	EXP	4		550.0					Moved from FY89
Nome-Council, MP 53 East	23	EXP	3	85.0						Moved from FY88 Expected
Nome-Council, MP 53 East	23	EXP	4		5850.0					Moved from 89 Alt, revised cost estimate
Nome-Council, MP 62 E	23	EXP	2		300.0					Moved from FY91
Nome-Council, MP 62 E	23	EXP	3		105.0					Moved from FY91
Nome-Council, MP 62 E	23	EXP	4					5800.0		Moved from 91, revised cost estimate, title change
Nome-Taylor Hwy, MP 0 N Const	23	EXP	4	600.0						No change
Nome-Teller, MP 0 West Rehab	23	EXP	2	100.0						New projects added to plan
Nome-Teller, MP 0 West Rehab	23	EXP	4			1000.0				Added to program, high M&O priority

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP			89	90	91	92	93	94	COMMENTS
	ED	ALT	PHASE							
Old Richardson Hwy Widening	20	EXP	4	1600.0						Increased cost estimates
Old Steese, Wendell Expwy	20	EXP	3	500.0						Moved Phases 4 & 7 to 90
Old Steese, Wendell Expwy	20	ALT	4,7	4500.0						Moved from 89 (Cost increase)
Old Steese, Wendell Expwy	20	EXP	4,7		4500.0					Moved from 89 (Cost increase)
Parks Hwy, Erosion Control	17	EXP	4	663.1						Increased cost estimate
Parks Hwy, MP 216 N Rehab-PE	17	EXP	2					525.0		Moved from 90
Parks, Chena Ridge Interchange	21	EXP	3	825.4						Phase missing from prior plan
Parks, Chena Ridge Interchange	21	ALT	7	686.0						Phase left out of prior plan
Parks, Chena Ridge Interchange	21	EXP	7		686.0					Phase added to plan
Parks, Chena Ridge Interchange	21	EXP	4,7			12860.0				Revised cost estimate
Peger Road Widening	20	EXP	4	4110.8						Reduced cost estimate
Remington/Jack Warren/Clearwater Rehab	17	EXP	2		165.0					Moved from 90
Remington/Jack Warren/Clearwater Rehab	17	EXP	4					2275.0		New phase
Rich Hwy Interchange Construction	19	EXP	2,3,7	970.0						Phases missing from prior plan; new project title
Rich Hwy Interchange Construction	18	EXP	4				7000.0			Moved from 90, title change
Rich Hwy, MP 173 to MP 185 Reconstruction	17	EXP	3		710.0					Moved Phase 4 to 95
Rich Hwy, MP 65 to MP 79 Rehab	17	EXP	2					225.0		Moved from 91
Richardson Hwy, MP 79 North Rehab	17	EXP	4		3054.0					Moved from 88; reduced cost estimate
South Cushman Widening	20	EXP	3,7	1450.0						Moved from 90
South Cushman Widening	20	EXP	7			500.0				Moved Phase 4 to 93
South Cushman Widening	20	EXP	4				6000.0			New phase
Steese Corridor Improvements	20	EXP	4					5725.0		Moved from 92

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP			89	90	91	92	93	94	COMMENTS
	ED	ALT	PHASE							
Steese Hwy Overlay, MP 10 East (Fox to Cleary)	19	ALT	2	162.0						Moved from 88
Steese Hwy Overlay, MP 10 East (Fox to Cleary)	19	EXP	2		162.0					Moved from 88
Steese Hwy Overlay, MP 10 East (Fox to Cleary)	19	EXP	4						3500.0	New phase
Taylor Hwy, MP 0 North-ROW	17	EXP	3		137.0					Increased cost est.
Taylor Hwy, MP 66 North	17	EXP	2		75.0					Moved from 88
Tok Cut-Off, MP 0 North	17	EXP	4		6100.0					Moved from 88, reduced cost estimate
Tok Cut-Off, MP 30 Reconst	17	EXP	2						705.0	Moved from 91
Tok Cut-Off, MP 52 North Reconst	17	EXP	3			200.0				Missing from prior plan
Tok Cut-Off, MP 52 North Reconst	17	EXP	7					410.0		New phase
University Ave Widening	20	EXP	2	600.0						Phase missing from prior plan
University Ave Widening	20	EXP	3			1000.0				Moved from 90
University Ave Widening	20	EXP	7				1000.0			Phase missing
University Ave Widening	21	EXP	4					5900.0		No change
University Ave/College Inters Improv	21	EXP	3,7	400.0						Phase left out of prior plan; new project title
University Ave/College Inters Improv	21	ALT	4	2000.0						Phase left out of prior plan
University Ave/College Inters Improv	21	EXP	4		2000.0					Phase left out of prior plan
Van Horn Upgrade	20	EXP	4				750.0			Phase left out of prior plan
Wendell Street Widening	20	EXP	2,7	560.0						Moved from 88 Expected
Wendell Street Widening	20	EXP	3				1500.0			Moved from 93
Wendell Street Widening	20	EXP	4,7						5600.0	New phase
Wilbur Street Extension	20	EXP	4	950.0						Moved from 93

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Federal Airport Improvement Program

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP		89	90	91	92	93	94	COMMENTS
	ED	ALT PHASE							
Allakaket Rwy. Resurf. & Maint. Bldg.	24	EXP  2,3,4,7						695.0	Moved from FY87
Ambler Crosswind Rwy Constr.	22	EXP  2,3,4,7			2250.0				Moved from FY89
Barrow Apron Expansion & Paving	22	ALT  2,3,4,7	2850.0						No Change
Barrow Apron Expansion & Paving	22	EXP  2,3,4,7		2850.0					No Change
Barrow Apron Expansion & Paving	22	EXP  2,3,4,7				2000.0			No Change
Boundary Runway Resurface	17	EXP  2,3	900.0						Moved to 88A,89E
Brevig Mission Arpt. Imp.	23	EXP  2,3,4,7						550.0	Added to Program
Buckland Rwy. Resurf.	22	EXP  2,3,4,7						900.0	Added to Program
Central Airport Runway Widening & Apron Const.	19	EXP  2,3,4,7		790.0					Moved from FY91, revised cost estimate
Chandalar Lake Arpt Improvements	24	EXP  4,7	950.0						Moved from FY88
Chisana Arpt. Imprv.	17	EXP  2,3,4,7						1750.0	Added to Program
Dalton Hwy. Arpt. Imp. Ph. I	23	EXP  2,3,4,7				1850.0			Moved Phase II to FY94
Dalton Hwy. Arpt. Imp. Ph. II	23	EXP  2,3,4,7						400.0	Moved from FY92
Deadhorse Lighting Reg Bldg Const	22	EXP  2,3,4,7	232.6						Revised Cost Estimate
Deadhorse Runway Reconstruction	22	EXP  2,3		425.0					Moved from FY93
Deadhorse Runway Reconstruction	22	EXP  2,3,7,4					6350.0		Revised Cost Estimate
Deadhorse Rwy Heat Reflec. Treatment	22	ALT  2,3,4,7	880.0						Added to program; new priority
Deadhorse Rwy Heat Reflec. Treatment	22	EXP  2,3,4,7		880.0					Added to program; new priority

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-D-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP		89	90	91	92	93	94	COMMENTS
	ED	ALT							
Ft. Yukon Apron Expan & Runway Resurfacing	24	EXP	2,3			235.0			Moved from FY90, Revised Cost Estimate
Ft. Yukon Apron Expan & Runway Resurfacing	24	EXP	2,3,4					3675.0	Revised Cost Estimate
Ft. Yukon Float Pond Relocation	24	EXP	2,3,4,7			410.0			Moved from FY92, Revised Cost Estimate
Galena Airport Master Plan	24	EXP	8		150.0				Added to Program
Galena Apron Expansion, Parallel Taxiway	24	EXP	4,7		1000.0				No Change
Galena Apron Expansion, Parallel Taxiway	24	EXP	2,3,7,4					2000.0	No Change
Golovin Crosswind Rwy. Constr.	23	EXP	2,3,4,7					2200.0	Added to Program
Hughes Resurfacing, Apron Expansion	24	EXP	2,3,4,7		1650.0				No Change
Huslia Runway Resurface	24	EXP	2,3		200.0				No Change
Huslia Runway Resurface	24	EXP	4,7		900.0				Revised Cost Estimate
Kaltag Runway Resurfacing	24	EXP	2,3,4,7			600.0			Moved from FY92
Kiana Runway Resurfacing	22	EXP	2,3,4				900.0		No Change
Kotzebue Airport Rd Relocation, Apron Expan	22	ALT	2,3,4		2200.0				Delayed from 89E
Kotzebue Airport Rd Relocation, Apron Expan	22	EXP	2,3,4			2200.0			Moved from 89E
Kotzebue Parallel Taxiway	22	EXP	2,3,4,7					3000.0	Added to Program
Kotzebue Runway Resurfacing	22	ALT	2,3		300.0				Moved from FY91; high M&O concern
Kotzebue Runway Resurfacing	22	EXP	2,3			300.0			Moved from FY91
Kotzebue Runway Resurfacing	24	EXP	4			3000.0			Revised Cost Estimate
Koyuk Runway Extension	22	EXP	2,3,4,7			2350.0			No Change
Koyukuk Resurface & Lights	24	EXP	2,3		200.0				No Change
Koyukuk Resurface & Lights	24	EXP	4,7			1200.0			No Change

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

## DRAFT OBLIGATION PLAN &amp; SIX-YEAR C.I.P.

page 3

\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
Lake Louise Arpt. Imprv.	17	EXP	2,3,4,7						950.0	Moved from FY88 GF
Manley Hot Springs New Runway Const	24	EXP	2,3,7,4			2200.0				Revised Cost Estimate
May Creek Arpt. Imp.	17	EXP	2,3,4,7						1750.0	Added to Program
McCarthy No. 2 Runway Resurfacing & Lights	6	EXP	2,3,7,4					1780.0		Revised Cost Estimate
Nome Arpt. Apron Exp.	23	EXP	2,3,4,7						2000.0	Added to Program
Nome Runway Repairs & Rehab Ph II	23	EXP	4,7	3920.0						Moved from FY90
Nome Runway Repairs & Rehab Ph III	23	EXP	2,3	300.0						No Change
Nome Runway Repairs & Rehab Ph III	23	ALT	4,2	4000.0						Moved from FY90 EXP
Nome Runway Repairs & Rehab Ph III	23	EXP	4,7		4000.0					No Change
Nome Runway Repairs & Rehab Ph IV	23	EXP	4,7				4000.0			Moved from FY93, Revised Cost Estimate
Noorvik Runway Erosion Repairs	22	ALT	4,7	900.0						No Change
Noorvik Runway Erosion Repairs	22	EXP	4,7		900.0					No Change
Noorvik Runway Resurfacing Construction	22	EXP	2,3,7,4					950.0		Change
Ruby Runway Resurfacing	24	EXP	2,3,7,4					1000.0		Revised Cost Estimate
Selawik Airport Improvements	22	EXP	2,3,4,7	5000.0						Revised Cost Estimate
Shaktolik Runway Extension	23	EXP	2,3			300.0				Revised Cost Estimate
Shaktolik Runway Extension	23	EXP	4,7				3000.0			No Change
Solomon Arpt. Imp.	23	EXP	2,3,4,7						1500.0	Added to Program
St. Michael Arpt. Imp.	23	EXP	2,3,4,7		2000.0					Move from FY94, High M&O Priority
Stebbins Runway Extension & Crosswind Runway	23	EXP	2,3,4,7				3250.0			No Change

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* NORTHERN REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
Stevens Village New Rwy Const	24	EXP	2,3,7,4				2500.0			Revised Cost Estimate
Teller Resurfacing & Apron Expan	23	EXP	2,3,4,7				1765.0			Moved from FY92, Revised Cost Estimate

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

November 25, 1987

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Federal Highways Administration Program

## DRAFT OBLIGATION PLAN &amp; SIX-YEAR C.I.P.

page 1

\*\*\* SOUTHEAST REGION \*\*\*

PROJECT	EXP			PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT									
CRAIG TO KLAWOCK HWY.-PAVEMENT OVERLAY	2	EXP	2					100.0			NEW PROJECT
CRAIG TO KLAWOCK HWY.-PAVEMENT OVERLAY	2	EXP	4							1000.0	NEW PROJECT
DOUGLAS HWY. -CORDOVA TO BRIDGE	4	ALT	2		114.2						NEW ESTIMATE FROM RECON REPORT
DOUGLAS HWY. -CORDOVA TO BRIDGE	4	EXP	2			114.2					NEW ESTIMATE
DOUGLAS HWY. -CORDOVA TO BRIDGE	4	EXP	4					800.0			NEW ESTIMATE
DYEA ROAD RECONSTRUCTION	2	EXP	4							4840.8	NEW PROJECT
EGAN EXPRESSWAY IMPROVEMENTS	4	EXP	4							4567.5	NEW PROJECT
EGAN EXPRESSWAY- OVERLAY/REHAB.	4	EXP	4		2055.4						EXISTING CONDITION DICTATES ACTION
GLACIER HWY.-EGAN DRIVE TO SALMON CR. BRIDGE & BR	4	EXP	4		1206.9						COMBINE WITH BRIDGE CONSTR.
GLACIER HWY.-EXTENSION TO MCNUGGET INTERSECTION	4	EXP	4		2000.0						CONSTRUCTION DELAYED FROM 88E
GLACIER HWY.-INDIAN POINT TO TEE HARBOR	4	EXP	2		91.4						PHASE 2 SPLIT FUNDED BETWEEN TWO YEARS
GLACIER HWY.-INDIAN POINT TO TEE HARBOR	4	ALT	4		3288.6						MOVED AHEAD FROM 90E
GLACIER HWY.-INDIAN POINT TO TEE HARBOR	4	EXP	4			3288.6					
GLACIER HWY.-LOOP RD. TO BROTHERHOOD Bk. WIDEN &	4	EXP	2				182.7				
GLACIER HWY.-LOOP RD. TO BROTHERHOOD BR.-WIDEN &	4	EXP	4							1644.3	DEFERRED FROM 93
GLACIER HWY.-PHASE II (MCNUGGET TO LOOP)	4	EXP	2		228.4						NEW PROJECT
GLACIER HWY.-PHASE II (MCNUGGET TO LOOP)	4	ALT	2		137.1						DELAYED FROM 88
GLACIER HWY.-PHASE II (MCNUGGET TO LOOP)	4	EXP	2,3			319.8					NEW ESTIMATE
GLACIER HWY.-PHASE II (MCNUGGET TO LOOP)	4	EXP	7				599.3				NEW ESTIMATE
GLACIER HWY.-PHASE II (MCNUGGET TO LOOP)	4	EXP	4					3654.0			PORTION OF WORK DEFERRED FROM 91
GLACIER HWY.-PHASE II (MCNUGGET TO LOOP)	4	EXP	4						2283.8		CONST PHASE ADVANCED;PE UNDER EARLIER PROJ.
GLACIER HWY.-REHABILITATE LOOP RD. TO EGAN DR.	4	ALT	2			182.7					ALT FOR 91 EXP

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* SOUTHEAST REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
GLACIER HWY.-ROSS WAY TO EGAN DRIVE RECONSTRUCTIO	4	EXP	2	228.4						NEW ESTIMATE
GLACIER HWY.-ROSS WAY TO EGAN DRIVE RECONSTRUCTIO	4	EXP	3		212.4					NEW ESTIMATE
GLACIER HWY.-ROSS WAY TO EGAN DRIVE RECONSTRUCTIO	4	ALT	4		3200.0					ALT FOR 92 EXP
GLACIER HWY.-ROSS WAY TO EGAN DRIVE RECONSTRUCTIO	4	EXP	4				3200.0			NEW ESTIMATE
GLACIER HWY.-SALMON CK. TO VANDERBILT HILL	4	EXP	2	274.1						NEW PROJECT
GLACIER HWY.-SALMON CK. TO VANDERBILT HILL	4	EXP	3,7		863.5					ADVANCE UT AND ROW PHASES
GLACIER HWY.-SALMON CK. TO VANDERBILT HILL	4	EXP	4					2972.7		CONST PHASE ADVANCED
HAINES HWY - CHILKAT RIVER TO BORDER - PHASE I	2	EXP	4			2700.0				DELAYED PHASE I CONST FROM 89, PHASE II CONST. DELAYED
HAINES HWY - F.T. TO UNION STREET	2	ALT	2	274.1						REMOVED FROM ALT
HAINES HWY - F.T. TO UNION STREET	2	EXP	2		228.5					
HAINES HWY - F.T. TO UNION STREET	2	EXP	4					2740.5		NEW PROJECT
HOONAH ARTERIAL PHASE II	2	EXP	3,4	3163.0						
KAKE CITY STREETS	2	EXP	2	203.4						CONSTRUCTION PHASE DELAYED
KAKE CITY STREETS	2	EXP	4,7		1635.6					PHASES DELAYED FROM 89
KLAWOCK AIRPORT ACCESS ROAD	2	EXP	4			1370.3				
KLAWOCK RIVER BRIDGE REPLACEMENT	2	ALT	2,4	2341.4						ADDED CONSTRUCTION COST OF BRIDGE
KLAWOCK RIVER BRIDGE REPLACEMENT	2	EXP	2,4		1905.8					NEW ESTIMATE
KLONDIKE HWY - PAVING & BRIDGE DECKING	2	EXP	2				182.7			
KLONDIKE HWY - PAVING & BRIDGE DECKING	2	EXP	4						2000.0	NEW PROJECT
KLONDIKE HWY.-SNOW CONTROL IMPROVEMENTS	4	EXP	2,4			1100.0				PROJECT ADDED TO ENHANCE SAFETY OF WINTER OPERATION
KTN.-CENTRAL BUSINESS DIST. -BAWDEN ST. EXTENSION	1	EXP	3	919.3						DELAYED FROM 88
KTN.-CENTRAL BUSINESS DIST. -BAWDEN ST. EXTENSION	1	ALT	4	634.9						
KTN.-CENTRAL BUSINESS DIST. -BAWDEN ST. EXTENSION	1	EXP	4		634.9					

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* SOUTHEAST REGION \*\*\*

PROJECT	EXP			89	90	91	92	93	94	COMMENTS
	ED	ALT	PHASE							
KTN.-TONGASS AVE. TRAFFIC IMPROVEMENTS	1	ALT	4	644.0						
KTN.-TONGASS AVE. TRAFFIC IMPROVEMENTS	1	EXP	4		644.0					
LUTAK ROAD - STAGE 2 - CONSTRUCT & SUPPLEMENTAL	2	EXP	4		1413.2					
WILKOFF HWY.-SCOW BAY TO CRYSTAL LAKE PVMT. RESUR	1	EXP	2,4	2283.8						
NO. DOUGLAS HWY.- PAVEMENT OVERLAY	4	ALT	2	91.4						NEW PROJECT
NO. DOUGLAS HWY.- PAVEMENT OVERLAY	4	ALT	2,4		1918.4					ALT FOR 92 EXP
NO. DOUGLAS HWY.- PAVEMENT OVERLAY	4	EXP	2			91.4				
NO. DOUGLAS HWY.- PAVEMENT OVERLAY	4	EXP	4				1827.0			
NO. TONGASS - NEW UPPER ROUTE	1	EXP	2	225.0						DELAYED
NO. TONGASS - NEW UPPER ROUTE	1	EXP	2		458.6					PARTIAL DELAY FROM 89
NO. TONGASS - NEW UPPER ROUTE	1	EXP	3			4341.4				ACQUISITION DELAYED FROM '90
NO. TONGASS - NEW UPPER ROUTE	1	EXP	4					5000.0		CONST PHASE SPLIT FUNDED
REGIONWIDE REFLECTIVE PAVEMENT MARKERS	91	EXP	4				500.0			NEW PROJECT
S.E. REGION-HSIP	91	EXP	4	400.0						
S.E. REGION-HSIP	91	EXP	2,4		400.0					
S.E. REGION-HSIP	91	EXP	2,4			400.0				
S.E. REGION-HSIP	91	EXP	2,4				400.0			
S.E. REGION-HSIP	91	EXP	4					400.0		
S.E. REGION-HSIP	91	EXP	4						400.0	NEW PROJECT
SITKA AIRPORT ACCESS ROAD	3	ALT	2	137.1						NEW PHASE
SITKA AIRPORT ACCESS ROAD	3	EXP	2		137.1					NEW ESTIMATE
SITKA AIRPORT ACCESS ROAD	3	ALT	4		2740.5					
SITKA AIRPORT ACCESS ROAD	3	EXP	4			2740.5				
SITKA-HALIBUT POINT ROAD - LAKE ST. TO PIONEER PA	3	ALT	2	274.1						ALT FOR 90 EXP
SITKA-HALIBUT POINT ROAD - LAKE ST. TO PIONEER PA	3	EXP	2		274.1					
SITKA-HALIBUT POINT ROAD - LAKE ST. TO PIONEER PA	3	EXP	4				2466.5			

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* SOUTHEAST REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
THANE ROAD RECONSTRUCTION	4	EXP	2				274.5			EXISTING CONDITION DICTATES ACTION
ZIMOVIA HWY.-BENNET ST. TO MILL @ 6.5 MI. PVMT. R	1	EXP	2	182.7						CONSTRUCTION PHASE DELAYED
ZIMOVIA HWY.-BENNET ST. TO MILL @ 6.5 MI. PVMT. R	1	ALT	4	1644.3						ALT FOR 90 EXP
ZIMOVIA HWY.-BENNET ST. TO MILL @ 6.5 MI. PVMT. R	1	EXP	4		1644.3					CONSTRUCTION DELAYED FROM 89

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R.O.W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Federal Airport Improvement Program

## DRAFT OBLIGATION PLAN &amp; SIX-YEAR C.I.P.

## \*\*\* SOUTHEAST REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
CRAIG SPB EXPANSION	2	ALT	2,3,4	1700.0						ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
CRAIG SPB EXPANSION	2	EXP	2,3,4		1700.0					ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
EDNA BAY SEAPLANE FLOAT	2	ALT	2,4	180.0						ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
EDNA BAY SEAPLANE FLOAT	2	EXP	2,4		180.0					ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
GUSTAVUS AIRPORT IMPROVEMENTS PHASE 2	2	EXP	2,3,4,7						600.0	DELAYED FROM '89, DUE TO PROJECT DEVEL. PROBLEMS.
HAINES AIRPORT IMPROVEMENTS PHASE 2	2	EXP	4		2600.0					MOVED UP IN RESPONSE TO INCREASED AIP EXPECTATION
HOONAH AIRPORT IMPROVEMENTS	2	EXP	2,3,4	4500.0						ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
HYDABURG SEAPLANE FACILITY	2	ALT	2,3,4		500.0					ALT. NOT PREVIOUSLY SHOWN FOR FY '90.
HYDABURG SEAPLANE FACILITY	2	EXP	2,3,4			500.0				ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
HYDER SEAPLANE FLOAT	1	ALT	2,4	120.0						ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
HYDER SEAPLANE FLOAT	1	EXP	2,4		120.0					ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
KAKE AIRPORT IMPROVEMENTS	2	ALT	2,4	1350.0						MOVED TO 88 AS AN ALTERNATE
KAKE AIRPORT IMPROVEMENTS	2	EXP	2,4			1350.0				
KASAAH SEAPLANE FLOAT	2	EXP	2,4	254.0						ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
KETCHIKAN AIRPORT SHUTTLE- GRAVINA TERMINAL	1	EXP	2,4				1900.0			
KETCHIKAN AIRPORT WEST TAXIWAY	1	EXP	2,4					5000.0		
KETCHIKAN WEST TAXIWAY PAVING	1	EXP	2,4						2500.0	NEW PROJECT.
KLAWOCK AIRPORT IMPROVEMENTS (SAFETY AREA)	2	EXP	2,4						2650.0	NEW PROJECT.
KLAWOCK APRON IMPROVEMENTS	2	EXP	2,4			800.0				ADDED IN RESPONSE TO INCREASED AIP EXPECTATION

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* SOUTHEAST REGION \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
METLAKATLA SEAPLANE FLOAT EXPANSION	2	ALT	2,3,4	630.0						ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
METLAKATLA SEAPLANE FLOAT EXPANSION	2	EXP	2,3,4		630.0					ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
PETERSBURG AIRPORT EQUIPMENT BUILDING	1	ALT	2,4,7	540.0						
PETERSBURG AIRPORT EQUIPMENT BUILDING	1	ALT	2,4,7		540.0					ALT. NOT PREVIOUSLY SHOWN FOR FY '90.
PETERSBURG AIRPORT EQUIPMENT BUILDING	1	EXP	2,3,4			540.0				
PETERSBURG AIRPORT IMPROVEMENTS	1	EXP	2,4				2500.0			ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
S.E. AIRPORT MASTER PLANS (KAKE, KLAWOCK)	2	EXP	8	200.0						REVISED COST ESTIMATE
SITKA AIRPORT IMPROVEMENTS	3	EXP	2		200.0					MOVED FROM 88 EXP., DUE TO FAA P.E. GRANT RESTRICTIONS.
SITKA AIRPORT IMPROVEMENTS	3	EXP	2,3,4				900.0			
SITKA RUNWAY GROOVING	3	ALT	2,4	2200.0						
SITKA RUNWAY GROOVING	3	EXP	2,4		2200.0					
SKAGWAY AIRPORT IMPROVEMENTS, PHASE 1	2	EXP	2,3,4,7				900.0			DELAYED FROM '89, DUE TO PROJECT DEVEL. PROBLEMS
THORNE BAY SEAPLANE FACILITIES	2	EXP	2,3,4	500.0						ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
WHALE PASS SEAPLANE FACILITIES	2	EXP	2,3,4	388.0						ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
WRANGELL AIRPORT IMPROVEMENTS	1	ALT	2,4		2500.0					ALT. NOT PREVIOUSLY SHOWN FOR FY '90.
WRANGELL AIRPORT IMPROVEMENTS	1	EXP	2,4			2500.0				ADDED IN RESPONSE TO INCREASED AIP EXPECTATION
YAKUTAT AIRPORT GENERATOR & TAXIWAY LIGHTS	2	EXP	2,4	100.0						ADDED IN RESPONSE TO INCREASED AIP EXPECTATION

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Federal Highways Administration ProgramDRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
\*\*\* MARINE HIGHWAY SYSTEM \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
AUKE BAY SEC. TERM REHAB.	4	EXP	4	2500.0						
BARTLETT AUX. MACHINERY REFURB.	91	EXP	2,4				1450.0			PROJECT ACCELERATED DUE TO VESSEL CONDITION
BARTLETT HOTEL REFURB. PE	92	ALT	2				242.1			
BARTLETT HOTEL REFURB. PE	92	EXP	2					242.1		
COLUMBIA DECK & HOTEL REFURB	91	ALT	4				8007.9			
COLUMBIA DECK & HOTEL REFURB	91	EXP	4					8007.9		
COLUMBIA REFURB	91	ALT	2	500.0						#OR 87-11 ZERO OUT MFE 9/87: PROJECT ACCELERATED DUE
COLUMBIA REFURB	91	EXP	2		500.0					#OR 87-11 ZERO OUT MFE 9/87: PROJECT ACCELERATED DUE
COLUMBIA REPOWER	91	EXP	2				400.0			PROJECT ACCELERATED DUE TO VESSEL CONDITION
COLUMBIA REPOWER	91	EXP	4					6500.0		
HAINES STRUCTURES PE	2	ALT	2			91.4				
HAINES STRUCTURES PE	2	EXP	2				91.4			
HAINES UPLANDS IMPROVEMENTS	2	EXP	4	525.3						
HIGH SPEED FERRY (HSF) VESSEL #1	91	EXP	4		3828.6					PROJECT DELAYED PENDING ADOPTION OF AMHS MASTER PLAN
HIGH SPEED FERRY (HSF) VESSEL #2	91	ALT	4		3300.0					PROJECT DELAYED PENDING ADOPTION OF AMHS MASTER PLAN
HIGH SPEED FERRY (HSF) VESSEL #2	91	EXP	4			3300.0				PROJECT DELAYED PENDING ADOPTION OF AMHS MASTER PLAN
HIGH SPEED FERRY SHORE FAC. MOOS PH. A	91	ALT	4		1900.0					PROJECT DELAYED PENDING ADOPTION OF AMHS MASTER PLAN
HIGH SPEED FERRY SHORE FAC. MOOS PH. A	91	EXP	4			1900.0				PROJECT DELAYED PENDING ADOPTION OF AMHS MASTER PLAN
HIGH SPEED FERRY VESSEL #3	91	ALT	2,4				5481.0			PROJECT DELAYED PENDING ADOPTION OF AMHS MASTER PLAN
HIGH SPEED FERRY VESSEL #3	91	ALT	2,4					5481.1		

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* MARINE HIGHWAY SYSTEM \*\*\*

PROJECT	EXP			89	90	91	92	93	94	COMMENTS
	ED	ALT	PHASE							
HOMER FERRY TERMINAL	6	ALT	2			200.0				
HOMER FERRY TERMINAL	6	ALT	2				200.0			
HOMER FERRY TERMINAL	6	EXP	2					200.0		
HOMER FERRY TERMINAL	6	EXP	4						1060.0	
HOONAH STRUCTURAL & UPLANDS IMPR.	2	EXP	2,4				475.0			PRIORITY CHANGE DUE TO FACILITY CONDITION
KETCHIKAN FERRY TERM RENOV.	1	EXP	4	434.0						
KODIAK FERRY TERMINAL	27	EXP	4			2600.0				
LECONTE DECK & HOTEL REFURB.	91	EXP	2			242.1				
LECONTE DECK & HOTEL REFURB.	91	EXP	4				3032.0			
LECONTE REPOWER & MACHINERY REFURB	91	EXP	2	250.0						
LECONTE REPOWER & MACHINERY REFURB	91	EXP	4			2442.0				PROJECT ACCELERATED DUE TO VESSEL CONDITION
MALASPINA AUXILIARY MACHINERY	91	ALT	4	1250.0						
MALASPINA AUXILIARY MACHINERY	91	EXP	4		1250.0					
MALASPINA HOTEL REFURBISHMENT	91	ALT	4	3125.0						
MALASPINA HOTEL REFURBISHMENT	91	EXP	4		3125.0					PROJECT ACCELERATED DUE TO VESSEL CONDITION
SEWARD FERRY TERMINAL	6	ALT	4			2968.9				
SITKA UPLANDS IMPROVEMENTS	3	EXP	2					150.0		PROJECT ADDED DUE TO FACILITY CONDITION
SITKA UPLANDS IMPROVEMENTS	3	EXP	4						1096.2	
SOUTHERN TERMINUS PE	99	EXP	2	228.4						PRIORITY CHANGE DUE TO LEGISLATIVE INTEREST
TAKU REPOWER	91	EXP	4			275.0				
TAKU REPOWER	91	ALT	4						4567.5	
TUSTUMENA REFURBISHMENT PH B	92	EXP	4	4200.0						

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.

\*\*\* MARINE HIGHWAY SYSTEM \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
VALDEZ TERMINAL REPLACEMENT PE	6	ALT	2			182.7				
VALDEZ TERMINAL REPLACEMENT PE	6	EXP	2				182.7			

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Federal Airport Improvement Program

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
\*\*\* ANCHORAGE INTERNATIONAL AIRPORT \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
AIA FLOAT PLANE EXPAN. & WETLANDS MITIGATION	9	EXP	2,4		937.0					NEEDED TO MITIGATE WETLANDS FOR G/A EXPANSION
AIA FLOAT PLANE EXPANSION PHASE I	9	EXP	2		1538.0					DELAYED FROM FY89 DUE TO MITIGATION, TENANT & ROAD RELO
AIA FLOAT PLANE EXPANSION PHASE II	9	EXP	2,4					3094.0		PHASE II OF LAKE HOOD FLOAT PLANE EXPANSION
AIA GA APRON TAXIWAY EXPANSION PHASE I	9	EXP	2		4537.0					NEED TO HANDLE ALL FIXED-WHEEL TIE-DOWNS
AIA GA APRON TAXIWAY EXPANSION PHASE II	9	EXP	2,4				1406.0			ADDED TO ALLOW ONE LOCATION FOR ALL FIXED-WHEEL TIE-DOW
AIA GA APRON TAXIWAY EXPANSION PHASE III	9	EXP	2,4					1031.0		NEW PROJECT
AIA GA ENVIRONMENTAL ASSESSMENT/DESIGN	9	EXP	2	469.0						NEEDED FOR WETLAND PERMITS FOR G/A EXPAN.
AIA NOISE ABATEMENT BERM	9	EXP	2,4					1654.0		NEW PROJECT
AIA NOISE ABATEMENT PROGRAM	9	EXP	2,4					2800.0		USAGE OF ADDITIONAL AIP PARTICIPATION
AIA NORTH APRON EXPANSION	9	EXP	2,4		4688.0					NEEDED INCREASED EFFICIENCY FOR INTN'L FLIGHTS
AIA OVERLAY & GROOVE RUNWAY 14/32	9	EXP	2,4		2343.8					
AIA RECONSTRUCT TAXIWAY "G"	9	EXP	2,4	2074.7						REVISED ENGINEER ESTIMATE
AIA RECONSTRUCTION OF RAMP AREAS FY92	9	EXP	2,4				2800.0			NOW PARTIAL AIP PARTICIPATION
AIA RELOCATE GRAVEL RUNWAY 13/31	9	EXP	2,4		1406.0					OUTCOME FROM NOISE COMPATIBILITY STUDY (PART 150)
AIA RELOCATE LAKESHORE DRIVE	9	EXP	2,4		703.0					NEEDED BECAUSE OF LAKE HOOD, FLOAT PLANE EXPANSION
AIA REMOTE FUELING APRON EXPANSION	9	EXP	2,4	4219.0						NEEDED TO FACILITATE INCREASED INTN'L FLIGHTS

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
 \*\*\* ANCHORAGE INTERNATIONAL AIRPORT \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
AIA SOUTH AIRPARK DEVELOPMENT	9	EXP	2,4						1875.0	NEW PROJECT
AIA TAXIWAY "D" RECONSTRUCTION	9	EXP	2,4		4688.0					ADDED TO HANDLE WIDE BOOY B-747 TYPE AIRCRAFT
AIA TAXIWAY "H" RECONSTRUCTION	9	EXP	2		1678.0					NEEDED UPGRADE PER MASTER PLAN UPDATE
AIA TAXIWAY "K" RESURFACE	9	EXP	2,4	2812.5						
AIA TAXIWAY "R" RESURFACE	9	EXP	2,4						2813.0	NEW PROJECT
AIA UPDATE EXISTING MASTERPLAN & NOISE STUDY	9	EXP	2,4		468.8					

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
International Airport Revenue Funds

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
\*\*\* ANCHORAGE INTERNATIONAL AIRPORT \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
AIA AIRCRAFT STORAGE AREA	9	EXP	2,4		1300.0					
AIA AIRPORT DRAINAGE PLAN	9	EXP	2		500.0					ADDED AS PART OF INTERNAL ROAD PROJECT
AIA AIRPORT FENCING REHABILITATION	9	EXP	2,4						3000.0	NEW PROJECT
AIA ANNUAL IMPROVEMENTS	9	EXP	2,4	650.0						
AIA ANNUAL IMPROVEMENTS	9	EXP	2,4		700.0					
AIA ANNUAL IMPROVEMENTS	9	EXP	2,4			750.0				
AIA ANNUAL IMPROVEMENTS	9	EXP	2,4				750.0			
AIA ANNUAL IMPROVEMENTS	9	EXP	2,4					800.0		
AIA ANNUAL IMPROVEMENTS	9	EXP	2,4						650.0	NEW PROJECT
AIA FLOAT PLANE EXPAN. & WETLANDS MITIGATION	9	EXP	2,4		63.0					NEEDED TO MITIGATE WETLANDS FOR G/A EXPANSION
AIA FLOAT PLANE EXPANSION PHASE I	9	EXP	2			102.0				DELAYED FROM FY89 DUE TO MITIGATION, TENANT & ROAD RELO
AIA FLOAT PLANE EXPANSION PHASE II	9	EXP	2,4					206.0		PHASE II OF LAKE HOOD FLOAT PLANE EXPANSION
AIA GA APRON TAXIWAY EXPANSION PHASE I	9	EXP	2			343.0				NEED TO HANDLE ALL FIXED-WHEEL TIE-DOWNS
AIA GA APRON TAXIWAY EXPANSION PHASE II	9	EXP	2,4				44.0			ADDED TO ALLOW ONE LOCATION FOR ALL FIXED-WHEEL TIE-DOW
AIA GA APRON TAXIWAY EXPANSION PHASE III	9	EXP	2,4						69.0	NEW PROJECT
AIA GA ENVIRONMENTAL ASSESSMENT/DESIGN	9	EXP	2	31.0						NEEDED FOR WETLAND PERMITS FOR G/A EXPAN.
AIA GA EXPANSION/TENANT RELOCATION	9	EXP	2,4		3000.0					NEEDED DUE TO LAKE HOOD, FLOAT PLANE EXPANSION
AIA GA ROADWAY/COMMERCIAL RELOCATION	9	EXP	2,4				1320.0			LAKE HOOD FLT. PLANE EXPAN. REQUIRED PROCESS
AIA GARAGE REHABILITATION & IMPROVEMENT	9	EXP	2,4						1000.0	NEW PROJECT

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.

PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational

Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
 \*\*\* ANCHORAGE INTERNATIONAL AIRPORT \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
AIA GENERAL AVIATION PAVING	9	EXP	2,4	1000.0						
AIA INTERNAL ROAD IMPROVEMENTS	9	EXP	2,4	1000.0						
AIA MAINTENANCE COMPLEX REHAB & EXPANSION	9	EXP	2,4						2500.0	NEW PROJECT
AIA MAINTENANCE EQUIPMENT	9	EXP	2,4	540.0						
AIA MAINTENANCE EQUIPMENT	9	EXP	2,4		1000.0					
AIA MAINTENANCE EQUIPMENT	9	EXP	2,4			1200.0				
AIA MAINTENANCE EQUIPMENT	9	EXP	2,4				1200.0			
AIA MAINTENANCE EQUIPMENT	9	EXP	2,4					1500.0		
AIA MAINTENANCE EQUIPMENT	9	EXP	2,4						1600.0	NEW PROJECT
AIA MONITORING SYSTEM	9	EXP	2,4	400.0						NEEDED FOR ADDITIONAL SNOW & ICE CONTROL
AIA NOISE ABATEMENT BERM	9	EXP	2,4						110.0	NEW PROJECT
AIA NOISE ABATEMENT PROGRAM	9	EXP	2,4			7500.0				
AIA NOISE ABATEMENT PROGRAM	9	EXP	2,4					2200.0		USAGE OF ADDITIONAL AIP PARTICIPATION
AIA NOISE MONITORING EQUIPMENT FY90	9	EXP	2,4		100.0					
AIA NORTH AIRPARK DEVELOPMENT PH II	9	EXP	2,4		3200.0					NOW PARTIAL AIP FUND PARTICIPATION
AIA NORTH AIRPARK DEVELOPMENT PH III	9	EXP	2,4				1700.0			NOW PARTIAL AIP PARTICIPATION
AIA NORTH APRON EXPANSION	9	EXP	2,4		312.0					NEEDED INCREASED EFFICIENCY FOR INTN'L FLIGHTS
AIA NORTH TERMINAL EXPANSION STUDY	9	EXP	2			100.0				
AIA OVERLAY & GROOVE RUNWAY 14/32	9	EXP	2,4			156.3				
AIA OVERLAY RUNWAY 6L/24R	9	EXP	2,4					2500.0		ADDED AIP PARTICIPATION & INCREASED GROOVING

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-U-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
 \*\*\* ANCHORAGE INTERNATIONAL AIRPORT \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
AIA PAVE TUG ROAD PHASE II	9	EXP	2,4		300.0					
AIA POSTMARK DRIVE REALIGNMENT	9	EXP	2,4					1640.0		ADDED PER MASTER PLAN UPDATE
AIA RECONSTRUCT TAXIWAY "G"	9	EXP	2,4	138.3						REVISED ENGINEER ESTIMATE
AIA RECONSTRUCTION OF INTERNAL ROADWAYS	9	EXP	2,4		3537.0					AIRPORT DRAINAGE PLAN SPLIT FROM PROJECT
AIA RECONSTRUCTION OF INTERNAL ROADWAYS	9	EXP	2,4			13100.0				
AIA RECONSTRUCTION OF RAMP AREAS	9	EXP	2,4	1000.0						
AIA RECONSTRUCTION OF RAMP AREAS	9	EXP	2,4		1000.0					
AIA RECONSTRUCTION OF RAMP AREAS	9	EXP	2,4			1000.0				
AIA RECONSTRUCTION OF RAMP AREAS	9	EXP	2,4				3000.0			NOW PARTIAL AIP PARTICIPATION
AIA RECONSTRUCTION OF TAXIWAYS	9	EXP	2,4			2000.0				
AIA RECONSTRUCTION OF TAXIWAYS	9	EXP	2,4				1000.0			NOW PARTIAL AIP PARTICIPATION
AIA RELOCATE GRAVEL RUNWAY 13/31	9	EXP	2,4		94.0					OUTCOME FROM NOISE COMPATIBILITY STUDY (PART 150)
AIA RELOCATE LAKESHORE DRIVE	9	EXP	2,4		47.0					NEEDED BECAUSE OF LAKE HOOD, FLOAT PLANE EXPANSION
AIA REMOTE FUELING APRON EXPANSION	9	EXP	2,4	281.0						NEEDED TO FACILITATE INCREASED INTN'L FLIGHTS
AIA SOUTH AIRPARK DEVELOPMENT	9	EXP	2,4					125.0		NEW PROJECT
AIA SURVEY/UPDATE LAND OCCUPANCY MAP	9	EXP	2	300.0						NEEDED FOR UP-TO-DATE LAND STATUS MAPS
AIA TAXIWAY "D" RECONSTRUCTION	9	EXP	2,4		312.0					ADDED TO HANDLE WIDE BODY B-747 TYPE AIRCRAFT
AIA TAXIWAY "H" RECONSTRUCTION	9	EXP	2			112.0				NEEDED UPGRADE PER MASTER PLAN UPDATE
AIA TAXIWAY "K" RESURFACE	9	EXP	2,4	187.5						
AIA TAXIWAY "R" RESURFACE	9	EXP	2,4					187.0		NEW PROJECT

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C I.P.  
 \*\*\* ANCHORAGE INTERNATIONAL AIRPORT \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
AIA TERMINAL REHAB & REMODELING (BOTH TERMINAL BL	9	EXP	2,4				5000.0			
AIA UPDATE EXISTING MASTERPLAN & NOISE STUDY	9	EXP	2,4			31.3				

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Federal Airport Improvement ProgramDRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
\*\*\* FAIRBANKS INTERNATIONAL AIRPORT \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
FIA NW Apron & Taxiway	20	ALT	2,3,4,7	1300.0						Moved from FY89 EXP
FIA NW Apron & Taxiway	20	EXP	2,3,4,7		1300.0					Moved from FY89
FIA NW Apron & Taxiway Ph 2	20	EXP	4,7				600.0			Moved from FY90

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
International Airport Revenue Funds

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
\*\*\* FAIRBANKS INTERNATIONAL AIRPORT \*\*\*

PROJECT	EXP		89	90	91	92	93	94	COMMENTS
	ED	ALT							
FIA Annual Improvements	20 EXP	2,4,7	300.0						Revised cost estimate
FIA Annual Improvements	20 EXP	2,4,7		300.0					Revised cost estimate
FIA Annual Improvements	20 EXP	2,4,7			300.0				Revised cost estimate
FIA Annual Improvements	20 EXP	2,4,7				300.0			Revised cost estimate
FIA Annual Improvements	20 EXP	2,4,7					300.0		Revised cost estimate
FIA Annual Improvements	20 EXP	2,4,7						300.0	No change
FIA Automobile Parking Lot Expansion	20 EXP	2,3,4,7				800.0			No change
FIA CFR Bldg Upgrade	20 EXP	2,4,7	2000.0						No change
FIA Equip Replac.	20 EXP	2,4			1000.0				Revised cost estimate, revise title
FIA Float Pond Expansion	20 EXP	2,3,4,7		600.0					No change
FIA Fuel Hydrant Repairs	20 EXP	2,4,7					400.0		Moved from FY90
FIA Gen Aviation Apron & Txyw Expan, Ph 2	20 EXP	2,3,4,7				1000.0			Moved from FY93
FIA Maint Facil. Expan.-Equip Shop,Vehicle Storag	20 EXP	2,3,4,7					700.0		No change, revised title
FIA Maint Facil. Expan.-Equip Shop,Vehicle Storag	20 EXP	2,4,7						1500.0	Moved from FY92
FIA Noise Abatement Program	20 EXP	3,4,8			800.0				No change
FIA NW Apron & Taxiway Extension, Ph 1	20 EXP	2,3,4,7		100.0					Moved from FY89
FIA NW Apron & Taxiway Extension, Ph 2	20 EXP	2,4				1000.0			Moved from FY90
FIA Runway Brooms Purchase	20 EXP	2,4	600.0						Moved from 91; project title change
FIA Terminal Area Landscaping	20 EXP	2,3,4,7						500.0	Moved from FY89

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
Project costs expressed in thousands of dollars

DRAFT OBLIGATION PLAN & SIX-YEAR C.I.P.  
 \*\*\* FAIRBANKS INTERNATIONAL AIRPORT \*\*\*

PROJECT	EXP		PHASE	89	90	91	92	93	94	COMMENTS
	ED	ALT								
FIA Terminal Bldg. Repairs	20	EXP	2,3,4,7		400.0					Added to program, high M&O priority
FIA Terminal Remodel	20	EXP	2,3,4					500.0		No change, revised title
FIA West Apron Sealcoat	20	EXP	2,4,7	300.0						Addition to program
FIA West Industrial Rd Drainage Imprv & Paving	20	EXP	2,3,4,7					1200.0		No change

KEY: EXP = Project expected to be funded during indicated fiscal year; ALT = Project will be funded during indicated fiscal year if funding available.  
 PHASE: 1=Unallocated; 2 = Engineering; 3 = R-O-W; 4 = Construction; 7 = Utilities; 8 = Combined Phases/Operational  
 Project costs expressed in thousands of dollars

THE ALASKA MARINE HIGHWAY - SOUTHEAST SYSTEM

A HOLISTIC CONCEPT  
BY

REPRESENTATIVE BILL HUDSON

December 10, 1987

Executive Summary

INTRODUCTION: The Alaska Marine Highway System (AMHS) is fast approaching 25 years of service in Southeast Alaska and by all accounts has served well. The system consists of seven vessels serving 18 S.E. communities via an inter and intrastate Marine highway over 1000 nautical miles long, connecting this landlocked Alaskan region to Land highways at Prince Rupert and Seattle to the South and Haines and Skagway to the North.

PURPOSE OF THIS PAPER: I have prepared this paper to stimulate discussion and debate on issues surrounding the future of this our essential Marine Highway system.

It is my belief that we must find consensus for and immediately begin the implementation of a Marine Highway plan that will carry this system into the next 20 years of service!

GENERAL CONCEPT: I am proposing a holistic concept that addresses such issues as: Bellingham vs Seattle, Roads vs. Hi-Speed Ferries, System Marketing, Thru-Haul vs. Segmentation Scheduling, and the Need for Compatibility with Regional Economic Development Plans.

TIMELINESS: Given the fact that Marine Union contracts expire March 30, 1988, any operational changes contemplated in the next three years should be established soon.

Vessel age and years of hard use dictate a need for major rehabilitation and/or costly replacement within the next 5 - 10 years.

Southcast Alaska's regional economic development growth will depend on a future system that compliments and supports local independent visitor tourism, emerging seafood production in Southeast Alaska and other businesses relying on marine transportation.

Finally, like any \$60 million a year transportation system, we must assure it remains alive and progressive - growing to meet the needs of our state and this region.

CONSIDER OUR PRESENT SYSTEM: Alaska operates this seven vessel fleet at about 67% capacity with far more offline-layup than most private or public shipping companies would.

The system was tailor made to meet peak summer demands and evolved to accommodate many smaller communities over the years.

Ships largely call through Southeast communities and I believe, unknowingly, discourage stopover travel. In fact, I suspect a careful review of traffic figures would show that most of the 45,000 passengers who annually embark at Prince Rupert and Seattle do not spend much time in Southeast communities, to the economic loss of these communities.

Some value added benefits to the system are being realized in every community, especially the larger towns like Juneau, Ketchikan and Sitka, but, every community is losing value because of short docking times, time of arrival and/or the location of our terminals.

Vessel fares are marginally at the point of diminished returns and do not encourage widespread local use.

The system marketing, advertising and promotion is almost non-existent and may be a prime reason why shoulder traffic has not increased appreciably.

RECOMMENDED CHANGES: I believe it is time to implement some of the changes proposed in the 1986 Southeastern Transportation Plan and the Southeast Conference Community Perspective Report. It is time to actively seek demonstration project funds to acquire two properly configured surface effect or conventional high speed vessels to employ in the Lynn Canal corridor between Juneau, Haines and Skagway, and between Ketchikan and Prince Rupert. I intend to approach our Congressional delegation for a realistic determination of this support.

It is time to consider moving our southern terminus from Seattle to Bellingham and to implement a sound marketing and sales program to increase year around passenger, vehicle and freight sales and service.

Traffic should analyze the probable effects of operating a turnaround schedule between Bellingham and Ketchikan interconnecting with an intrastate route between Ketchikan and Juneau with as-needed trips to Sitka. Under this model all mainline traffic would end in downtown Juneau and travellers would proceed north by road and hi-speed ferries.

With this move I recommend we consider the benefits of relocating the Juneau Auke Bay operations to a site in Echo Cove, and to operate directly into downtown Haines or to a terminal site closer to Juneau on the Chilkat Peninsula. Our long-term priority must remain for a road. Realistically we will likely have to wait for significant mining development or exceptional federal funding to justify constructing a \$400 million dollar road between Juneau, Skagway and Haines .

I propose that the time saved by stopping mainline traffic in Juneau and relocating to Bellingham be allocated to longer dock time at smaller communities such as Petersburg and Wrangell for sightseeing, local shopping and other such economic benefits as well as to structure more frequent trips.

As a former Director of the AMHS, I understand the many complexities of this unique system and the time honored constraints. I am confident

that vessel employees, shipping and travel agency partners would be willing to consider some changes for the improvement of the system.

I realize the problems associated with changing a system that has operated essentially the same for 25 years; yet I urge change because the present system is becoming increasingly regressive, more costly and is out of sync with the original legislative intent and the economic development needs of the very communities it was created to serve.

I urge creative marketing, such as booking on-board, off-season conventions, university and school field trips, coordinated trip sales with B.C. ferries and perhaps it is time to offer space available travel as a negotiable labor contract provision in lieu of wages. I would consider offering a once a year space available round trip to Alaska residents (at least SE residents) at a minimal charge to garner the passenger service revenue at a time when passenger loads are down. A little revenue is better than no revenue - providing costs are offset to show some profit.

I recommend all changes be coordinated with the Southeast Conference members and Legislators as well as traditional users of the system. Alaskans should be able to use their only highway at less cost.

POTENTIAL BENEFITS OF CHANGE: I believe the changes I have proposed will increase revenue to the system, appreciably increase economic benefits to Southeast communities, increase employment for Southeast crew members, provide affordable, more frequent and dependable transportation

for all Southeast residents and essentially connect the 70,000 Southeast residents with the Yukon, British Columbia, and the rest of our State. Clearly these changes will increase the value added potentials in every community we serve.

I foresee greatly increased tourism activity, less costly travel between cities in Southeast Alaska and expanded travel between Southeast and our neighbors in the Yukon as well as two way travel between Southeast and the rest of our state. Southeast benefits because our highway now supports our economic development plans and the rest of Alaska benefits because Southeast, especially our Capital city, is easier to access and the 70,000 people of SE Alaska can now travel to Anchorage easier and more frequently. Haines and Skagway benefit because they would have direct and frequent, affordable access to other SE markets and legislative activities.

Orienting the ferry system more to a hub in Ketchikan and one in Juneau may encourage many of those Seattle resident employers to relocate back to Alaska.

FINALLY: This paper is meant to be constructive. It should not be construed as a detailed plan, but rather a conceptual plan to build upon. We still need much debate and a whole lot of in-depth study on this vital system.

Whatever we do, we must begin to implement some of the changes to make the system more beneficial to the inevitable growth of our region.

I welcome your comments and input. I seek your support.

Respectfully submitted,

Bill Hudson

# THE FLEET

---



The *M/V Aurora*—the newest addition to the fleet—was built by Peterson Shipbuilders in Sturgeon Bay, Wisconsin, and began service in 1977. The *Aurora* is 235 feet long, and can transport 250 passengers and 47 standard vehicles at a service speed of 14 knots. Since the *Aurora* is used for short runs, staterooms are not available, although food service, a cocktail lounge, and a solarium are provided.

The *M/V Bartlett* was launched in 1968 at Jeffersonville, Indiana, and went into service from her home port of Cordova the following year. She is 193 feet long, with capacity for 38 standard vehicles, and a passenger capacity of 170. Service speed is 14 knots. Because the *Bartlett* is only used for short voyages, staterooms are not available. However, food service and a solarium are provided.

The *M/V Chilkat*, the original ship of the Alaska Marine Highway fleet, was taken over by the State of Alaska following admission to the Union in 1959. Today she serves the Southern Panhandle area between Ketchikan, Metlakatla, and Hollis. The *Chilkat* measures slightly under 100 feet in length, and cruises at 10 knots. There is room aboard for 15 vehicles and 75 passengers.



The *M/V Columbia*, Alaska's largest ferry, is the flagship of the Marine Highway fleet. Launched by Lockheed Shipbuilding in Seattle in 1973, the *Columbia* is 418 feet long, with capacity for 1,000 passengers and 180 standard vehicles. She has a service speed of 19 knots. There are 20 2-berth cabins and 71 4-berth cabins, including 5 deluxe units with sitting rooms. Food service, a cocktail lounge, and a solarium are also available.

The *M/V LeConte*, launched in late 1973 by Peterson Shipbuilders in Sturgeon Bay, Wisconsin, joined the Alaska Marine Highway fleet in 1974, as the vessel serving the Northern Panhandle area. The *LeConte* is 235 feet long, with capacity for 250 passengers and 47 standard vehicles, and has a service speed of 14 knots. Since the *LeConte* is used for short runs, staterooms are not available, although food service, a cocktail lounge, and a solarium are provided.



M/V LE CONTE



M/V TAKU



M/V MALASPINA



M/V TUSTUMENA



M/V MATANUSKA

The M/V Malaspina carries 750 passengers, and provides 56 4-berth and 30 2-berth cabins. She was built in Seattle, Washington in 1963, at the Lockheed Shipbuilding yards; then lengthened and renovated in 1972 at the Willamette Iron and Steel Company shipyard in Portland, Oregon. The Malaspina is now 408 feet long, with capacity for 120 standard vehicles, and has a service speed of 16.5 knots. Food service, a cocktail lounge, and a solarium are available.

The M/V Matanuska was built by Puget Sound Bridge & Dry Dock Company of Seattle, and began service in 1963. In 1978, she was lengthened and renovated; making her 408 feet in length, with capacity for 120 standard vehicles and 750 passengers. She has a service speed of 16.5 knots. There are 84 2-berth, 24 3-berth, and 4 4-berth cabins. Food service, a cocktail lounge, and a solarium are available.

The M/V Taku was built by Puget Sound Bridge & Dry Dock Company of Seattle, and began service in 1963. She is 352 feet long, with capacity for 105 standard vehicles, and a passenger capacity of 500. Her service speed is 16 knots. Renovated in 1981, the Taku has 35 2-berth and 9 4-berth cabins. Food service, a cocktail lounge, and a solarium are available.

The M/V Tustumena was built at Sturgeon Bay, Wisconsin, in 1964, sailed Alaskan waters for five years, then was renovated in San Francisco in the winter of 1969. She is 296 feet long, and has a service speed of 14 knots. The Tustumena has space for 50 standard vehicles, and a passenger capacity of 220—with 25 2-berth and 2 4-berth cabins. Food service, a cocktail lounge, and a solarium are available. The Tustumena provides service to Seldovia, Homer, Port Lions, and Kodiak from her home port of Seward. She also sails from Seward to Valdez and Cordova, on Prince William Sound.

BELLINGHAM AS SOUTHERN TERMINUS  
OF  
THE ALASKA MARINE HIGHWAY

The city of Bellingham, the Port of Bellingham and the Whatcom County Chamber of Commerce are very enthusiastic in their attempt to establish Bellingham as the southern terminus of the Alaska Marine Highway (AMH). To this end, the Port of Bellingham has allotted \$2 million of its calendar year 1988 budget for terminal infrastructure construction. City staff has produced two videos supporting the move which have already been shown publicly in both Alaska and Washington, and civic and community leaders continue to be in contact with Alaskan transportation, business and government leaders.

When the current lease, held by the Port of Seattle, expires in September of 1989, Bellingham intends to submit a bid for the contract. During interim, Rep. Bette Cato and staff visited Bellingham and spoke with interested parties from the city, port and community of Bellingham regarding the feasibility of such a move. As a result of that trip, the following report was prepared.

1. Location of Terminal

Bellingham is proposing that one of two sites near its downtown area be chosen as the future site of the southern terminus of the Alaska Marine Highway. Both sites are located in Whatcom International Shipping Terminal which is adjacent to the present Port of Bellingham administration building. Some of the appropriate infrastructure already exists. Other infrastructure such as a terminal facility built to state of Alaska specifications, would have to be added. There is ample space available at either of these locations for parking, storage, loading and off-loading, and maneuvering of freight and vehicles. The Port of Bellingham is a deep water port that would require no dredging. Port security includes the city of Bellingham police, and Port of Bellingham and Georgia Pacific pulp mill securities.

The Seattle terminus is located near the heart of downtown Seattle which can be a very congested area. The space available for parking, storage, loading and off-loading, and maneuvering of freight and vehicles is quite limited.

## 2. Terminal Access

Northwest travelers currently access the Alaska ferry terminal in Seattle either by taxi from Sea-Tac International Airport, or they drive their own vehicles to the terminal because they plan to take them north. Cab fare for the trip from the airport to the Seattle ferry ranges between \$15.00 and \$24.00, and traveling time is 30 - 60 minutes. Travelers planning to bring their own vehicles onto the ferry face limited parking opportunities and a lack of nearby RV (recreational vehicle) facilities.

If the terminus were to be located in Bellingham, travelers flying into Sea-Tac airport would be able to catch any one of 30 twenty-minute flights per day to Bellingham International Airport at a cost of \$19 or \$44. They would then take a 15 minute cab or bus ride from the Bellingham airport to the Bellingham ferry terminus. Or, travelers flying into Sea-Tac airport could take a commercial bus from the airport to the downtown Seattle bus terminal and then transfer to a another bus headed for Bellingham. Greyhound has three connections to Bellingham daily. One way fare is \$12.45.

Travelers planning to take their vehicles with them onto the ferry would drive to Bellingham. Bellingham is located 86 miles north of Seattle and 54 miles south of Vancouver, B.C. It is accessed by Interstate 5, and the proposed terminal is a five minute turn off of the interstate. Because Bellingham has had more of an opportunity to plan for its development, access to the city is much less congested than in the Seattle area. City traffic is minimal, and parking opportunities near the proposed site are abundant. Nearby RV facilities already exist, and on site RV facilities have been included in the development plan.

For travelers concluding their trip at the southern terminus, the procedure would be reversed.

## 3. Cost Comparison.

Bellingham is located 80 nautical miles north of Seattle. This translates into a savings of roughly 4-6 hours of traveling time in one direction. As Puget Sound becomes more congested, the time savings may become even greater. Less distance traveled means less fuel consumed, and at an average of 21 gallons of fuel burned per nautical mile, over 3,000 gallons of fuel per trip could be saved if the terminal was located in Bellingham. Less distance traveled would also mean less wear and tear on equipment.

Salary savings would be realized only if the shorter distance to Bellingham resulted in the ship's completing its

overall trip in less time, and only if labor contracts could be negotiated to include a shorter work week. No salary savings would be realized if the overall trip took the same amount of time because the crew is paid the same regardless of whether the ship is in port or on the water. Since Juneau and Ketchikan are the only points at which crew can begin and end their work weeks, they would still be considered to be at work when the ship was docked in Bellingham.

The state of Alaska currently pays the Port of Seattle \$6.00 for every passenger up to 40,000 passengers that either gets on or off the ferry per year in Seattle. This agreement results in a maximum amount payable per year to the Port of Seattle of \$240,000. In FY'87, 34,374 passengers were billed to the state by the Port of Seattle at a cost to the state of \$206,244.

Rather than bid a fixed fee per passenger up to a maximum cap, the Port of Bellingham is planning to propose a sliding fee scale which would be tied into meeting certain goals of passenger and freight. In other words, the more passengers and freight that moved through Bellingham, the higher the fee received by Bellingham, but because there would be no cap on the number of passengers for which Bellingham would be paid, the incentive would be there for Bellingham to draw as many passengers as possible. Since there would be no cap, the incentive for Bellingham to draw additional passengers could ultimately result in additional revenue for the state of Alaska. As it currently stands, there is no incentive for the Port of Seattle to service more than 40,000 passengers.

At this point, it is not clear whether or not there would be a cost savings in freight if the terminus were to be located in Bellingham. Although freight could be transported to and from Seattle in less time on Interstate 5 than it could be transported by ferry, the time savings may be overridden by the increased transportation costs of trucking freight to a central consolidation area which is done in order to consolidate ferry freight with other freight in the area for the purpose of long distance transporting. For instance, Lynden Transport, Incorporated, a major shipper to Alaska via the Alaska Marine Highway System, currently transports its freight from the Seattle ferry terminal to Kent, a suburb of Seattle, where it is then consolidated with other LTI freight. Since the distance from Bellingham to Kent is greater than the distance from Seattle to Kent, it may at first appear there would be no cost savings associated with the move and, in fact, it may appear that the shipping costs would be higher because of the additional trucking costs. However, there are many variables inherent in this issue including but not limited to whatever offer is made to shippers by the Port of Bellingham should Bellingham be successful in its bid for the southern terminus. It is also

not clear if the AMH would lower its shipping rates in response to the fact that the trip to and from Bellingham is shorter. However, Lynden Transport, Inc., in a letter sent to the Commissioner Hickey of the Alaska Dept. of Transportation and Public Facilities, has stated that it would support any move by the ferry that would improve services and reduce costs to its customers in southeastern Alaska.

#### 4. Special Attractions

Seattle and Bellingham both have much to offer the Northwest traveler.

Bellingham is a growing community of 50,000 people located on the Inside Passage. Bellingham Bay is to the west and the beautiful Northern Cascade Mountains are to the east. Major industry in the area includes agriculture, commercial fishing, forestry, manufacturing and recreation. It is home of the famous "From Ski to Sea in 60 Minutes" race, as well as sport fishing, scuba diving, beach combing, sailing, camping and hiking. It is home of Western Washington University. Temperatures range from 30 - 74 degrees Fahrenheit with an average of 49 degrees, and rainfall averages 34 inches. A world trade center and a regional shopping center are currently in the process of being built.

In addition to its many tourist attractions, Whatcom County is host to four foreign trade zones. Because of the special tax exemptions afforded these areas, much new business has been attracted to the area. The trade zones should provide a positive position within the international market place for Whatcom County. Bellingham is an important regional and transportation hub without the congestion of Puget Sound.

Seattle is also an attractive destination for northwest travelers. Its many well-known attributes include Pike Place Market, the Seattle Aquarium, numerous fine restaurants, the theater, the Kingdome, the University of Washington and other respected universities and colleges, excellent sailing opportunities, etc.

The point is, both locations have much to offer the traveler interested in extending his or her vacation beyond the ferry ride. The difference is, the Port of Bellingham plans to market these attractions to potential passengers should it become the southern terminus of the ferry system.

#### 5. Market Development

Whatcom County already hosts more visitors from outside the state than any other county in Washington. Using the theme "The Last Great Marine Adventure" and expanding the services

available to passengers, civic leaders plan to draw even more visitors to their county by actively recruiting passengers to the Alaska Marine Highway. Plans are to target Canada as well as the United States. Ideas for expanding and improving service to AMH passengers via the Port of Bellingham include allowing passengers to book on shore reservations by computer while still on board the ferry, using computers to suggest trips and map routes for passengers to use once they hit the shore, and the convenient, on shore availability of tax exempt cards for residents of the state of Alaska.

## 6. Summary

Intent language inserted in Alaska's FY'88 operating budget stated: "It is the legislature's intent that the Department [of Transportation and Public Facilities] study the potential cost savings of using Bellingham as the southern terminus of the Alaska Marine Highway System. The study should examine fuel savings, more efficient use of vessels, labor savings, lease savings, and the relative quality of passenger facilities which might be offered in Bellingham as compared to Seattle. The study should be submitted to the legislature no later than December 1, 1987."

The Department of Transportation and Public Facilities is currently in the process of compiling its interim study. While cost saving factors have yet to be determined, locating the southern terminus of the Alaska ferry system in Bellingham will give the Alaska Marine Highway a much more visible profile. Because it would be one of the biggest fishes in a little pond, the city and Port of Bellingham and the Whatcom County Chamber of Commerce are willing to develop the terminus to the fullest marketing extent possible. Their cooperation is impressive. They are eager to work with the state of Alaska in order to further their goals. They are willing to address whatever questions and concerns may arise regarding the relocation and they are determined to make their dream a reality. They want to work with the state of Alaska in order to expand recreational opportunities, especially for the RV traveler. The community of Bellingham would like to develop a partnership with the state of Alaska that extends beyond the Alaska Marine Highway.

UPDATE ON BELLINGHAM AS AN ALTERNATIVE FOR THE SOUTHERN  
TERMINUS

The current lease between the state of Alaska, Marine Highway System and the Port of Seattle expires September 30, 1989.

Commissioner Hickey and Mr. George Davidson travelled to Bellingham this past summer to look at the Port of Bellingham, the facilities available, the existing infrastructure in place and many other areas the state of Alaska will have to carefully research before consideration can be given to relocating the southern terminus in Bellingham.

The Department of Transportation has prepared a full report on the current alternatives available (Bellingham and Seattle). In discussions with Alaska Marine Highway Management, it seems apparent no real conclusions or decisions will be reached until all parties actually sit down and begin discussions as there are still so many questions that can only be answered or agreed upon during the final stages.

If Bellingham is to be seriously considered these discussions and negotiations would have to begin in the next few months as a final decision would be necessary in June or July of this year to allow Bellingham time to construct and prepare the facilities required.



# Port of Seattle

November 16, 1987

The Honorable Mark Hickey  
Commissioner  
Department of Transportation and Public Utilities  
State of Alaska  
P. O. Box Z  
Juneau, Alaska 99811

Dear Commissioner Hickey:

The Alaska Marine Highway System (AMHS) is a long-time, valued and important tenant of the Port of Seattle. As the governing body of the Port, we want to express both our appreciation and keen interest in continuing to serve as the system's southern terminus. We also want to underscore, following your recent meeting with Port staff, our commitment to serving the needs of the AMHS.

We believe our relationship has been a mutually beneficial one that has served ferry users well over the years. Your terminal at Pier 48 is in the heart of Seattle's central waterfront -- walking distance to the best hotels, restaurants and shops available in the Pacific Northwest. The region's financial, government, retail and hospital districts are centered within a few short blocks of the terminal. Pioneer Square, the Kingdome, the Seattle Center, and the new Convention Center are nearby. And major highway, rail, bus and air connections are just minutes away. Seattle is the region's major distribution center and the origin of freight now using the AMHS.

We want to work with the State of Alaska to make Pier 48 the central focus of the AMHS, including an "Alaska Gateway Center" that would draw public attention to the historic relationship between the residents of Seattle and Alaska. It could serve as a key distribution point for travel information to the thousands of people from all over the world who visit Seattle's central waterfront each year. We want to make Pier 48 a major attraction in itself.

Seattle's central waterfront is undergoing a renaissance -- and Pier 48 is right in the midst of it. The AMHS and the Port have a tremendous opportunity to participate. Planned redevelopment projects, both public and private, along the waterfront now total more than \$200 million. The central waterfront will be transformed into a major regional attraction. The projects include removal of the railroad tracks along Alaskan Way, traffic and pedestrian improvements, doubling the size of the Seattle Aquarium, rebuilding the Washington State Ferry Terminal, and a transformation of the properties near our headquarters at Pier 66. We have budgeted \$200,000 in 1988 to begin work at Pier 48. Our planning will, of course, look at additional uses that are compatible and supportive of the system.

PO Box 1209  
Seattle, WA 98111 U.S.A.  
(206) 728-3000  
Telex 703433

The Honorable Mark Hickey, Commissioner

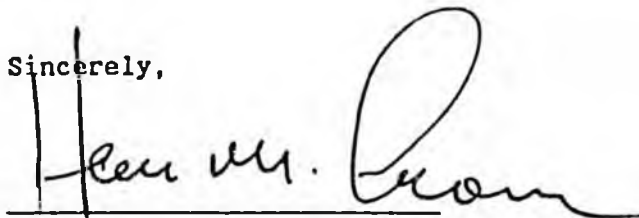
November 16, 1987

Page 2

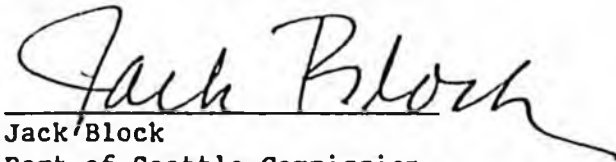
There is a great deal of untapped interest in travel to Alaska. The successful promotion involving the Port, Alaska Airlines and the AMHS last winter demonstrated the potential that exists here. This winter, with the support of the AMHS, the promotion is being expanded. Beginning in January, we will join in hosting a luncheon seminar on board an Alaska ferry at Pier 48 for 70 travel agents each Friday for 12 weeks. In addition, another 24 travel agents will participate in a familiarization trip via the ferry to Juneau, again each week for 12 weeks. While cruising, the travel agents will get a two-day seminar on the history, people and opportunities in Alaska. Working with Alaska Airlines, the travel agents will be flown to Seattle from throughout the airline's system to participate in the program. We think the promotion offers an unparalleled opportunity to sell travel to Alaska, as well as travel on the AMHS.

In summary, we want you to know of our appreciation for past and current programs, and of our interest in expanding on these successes in the future.

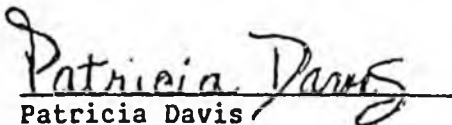
Sincerely,



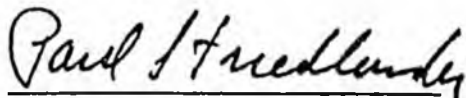
Henry M. Aronson, President  
Port of Seattle Commission



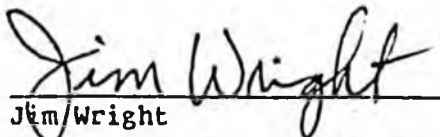
Jack Block  
Port of Seattle Commission



Patricia Davis  
Port of Seattle Commission



Paul S. Friedlander  
Port of Seattle Commission



Jim Wright  
Port of Seattle Commission

## Update of Federal Highway Funds for FY 89

Federal fiscal year: October 1 thru September 30 each year

Each year the state is given a dollar amount by the federal government. This amount is called apportionment. Recently, this amount has been around \$150 million.

Just before the federal fiscal year begins, the federal government provides the state of Alaska with the authority to spend a given amount. This is called the obligation amount and has been around \$129 million.

The dollar difference between the obligation amount and the apportionment amount is carried over by the state.

Periodically throughout the year, the federal D.O.T. contacts each state to assess its ability to spend the obligated amount. If any state finds it is unable to spend the amount it has been obligated, these funds go back to the federal D.O.T. and are available to other states to spend up to their apportionment amount. Alaska has traditionally been able to pick up considerable extra dollars in unspent funds.

In December, 1987 the federal government revised the authorized for Alaska to spend amount. The current amount of federal monies obligated to the State of Alaska for FY 89 is \$128.8.

### Comparison

FY 87	Obligated amount \$145.8 million
	Leftover funds made available to Alaska \$6.6

Total FY 87 funds funds highway funds to Alaska: \$152.4 million

### Concern

Because the amount of of obligated funds made available to each state has been reduced significantly, the likelihood of other states being unable to spend their obligated amount is reduced.

At the present time the federal highway dollars available to the state of Alaska have been reduced almost \$17 million which is 10%. This reduction, coupled with the concerns over reduced "unspent" funds being available to the state will have a significant impact on the state of Alaskas federal highway program.