

OVERVIEW:

DEPT. OF
TRANSPORTA-
TION

STATE OF ALASKA

**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
OFFICE OF THE COMMISSIONER**

TONY KNOWLES, GOVERNOR
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February 21, 1997

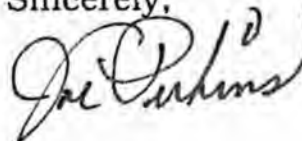
The Honorable Jerry Ward, Chair
Senate Transportation Committee
Alaska State Legislature
State Capitol, Room 423
Juneau, Alaska 99802-1182

Dear Senator Ward:

This letter transmits our responses to questions raised in the February 11 hearing before the Senate Transportation Committee that required additional research.

Please contact me if you have further questions.

Sincerely,



Joseph L. Perkins, P.E.
Commissioner

Enclosures

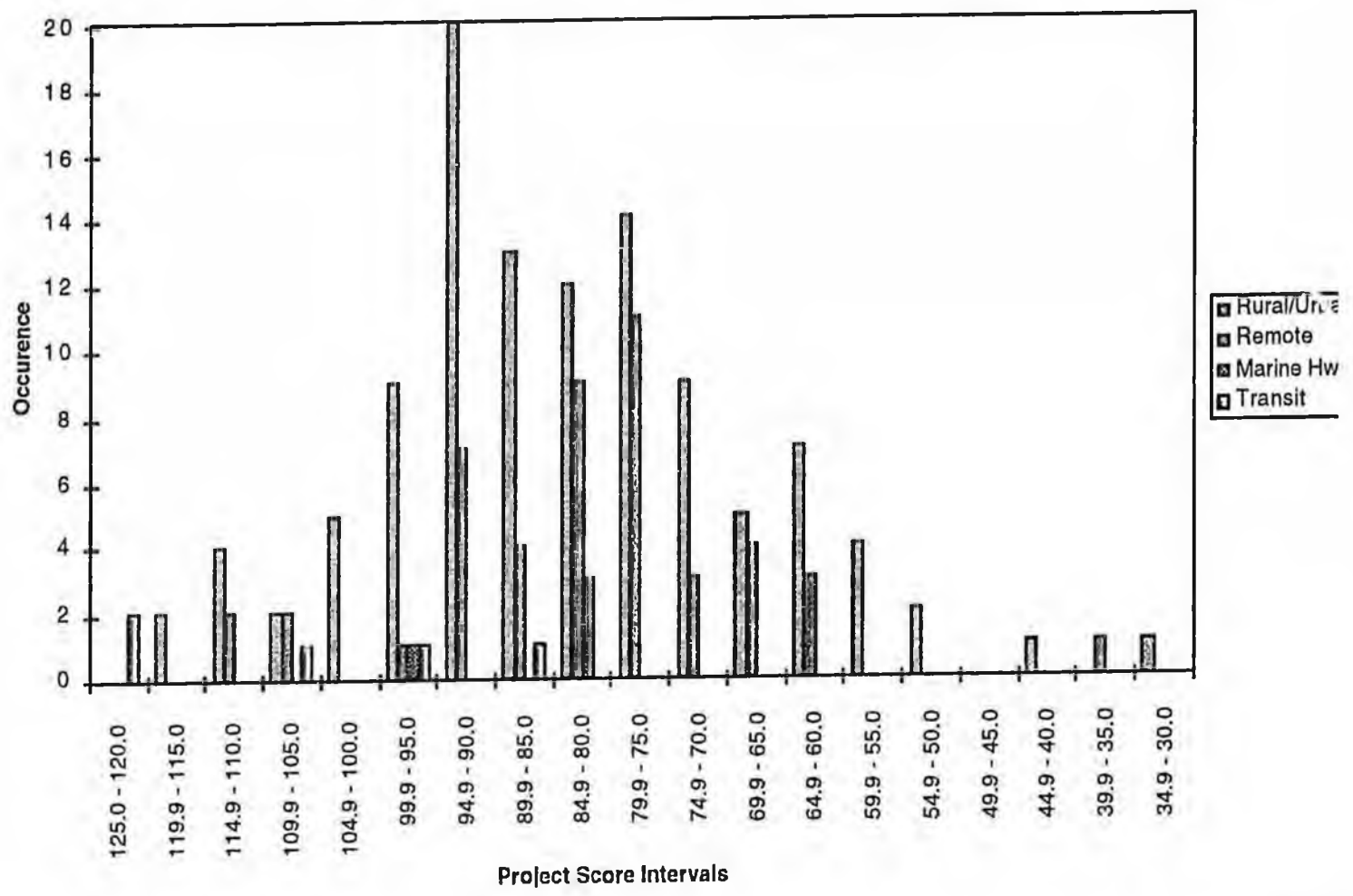
cc: Senate Transportation Committee Members
Regional and AMHS Directors
Tom Brigham, Director, Statewide Planning, DOT&PF
Nancy Slagle, Director, Administrative Services, DOT&PF

**Responses to
Senate Transportation Committee Questions
Raised February 11, 1997
By
Alaska Department of Transportation and Public Facilities**

Legislator	Question	Response
Lincoln	Chenega Bay Airport: Why does Chenega Bay have such a huge airport they didn't want? Why does the airport not have lights?	Chenega Bay actively supported the airport's construction in 1991 and requested a 5,000 foot strip at that time. A 3,000 foot strip was constructed (community airport standard length), and lighting was not provided because of the extreme mountainous terrain near the airport. Presently 41 community-class airports are unlighted in Alaska, including the community of Seldovia with more than 3 times the population of Chenega Bay. Chenega Bay is a community of 94 people that also receives service by the AMHS on a whistle stop basis. Chenega Bay's desire for lighting is known and a project has been developed. It awaits adequate funding and resolution of the safety issues.
	Project nominations for STIP. How was this advertised?	Publication was made in major regional newspapers. Direct mailing of the nomination package and instructions was made to every governmental unit, including village councils, in the state as well as many other interested parties. We also advertised the process over our Internet site.
	Rural ranking system--how was it put in place?	The rural ranking system was prepared to give rural projects equal footing in the selection process. Analysis from the 1996-1998 selection process identified improvements to this desired equity which have been adopted. Our analysis of rural versus urban projects demonstrates that they competed on near equal terms in the last go round (see Attachment A).
	Provide a description of how the ranking process works.	See Attachment B.

	What are we doing about dust control--at hub locations in particular?	Dust control is a high scoring factor in the selection process for rural roads and streets. It will take many years to address this widespread problem in Alaska.
	Edgerton Highway. Project reduced from \$7.1 to \$2 million. What is the population along highway; what are the traffic counts on highway?	A map of highway with population of communities and traffic counts is attached (Attachment C). The project budget was reduced because Commissioner Perkins inspected the road. Project should be focused on the parts of the highway with frost heaves and other surface problems. A substantial part of the road is not in need of resurfacing.
Wilken	Constituent warns that Central Region projects are experiencing delay and money should be shifted to various shelf projects so there will be an adequate level of construction on the street.	The department actively monitors project schedules and delayed projects are replaced by the next high ranking project in system. The pending FFY 97-98 STIP Amendment has taken delays into consideration. The department has an excellent track record of using every available federal dollar and a few from other states when they run behind. We don't intend to retire this record.
Ward	What happens when a ferry is surplus?	AMHS is actively evaluating this question. They will issue a report on their findings when the evaluation is complete.
	Do we have a long term plan for the airports to keep planes coming in winter? Re: EVA decision to pull in winter at AIA.	EVA's decision is based on seasonal load factors between Taiwan and New York. This is beyond our influence. However, the airport has in general a broad marketing program as demonstrated by the Pioneer Incentive Program.

Distribution Pattern of Top-Ranked Projects For 1996-1998 STIP



Attachment A

Attachment B

How Projects Are Selected for the STIP

Projects for the National Highway System (NHS) were considered by an internal department process and did not compete with other needs. Projects for the TRAAK and CTP programs followed a public nomination process that involved many different project sponsors.

Requests for projects in all other categories under the new transportation initiative were solicited on a widespread basis. Boroughs, cities, villages, Native organizations and other local governments, private parties, state and federal agencies as well as others interested in transportation development were all requested to make project nominations. The department also submitted projects for consideration. The result of this nomination process produced a list of more than 2,000 potential surface transportation projects for consideration.

The department selected projects for Alaska's National Highway System based upon existing conditions, traffic levels and project development considerations. Projects were not ranked in the fashion used for other categories. Project selection of the most critical projects was undertaken by department staff with the goal of upgrading the NHS in a 14-year period. The result of this first approach is a *Final Alaska National Highways Plan*. It identifies the proposed sequence and timing of projects that bring Alaska's major highways and ferry system to modern standards.

For the CTP and TRAAK programs the application of evaluation standards and criteria involved one of five different types of surface transportation facilities (i.e., Transit, Rural and Urban Streets and Roads, Alaska Marine Highway System, Remote Roads and TRAAK) resulted in a numeric score for every project. Each project was scored with one of the five sets of standards and criteria:

Community Transportation and Economic Development Program (CTP):

- Rural and Urban Streets and Roads Criteria
- Remote Roads and Trails Criteria
- Transit Projects Criteria

- Alaska Marine Highway System Criteria

Trails and Recreational Access for Alaska (TRAAK):

- TRAAK Criteria

Future editions of the STIP will also benefit by expanded public involvement. The recently appointed 13-member TRAAK citizens advisory board announced by Governor Knowles in February 1996 will provide a sounding board for public and agency comment statewide.

Scoring involves two steps. First the entire list of projects is scored by the appropriate departmental region or the Marine Highway System. The top-ranked projects from this step are then forwarded to the Project Evaluation Board (PEB); composed of 6 senior members of the department including:

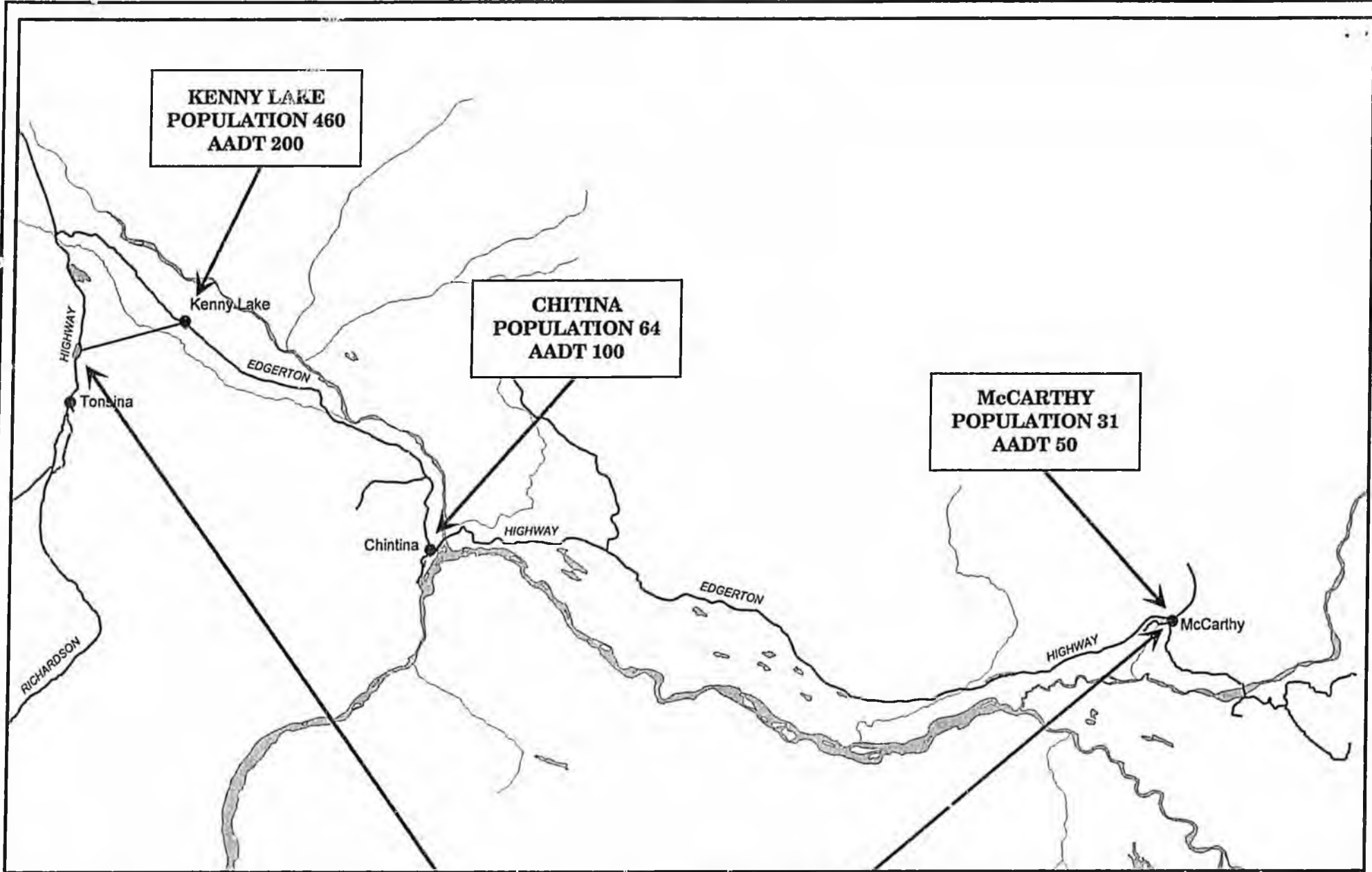
- Deputy Commissioner
- Statewide Planning Director
- Alaska Marine Highway System Director
- Regional Directors (3)

Each member of the PEB ranks the statewide list of projects; the resulting scores are then averaged to determine how projects compare to other projects. The result is a numerically ranked list of projects from highest score to lowest. These constitute Priority 1 and 2 projects. Priority 3 and 4 projects are scored at the regional level only and are those that do not score well enough to be sent to the PEB. Projects slated for construction in 1996 are considered on-going and were not scored.

The list of Priority 1 projects is then used to assemble the STIP. Generally, the highest scoring projects are included in the earliest years of the STIP. While this general rule guides the development of the STIP, other programming criteria also influence the STIP, including the following:

- Higher scoring projects are favored;

- Projects in progress for construction in 1996 are favored;
- Complex projects involving difficult right-of-way or environmental considerations are assigned a longer time frame;
- Utilize sub-allocation funding categories such as CMAQ or safety funds; and,
- Coordinate with associated projects and other funding sources.



**KENNY LAKE
POPULATION 460
AADT 200**

**CHITINA
POPULATION 64
AADT 100**

**McCARTHY
POPULATION 31
AADT 50**

**EDGERTON HIGHWAY
1991-1996 ACCIDENT HISTORY
4 FATAL
5 MAJOR INJURY
12 MINOR INJURY
19 PROPERTY DAMAGE**

Privatizing state holdings

Taylor bill would require legislative OK

By JEANINE POHL SMITH

THE JUNEAU EMPIRE

A Wrangell senator's worry that the state may quickly decide to dispose of a state ferry has prompted a bill requiring legislative approval before the state sells facilities or equipment worth more than \$1 million.

Republican Sen. Robin Taylor said he introduced the bill Monday over concern that a decision on the future of the ferry Malaspina could be made within the month. Taylor said he's worried the state has already decided to sell the ship to Goldbelt Inc., a claim state officials deny.

The Alaska Marine Highway System is building a new ferry in Mississippi, and the fate of the Malaspina, which is in need of

expensive safety upgrades and ongoing maintenance, is uncertain.

Keeping the Malaspina in service will require additional state funds. Taylor supports the funding, but isn't sure enough of his fellow majority lawmakers agree. He said a measure on selling the ship "would be a pretty close vote."

Boyd Brownfield, deputy commissioner of the state Department of Transportation, said the agency was "nowhere near" a decision to sell the aging ferry.

"It appears like Sen. Taylor is way out in front on the wrong path," he said.

Gary Hayden, head of the Alaska Marine Highway System, said his office is looking at options to keep the ferry operating, sell it

Please see Ferry, Page 8

*Juneau Empire
FEB, 11th 97*

Ferry sale

Continued from Page 1
or do something else because as of October new international safety requirements prevent the ship from traveling to Prince Rupert. A final decision will depend in large part on how much money the Legislature is willing to give the ferry system, Hayden said.

Taylor claims a "deal" is in the works to sell the Malaspina to Goldbelt, Juneau's urban Native corporation, which has been expanding its tourism investments.

Corporation president and chief executive officer Joe Beedle confirmed Goldbelt is interested in the ferry, but only under certain con-

ditions. While Beedle has spoken with state transportation officials "on a continual basis," nothing is certain.

"Yes, we're interested in the Malaspina, but the Malaspina can be as much a liability as it can be an asset," Beedle said, citing potential asbestos clean-up costs, the configuration of the ship, and the need to keep labor costs down.

It would only work as a day boat on Lynn Canal between Juneau, Haines and Skagway if it ran out of Echo Cove, where Goldbelt owns land and is interested in building a dock, he said.

Goldbelt recently hired former

state ferry operations manager George Reifenstein to run its marine division and former ferry system director Greg Dronkert works as a consultant for the corporation, Beedle said.

Juneau Sen. Jim Duncan said he didn't see any specific problems with Taylor's bill, but added that he is not as worried as Taylor is that the Malaspina is about to be sold.

"I have reason to believe that the (Knowles) administration is doing everything possible to keep the Malaspina on long into next year, possibly as a day boat," Duncan said.

Such a decision should be made soon, he said, because of the need to secure funding for its operation.

EXCLUSIVE LANDSCAPING & PAVING, INC.

General Contractor
Contractors License 22789
Business License 193232

Phil Anderson

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Fairbanks, Alaska 99711-0136

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1570 Richardson Highway
North Pole, Alaska 99705-5943

RECEIVED

FEB 03 1997

January 30, 1997

Senator Gary Wilken
State Capitol
Juneau, Alaska 99801-1182

Re: Department of Transportation and Public Facilities (DOTPF)
Northern Region Transportation Program

Dear Gary:

Exclusive Landscaping & Paving, Inc. is an Interior Alaska based general contractor who is partially dependent on a health highway and airfield construction program in the Northern Region. We have had the opportunity to review the DOTPF's 1997 scheduled project construction listing and we see another bleak transportation construction program in Interior Alaska this season.

> NEED COPY

When you ask Northern Region DOTPF personnel where the money and projects went, you are told the work went to Anchorage. Looking at Anchorage you do not see the projects being advertised or constructed. Central Region DOTPF will tell you that they are having problems getting the projects through the design phase. The problem that has developed is that very few projects are being constructed through the DOTPF organization. This has a crippling effect on the Construction Industry, Construction Support Industries, and the Workers who support their families through the industry.

> I.E.
> I.E.

Northern Region DOTPF has a long history in being able to get projects through design and out for construction efficiently. Northern Region is also known to effectively manage the projects through the construction phase. We are aware of several projects that are on the shelf and could be advertised with little lead time. Some of these projects are as follows:

* (handwritten mark)

Alaska Hwy. 1386 North	>\$5 million
Denali Hwy. MP 21-42	>\$5 million
Circle City Airport Apron	\$1 - \$2 million
New Rich. Hwy. Exit Ramp	<\$1 million
Parks Hwy. MP 262 North	>\$5 million
Steese Hwy. MP 22-35	\$2 - \$5 million

All of these projects would not only enhance the interior Construction Industry but would benefit our Tourism Industry through improved access to the Interior. We urge you to contact

DOTPF Transportation Program
January 30, 1997
Page Two

Transportation Commissioner Joe Perkins and request these projects be added immediately to the 1997 Transportation Program.

> O.K...
PLAN

A couple of years ago the DOTPF changed it's method of dividing up the construction project pie. The Department supposedly adopted a method based on a ranking system of priority need. We fully supported the ranking system when it was proposed. The system was designed to spend construction dollars in the Alaskan areas of greatest need and not necessarily in the areas with the greatest political clout. The proposed system would benefit all Alaskans because all areas would equally share in the construction dollars for needed projects. Unfortunately it appears we have a Governor who is using the highway moneys to pay back the constituents who elected him and this is wrong.

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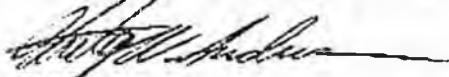
I.E.

Many States administer their Highway Program through a Commissioned Board. This Board is made up of three to five appointed members. The Governor may only replace one or two members each stay in office and this protects the bipartisan nature. The Commissioner of Highways works for the Board and not for the Governor. This type of Commission would provide consistency in the DOTPF by adding a stable administration in the Department and nullify the change in direction every time we elect a new Governor. We ask you to discuss this concept with your colleagues for possible adoption. We need a better system to stabilize the DOTPF and the Construction Industry.

WE SHOULD EXPLORE THIS CONCEPT.

Thank you for your time and support of the Construction Industry in Interior Alaska.

Sincerely:
Exclusive Landscaping & Paving, Inc.



Philip W. Anderson
Secretary/Treasure

I HAVE TALKED W/ HEARY SPRINGER AND HE IS BRINGING DRAFT OF A PROPOSAL.
6/25

TO: SEN. GEORGIA LINCOLN

FM: PETE A. KOMPLOFF
ADMINISTRATOR
CHENEGA BAY IRA COUNCIL

RE: CHENEGA AIRPORT LIGHTING.

SEN,

Just recently we had another emergency in Chenega which could have resulted in death. However, a doctor was flown in by helicopter. This was 5 hours after a call for assistance was made. We still strongly urge the support for airport lighting at Chenega Bay. THANK YOU FOR YOUR SUPPORT.

As you know from previous emergencies we lost an unborn child because of the delay to a hospital. This was a 11 hr wait. where, if we had lighting at the airport this would be eliminated.

Again thank you for your support.

Pete Komploff
ADMINISTRATOR
Chenega Bay IRA Council
Box 8079
Chenega Bay, AK 99574
FAX 573-5120

Ph. (907) 573-5132

M E M O R A N D U M

DATE: Friday, November 22, 1996

TO: All Aircraft's that use
The Chenega Airport

FROM: PETE KOMPKOFF,
CHENEGA BAY IRA COUNCIL
Administrator

RE: Airport Lighting

CC: Gene Kubina's office "Fax 465-3799
Georgianna Lincoln's office Fax 465-2652

I am compiling information regarding the number of flights your company has or will make to the Chenega Airport Also for all aircraft owners that frequent Prince William That would recommend The Chenega Airport as an Emergency Strip in the event Portage Pass is closed and That plane is needing fuel. Chenega has 100 octane fuel available in tank storage for those who do not know.

In the past the Chenega Clinic has had Medical Emergencies that resulted in near death situations, because of the time involved to get a Coast Guard Helicopter here. To Avoid the delay for the future emergencies Airport Lighting is required. This lighting must meet the insurance

Requirements that the Emergency Medical Evacuation aircraft.
Your quick response to this memo is very important because
of the time factor for Federal Funding to be determined
on December 2, 1996

Thank you for your cooperation.

Pete Kompkoff

NATIVE VILLAGE OF EYAK**P.O. BOX 1388-CORODOON, ALASKA 99574****TEL 907-424-7738-FAX-907-424-7739**

November 27, 1996

John Horn
Regional Director
Central Region
Department of Transportation
P.O. Box 196909
Anchorage, Alaska 99519-6900

Dear Mr. Horn

It is our understanding that the Department of Transportation will be prioritizing the projects to be funded with the FY 98 FAA Airport Improvement and Capital Construction funds on December 2, 1996. The Native Village of Eyak Traditional Council requests that you consider emergency airport lighting for the Chenega Bay airstrip.

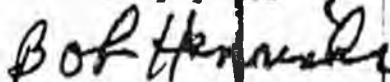
There have been several near death situations, over the past several years, due to the lack of airport lighting. Private carriers cannot respond to an emergency during the night time hours. We all know the amount of day light during the winters in this area. Coast Guard helicopters have done a good job, but in the winter the nearest one is in Kodiak or Anchorage.

Many planes stop in Chenega Bay to wait out storms. With the addition of airport lighting it could be used for this purpose 24 hours a day.

We urge you to consider funding airport lighting for the Chenega Bay airstrip.

If you have any questions, feel free to call me at my home, 907-424-3604.

Sincerely yours



Bob Henrichs
President, Traditional Council
Native Village of Eyak

cc: Governor Tony Knowles
Senator Georgianna Lincoln
Representative Gene Kubina

Ketchum

**AIR SERVICE, INC.**

MAIL: P.O. BOX 190588

ANCHORAGE, ALASKA 99519-0588

907-243-5525

On the North Shore of Lake Hood

800-433-9114

FAX 907-243-8311

11-23-96

To whom it may concern:

Ketchum Air Service, Inc. operates air taxi flights to the Chenega Airport in the Prince William Sound. Due to the variable weather conditions, many aircraft have found it necessary to land in Chenega to "wait out" weather. During the winter months when floatplanes are not usually flying, the only place to land is on the un-lit unway. In darkening conditions this is a very difficult and can be an unsafe procedure.

Also there have been times in the past that emergencies have resulted in near death situations. If there were lights on the runway, this problem would be minimized since night flights then would be possible.

I hope our safety concerns will help justify the addition of runway lights on the Chenega runway.

Sincerely yours,

Craig Ketchum
President

CC: Gene Kubina, Georgianna Lincoln, Chenega Bay I.R.A. Council



ACVB

HELP PROTECT OUR WILDERNESS RESOURCES

FISHING - LODGES - CAMPS - CHARTER - CONTACT - RIVER FLOAT TRIPS - BOATS - MOTORS - RUBBER RAFTS

CHENEGA BAY I.R.A. COUNCIL
 POST OFFICE BOX 8079
 CHENEGA BAY, ALASKA 99574-8079
 TELEPHONE: (907) 573-5132 TELECOPIER: (907) 573-5120

FAX TRANSMITTAL
 COVER PAGE

TO *Georgina Lincoln's Office*
 ADDRESS
 ADDRESS
 ATTENTION
 TEL. #
 MESSAGE

FROM *Pete Komkuzz*
 # OF PAGES *3*
 DATE *11/22/96*
 TIME *4:30 p.m.*
 SUBJECT

FAX # *465-2652*

FAX

TO: Pete Kompelt
Chenega Bay IRH Council
FAX 573-5120 PHONE _____

FROM:

**Senator Georgianna Lincoln
Alaska State Senate
State Capitol
Juneau, AK 99801-1182**

Phone: (907) 465-3732 Fax: (907) 465-2652

Date: 11/20/96

Staff Contact: _____ Paula Annie
465-2847 465-4923

Comments: Pete - here is a copy of letter of support
which was faxed to John Kern today - Best wishes
on getting the funding. Annie

Total Pages (including cover) 2

State of Alaska
Department of Transportation
and Public Facilities

FY98 Overview



January 1997

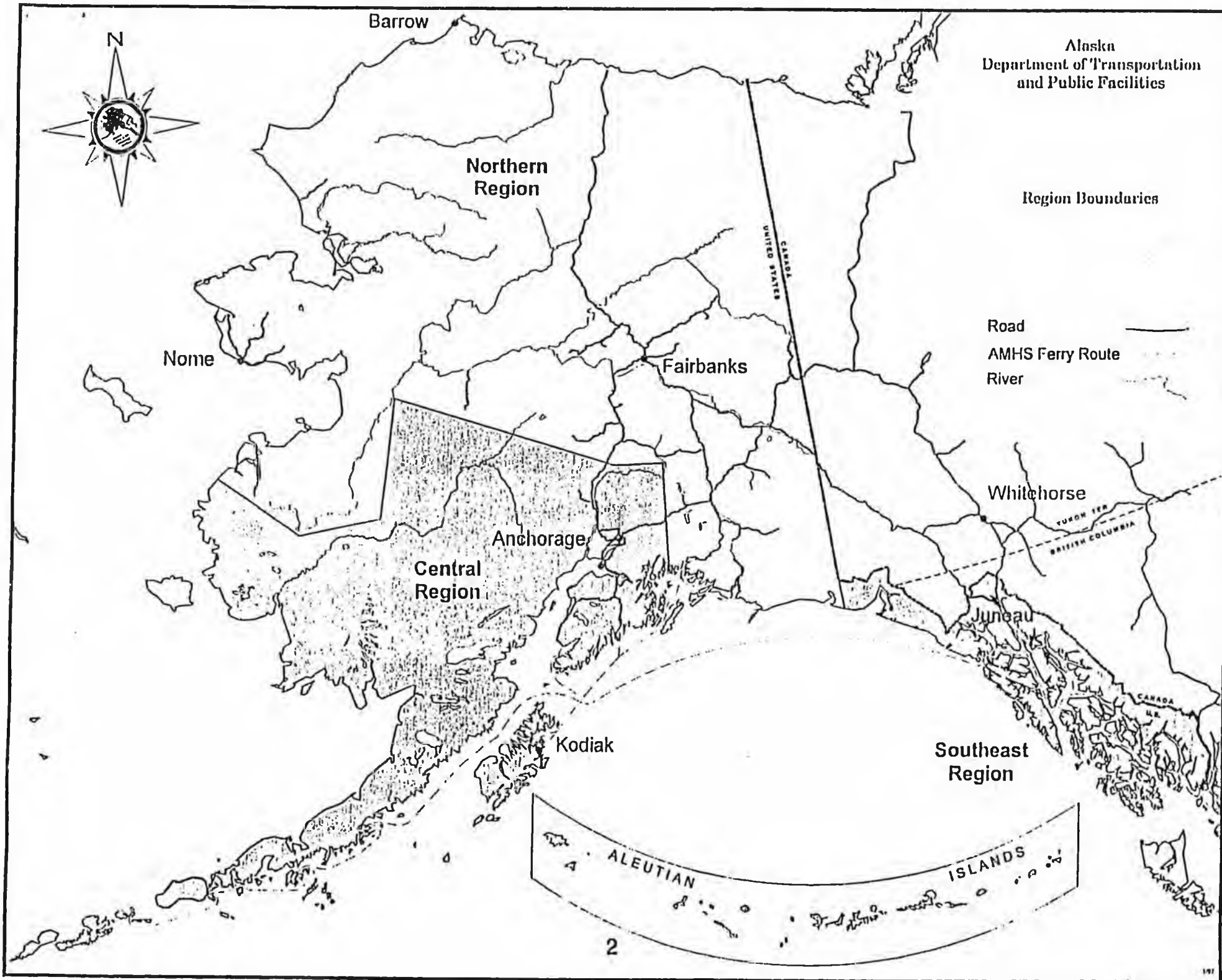
Tony Knowles, Governor
Joseph L. Perkins, Commissioner

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Mission:

. . . improve the quality of life for Alaskans by cost effectively providing, operating and maintaining safe, environmentally sound and reliable transportation systems and public facilities. Special emphasis will be given to utilizing meaningful public involvement and creating working partnerships with other entities.



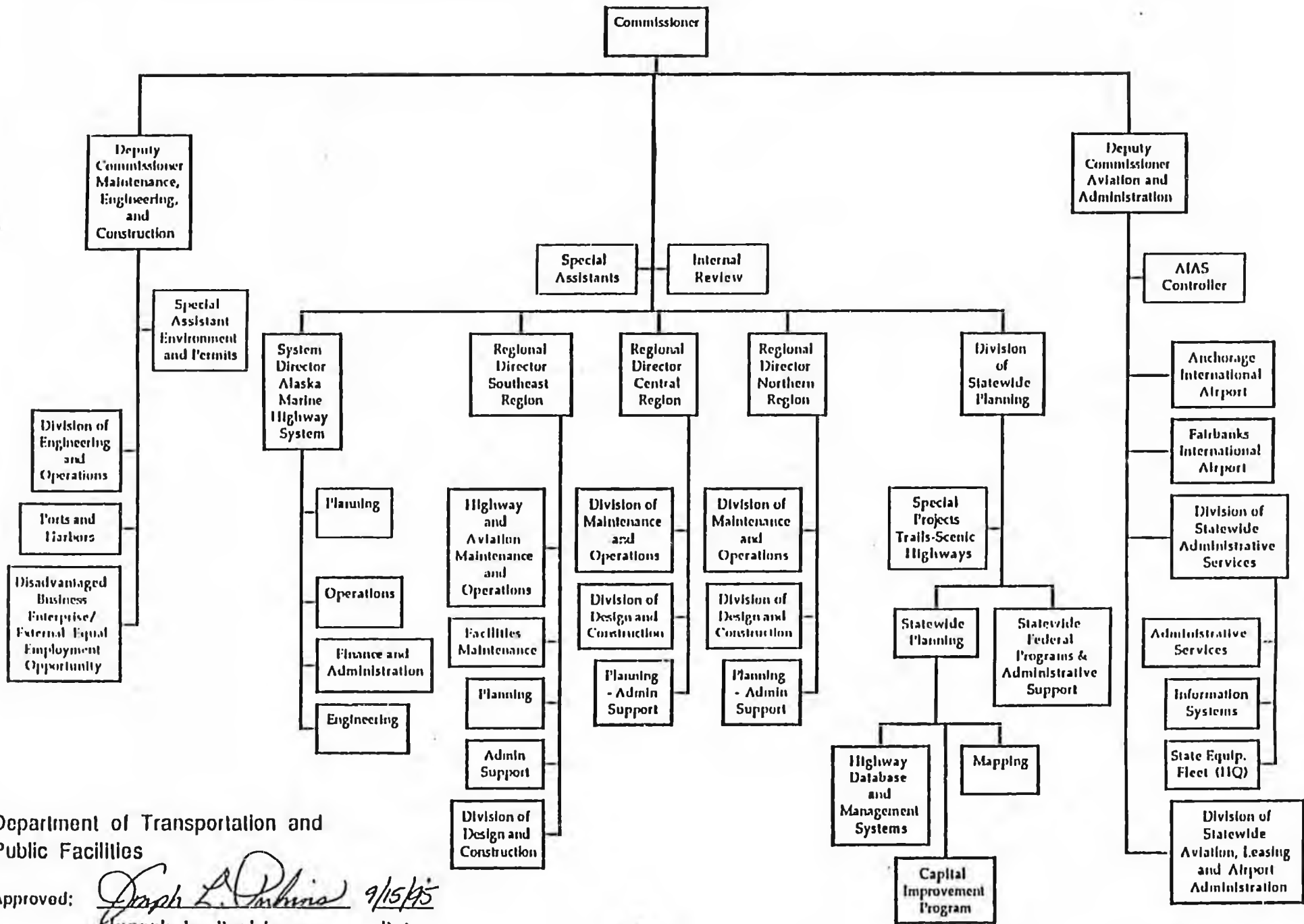
Alaska
Department of Transportation
and Public Facilities

Region Boundaries

Road
AMHS Ferry Route
River

ALEUTIAN ISLANDS

2



Department of Transportation and Public Facilities

Approved: Joseph L. Perkins 9/15/95
 Joseph L. Perkins Date

Department of Transportation and Public Facilities
DESCRIPTION OF ORGANIZATION AND DUTIES

The following is a general description of the major divisions and offices within the Department:

Office of the Commissioner

Commissioner's Office is responsible for the executive leadership and direction of the department, to provide policy contact with the public, and to provide the department liaison with the Legislature. Within this office is the Office of the Disadvantaged Business Enterprise/External Equal Employment Opportunity (DBE/EXEEO) which promotes the participation of minority and women contractors, employees and trainees on federal contracts. DBE also monitors Americans with Disabilities Act compliance. The Internal Review Office evaluates department programs, assists in the annual single audit of agency operations, reviews concessions and grantees, and performs contract pre-award evaluations, final audits of consultant contracts, and system audits of utility companies.

Administrative Services Division

Statewide Administrative Services is responsible for policies and procedures for accounting, personnel, payroll, operating budget, procurement and information processing systems. The Division also handles billing of federal agencies, develops the cost allocation plan, processes procurement bids, maintains local and wide area network systems, and administers the Internal EEO program including preparation of the annual Affirmative Action Plan.

The Headquarters State Equipment Fleet (SEF) is responsible for establishing and monitoring rental rates for state equipment, providing policy direction and guidance for equipment repair, use and replacement, monitoring the Highway Working Capital Fund, procuring the state fleet, and disposing of excess equipment.

Division of Planning

Statewide Planning is responsible for coordination and submission of the department's capital program, tracking and obligating Federal Highway Administration funding, providing federally required statistical, cartographic and other technical services, and gathering and disseminating information concerning Alaska transportation systems.

Division of Statewide Aviation, Leasing & Airport Administration

Statewide Aviation is responsible for developing and implementing aviation policy; coordinating statewide Aviation Capital Improvement Program; insuring airports are in compliance with FAA regulations for certification, security, environmental compliance, and safety; developing policies and regulations for airport right-of-way acquisition and certification; and developing airport leasing policies and selling lease rates.

Division of Engineering and Operations

Engineering and Operations provides uniform statewide policy and management oversight for design, construction, maintenance, and environmental issues relating to highways, airports, harbors and buildings. The Division also provides support and technical assistance to the regions for all capital improvement projects especially related to bridge design, inspection and management, materials quality control and inspections, foundation investigations, pavement management, harbors, right of way appraisal reviews, environmental reviews and assessments. Additionally, this Division coordinates statewide research projects and provides training and educational services for private and government transportation professionals.

Regional Offices

There are three regional offices within the state. They are located in Anchorage (Central), Fairbanks (Northern) and Juneau (Southeast). Each office contains the following areas of responsibility:

Administrative services including processing of accounting, personnel, payroll, and procurement transactions, mail services, and regional budget development.

Planning sections identify and analyze potential capital projects within the region, develop regional capital programs, conduct public involvement and local government coordination activities, review and comment on statewide policy development, the Statewide Transportation Plan, and the Statewide Transportation Improvement Program, collect highway data for federal monitoring and reporting, and monitor and close-out capital projects.

Engineering management sections provide general management and administrative support for capital projects including reporting, budget control, contract management, protection of state title and land interests, and insuring compliance with Federal requirements. These sections also address right of way issues as requested by the public.

Design and construction (CIP) sections oversee the design and construction of safe, environmentally sound, and cost effective capital projects. This is accomplished either through department staff or contract management.

Highways and aviation maintenance and operations (M&O) sections are responsible for maintenance of the highway and rural airport systems and their related facilities. This includes summer (e.g., brushing, grading, pothole repair, chip sealing, etc.), winter (e.g., snow removal, deicing, etc.) and full year activities (e.g., airport lighting, airport rescue and firefighting, etc.).

Facilities maintenance sections are responsible for the upkeep of state owned facilities. This includes utilities, janitorial services, emergency repairs, snow removal, elevator maintenance, major maintenance, and routine scheduled and preventative maintenance. This section also manage contracts for renovations and remodeling to accommodate changed program needs.

Leasing and property management sections are responsible for lease property at rural airports, building permit applications related to leases and concessions, appraisals, and lease of state harbors to political subdivisions.

State equipment fleet sections are responsible for maintenance, fuel, and parts for all state vehicles whether rented from the Highway Working Capital Fund or maintained on a reimbursable basis.

International Airports

Anchorage and Fairbanks International Airports form the Alaska International Airport System and provide commercial and general aviation airport facilities and services on a 24 hour, 365 days a year basis. This includes providing maintenance of runways, taxiways, aircraft and vehicle parking areas, roadways, equipment, terminal buildings and other associated buildings. The airports also provide aircraft rescue and firefighting, structural firefighting, emergency medical services, traffic control, communications, maintenance, terminal services, financial management, marketing and development of long term airport land and facility maintenance and use plans.

The International Airports Controller's Office is responsible for developing consistent financial policy for the Alaska International Airport System (AIAS), setting uniform rates and fees in accordance with the current Airport-Airline Operating Agreement, monitoring the financial activity of AIA and FIA, coordinating the annual audit of the International Airport Revenue Fund, and providing technical management and maintenance of the AIAS computer systems.

Alaska Marine Highway System

The Marine Highway System is responsible for the management of the state's ferry fleet. The administration of this system includes planning, schedule development, budget preparation, oversight of information systems, revenue collection, finance and accounting, procurement of goods and services, labor relations and contract negotiations, personnel and dispatch.

The shore operations section is responsible for management of passenger and terminal operations, reservations, ticketing, crewing for the eight (8) vessels, on-board service inspections, safety and regulatory requirements, training, and schedule management.

The engineering section manages the maintenance programs for the vessels, terminals and other shore facilities, provides technical support for long range planning, project control, annual vessel overhauls, material inspection and quality assurance, and assures compliance with federal specifications.

Vessel operations oversees the piloting, docking, loading and unloading, mechanical operations and repairs, food service, laundry, cleaning and general administration on the vessels.

CENTRAL REGION

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

The Regional Director and the region-wide functions of Planning, Administrative Services, Design and Construction, Maintenance and Operations, and Leasing and Property Management are located in Anchorage

CENTRAL REGION FACTS AND FIGURES

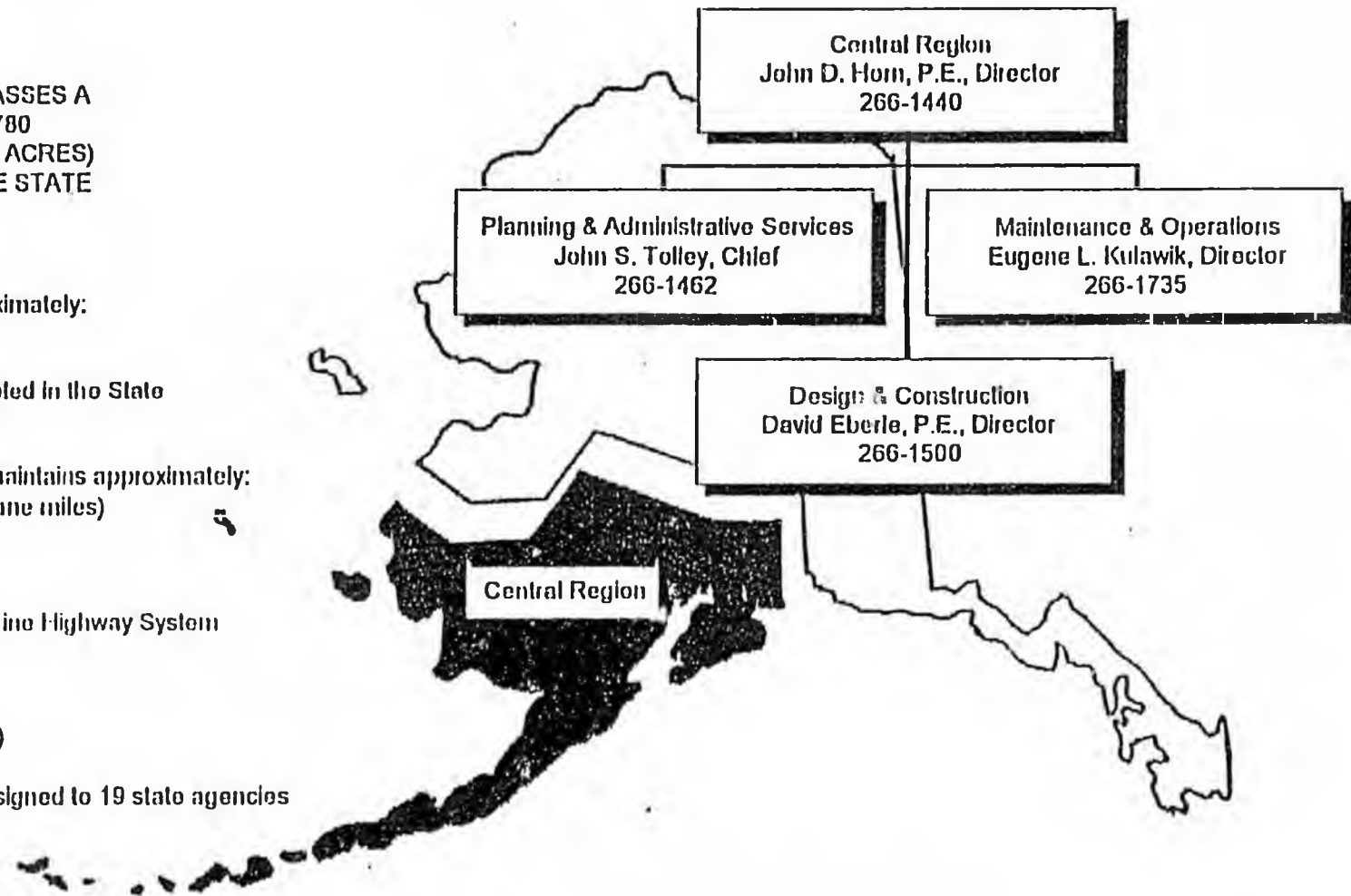
CENTRAL REGION ENCOMPASSES A GEOGRAPHIC AREA OF 181,780 SQUARE MILES (117 MILLION ACRES) WHICH IS LARGER THAN THE STATE OF CALIFORNIA.

Central Region includes approximately:

- * 28% of Alaska's land area
- * 65% of State's population
- * 64% of the vehicle miles traveled in the State

Central Region operates and maintains approximately:

- 1,900 miles of roads (4,495 lane miles)
 - 60% are paved
 - 12% are urban roads
 - 75% are rural roads
 - 12% are on the Alaska Marine Highway System
- 202 public buildings
- 227 bridges
- 20 harbors
- 103 airports (819 lane miles)
 - 11 certificated airports
- 3,411 pieces of equipment assigned to 19 state agencies



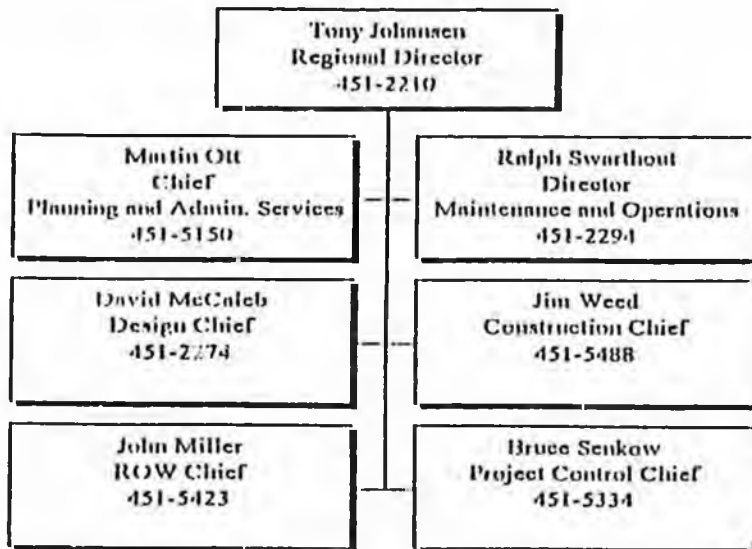
Central Region Communities include:

Anchorage	Chenega	Dillingham	King Cove	Palmer	St. George	Ugashik
Aniak	Chovak	Homer	King Salmon	Sand Point	St. Paul	Unalaska
Alka	Chignik	Iliamna	Kodiak	Seward	Talkeetna	Wasilla
Bethel	Cold Bay	Kona	McGrath	Soldotna	Togiak	Willow

Northern Region Facts and Figures

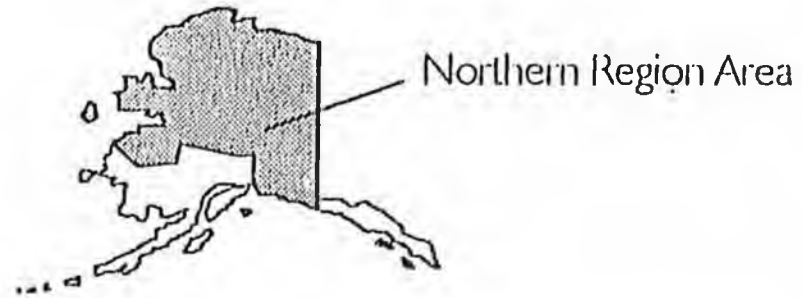
The Regional Director and the region wide functions of Planning, Administrative Services, Design and Construction, Maintenance and Operations and Airport Leasing are located in Fairbanks. There are also district offices in Nome and Valdez.

Northern Region Organizational Chart



Typical Communities:

Anderson	Deadhorse	Galena	Nome	Savoonga
Alakanuk	Delta Jct.	Gambell	North Pole	Selawik
Barrow	Eagle	Glennallen	Pilot Stn.	Stebbins
Cantwell	Emmonak	Kotzebue	Pt. Hope	Tok
Central	Fairbanks	Manley	Ruby	Unalakleet
Cordova	Ft Yukon	Nenana	St. Mary's	Valdez



Northern Region encompasses 416,000 square miles (266 million acres) which is larger than the combined states of California, Nevada and Arizona.

Northern Region includes approximately:

- 65% of Alaska's land area
- 24% of the State's population
- 60% of Alaska's state-maintained road miles

Northern Region Maintenance Responsibilities

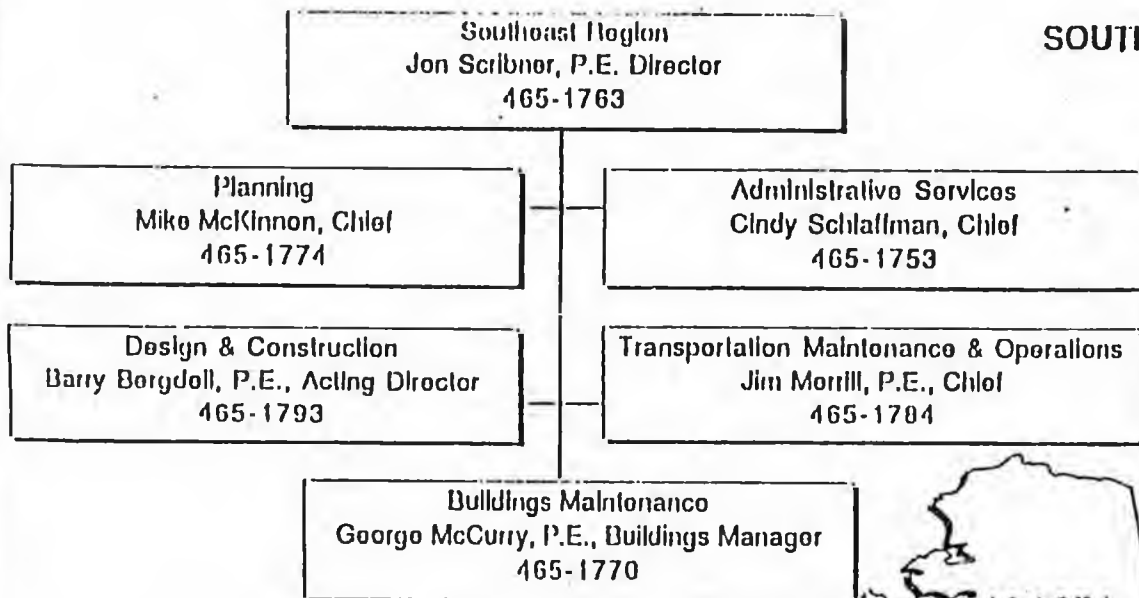
Northern Region maintains and operates approximately:

- 3,400 miles of roads
 - 42% are paved
 - 58% are unpaved roads
 - 21% are on the National Highway System

- 350 public buildings
- 411 bridges
- 106 airports
- 2,600 pieces of equipment

**SOUTHEAST REGION
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES**

The Regional Director and the regionwide functions of Planning, Administrative Services, Design and Construction, Maintenance and Operations, and Airport Leasing are located in Juneau. Maintenance has 11 stations located throughout Southeast Region.



SOUTHEAST REGION FACTS AND FIGURES:

Southeast Region encompasses approximately

- 42,000 square miles of land area including extensive inland waterways

Southeast Region maintains and operates approximately:

- 539 center-line miles of roads (1,285 lane miles)
- 43 public buildings (1 million square feet)
- 55 harbors/dock
- 6 non-certified airports
- 5 certified airports
- 32 seaplane floats
- 950 pieces of equipment
- 120 bridges



Communities Served:

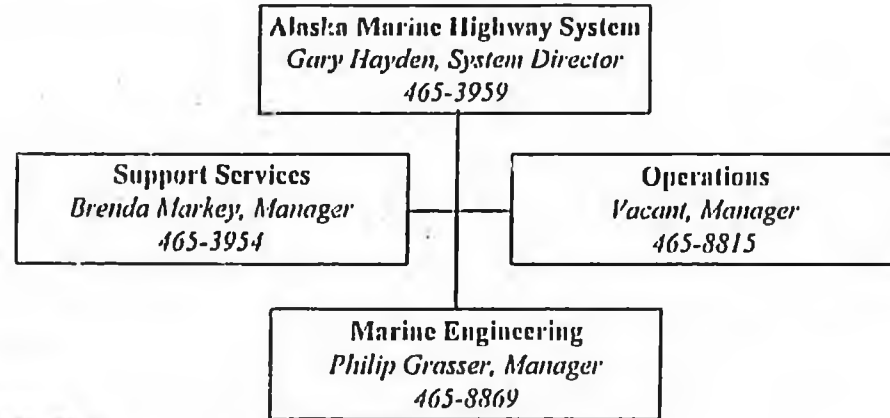
- | | | | | | | |
|----------|-----------------|-----------------|----------------------|------------|------------|---------|
| Angoon | Haines | Hyder | Ketchikan | Mellakalla | Skagway | Yakutat |
| Craig | Hoonah | Juneau | Klawock | Petersburg | Thorne Bay | |
| Gustavus | Hydaburg | Kako | Klukwan | Slika | Wrangell | |
| | Saxman | Port Protection | Ellin Cove | | | |
| | Whale Pass | Point Baker | Tenakee Springs | | | |
| | Excursion Inlet | Myers Chuck | Baranof Warm Springs | | | |
| | Pelican | | | | | |

ALASKA MARINE HIGHWAY SYSTEM

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

- **8 vessels**
 - » 4 Mainline Southeast
 - » 2 Feeder Routes
 - » 2 Southwest/Southcentral
- **New vessel under construction**
 - » Delivery expected May 1998
 - » Capable of serving southeast & southwest ports
- **35 ports**
 - » Representing 110,000 Alaskans
 - » Southern terminus at Bellingham, Washington
 - » Links to Canada at Stewart & Prince Rupert, B.C.
- **3,700 route miles**
 - » 1,911 miles designated National Highway System

The Director and the system-wide functions of Support Services, Operations, and Marine Engineering are located in Juneau.



Southeast Alaska Communities Served

Angoon, Bellingham, Haines and Borough area, Hollis (serving Coffman Cove, Craig, Hydaburg, Kasaan, Klawock, Thorne Bay, Whale Pass & other POW Island communities), Hoonah, Hyder, Juneau and Borough area, Kake, Ketchikan and Borough area, Metlakatla and Annette Island, Pelican, Petersburg (serving Kupreanof), Sitka and Borough area, Skagway, Tenakee Springs, Wrangell

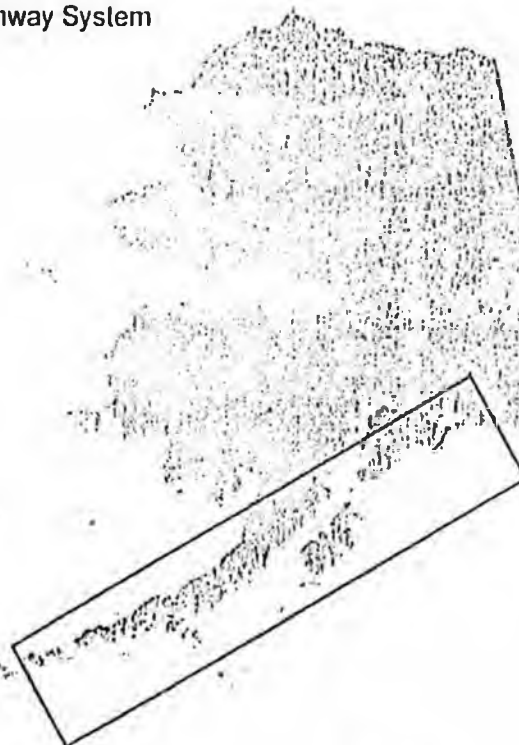


Other U.S. and Canadian ports

Bellingham, Washington; Prince Rupert, B.C., Stewart, B.C.

Southwest Alaska Communities Served

Akulatan, Chenega Bay, Chignik, Cold Bay, Cordova, False Pass, Homer, King Cove, Kodiak and Borough area, Port Lions, Sand Point, Seldovia, Seward, Talitlek / Ellamar, Unalaska / Dutch Harbor, Valdez, Whittier, Yakutat



ALASKA INTERNATIONAL AIRPORT SYSTEM
 Department of Transportation & Public Facilities

ANCHORAGE INTERNATIONAL AIRPORT
 266-2525

Anchorage International Airport
 Morton Plumb, Director

Aviation Operations
 Corky Caldwell, Manager

Passengers enplaned (FY96) 2,050,660
 Passenger aircraft landings 55,474
 Cargo aircraft landings 26,552

Passenger Operations include:

Alaska Airlines	America West	Continental Airlines	Delta Air Lines	Era Aviation
Frontier Flying Service	Northwest Airlines	Peninsula Airways	Reno Air	Reeve Aleutian
South Central Air	United Airlines	Yute	Aeroflot	Air China
Asiana Airlines	Cathay Pacific	China Airlines	Eva Air	Korean Air
Rich Int'l Airways	Sun Country Airlines	Balair	Condor	World Airways

Cargo Operations include:

Alaska Airlines	Empire Airlines	Era Aviation	Northern Air Cargo	South Central Air
Air China	Air Hong Kong	American Transport	Asiana Airlines	Atlas Air
Cathay Pacific	China Air	Eva Air	Evergreen Int'l	Federal Express
Japan Airlines	Korean Air	Nippon Cargo	Northwest Airlines	Polar Air Cargo
Singapore Airlines	Southern Air Trans	United Parcel Service		

FAIRBANKS INTERNATIONAL AIRPORT
 474-2507

Fairbanks International Airport
 Doyle Ruff, Manager

Aviation Operations
 Jim Forenzi, Manager

Passengers enplaned (FY96) 377,556
 Passenger aircraft landings 21,916
 Cargo aircraft landings 6,751

Passenger Operations include:

Air North	Alaska Airlines	Delta	Frontier Flying Service	Larry's
Northwest Airlines	Reno Air	Tanana Air	Warbelows	Wrights Air Service
40 Mile Air				

Cargo Operations include:

Air France	Cargolux	Lufthansa
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ALASKA INTERNATIONAL AIRPORT SYSTEM
 John Unger, Controller
 266-2541

ADOT&PF

Responsibilities

- **Roads and Highways**
 - **2,100 Miles of National Highway System**
 - **3,500 Miles state and community roads**
 - **900 bridges**
 - **14,400 lane miles**

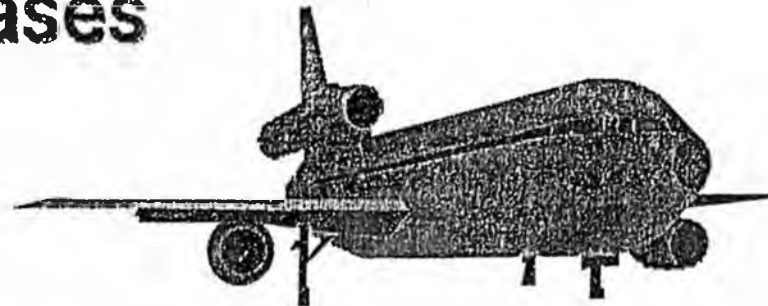


ADOT&PF

Responsibilities

- **Airports**

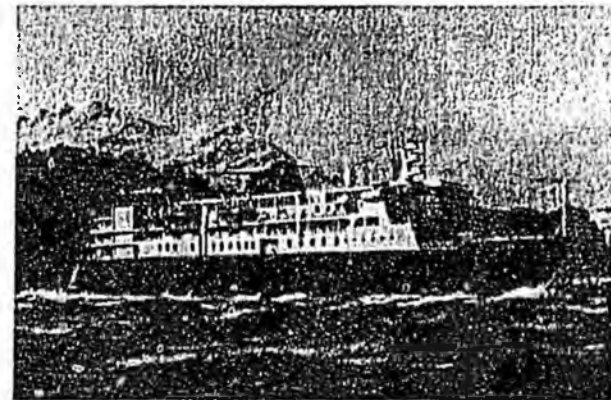
- Operate 266 airports
- 2 Large International Airports
- 25 other international, regional or district
- 102 seaplane bases



ADOT&PF

Responsibilities

- **Alaska Marine Highway System**
 - 8 vessels; 1 under construction
 - 32 communities
 - 3,500 route miles
 - 800 employees
 - 400,000 passengers
 - 100,000 vehicles



ADOT&PF

Responsibilities

- **Ports and Harbors**
 - 97 harbor facilities
 - 60 locations
 - 10,700 mooring slips

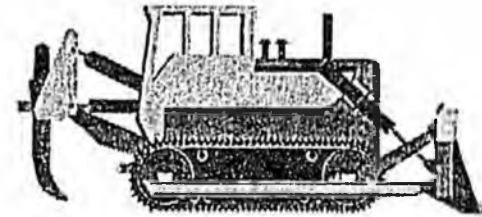


ADOT&PF

Responsibilities

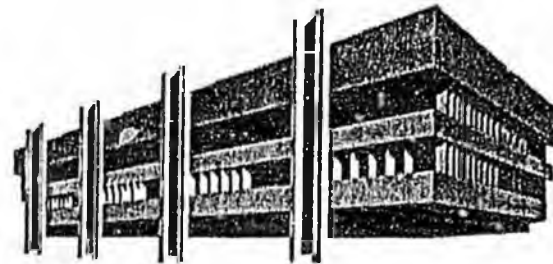
- **Manage State Equipment Fleet**

- 5,500 vehicles
- 1,500 heavy equipment units



- **Manage State Buildings and Facilities**

- 625 Buildings
- 3 million square feet

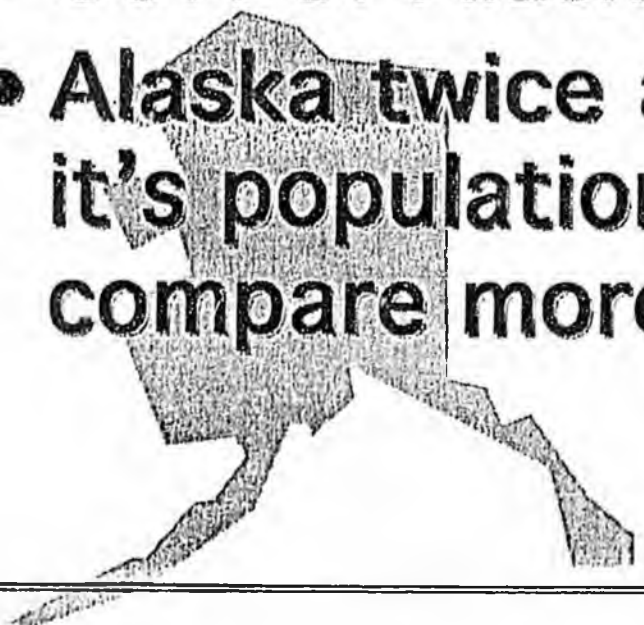


Alaska Transportation Facts

- **NHS Mileage:**
 - Alaska: 3.3 NHS miles per 1,000 pop.
 - US: 0.6 NHS miles per 1,000 pop.
- **All Mileage**
 - Alaska DOT: Maintains 40% of roads
 - Average state DOT: Maintains 20% of roads in their state

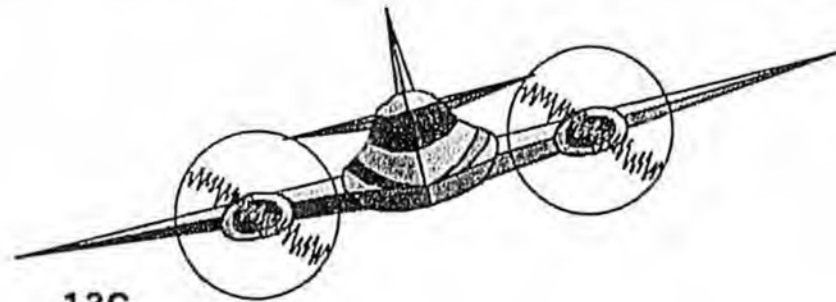
Alaska Transportation Facts

- 30% of Alaskans are not connected to roads
- 80% of Alaska's roads are gravel
- Alaska twice as large as Texas, but its population and road mileage compare more closely to Vermont.



Alaska Transportation Facts

- Alaska's Population = 0.2% of US Population
- Alaska's Air Travel = 13% of commuter airline departures
- Alaska has 65 times as many commuter departures per capita as U.S. average.

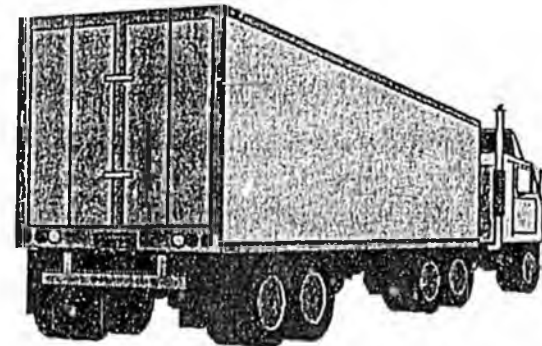


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Alaska Transportation Facts

● Freight Importance

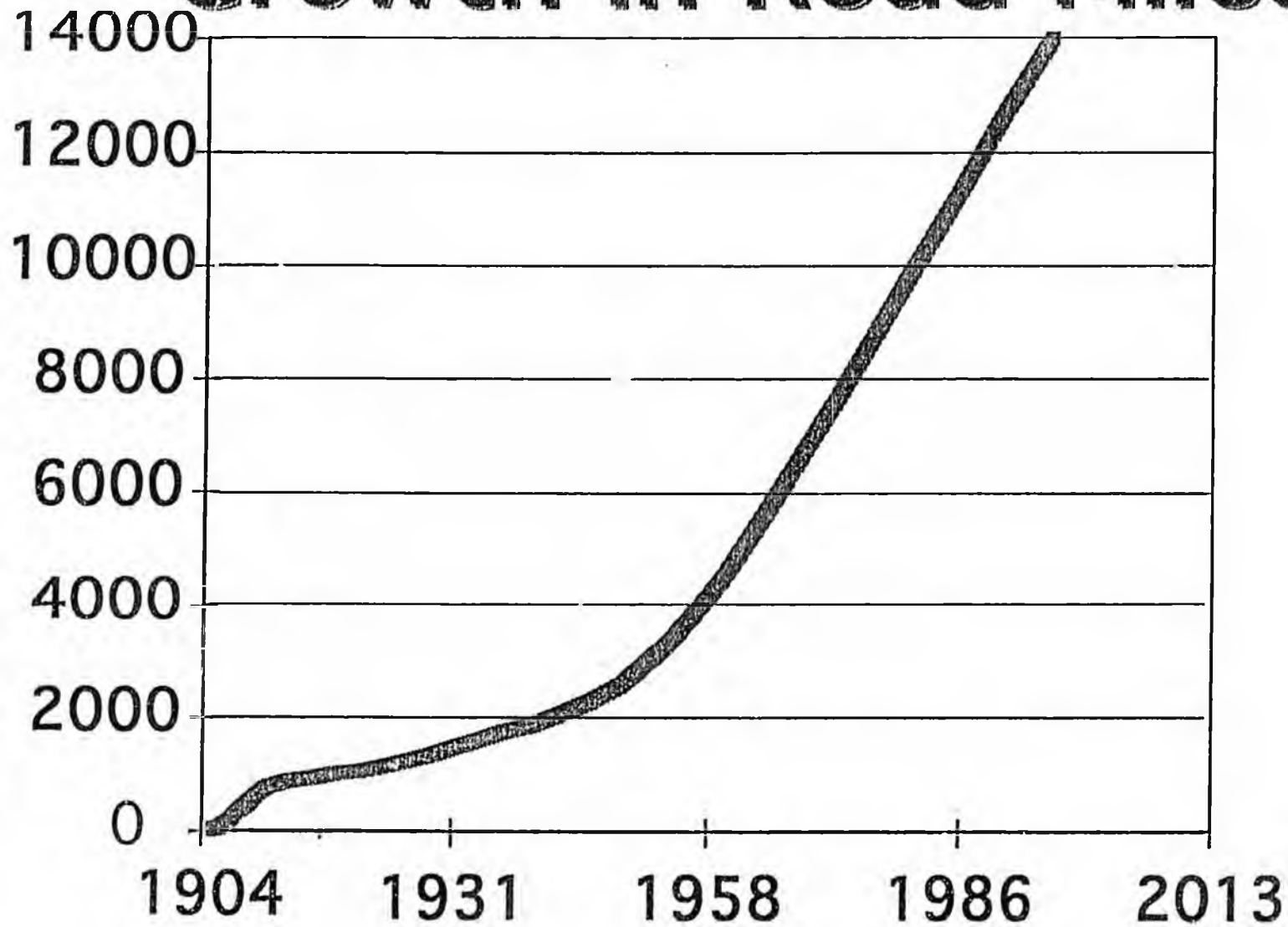
- AIA is #2 and FIA #9 airports in tonnage of freight landed
- Alaska ports account for 10 of 150 largest ports in U.S. export dollars.



Alaska Transportation Facts

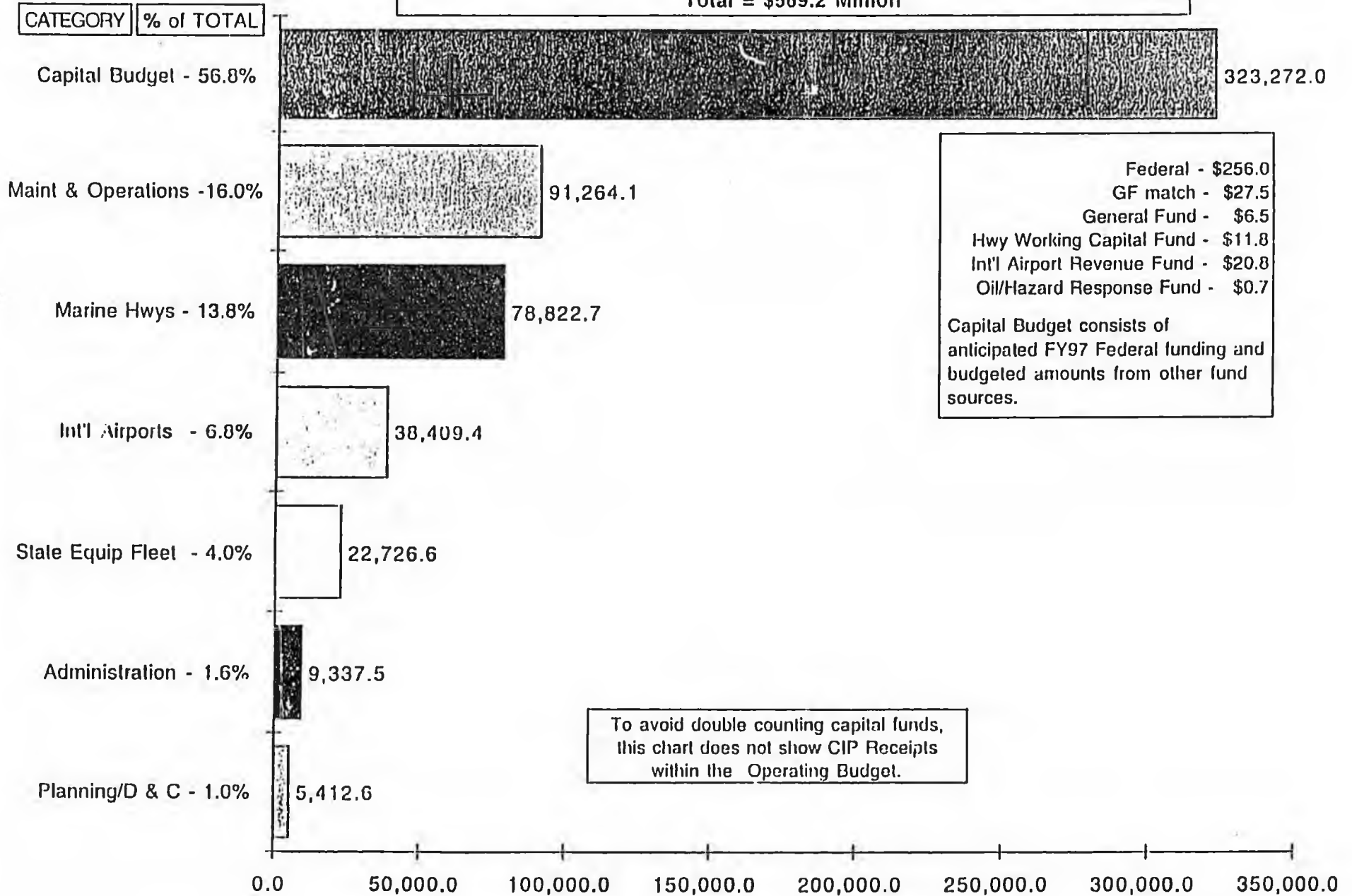
- **Road density in population terms**
 - Alaska 23 miles road/1,000 population.
 - US average 15 miles road/1,000 population.
- **Road density in geographic terms**
 - Alaska 42 square miles per 1 mile of road.
 - US average is 1 mile road per 1 square mile.

Growth in Road Miles



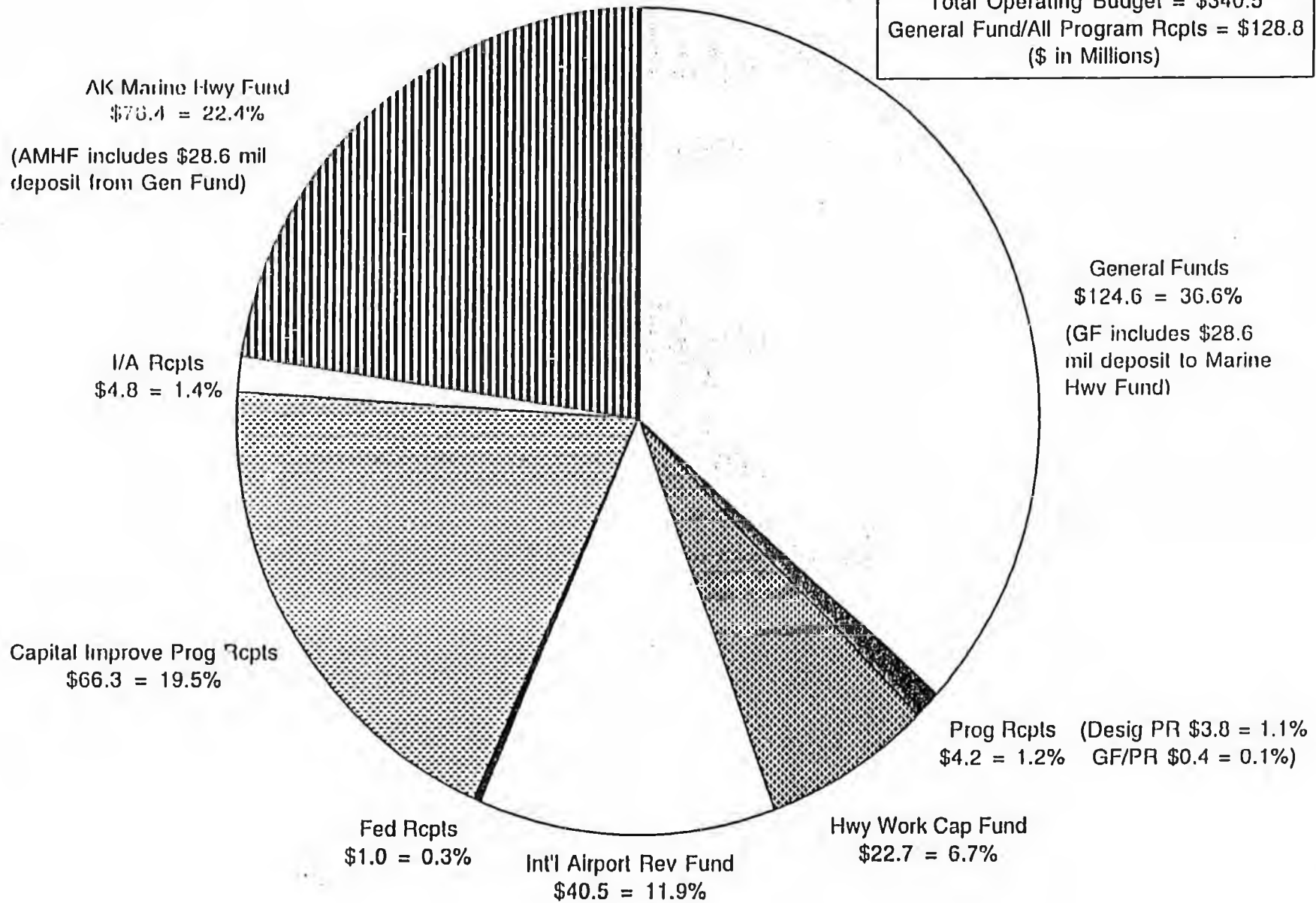
**Department of Transportation & Public Facilities
FY97 CAPITAL & OPERATING BUDGET - TOTAL FUNDS ***

Total = \$569.2 Million

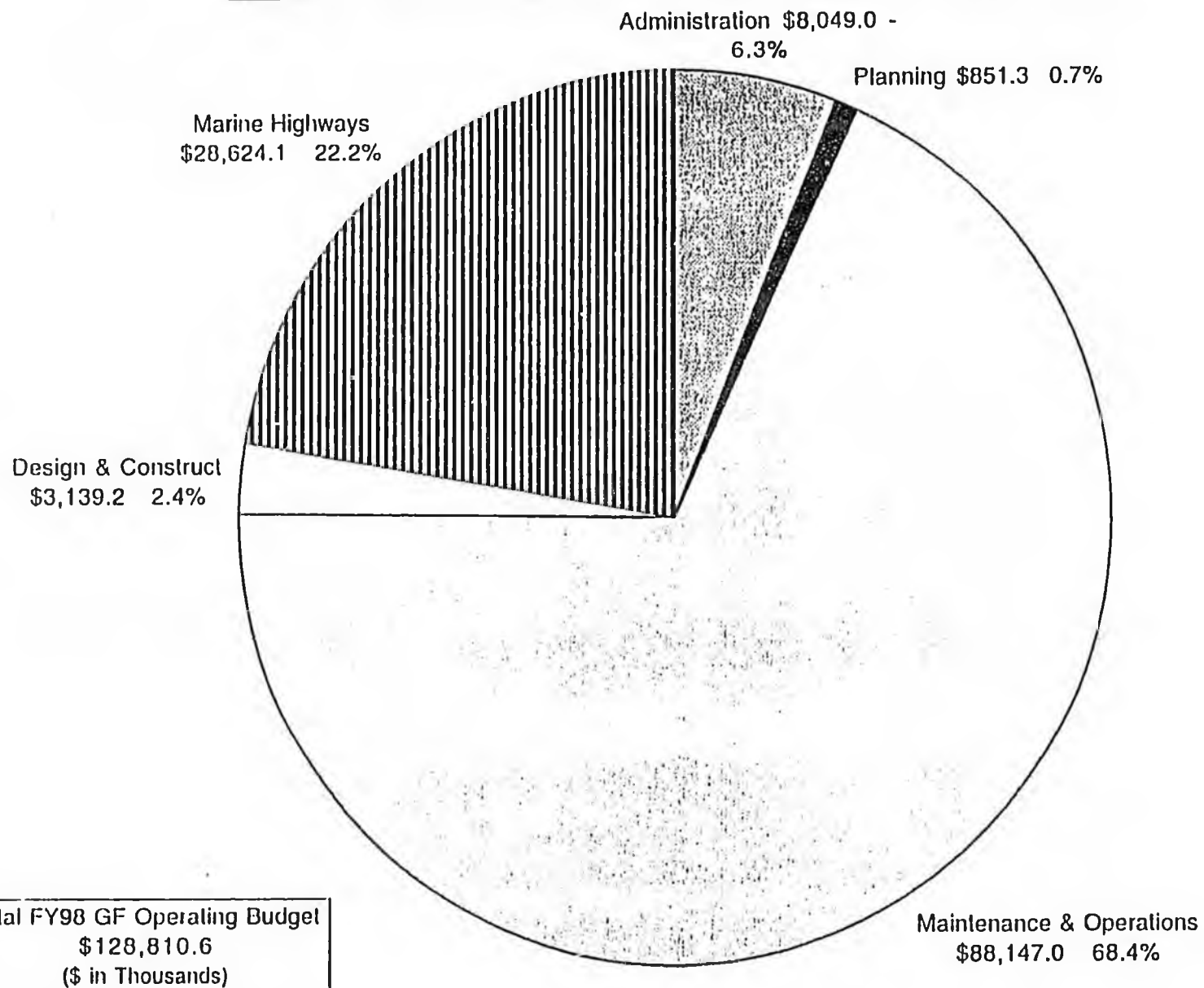


**Department of Transportation & Public Facilities
FY98 OPERATING BUDGET TOTAL FUNDS BY FUND SOURCE**

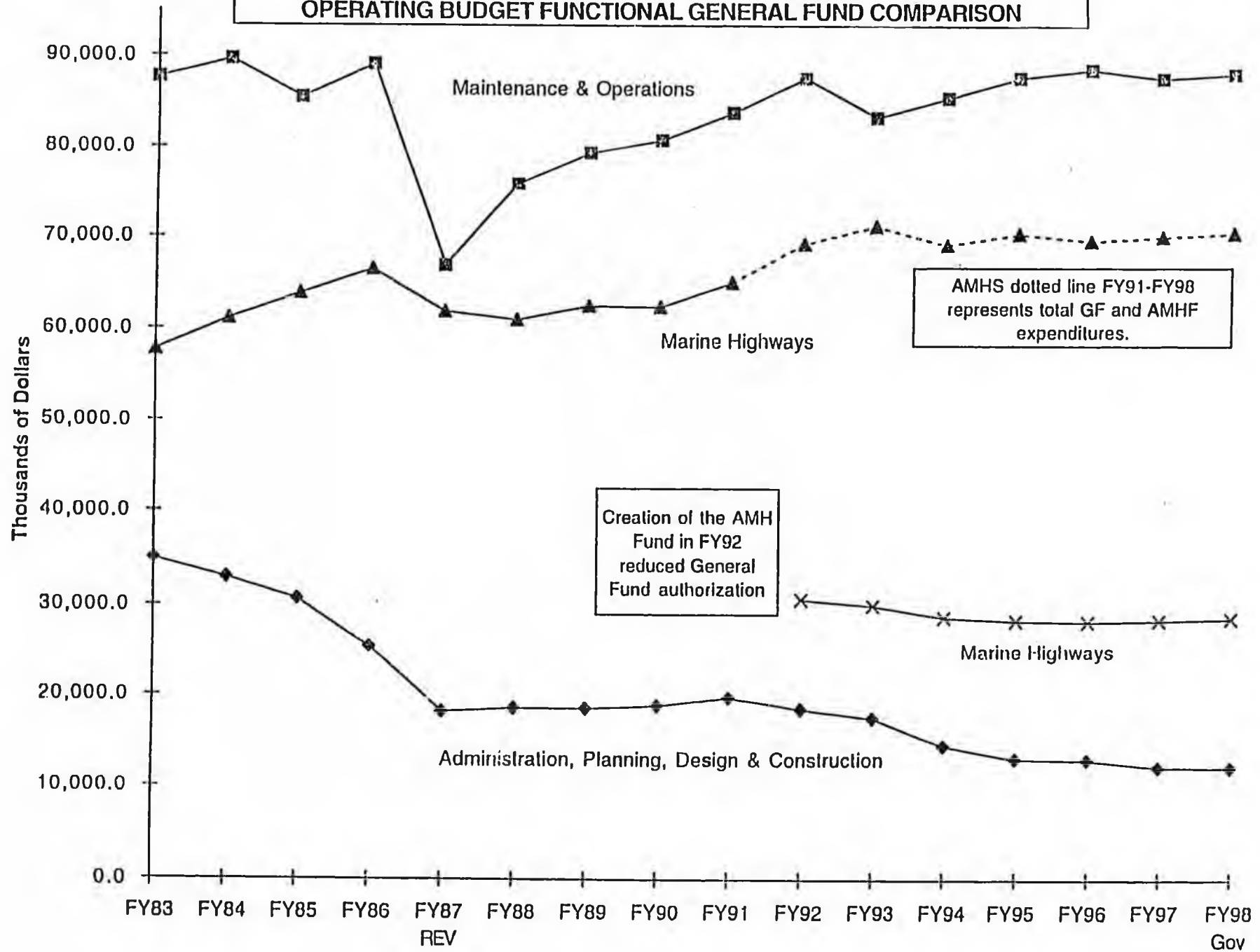
Total Operating Budget = \$340.5
General Fund/All Program Rcpts = \$128.8
(\$ in Millions)



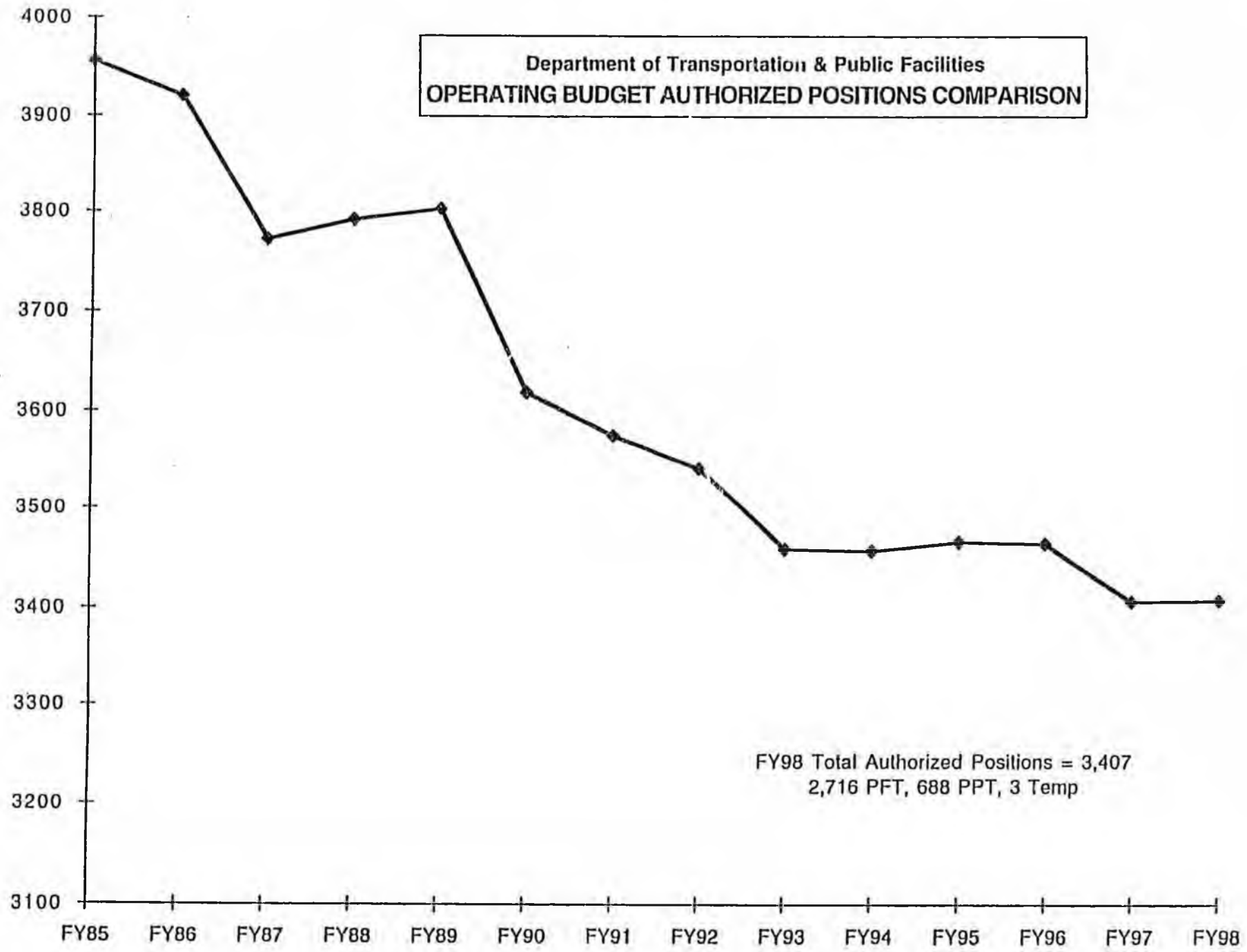
Department of Transportation & Public Facilities
FY98 GENERAL FUND OPERATING BUDGET BY FUNCTION



**Department of Transportation & Public Facilities
OPERATING BUDGET FUNCTIONAL GENERAL FUND COMPARISON**

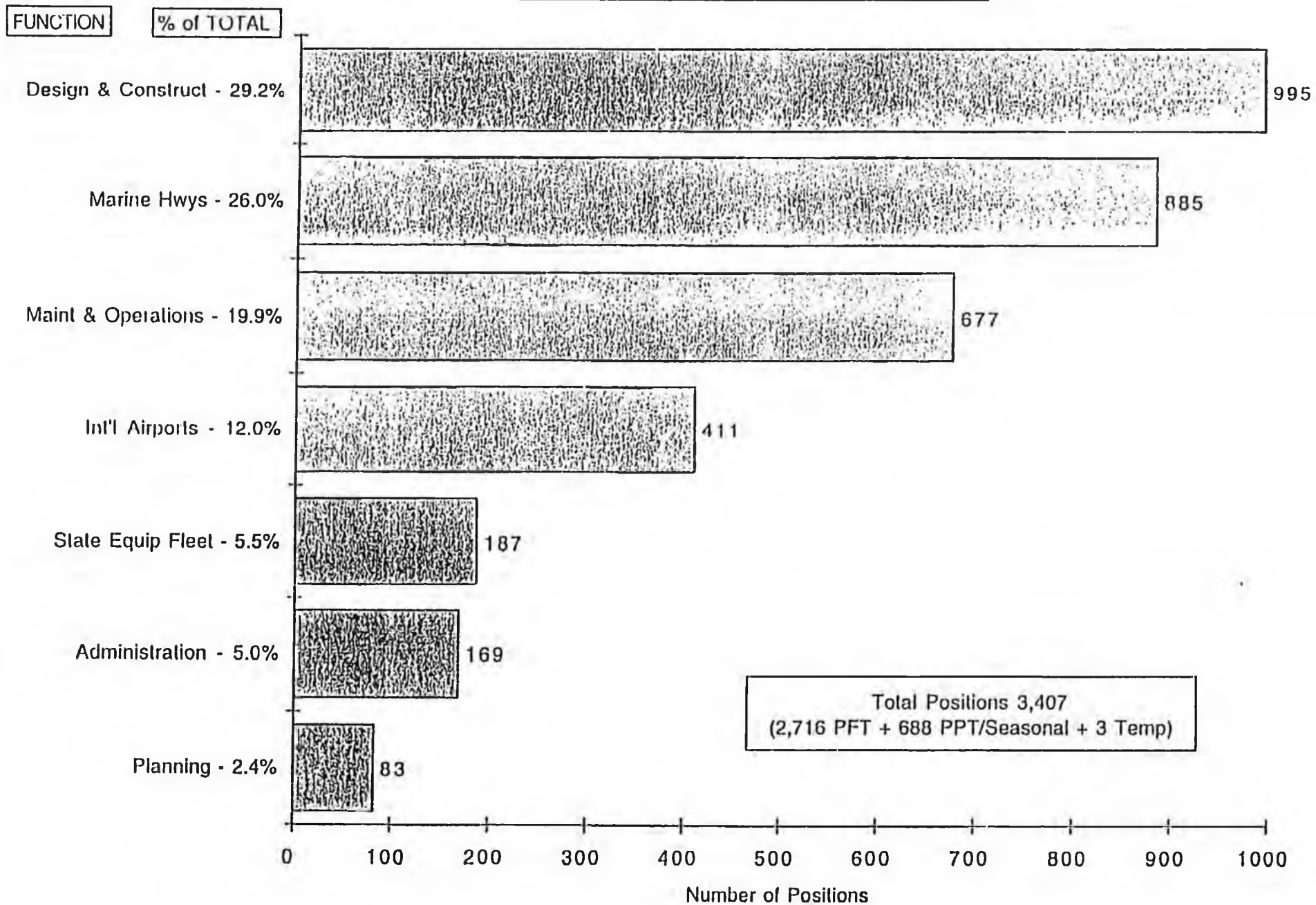


Department of Transportation & Public Facilities
OPERATING BUDGET AUTHORIZED POSITIONS COMPARISON



FY98 Total Authorized Positions = 3,407
2,716 PFT, 688 PPT, 3 Temp

**Department of Transportation & Public Facilities
FY98 GOVERNOR'S BUDGET POSITIONS**



**Department of Transportation & Public Facilities
FY97--FY98 COMPARISON**

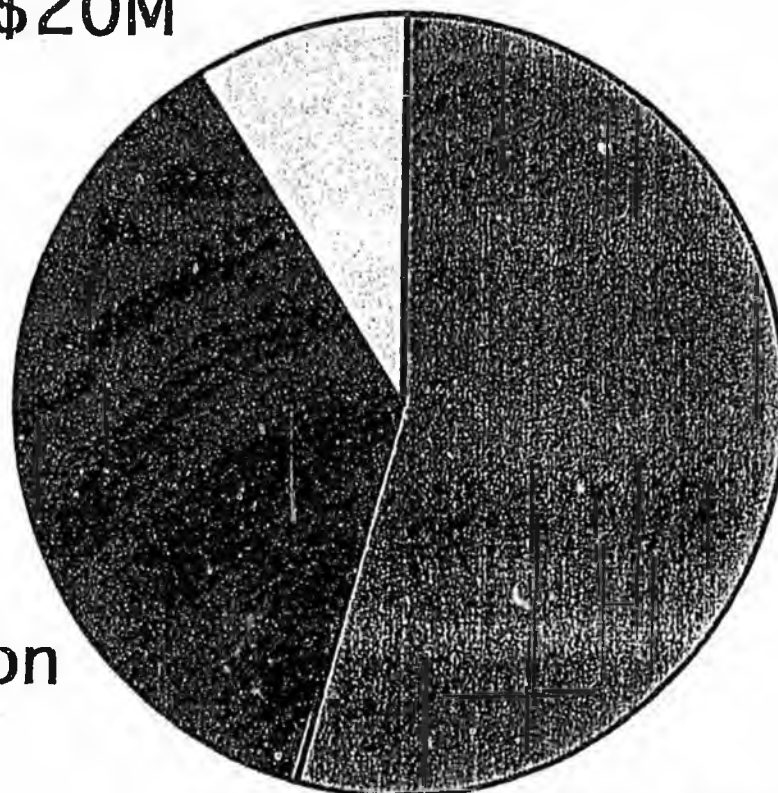
	GF/PR	TOTAL	
FY97 Authorized	128,179.0	339,612.0	
Adjusted for double-counting AMHS Stabilization			311,178.8
 FY98 Salary Adjustment	 1,021.7	 3,087.7	
FY98 Health premium adjustment	299.5	943.3	
Leasing transfer to AMHS from Dept of Administration	11.8	11.8	
AMHF excess authorization		(3,000.0)	
SUBTOTAL BASE ADJUSTMENTS	1,333.0	1,042.8	
"Beller Business Practices"	(100.2)	(100.2)	
Administrative Efficiencies General Fund reduction	(100.0)	(100.0)	
Reduce GF support in various headquarters, planning and engineering components	(137.0)	(137.0)	
Reduce traffic signal maintenance contract in Anchorage area	(68.6)	(68.6)	
Reduce utility expenses and facility maintenance in Central region	(127.4)	(127.4)	
Reduce snow removal response time in Southeast	(65.8)	(65.8)	
Reduce energy consumption and ground maintenance at Southeast facilities	(60.2)	(60.2)	
Eliminate winter maintenance contract at Clear Airport	(22.9)	(22.9)	
Delete winter maintenance on the Elliott Hwy. (close maint. station in winter)	(176.1)	(176.1)	
AMHS efficiencies: delete 2 shoreside positions, combine duties of 2 vessel positions, not fill one admin position due to new reservation computer system	(344.0)	(688.0)	
Reduce CIP Rcpts (AMHS)		(54.8)	
SUBTOTAL FY98 DECREMENTS	(1,202.2)	(1,601.0)	
 Rural airport maintenance (Designated Pgm Rcpts)	 200.8	 200.8	
Implement rural airport fees and regulations (Designated Pgm Rcpts)	300.0	300.0	
Interagency Rcpts for airport leasing activities, SEF mechanic and admin. support		230.8	
Anchorage Int'l Arpt: contract guard service, 3 electricians, leasing officer, Lake Hood operations, bird control		617.3	
Fairbanks Int'l Arpt: operations position		75.0	
SUBTOTAL FY98 INCREMENTS	500.8	1,423.9	
 FY98 Governor	 128,810.6	 340,477.7	
Adjusted for double-counting AMHS Stabilization			311,853.6

Department of Transportation & Public Facilities
REDUCTIONS AND COSTS ABSORBED IN FY97 AND FY98 OPERATING BUDGET (GENERAL FUNDS)

FY97	FY98	
		Maintenance and Operations
810.0	805.0	Unfunded fixed cost increases (e.g. utilities, parts)
815.0	600.0	Unfunded increased costs of new and expanded facilities (e.g. new snow removal equipment, building, additional lane miles to maintain)
385.0		M&O general and unallocated reductions
79.4		Decertification of the Aniak airport
429.1		Convert airport snow removal equipment to Federal capital replacement
275.8		Reduce salt and sand usage for winter road maintenance through more efficient application method
260.0		Reduction in janitorial services for state facilities
	785.3	The following actions are being taken to redirect funding to rural airports to meet FAA safety requirements: -eliminate contract snow removal on Anchorage Hillside roads and reduce contract snow hauling in Anchorage -reduce winter equipment rental contracts, increasing snow removal time, in Anchorage, Matsu, Kenai -reduce snow removal time on category IIIB routes in Southeast -eliminate winter maintenance on Nabesna Road, MP11--42 -eliminate winter maintenance at Goose Bay Airport and Tazlina Airport -convert snow removal equipment from full replacement to federal replacement status at Deadhorse & Barrow -reduce summer maintenance on the Nome-Council, Kougarak & Bob Blodgett roads (231 gravel road miles)
		Alaska Marine Highway System
236.8	363.5	Wage and health insurance increases absorbed in the Alaska Marine Highway System
419.7		Increased Risk Management charges absorbed within AMHS Fund
579.2		GF reduction in the AMHS
240.0	244.0	"Unearned wages" for vessel employees
		Other Reductions
139.4		Reductions to Dept. of Administration core services that were transferred to DOT&PF in FY97
851.5		General Fund reduction for administrative efficiencies in various headquarters, planning and engineering components
243.6		Underfunding of FY97 COLA (RIP reduction assessed in FY97)
	1,202.2	FY98 Budget General Fund Decrements
	140.9	Underfunding of FY97 COLA (no impact until FY98)
5,764.5	4,140.9	FY97 and FY98 Reductions and Costs Absorbed within the Operating Budget

Surface Transportation Initiative

TRAAK \$20M

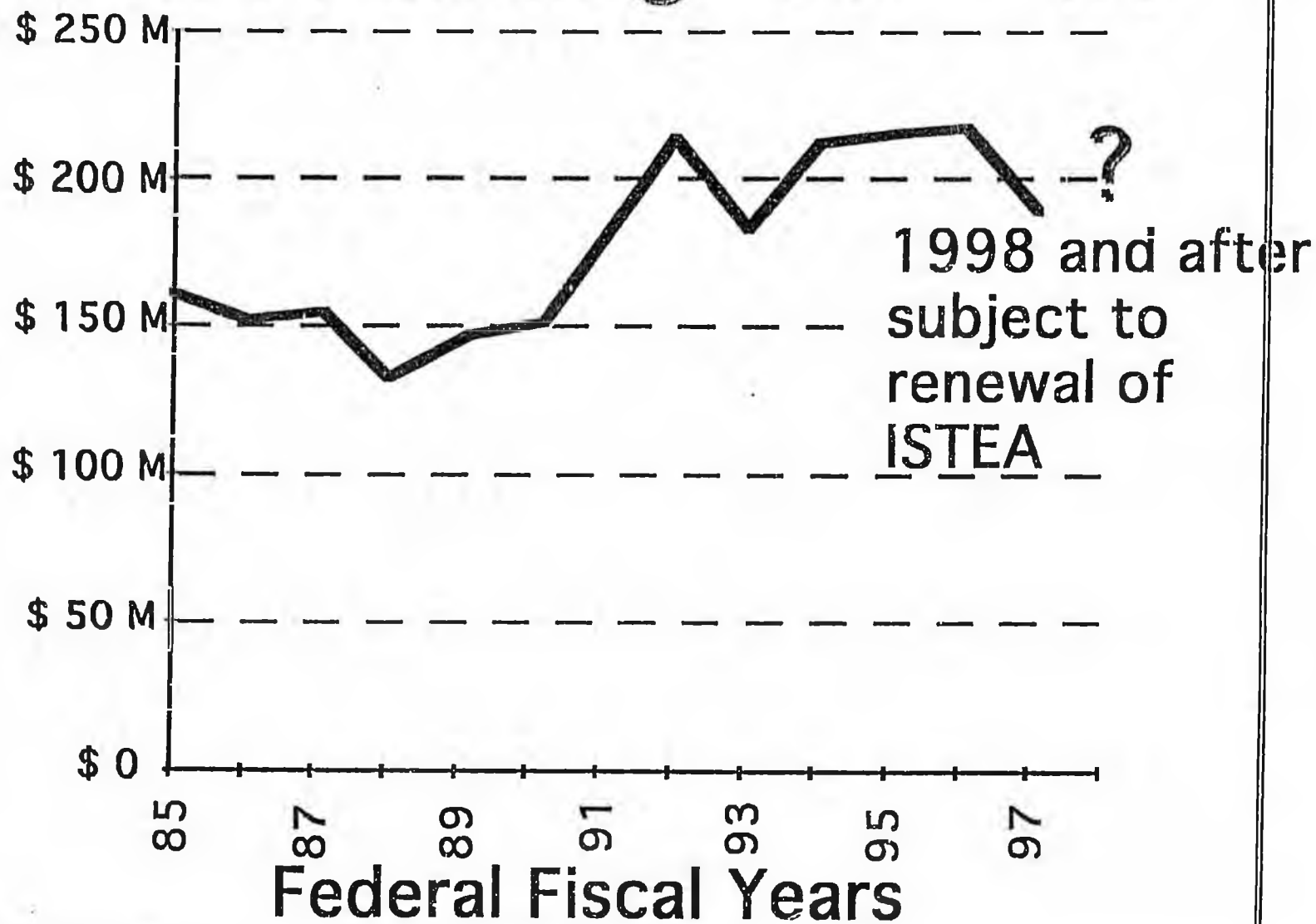


National Highway System
\$120M

Community Transportation Program
\$80M

Based on Federal Funding Level = \$220M

FHWA Funding '85 - '97



Federal funds only

Alaska's Advantage in Federal Aid

Each dollar in Federal
Gas Taxes Paid...



Is returned as six dollars
in Federal-Aid



States Lacking A State Highway Program



Only Rhode Island
& Alaska