

**ALASKA LEGISLATURE**

**1889**

**HOUSE and SENATE FINANCE COMMITTEE FILES, 1999 - 2000**

Rural and Urban Streets and Roads Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<b>10. Surface rehabilitation.</b>  Weighting: 4	Primarily 3-R and a PMS recommendation for rehab within 2 years, or a gravel surface badly deteriorated or serious surface deformation.	Primarily 3-R; a portion of the project addresses serious foundation problems.	Primarily major reconstruction; addresses longer-range rehabilitation.	N/A	-N/A
<b>11. Cost, length, AADT evaluation.</b> Divide project cost (in thousands) by length (in miles) and further divide result by Avg. Annual Daily Traffic. Weighting: 4	Between: $0 - 55¢ = 5$ $55¢ - 80¢ = 4$	Between: $80¢ - \$1.10 = 3$ $\$1.10 - \$1.50 = 2$ $\$1.50 - \$2.50 = 1$	Between: $\$2.50 - \$3.00 = 0$	Between: $\$3.00 - \$4.00 = -1$ $\$4.00 - \$6.00 = -2$ $\$6.00 - \$10.00 = -3$	Between: $\$10.00 - \$54.00 = -4$ $\$54.00 - \bullet = -5$
<b>12. Deficient bridges.</b> Weighting: 3	Deficient bridge needing replacement.	Deficient bridge eligible for repair/replacement.	No bridge deficiencies	N/A	N/A
<b>13. Deficient width/grade/alignment</b> Weighting: 3	Significantly deficient w/g/a relative to standards.	Moderately deficient w/g/a relative to standards.	No w/g/a deficiencies	N/A	N/A
<b>14. Functional class.</b> Weighting: 2	Major Arterial = 5 Minor Arterial = 4	Major Collector or Urban Collector	Minor Collector	Local Roads/Streets	N/A
<b>15. Other factors not specified.</b> Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 47

**TRAAK Criteria (continued)**

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
5. Departmental M&O costs and priority (Use for DOT facilities). Weighting: 5	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority; little affect on M&O costs.	Not an M&O priority; would increase M&O costs moderately.	Not an M&O priority; would increase M&O costs significantly.
6. Public support. Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state or local plans.	Majority of public record shows support for project; or nominally supported in official state or local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state or local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state or local plans.
7. Environmental approval readiness Weighting: 2	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
8. Project bridges gap or removes barrier between existing trail systems or provides interpretive center or rest area continuity. Weighting: 3	Project provides an important connection.	Project provides a modest connection.	No gaps bridged or barriers removed but does connect to existing networks.	Project is isolated from existing networks.	N/A
9. Project is tied to a recreational, educational or tourism event or activity? This project would strongly support/sustain this event/ ? Weighting: 2	Event or activity is of statewide or regional significance and well known/long standing. Yes to both (5), yes to one (4).	Event or activity is local and well known/long standing. Yes to both (3) or yes to one (2). Event is new but growing in importance (1).	Event is local and not growing.	N/A	N/A

## Transit Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. <b>Health and quality of life</b> (Neighborhood continuity, access to basic necessities) Weighting: 3</p>	Project provides significant contribution to improved health or quality of life.	Project provides moderate contribution to improved health or quality of life.	Project will have no effect, either positive or negative, on quality of life issues.	Project provides a moderate degradation to health or quality of life.	Project provides a significant degradation to health or quality of life.
<p>2. <b>Safety.</b>  Weighting: 4</p>	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern.	Project has no effect on safety.	N/A	N/A
<p>3. <b>Improves intermodal transportation or reduces redundant facilities.</b>  Weighting: 2</p>	Greatly improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for capital investment in another mode.	Minimal to no effect on transportation system connectivity, or coordination and integration of passenger systems and services, and does not change the requirement for investment in other modes.	Moderately decreases the connectivity between modes, or decreases coordination and integration of passenger systems and services and/or results in redundant investments.	Greatly decreases the connectivity between modes or coordination and integration of passenger systems, and/or results in redundant investments.
<p>4. <b>Local, other agency or user contribution to fund capital costs.</b>  Weighting: 5</p>	Local or user contributions fund ___% of local match for capital costs. (One point for each 20% of local match.)	(see to left)	Local or user contributions fund none of the capital costs.	N/A	N/A
<p>5. <b>Local contribution to fund operations and maintenance (O&amp;M) costs.</b> Weighting: 5</p>	Local or user contributions cover 100% of O&M costs, and include ownership of facility.	One point for each 20% of local support of O&M costs.	Local or user contributions cover none of O&M costs.	N/A	N/A

**Transit Criteria (continued)**

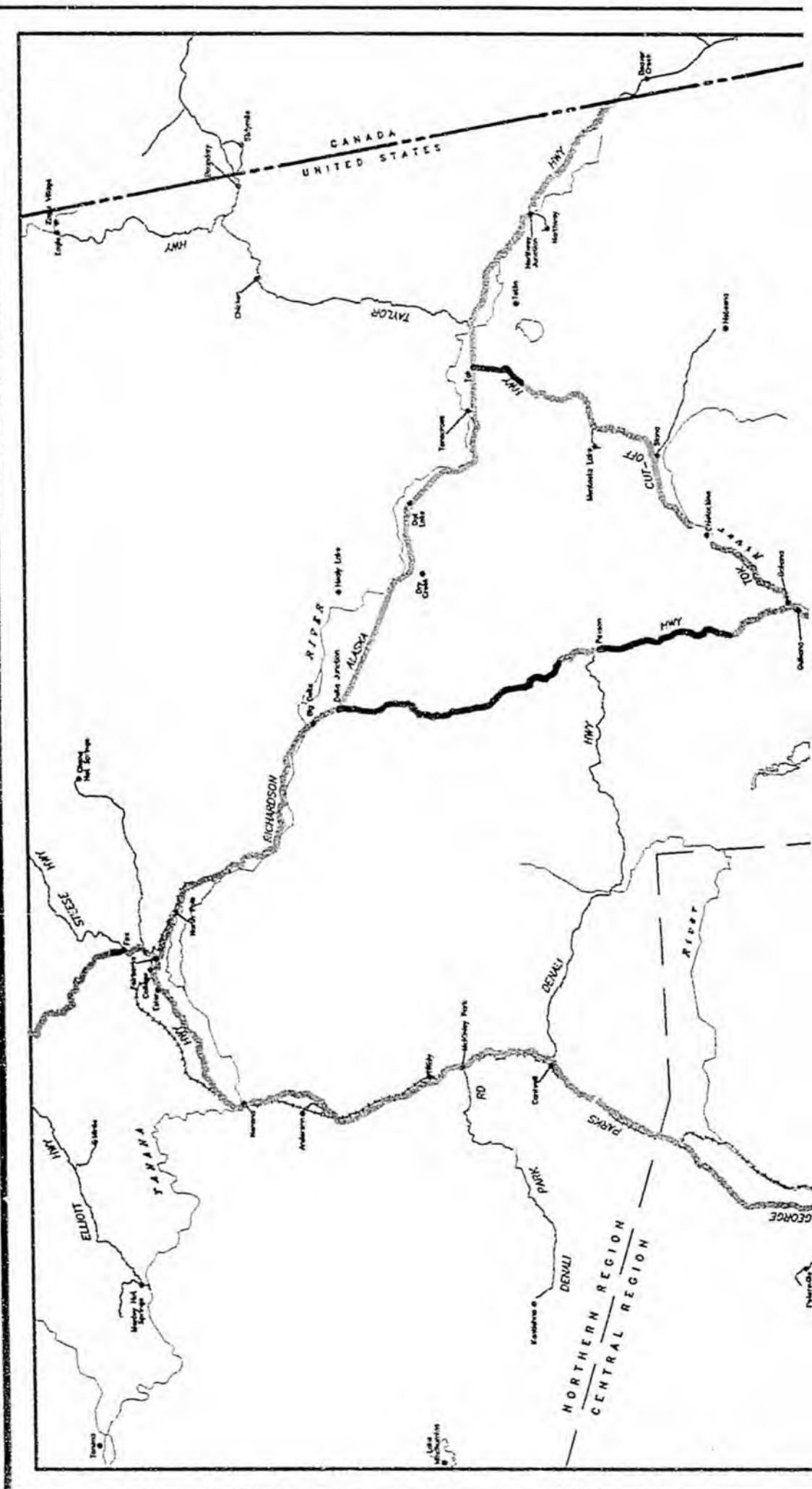
Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
12. Will project support coordinated service or brokerage? Weighting: 4	Yes, with 5 or more agencies participating.	Yes, with 3 agencies participating.	No.	No, even though coordinated system/brokerage is in operation in community.	N/A
13. Increased mobility for the disadvantaged?  Weighting: 5	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is major benefit of project; and/or necessary for existing facility or system to comply with ADA.	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is moderate benefit of project.	Meets ADA requirements but has limited benefits for mobility disadvantaged.	Will require substantial cost to meet ADA requirements.	No intention/ impossible to meet ADA requirements.
14. Other factors not specified.  Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	Project includes liabilities not otherwise rated.	N/A

Total Weight = 47

ADOT&PF Regional Totals							
			FFY 99	FFY 00	FFY 01	FFY 02	FFY 03
NHS	NHS Total		170,827.2	174,919.5	173,744.0	197,807.5	202,174.4
	Central		89,604.2	100,341.0	100,446.0	111,510.0	86,560.0
	Northern		47,687.0	64,238.5	53,928.0	57,032.5	53,889.4
	Southeast exc Marine Hwys		21,905.0	4,575.0	14,885.0	14,215.0	55,075.0
	Marine Hwys		6,260.0	1,600.0	1,200.0	12,800.0	4,650.0
	Southeast, including AMHS		28,165.0	6,175.0	16,085.0	27,015.0	59,725.0
	Statewide		5,371.0	4,165.0	3,285.0	2,250.0	2,000.0
Shakwak	Shakwak Total		25,533.7	31,600.0	0.0	0.0	0.0
	Southeast exc Marine Hwys		22,733.7	0.0	0.0	0.0	0.0
	Marine Hwys		2,800.0	31,600.0	0.0	0.0	0.0
	Southeast, including AMHS		25,533.7	31,600.0	0.0	0.0	0.0
CTP	CTP Total		134,897.0	138,945.0	147,933.5	157,198.0	152,344.4
	Central		64,728.0	75,045.0	50,206.5	56,085.0	76,114.4
	Northern		26,594.0	19,385.0	40,825.0	38,395.0	25,628.0
	Southeast exc Marine Hwys		9,215.0	4,410.0	17,540.0	20,940.0	16,000.0
	Marine Hwys		0.0	0.0	0.0	0.0	100.0
	Southeast, including AMHS		9,215.0	4,410.0	17,540.0	20,940.0	16,100.0
	Statewide		34,360.0	40,105.0	39,362.0	41,778.0	34,502.0
TRAAK	TRAAK Total		25,982.3	29,055.0	27,800.0	30,711.0	27,915.0
	Central		17,225.3	17,710.0	15,720.0	13,351.0	11,345.0
	Northern		5,299.0	7,530.0	10,580.0	16,010.0	14,970.0
	Southeast exc Marine Hwys		3,020.0	3,565.0	865.0	1,100.0	350.0
	Marine Hwys		0.0	0.0	385.0	0.0	1,000.0
	Southeast, including AMHS		3,020.0	3,565.0	1,250.0	1,100.0	1,350.0
	Statewide		438.0	250.0	250.0	250.0	250.0
High Priority	High Priority Total		17,375.4	19,291.1	8,593.0	2,503.0	8,250.0
	Central		9,844.4	14,146.1	8,318.0	839.0	5,500.0
	Northern		4,487.0	1,320.0	275.0	1,664.0	1,650.0
	Southeast exc Marine Hwys		2,213.0	3,825.0	0.0	0.0	1,100.0
	Marine Hwys		831.0	0.0	0.0	0.0	0.0
	Southeast, including AMHS		3,044.0	3,825.0	0.0	0.0	1,100.0
Ferry Discretionary	Ferry Discretionary Total		27,685.0	48,975.0	29,850.0	28,300.0	23,900.0
	Southeast exc Marine Hwys		0.0	0.0	0.0	0.0	0.0
	Marine Hwys		27,685.0	48,975.0	29,850.0	28,300.0	23,900.0
	Southeast, including AMHS		27,685.0	48,975.0	29,850.0	28,300.0	23,900.0
Public Lands Discretionary	Public Lands Discretionary Total		11,685.0	16,630.0	16,110.0	22,350.0	20,600.0
	Central		5,105.0	830.0	0.0	0.0	0.0
	Northern		6,330.0	10,800.0	16,110.0	22,350.0	20,600.0
	Southeast		250.0	5,000.0	0.0	0.0	0.0
Bridge Discretionary	Bridge Discretionary Total		50.0	41,400.0	24,400.0	11,500.0	45,000.0
	Central		50.0	29,300.0	0.0	0.0	0.0
	Northern		0.0	9,100.0	24,400.0	0.0	0.0
	Southeast		0.0	3,000.0	0.0	11,500.0	45,000.0
TOTALS	Program Totals		414,035.6	500,815.6	428,430.5	450,369.5	480,183.8
	Central		186,556.9	237,372.1	174,690.5	181,785.0	179,519.4
	Northern		90,397.0	112,373.5	146,118.0	135,451.5	116,737.4
	Southeast exc Marine Hwys		59,336.7	24,375.0	33,290.0	47,755.0	117,525.0
	Marine Hwys		37,576.0	82,175.0	31,435.0	41,100.0	29,650.0
	Southeast		96,912.7	106,550.0	64,725.0	88,855.0	147,175.0
	Statewide		40,169.0	44,520.0	42,897.0	44,278.0	36,752.0

**Alaska DOT&PF Program Totals for Design, Right of Way & Utilities, and Construction**

		FFY 99	FFY 00	FFY 01	FFY 02	FFY 03
<b>NHS</b>	<b>NHS Total</b>	170,827.2	174,919.5	173,744.0	197,807.5	202,174.4
	Phase 2 (Preconstruction)	24,586.8	18,183.5	15,283.0	17,307.5	19,524.4
	Phase 3 (Right-of-Way)	20,440.0	5,775.0	9,230.0	35,700.0	5,750.0
	Phase 4 - (Construction)	125,800.4	150,461.0	149,231.0	144,800.0	176,900.0
	Phase 8 (Utilities)	0.0	500.0	0.0	0.0	0.0
<b>Shakwak</b>	<b>Shakwak Total</b>	25,533.7	31,600.0	0.0	0.0	0.0
	Phase 2 (Preconstruction)	2,800.0	0.0	0.0	0.0	0.0
	Phase 3 (Right-of-Way)	0.0	0.0	0.0	0.0	0.0
	Phase 4 - (Construction)	22,733.7	31,600.0	0.0	0.0	0.0
<b>CTP</b>	<b>CTP Total</b>	134,897.0	138,945.0	147,933.5	157,198.0	152,344.4
	Phase 2 (Preconstruction)	13,120.0	10,770.0	11,226.0	11,208.0	16,065.0
	Phase 3 (Right-of-Way)	11,828.0	10,035.0	11,035.0	6,210.0	10,843.0
	Phase 4 - (Construction)	73,319.0	78,505.0	89,587.5	102,845.0	87,601.4
	Phase 8 (Utilities)	11,330.0	11,035.0	11,085.0	11,135.0	11,135.0
	All	25,300.0	28,600.0	25,000.0	25,800.0	26,700.0
<b>TRAAK</b>	<b>TRAAK Total</b>	25,982.3	29,055.0	27,800.0	30,711.0	27,915.0
	Phase 2 (Preconstruction)	4,359.0	4,005.0	3,355.0	2,015.0	2,240.0
	Phase 3 (Right-of-Way)	2,613.0	900.0	1,975.0	1,220.0	1,470.0
	Phase 4 - (Construction)	12,572.3	17,400.0	15,720.0	20,726.0	17,455.0
	Phase 8 (Utilities)	438.0	250.0	250.0	250.0	250.0
	All	6,000.0	6,500.0	6,500.0	6,500.0	6,500.0
<b>High Priority</b>	<b>High Priority Total</b>	17,375.4	19,291.1	8,593.0	2,503.0	8,250.0
	Phase 2 (Preconstruction)	2,822.0	1,320.0	825.0	1,664.0	1,100.0
	Phase 3 (Right-of-Way)	0.0	5,644.0	0.0	550.0	0.0
	Phase 4 - (Construction)	10,803.0	4,100.0	5,293.0	0.0	5,500.0
	All	3,750.4	8,227.1	2,475.0	289.0	1,650.0
<b>Ferry Discretionary</b>	<b>Ferry Discretionary Total</b>	27,685.0	48,975.0	29,850.0	28,300.0	23,900.0
	Phase 2 (Preconstruction)	5,725.0	1,150.0	2,715.0	1,310.0	100.0
	Phase 3 (Right-of-Way)	110.0	200.0	110.0	500.0	0.0
	Phase 4 - (Construction)	21,850.0	47,625.0	27,025.0	26,490.0	23,800.0
<b>Public Lands Discretionary</b>	<b>Public Lands Discretionary Total</b>	11,685.0	16,630.0	16,110.0	22,350.0	20,600.0
	Phase 2 (Preconstruction)	2,435.0	1,630.0	2,520.0	1,700.0	0.0
	Phase 3 (Right-of-Way)	0.0	0.0	350.0	400.0	300.0
	Phase 4 - (Construction)	9,250.0	15,000.0	13,240.0	20,250.0	20,300.0
<b>Bridge Discretionary</b>	<b>Bridge Discretionary Total</b>	50.0	41,400.0	24,400.0	11,500.0	45,000.0
	Phase 2 (Preconstruction)	0.0	5,600.0	0.0	1,500.0	0.0
	Phase 3 (Right-of-Way)	50.0	500.0	0.0	0.0	5,000.0
	Phase 4 - (Construction)	0.0	35,300.0	24,400.0	10,000.0	40,000.0
<b>TOTALS</b>	<b>Program Totals</b>	414,035.6	500,815.6	428,430.5	450,369.5	480,183.8
	Phase 2 (Preconstruction)	55,847.8	42,658.5	35,924.0	36,704.5	39,029.4
	Phase 3 (Right-of-Way)	35,041.0	23,054.0	22,700.0	44,580.0	23,363.0
	Phase 4 - (Construction)	276,328.4	379,991.0	324,496.5	325,111.0	371,556.4
	Phase 8 (Utilities)	11,768.0	11,785.0	11,335.0	11,385.0	11,385.0
	All	35,050.4	43,327.1	33,975.0	32,589.0	34,850.0



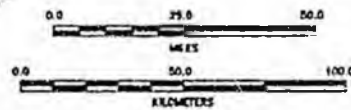
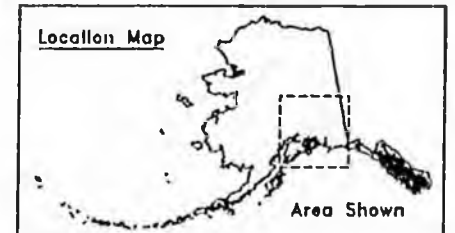
**NATIONAL HIGHWAY SYSTEM  
STANDARD / SUBSTANDARD SEGMENTS  
JANUARY 1999**

Prepared By The  
**ALASKA DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
DIVISION OF STATEWIDE PLANNING**

In Cooperation With  
**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

City or Town	● Anchorage
Substandard NHS	—
Improved to NHS Standard Pre 1995	—
Improved to NHS Standard 1995 - 1998	—
Improved to NHS Standard 1999 - 2000	—
Non NHS Roads	—
Railroad	—
NHS Ferry Route	—
Non NHS Ferry Route	—

**Location Map**










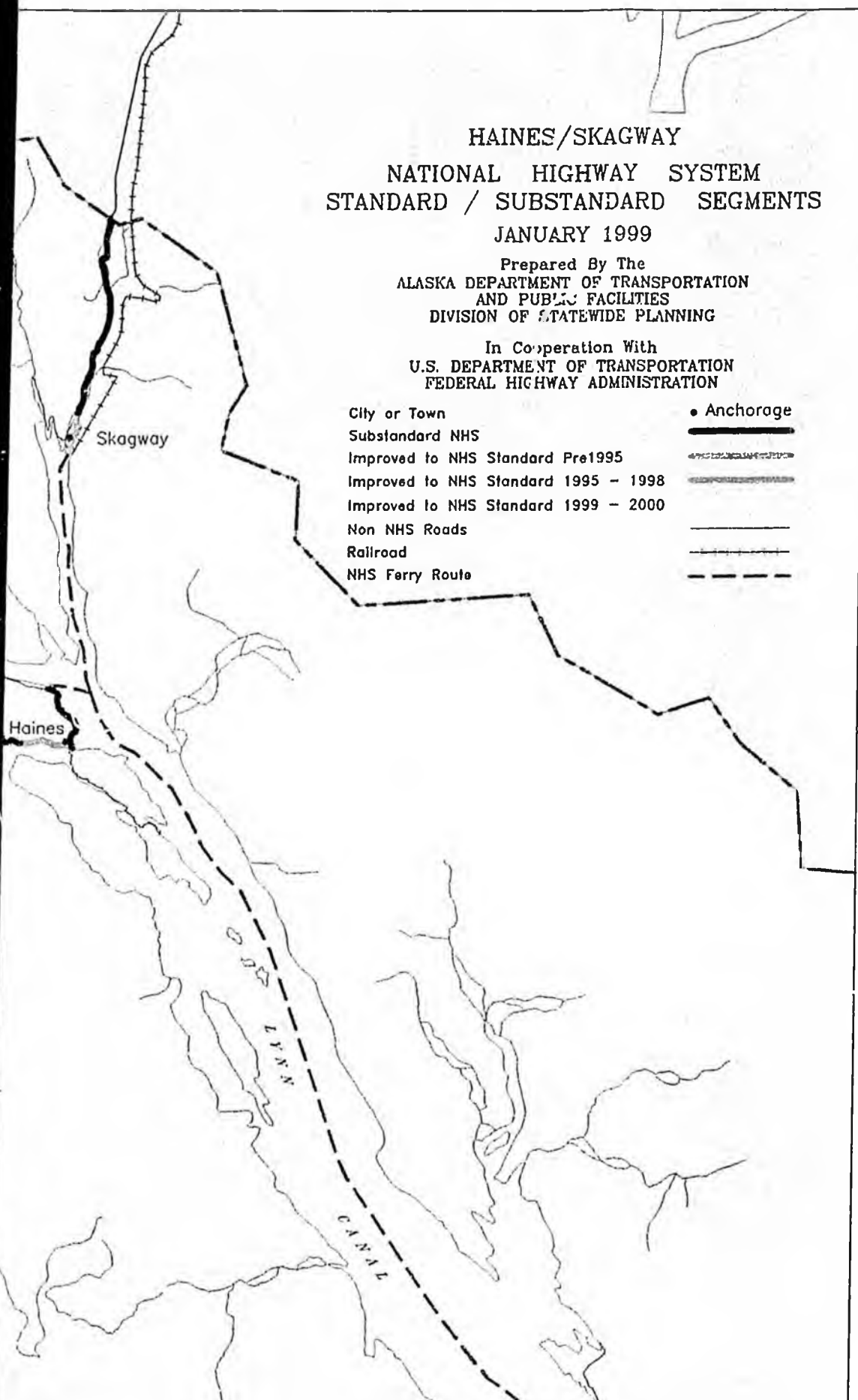


HAINES/SKAGWAY  
 NATIONAL HIGHWAY SYSTEM  
 STANDARD / SUBSTANDARD SEGMENTS  
 JANUARY 1999

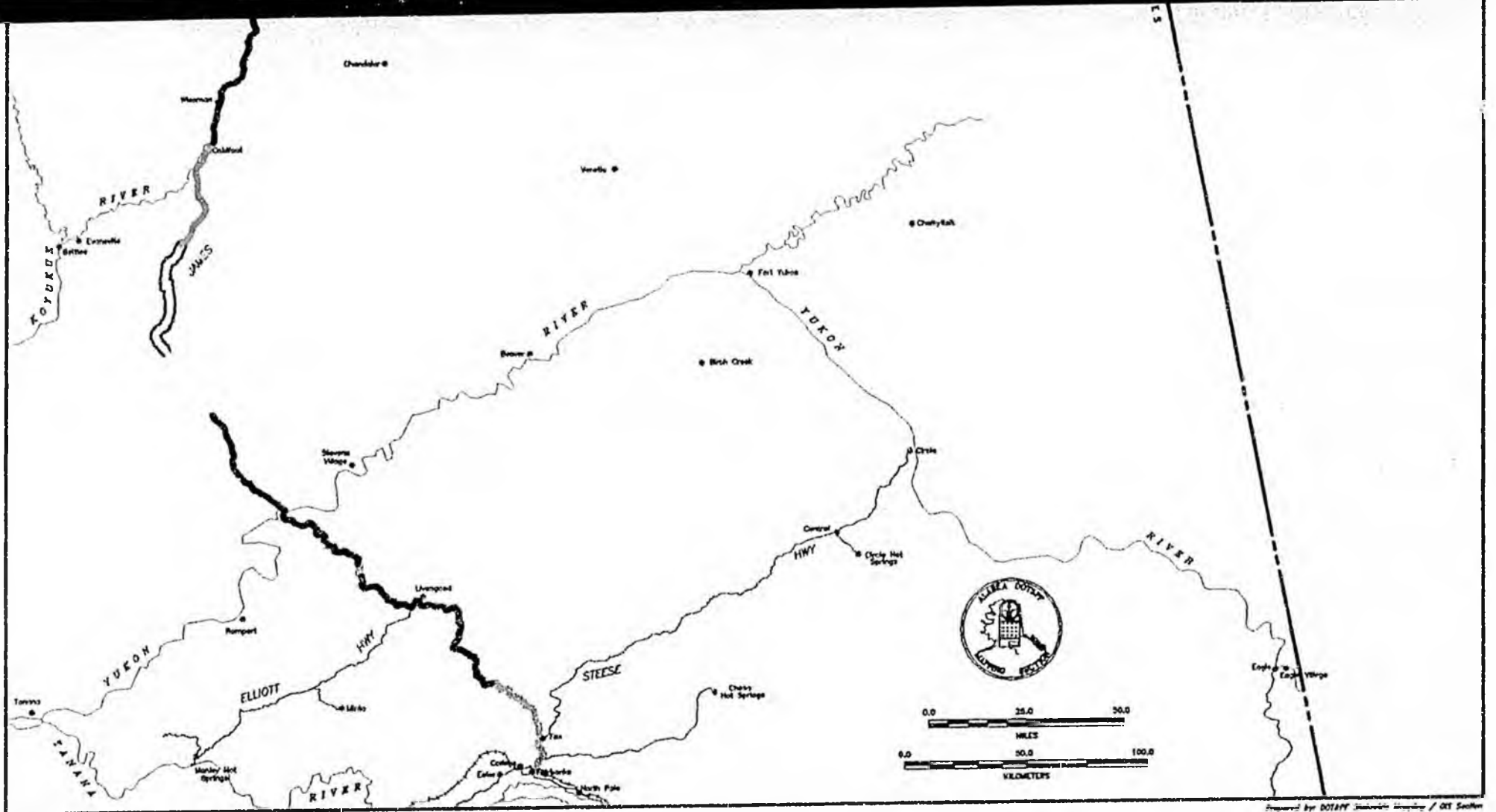
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 DIVISION OF STATEWIDE PLANNING

In Cooperation With  
 U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION

- |                                      |  |
|--------------------------------------|--|
| City or Town                         | ● Anchorage  |
| Substandard NHS                      |  |
| Improved to NHS Standard Pre1995     |  |
| Improved to NHS Standard 1995 - 1998 |  |
| Improved to NHS Standard 1999 - 2000 |  |
| Non NHS Roads                        |  |
| Railroad                             |  |
| NHS Ferry Route                      |  |





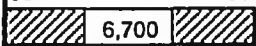
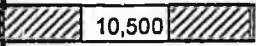
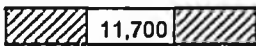
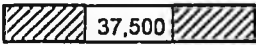
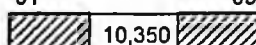
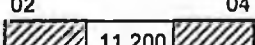
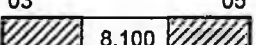
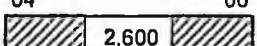


Prepared by DOT&PF Geographic Inventory / GIS Section  
January 1998

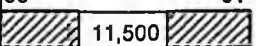
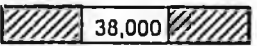
**National Highway System  
Seward & Sterling Highways  
Reconstruction - Major Projects**

99      00      01      02      03      04      05      06      07      08

**Seward Highway**

MP 13-18 Summit to Snow River Reconstruction	99      01 
MP 8-13 Grouse Cr. Canyon Reconstruction	99      01 
Soldotna Urban & Kenai River Bridge Replacement	00      02 
MP 100-115 Bird Pt - Anch. Passing Lane & Trail	00      02 
MP 00-08 Seward to Grouse Cr. Cayn Reconstruction	01      03 
MP 18-25 Snow River to Falls Creek Reconstruction	02      04 
MP 25-30 Falls Creek to Moose Pass Reconstruction	03      05 
MP 30-36 Moose Pass to Sterling Wye Reconstruction	04      06 

**Sterling Highway**

MP 36-45 Sterling & Seward Wye to Sunrise	99      01 
MP 45-60 Sunrise to Skilak Lake Rd. Reconstruction	04      06 

**Construction                      \$141,450.0**  
**Design & Right of Way      \$30,900.0**

**National Highway System  
Glenn Highway  
Reconstruction - Major Projects**

	99	00	01	02	03	04	05	06	07	08
MP 56-60 Moose Creek to Sutton Reconstruction	99	8,400	01							
Caribou Creek Bridge Replacement		00	17,200	02						
MP 60-68 Sutton to King River Reconstruction			01	7,400	03					
MP 92-97 Hicks Creek Reconstruction				02	10,000	04				
MP 100-109 Caribou Creek Reconstruction					03	17,900	05			
MP 84-92 Long Lake to Cascade Reconstruction						04	22,500	06		
MP 68-84 Chickaloon Reconstruction							05	12,000	07	
MP 53-56 Moose Creek Canyon Reconstruction								06	10,100	08

**Construction - \$96 Million  
Design & Right of Way - \$15 Million**

**National Highway System  
Dalton Highway  
Reconstruction - Major Projects**

	98	99	00	01	02	03	04	05	06	07
MP 144-176 Jim River #3 to Coldfoot Reconstruction										
Atigun Bridges MP 253 and 273										
MP 335-362 Happy Valley to Pump #2 Reconstruction										
MP 111-144 Beaver Slide to Jim River #3										National Corridor Preservation Grant Candidate
MP 37-49 Hess Creek to Yukon River Reconstruction										
MP 274-289 Galbraith Lake to Kuparuk River Reconstruction										
MP 9-18 9 Mile Hill Reconstruction										
MP 289-305 Kuparuk River to Slope Mountain Reconstruction										
MP 11-18 Reconstruction										
MP 00-09 Livengood to 9 Mile Hill Reconstruction										

**Construction - \$86.6 Million  
Design & Right of Way - \$12 Million**

**National Highway System  
Haines Highway  
Reconstruction - Major Projects**

	98	99	00	01	02	03	04	05	06	07
MP 0-3.5 Union St. - Airport Reconstruction	98	99								
	2,300									
MP 25.3-29.0 Bluffs to Little Boulder Cr. Reconstruction		99		01						
		10,000					Shakwak Project			
MP 34-37 Big Boulder Cr.- Canadian Border Reconstruction		99		01						
		11,000					Shakwak Project			
Ferry Terminal- Union St. Reconstruction					02		04			
					8,800					
MP 24-27.5 Chilkat River Br. & Bridge to Bluffs Recnstr.							04		06	
							6,000			
MP 3.5-24 Airport Rd. to Chilkat River Br. Reconstruction								05		07
								16,500		

**Construction - \$54,600.0 Million  
Design & Right of Way - \$3,170.0 Million**

## National Highway System Railroad Grade Separations

	99	00	01	02	03	04	05	06	07	08			
Summit to Snow River (Includes Rehab. 5 Miles Seward Hwy.)	99		01										
	▨	6,500	▨										
Whites Crossing (Includes Road Rehab. To MP68)			00			02							
			▨	17,250			▨						
Mondorosa (Parks MP 309)			00			02							
			▨	3,200			▨						
Peridot (Richardson MP 351)				01			03						
				▨	5,500			▨					
Rex (Parks MP 276)					02			04					
					▨	3,200			▨				
Broad Pass (Parks MP 194)						03			05				
						▨	3,500			▨			
Moose Creek (Richardson MP 345)						03			05				
						▨	5,500			▨			
Trainor Gate (Steese MP 1)							04			06			
							▨	5,500			▨		
Summit (Parks MP 204)								05			07		
								▨	3,500			▨	
Airport Spur (Richardson MP 359)									06			08	
									▨	5,500			▨

**Construction - \$62,400.0 Million**  
**Design & Right of Way - \$9,400 Million**

# GRAVEL TO PAVEMENT PROGRAM

FY1999

<u>REGION</u>	<u>ROAD NAME/LOCATION</u>	<u>MILEAGE</u>	<u>COST</u>
Central Region			
	Knik River Road / Mat-Su (Palmer)	10.2	\$ 2,000,000
	Marth Road / Mat-Su (Palmer)	0.7	130,000
	Smith Road / Mat-Su (Palmer)	1.0	150,000
	Huntley Road / Mat-Su (Palmer)	1.0	150,000
	Scott Rd./Archie Rd. / Mat-Su (Palmer)	2.0	330,000
	58-mile to 17-mile Road / Mat-Su (Palmer)	1.6	300,000
	Scout Loop / Kenai Pen. (Soldotna)	4.0	1,000,000
	Lou Morgan / Kenai Pen. (Soldotna)	2.0	500,000
	Fueding Lane / Kenai Pen. (Soldotna)	2.0	250,000
	Main St./First Ave/Hanger Lake / SW (Bethel)	1.0	240,000
	Tower Road / Southwest (Bethel)	1.0	540,000
	BIA Road / Southwest (Bethel)	0.8	600,000
Subtotal:			\$ 6,190,000
Northern Region			
	Taylor Hwy.	21.0	\$ 3,780,000
	Moore/Cartwright Rd. / Fairbanks	1.0	200,000
	Woll Road / Fairbanks	1.3	260,000
	Gordon/Lyle Road / Fairbanks	1.1	220,000
	Nome Port Access Rd. / Nome	0.1	45,000
	Fideler Road / Fairbanks	1.0	200,000
	Point Whitshed Road / Cordova	2.5	625,000
	Bennett Road / Fairbanks	1.5	375,000
	Kotzebue A/P Access / Kotzebue	0.5	200,000
	Glennallen School Rd. / Tazlina	0.5	125,000
	Silver Springs Rd. / Tazlina	0.6	150,000
	Copper Valley School Rd. / Tazlina	1.2	300,000
	Glennallen Subdivision / Tazlina	1.2	330,000
	Copperville Road / Tazlina	1.0	250,000
Subtotal:			\$ 7,060,000
Southeast Region			
	N. Pt. Higgins Spur / Ketchikan	0.4	\$ 95,000
	Roosevelt Spur / Ketchikan	0.5	157,000
	Cemetary Road / Ketchikan	0.1	26,000
	Whipple Cr. Road / Ketchikan	0.2	47,000
	Hollis School Road / P.O.W	0.5	75,000
	East Road / Wrangell	1.9	300,000
	Crystal Lake Hatchery / Petersburg	0.2	30,000
	Papkes Landing / Petersburg	0.5	75,000
	Scow Bay Loop Road / Petersburg	0.3	45,000
	Falls Creek Road / Petersburg	0.2	37,000
	Old Mitkof Highway / Petersburg	0.7	113,000
Subtotal:			\$ 1,000,000
DESIGN			\$ 750,000
			\$ 750,000
TOTAL:			<u>\$15,000,000</u>

# GRAVEL TO PAVEMENT PROGRAM

## FY2000

<u>REGION</u>	<u>ROAD NAME/LOCATION</u>	<u>MILEAGE</u>	<u>COST</u>
<b>Central Region</b>			
	Old Rabbit Crk. Rd./Anchorage	1.1	\$ 220,000
	Indian Road/Anch.-Indian	0.8	120,000
	Buffalo Mine Road/Mat-Su-Palmer	4.0	2,000,000
	Old Matanuska Road/Mat-Su-Wasilla	3.0	1,500,000
	Davis Road/Mat-Su-Wasilla	1.0	300,000
	Kachemak Dr. Rd./Kenai Pen.- Homer	3.6	1,800,000
	Subtotal:		\$ 5,940,000
<b>Northern Region</b>			
	Taylor Highway	20.0	\$ 3,900,000
	Stampede / Healy	4.5	900,000
	Coal Street / Healy	0.3	52,500
	Hilltop Drive / Healy	1.9	332,500
	Healy School Road / Healy	1.9	332,500
	Otto Lake / Healy	1.4	420,000
	Suntrana Road / Healy	0.2	45,000
	Lignite Road / Healy	2.8	490,000
	Park Lane / Healy	0.3	67,500
	Lester Road / Healy	0.3	52,500
	Ferry Road / Healy	0.9	157,500
	Edgerton Hwy / Chitina	1.5	375,000
	Subtotal:		\$ 7,125,000
<b>Southeast Region</b>			
	Allen-Comstock / Haines	0.6	\$ 90,000
	Menaker Road / Haines	0.5	75,000
	Piedad Road / Haines	0.3	45,000
	Sawmill Road / Haines	0.5	75,000
	Mud Bay Road / Haines	1.7	255,000
	Lutak Spur (end of Road) / Haines	1.5	225,000
	Earl Hine Road / Ketchikan	1.6	235,000
	Subtotal:		\$ 1,000,000
<b>DESIGN</b>			\$ 935,000
			\$ 935,000
<b>TOTAL:</b>			\$ 15,000,000

# GRAVEL TO PAVEMENT PROGRAM

FY2001

<u>REGION</u>	<u>ROAD NAME/LOCATION</u>	<u>MILEAGE</u>	<u>COST</u>
Central Region			
	N. Anchor River Rd./Kenai Pen.-Homer	6.0	\$ 1,800,000
	Old Sterling Rd./Kenai Pen.-Homer	9.0	1,800,000
	Mile Fritz Rd./Kenai Pen.-Homer	0.7	140,000
	Chiniak Hwy./Kenai Pen.-Kodiak	5.0	1,500,000
	Island Lake/ Kenai Pen.-Kodiak	1.0	400,000
	Neva Way/Kenai Pen.-Kodiak	1.0	400,000
	Subtotal:		\$ 6,040,000
Northern Region			
	Elliott Highway	7.0	\$ 1,120,000
	Tofty Road / Manley	1.0	300,000
	Center Street / Tok	0.2	35,000
	West Willow / Tok	1.3	227,500
	Midnight Sun Drive / Tok	2.0	350,000
	Moose Horn Road / Tok	1.0	175,000
	Borealis Ave / Tok	3.0	600,000
	First Street East / Tok	0.9	157,500
	Tanacross Road / Tok	1.8	315,000
	Tanacross Wye / Tok	0.1	17,500
	Loop Road / Birch Lake	0.5	87,500
	Canaday Road / Birch Lake	1.9	427,500
	Lost Lake Road / Birch Lake	0.7	192,500
	Shaw Creek Road / Birch Lake	2.1	577,500
	Dexter Bypass Road / Nome	4.8	1,560,000
	Tanana Loop Road / Delta	3.8	825,000
	Rika's Road / Delta	0.3	67,500
	Subtotal:		\$ 7,035,000
Southeast Region			
	Sawmill Cr. Road / Sitka	2.0	\$ 300,000
	Harbor Mountain Road / Sitka	0.2	30,000
	D-1 Loop Road / Ketchikan	1.0	160,000
	D-2 Loop Road / Ketchikan	0.7	145,000
	N. Pt. Higgins Spur / Ketchikan	0.4	60,000
	N. Pt. Higgins Spur #2 / Ketchikan	0.3	45,000
	N. Pt. Higgins Spur #3 / Ketchikan	0.6	90,000
	White River Spur / Ketchikan	0.2	30,000
	Totem Bigh. Road / Ketchikan	0.2	30,000
	Wood Road / Ketchikan	0.4	60,000
	Raspberry Road / Ketchikan	0.2	30,000
	Subtotal:		\$ 980,000
DESIGN			\$ 945,000
			\$ 945,000
TOTAL:			<u>\$ 15,000,000</u>

# GRAVEL TO PAVEMENT PROGRAM

## FY2002

<u>REGION</u>	<u>ROAD NAME/LOCATION</u>	<u>MILEAGE</u>	<u>COST</u>
<b>Central Region</b>			
	Russian Village Road-Kenai Pen. Homer	2.0	\$ 900,000
	Wood River Rd./SW-Dillingham	3.0	1,800,000
	Chickaloon Rd./Mat-Su Chickaloon	2.0	300,000
	Eklutna Rd./ Anch.-Eklutna	9.8	<u>2,940,000</u>
	Subtotal:		\$ 5,940,000
<b>Northern Region</b>			
	Copper River Highway	12.0	\$ 3,480,000
	Brenwick-Craig Road	1.6	400,000
	Quartz Lake Road	2.7	702,000
	Spengler Road	7.0	1,225,000
	Sawmill Road	7.5	<u>1,312,500</u>
	Subtotal:		\$ 7,119,500
<b>Southeast Region</b>			
	Dyea Rd./Skagway	6.5	<u>\$ 1,000,000</u>
	Subtotal:		\$ 1,000,000
<b>DESIGN</b>			<u>\$ 940,500</u>
<b>TOTAL:</b>			<u><u>\$ 15,000,000</u></u>

# SE Alaska Transportation Plan

## Timing:

1997 - March 1999

Percent Complete: 95%

## Major Issues:

- ◆ Air System in good shape
- ◆ Marine system not meeting regional expectations.
- ◆ Plan proposes a new concept of dayboats running point-to-point routes with a limited number of new and upgraded roads.
- ◆ Proposed changes offer more service at lower public cost.

## Public Involvement:

Regional Mayors

USFS

SE Conference

Business and Agency Meetings

Environmental groups

Over 50 meetings held throughout region.



# PWS-Copper River Transportation Plan

## Timing:

1998 - December 1999

Percent Complete: 60%

## Major Issues:

- ◆ Whittier Access will modify demand significantly.
- ◆ Marine system not meeting regional expectations.
- ◆ Plan is considering a variety of new service concepts, running point-to-point routes.
- ◆ No alternatives have yet been selected.

## Public Involvement:

Regional Mayors Advisory Committee

Regional Economic Development Council

Business and Agency Meetings

Native Corporations



# SW Alaska Transportation Plan

## Timing:

1997 - September 1999

Percent Complete: 70%

## Major Issues:

- ◆ Air System currently oriented to Anchorage.
- ◆ Plan identifies major airport hubs.
- ◆ A large air "hub to the hubs" is contemplated.
- ◆ Plan examines several road or road-ferry links also.
- ◆ No alternatives have yet been selected.



## Public Involvement:

Regional Mayors Advisory Committee

SWAMC

Business and Agency Meetings

Native Corporations

# Yukon-Kuskokwim Delta Transportation Plan



## Timing:

1998 - October 1999

Percent Complete: 40%

## Major Issues:

- ◆ Airport Infrastructure: 3,000' - 3,500' village airport runways and 4,000' - 4,800' runways at hub airports.
- ◆ Improved weather reporting, maintenance lighting and navigation aids.
- ◆ Marking winter trails with GPS markers
- ◆ Ice/river road maintenance (Kuskokwim River)
- ◆ Barge Operations: navigation improvements, shoreside infrastructure.
- ◆ Evaluation of overland route between Yukon and Kuskokwim Rivers.

## Public Involvement:

Regional Advisory Committee

In-village meetings

Business and Agency Meetings

Native Corporations

# Northwest Arctic Transportation Plan

## Timing:

Start Mid-1999

Percent Complete: 0%

## Major Issues (anticipated):

- ◆ Marking winter trails with GPS markers
- ◆ Utility of railroad or highway access.
- ◆ Airport Infrastructure.
- ◆ Improved weather reporting, maintenance lighting and navigation aids.
- ◆ Barge Operations: navigation improvements, shoreside infrastructure.

## Public Involvement (anticipated):

Regional Advisory Committee

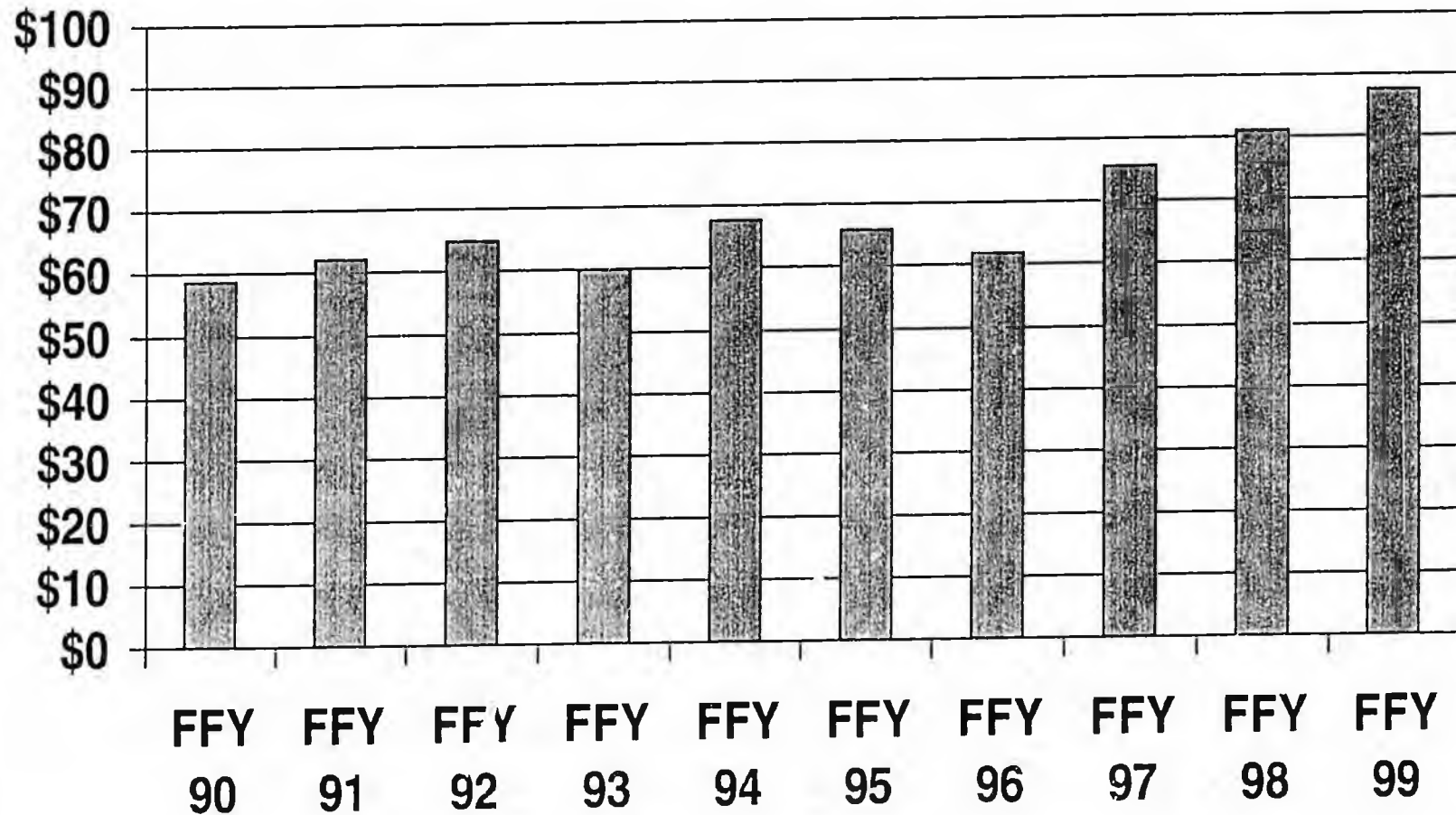
In-village meetings



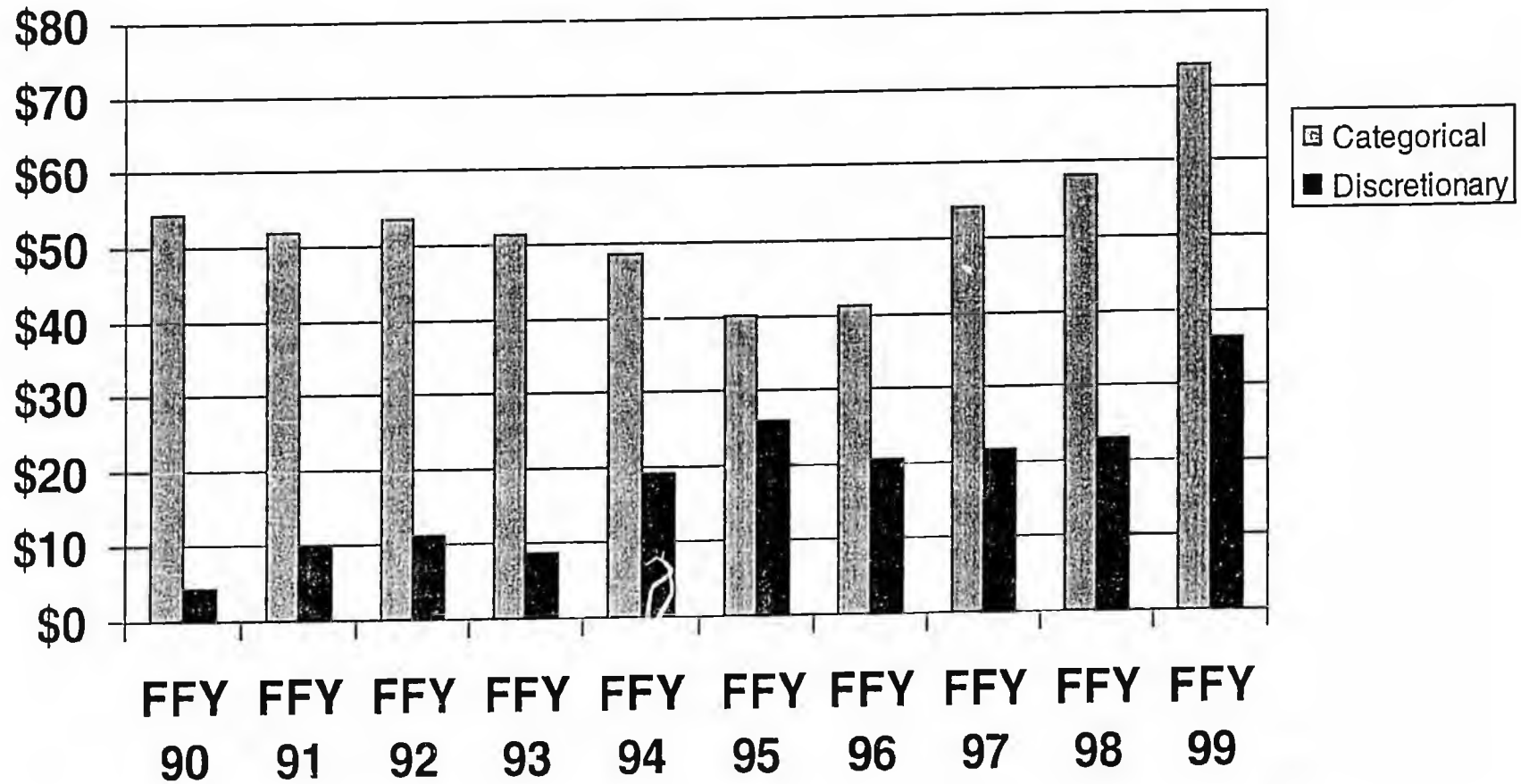
# Airport Improvement Program

## Annual Federal Funding

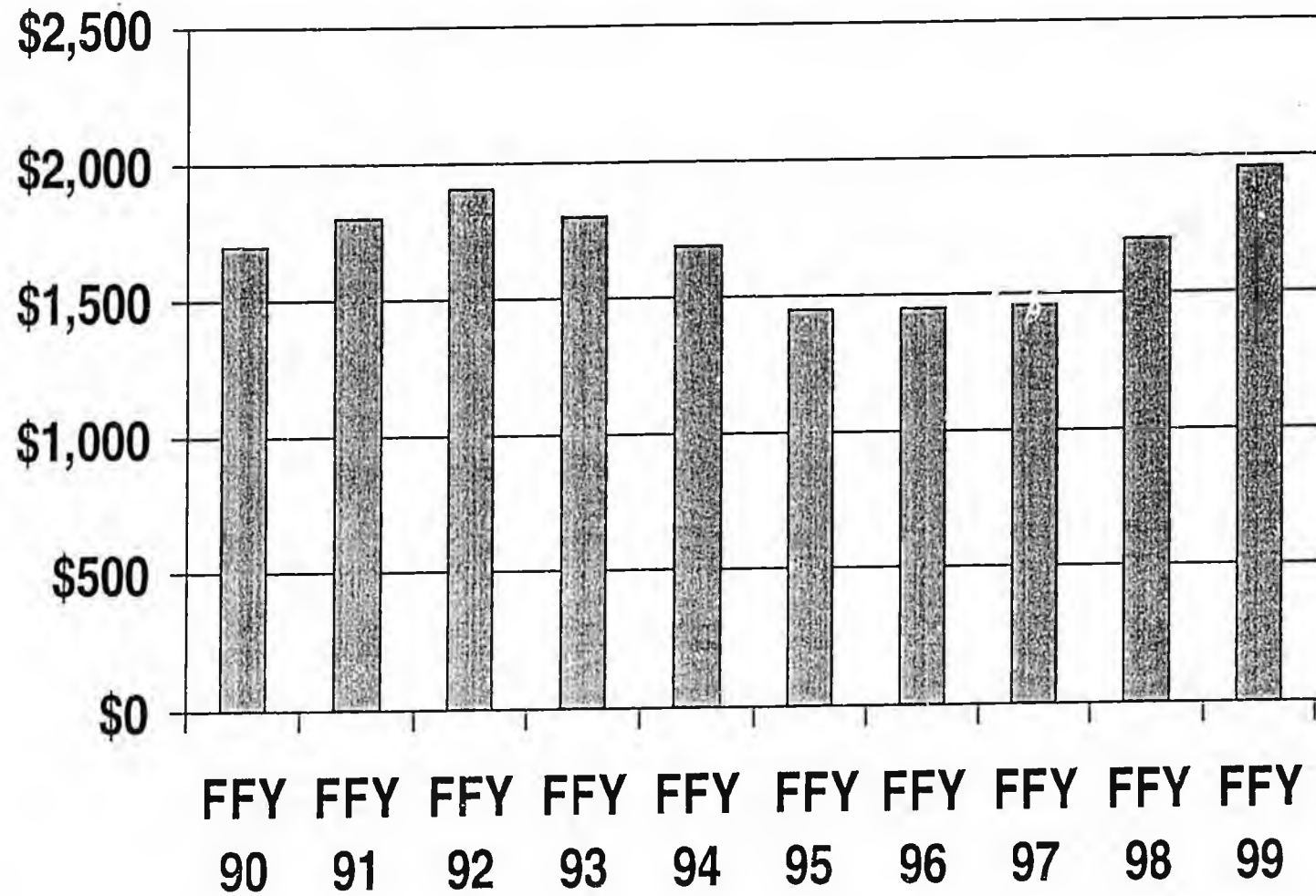
(Alaska Program In Millions)



# Airport Improvement Program Categorical and Discretionary Funding (Alaska Program in Millions)



# Airport Improvement Program National Funding Level (Annual Appropriations in Millions)



# PROJECT EVALUATION CRITERIA

## AIRFIELD PROJECTS

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>1. Safety</p> <p style="text-align: center;">Weighting: 5</p>	Substantially increases safety	Moderately increases safety	Maintains Status Quo	N/A	N/A
<p>2. Health &amp; Quality of Life (Access to Basic Necessities)</p> <p style="text-align: center;">Weighting: 4</p>	Provides a significant contribution to improved health or quality of life	Provides a moderate contribution to improved health or quality of life	Has no effect either positive or negative on health/quality of life issues	N/A	N/A
<p>3. Economic Benefits</p> <p style="text-align: center;">Weighting: 3</p>	Provides significant permanent economic opportunities or benefits statewide or interstate. A formal economic evaluation is required.	Provides moderate identifiable, permanent economic opportunities or benefits regionally or locally	Maintains Status Quo	N/A	N/A
<p>4. Community Support</p> <p style="text-align: center;">Weighting: 2</p>	Community Public record and state/local plans fully support project. A supporting resolution from local government is required for Community class airports. Local Sponsors receive 5 points, if a supporting resolution has been submitted confirming sponsorship.	Majority of public record supports the project. Nominally supported in official state/local plans.	Public record is divided or undocumented towards the project	Majority of public record opposes the project. Not supported in official state/local plans.	Abundance of public record opposes the project. Opposing resolution from local elected body. Contradicts official state/local plans.
<p>5. Community M&amp;O Contribution</p> <p style="text-align: center;">Weighting: 4</p>	Local government assumes ownership of facility, including M&O responsibilities and federal grant obligations	Local government assumes full M&O responsibility of facility	Local government assumes no new responsibilities or cost	N/A	N/A

**PROJECT EVALUATION CRITERIA**

**AIRFIELD PROJECTS**

Standards	(5)	(3)	(0)	(-3)	(-5)
6. Local Capital Contribution  Weighting: 3	Contribution of state match, design, ROW, and/or materials totals 25% or more of project cost.	Contribution of state match, design, ROW, and/or materials: 1 point per each 5% of project cost. All Local Sponsors receive at least 1 point.	Provides no capital costs; contributes nothing.	N/A	N/A
7. Maintenance & Operations  Weighting: 4	Very High M&O priority	Moderate M&O priority	Not an M&O priority	N/A	N/A
8. Security/Certification (Certified Airports Only)  Weighting: 2	Corrects deficiencies to meet minimum requirements		No affect on security/certification	N/A	N/A
9. Aviation Alternatives  Weighting: 3	N/A	N/A	No access to other public aviation facilities	Moderate facility redundancy with access to another public airport	Substantial facility redundancy with access to another public airport
10. Community Transportation Alternatives  Weighting: 4	No other transportation alternatives available	Transportation alternatives available. See Note #1.	Transportation alternatives available. See Note #1.	Other alternatives may provide comparable transportation benefits	Other alternatives will provide superior transportation benefits

Note #1: Under Criteria 10, all season road access available to the contiguous highway system or to an alternative airport = 0. Seasonal road access available to the contiguous highway system or to an alternative airport = 2. All season ferry/barge service available =1. Seasonal ferry/barge service frequency: Weekly or more frequent service = 2; Less frequent than weekly but more frequently than monthly service = 3; Less frequently than monthly service = 4.

**PROJECT EVALUATION CRITERIA**

**AIRFIELD PROJECTS**

<b>Standards</b>	<b>(5)</b>	<b>(3)</b>	<b>(0)</b>	<b>(-3)</b>	<b>(-5)</b>
11. Runway Length  Weighting: 5	Existing runway less than 2,000 feet  See Note # 2	Existing runway is less than 3,000 feet  See Note # 2	Existing runway is 3,000 feet or greater  See Note # 2	N/A	N/A
Note # 2: For airports with existing runways less than 3000' that do NOT otherwise receive any points Criteria 11, projects which install runway edge lighting receive 1 point and projects which resurface the runway receive 1 point.					
12. Runway Surface Condition  Weighting: 4	Improves poor/failing surface to all-weather capability	Runway surface condition is acceptable but needs improvement	Runway surface condition is good	N/A	N/A
13. Aviation Hazards: Trees in approach; Aircraft in Safety Area; Severe Xwinds/Turbulence  Weighting: 2	Corrects significant hazards	Corrects minor hazards	Maintains Status Quo	N/A	N/A
14. Erosion/ Flooding  Weighting: 4	Alleviates immediate threat to airport	Addresses problem needing attention	Maintains Status Quo	N/A	N/A
15. Other Factors Not Previously Evaluated  Weighting: 4	Project shows significant innovation or unique benefits not previously evaluated	Project shows moderate innovation or unique benefits not previously evaluated	All project ranking factors previously evaluated	N/A	N/A

# PROJECT EVALUATION CRITERIA

## AIRPORT EQUIPMENT

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>1. Age of Equipment in years</p> <p>-Vehicles (smaller)* -Heavy Equipment#</p> <p style="text-align: center;">Weighting: 3</p>	<p>*Small vehicles - pickups, vans, sedans</p> <p style="text-align: center;">&gt;7 &gt;15</p>	<p>*Motorgraders, loaders, dump trucks, tractors, dozers, snow blowers, ARFF trucks, etc.</p> <p style="text-align: center;">7 15,14,13</p>	<p style="text-align: center;">N/A 12,11,10,9</p>	<p style="text-align: center;">6,5 8,7,6</p>	<p style="text-align: center;">4 or less 5 or less</p>
<p>2. Hours or Miles</p> <p>-Vehicles (smaller)* -Heavy Equipment</p> <p style="text-align: center;">Weighting: 3</p>	<p>*Small Vehicles - pickups, vans, sedans, etc.</p> <p style="text-align: center;">&gt;65,000 miles &gt;6,500 hours</p>	<p style="text-align: center;">&lt;65,000&gt;45,000 miles &lt;6,500&gt;5,500 hours</p>	<p style="text-align: center;">&lt;45,000&gt;35,000 miles &lt;5,500&gt;4,500 hours</p>	<p style="text-align: center;">&lt;35,000&gt;15,000 miles &lt;4,500&gt;2,500 hours</p>	<p style="text-align: center;">&lt;15,000 miles &lt;2,500 hours</p>
<p>3. Mechanical or Operating Condition</p> <p style="text-align: center;">Weighting: 4</p>	<p>Poor condition. Frequent breakdowns resulting in substantial down time.</p>	<p>Fair condition. Problems reported frequently and repairs completed which require above average down time.</p>	<p>Good condition. Requires routine maintenance and minor repairs.</p>	<p>Very good condition and dependable.</p>	<p>Excellent condition - Equipment is like new and very dependable.</p>
<p>4. Changes in Airfield Conditions/ Needs</p> <p style="text-align: center;">Weighting: 4</p>	<p>Substantial increase in surface area requiring service and/or change in type of equipment needed.</p>	<p>some expansion of surface area requiring service and/or change in type of equipment needed.</p>	<p>No changes made to area service or equipment needs.</p>	<p>Some reductions of surface area requiring service or equipment needs.</p>	<p>Substantial reduction of surface area requiring service or equipment needs.</p>

PROJECT EVALUATION CRITERIA

AIRPORT EQUIPMENT

Standards	(5)	(3)	(0)	(-3)	(-5)
5. Safety of On Site Equipment Operations  Weighting: 3	On site equipment operation creates ongoing hazardous conditions for operators and/or passengers.	Reports of hazardous equipment conditions are dealt with routinely and are not considered to be major.	No safety issues exist at this time.	N/A	N/A
6. Existing Equipment Inventory  Weighting: 3	On site equipment size/capacity/type is not adequate for needs of airport	Higher capacity or different type equipment would improve productivity; however existing equipment is adequate.	Equipment meets all requirements at this time.	N/A	Equipment exceeds all requirements at this time.
7. Equipment options for continued operation  Weighting: 2	No alternative equipment available which could fulfill the function in the event of primary equipment failure.	Alternative equipment available which could marginally fulfill the function in the event of primary equipment failure.	Alternative equipment available which could adequately fulfill the function in the event of primary equipment failure.	N/A	N/A
8. Disposition of to-be-replaced equipment  Weighting: 1	Equipment is dependable and will be reassigned to another airport in need of equipment.	Equipment will suffice for emergency back-up and is worth keeping as such.	Equipment is to be used for parts to repair like units, sold or disposed of with no additional use.	N/A	N/A
9. Land ownership status  Weighting: 5	Property ownership is adequate to acquire equipment and title opinion is on file with the FAA.	N/A	Property ownership adequate to acquire equipment, but no title opinion on file.	N/A	Property ownership not adequate to acquire equipment.

PROJECT EVALUATION CRITERIA

AIRPORT EQUIPMENT

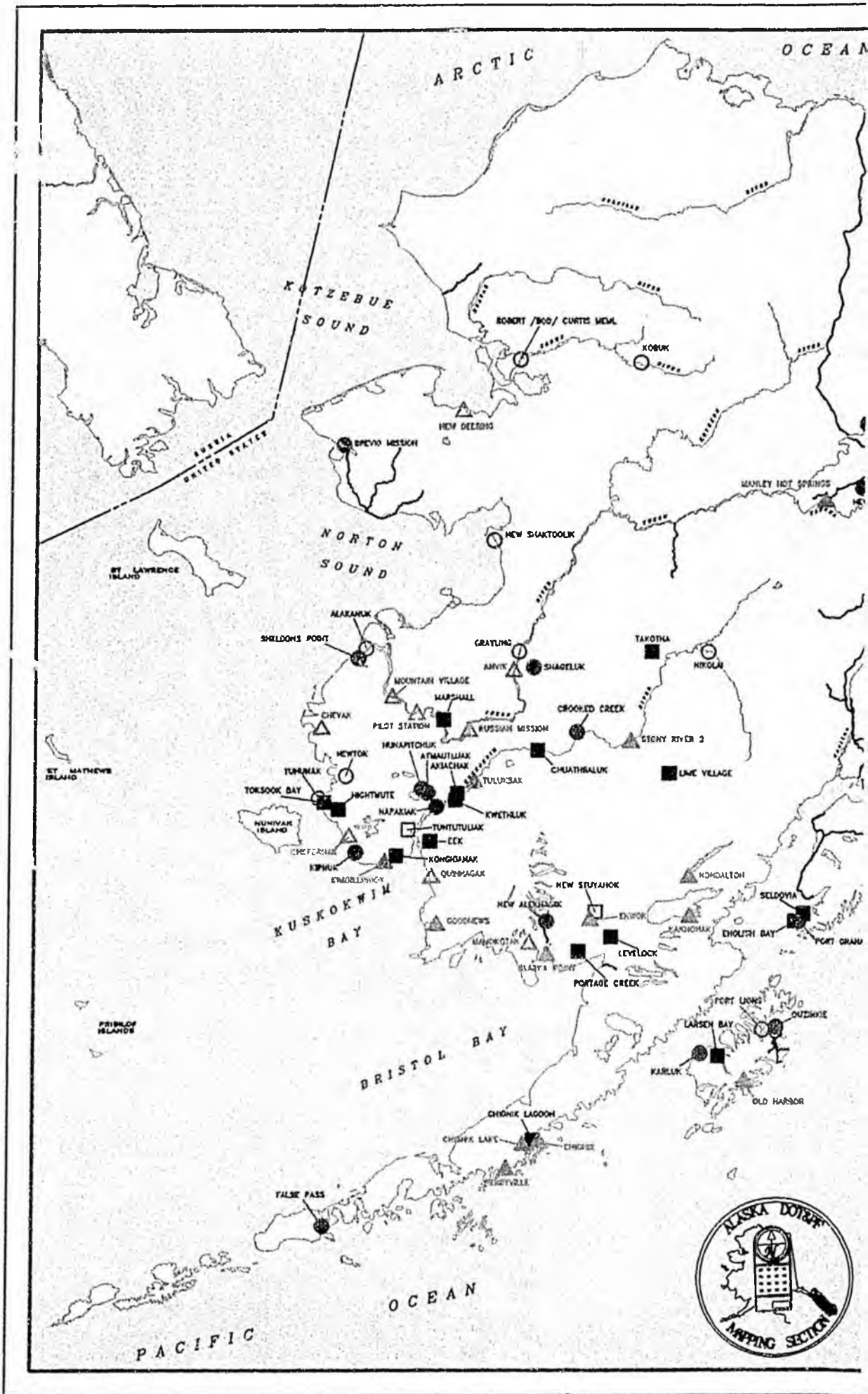
Standards	(5)	(3)	(0)	(-3)	(-5)
10. Other factors not evaluated  Weighting: 2	Equipment acquisition has significant benefits not previously evaluated.	Equipment acquisition has moderate benefits not previously evaluated.	N/A	N/A	N/A

**PROJECT EVALUATION CRITERIA  
AIRPORT BUILDINGS**

Standards	(5)	(3)	(0)	(-3)	(-5)
1. Safety of Existing Structure  Weighting: 3	Roof, foundation or structural defects are hazardous to personnel.	Roof, foundation or structural defects have been reported and repairs undertaken.	No roof, foundation or structural defects noted at this time.	N/A	N/A
2. Needs  Weighting: 5	Airport requirements or existing building condition creates need for new building or major rehabilitation of existing building.	Space or building condition inadequate but servicable for airport needs.	Existing facilities are adequate.	Present facilities are under-utilized	N/A
3. Project Conditions  Weighting: 3	Probable project contractor mobilization cost sharing with another project.	Possible project contractor mobilization cost saving (in concert with another project).	No projects scheduled for this area at this time.	Project timing would interfere with another project underway.	N/A
4. Appearance  Weighting: 1	Extensive damage resulting from extended use & weather conditions.	Exterior appearance poor - Internal deficiencies exist.	Appearance is satisfactory at this time.	N/A	N/A
5. Weather Conditions  Weighting: 1	Special conditions exist continuously which result in increased problems due to exposure.	Special conditions exist at times which result in increased damage.	Weather conditions have no impact at this time.	N/A	N/A
6. Airfield Safety  Weighting: 2	Significant airfield safety improvement through use of dry sand and/or protected equipment.	Some airfield safety improvement through use of dry sand and/or protected equipment.	No change	N/A	N/A
7. Land ownership	N/A	N/A	Property ownership adequate to	N/A	Property ownership not adequate to construct

**PROJECT EVALUATION CRITERIA  
AIRPORT BUILDINGS**

Standards	(5)	(3)	(0)	(-3)	(-5)
status  Weighting: 4			construct the project		the project
8. Other factors not previously evaluated  Weighting: 2	Project has significant benefits not previously evaluated	Project has moderate benefits not previously evaluated	All factors have been evaluated.	N/A	N/A



# ALASKA

## SUBSTANDARD AIRPORTS

DECEMBER 1998

Prepared By The  
ALASKA DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
DIVISION OF STATEWIDE PLANNING

In Cooperation With  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

### LEGEND

Runway Length : 1400' - 1900'



Runway Length : 2000' - 2400'

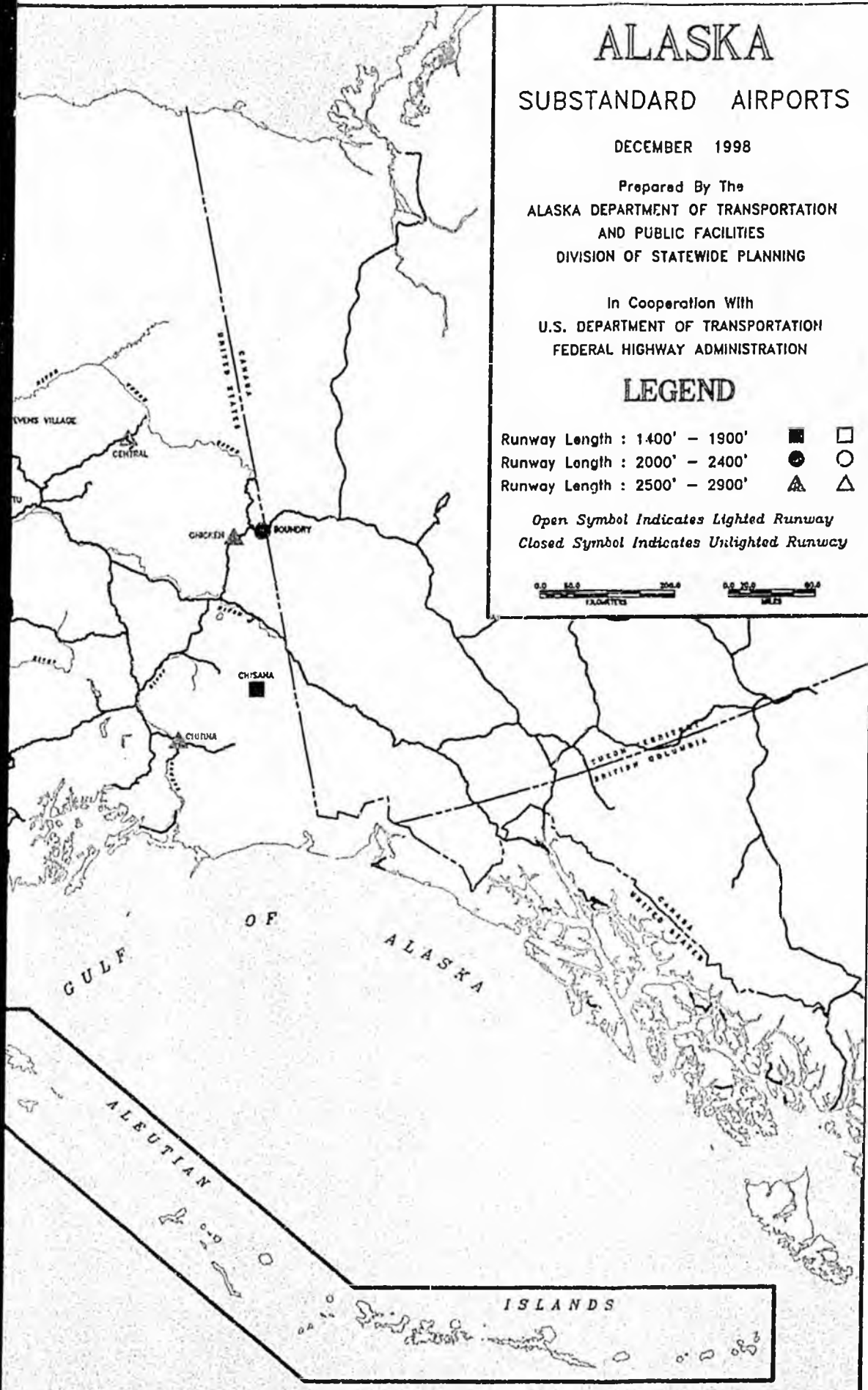


Runway Length : 2500' - 2900'



*Open Symbol Indicates Lighted Runway*

*Closed Symbol Indicates Unlighted Runway*



# *Alaska International Airport System*

## **Major Economic Engine for Alaska**

### → Jobs

#### → Anchorage

→ Approximately 12,000 total direct and indirect jobs

→ Payroll impact estimated \$400 m for airport direct and dependent jobs

#### → Fairbanks

→ Approximately 1,800 total direct and indirect jobs

→ Payroll impact estimated \$52 m for airport direct and dependent jobs

# *Alaska International Airport System*

## **U.S. Airport Ranking Passenger Enplanements**

Both Anchorage International and Fairbanks International are major airports among the 431 U.S. primary airports based upon the number of passengers enplaned per year. The relative rank order of ANC and FAI are shown below in extractions from the latest Primary Airport Enplanement Activity Summary dated October 1998 (source: DOT/TSC Calendar '97 ACIS database).

Rank	Airport Name	Associated City	Enplanements	Change from CY 96
1	William B. Hartsfield	Atlanta, GA	33,249,963	7.5%
2	Chicago O'Hare	Chicago, IL	32,937,402	2.1%
3	Los Angeles International	Los Angeles, CA	28,874,012	0.8%
4	Dallas/Fort Worth Intl	Dallas/Ft. Worth, TX	28,152,220	2.6%
5	San Francisco, Intl	San Francisco, CA	19,284,485	3.8%
56	Bradley International	Windsor Locks, CT	2,684,701	(0.3%)
57	Kahului	Kahului, HI	2,682,808	(2.8%)
58	<b>Anchorage International</b>	<b>Anchorage, AK</b>	<b>2,638,618</b>	<b>3.7%</b>
59	Burbank-Glendale-Pasadena	Burbank, CA	2,356,346	(2.9%)
60	Southwest Florida Intl	Fort Meyers, FL	2,191,934	3.9%
127	Santa Barbara Municipal	Santa Barbara, CA	414,465	27.0%
128	Mobile Regional	Mobile, AL	410,728	7.6%
129	<b>Fairbanks International</b>	<b>Fairbanks, AK</b>	<b>395,374</b>	<b>0.4%</b>
130	Shreveport Regional	Shreveport, LA	382,444	11.4%
131	Daytona Beach Intl	Daytona Beach, FL	379,627	(2.7%)

# *Alaska International Airport System*

## **U.S. Airport Ranking International Cargo (Total International Cargo Tonnage)**

➔ **ANC # 2 Largest U.S. Gateway**

➔ **FIA # 9 Largest U.S. Gateway**

**1. Miami, Florida**

➔ **2. Anchorage, Alaska**

**3. New York, New York**

**4. Los Angeles, California**

**5. Chicago, Illinois**

**6. San Francisco, California**

**7. Newark, New Jersey**

**8. Atlanta, Georgia**

➔ **9. Fairbanks, Alaska**

**10. Honolulu, Hawaii**

**11. Houston, Texas**

**12. Memphis, Tennessee**

**13. Washington, D.C.**

**14. Boston, Massachusetts**

**15. Dallas/Ft. Worth, Texas**

# *Alaska International Airport System*

## **All-Cargo U.S. Airport Ranking**

(Total International & Domestic Aircraft Landed Weight)

→ **ANC # 1 Largest U.S. Airport**

→ **FIA # 36 Largest U.S. Airport**

→ **1. Anchorage, Alaska**

**2. Memphis, Tennessee**

**3. Louisville, Kentucky**

**4. Miami, Florida**

**5. Los Angeles, California**

**34. Minneapolis, Minnesota**

**35. Houston, Texas**

→ **36. Fairbanks, Alaska**

**37. Charlotte, N.C.**

**38. Hilo, Hawaii**

# *Alaska International Airport System*

## **Strong Airport Bond Ratings**

---

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### → Bond Ratings for AIAS

#### → Moody's

→ 1980's - "A"

→ 1999 - "A1"

#### → Standard and Poor's

→ 1980's - "A-"

→ 1999 - "A"

#### → Fitch

→ 1980's - none

→ 1999 - "A+"

# Sources and Uses of Funds

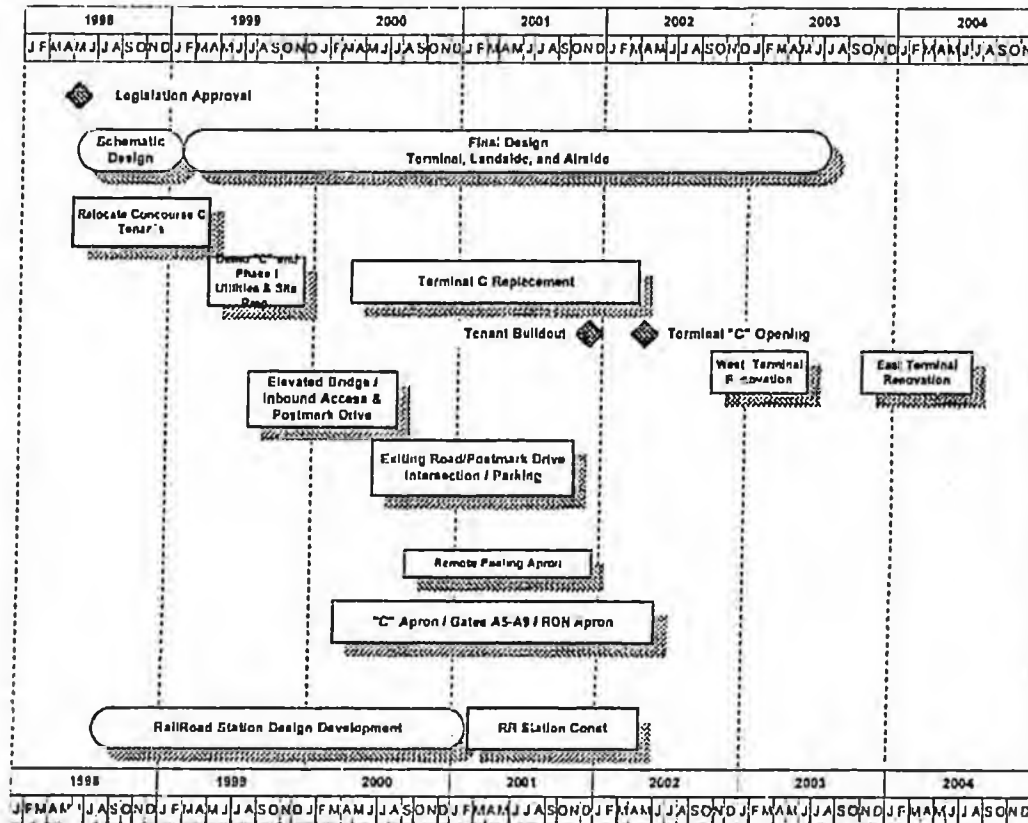
<b>Uses of Funds</b>		<b>Sources of Funds</b>	
Concourse C Replacement	\$95.8M	FHWA Grants	\$26.3M
Terminal Renovation	42.7M	Series 1999 Bonds	179.2M
Roads & Parking	30.8M	Phase II Bonds	24.5M
Airside Improvements	36.0M		
Finance Cost	24.7M		
<hr/>		<hr/>	
<b>Total</b>	<b>\$230.0M</b>	<b>Total Sources</b>	<b>\$230.0M</b>

**AIA Terminal Redevelopment Project**



# Design & Construction Schedule

Anchorage International Airport Terminal Redevelopment Project  
Preliminary Design and Construction Plan



1/12/99

## AIA Terminal Redevelopment Project



# Contracts Awarded

Task Name	Contract Value (1000's)	NTP
<b>ENABLING WORKS/RELOCATION</b>		
Delta Relocation	\$239	04/16/98
Reeve/Continental Relocation	\$42	09/12/98
ERA/PenAir Contract A, B & C Hazmat Construction	\$68	10/10/98
Site Office Constuction - Utilities	\$35	10/15/98
Host Office Relocation	\$62	10/26/98
AIA Badging Office Utilities	\$15	10/27/98
ERA/PenAir - Contract A - Demolition at Level 1	\$155	11/05/98
Re-route Concourse C Frame Room	\$1,800	10/21/98
ERA/PenAir - Contract B - Electrical/Mechanical Modifications at Level 1	\$92	12/10/98
WH Smith Warehouse Relocation	\$16	12/14/98
ERA/PenAir - Contract C - Gate Lounges	\$1,900	01/14/99
AIA Badging Office Relocation	\$180	01/15/99
Project Site Office Facility	\$351	01/16/99
Repairing of Apron Gates A2-4	\$389	09/05/98

## AIA Terminal Redevelopment Project



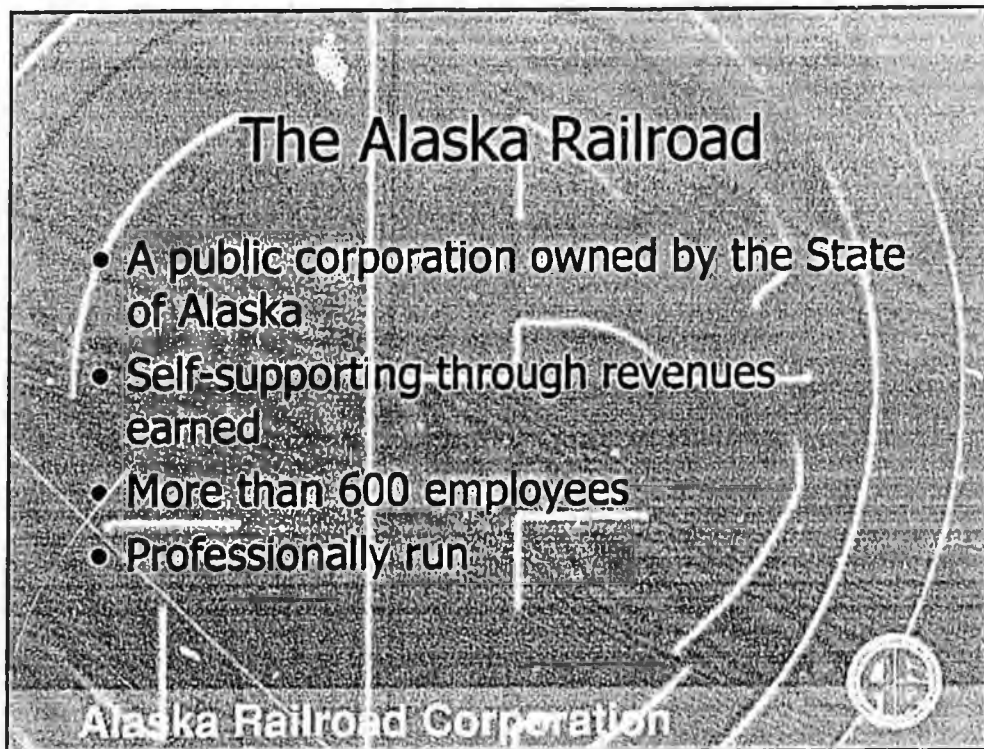
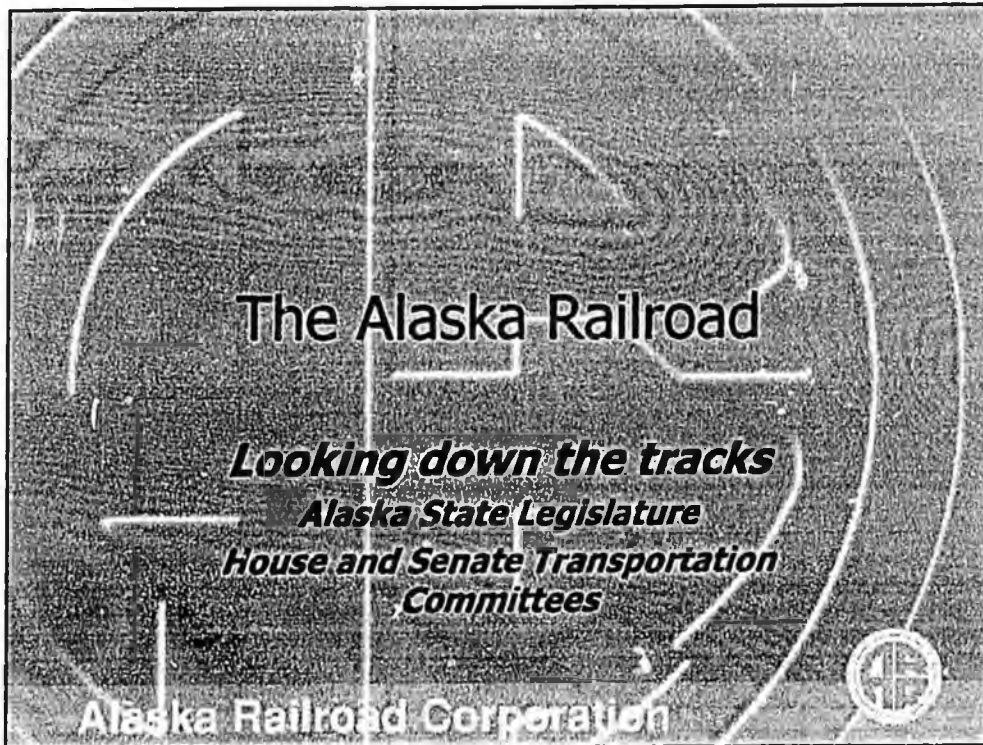
# Contracts Scheduled for Bid

Task Name	Approximate Contract Value (1000's)	Advertise
<b>TERMINAL</b>		
ERA/Pen Air - Contract C - Bag Belt System	\$1,500	01/06/99
ERA/PenAir Hazmat Construction Contract D	\$100	01/05/99
Demolition of Concourse C	\$1,500	02/11/99
ERA/PerAir - Contract D-Baggage Level 1/ATO's @ Lvl 2, FanRoom @ Lvl 3	\$5,000	02/18/99
PPO Relocation	\$300	07/05/99
ERA/PenAir - Contract D - Final Modifications @ Level 1	\$2,500	07/27/99
New Concourse C Terminal	\$65,000	01/21/00
Terminal West Redevelopment	\$18,000	07/23/02
Terminal East Redevelopment	\$7,000	07/22/03
<b>AIRSIDE</b>		
RON 1-3 Apron Reconstruction	\$3,500	01/06/00
West Remote Fueling Apron (WRFA)	\$12,000	07/01/00
Concourse C Apron	\$5,000	12/29/00
Expansion of Apron @ Gates A5,6,7,8 & 9	\$7,000	01/25/01
Demolition of AARF	\$1,000	09/19/01
<b>LANDSIDE</b>		
Elevated Bridge & - Postmark Drive, Access Ramp, Inbound Lanes	\$12,000	05/31/99
Airport Parking/Circulation	\$3,500	04/27/00
Postmark Dr. Intersection & Int'l Airport Rd. (E.Bound)	\$5,000	04/27/00

## AIA Terminal Redevelopment Project







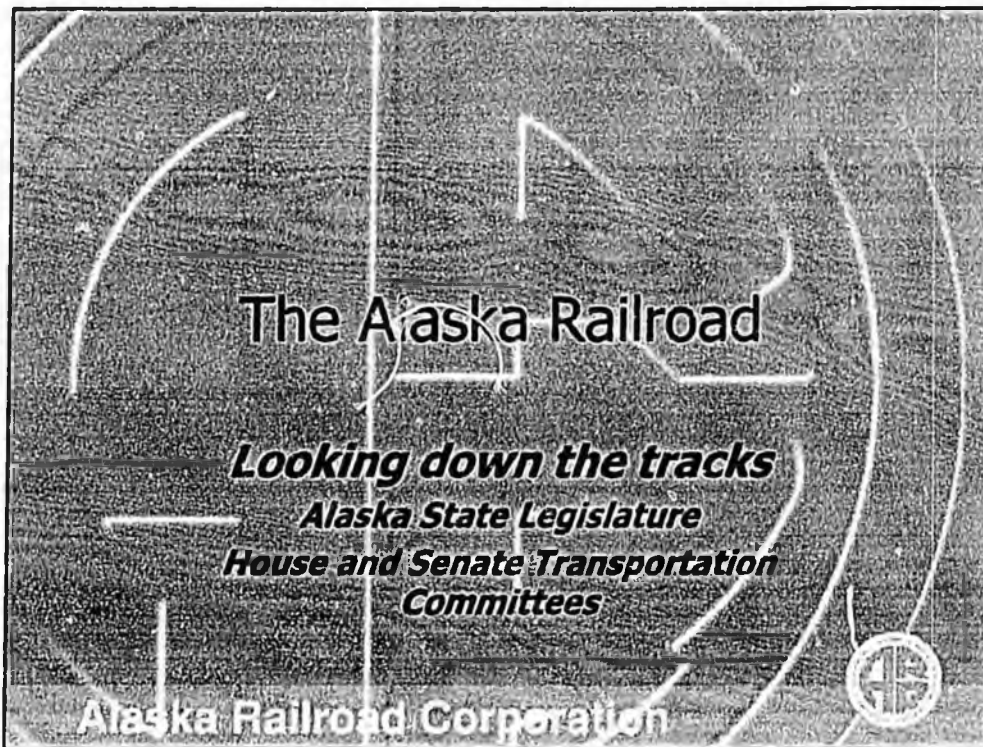
# CORRECTION

THE FOLLOWING DOCUMENT(S)  
HAVE BEEN REFILMED TO  
ASSURE LEGIBILITY OR PAGINATION



Rev. 6/98

Central Microfilm Services  
Department of Education & Early Development  
State of Alaska

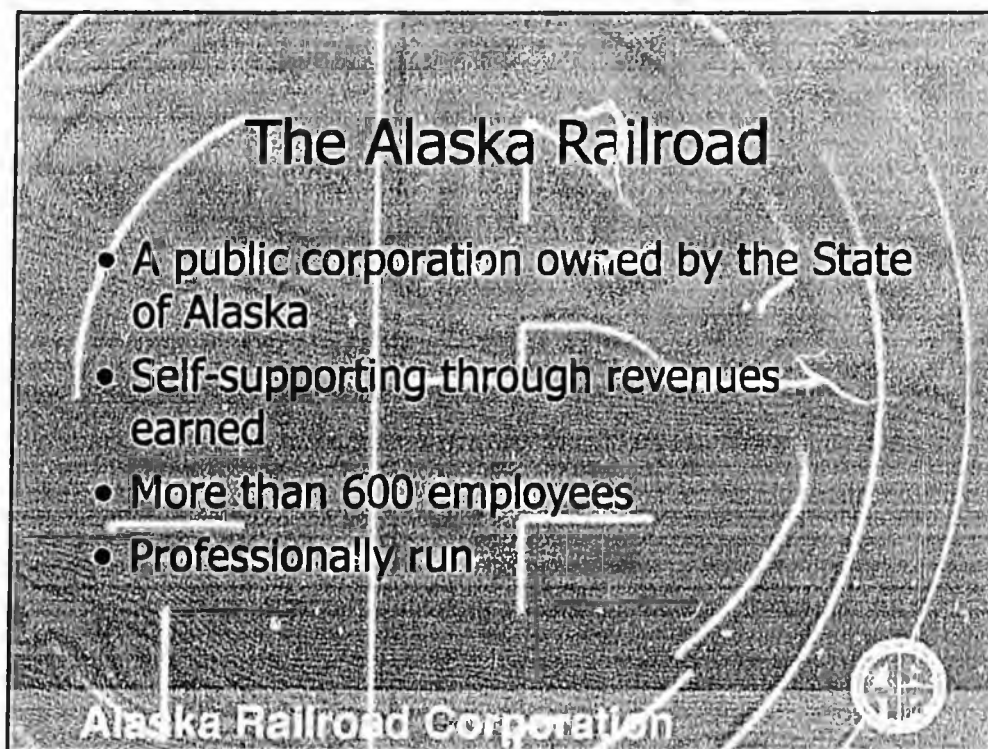


## The Alaska Railroad

### *Looking down the tracks*

*Alaska State Legislature  
House and Senate Transportation  
Committees*


Alaska Railroad Corporation



## The Alaska Railroad

- A public corporation owned by the State of Alaska
- Self-supporting through revenues earned
- More than 600 employees
- Professionally run

Alaska Railroad Corporation




Alaska Railroad Corporation

gas tax

Railroad earnings, *not* general fund *or*

- Match for federal money comes from business, provide better service
- provide opportunities to create new
- Federal funds, Railroad revenues — arteries for commerce
- Alaska Railroad one of state's main

Gov. Knowles' Vision, Plan



Alaska Railroad Corporation

- Able to buy new equipment this year
- helping us stay safe and efficient
- Aggressive maintenance program
- management and operating costs
- Major restructuring in '93 reduced
- Paid down debt over last few years
- Positioned to deal with contingencies

We're in good shape

## 1999-2000 Capital Plan

- \$75 million in Railroad revenues and federal funds
  - New locomotives and roadbed improvements
  - Depots at Denali, Fairbanks
  - Track straightening
  - Anchorage Airport terminal design
  - Seward dock, Whittier overpass

Alaska Railroad Corporation



## Line Changes



- Cut running time from Wasilla by 40 minutes
- Helps freight, passenger service
- Sets stage for commuter rail
- Girdwood on track as well

Alaska Railroad Corporation



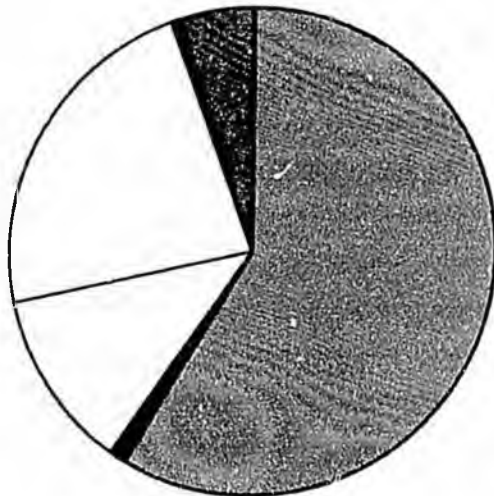
## It all Fits Together

- Basic line changes improve train speed, traffic capability, safety
- New depots and intermodal facilities serve growing visitor industry and communities
- Faster trains, good facilities make commuter service possible

Alaska Railroad Corporation



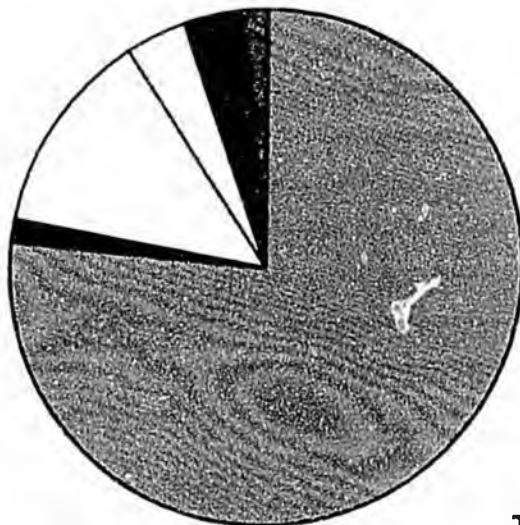
### 1999 Alaska Transportation Program



- ▣ STIP
- Fed Lands
- AIP
- Gateway Alaska
- AIA/FIA-IARF
- ▣ ARRC

Total: \$774.7 Million

### 2000 Alaska Transportation Program



- ▣ STIP
- Fed Lands
- AIP
- Gateway Alaska
- AIA/FIA-IARF
- ▣ ARRC

Total: \$669.9 Million

# **ALASKA MARINE HIGHWAY SYSTEM**

## **ALASKA MARINE HIGHWAY SYSTEM FUND ANNUAL FINANCIAL REPORT**

For the Fiscal Year  
July 1, 1997 - June 30, 1998

Prepared by  
Alaska Marine Highway System

## INTRODUCTORY SECTION

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## ALASKA MARINE HIGHWAY SYSTEM FUND ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended June 30, 1998

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Alaska Marine Highway System Fund Statement of Revenues, Expenditures, and Changes in Fund Balance	2	2
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# STATE OF ALASKA

TONY KNOWLES, GOVERNOR

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ALASKA MARINE HIGHWAY SYSTEM / SYSTEM DIRECTOR

P.O. BOX 25535  
JUNEAU, ALASKA 99802-5535  
PHONE: (907) 465-3959  
FAX: (907) 465-2474

January 20, 1999

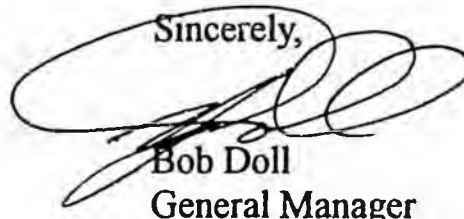
Dear Alaska State Legislator,

Alaska Statute 19.65.080 requires that the Alaska Marine Highway System (AMHS) submit an Annual Financial Report for each fiscal year. I am pleased to submit to you this document, covering the fiscal year ending June 30, 1998.

In fiscal year 1998, the Marine Highway System continued to earn over half of the dollars required to support it. FY 1998 was a dramatic and dynamic year for the System. Major events included the delay of the Malaspina in Prince Rupert on July 19, 1997 and the subsequent suspension of service to that port until December; preparations for the delivery of the M/V Kennicott; training and hardware installation for a new reservation system; reorganization of the AMHS within the Southeast Region of the DOT/PF; and implementation of the International Safety Management (ISM) System in the fleet. Revenue for the year reflected the loss of business on the Prince Rupert route, but receipts have been strong since January 1998. In fact, revenue thus far in FY 99 appears to be well above average.

Requests for increased service are also rising. Like all public agencies, AMHS relies on stable funding and prudent management to fulfill its mission. We continue to adapt to reduced budgets and are meeting the challenges of improving the overall scope of service to the public. We again solicit your support; the economic health of our State depends on a strong transportation system.

Sincerely,



Bob Doll  
General Manager

## ALASKA MARINE HIGHWAY SYSTEM

### *Ports of Call*

#### **Southeast**

Angoon  
Bellingham  
Haines and Borough area  
Hollis (serving Coffman Cove, Craig, Hydaburg, Kasaan, Klewoc, Thorne Bay, Whale Pass and other Prince of Wales Island Communities)  
Hoonah  
Hyder  
Juneau (Auke Bay) and Borough area  
Kake  
Ketchikan and Borough area  
Metlakatla and Annette Island  
Pelican  
Petersburg (serving Kuparukof)  
Prince Rupert  
Sitka and Borough area  
Skagway  
Tenakee Springs  
Wrangell  
Yakutat

#### **Southwest**

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

# ALASKA MARINE HIGHWAY SYSTEMS

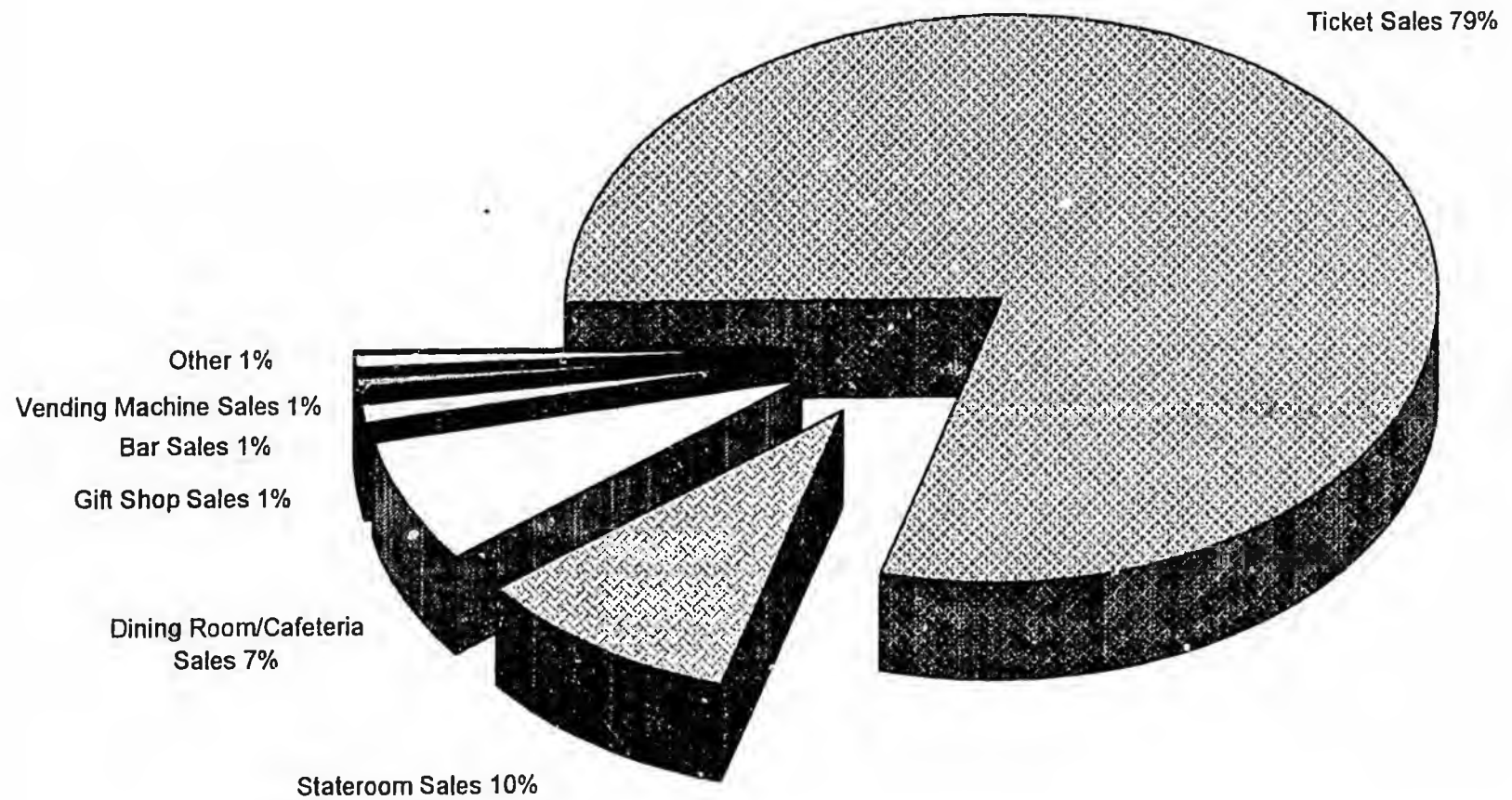
## VESSEL INFORMATION

COLUMBIA MATANUSKA MALASPINA TAKU AURORA LECONTE TUSTUMENA BARTLETT KENNICOTT

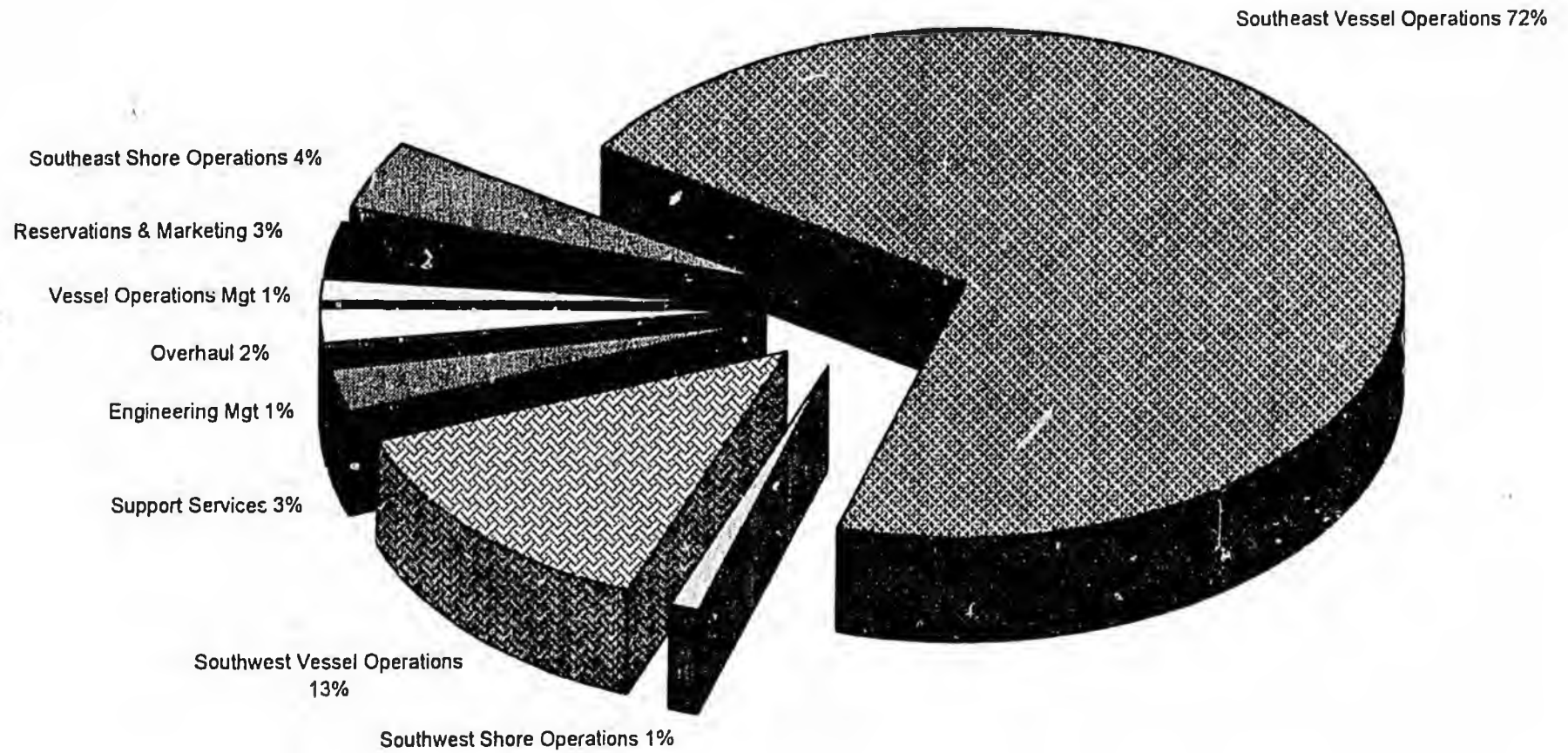
<b>Date Completed</b>	1974	1963	1963	1963	1977	1974	1964	1969	1998
<b>Length (Feet)</b>	418	408	408	352	235	235	296	193	382
<b>Beam (Feet)</b>	85	74	74	74	57	57	59	53	85
<b>Loaded Draft</b>	17'-6 3/4"	16'-11 5/8"	16'-11 3/8"	16'-11'	13'-10 7/8"	13'-10 7/8"	14'-4 1/2"	13'-3"	17'-6"
<b>Gross Tonnage- Domestic</b>	3,946	3,029	2,928	2,624	1,280	1,328	4,529	933	9,978
<b>Horsepower</b>	12,350	7,400	8,122	8,122	4,300	4,300	3,200	3,468	13,380
<b>Crew Capacity</b>	66	50	50	42	24	24	37	24	56
<b>Passenger Capacity**</b>	625	500	500	450	250	250	210	190	748 SE 500SW
<b>Staterooms</b>	91	108	83	44	0	0	26	0	109
<b>Berth Capacity**</b>	313	247	274	106	0	0	68	0	320
<b>Vehicle Capacity (including Vans)**</b>	134	88	88	69	34	34	36	29	90
<b>Max. # Vans (based on wtccrtificate)</b>	16	11	18	2	10	13	24	10	20

\*\*These capacity figures represent functional booking limits, not Coast Guard authorized capacity.  
Vehicle space is measured in 20' units of car deck space.

**ALASKA MARINE HIGHWAY SYSTEM FUND REVENUES  
FOR THE YEAR ENDED JUNE 30, 1998  
\$37,374,000**



**ALASKA MARINE HIGHWAY SYSTEM FUND EXPENDITURES  
FOR YEAR ENDED JUNE 30, 1998  
\$68,027,000**



**ALASKA MARINE HIGHWAY SYSTEM FUND**  
**FINANCIAL STATEMENTS**

## ALASKA MARINE HIGHWAY SYSTEM FUND

## BALANCE SHEET

For Year Ended June 30, 1998

(In Thousands)

**ASSETS:**

Cash with State Treasurer	\$ 37,979
Cash in Transit	382
Accounts Receivable	1,106
AMHS Inventory	320
Other Current Assets	1
<b>Total Assets</b>	<b>\$ 39,788</b>

**LIABILITIES AND FUND BALANCE:** \$**Liabilities:**

Due to Other Funds	105
Warrants Outstanding	399
Accounts Payable	1,467
Other Current Liabilities	150
<b>Total Liabilities</b>	<b>2,121</b>

**Fund Balance:**

Unreserved, Undesignated	37,667
<b>Total Fund Balance</b>	<b>37,667</b>

<b>Total Liabilities and Fund Balances</b>	<b>\$ 39,788</b>
--	------------------

LEGAL REFERENCE: ALASKA STATUTE 19.65.060

The notes to the financial states are an integral part of this statement.

**ALASKA MARINE HIGHWAY SYSTEM FUND**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**

FOR THE FISCAL YEAR ENDED JUNE 30, 1998  
(In Thousands)

**REVENUES:**

Ticket Sales	\$ 29,659
Staterooms	3,832
Dining Room/Cafeteria Sales	2,652
Bar Sales	388
Gift Shop Sales	260
Vending Machine Sales	214
Video Game Commission	40
Pillow/Blanket Rental	10
Concession Fees	8
Facility Rental	15
Recovery of Expenses	(7)
Ketchikan Shipyard	300
Other	3
<b>Total Revenues</b>	<b>37,374</b>

**TOTAL REVENUES**

37,374

**EXPENDITURES:**

Current Operating	
Support Services	1,895
Engineering Management	508
Overhaul	1,640
Vessel Operations Management	850
Reservations & Marketing	2,142
Southeast Shore Operations	2,916
Southeast Vessel Operations	48,066
Southwest Shore Operations	824
Southwest Vessel Operations	9,178
AMHS Improvement & Overhaul	8

**TOTAL EXPENDITURES**

68,027

Excess (Deficiency) of Revenues and Other Financing Sources  
Over (Under) Expenditures and Other Financing Uses

(30,653)

FUND BALANCE, BEGINNING OF YEAR

41,383

Residual Equity Fund Transfer

26,937

FUND BALANCE, END OF YEAR

\$ 37,667

**GENERAL PURPOSE  
FINANCIAL STATEMENTS**

# ALASKA MARINE HIGHWAY SYSTEM

## STATEMENT OF ACTUAL AND ESTIMATED REVENUES

Budgetary Basis (In Thousands)

	FISCAL YEAR ENDED JUNE 30, 1998			FISCAL YEAR ENDING June 30, 1999		FISCAL YEAR ENDING June 30, 2000
	ESTIMATED REVENUES	ACTUAL REVENUES	ACTUAL OVER(UNDER) ESTIMATED	TOTAL ESTIMATED REVENUES	ACTUAL REVENUES AS OF 9/30/98	ESTIMATED REVENUES
<b>RESTRICTED</b>						
INTERAGENCY RECEIPTS	\$ 42	\$ 571	\$ 529	\$ 342	\$ 0	\$ 300
CAPITAL IMPROVEMENT PROJECT	1,269	1,033	(236)	970	205	1,100
<b>TOTAL RESTRICTED</b>	<b>1,311</b>	<b>1,604</b>	<b>293</b>	<b>1,312</b>	<b>205</b>	<b>1,400</b>
<b>UNRESTRICTED</b>						
TICKET SALES	30,214	29,659	(555)	33,599	7,151	33,570
STATEROOM SALES	3,700	3,832	132	4,330	1,947	4,350
DINING ROOM/CAFETERIA SALES	2,600	2,652	52	2,996	1,444	3,020
BAR SALES	280	388	108	438	202	442
GIFT SHOP SALES	325	260	(65)	294	150	296
VENDING MACHINE SALES	200	214	14	242	96	244
VIDEO MACHINE COMMISSION	40	40	0	40	0	40
PILLOW/BLANKET RENTAL	15	10	(5)	11	6	11
FACILITY RENTAL	10	15	5	15	10	15
CONCESSION FEES	5	8	3	8	0	8
RECOVERY OF EXPENSES	5	(7)	(12)	12	12	12
KETCHIKAN SHIPYARD	0	300	300	0	0	0
OTHER	8	3	0	0	0	0
<b>TOTAL UNRESTRICTED</b>	<b>37,402</b>	<b>37,374</b>	<b>(23)</b>	<b>41,985</b>	<b>11,018</b>	<b>42,008</b>
<b>TOTAL REVENUES</b>	<b>\$ 38,713</b>	<b>\$ 38,978</b>	<b>\$ 270</b>	<b>\$ 43,297</b>	<b>\$ 11,223</b>	<b>\$ 43,408</b>

The notes to the financial statements are an integral part of this statement. Budgetary Presentation shows all budgeted and actual revenues, including budgeted intergovernmental activity.

# ALASKA MARINE HIGHWAY SYSTEM

## STATEMENT OF AUTHORIZATIONS AND EXPENDITURES

Budgetary Basis (In Thousands)

	FISCAL YEAR ENDED JUNE 30, 1998			FISCAL YEAR ENDED JUNE 30, 1999			
	AUTHORIZED	ACTUAL	AUTHORIZATION	AUTHORIZED	ACTUAL	PROJECTED	AUTHORIZATION
	EXPENDITURES	EXPENDITURES	SURPLUS (SHORTFALL)	EXPENDITURES	EXPENDITURES As of 9/30/98	FISCAL YEAR EXPENDITURES	SURPLUS (SHORTFALL)
Support Services	\$ 2,204	\$ 2,021	\$ 183	\$ 2,488	\$ 690	\$ 2,488	\$ 0
Engineering Management	723	572	151	783	209	783	0
CIP Programs	1,157	944	213	970	171	970	0
Overhaul	1,825	1,654	171	1,702	85	1,702	0
Vessel Operations Management	938	908	30	898	185	898	0
Reservations & Marketing	2,158	2,151	7	1,800	411	1,800	0
Southeast Shore Operations	2,996	2,939	57	3,000	1,262	3,000	0
Southeast Vessel Operations	53,807	49,329	4,478	40,750	14,500	40,330	420
Southwest Shore Operations	859	837	22	952	653	952	0
Southwest Vessel Operations	10,032	9,307	725	9,705	3,181	9,342	363
Kennicott/Malaspina	0	0	0	12,949	5,318	12,751	198
AMHS Improv/Overhaul	8	8	0	0	0	0	0
<b>TOTAL OPERATING EXPENDITURES</b>	<b>\$ 76,707</b>	<b>\$ 70,670</b>	<b>\$ 6,037</b>	<b>\$ 75,997</b>	<b>\$ 26,666</b>	<b>\$ 75,016</b>	<b>\$ 881</b>

The notes to the financial statements are an integral part of this statement.

Budgetary Presentation - Shows budgeted appropriations, their authorizations including any carry forward authorization from prior year appropriations with current year activity, encumbrances and any budgeted Intergovernmental activity.

**ALASKA MARINE HIGHWAY SYSTEM  
NOTES TO THE FINANCIAL STATEMENTS**  
For the Fiscal Year Ended June 30, 1998

**NOTE 1 - Alaska Marine Highway System Fund**

The Alaska Marine Highway System Fund was established July 1, 1990. All gross revenues generated from the operation of the Alaska Marine Highway System, except those budgeted as restricted revenues, are accounted for and remitted in accordance with AS 19.65.070 which mandates that the money shall be deposited in the Alaska Marine Highway System Fund.

**NOTE 2 - Basis of Presentation**

Both the Statement of Authorizations and Expenditures, and the Statement of Actual and Estimated Revenues are presented on a budgetary basis.

The Statement of Authorizations and Expenditures shows budgeted appropriations, their authorizations including any carry forward authorization from prior year appropriations with current year activity, encumbrances and any budgeted intergovernmental activity.

The Statement of Actual and Estimated Revenues shows all budgeted and actual revenues. This would include budgeted intergovernmental activity.

**NOTE 3 - FY 99 Year-to-Date Actual Revenues and Expenses**

FY 99 year-to-date actual revenues and expenses reflected in the Statement of Actual and Estimated Revenues and the Statement of Authorizations and Expenditures are as of September 30, 1998.

**NOTE 4 - Cash in Transit**

Cash in transit represents monies received by June 30th, but not processed through the financial institutions until the next fiscal year.

**NOTE 5 - Warrants Outstanding**

Warrants outstanding represent drafts issued against the State Treasury which have not been redeemed.

**NOTE 6 - Revenues**

**A. Accounts Receivable**

Accounts Receivable have been determined and offset with proper provisions for estimated uncollectible accounts where applicable. Receivables reflected in the FY 98 Balance Sheet are included in ticket sales and represent outstanding bills for collection which are recorded as accounts receivable in the Alaska State Accounting System.

**B. Actual Revenues**

All revenues reported represent cash deposited with the State Treasurer, accounts receivables, and cash-in-transit.

**C. Estimated Revenues**

The estimated revenues for FY 98 are comprised of actual cash deposited with the State Treasurer less cash-in-transit belonging to FY 98, accounts receivable as of 9/30/98, and estimated revenues for the balance of the fiscal year. The estimates are based on a combination of projected traffic and the operating plan. Estimated revenues for FY 00 are based on the FY 00 operating plan and projected traffic.

D. Restricted Revenues

Interagency reimbursable service agreements and positions which are funded with capital improvement projects funding are recorded as restricted revenues.

NOTE 7 - CIP Program Component

The Alaska Marine Highway System budget also includes a component which authorizes positions directly related to capital projects. These positions are tracked in the operating budget, however, the expenditures are charged to capital projects.

NOTE 8 - AMHS Building and AMHS Overhaul/Improvements

Funding for the AMHS Building was reduced by the legislature in FY 95 by \$500,000 and appropriated to the capital budget for the FY 95 AMHS Overhaul/Improvements. The AMHS Building Authorization was reduced to \$1,000,000. Both of these appropriations are currently scheduled to lapse in FY99.

NOTE 9 - FY 97 Lapsed Authorization Balance

Lapsed Authorization Balance

The FY 98 surplus authorization reflected on the Statement of Authorizations and Expenditures of \$6,037,000 includes encumbrances for unpaid invoices and other obligations, as well as intergovernmental activity for which the surplus authorization does not lapse back to the Marine Highway Fund. The net surplus or lapsed authorization balance for the Alaska Marine Highway System totaled \$5,780,000. This amount reflects unused authorization only, not necessarily additional dollars available to the fund balance.

NOTE 10 - Interest Earned on the Fund

The interest activity shown below is not a part of the AMHS Fund, since no distribution of interest has been made to the Fund to date. The interest earned on the fund balance is accounted for separately by the Department of Revenue, Treasury Division.

FY 98 ( in thousands)	FY 99 <u>YTD as of 9/30/98</u>
\$1,912.1	\$1,027.9

**STATISTICAL SECTION**

# ALASKA MARINE HIGHWAY SYSTEM

## Revenues by Vessel\* FY 90 - 98

(In Thousands)

	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	F7 97	FY 98
COLUMBIA	6,881.1	13,702.1	11,127.1	12,059.4	8,920.0	11,353.0	13,600.0	11,421.7	10,548.1
MATANUSKA	9,950.1	8,308.1	10,666.6	8,649.6	10,053.0	6,437.0	6,612.0	5,275.2	9,545.2
MALASPINA	6,383.1	6,602.0	5,925.7	8,599.6	7,070.0	9,450.0	7,302.0	9,276.8	4,078.3
TAKU	5,712.1	6,268.0	6,377.3	3,059.9	6,550.0	5,805.0	3,674.0	5,521.4	4,801.8
AURORA	1,634.1	2,098.9	2,257.1	2,339.9	1,770.0	1,949.0	1,720.0	1,110.0	1,984.9
LECONTE	1,584.0	1,649.6	2,075.6	1,859.9	1,820.0	1,728.0	1,692.0	1,618.1	1,450.7
BARTLETT	1,585.0	2,297.9	2,090.9	1,889.9	2,150.0	2,091.0	1,930.0	1,786.1	1,936.7
TUSTUMENA	2,392.0	1,634.4	2,184.9	2,420.5	2,040.0	2,521.0	1,940.0	2,624.7	2,724.3
NON-SPECIFIC			132.5			897.0	186.0	(16.0)	304.0
<b>TOTAL</b>	<b>36,121.5</b>	<b>42,561.0</b>	<b>42,837.7</b>	<b>40,878.7</b>	<b>40,373.0</b>	<b>42,231.0</b>	<b>38,656.0</b>	<b>38,618.0</b>	<b>37,374.0</b>

\* These figures are close approximations based on reservations and ticketing information. They may be used to show the relative magnitude of different vessel operations. They are not accounting figures, therefore attempts to reconcile with accounting documents may yield small discrepancies.

\*\* Revenue for the M/V Tustumena in FY 91 and FY 92 includes the M/V Tustumena replacement vessels.

\*\*\* Non-specific revenue for FY 97 includes the write-off of the prior year receivables.

# Alaska Marine Highway System

## Expenditures by Vessel\* FY 90 - 98

(In Thousands)

	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
COLUMBIA	7,200.0	12,609.7	9,347.3	9,940.9	6,910.0	9,081.4	11,731.0	9,607.2	8,470.2
MATANUSKA	9,696.0	8,682.6	9,542.1	8,476.4	9,600.0	6,357.2	7,100.0	5,561.4	9,297.9
MALASPINA	8,196.0	7,097.3	5,842.1	10,698.6	6,600.0	9,743.1	9,760.0	9,995.4	6,351.0
TAKU	8,526.0	8,641.7	8,714.4	4,002.8	9,180.0	8,790.8	5,278.0	9,676.1	8,627.4
AURORA	5,285.0	5,586.4	5,209.2	5,655.2	4,270.0	5,536.3	5,221.0	3,819.8	5,115.3
LECONTE	5,461.0	5,327.9	5,355.2	5,973.0	5,530.0	5,037.1	5,457.0	5,884.8	5,041.5
KENNICOTT	-	-	-	-	-	-	-	0.0	857.5
ALL VESSELS S.E.	3,373.0	3,995.4	4,673.7	4,100.1	5,943.0	4,666.4	5,171.0	5,455.1	5,664.4
TOTAL S.E.	47,737.0	51,941.0	48,684.0	48,847.0	48,033.0	49,212.3	49,718.0	49,999.8	49,425.1
BARTLETT	3,516.0	4,686.9	3,099.8	3,274.0	4,530.0	3,523.1	3,896.0	2,969.5	3,071.2
TUSTUMENA	5,239.0	3,596.7	5,010.1	5,619.5	3,690.0	5,500.9	4,060.0	5,766.9	5,485.7
ALL VESSELS S.W.	498.0	692.0	573.1	476.5	1,358.0	470.1	611.0	909.0	902.2
TOTAL S.W.	9,253.0	8,975.6	8,883.0	9,370.0	9,578.0	9,494.1	8,567.0	9,645.4	9,459.0
<b>TOTAL</b>	<b>56,990.0</b>	<b>60,916.6</b>	<b>57,367.0</b>	<b>58,217.0</b>	<b>57,611.0</b>	<b>58,706.4</b>	<b>58,285.0</b>	<b>59,645.2</b>	<b>58,884.0</b>

\* Expenditures by Vessels include southeast vessels, southwest vessels and overhaul. Not included are administrative expenses, terminal operations, reservations and marketing and engineering.

\*\* In FY 92, \$3.2 million in overhaul funding was moved to the capital budget.

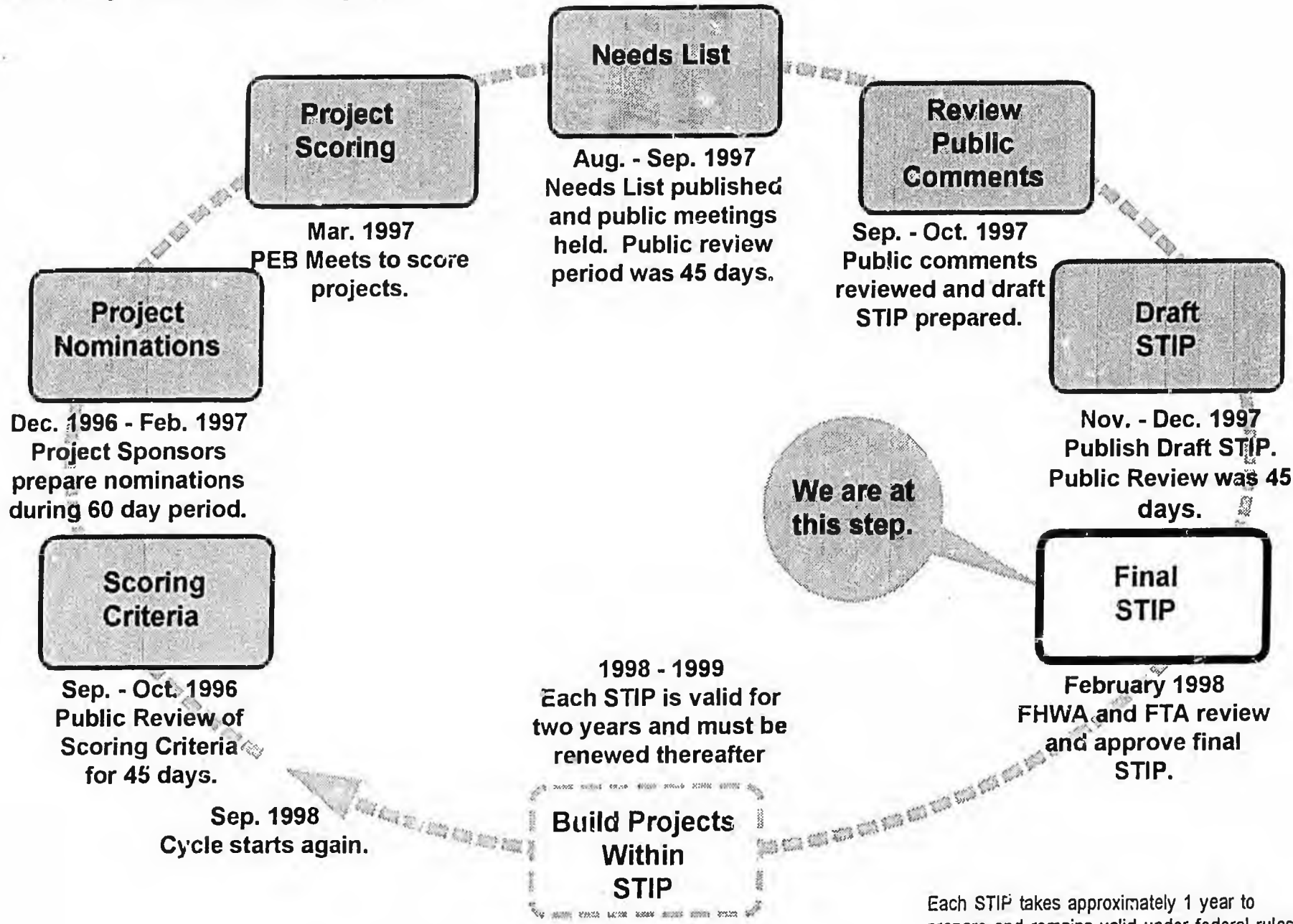
**Statewide Transportation Improvement Program  
(STIP)  
Aviation Improvement Program  
(AIP)**

**Briefing for the Senate Finance Committee**

February 4, 1998

**Department of Transportation  
& Public Facilities**

# STIP Project Selection Diagram



Each STIP takes approximately 1 year to prepare and remains valid under federal rules for 2 years.