

ALBANY COUNTY HISTORICAL SOCIETY  
100 N. STATE ST. ALBANY, N.Y. 12207

3196

ST

SB 217

317c

## SITKA VEHICLE TRAFFIC ANALYSIS

1. LINK VOLUME DATA  
(JULY 1982)

587

588

527

434

168

181

52

53

2,690 VEHICLES ABOARD FERRIES THROUGH SITKA.

2. SITKA TRAFFIC  
(JULY 1982)

DEPARTING SITKA 529

ARRIVING SITKA 533

1,062 VEHICLES

3. SITKA SHARE OF CAPACITY (VEHICLES)

$\frac{1062}{2690} = 39\%$

2690

4. MAINLINE SHARE OF CAPACITY

$\frac{2690 - 1062}{2690} = 61\%$

2690

HOONAH VEHICLE TRAFFIC ANALYSIS  
(LE CONTE)

1. LINK VOLUME DATA  
(JULY 1982)

HOONAH - JUNEAU	215
JUNEAU - HOONAH	198

413 VEHICLES ON JNU/HNH ROUTE  
(MOST CRITICAL LEG, E.G., L.F.)

2. HOONAH AND ANGOON TRAFFIC ABOARD HNH/JRU ROUTE  
(JULY 1982)

HOONAH - JUNEAU	68
JUNEAU - HOONAH	76
ANGOON - JUNEAU	34
JUNEAU - ANGOON	51
	<u>229</u>

3. HOONAH/ANGOON SHARE OF CAPACITY

$\frac{229}{413} = 55\%$

4. SITKA SHARE OF LE CONTE CAPACITY

$\frac{413 - 229}{413} = 45\%$

METLAKATLA SERVICE (PROPOSED)

<u>MONDAY</u>	<u>TUESDAY</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>	<u>SATURDAY</u>	<u>SUNDAY</u>
	AR 0830 LV 0900	AR 0830 LV 0900			AR 0830 LV 0900	AR 0830 LV 0900
		AR 1155 LV 1230		AR 1155 LV 1230		
AR 1640 LV 1715					AR 1430 LV 1515	
AR 1800 LV 1830	AR 1930 LV 2000			AR 1800 LV 1830	AR 1930 LV 2000	
				AR 2340 LV 2415		

CAPITAL AND OPERATING COSTS

MAJOR OVERHAUL CONSIDERATIONS  
(1983 DOLLARS)

	<u>JETFOIL</u>	<u>CURRENT REPLACEMENT BOAT (TUSTUMENA)</u>
o ORIGINAL COST OF VESSEL	\$18,333,000	\$47,500,000*
o TIME TO MAJOR OVERHAUL/TOTAL SERVICE TIME	15 YEARS/30 YEARS	18 YEARS/36 YEARS
o MAJOR OVERHAUL COSTS	\$ 2,000,000 (11% OF ORIGINAL COST)	\$22,560,000** (47% OF ORIGINAL COST)
o ANNUAL PAYMENT, OVER TOTAL VESSEL LIFE, TO AMORTIZE MAJOR OVERHAUL COST (6% INTEREST ASSUMED)	\$ 60,628 (0.3% OF ORIGINAL COST)	\$ 540,576 (1.1% OF ORIGINAL COST)
o ANNUAL COST PER EQUIVALENT PASSENGER NAUTICAL MILE	\$.002	\$.01

\*CURRENT ESTIMATED COST OF A REPLACEMENT BOAT FOR THE TUSTUMENA.

\*\*BASED ON ACTUAL DATA FROM THE TAKU REFURBISHMENT (1981).

VESSEL CAPACITIES

VESSEL	PASSENGERS		VEHICLES	
	SUMMER	WINTER	SUMMER	WINTER
COLOMBIA	650	650	140	140
MALASPINA	750	600	92	88
MATEUSKA	750	550	92	88
TAKU	500	500	80	75
L'E CONTE	250	250	35	35
AURORA	250	250	35	35
CHIKAT	79	62	15	15
BARTLETT	170	170	32	32
TUSTUMENA	220	220	40	40

Reduction  
of Pension  
of Benefits

Fuel Factor  
reduction

MARCH  
28,

MARCH 25,

DIVISION OF MARINE HIGHWAY SYSTEMS  
EXPENSE AND REVENUE  
FISCAL YEAR 1982



61,424

63,  
360,001.3

Yearly Recap	Expenditure	Revenue	Passenger Traffic	Vehicle Traffic
<u>S.E. System Vessels:</u>				
<i>No. of OPERATIONS</i>				
9.25 M/V TAKU	6,387,034	3,357,967	45,945	12,650
2.25 M/V MALASPINA	6,355,831	4,899,052	60,797	15,025
9.00 M/V MATANUSKA	7,898,102	7,145,553	45,668	10,744
11.00 M/V CHILKAT	845,497	192,655	19,655	4,520
5.25 M/V COLUMBIA	8,433,041	8,061,724	46,148	10,571
10.00 M/V LeCONTE	4,270,387	1,246,433	47,407	9,133
9.25 M/V AURORA	3,682,008	1,043,210	27,830	7,156
21.00				
Charges unapplicable to any one Vessel	(1) 4,980,639			
Agents Commission & Head Tax	315,555			
S.E. Shore & Dock	(2) 1,944,860			
<b>TOTAL S.E. SYSTEM</b>	<b>45,112,956</b>	<b>25,946,594</b>	<b>293,450</b>	<b>69,799</b>
	<i>42,797,101</i>			
<u>S.W. System Vessels</u>				
10.0 M/V TUSTUMENA	4,797,160	1,767,231	28,681	9,000
10.0 M/V BARTLETT	2,714,924	1,354,785	28,248	6,667
20.0				
Charges unapplicable to any one Vessel	864,695			
Agents Commission	99,522			
S.W. Shore & Dock	559,009			
<b>TOTAL S.W. SYSTEM</b>	<b>9,635,310</b>	<b>3,122,016</b>	<b>56,929</b>	<b>15,667</b>
Adv. & Promotion	(3) 100,687			
Administration	(4) 1,984,102			
<b>DIVISION TOTAL</b>	<b>56,233,055</b>	<b>29,068,610</b>	<b>350,379</b>	<b>85,466</b>
Lapsed Funds/Subsidy	326,545	27,154,445		
FY-82 Authorization	56,559,600			
<b>Total Expenditure</b>		<b>56,223,055</b>		

*9,016,222*  
*46,222,190*

*29,068,610*  
*56,223,055 = 51.7%*  
*4,991,000*  
*1,495,000*  
*100,000*  
*1,984,000*  
*9,010,900*  
*6,387*  
*47,198 x 9010E = 1.217*

RECAP - SOUTHEAST SYSTEM  
Expenditures  
As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
S.E. Health, Welfare and Pension	-0-	-0-	-0-	2,332,016
Personal Services	8,096,338	4,676,410	6,170,841	1,459,860
Travel & Per Diem	66,385	46,274	51,742	14,198
Contractual	168,657	222,938	269,037	1,946,890
Commodities	133,593	9,406,828	1,943,491	37,023
Equipment	15,728	16,625	35,652	4,523
Grievance Settlement	-0-	-0-	-0-	1,658
Operations Vessel				
TOTAL	8,480,701	14,369,075	8,470,763	5,796,167
<u>Annual Overhaul</u>				
Personal Services	1,125,017	1,024,869	591,578	88,181
Travel & Per Diem	31,699	23,351	22,217	4,195
Contractual	449,236	1,125,429	79,799	43,542
Commodities	139,368	473,317	9,084	7,025
Equipment	160	37,595	-0-	-0-
Overhaul Vessel				
TOTAL	1,745,480	2,684,561	702,678	142,943
<u>Emergency &amp; Layup</u>				
Personal Services	112,663	85,051	22,577	12,315
Travel & Per Diem	590	1,982	50	3,748
Contractual	8,106	205,875	-0-	-0-
Commodities	514	2,798	-0-	-0-
Equipment	-0-	-0-	-0-	-0-
Emergency & Layup Vessel				
TOTAL	121,873	295,706	22,667	16,063
<u>Ketchikan Maintenance</u>				
Personal Services	3,862	-0-	-0-	-0-
Travel & Per Diem	-0-			
Contractual	-0-			
Commodities	-0-			
Equipment	-0-			
Ketchikan Maintenance				
Vessel TOTAL	3,862	-0-	-0-	-0-
<u>Combined</u>				
S.E. Health, Welfare and Pension	-0-	-0-	-0-	2,332,016
Personal Services	9,337,880	5,786,330	6,784,996	1,560,356
Travel & Per Diem	98,674	71,607	74,049	22,141
Contractual	625,999	1,554,242	348,836	1,990,432
Commodities	273,475	9,882,943	1,952,575	44,048
Equipment	15,888	54,220	35,652	4,522
Grievance Settlement	-0-	-0-	-0-	1,658
Vessel TOTAL	10,351,916	17,349,342	9,196,108	5,955,173

ALL VESSELS SOUTHEAST  
Expenditures

As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
S.E. Health, Welfare and Pension	-0-	-0-	-0-	2,332,016
Personal Services	59,695	32,053	14,749	438,392
Travel & Per Diem	2,540	1,558	1,339	3,811
Contractual	5,355	3,140	109,816	1,779,890
Commodities	10,096	27,389	105,691	7,688
Equipment	10,492	1,929	4,657	1,799
Grievance Settlement	-0-	-0-	-0-	1,658
Operations Vessel	88,178	66,069	236,252	4,565,254
- TOTAL				
<u>Annual Overhaul</u>				
Personal Services	2,202	4,703	2,465	-0-
Travel & Per Diem	140	209	208	-0-
Contractual	-0-	3,304	780	5,587
Commodities	38	739	-0-	19
Equipment	-0-	4,492	-0-	-0-
Overhaul Vessel				
TOTAL	2,380	13,447	3,453	6,606
<u>Emergency &amp; Layup</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Equipment				
Emergency & Layup Vessel				
TOTAL	-0-	-0-	-0-	-0-
<u>Ketchikan Maintenance</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Equipment				
Ketchikan Maintenance				
Vessel TOTAL	-0-	-0-	-0-	-0-
<u>Combined</u>				
S.E. Health, Welfare and Pension	-0-	-0-	-0-	2,332,016
Personal Services	61,897	36,756	17,214	438,392
Travel & Per Diem	2,680	1,767	1,547	3,811
Contractual	5,355	6,444	110,596	1,785,477
Commodities	10,134	28,128	105,691	7,707
Equipment	10,492	6,421	4,657	1,799
Grievance Settlement	-0-	-0-	-0-	1,658
Vessel TOTAL	90,558	79,516	239,705	4,570,860

M/V TAKU  
Expenditures  
As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
Personal Services	1,306,139	770,052	1,186,714	159,989
Travel & Per Diem	30,458	20,347	22,753	3,798
Contractual	13,835	63,744	44,958	36,209
Commodities	23,116	1,385,966	256,311	8,396
Equipment	1,289	2,553	7,704	1,008
Operations Vessel TOTAL	1,374,837	2,242,662	1,518,440	209,400
<u>Annual Overhaul</u>				
Personal Services	217,675	152,234	198,831	17,906
Travel & Per Diem	2,069	(77)	2,783	566
Contractual	95,201	153,850	13,669	7,003
Commodities	25,804	64,949	2,315	1,231
Equipment	-0-	12,280	-	-0-
Overhaul Vessel TOTAL	340,749	383,236	217,598	26,700
<u>Emergency &amp; Layup</u>				
Personal Services	-0-	-0-	-0-	
Travel & Per Diem	-0-	-0-		
Contractual	545	69,193		
Commodities	514	2,570		
Equipment	-0-	-0-		
Emergency & Layup Vessel TOTAL	1,059	71,763	-0-	-0-
<u>Ketchikan Maintenance</u>				
Personal Services	590			
Travel & Per Diem	-0-			
Contractual	-0-			
Commodities	-0-			
Equipment	-0-			
Ketchikan Maintenance Vessel TOTAL	590	-0-	-0-	-0-
<u>Combined</u>				
Personal Services	1,524,404	922,286	1,385,545	177,889
Travel & Per Diem	32,527	20,270	25,536	4,364
Contractual	109,581	286,787	58,627	43,212
Commodities	49,434	1,453,485	258,626	9,677
Equipment	1,289	14,833	7,704	1,008
Vessel TOTAL	1,717,235	2,697,661	1,736,038	236,100

M/V MALASPINA  
Expenditures

As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
Personal Services	1,167,569	653,019	1,194,114	196,157
Travel & Per Diem	8,748	4,725	7,661	1,905
Contractual	21,025	9,831	47,617	36,800
Commodities	20,176	1,503,032	373,390	4,424
Equipment	-0-	659	6,313	-0-
Operations Vessel TOTAL	1,217,518	2,171,266	1,629,095	239,286
<u>Annual Overhaul</u>				
Personal Services	241,001	238,031	169,024	17,651
Travel & Per Diem	4,038	5,224	4,915	930
Contractual	67,413	89,842	30,069	9,817
Commodities	16,532	84,756	576	483
Equipment	-0-	12,983	-0-	-0-
Overhaul Vessel TOTAL	328,984	430,836	204,584	28,881
<u>Emergency &amp; Layup</u>				
Personal Services	-0-	-0-	705	-0-
Travel & Per Diem	-0-	-0-	-0-	-0-
Contractual	159	104,517	-0-	-0-
Commodities	-0-	-0-	-0-	-0-
Emergency & Layup Vessel TOTAL	159	104,517	705	-0-
<u>Ketchikan Maintenance</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Equipment				
Ketchikan Maintenance Vessel TOTAL	-0-	-0-	-0-	-0-
<u>Combined</u>				
Personal Services	1,408,570	891,050	1,363,843	213,808
Travel & Per Diem	12,786	9,949	12,576	2,835
Contractual	88,597	204,190	77,686	46,617
Commodities	36,708	1,587,788	373,966	4,907
Equipment	-0-	13,642	6,313	-0-
Vessel TOTAL	1,546,661	2,706,619	1,834,384	268,167

M/V MATANUSKA  
Expenditures

As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
Personal Services	1,596,674	1,014,691	1,621,941	264,790
Travel & Per Diem	6,843	4,682	11,162	1,284
Contractual	54,238	30,171	20,299	26,254
Commodities	34,687	1,794,288	446,942	6,017
Equipment	843	2,728	1,520	1,550
Operations Vessel TOTAL	1,693,285	2,846,560	2,101,864	299,895
<u>Annual Overhaul</u>				
Personal Services	157,657	227,380	126,334	19,601
Travel & Per Diem	1,884	1,127	338	376
Contractual	35,550	189,355	6,258	6,537
Commodities	16,149	139,813	1,196	-0-
Equipment	160	5,163	-0-	-0-
Overhaul Vessel TOTAL	211,400	562,838	134,126	26,514
<u>Emergency &amp; Layup</u>				
Personal Services	-0-	-0-	-0-	1,449
Travel & Per Diem	-0-	-0-	-0-	-0-
Contractual	91	20,080	-0-	-0-
Commodities	-0-	-0-	-0-	-0-
Emergency & Layup Vessel TOTAL	91	20,080	-0-	1,449
<u>Ketchikan Maintenance</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Equipment				
Ketchikan Maintenance Vessel TOTAL	-0-	-0-	-0-	-0-
<u>Combined</u>				
Personal Services	1,754,331	1,242,071	1,748,275	285,840
Travel & Per Diem	8,727	5,809	11,500	1,660
Contractual	89,879	239,606	26,557	32,791
Commodities	50,836	1,934,101	448,138	6,017
Equipment	1,003	7,891	1,520	1,550
Vessel TOTAL	1,904,776	3,429,478	2,235,990	327,858

M/V CHILKAT  
Expenditures  
As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
Personal Services	370,457	124,902	48,946	2,132
Travel & Per Diem	4,653	1,372	302	-0-
Contractual	7,532	1,536	517	5,460
Commodities	4,690	80,989	17,615	55
Equipment	629	-0-	-0-	-0-
Operations Vessel TOTAL	387,961	208,799	67,380	7,647
<u>Annual Overhaul</u>				
Personal Services	16,110	6,448	982	5,958
Travel & Per Diem	2,523	898	-0-	-0-
Contractual	5,880	123,618	-0-	4,463
Commodities	6,804	20	-0-	6
Overhaul Vessel TOTAL	31,317	130,984	982	10,427
<u>Emergency &amp; Layup</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Emergency & Layup Vessel TOTAL	-0-	-0-	-0-	-0-
<u>Ketchikan Maintenance</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Ketchikan Maintenance Vessel TOTAL	-0-	-0-	-0-	-0-
<u>Combined</u>				
Personal Services	386,567	131,350	49,928	8,090
Travel & Per Diem	7,176	2,270	302	-0-
Contractual	13,412	125,154	517	9,923
Commodities	11,494	81,009	17,615	61
Equipment	629	-0-	-0-	-0-
Vessel TOTAL	419,278	339,783	68,362	18,074

M/V COLUMBIA  
Expenditures  
As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
Personal Services	1,379,410	921,730	1,301,230	202,811
Travel & Per Diem	5,956	2,282	4,247	1,522
Contractual	47,104	80,802	30,121	26,562
Commodities	13,396	2,803,877	453,533	4,587
Equipment	410	5,458	4,461	165
Operations Vessel TOTAL	1,446,276	3,814,749	1,793,592	235,647
<u>Annual Overhaul</u>				
Personal Services	275,496	223,757	64,579	13,347
Travel & Per Diem	11,755	9,239	9,290	1,615
Contractual	102,658	312,023	13,352	2,809
Commodities	26,080	70,183	3,282	406
Equipment	-0-	2,677	-0-	-0-
Overhaul Vessel TOTAL	415,989	617,879	90,503	18,177
<u>Emergency &amp; Layup</u>				
Personal Services				-0-
Travel & Per Diem				829
Contractual				
Commodities				
Emergency & Layup Vessel TOTAL	-0-	-0-	-0-	829
<u>Ketchikan Maintenance</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Ketchikan Maintenance Vessel TOTAL	-0-	-0-	-0-	
<u>Combined</u>				
Personal Services	1,654,906	1,145,487	1,365,809	216,158
Travel & Per Diem	17,711	11,521	13,537	3,966
Contractual	149,762	392,825	43,473	29,371
Commodities	39,476	2,874,060	456,815	4,993
Equipment	410	8,135	4,461	165
Vessel TOTAL	1,862,265	4,432,028	1,884,095	254,653

M/V LeCONTE  
Expenditures

As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
Personal Services	1,236,096	681,362	470,207	106,225
Travel & Per Diem	3,847	6,857	1,277	1,685
Contractual	13,191	15,360	10,739	11,178
Commodities	14,547	1,058,398	159,366	3,609
Equipment	774	2,376	10,798	-0-
Operations Vessel TOTAL	1,268,455	1,764,353	652,387	122,697
<u>Annual Overhaul</u>				
Personal Services	108,198	69,251	13,684	6,318
Travel & Per Diem	7,289	4,15	3,549	537
Contractual	69,109	9,330	15,156	1,946
Commodities	15,480	51,166	895	263
Equipment	-0-	-0-	-0-	-0-
Overhaul Vessel TOTAL	200,076	215,962	33,284	9,064
<u>Emergency &amp; Layup</u>				
Personal Services				-0-
Travel & Per Diem				837
Contractual				
Commodities				
Equipment				
Emergency & Layup Vessel TOTAL	-0-	-0-	-0-	837
<u>Ketchikan Maintenance</u>				
Personal Services	3,272	0-	-0-	-0-
Travel & Per Diem	-0-			
Contractual	-0-			
Commodities	-0-			
Ketchikan Maintenance Vessel TOTAL	3,272	-0-	-0-	-0-
<u>Combined</u>				
Personal Services	1,347,566	750,613	483,891	112,543
Travel & Per Diem	11,136	11,072	4,826	3,059
Contractual	82,300	106,690	25,895	13,124
Commodities	30,027	1,109,564	160,261	3,872
Equipment	774	2,376	10,798	-0-
Vessel TOTAL	1,471,803	1,980,315	685,671	132,598

M/V AURORA  
Expenditures

As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
Personal Services	980,298	478,601	332,940	89,364
Travel & Per Diem	3,340	4,451	3,001	193
Contractual	6,377	18,354	4,970	24,537
Commodities	12,885	752,889	130,643	2,247
Equipment	1,291	922	199	-0-
Operations Vessel TOTAL	1,004,191	1,255,217	471,753	116,341
<u>Annual Overhaul</u>				
Personal Services	106,678	103,065	15,679	7,406
Travel & Per Diem	2,001	2,516	1,134	171
Contractual	73,425	162,107	515	5,380
Commodities	32,481	61,691	820	4,617
Overhaul Vessel TOTAL	214,585	329,379	18,148	17,574
<u>Emergency &amp; Layup</u>				
Personal Services	112,663	85,051	21,872	10,866
Travel & Per Diem	590	1,982	90	2,082
Contractual	7,311	12,085	-0-	-0-
Commodities	-0-	228	-0-	-0-
Emergency & Layup Vessel TOTAL	120,564	99,346	21,962	12,948
<u>Ketchikan Maintenance</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Equipment				
Ketchikan Maintenance Vessel TOTAL	-0-	-0-	-0-	-0-
<u>Combined</u>				
Personal Services	1,199,639	666,717	370,491	107,636
Travel & Per Diem	5,931	8,949	4,225	2,446
Contractual	87,113	192,546	5,485	29,917
Commodities	45,366	814,808	131,463	6,864
Equipment	1,291	922	199	-0-
Vessel TOTAL	1,339,340	1,683,942	511,863	146,863

M/V TUSTUMENA  
Expenditures  
As of 8/31/82 - FY 82 Final

<u>Regular Operations</u>	<u>DECK</u>	<u>ENGINE</u>	<u>STEWARDS</u>	<u>VESSEL ADMIN.</u>
Personal Services	1,486,067	699,429	465,104	87,983
Travel & Per Diem	3,187	3,537	2,996	660
Contractual	253,452	14,676	20,196	8,137
Commodities	22,113	876,571	184,866	1,803
Equipment	557	3,533	471	-0-
Operations Vessel TOTAL	1,765,376	1,598,146	673,633	98,583
<u>Annual Overhaul</u>				
Personal Services	138,992	78,620	24,416	5,411
Travel & Per Diem	4,418	2,370	2,187	180
Contractual	62,862	223,447	8,999	3,721
Commodities	33,808	69,575	385	97
Equipment	-0-	1,934	-0-	-0-
Overhaul Vessel TOTAL	240,080	375,946	35,987	9,409
<u>Emergency &amp; Layup</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Equipment				
Emergency & Layup Vessel TOTAL	-0-	-0-	-0-	-0-
<u>Ketchikan Maintenance</u>				
Personal Services				
Travel & Per Diem				
Contractual				
Commodities				
Equipment				
Ketchikan Maintenance Vessel TOTAL	-0-	-0-	-0-	-0-
<u>Combined</u>				
Personal Services	1,625,059	778,049	489,520	93,394
Travel & Per Diem	7,605	6,307	5,183	840
Contractual	316,314	238,123	29,195	11,858
Commodities	55,921	946,146	185,251	1,900
Equipment	557	5,467	471	-0-
Vessel TOTAL	2,005,456	1,974,092	709,620	107,992

F4 83 Rates

MONTHLY BASE SALARIES  
MARINE HIGHWAY SYSTEMSSOUTHEAST VESSELS\*

## COLUMBIA, MALASPINA, MATANUSKA &amp; TAKU

Licensed Deck Officers	Amount
Master	\$5,091
Pilot	4,306
Chief Mate	4,170
2nd Mate	3,740
3rd Mate	3,740

## Licensed Engine Officers

Chief Engineer	\$5,435
1st Assistant Engineer	4,685
2nd Assistant Engineer	4,375
3rd Assistant Engineer	4,104

## LeCONTE &amp; AURORA

## Licensed Deck Officers

Master	\$4,912 ✓
Chief Mate	3,813 ✓
2nd Mate	3,740
3rd Mate	3,740

## Licensed Engine Officers

Chief Engineer	\$5,218 ✓ <i>supervisor</i>
1st Assistant Engineer	4,474
2nd Assistant Engineer	4,190 ✓ <i>mech. &amp; elect.</i>

## ALL SOUTHEAST VESSELS

## Unlicensed Personnel

A.B. Bos'n	\$2,897 ✓ <i>observer</i>
Able Seaman	2,654
Ordinary Seaman	2,486
Ordinary Seaman Porter	2,486
Watchman	2,486
Chief Purser	3,243
Senior Assistant Purser	2,877
Junior Assistant Purser	2,464
Junior Engineer	2,917
Oiler	2,675
Wiper	2,504 ✓ <i>junior</i>

\* Including Pilotage for Southeast Licensed Deck Officers.

Unlicensed Personnel (con't.)

Amount

Oiler/Wiper	\$2,675
Chief Steward	3,243
2nd Steward	2,877
Storekeeper	2,779 ✓
Chief Cook	2,956
2nd Cook	2,599
Assistant 2nd Cook	2,464
Cashier	2,453
Head B.R. Steward	2,464
Bartender	2,464
Cashier Steward	2,437
Officer Steward	2,453
Crew Steward	2,453
Steward	2,437
Gift Shop Operator	2,464

*F 2,450 x 3*

CHILKAT

Master	\$4,579
Chief Engineer	4,148

Note: All Southeast Vessel positions work 12 hours a day, 84 hours, in a two week period for a total of 2184 hours per year.

EXISTING TRAFFIC ANALYSIS

final report

SOUTHEASTERN ALASKA  
TRANSPORTATION STUDY

prepared for the  
ALASKA  
DEPARTMENT OF  
TRANSPORTATION AND  
PUBLIC FACILITIES

by  
WILBUR SMITH AND ASSOCIATES

in association with  
R & M CONSULTANTS, INC.  
ROMAN McDOWELL ASSOCIATES

Scheduled Air Service - Some type of scheduled air service is operated to all permanent communities in the region and to many major logging camps and villages. Scheduled interstate air service is available to all major communities, excepting Haines and Skagway; and scheduled air taxi routes radiate from principal communities to smaller inhabited areas. Many of the scheduled air taxi routes are operated in conjunction with mail service which is sub-contracted from Alaska Airlines. Consequently, operators of scheduled air taxi routes may change periodically as new mail contracts are awarded.

Twenty scheduled routes are served by ten separate commercial carriers in Southeastern Alaska. International service is provided by Wien Air Alaska between Juneau, Whitehorse, and Fairbanks; and by Trans-Provincial Air between Ketchikan and Prince Rupert. Both of these carriers offer service twice per week during the summer, but Trans-Provincial service during winter is once per week. Scheduled air carrier routes are listed in Table 36.

Six interstate routes are operated by Alaska Airlines during the summer months, generally on a daily basis. During the fall, winter and spring months, service is reduced to four or five scheduled routes with fewer stops at the smaller communities of Wrangell, Petersburg, and Yakutat. Gustavus is included in the summer schedule to serve tourists destined for Glacier Bay; and service to this community is eliminated during other seasons of the year. The scheduled summer routes result in service to Juneau four times per day in each direction, to Ketchikan three times per day, and once or twice per day to Sitka, Wrangell, Petersburg, and Yakutat.

Various air taxi services operate twelve scheduled intrastate air routes in Southeastern Alaska. All of these routes, with the exception of the Juneau-Haines-Skogway route operated by Southeast Skyways, are operated in conjunction with scheduled mail delivery. Five scheduled routes are operated from Juneau, three from Ketchikan, and two from Petersburg and two from Sitka. Haines, Skogway, and Hoonah from Juneau; and Craig, Klawock, Hydaburg, and Metlakatla from Ketchikan are provided with excellent scheduled service of two to seven flights per day resulting in high air system capacity to these communities. Service to other communities varies from once per day to once per week.

Nonscheduled Air Service - Fifteen air taxi operators and four helicopter services certificated by the Alaska Transportation Commission operate in Southeastern Alaska. Currently, air taxi systems operate from nine of the major communities; five taxi operators and one helicopter service are based in Ketchikan; four carriers and one helicopter service are based in Juneau; two carriers operate from Sitka; and one air taxi operator is based in Skogway, Haines, Wrangell, Petersburg, Hoonah, Klawock, Metlakatla, and Yakutat. Yakutat is also the base for two helicopter services. Several of the air taxi services, such as L. A. B., have aircraft stationed in several communities. The number and type of aircraft operated by each air carrier is listed in Table 37.

Table 36

## SCHEDULED AIR SERVICES

## Southeastern Alaska Transportation Study

ROUTE	OPERATOR	EQUIPMENT	(1)	(2)	
			TRIPS PER WEEK (one-way)	WEEKLY CAPACITY (one-way)	
				Passengers (number)	Cargo (tons)
Sea-Jnu-Anch	Alaska Airlines	727	6	624	12.0
Sea-Sit Jnu-Yak-Anch	Alaska Airlines	727	5	485	15.5
Sea-Ktn-Wrg-Psg-Jnu-Yak-Anch	Alaska Airlines	727	7	693	19.5
Sea-Ktn-Sit-Jnu-Anch	Alaska Airlines	727	7	728	14.0
Sea-Ktn-Jnu	Alaska Airlines	727	7	728	14.0
Sea-Wrg-Psg-Jnu-Gus	Alaska Airlines	727	7	728	14.0
Jnu-Whthse-Fbks	Wien Air Alaska	737+F27	2	224	26.0
Jnu-Hns-Sgy	Southeast Skyways	Various	40	240	30.0
Jnu-Hnh	L. A. B.	Various	21	126	20.0
Jnu-Funter Bay-Excursion Inlet	L. A. B.	Various	2	10	1.5
Jnu-Gus	L. A. B.	Various	1	5	0.5
Jnu-Ang-Tenakee-Chatham-Hawk Inl.	Channel Flying	Various	7	49	5.0
Ktn-Craig-Klawock-Hydaburg	Tyee Air	Beaver	49	343	34.0
Ktn-Metlakatla	Tyee Air	Beaver	35	245	24.5
Ktn-Hyder-Yes Bay	Webber	Various	1	7	0.5
Psg-Kake	Alaska Island Air	Various	6	42	4.0
Psg-Saginaw	Alaska Island Air	Various	1	7	0.5
Ktn-Rup	Trans Provincial Air (Canada)	Various	2	22	2.0
Sit-Pelican	Eagle Air	Various	5	35	3.5
Sit-Pt. Alexander-Pt. Walter-Baranof	Eagle Air	Various	1	7	0.5

(1) Summer Schedule

(2) When various equipment is used, the capacity describes the largest equipment available.

SOURCE: Airline operators, Alaska Transportation Commission

Table 37

SOUTHEASTERN AIR TAXI OPERATORS  
Southeastern Alaska Transportation Study

<u>OPERATOR</u>	<u>NUMBER OF PLANES</u>			<u>GENERAL SERVICE AREA</u>
	<u>Amphib</u>	<u>Float</u>	<u>Wheel</u>	
Gulf Air	-	-	2	Yakutat Area
L. A. B.	1	-	13	North of Hoonah
Southeast Skyways	1	1	4	North of Hoonah
Skagway Air	-	-	3	North of Hoonah
Channel Air	2	8	-	Juneau-Wrangell
Ward Air	3	-	-	Juneau-Wrangell
Alaska Island Air	5	-	-	Juneau-Ketchikan
Eagle Air	-	2	-	Juneau-Ketchikan
Stikine Air	3	-	-	Juneau-Ketchikan
Webber Air	-	9	-	South of Wrangell
Revilla Air	-	1	-	South of Wrangell
Ketchikan Air	.2	2	-	South of Wrangell
Tyee Air	7	-	-	South of Wrangell
Todd Air	-	3	-	South of Wrangell
Flair Air	-	2	-	P. O. W. Island - Ketchikan
Toquah Air	-	1	-	Metlakatla-Ketchikan
Total	24	29	22	

SOURCE: Alaska Transportation Commission, air taxi operators

As shown in the table, the general service area of each operator correlates closely with the type of landing configuration on the aircraft. All of the 22 aircraft equipped with wheel landing gear are operated in the northern panhandle, while only three of the 53 float or amphibious craft generally operate in the northern panhandle. About 65 percent of the float equipped aircraft operate south of Wrangell, in the lower panhandle, and about 55 percent of the amphibious aircraft are operated in the central part of the region.

Most of the air taxi operators have developed specialized service features or service areas to capture a specific component of the total air demand. L.A.B. and Southeast Skyways, for example, have marketed service between Juneau, Haines, and Skagway, almost to the exclusion of other air taxi operators. Tye Air has similarly captured most of the market for services from Ketchikan to major communities on Prince of Wales Island and to Metlakatla. Other operators such as Ward Air, Webber Air, Stikine Air, and Channel Air derive much of their business from the transport of supplies to logging camps, fish processors, or small villages. Others contract to service weather stations, scientific expeditions, or other specific services, and most of the services carry sport hunting or fishing demand to remote sites.

Helicopter operations generally serve very specific demands which cannot be accommodated by fixed wing aircraft. The two helicopter operations in Yakutat, Evergreen and ERA, ferry materials and personnel to offshore oil exploration drill sites in the Gulf of Alaska. The other two companies, Livingston and Temsco, operate to remote areas inaccessible by airplane, to ferry maintenance personnel, to microwave relay stations and other facilities, or to assist logging operations. Helicopters are also used to transport large or bulky items which will not fit into conventional aircraft.

Air Travel Usage - In 1976, over 560,000 passengers and almost 6,400 tons of freight and mail were transported on about 63,000 commercial air trips in Southeastern Alaska. Interstate and international airline carried about 68 percent of the air passengers and 62 percent of the air cargo on approximately four percent of the total commercial air flights, for an average of about 147 person trips and 1.5 tons of cargo carried per aircraft trip. Air taxi systems averaged about three passenger trips and 400 pounds of cargo per flight.

About 60 percent of the total annual jet passenger origins or destinations in Southeastern Alaska during 1976 were generated in the Juneau area. Ketchikan and Sitka generated respectively 17 percent and 14 percent of the total jet air traffic; and the three remaining Southeastern jet ports-Yakutat, Wrangell, and Petersburg-each contributed three percent or less of the total jet passenger traffic. About 20 percent of the jet travel was within the Southeastern region, about 52 percent were trips to or from the continental United States through Seattle, and 28 percent were trips to or from other regions in Alaska or Canada.

Juneau also contributed more than half of the total jet cargo traffic in the region, with about 55 percent of the total freight or mail carried to or from the Juneau area. Sitka and Yakutat generated respectively about 15 percent and 13 percent of the jet cargo traffic in 1976, and approximately 12 percent was generated in the Ketchikan area. Wrangell and Petersburg each contributed about three percent of the cargo volumes carried by jet aircraft. Approximately 19 percent of the jet air cargo in Southeastern Alaska was transported between points within the region, about 22 percent was transported between the region and points to the north, and about 59 percent was carried between Southeastern Alaska and points to the south.

Very little data is available on historical growth rates of travel by the jet air carriers; however, some observations have been made from existing information. Travel between the Southeastern region and other areas has apparently been increasing at the annual rate of 15 to 20 percent over the last several years. Growth rates for travel by jet within the region is growing at a somewhat slower rate of 5 to 10 percent. No information is available on the growth of air freight.

Air taxi systems carried approximately 178,000 passengers and 2,420 tons of cargo and mail in 1976 within Southeastern Alaska. Historical demand information, shown in Table 38, indicates that system demand for passenger and freight service have both declined by about 7 percent per year since a peak in 1974. The total number of flights have also declined so that during both 1974 and 1976 the average number of passengers per trip was 2.96 and the average cargo volume per trip was 80 pounds.

The distribution of travel demand by air taxi is not available by community or travel corridor; however, the total volume of passengers and cargo carried by each system was grouped into three areas to compare general levels of activity. The three areas are: northern-from Hoonah to Yakutat and Skagway; central-from Hoonah to south of Wrangell; and southern-Ketchikan and Prince of Wales Island.

In 1976, air taxi systems in the northern area transported about 24 percent of the total air taxi passengers and 18 percent of the total air taxi cargo in the region, and the central area air taxi operators carried 25 percent of the air passengers and 22 percent of the cargo. Systems operating from Ketchikan and Prince of Wales Island accounted for 51 percent of the total air taxi passengers in the region and 60 percent of the air taxi cargo. Systems operating in the central and southern areas carried an average of one more person and about 40 more pounds of cargo per trip than systems in the northern area; probably a result of the larger aircraft generally used in the southern two areas and higher demand.

Air Tariffs and Costs - Tariff information for all air services was obtained from air carriers or the Alaska Transportation Commission; however, cost data was available only for scheduled air taxi services regulated by ALC. Cost

Table 38

## AIR TAXI SYSTEM USAGE

## Southeastern Alaska Transportation Study

<u>OPERATING PERIOD</u>	<u>NUMBER OF FLIGHTS</u>	<u>NUMBER OF PASSENGERS</u>	<u>TONS OF FREIGHT</u>	<u>TONS OF MAIL</u>
1974				
1st Qtr.	9,590	39,251	346.5	71.0
2nd Qtr.	22,019	59,850	723.6	87.8
3rd Qtr.	23,523	68,943	940.9	71.2
4th Qtr.	14,447	37,705	445.1	129.8
1975				
1st Qtr.	8,452	24,639	313.6	76.2
2nd Qtr.	16,558	46,278	590.3	73.8
3rd Qtr.	27,998	72,641	1,486.5	114.5
4th Qtr.	10,608	34,522	368.3	89.5
1976				
1st Qtr.	7,803	23,924	269.0	51.1
2nd Qtr.	19,274	50,299	604.6	73.3
3rd Qtr.	21,830	65,784	747.5	37.1
4th Qtr.	10,939	37,995	563.3	71.6
1977				
1st Qtr.	8,548	28,186	305.1	40.3

SOURCE: Alaska Transportation Commission

MONTHLY JET AIRCRAFT PASSENGERS\*  
SOUTHEAST ALASKA

ROUTE	1980					1981							TOTAL
	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	
JNU - GST % OF TOTAL	6,991 31%	2,800 13%	--	--	--	--	--	--	--	397 2%	4,022 22%	7,258 32%	22,260
JNU - KTN % OF TOTAL	1,049 10.3	1,716 9.6	1,935 10.8	1,332 7.4	1,094 6.1	1,201 6.7	1,312 7.3	1,650 9.2	1,574 8.8	1,459 8.1	1,245 7.0	1,537 6.6	17,904
JNU - PSG % OF TOTAL	971 12.0	680 8.4	658 8.1	503 7.2	342 4.2	534 6.6	613 7.6	800 10.0	599 7.4	900 11.1	592 7.3	822 10.1	8,102
JNU - SIT % OF TOTAL	3,742 12.1	2,777 9.0	2,501 8.1	2,135 6.9	1,741 5.6	1,900 6.1	1,694 5.5	2,605 8.4	2,270 7.3	2,491 8.1	3,149 10.2	3,924 12.7	30,925
JNU - WRG % OF TOTAL	219 5.4	522 12.8	458 11.2	395 9.7	238 5.8	306 7.5	264 6.5	405 9.9	253 6.2	354 8.7	317 7.0	353 8.6	4,084
KTN - PSG % OF TOTAL	432 12.9	306 9.1	256 7.6	223 6.6	171 5.1	250 7.4	281 8.4	230 6.9	282 8.4	341 10.2	223 6.6	361 10.8	3,356
KTN - SIT % OF TOTAL	1,113 10.9	900 8.8	692 6.8	666 6.5	440 4.3	685 6.7	1,050 10.3	895 8.8	791 7.8	795 7.8	920 9.1	1,238 12.1	10,193
KTN - WRG % OF TOTAL	328 11.1	284 9.6	340 11.5	233 7.9	132 4.5	240 8.4	210 7.1	251 8.5	203 6.9	231 7.8	216 7.9	205 9.6	2,661
PSG - SIT % OF TOTAL	--	73 5.4	91 6.7	160 11.8	46 3.4	172 12.7	149 11.0	215 15.9	141 10.4	243 18.0	62 4.6	--	1,352
PSG - WRG % OF TOTAL	111 8.6	70 5.4	126 9.8	124 9.6	69 5.3	138 10.7	137 10.6	129 10.0	114 8.8	109 8.4	71 5.5	92 1.1	1,290
SIT - WRG % OF TOTAL	--	48 6.1	66 8.5	78 10.0	82 10.5	135 17.3	86 11.0	103 13.2	66 8.5	84 10.0	--	--	781
TOTAL % OF TOTAL	15,756 15.3	10,172 9.9	7,123 6.9	5,929 5.7	4,355 4.2	5,569 5.4	5,796 5.6	7,291 7.1	6,293 5.1	7,404 7.2	11,836 11.1	15,070 15.4	103,216
TOTAL WITHOUT CST % OF TOTAL	8,765 10.8	7,372 9.1	7,123 8.8	5,929 7.3	4,355 5.4	5,569 6.9	5,796 7.2	7,287 9.0	6,293 7.8	7,007 8.7	6,836 8.4	3,612 10.6	80,944

\*SOURCE: C.A.B. SERVICE SEGMENT DATA

## 1982 PASSENGER TRAFFIC BY SEASON\*

## SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (JULY-SEPT.)	SHOULDER SEASON (APRIL-JUNE)	NON-PEAK SEASON (OCT.-MARCH)	TOTAL YEAR
JUNEAU - ANGOON % OF TOTAL	1,244 34	846 24	1,524 42	3,614
JUNEAU - HAINES % OF TOTAL	13,656 48	7,348 26	7,522 26	28,526
JUNEAU - HOONAH % OF TOTAL	1,801 26	1,792 26	3,504 49	7,097
JUNEAU - KAKE % OF TOTAL	208 20	124 16	406 56	738
JUNEAU - KETCHIKAN % OF TOTAL	3,192 38	2,215 27	2,885 35	8,293
JUNEAU - PELICAN % OF TOTAL	402 48	199 23	248 29	849
JUNEAU - PETERSBURG % OF TOTAL	2,640 38	2,175 30	2,237 32	6,993
JUNEAU - PRINCE RUPERT % OF TOTAL	6,380 61	2,770 27	1,288 12	10,446
JUNEAU - SITKA % OF TOTAL	5,386 47	3,073 27	2,974 26	11,433
JUNEAU - SKAGWAY % OF TOTAL	11,744 63	5,193 27	1 0	18,915
JUNEAU - TENAKEE % OF TOTAL	563 20	652 31	1 0	2,047

\*SOURCE: ALASKA STATE DEPARTMENT OF TRANSPORTATION, 1982 ORIGIN AND DESTINATION STATISTICS

## 1982 PASSENGER TRAFFIC BY SEASON\*

## SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (JULY-SEPT.)	SHOULDER SEASON (APRIL-JUNE)	NON-PEAK SEASON (OCT.-MARCH)	TOTAL YEAR
JUNEAU - WRANGELL % OF TOTAL	790 37	512 24	847 39	2,149
KETCHIKAN - HAINES % OF TOTAL	1,508 44	1,117 33	784 23	3,409
KETCHIKAN - HOLLIS % OF TOTAL	9,765 39	5,669 23	9,512 38	24,946
KETCHIKAN - METLAKATLA % OF TOTAL	4,098 27	3,965 27	6,986 46	15,049
KETCHIKAN - PETERSBURG % OF TOTAL	2,092 41	1,173 23	1,801 36	5,066
KETCHIKAN - PRINCE RUPERT % OF TOTAL	11,255 52	6,300 29	4,011 19	21,566
KETCHIKAN - SKAGWAY % OF TOTAL	1,454 58	641 26	395 16	2,490
KETCHIKAN - WRANGELL % OF TOTAL	2,435 42	1,416 25	1,901 33	5,752
PETERSBURG - HAINES % OF TOTAL	504 40	362 28	405 32	1,271
PETERSBURG - KAKE % OF TOTAL	1,952 43	1,234 27	1,390 30	4,576
PETERSBURG - PRINCE RUPERT % OF TOTAL	1,215 50	701 29	521 21	2,437

\*SOURCE: ALASKA STATE DEPARTMENT OF TRANSPORTATION, 1982 ORIGIN AND DESTINATION STATISTICS

## 1982 PASSENGER TRAFFIC BY SEASON\*

## SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (JULY-SEPT.)	SHOULDER SEASON (APRIL-JUNE)	NON-PEAK SEASON (OCT.-MARCH)	TOTAL YEAR
PETERSBURG - SKAGWAY	308	199	137	644
% OF TOTAL	48	31	21	
PETERSBURG - WRANGELL	1,614	1,056	1,502	4,172
% OF TOTAL	39	25	36	
SITKA - ANGOON	2,235	1,922	2,467	6,624
% OF TOTAL	34	29	37	
SITKA - HAINES	886	485	568	1,939
% OF TOTAL	46	25	29	
SITKA - HOONAH	408	443	586	1,437
% OF TOTAL	28	31	41	
SITKA - SKAGWAY	602	325	601	1,528
% OF TOTAL	39	22	39	
WRANGELL - HAINES	328	153	186	667
% OF TOTAL	49	23	28	
WRANGELL - PRINCE RUPERT	906	495	379	1,780
% OF TOTAL	51	28	21	
WRANGELL - SKAGWAY	142	46	42	230
% OF TOTAL	62	20	18	
HAINES - SKAGWAY	10,082	4,674	1,949	16,705
% OF TOTAL	60	28	12	
TOTAL	101,695	59,224	62,469	223,388
% OF TOTAL	46	26	28	

\*SOURCE: ALASKA STATE DEPARTMENT OF TRANSPORTATION, 1982 ORIGIN AND DESTINATION STATISTICS

## 1982 VEHICLE TRAFFIC BY SEASON\*

## SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (JULY-SEPT.)	SHOULDER SEASON (APRIL-JUNE)	NON-PEAK SEASON (OCT.-MARCH)	TOTAL YEAR
JUNEAU - ANGOON % OF TOTAL	255 35	177 24	300 41	732
JUNEAU - HAINES % OF TOTAL	3,750 44	2,339 27	2,435 29	8,524
JUNEAU - HOONAH % OF TOTAL	455 33	331 24	503 43	1,369
JUNEAU - KAKE % OF TOTAL	44 25	31 18	98 57	173
JUNEAU - KETCHIKAN % OF TOTAL	490 41	351 50	342 29	1,183
JUNEAU - PELICAN % OF TOTAL	47 56	16 15	21 29	84
JUNEAU - PETERSBURG % OF TOTAL	530 43	305 25	394 32	1,229
JUNEAU - PRINCE RUPERT % OF TOTAL	1,673 48	999 28	846 24	3,518
JUNEAU - SITKA % OF TOTAL	920 45	592 29	548 26	2,060
JUNEAU - SKAGWAY % OF TOTAL	1,710 53	934 29	586 18	3,230
JUNEAU - TENAKEE % OF TOTAL	-- --	-- --	-- --	--

\*SOURCE: ALASKA STATE DEPARTMENT OF TRANSPORTATION, 1982 ORIGIN AND DESTINATION STATISTICS

## 1982 VEHICLE TRAFFIC BY SEASON\*

## SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (JULY-SEPT.)	SHOULDER SEASON (APRIL-JUNE)	NON-PEAK SEASON (OCT.-MARC. 1)	TOTAL YEAR
JUNEAU - WRANGELL	130	88	118	336
% OF TOTAL	39	26	35	
KETCHIKAN - HAINES	340	258	237	835
% OF TOTAL	41	31	28	
KETCHIKAN - HOLLIS	1,948	2,840	2,784	7,572
% OF TOTAL	26	37	37	
KETCHIKAN - METLAKATLA	812	927	1,361	3,100
% OF TOTAL	26	30	44	
KETCHIKAN - PETERSBURG	432	187	160	779
% OF TOTAL	55	24	21	
KETCHIKAN - PRINCE RUPERT	3,126	1,895	1,536	6,557
% OF TOTAL	48	29	23	
KETCHIKAN - SKAGWAY	69	31	17	117
% OF TOTAL	59	26	15	
KETCHIKAN - WRANGELL	502	312	323	1,137
% OF TOTAL	44	28	28	
PETERSBURG - HAINES	119	101	91	311
% OF TOTAL	38	33	29	
PETERSBURG - KAKE	363	238	383	984
% OF TOTAL	37	24	39	
PETERSBURG - PRINCE RUPERT	355	267	269	691
% OF TOTAL	40	30	30	

\*SOURCE: ALASKA STATE DEPARTMENT OF TRANSPORTATION, 1982 ORIGIN AND DESTINATION STATISTICS

1982 VEHICLE TRAFFIC BY SEASON\*

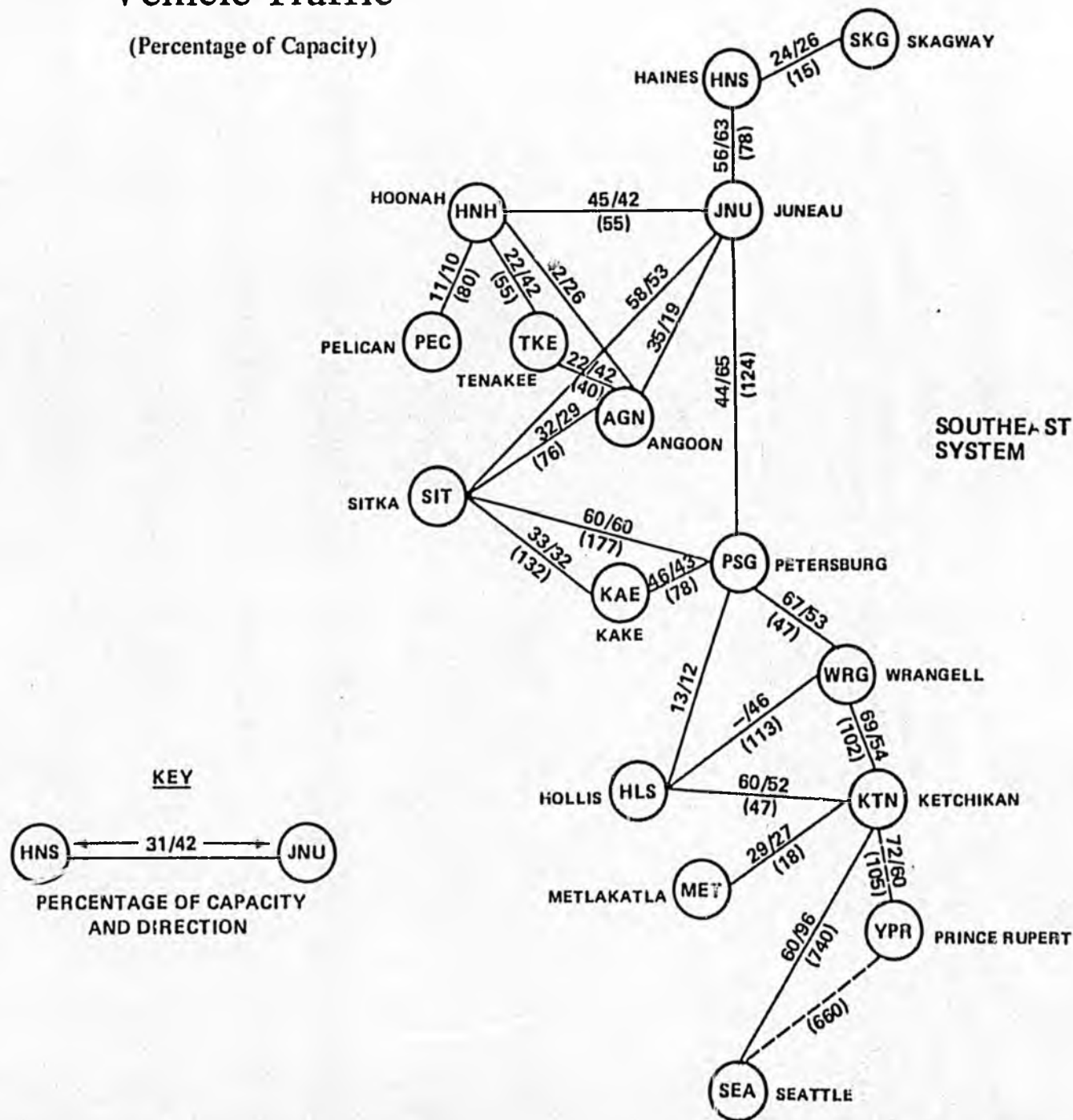
SOUTHEAST ALASKA FERRY SYSTEM

ROUTE	PEAK SEASON (JULY-SEPT.)	SHOULDER SEASON (APRIL-JUNE)	NON-PEAK SEASON (OCT.-MARCH)	TOTAL YEAR
PETERSBURG - SKAGWAY	34	18	11	63
% OF TOTAL	54	28	18	
PETERSBURG - WRANGELL	434	330	426	1,190
% OF TOTAL	36	28	36	
SITKA - ANGOON	179	159	244	582
% OF TOTAL	31	27	42	
SITKA - HAINES	198	134	132	464
% OF TOTAL	43	29	28	
SITKA - HOONAH	40	52	73	165
% OF TOTAL	24	32	44	
SITKA - SKAGWAY	64	68	246	378
% OF TOTAL	17	18	65	
WRANGELL- HAINES	73	36	29	138
% OF TOTAL	53	26	21	
WRANGELL- PRINCE RUPERT	313	219	249	781
% OF TOTAL	40	18	32	
WRANGELL- SKAGWAY	11	3	0	14
% OF TOTAL	79	21	0	
HAINES - SKAGWAY	2,848	1,257	632	4,737
% OF TOTAL	42	27	13	
TOTAL	22,280	15,495	15,474	53,249
% OF TOTAL	42	29	29	

\*SOURCE: ALASKA STATE DEPARTMENT OF TRANSPORTATION, 1982 ORIGIN AND DESTINATION STATISTICS

# Annual 1982 Vehicle Traffic

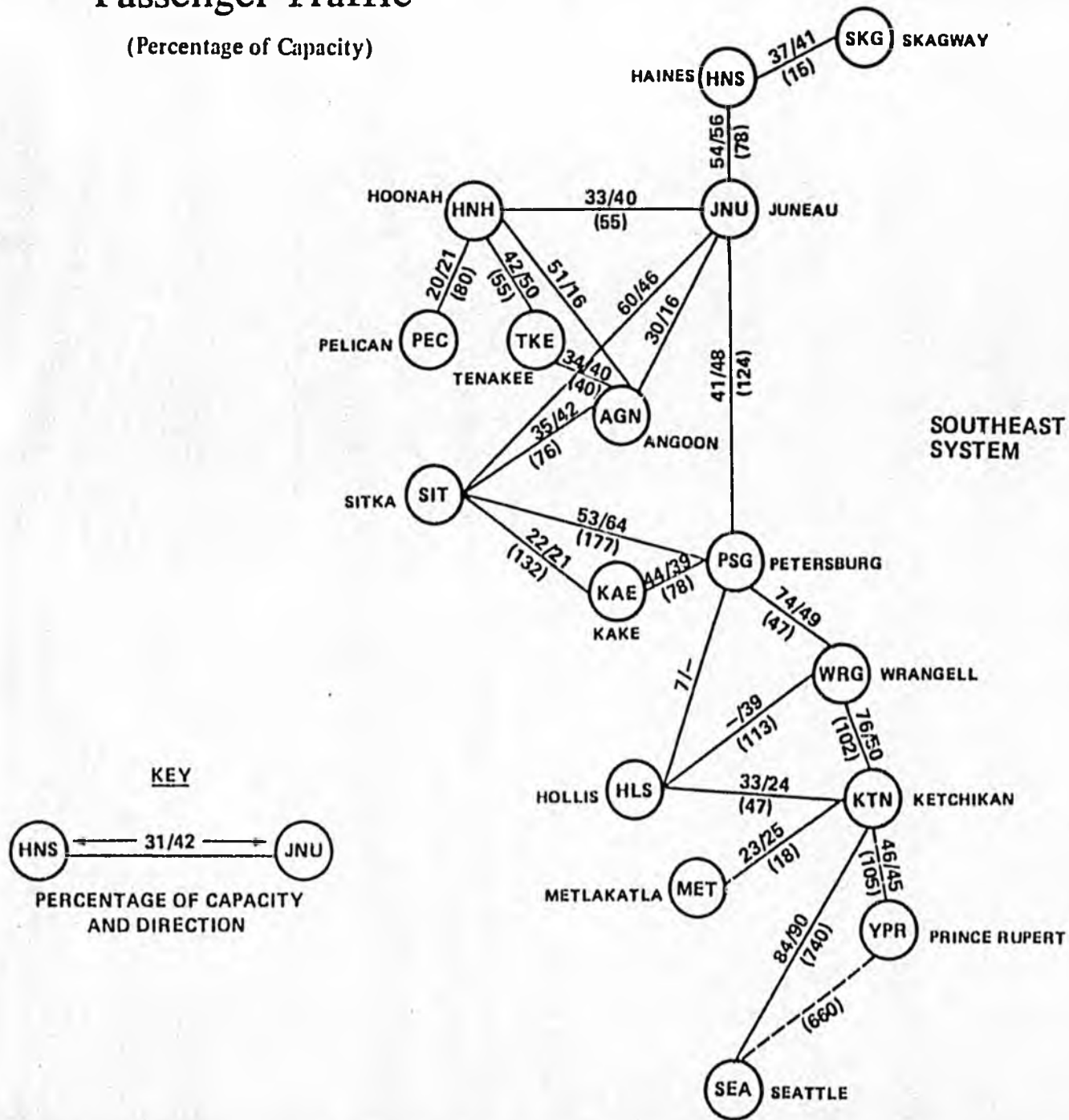
(Percentage of Capacity)





# July 1982 Passenger Traffic

(Percentage of Capacity)



TRAFFIC FORECAST

POPULATION

Table II.1 (continued)

PERSONS BY AGE AND SEX FOR BOROUGHS AND CENSUS AREAS, EACH YEAR: 1970 to 1982 \*

Haines

July 1													
	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL PERSONS	1400	1400	1500	1500	1500	1500	1600	1600	1700	1700	1700	1800	1900
Under 5 years	120	120	130	130	130	130	130	130	140	140	140	150	160
5 to 14 years	350	340	350	330	320	310	320	310	310	300	290	300	300
15 to 64 years	860	870	950	970	980	990	1070	1080	1170	1180	1190	1270	1350
65 years & over	70	70	70	70	70	70	80	80	80	80	80	80	90
FEMALES	580	680	720	720	720	720	760	760	810	800	810	850	880
Under 5 years	60	60	60	60	60	60	70	70	70	70	70	80	80
5 to 14 years	160	160	150	150	150	140	140	140	140	130	120	120	120
15 to 64 years	420	420	460	470	470	480	510	510	560	560	570	600	630
65 years & over	40	40	40	40	40	40	40	40	40	40	50	50	50

GROWTH RATE

1970-1982: 2.6% PER YEAR

1978-1982: 2.5% PER YEAR

\* SOURCE: ALASKA DEPT. OF LABOR, RESEARCH AND ANALYSIS SECTION  
 END JULY OF EACH YEAR (PRELIMINARY UNPUBLISHED STATISTICS)

Table II.1 (continued)

PERSONS BY AGE AND SEX FOR BOROUGH AND CENSUS AREAS, EACH YEAR: 1970 to 1982 \*

Juneau

	July 1												
	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL PERSONS	13800	14600	15200	15700	16100	16400	17000	17500	18000	18900	19800	21100	22000
Under 5 years	1290	1370	1410	1440	1460	1470	1510	1540	1560	1620	1680	1770	1825
5 to 14 years	3240	3350	3350	3320	3270	3200	3180	3150	3110	3130	3150	3220	3230
15 to 64 years	8760	9330	9860	10340	10750	11100	11650	12130	12630	13410	14190	15270	15075
65 years & over	510	550	580	600	620	630	660	680	700	740	780	840	870
FEMALES	6770	7150	7430	7680	7860	8000	8300	8530	8760	9200	9630	10260	10690
Under 5 years	640	670	690	700	710	710	730	740	740	770	790	830	850
5 to 14 years	1630	1680	1670	1650	1620	1580	1570	1550	1520	1530	1530	1560	1560
15 to 64 years	4250	4530	4780	5020	5210	5380	5650	5880	6120	6500	6880	7400	7790
65 years & over	250	270	290	310	320	330	350	360	380	400	430	470	490

GROWTH RATES:

1970-1982: 4.0% PER YEAR

1978-1982: 5.1% PER YEAR

\* SOURCE: ALASKA DEPT. OF LABOR, RESEARCH & ANALYSIS SECTION  
FOR JULY OF EACH YEAR (PRELIMINARY UNPUBLISHED STATISTICS)

Table II.1 (continued)

PERSONS BY AGE AND SEX FOR BOROUGHS AND  
CENSUS AREAS, EACH YEAR: 1970 to 1982 \*

## Ketchikan Gateway

July 1													
	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL PERSONS	10200	10200	10300	10500	10700	10900	11200	11400	11600	11800	12000	12200	12400
Under 5 years	1060	1040	1040	1040	1040	1040	1060	1060	1060	1060	1060	1060	1060
5 to 14 years	2390	2310	2250	2220	2180	2150	2130	2100	2060	2030	1990	1950	1920
15 to 64 years	6220	6310	6460	6680	6900	7120	7400	7610	7830	8050	8270	8490	8700
65 years & over	530	540	550	560	580	590	610	630	650	660	680	700	720
FEMALES	4890	4920	4960	5050	5150	5250	5380	5460	5560	5650	5740	5840	5930
Under 5 years	520	520	520	520	520	520	520	520	520	520	520	520	520
5 to 14 years	1170	1150	1120	1110	1090	1080	1070	1050	1030	1020	1000	980	970
15 to 64 years	2960	3000	3060	3160	3260	3360	3490	3580	3680	3770	3870	3970	4060
65 years & over	240	250	260	260	280	290	300	310	330	340	350	370	380

GROWTH RATE:

1970-1982: 1.6% PER YEAR

1978-1982: 1.7% PER YEAR

\* SOURCE: ALASKA DEPT. OF LABOR, RESEARCH & ANALYSIS SECTION  
FOR JULY OF EACH YEAR (PRELIMINARY UNPUBLISHED STATISTICS)

Table II.1 (continued)

PERSONS BY AGE AND SEX FOR BOROUGH AND  
CENSUS AREAS, EACH YEAR: 1970 to 1982 \*

## Prince of Wales-Outer Ketchikan

July 1													
	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL PERSONS	3700	4000	4000	4100	4200	4300	4300	4100	4100	4200	4300	4400	4400
Under 5 years	370	400	400	410	420	440	440	420	420	430	440	450	450
5 to 14 years	910	960	930	920	920	910	890	820	800	790	790	790	760
15 to 64 years	2280	2490	2510	2610	2690	2770	2790	2680	2700	2790	2870	2950	2980
65 years & over	140	150	160	160	170	180	180	180	180	190	200	210	210
FEMALES	1580	1710	1710	1770	1810	1870	1880	1790	1800	1850	1900	1960	2060
Under 5 years	180	190	190	200	200	210	210	200	200	200	200	200	200
5 to 14 years	450	470	450	450	440	440	430	390	380	370	370	370	350
15 to 64 years	890	980	1000	1050	1090	1140	1160	1120	1140	1190	1240	1290	1310
65 years & over	60	70	70	70	80	80	80	80	80	90	90	100	200

GROWTH RATE:

1970-1982 : 1.45% PER YEAR

1973-1982 : 1.8% PER YEAR

\* SOURCE: ALASKA DEPT. OF LABOR, RESEARCH & ANALYSIS SECTION  
FOR JULY OF EACH YEAR. (PRELIMINARY UNPUBLISHED STATISTICS)

Table II.1 (continued)

\*

PERSONS BY AGE AND SEX FOR  
CENSUS AREAS, EACH YEAR: 1970 to 1982

Sitka

July 1													
	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL PERSONS	6200	6100	6300	6500	6700	6500	7100	7400	7600	7700	7800	8000	8200
Under 5 years	780	750	760	770	780	780	790	810	810	810	800	800	810
5 to 14 years	1550	1470	1460	1450	1440	1430	1410	1420	1400	1360	1330	1310	1300
15 to 64 years	3510	3520	3720	3920	4120	4330	4540	4810	5030	5170	5310	5530	5730
65 years & over	360	360	360	360	360	360	360	360	360	360	360	360	360
FEMALES	2920	2880	2970	3060	3160	3270	3360	3490	3590	3640	3690	3780	3890
Under 5 years	360	350	350	350	360	360	360	370	370	370	360	360	360
5 to 14 years	770	730	730	720	720	720	710	710	700	680	670	660	660
15 to 64 years	1640	1640	1730	1830	1920	2020	2120	2240	2350	2410	2480	2580	2680
65 years & over	150	160	160	160	160	170	170	170	170	180	180	180	190

GROWTH RATES:

1970-1982: 2.4% PER YEAR

1978-1982: 1.9% PER YEAR

\* SOURCE: ALASKA DEPT OF LABOR, RESEARCH & ANALYSIS SECTION  
FOR JULY OF EACH YEAR (PRELIMINARY, UNADJUSTED STATISTICS)

Table II.1 (continued)

\*

PERSONS BY AGE AND SEX FOR BOROUGHS AND  
CENSUS AREAS, EACH YEAR: 1970 to 1982

## Skagway-Yakutat-Angoon

	July 1												
	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL PERSONS	2800	2900	2900	2900	2900	2900	3000	3100	3200	3300	3400	3500	3600
Under 5 years	330	340	340	330	330	330	340	350	350	360	370	380	390
5 to 14 years	680	660	660	640	620	610	610	610	610	610	610	610	610
15 to 64 years	1670	1750	1770	1790	1810	1820	1900	1980	2070	2150	2230	2310	2390
65 years & over	120	130	130	140	140	140	150	160	170	180	190	200	210
FEMALES	1400	1440	1430	1430	1420	1420	1460	1480	1530	1570	1600	1650	1670
Under 5 years	170	180	180	170	170	170	180	180	180	190	190	200	200
5 to 14 years	320	330	320	310	300	300	300	300	300	310	310	310	310
15 to 64 years	860	880	880	890	890	890	910	930	970	990	1010	1040	1060
65 years & over	50	50	50	60	60	60	70	70	80	80	90	100	100

## GROWTH RATES:

1970-1982: 2.1% PER YEAR

1973-1982 3.0% PER YEAR

\* SOURCE: ALASKA DEPT OF LABOR, RESEARCH & ANALYSIS SECTION  
PER JULY OF EACH YEAR (PRELIMINARY UNPUBLISHED ESTIMATES)

Table II.1 (continued)

PERSONS BY AGE AND SEX FOR BOROUGHES AND  
CENSUS AREAS, EACH YEAR: 1970 to 1982

## Wrangell-Petersburg

	July 1												
	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL PERSONS	5000	5000	5100	5200	5300	5400	5500	5700	5900	6100	6300	6500	6700
Under 5 years	550	540	550	550	550	550	560	570	580	590	600	610	620
5 to 14 years	1190	1150	1140	1120	1110	1090	1080	1080	1080	1080	1080	1080	1080
15 to 64 years	3000	3050	3140	3250	3350	3470	3560	3730	3910	4080	4260	4430	4610
65 years & over	260	260	270	280	290	290	300	320	330	350	360	380	390
FEMALES	2310	2310	2360	2410	2450	2500	2560	2640	2740	2830	2920	3020	3100
Under 5 years	270	270	280	280	280	280	290	290	300	300	310	320	320
5 to 14 years	580	560	550	540	540	530	520	520	520	520	520	520	510
15 to 64 years	1350	1370	1410	1460	1510	1560	1610	1680	1770	1850	1930	2010	2090
65 years & over	110	110	120	130	130	130	140	150	150	160	160	170	180

## GROWTH RATES

1970-1982 : 2.5% PER YEAR

1978-1982 : 3.2% PER YEAR

\* SOURCE: ALASKA DEPT. OF LABOR, RESEARCH & ANALYSIS SECTION  
FEBRUARY OF NEXT YEAR (PRELIMINARY UNPUBLISHED STATISTICS)



**BUREAU OF THE CENSUS**  
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### ACKNOWLEDGMENTS

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### SUGGESTED CITATION

U.S. Bureau of the Census, ~~Current~~ Population Reports, Series P 25, No. 796, "Illustrative Projections of State Populations by Age, Race, and Sex: 1975 to 2000," U.S. Government Printing Office, Washington, D.C. 1979.

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For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Postage stamps not accepted. Currency submitted at sender's risk. Remittances from foreign countries must be by international money order or by a draft on a U.S. bank. Current Population Reports are sold in two subscription packages: Series P-20, P-23, P-27, and P-60 are available for \$40.00 per year (\$10 additional for foreign mailing), Series P-25, P-26, and P-28 are available for \$70.00 per year (\$17.50 additional for foreign mailing). The single-copy price of this report is \$3.00.

Table 6. Projections of the Total and Black Population

In thousands, As of July 1, except as noted. Roman numeral II represents national projections

LINE NO.	RACE, SEX, AND AGE	CENSUS, APRIL 1970	ESTIMATES, 1975	PROJECTIONS				
				SERIES II-A				
				1980	1985	1990	1995	2000
ALASKA				1-3% P.A. 1-0% P.A. -9% P.A.				
ALL RACES								
1	BOTH SEXES	302.6	364.7	391.6	418.6	441.5	460.5	474.2
2	UNDER 5 YEARS	32.2	36.6	36.9	44.6	46.4	44.7	42.2
3	5 TO 14 YEARS	71.1	77.5	72.7	72.2	79.9	88.5	88.6
4	15 TO 24 YEARS	63.9	85.0	94.9	91.8	85.3	84.0	91.1
5	25 TO 34 YEARS	49.7	59.8	66.9	72.9	75.7	71.3	65.7
6	35 TO 44 YEARS	38.1	45.4	50.6	59.0	66.7	72.1	74.4
7	45 TO 54 YEARS	26.9	32.9	35.8	38.8	43.7	51.8	58.2
8	55 TO 64 YEARS	13.9	18.9	23.0	25.8	27.3	29.2	33.1
9	65 YEARS AND OVER	6.6	8.6	10.8	13.5	16.4	18.9	20.5
10	MALE	165.3	194.1	204.6	215.4	224.9	234.0	240.9
11	UNDER 5 YEARS	16.5	18.7	18.9	22.8	23.7	22.9	21.5
12	5 TO 14 YEARS	36.4	40.0	37.4	37.2	41.1	45.6	45.6
13	15 TO 24 YEARS	38.1	47.4	53.2	52.0	48.8	48.2	51.9
14	25 TO 34 YEARS	26.7	30.7	30.9	31.2	32.2	30.8	28.9
15	35 TO 44 YEARS	21.1	24.3	26.4	30.0	32.3	33.7	34.6
16	45 TO 54 YEARS	14.7	18.0	19.6	20.9	23.2	27.1	30.0
17	55 TO 64 YEARS	7.9	10.5	12.6	14.2	15.2	16.0	17.9
18	65 YEARS AND OVER	3.8	4.6	5.7	7.0	8.4	9.6	10.5
19	FEMALE	137.3	170.6	187.0	203.2	216.5	226.6	233.3
20	UNDER 5 YEARS	15.6	17.9	18.0	21.8	22.7	21.8	20.6
21	5 TO 14 YEARS	34.7	37.5	35.3	35.1	38.8	42.9	42.9
22	15 TO 24 YEARS	25.8	37.6	41.7	39.8	36.6	35.8	39.2
23	25 TO 34 YEARS	23.0	29.1	36.0	41.6	43.5	40.5	36.9
24	35 TO 44 YEARS	17.0	21.2	24.3	29.1	34.4	38.4	39.7
25	45 TO 54 YEARS	12.2	14.9	16.2	17.9	20.5	24.6	28.9
26	55 TO 64 YEARS	6.0	6.4	10.4	11.5	12.2	13.2	15.1
27	65 YEARS AND OVER	3.0	4.0	5.1	6.5	7.9	9.2	10.0
BLACK								
28	BOTH SEXES							
29	UNDER 5 YEARS							
30	5 TO 14 YEARS							
31	15 TO 24 YEARS							
32	25 TO 34 YEARS							
33	35 TO 44 YEARS							
34	45 TO 54 YEARS							
35	55 TO 64 YEARS							
36	65 YEARS AND OVER							
37	MALE							
38	UNDER 5 YEARS							
39	5 TO 14 YEARS							
40	15 TO 24 YEARS							
41	25 TO 34 YEARS							
42	35 TO 44 YEARS							
43	45 TO 54 YEARS							
44	55 TO 64 YEARS							
45	65 YEARS AND OVER							
46	FEMALE							
47	UNDER 5 YEARS							
48	5 TO 14 YEARS							
49	15 TO 24 YEARS							
50	25 TO 34 YEARS							
51	35 TO 44 YEARS							
52	45 TO 54 YEARS							
53	55 TO 64 YEARS							
54	65 YEARS AND OVER							

(Data are not shown for the Black population)

for States, by Age and Sex: 1970 to 2000—Continued

Series 11. Letters A, B, and C indicate interstate migration assumption. See text for explanation.

PROJECTIONS--CONTINUED										LINE NO.				
MEDIUM GROWTH SERIES 11-B					HIGH GROWTH SERIES 11-C									
1980	1985	1990	1995	2000	1980	1985	1990	1995	2000					
2% P.G.					1.5% P.G.					1.0% P.G.				
412.5	455.4	490.9	520.7	543.6	396.2	433.4	469.7	504.2	534.1	1				
38.7	48.0	50.8	49.6	47.3	36.3	42.3	44.4	44.2	43.1	2				
77.4	79.6	89.6	100.7	101.7	74.0	74.1	79.8	87.9	89.8	3				
102.3	103.2	98.5	93.7	108.2	85.4	88.5	85.0	84.9	90.8	4				
67.3	74.7	79.1	75.3	70.0	73.2	81.7	84.8	85.1	81.6	5				
53.7	64.1	72.7	79.2	82.4	50.2	56.8	70.2	78.4	81.5	6				
37.4	42.5	49.8	60.0	68.2	36.9	41.2	45.8	52.3	65.3	7				
24.4	28.5	31.2	34.6	40.5	23.0	29.5	33.3	37.2	41.5	8				
11.3	14.8	18.9	22.6	25.3	12.9	19.2	26.5	34.1	40.5	9				
215.6	234.4	250.2	264.4	275.8	209.2	226.3	243.2	258.9	272.7	10				
19.8	24.5	26.0	25.4	24.2	18.6	21.7	22.8	22.7	22.1	11				
39.8	40.9	46.2	51.2	52.3	37.8	37.9	40.9	45.1	46.1	12				
57.2	56.3	56.1	56.3	61.3	49.6	49.6	47.4	47.4	50.5	13				
31.1	31.8	33.2	32.0	30.0	38.1	44.0	46.1	46.2	44.1	14				
27.9	32.4	35.2	36.8	38.0	25.3	27.4	34.6	40.4	42.4	15				
20.5	22.9	26.5	31.5	34.8	19.7	20.4	21.4	23.3	30.4	16				
13.3	15.8	17.4	19.1	22.0	13.3	15.7	17.3	17.9	18.8	17				
6.0	7.7	9.6	11.6	13.1	6.6	9.6	12.8	15.9	18.4	18				
196.9	220.9	240.7	256.3	267.8	187.6	207.0	226.4	245.3	261.4	19				
18.9	23.4	24.8	24.2	23.1	17.7	20.6	21.6	21.5	21.0	20				
37.5	38.7	43.6	48.9	49.1	36.1	36.2	38.9	42.8	43.7	21				
45.1	44.9	42.5	42.4	46.1	38.8	38.8	37.5	37.5	40.3	22				
36.2	42.9	45.9	43.4	39.9	35.1	37.7	38.8	38.8	37.5	23				
25.9	31.7	37.6	42.4	44.3	24.9	29.5	35.5	38.0	39.1	24				
16.9	19.5	23.3	28.5	33.4	17.2	20.8	24.5	29.0	34.9	25				
11.1	12.8	13.9	15.6	18.5	11.7	13.8	16.0	19.3	22.7	26				
5.3	7.1	9.1	11.0	12.2	6.1	9.6	13.7	18.3	22.1	27				
										28				
										29				
										30				
										31				
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because the 1975 estimate is less than 25,000

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# ALASKA PLANNING INFORMATION

State of Alaska  
Alaska Department of Labor  
Administrative Services Division  
Research and Analysis Section  
Labor Market Information Unit

Bill Sheffield, Governor  
Jim Robison, Commissioner  
John E. Post, Director  
Chuck Caldwell, Chief  
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**In Cooperation With:**

Employment Security Division  
Alaska Department of Labor

Bureau of Labor Statistics  
U.S. Department of Labor

Employment and Training Administration  
U.S. Department of Labor

EMPLOYMENT

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*Alaska Planning Information* provides a condensed volume of labor market information for Alaska residents, businesses and government agencies. Publication of this issue is the result of full cooperation of all Research and Analysis staff. Please address inquiries to:

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**Table III-7  
Annual Average Labor Force 1/  
By Region and Census Division  
1976-1981**

	Labor Force			Unemployment			Rate			Employment		
	1976	1977	1978	1976	1977	1978	1976	1977	1978	1976	1977	1978
Alaska Statewide .....	164,000	172,000	181,000	14,000	16,000	20,000	8.5	9.3	11.0	150,000	156,000	161,000
Anch.-MatSu Region .....	73,548	83,993	89,075	5,681	6,587	8,049	7.7	7.8	9.0	67,867	77,406	81,026
Anchorage .....	68,053	77,648	82,184	4,869	5,583	6,749	7.2	7.2	8.2	63,184	72,065	75,435
Matanuska-Susitna .....	5,495	6,345	6,891	812	1,004	1,300	14.8	15.8	18.9	4,683	5,341	5,591
Gulf Coast Region .....	23,592	21,745	20,903	2,015	2,144	2,726	8.5	9.9	13.0	21,577	19,601	18,177
Cordova .....	1,389	1,278	1,184	112	118	108	8.1	9.2	9.1	1,277	1,160	1,076
Kenai .....	10,635	9,734	9,585	1,006	987	1,474	9.5	10.1	15.4	9,629	8,747	8,111
Kodiak .....	5,449	5,022	4,662	369	407	383	6.8	8.1	8.2	5,080	4,615	4,279
Seward .....	1,742	1,597	1,539	194	191	235	11.1	12.0	15.3	1,548	1,408	1,304
Valdez .....	4,577	4,113	3,932	334	440	526	7.6	10.7	13.4	4,043	3,673	3,406
Interior Region .....	30,551	26,962	26,720	2,436	3,596	4,677	8.0	13.3	17.5	28,115	23,366	22,043
Fairbanks .....	24,789	21,924	21,817	1,872	2,878	3,850	7.6	13.1	17.6	22,917	19,046	17,967
Southeast Fairbanks .....	2,345	2,110	2,027	184	314	332	7.8	14.9	16.4	2,161	1,796	1,695
Upper Yukon .....	728	645	633	81	107	126	11.1	16.6	19.9	647	538	507
Yukon-Koyukuk .....	2,689	2,283	2,243	299	297	369	11.1	13.0	16.5	2,390	1,986	1,874
Northern Region .....	6,895	6,671	8,210	659	639	821	9.6	9.6	10.0	6,236	6,032	7,389
Barrow-North Slope .....	1,879	1,820	2,195	157	154	155	8.4	8.5	7.1	1,722	1,666	2,040
Kobuk .....	2,066	1,999	2,516	248	211	26	11.8	10.6	13.0	1,848	1,788	2,190
Nome .....	2,920	2,853	3,500	254	274	341	8.7	9.6	9.7	2,666	2,579	3,159
Southeast Region .....	22,567	24,303	26,824	2,348	2,227	2,803	10.4	9.2	10.4	20,219	22,076	24,021
Angoon .....	334	369	417	49	47	67	14.2	12.7	16.1	295	322	350
Haines .....	960	1,016	1,096	159	141	144	16.6	13.9	13.1	801	875	952
Juneau .....	7,504	8,145	9,050	584	587	805	7.5	7.0	6.9	6,940	7,578	8,245
Ketchikan .....	4,003	5,150	5,899	527	482	619	11.0	9.4	10.6	4,276	4,668	5,080
Outer Ketchikan .....	93	835	943	111	90	132	14.0	10.8	14.0	682	745	811
Prince of Wales .....	1,280	1,381	1,514	137	133	156	10.7	9.6	10.3	1,143	1,248	1,358
Sitka .....	3,003	3,293	3,574	263	302	319	8.8	9.2	8.9	2,740	2,991	3,255
Skagway .....	1,245	1,312	1,461	175	144	190	14.1	11.0	13.0	1,070	1,168	1,271
Wrangell- Petersburg .....	2,636	2,603	3,072	383	322	372	13.8	11.5	12.1	2,273	2,481	2,700
Southwest Region .....	6,848	8,326	9,269	861	807	924	12.6	9.7	10.0	5,987	7,519	8,345
Aleutian Islands .....	1,711	2,106	2,334	142	136	147	8.3	6.5	6.3	1,569	1,970	2,187
Bethel .....	2,171	2,633	2,947	295	277	332	13.6	10.5	11.3	1,876	2,356	2,615
Bristol Bay Borough .....	298	347	385	49	34	38	16.4	9.8	9.9	249	313	347
Bristol Bay .....	916	1,114	1,236	118	112	124	12.9	10.1	10.0	798	1,002	1,112
Kuskokwim .....	666	817	904	103	110	120	15.5	13.5	13.3	563	707	784
Wade Hampton .....	1,087	1,311	1,463	154	139	163	14.2	10.6	11.1	933	1,172	1,300

**Table III-7**  
**Annual Average Labor Force 1/**  
**By Region and Census Division**  
**1976-1981**  
**(Continued)**

	Labor Force			Unemployment			Rate			Employment		
	1979	1980	1981	1979	1980	1981	1979	1980	1981	1979	1980	1981
Alaska Statewide .....	183,000	187,000	192,000	17,000	18,000	18,000	9.3	9.6	9.4	166,000	169,000	174,000
Anch.-MatSu Region .....	89,258	90,773	95,425	7,283	7,433	7,303	8.2	8.2	7.7	81,975	83,340	88,122
Anchorage .....	80,063	81,647	86,064	5,957	6,031	6,108	7.4	7.4	7.1	74,106	75,616	79,956
Matanuska-Susitna .....	9,194	9,125	9,362	1,325	1,402	1,195	14.4	15.4	12.8	7,869	7,723	8,167
Gulf Coast Region .....	21,687	22,042	22,000	2,367	2,717	2,593	10.9	12.3	11.8	19,320	19,325	19,407
Cordova .....	1,152	1,153	1,148	100	119	109	8.7	10.3	9.5	1,052	1,034	1,039
Kenai .....	11,172	11,442	11,350	1,407	1,595	1,461	12.6	13.9	12.9	9,765	9,847	9,889
Kodiak .....	4,573	4,887	4,907	364	474	476	8.0	9.7	9.7	4,209	4,413	4,431
Seward .....	1,519	1,574	1,607	172	196	223	11.3	12.5	13.9	1,347	1,378	1,384
Valdez .....	3,271	2,986	2,990	324	333	325	9.9	11.2	10.9	2,947	2,653	2,665
Interior Region .....	25,668	25,296	25,592	3,298	3,234	3,154	12.8	12.8	12.3	22,370	22,062	22,438
Fairbanks .....	20,116	20,488	20,813	2,695	2,506	2,525	12.9	12.2	12.1	18,221	17,982	18,288
Southeast Fairbanks .....	2,089	2,063	2,076	233	259	241	11.2	12.6	11.6	1,856	1,804	1,835
Upper Yukon .....	94	666	640	88	128	93	14.8	19.2	14.5	505	538	547
Yukon-Koyukuk .....	2,070	2,079	2,063	282	341	295	13.6	16.4	14.3	1,788	1,738	1,768
Northern Region .....	8,069	8,142	8,692	717	801	760	8.9	9.8	8.7	7,352	7,341	7,932
Barrow-North Slope .....	2,307	2,119	2,315	142	139	175	6.2	6.6	7.6	2,165	1,980	2,140
Kobuk .....	2,388	2,582	2,729	268	304	267	11.2	11.8	9.8	2,120	2,278	2,461
Nome .....	3,373	3,441	3,649	306	358	318	9.1	10.4	8.7	3,067	3,083	3,331
Southeast Region .....	27,637	30,112	29,719	2,362	2,738	3,180	8.5	9.1	10.7	25,275	27,374	26,539
Angoon .....	456	423	427	62	61	76	13.6	14.4	17.8	394	362	351
Haines .....	1,050	1,061	1,021	114	137	125	10.9	12.9	12.2	936	924	896
Juneau .....	9,708	10,726	10,422	692	789	788	7.1	7.4	7.6	9,016	9,937	9,634
Ketchikan .....	5,681	6,352	6,394	508	580	811	8.9	9.2	12.7	5,173	5,758	5,583
Outer Ketchikan .....	927	792	816	89	114	158	9.6	14.4	19.4	838	678	658
Prince of Wales .....	1,526	1,518	1,436	146	151	208	9.6	10.6	14.5	1,380	1,267	1,228
Sitka .....	3,846	4,349	4,260	299	335	368	7.8	7.7	8.6	3,547	4,014	3,892
Skagway .....	1,591	1,527	1,473	162	188	175	10.2	12.3	11.9	1,429	1,339	1,298
Wrangell- Pelarsburg .....	2,851	3,478	3,471	289	384	471	10.1	11.0	13.6	2,562	3,094	3,000
Southwest Region .....	10,681	10,636	10,571	974	1,077	1,009	9.1	10.1	9.5	9,707	9,559	9,562
Aleutian Islands .....	2,428	2,764	2,748	140	164	148	5.8	5.9	5.4	2,288	2,600	2,600
Bethel .....	3,519	3,479	3,471	349	438	429	9.9	12.6	12.4	3,170	3,041	3,042
Bristol Bay Borough .....	430	380	378	38	37	35	8.8	9.7	9.3	392	343	343
Bristol Bay .....	1,429	1,396	1,391	121	112	107	8.5	8.0	7.7	1,308	1,284	1,284
Kuskokwim .....	1,117	979	954	169	150	125	15.1	15.3	13.1	948	829	829
Wade Hampton .....	1,780	1,639	1,630	158	176	167	9.0	10.7	10.2	1,602	1,463	1,463

Source: Alaska Department of Labor, Research and Analysis, 1981 Benchmark.

1/ Federal guidelines require the use of unrounded labor data, adjusted to be consistent with the Current Population Survey (CPS) in formulas used to allocate federal funds. Random sampling errors are introduced by use of the CPS to adjust the statewide data. Precise error rates are unavailable for regions and census divisions. Official definitions of unemployment exclude anyone who made no attempt to find work in the four week period up to and including the week that includes the twelfth of each month. Most economists feel that Alaska's bush localities have proportionately more of these discouraged workers.

**Table V-1**  
**Estimated Employment by Occupation and**  
**Growth and Replacement Needs**  
**Alaska**  
**(Continued)**

CODE	OES OCCUPATION TITLE	AVE. ANNUAL JOB OPENINGS 1981 1986			TOTAL	DUE TO GROWTH	DUE TO SEPARATIONS
		1981 EMPLOYMENT	1982 EMPLOYMENT	1986 EMPLOYMENT			
613963	CLERICAL SUPERVISORS	855	904	1,125	78	54	24
614103	TEACHER AIDES	1,382	1,440	1,691	94	62	32
614163	CIRCULATION CLERKS	23	25	34	3	2	1
614193	TELEPHONE AD TAKERS--NEWSPAPER	29	32	44	5	3	2
614213	CREDIT CLERKS	138	148	196	16	12	4
614223	MORTGAGE CLOSING CLERKS	147	158	208	16	12	4
614233	CLAIM EXAMINR--LIFE/ACCIDNT/HLTH	90	97	128	10	8	2
614243	SORTING CLERKS,BANK	11	11	15	1	1	0
614253	COURT CLERKS	236	241	261	12	5	7
614263	TOWN CLERKS	97	100	112	6	3	3
614273	POSTAL SERVICE CLERKS	272	274	279	10	1	9
614283	DIRECTORY ASSISTANCE OPERATORS	70	70	82	4	2	2
614293	TELEGRAPH OPERATORS	81	81	96	4	3	1
614303	CENTRAL OFFICE OPERATORS	380	382	446	25	13	12
614343	LOAN CLOSERS	83	89	118	9	7	2
614353	CUSTOMER SERVICE REPRESENTATIVES	128	131	151	8	5	3
614363	LICENSE CLERKS	13	14	15	0	0	0
61900	ALL OTHER OFFICE CLERICAL WORKRS	886	917	1,074	58	38	20
620C23	METER READERS--UTILITIES	43	45	51	3	2	1
620033	PRODUCTION CLERKS/COORDINATORS	166	172	208	12	8	4
620043	SHIPPING PACKERS	425	443	533	31	22	9
620053	SHIPPING & RECEIVING CLERKS	389	410	520	34	26	8
620073	WEIGHERS--RECORD KEEPING	69	71	80	3	2	1
620083	STOCK CLERKS--STOCKROOM/WAREHOUSE	1,758	1,847	2,281	150	105	45
620123	DISPATCHERS--AIRPLANE	95	97	118	9	5	4
620153	TRANSPORTATION AGENTS	657	670	814	50	31	19
620183	DISPATCHER--VEHICLE SERV OR WORK	227	236	291	18	13	5
620243	MARKING CLERKS	61	65	80	5	4	1
620253	DISPATCHERS--POLICE/FIRE/AMBUL	251	259	288	18	7	11
620323	POSTAL MAIL CARRIERS	589	592	603	31	3	28
620353	RATE CLERKS--FREIGHT	18	19	22	1	1	0
62900	ALL OTHER PLANT CLERICAL WORKERS	366	375	422	19	11	8
	CLERICAL WORKERS SUBTOTAL	38,938	40,730	49,099	3,259	2,036	1,223
7	----- SALES PEOPLE						
710043	CRATING & MOVING ESTIMATORS	17	17	21	2	1	1
710083	SALES AGENTS/REPS--REAL ESTATE	88	95	125	10	7	3
710093	SALES AGENTS--SECURITIES	32	34	45	3	3	0
710103	TRAFFIC AGENTS	29	29	36	2	1	1
710123	SALES AGENTS/REPS--INSURANCE	264	283	374	29	22	7
710163	BROKER/MARKET OPERS--COMMODITIES	17	18	24	1	1	0
719983	SALES REPS/AGENTS--TECHNICAL	752	797	1,015	63	53	10
719993	SALES REPS/AGENTS--NON-TECHNICAL	1,927	2,038	2,565	154	128	26
71900	ALL OTHER SALES AGENTS & REPS	887	941	1,188	88	60	28
720023	SALES CLERKS	4,638	5,102	6,315	455	295	160
720073	SALES CLERK SUPERVISORS	35	36	45	3	2	1
79000	ALL OTHER SALES WORKERS	16	18	24	2	2	0
	SALES PEOPLE SUBTOTAL	8,902	9,408	11,777	912	575	237
	-----						
	GRAND TOTAL	182,780	190,921	229,276	14,025	9,299	4,726

1/ Estimated Employment by Occupation and Growth and Replacement Need is available for Anchorage and Fairbanks by special request to Research & Analysis.

*5% PER YEAR GROWTH*

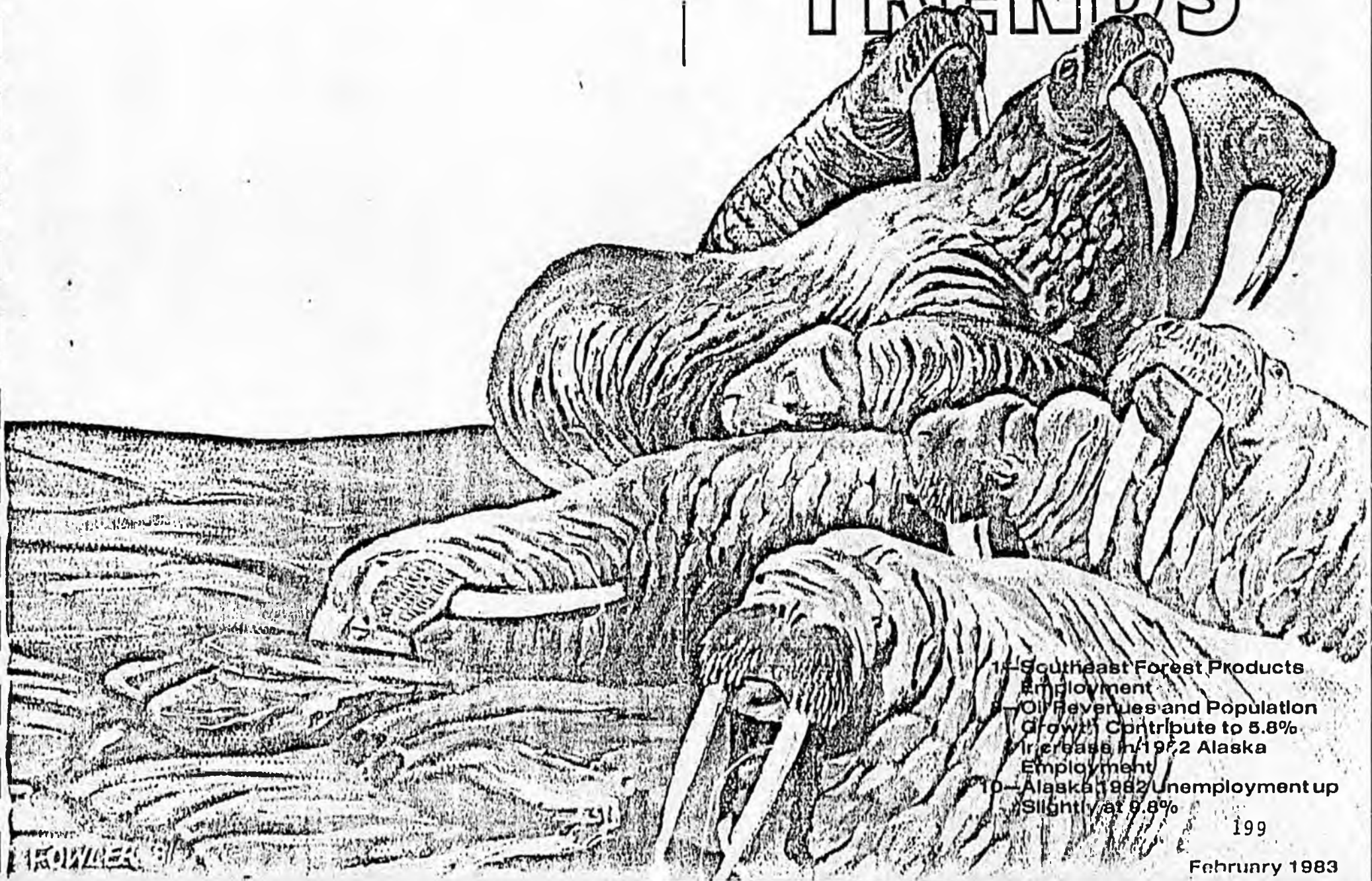
ALASKA  
DEPARTMENT OF LABOR  
EMPLOYMENT SECURITY DIVISION  
P.O. BOX 3-7000  
OFFICIAL BUSINESS

EMPLOYMENT SECURITY MAX.  
POSTAGE AND FEES PAID

LAB 449

THIRD-CLASS BULK RATE

# ALASKA ECONOMIC TRENDS



- 1- Southeast Forest Products Employment
- 8- Oil Revenues and Population Growth Contribute to 5.8% Increase in 1982 Alaska Employment
- 10- Alaska 1982 Unemployment up Slightly at 9.8%

## LABOR FORCE BY REGION AND CENSUS DIVISION

	Labor Force		Unemployment			Rate			Employment			
	P	R	P	R	P	R	P	R	P	R		
	12/82	11/82	12/81	12/82	11/82	12/81	12/82	11/82	12/81	12/82	11/82	12/81
Alaska Statewide .....	196730	199203	191610	19640	19559	19200	10.0	9.8	10.0	177090	179644	172410
Anch.-MatSu Region.....	103404	104848	97736	8051	8191	7537	7.8	7.8	7.7	95353	96657	90199
Anchorage.....	93130	94448	88124	6614	6748	6284	7.1	7.1	7.1	86516	87700	81840
Matanuska-Susitna....	10274	10400	9612	1437	1443	1253	14.0	13.9	13.0	8837	8957	8359
Gulf Coast Region .....	20502	21075	20865	2958	3151	2777	14.4	15.0	13.3	17544	17924	18088
Cordova .....	1061	1070	1107	122	111	139	11.5	10.4	12.3	939	959	968
Kenai .....	10698	10898	10755	1759	1765	1539	16.4	16.2	14.3	8939	9133	9216
Kodiak .....	4480	4803	4704	482	710	574	10.7	14.8	12.2	4006	4093	4130
Seward .....	1519	1545	1544	268	267	254	17.6	17.3	16.5	1251	1278	1290
Valdez .....	2736	2759	2755	327	398	271	12.0	10.8	9.8	2409	2461	2484
Interior Region .....	26453	26736	25598	3985	3869	3553	15.1	14.5	13.9	22468	22867	22045
Fairbanks .....	21601	21872	20864	3288	3235	2696	15.2	14.8	13.9	18313	18637	17968
Southeast Fairbanks...	2061	2089	2071	224	219	269	10.9	10.5	13.0	1837	1870	1802
Upper Yukon .....	646	642	618	98	84	80	15.2	13.1	12.9	548	558	538
Yukon-Koyukuk.....	2145	2133	2045	375	331	308	17.5	15.5	15.1	1770	1802	1737
Northern Region .....	8795	8910	8613	655	622	625	7.4	7.0	7.3	8140	8288	7988
Barrow-North Slope ...	2354	2392	2300	158	156	145	6.7	6.5	6.3	2196	2236	2155
Kobuk.....	2710	2793	2698	184	221	219	6.8	7.9	8.1	2526	2572	2479
Nondalton.....	3731	3725	3615	313	245	261	8.4	6.6	7.2	3418	3480	3354
Southeast Region.....	28373	28312	28943	3289	3039	3720	11.6	10.7	12.9	25084	25273	25223
Angoon .....	389	374	385	57	39	51	14.7	10.4	13.2	332	335	334
Haines .....	1020	976	987	174	123	136	17.1	12.6	13.8	846	853	851
Juneau.....	9916	10030	9959	812	855	803	8.2	8.5	8.1	9104	9175	9156
Ketchikan .....	6006	5958	6487	729	642	1181	12.1	10.8	18.2	5277	5316	5306
Outer Ketchikan .....	793	825	785	171	199	160	21.6	24.1	20.4	622	626	625
Prince of Wales .....	1353	1371	1353	192	202	186	14.2	14.7	13.7	1181	1169	1167
Sitka .....	4030	4089	4143	351	383	444	8.7	9.4	10.7	3679	3706	3699
Skagway .....	1433	1437	1454	206	201	220	14.4	14.0	15.1	1227	1236	1234
Wrangell- Petersburg.....	3433	3252	3390	597	395	539	17.4	12.1	15.9	2836	2857	2851
Southwest Region .....	9203	9322	9855	702	687	988	7.6	7.4	10.0	8501	8635	8867
Aleutian Islands.....	2411	2469	2564	99	121	153	4.1	4.9	6.0	2312	2348	2411
Bethel .....	2943	2988	3236	239	241	415	8.1	8.1	12.8	2704	2747	2821
Bristol Bay Borough ...	333	336	355	28	26	37	8.4	7.7	10.4	305	310	318
Bristol Bay .....	1231	1242	1312	92	82	121	7.5	6.6	9.2	1142	1160	1191
Kuskokwim .....	804	816	896	67	67	127	8.3	8.2	14.2	737	749	769
Wade Hampton.....	1478	1471	1492	177	150	135	12.0	10.2	9.0	1301	1321	1357

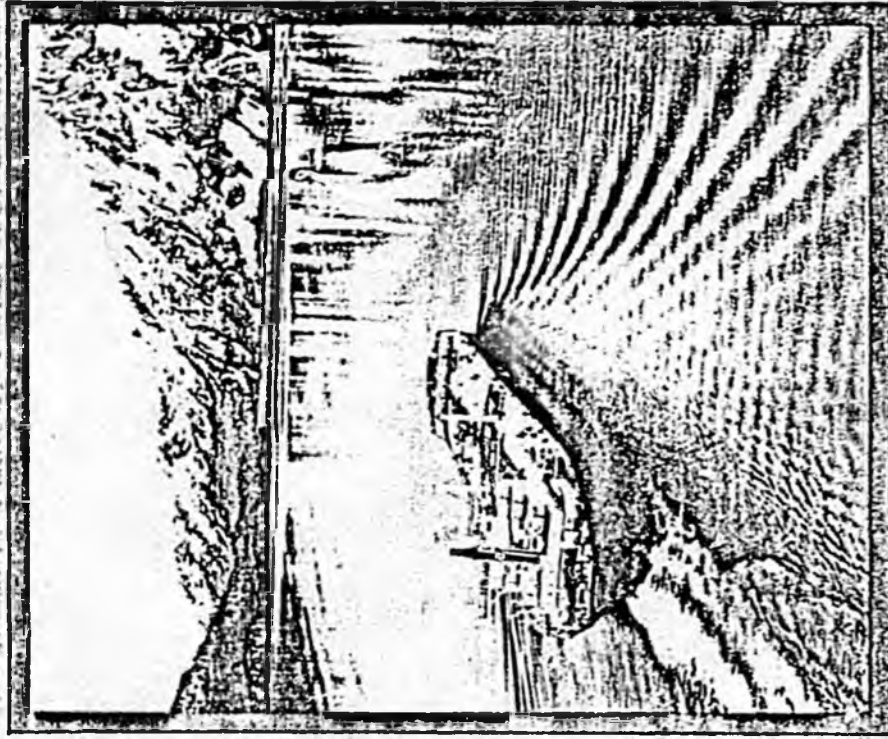
P/-Preliminary      1981 Benchmark

R/-Reviser

Federal guidelines require the use of unrounded labor data, adjusted to be consistent with the Current Population Survey (CPS) in formulas used to allocate federal funds. Comparisons between different time periods are not as meaningful as other time series published by the Alaska Department of Labor; because Alaska's CPS sample size is inadequate to accurately indicate monthly changes in level. The sampling errors are random in nature; meaning that the unemployment rates, in any given month, are as likely to be high as frequently as they are low. The official definitions of unemployment, currently in place, exclude anyone who has made no attempt to find work in the four week period up to and including the week that includes the twelfth of each month. Most economists feel that Alaska's bush localities have proportionately more of these discouraged workers.

# THE ALASKA ECONOMY

An Introductory Overview



Alaska Pacific Bancorporation

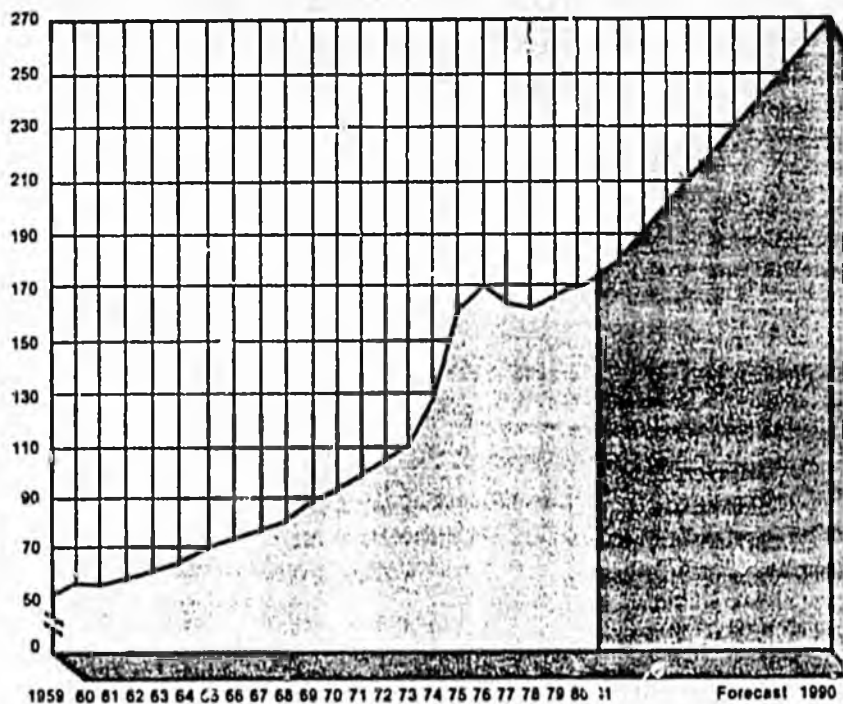
## Employment Growth

Largely as a result of burgeoning employment by state and local government in the latter half of the seventies, there was no "bust" following construction of the trans-Alaska oil pipeline.

Today, employment in Alaska is triple the level of twenty years ago. This represents an historical average annual rate of growth of six percent.

The level of employment in 1990 is forecast to be 270,000.

### Nonagricultural Employment (Thousands)



February 1983

# U.S. Macroeconomic Forecasts and Analysis

The State of the Economy and Economic Policy

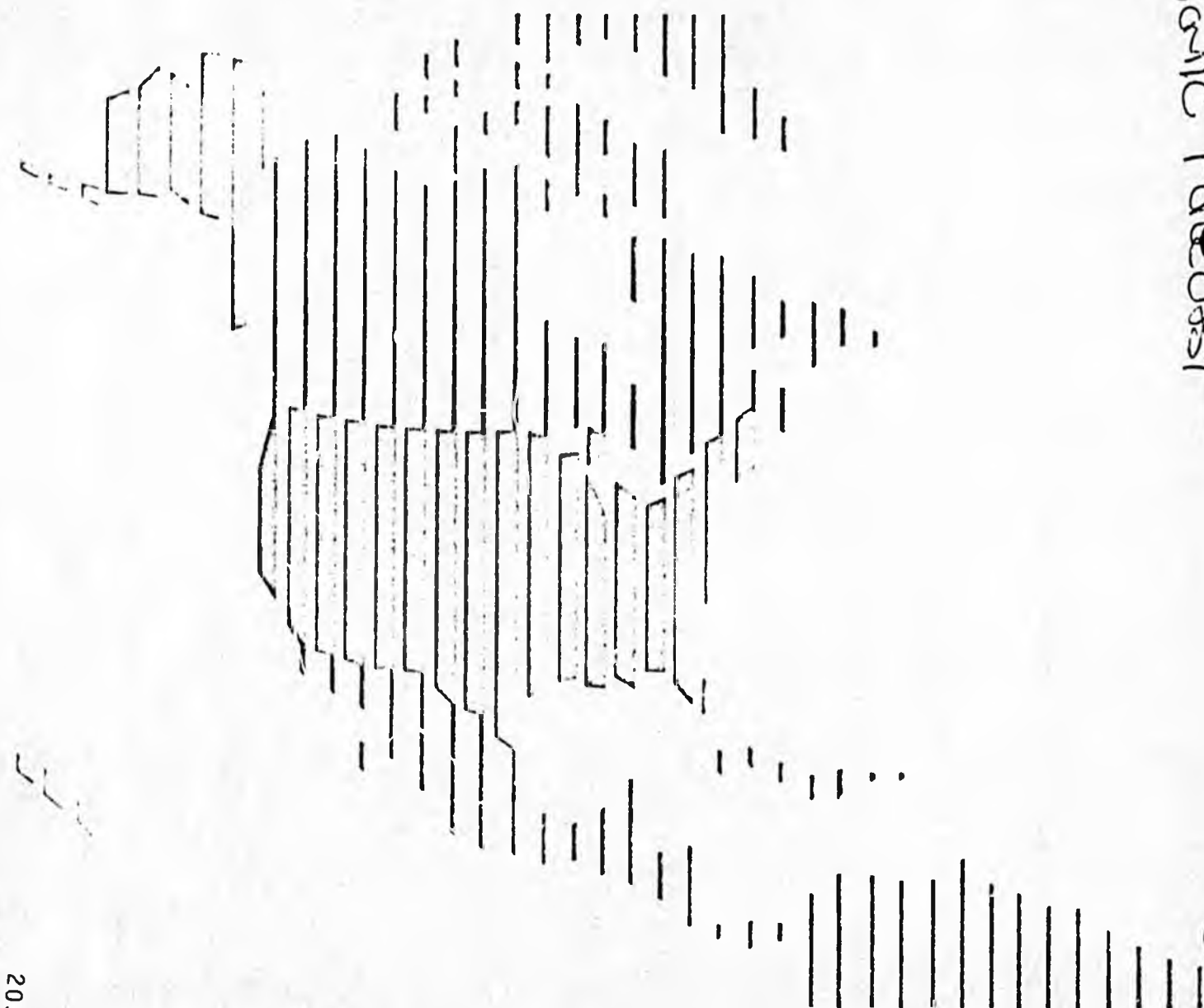
The FY 1984 Federal Budget

A Visual Guide to Recession and Recovery

The Yield Curve and Market Expectations

Incorporates February 21 release of  
National Income and Product Accounts

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CONOMIC FORECAST



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U.S. ECONOMICS



U.S. MACROECONOMIC FORECAST SUMMARY TABLES  
SECOND ALTERNATE - LOWER GROWTH (MSTL)  
FORECAST PREPARED ON MARCH 3, 1983

	82 4	83 1	83 2	83 3	83 4	84 1	84 2	84 3	84 4	85 1	1982	1983	1984	1985
<b>GROSS NATIONAL PRODUCT</b> BILLIONS OF DOLLARS, SAAR														
GROSS NATIONAL PRODUCT	3101.4	3168.1	3190.7	3249.4	3312.8	3383.2	3460.7	3542.4	3627.0	3725.9	3057.6	3230.2	3503.3	3874.5
% CHANGE, ANNUAL RATE	1.7	8.9	2.9	7.6	8.0	8.8	9.5	9.8	9.9	11.4	4.1	5.6	8.5	10.6
CONSUMPTION	2037.5	2063.3	2077.5	2123.6	2161.6	2206.0	2247.5	2294.1	2338.2	2391.6	1971.3	2106.5	2271.5	2465.1
GROSS PRIVATE INVESTMENT	392.4	428.8	434.0	432.5	439.1	451.2	475.2	498.3	516.6	549.0	420.5	433.6	485.3	596.6
FIXED INVESTMENT	436.6	441.6	437.1	434.6	435.0	442.6	459.9	478.3	494.1	519.6	443.3	437.1	468.7	560.1
CHANGE IN INVENTORIES	-44.2	-12.9	-3.1	-2.1	4.0	8.7	15.3	20.0	22.4	29.5	-22.8	-3.5	16.6	36.5
NET EXPORTS	0.8	-5.6	-6.7	-8.3	-7.7	-4.2	1.5	1.7	4.6	1.6	18.5	-7.1	0.9	4.3
GOVERNMENT PURCHASES	676.7	681.6	686.0	701.5	719.8	730.1	736.5	748.3	767.7	783.6	647.4	697.2	745.6	808.5
<b>GROSS NATIONAL PRODUCT</b> BILLIONS OF 1972 DOLLARS, SAAR														
GROSS NATIONAL PRODUCT	1473.9	1489.5	1482.2	1494.5	1503.9	1517.2	1532.2	1548.9	1562.7	1583.1	1476.0	1492.5	1540.2	1613.4
% CHANGE, ANNUAL RATE	-1.9	4.3	-1.9	3.3	2.5	3.6	4.0	4.4	3.6	5.3	-1.8	1.1	3.2	4.8
CONSUMPTION	967.5	973.9	969.4	980.8	986.8	995.5	1002.5	1011.1	1017.6	1025.7	957.0	977.7	1006.7	1038.1
% CHANGE, ANNUAL RATE	4.8	2.7	-1.8	4.8	2.5	3.6	2.8	3.5	2.6	3.2	1.0	2.2	3.0	3.1
DURABLE GOODS	142.6	144.0	140.9	147.0	148.4	151.4	153.6	157.0	157.6	160.4	138.7	145.0	154.9	164.3
NONDURABLE GOODS	367.5	369.7	367.7	369.5	371.6	374.5	376.2	378.0	380.5	382.3	365.0	369.6	377.3	385.1
SERVICES	457.4	450.2	460.8	464.3	466.9	469.7	472.7	476.1	479.4	483.0	453.3	463.1	474.5	488.7
GROSS PRIVATE INVESTMENT	183.8	197.5	197.4	195.2	196.0	198.3	205.1	211.2	215.2	224.0	197.0	196.5	207.4	236.5
NONRESIDENTIAL FIXED INV.	160.0	156.9	151.3	149.4	148.8	147.0	147.6	148.6	149.7	152.0	165.5	151.6	148.2	156.2
% CHANGE, ANNUAL RATE	-8.1	-7.5	-13.4	-4.9	-1.8	-4.5	1.6	2.7	3.0	6.2	-3.8	-8.4	-2.2	5.4
STRUCTURES	52.2	51.1	49.3	47.7	46.7	44.8	45.2	45.7	46.1	47.0	53.1	48.7	45.5	48.6
EQUIPMENT	107.9	105.8	102.0	101.7	102.1	102.2	102.4	102.9	103.6	105.0	112.5	102.9	102.8	107.6
RESIDENTIAL INVESTMENT	42.5	45.8	47.4	46.8	45.8	48.1	51.8	55.3	57.5	61.7	40.3	46.5	53.2	67.8
CHANGE IN INVENTORIES	-18.7	-5.2	-1.3	-1.0	1.4	3.2	5.6	7.3	8.0	10.3	-8.8	-1.5	6.0	12.5
NET EXPORTS	23.3	20.0	19.0	18.7	19.5	21.8	24.9	26.6	28.5	31.1	30.9	19.3	25.4	34.2
EXPORTS	135.5	131.6	131.0	130.7	131.5	133.7	146.8	139.0	141.2	144.4	147.3	131.2	137.7	149.5
IMPORTS	112.2	111.7	112.0	112.0	112.0	111.9	111.9	112.4	112.7	113.4	116.4	111.9	112.2	115.3
GOVERNMENT PURCHASES	299.2	298.2	296.4	299.2	301.6	301.4	299.8	300.0	301.4	302.4	291.2	299.0	300.7	304.6
% CHANGE, ANNUAL RATE	11.6	-1.4	-2.3	4.6	2.4	0.1	-3.4	0.3	1.8	1.4	1.4	2.7	0.6	1.3
FEDERAL	124.1	123.1	121.7	125.5	127.8	128.0	123.2	125.8	126.8	127.6	116.3	124.5	126.7	129.0
NATIONAL DEFENSE	81.2	82.9	84.9	86.3	87.5	88.3	81.8	89.4	90.0	90.9	78.6	85.4	89.1	92.2
OTHER	42.9	40.2	36.8	39.2	40.3	39.7	37.4	36.4	36.8	36.7	37.6	39.1	37.6	36.8
STATE AND LOCAL	175.1	175.1	174.7	174.3	173.8	173.6	173.5	174.2	174.6	174.8	175.0	174.5	174.0	175.7

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SECOND ALTERNATE - LOWER GROWTH (MSTL)  
FORECAST PREPARED ON MARCH 3, 1983

	82 4	83 1	83 2	83 3	83 4	84 1	84 2	84 3	84 4	85 1	1982	1983	1984	1985	
<b>INCOME</b>															
<b>BILLIONS OF DOLLARS</b>															
DPI	DISPOSABLE PERSONAL INCOME	2227.1	2256.9	2294.9	2342.4	2381.3	2421.5	2463.4	2511.0	2562.1	2614.7	2173.5	2318.9	2489.5	2700.3
	DISPOSABLE INCOME, 1972 \$	1060.7	1065.2	1070.8	1081.8	1087.1	1092.8	1098.8	1106.7	1115.1	1121.4	1055.2	1076.3	1103.3	1137.1
	% CHANGE, ANNUAL RATE	0.9	1.7	2.1	4.2	2.0	2.1	2.2	2.9	3.1	2.3	1.2	2.0	2.5	3.1
	CORPORATE PROFITS, PRETAX	181.8	190.3	166.1	182.4	202.0	207.9	222.2	239.2	256.7	278.6	176.4	185.2	231.5	300.1
	% CHANGE, ANNUAL RATE	3.4	20.1	-42.0	45.6	50.3	12.2	30.4	34.4	32.7	38.6	-24.0	5.0	25.0	29.6
	CORPORATE PROFITS, AFTER TAX	119.3	123.8	107.7	117.9	128.3	125.1	134.3	145.3	156.8	171.1	117.5	119.4	140.4	185.3
	% CHANGE, ANNUAL RATE	-0.3	15.9	-42.8	43.8	40.3	-9.7	33.1	36.9	35.8	41.6	-22.1	1.6	17.6	32.0
	SAVING RATE (%)	6.1	5.9	6.8	6.7	6.6	6.3	6.2	6.1	6.2	6.0	6.6	6.5	6.2	6.2
<b>PRICES</b>															
	PPI, TOTAL (1967=100)	300.3	302.2	304.1	307.2	310.4	316.1	320.2	325.1	329.1	337.7	299.3	306.0	322.6	344.5
	% CHANGE, ANNUAL RATE	0.4	2.5	2.7	4.1	4.2	7.6	5.3	6.2	5.1	10.3	2.0	2.2	5.4	6.8
	PPI, IND. COMMOD. (1967=100)	314.8	316.4	317.5	320.6	324.9	330.5	334.5	339.5	345.0	353.8	312.3	319.9	337.4	360.6
	% CHANGE, ANNUAL RATE	2.5	2.0	1.4	4.0	5.5	7.0	5.0	6.2	6.6	10.6	2.7	2.4	5.5	6.9
	CPI, ALL URBAN (1967=100)	294.0	294.0	296.4	299.4	302.8	305.4	308.0	311.3	315.0	319.5	289.1	298.2	309.9	323.9
	% CHANGE, ANNUAL RATE	2.6	0.1	3.3	4.1	4.7	3.5	3.4	4.4	4.8	5.9	6.1	3.1	3.9	4.5
	IMPL. GNP DEFL. (1972=100)	210.4	212.7	215.3	217.4	220.3	223.0	225.9	228.7	232.1	235.3	207.1	216.4	227.4	240.1
	% CHANGE, ANNUAL RATE	3.7	4.4	4.9	4.1	5.4	5.0	5.3	5.1	6.1	5.7	5.9	4.5	5.1	5.6
	UNIT LABOR COSTS (% CHANGE)	3.1	8.2	9.8	3.1	4.1	4.9	3.6	3.5	4.9	4.3	7.1	5.8	4.4	4.3
<b>FINANCIAL SECTOR</b>															
	MONEY SUPPLY (M1), BIL \$	474.0	485.5	494.5	497.2	503.7	510.4	517.2	524.8	532.6	541.4	457.4	494.5	521.3	554.6
	% CHANGE, ANNUAL RATE	17.1	10.1	5.1	4.7	5.4	5.4	5.5	6.0	6.3	6.6	6.5	8.1	5.4	6.4
	MONEY SUPPLY (M2), BIL \$	1985.0	2069.0	2129.6	2163.6	2199.7	2241.5	2285.4	2326.6	2371.6	2415.5	1918.5	2140.4	2306.3	2488.8
	% CHANGE, ANNUAL RATE	9.2	18.0	12.3	6.5	6.8	7.8	8.1	7.4	8.0	7.6	9.8	11.6	7.7	7.9
	FEDERAL FUNDS RATE (%)	9.3	8.7	8.6	8.0	7.4	6.9	6.6	6.4	6.6	6.7	12.3	8.2	6.6	7.0
	T-BILL RATE, 91-DAY (%)	7.9	8.1	8.0	7.5	7.0	6.6	6.2	6.1	6.3	6.4	10.7	7.7	6.3	6.6
	PRIME COMM. BANK RATE (%)	12.0	10.8	10.8	10.4	9.8	9.3	8.9	8.7	8.8	8.9	14.9	10.5	8.9	9.2
	AA UTILITY BOND RATE (%)	12.4	12.5	12.4	12.1	11.7	11.4	11.0	10.6	10.5	10.3	15.0	12.2	10.9	10.4
<b>OTHER KEY ECONOMIC INDICATORS</b>															
	INDUS. PRODUCTION (1967=100)	135.2	137.1	137.6	139.2	141.0	143.2	145.3	147.1	148.7	150.7	138.6	138.8	146.1	151.9
	% CHANGE, ANNUAL RATE	-8.4	6.6	0.8	4.8	5.2	6.3	5.9	5.1	4.6	5.3	-8.1	0.1	5.2	5.3
	NEW CAR SALES (MIL UNITS)	8.7	8.6	8.2	9.0	9.1	9.5	9.7	10.1	10.0	10.2	3.0	8.7	9.8	10.5
	HOUSING STARTS (MIL UNITS)	1.26	1.40	1.10	1.06	1.07	1.24	1.32	1.37	1.38	1.79	1.06	1.16	1.33	1.86
	UNEMPLOYMENT RATE (%)	10.5	10.4	10.5	10.7	10.9	10.9	10.8	10.7	10.5	10.4	9.6	10.6	10.7	10.2
	FED. GOVT. SURPLUS, NIPA, BIL \$	-197.5	-180.3	-185.9	-203.8	-209.4	-190.4	-180.2	-171.9	-172.3	-160.5	-147.9	-194.8	-178.7	-154.8

SOUTHEASTERN ALASKA  
TRANSPORTATION USER SURVEY

DRAFT FINAL REPORT

January 1983

Prepared for  
Alaska Department of Transportation and Public Facilities

Prepared by  
TIPPETTS-ABBETT-McCARTHY-STRATTON, P.C.  
Anchorage, Alaska

## TABLE OF CONTENTS

	<u>Page</u>
CHAPTER 1 - INTRODUCTION	1
Study Scope and Objectives	1
Transportation in S.E. Alaska	2
Survey Schedule	4
Report Contents	6
CHAPTER 2 - SURVEY PROCEDURES	7
Planning, Questionnaire Preparation and Pre-Test	7
Survey Logistics	8
Data Reduction	9
Data Processing	10
Rates of Return	10
Collection Procedures	13
Suggested Changes in Procedures for Future Surveys	13
CHAPTER 3 - SURVEY RESULTS	19
Introduction	19
Trip Purpose	19
Residence	22
Places Visited in Southeastern Alaska	22
Mode of Ground Access to Terminal	22
Trip Frequency	27
Trip Duration	27
Mode of Transportation for Transfer	27
Type of Lodging	27
User Profiles	30
Reason for Use of Mode	34
Customer Satisfaction	36
Highway Border Survey	38
CHAPTER 4 - OTHER TABULATIONS AND APPLICATION OF SURVEY DATA	
Introduction	92
Data Link Summary	92
Expanded Data	93
Application of Survey Data	96
Future Surveys	97
APPENDIX A - PROGRAM DOCUMENTATION ("User Easy") (Not Included in Draft Report)	

## CHAPTER 3 SURVEY RESULTS

### Introduction

Results of the survey are presented in this chapter along with an interpretation of some of the major findings. Airport and Marine Highway surveys are discussed concurrently, while highway border data are discussed in a separate section. This is not intended as a comprehensive review of all results. Rather, it points out major findings and illustrates how data can be shown in tabular and graphic formats. The RAMIS II program facilitates a wide range of other cross-tabulations as well.

All RAMIS II table reports are located at the end of the chapter. They are referenced by the table numbers given in the beginning of each section.

### Trip Purpose (Tables 1,2,4,5)

An overall view of trip purpose shown in Figure 3 points out the difference in mode choice. Almost half of Marine Highway trips are for tourism or recreation, compared to only sixteen percent for air travelers. Conversely, fifty-five percent of all trips are business related, compared to twelve percent for Marine Highway trips. These differences make sense since business travelers are interested in time, while tourists are usually more interested in cost and scenic considerations and are more likely to have an accompanying vehicle.

Figure 4 shows monthly variation in trip purpose. As expected, tourism and recreation bands are larger toward the summer months while business and other trips are relatively constant throughout the year. Tourism and recreation account for 70

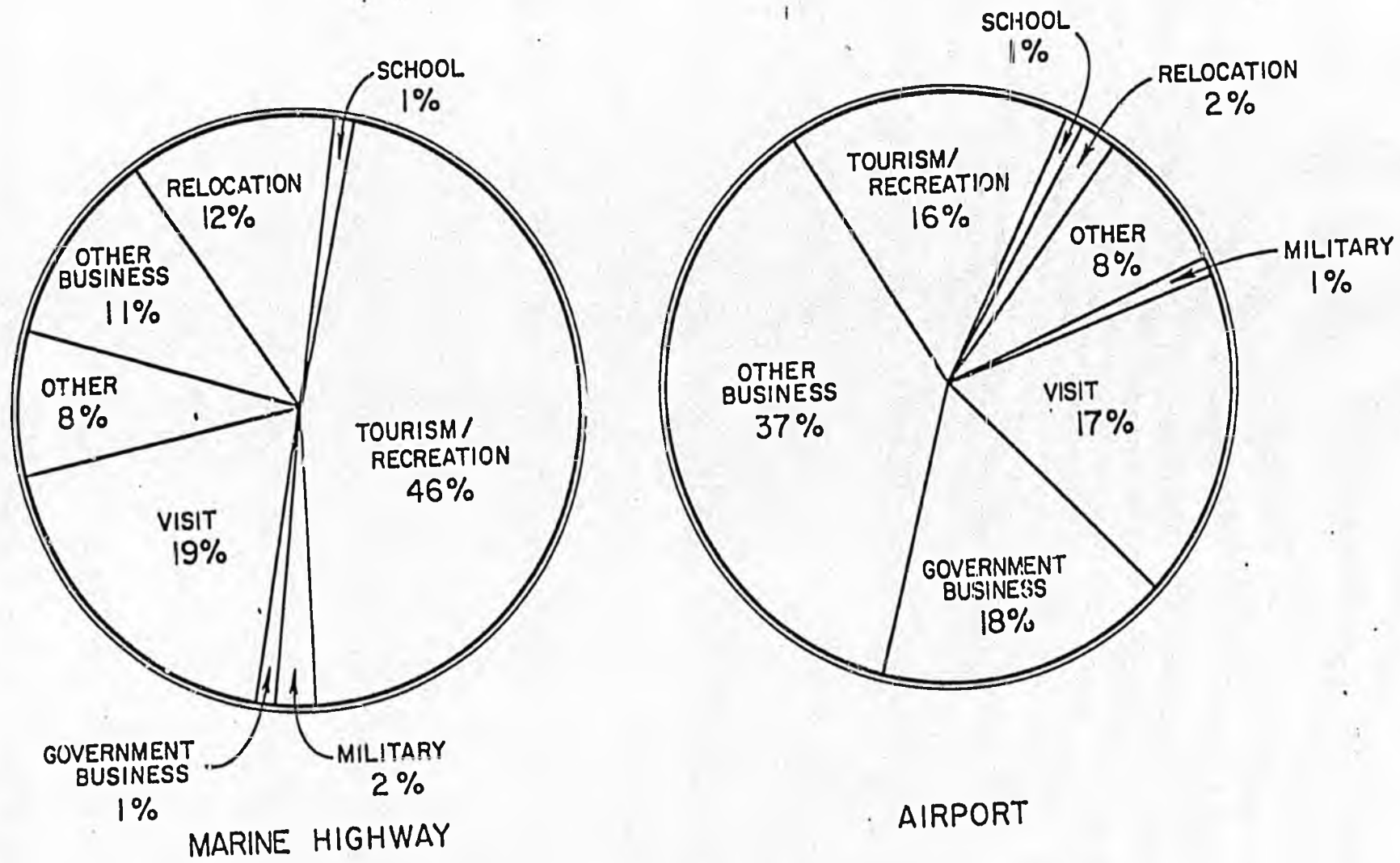
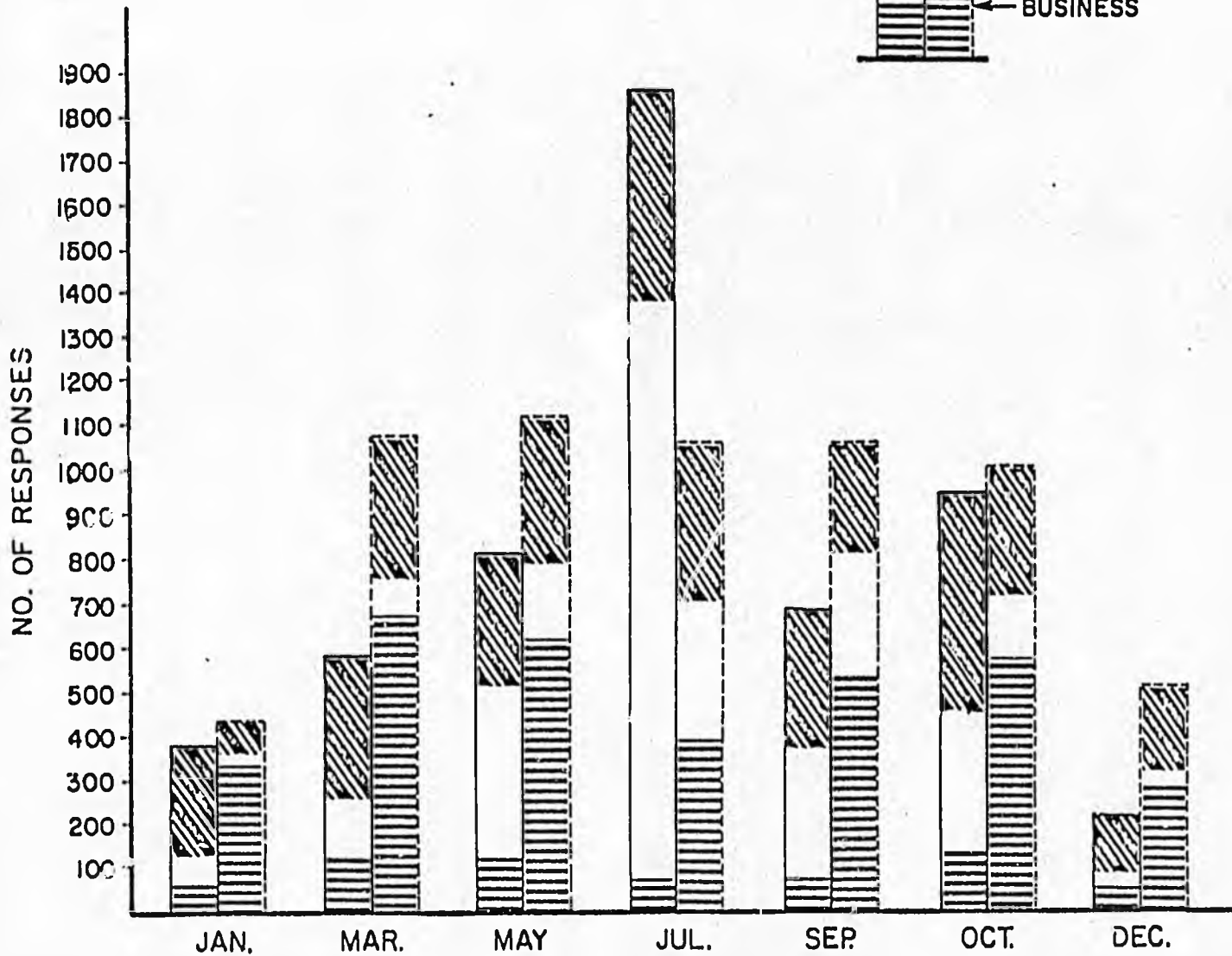
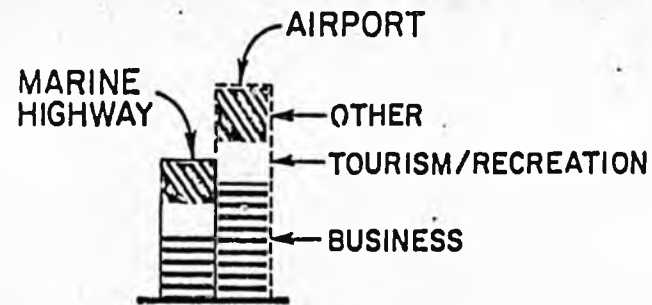


FIGURE 3

TRIP PURPOSE



-21-

FIGURE 4

TRIP PURPOSE BY MONTH

percent of all Marine Highway trips in July and only 15 percent in December and January.

#### Residence (Tables 7-9)

Figure 5 shows that 27 percent of Marine Highway passengers and 41 percent of airport passengers live in Southeastern Alaska. This difference is largely attributable to the use of the Marine Highway System for tourism.

Monthly variation in passenger's place of residence is illustrated in Figure 6. It shows that non-Alaskan resident's travel to Southeastern Alaska is seasonal, while trips by Alaska residents are more uniformly distributed throughout the year. This is particularly true for the Marine Highway System. During the summer months, when ferries are at capacity, over 80 percent of the passengers are non-Alaska residents and only 4 percent are from Southeast.

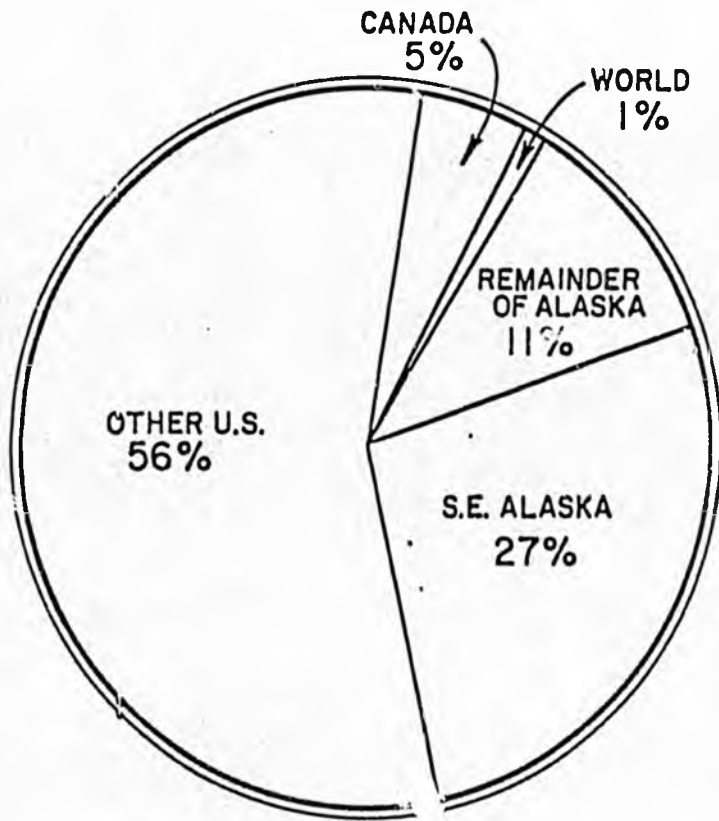
Figure 7 shows the proportion of travelers on the Marine Highway System who live in the "Lower 48" states. As expected, Washington, Oregon and California generate the most trips. The remaining states are distributed roughly according to overall population, with decided bias toward the western states.

#### Places Visited in Southeastern Alaska (Tables 11-12)

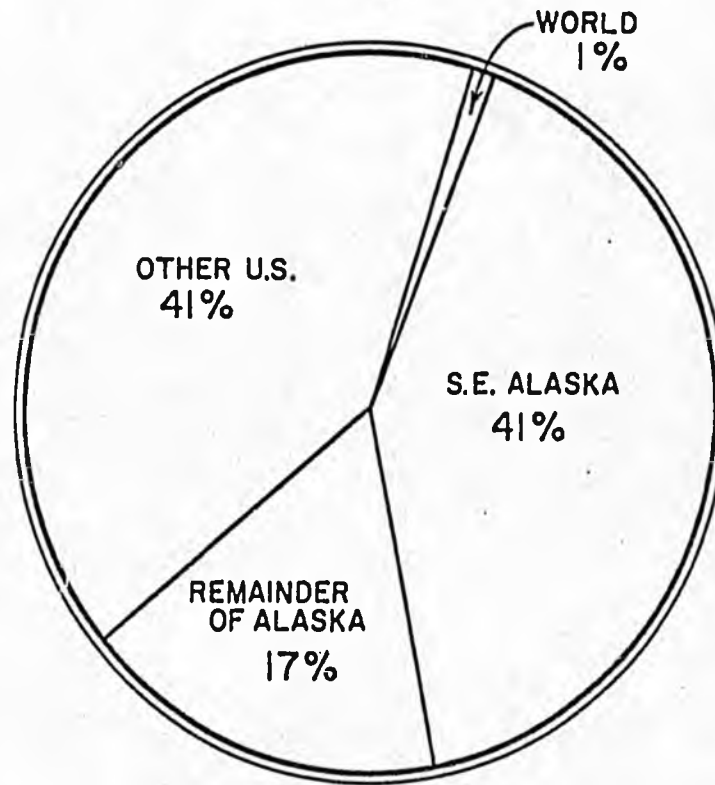
The distribution of places visited by airport and Marine Highway travelers is shown in Figure 8. Juneau, Haines and Ketchikan received the most Marine Highway visitors while Juneau was the most frequent destination of air passengers.

#### Mode of Ground Access to Terminal (Tables 14-15)

Data on ground access to ferry and airport terminals are shown in Tables 14 and 15, respectively. No general comments are



MARINE HIGHWAY



AIRPORT

FIGURE 5

RESIDENCE OF PASSENGERS

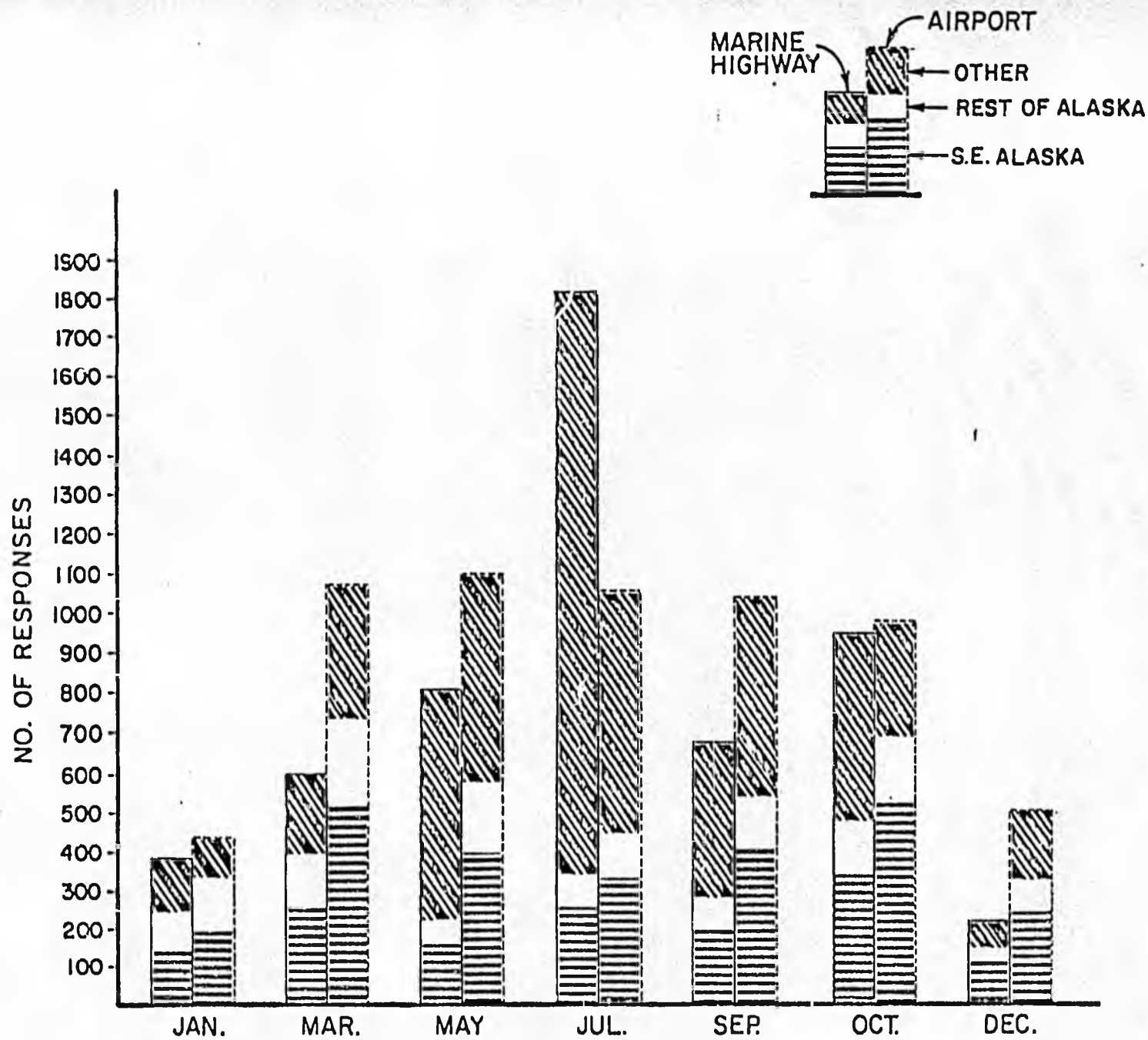


FIGURE 6 RESIDENCE BY MONTH OF SURVEY





given here because the overall distribution is not significant, and data need to be examined for individual cities.

#### Trip Frequency (Tables 16-17)

Table 16 shows that most Marine Highway passengers are infrequent travelers to Southeastern Alaska; 70 percent had no previous trips during the year, while 86 percent had two or less. The major reason for this is that 46 percent are tourists.

Table 17 indicates a much more balanced frequency for air travelers. As many travelers have been to Southeastern Alaska on three or more previous trips as those who have only two or less visits. This is due to the higher proportion of air travelers who are on business (and are more likely to make frequent trips) and/or who are Southeastern residents.

#### Trip Duration (Tables 18-20)

Figure 9 illustrates that most trips in both surveys fall in either the 3 to 5 or 6 to 20 day range. Marine Highway trips are of longer duration and average about 21 days compared to air passengers whose trips average 14 days. (Assuming 70 day duration for trips over 60 days.)

#### Mode of Transportation for Transfer (Tables 21-22)

Again, these data must be examined on a city-by-city basis and it is not possible to draw any general conclusions.

#### Type of Lodging (Tables 23-30)

An overall comparison of Marine Highway and Airport travelers is presented in Figure 10. Sixty percent of air travelers stay in hotels, 36 percent in private homes. Lodging for Marine

-28-

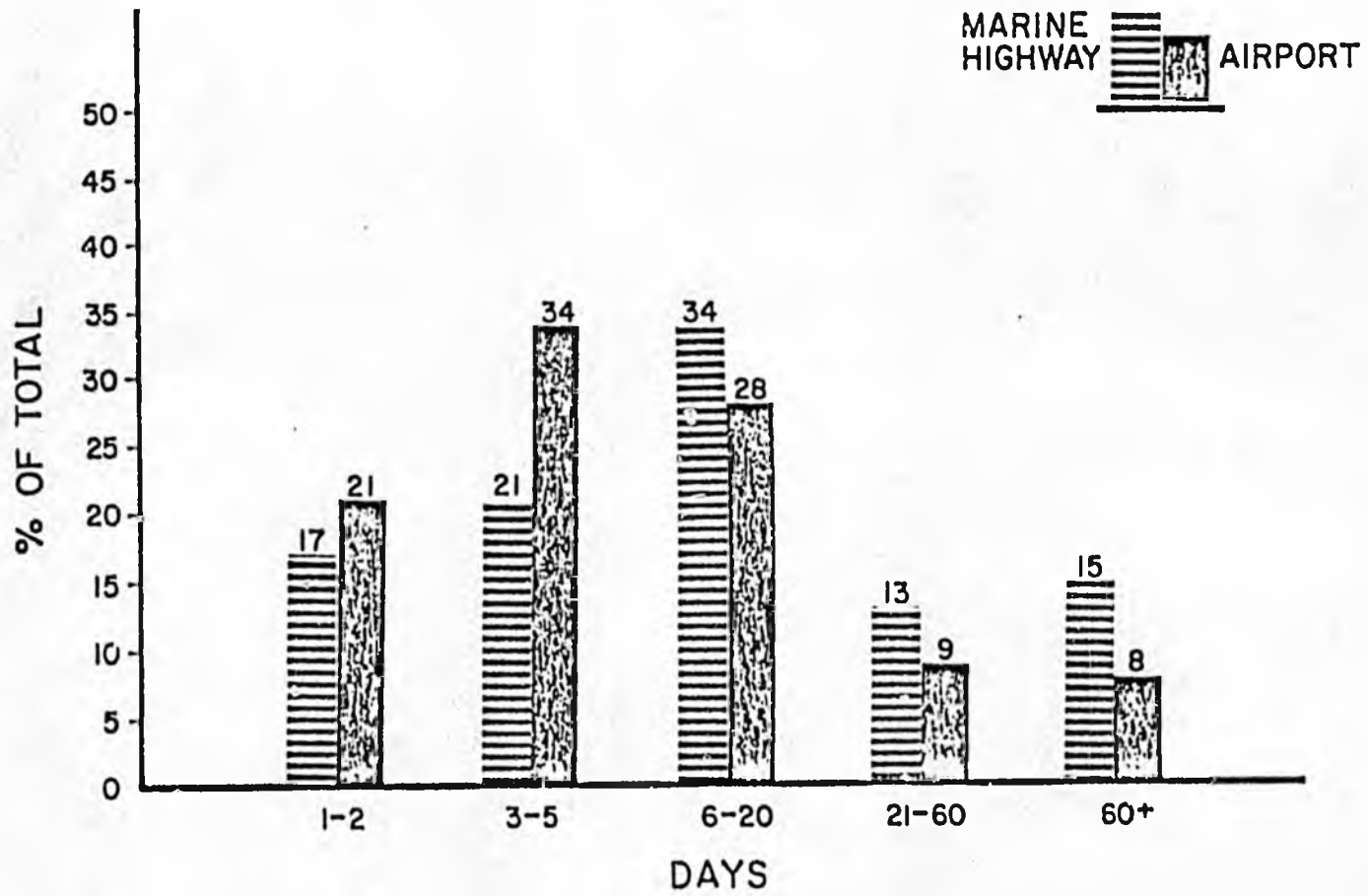
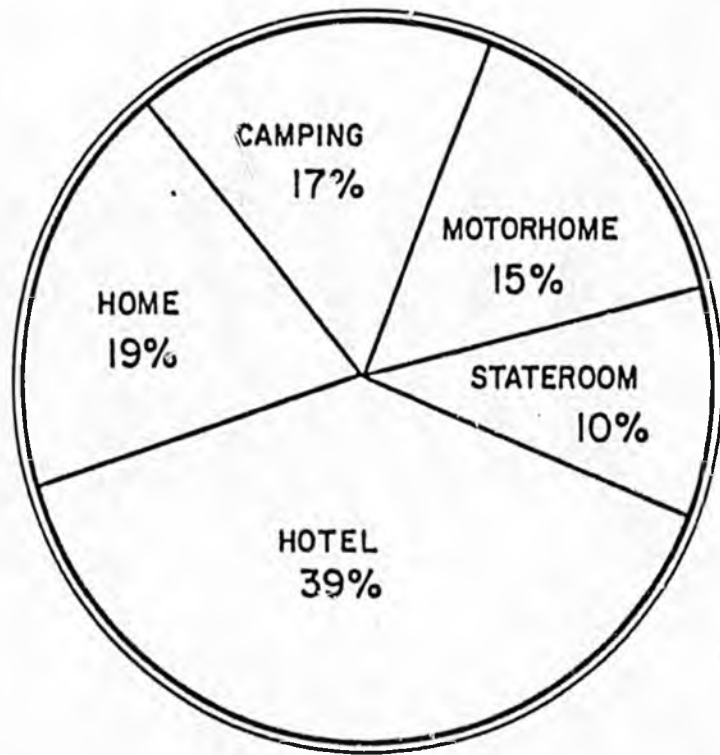
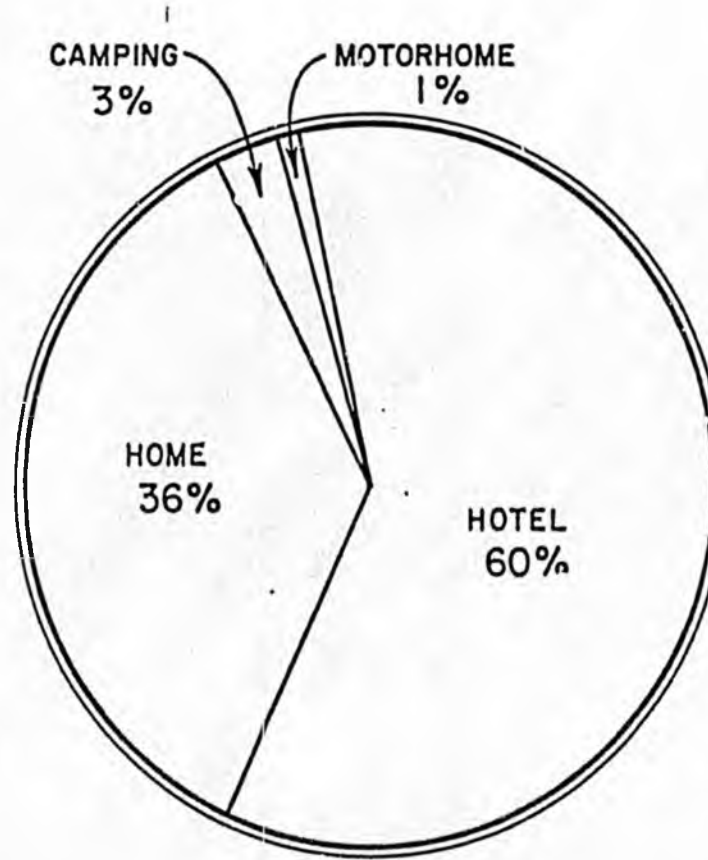


FIGURE 9 DURATION OF VISIT



MARINE HIGHWAY



AIRPORT

FIGURE 10

TYPE OF LODGING

Highway travelers is more varied with staterooms, motorhomes, and camping receiving significant responses.

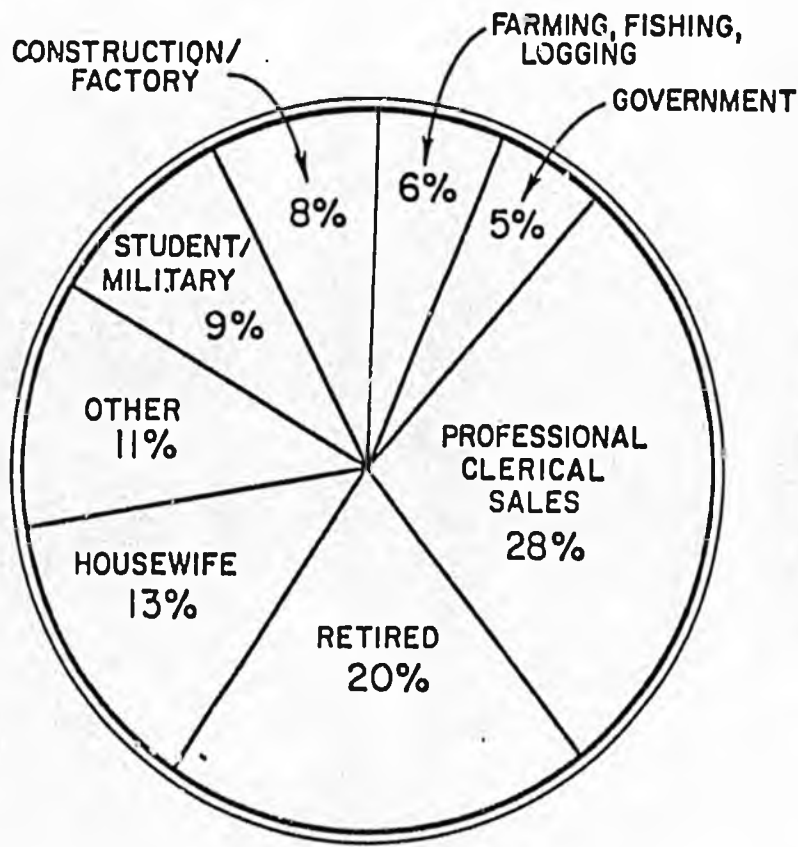
Tables 23 through 30 relate type of lodging to trip purpose, month, income and age for the Marine Highway System and Airports. Table 25 indicates a steady increase in camping and motorhome activity for Marine Highway travelers in the summer months. This is accompanied by a corresponding drop in the percentage of travelers staying in hotels or private homes.

Table 27 shows that camping activity is highest and stateroom use lowest for those with income less than or equal to \$10,000. However, lodging in staterooms is fairly constant for all other passengers, indicating that availability may be more important a factor than cost. Camping is related to income, but perhaps less than might be expected. Seventeen percent of travelers who chose to camp out had incomes of \$10,000 to \$40,000. Beyond \$40,000, camping is used by a fairly consistent twelve percent.

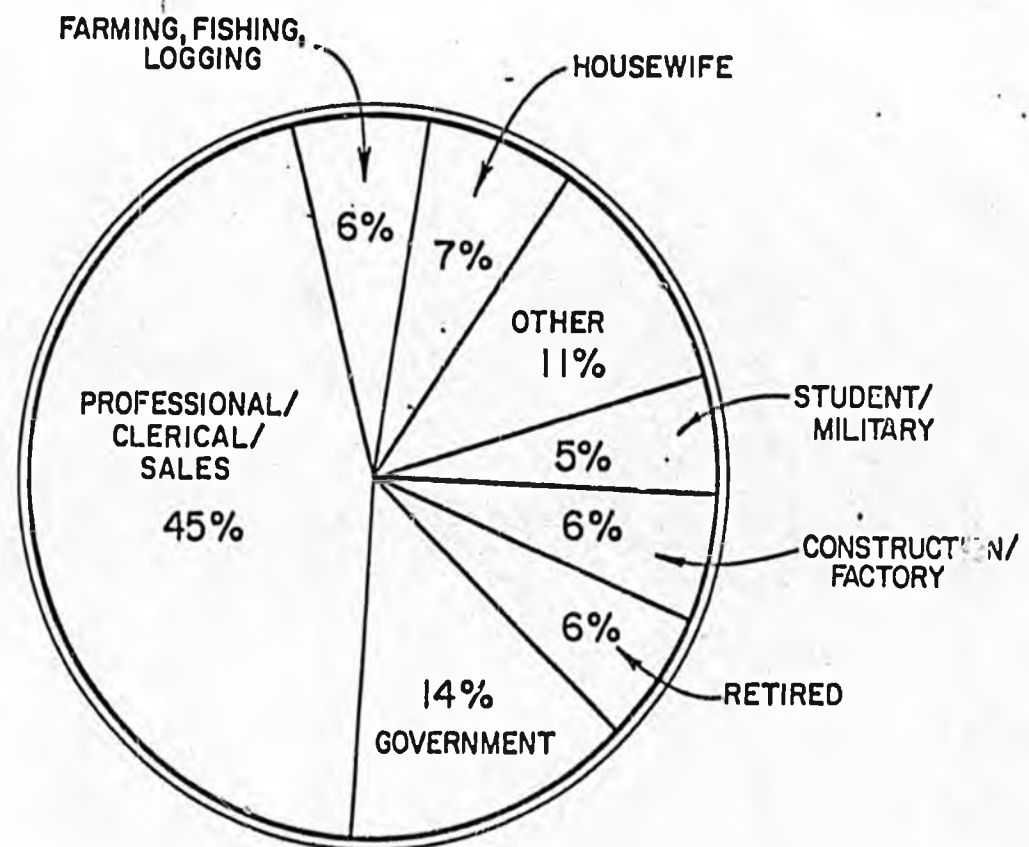
Marine Highway travelers between twelve and forty years old are the most likely campers (see Table 29), while about forty-one percent of visitors forty and older use hotels for lodging.

#### User Profiles (Tables 31-38)

Figure 11 compares occupations for Marine Highway and Airport travelers. Predictably, those who might be more concerned with cost than travel time, such as housewives, students and the retired, are more likely to utilize the Marine Highway System. The majority of airport travelers are those whose occupations require frequent travel, such as government workers or professional/sales positions. The comparison of age distribution in Figure 12 is a further representation of difference in mode choice. Up to 30 and over 60 years old, more passengers are likely to travel on the ferries. These ages are the groupings



MARINE HIGHWAY



AIRPORT

FIGURE 11

OCCUPATION

-32-

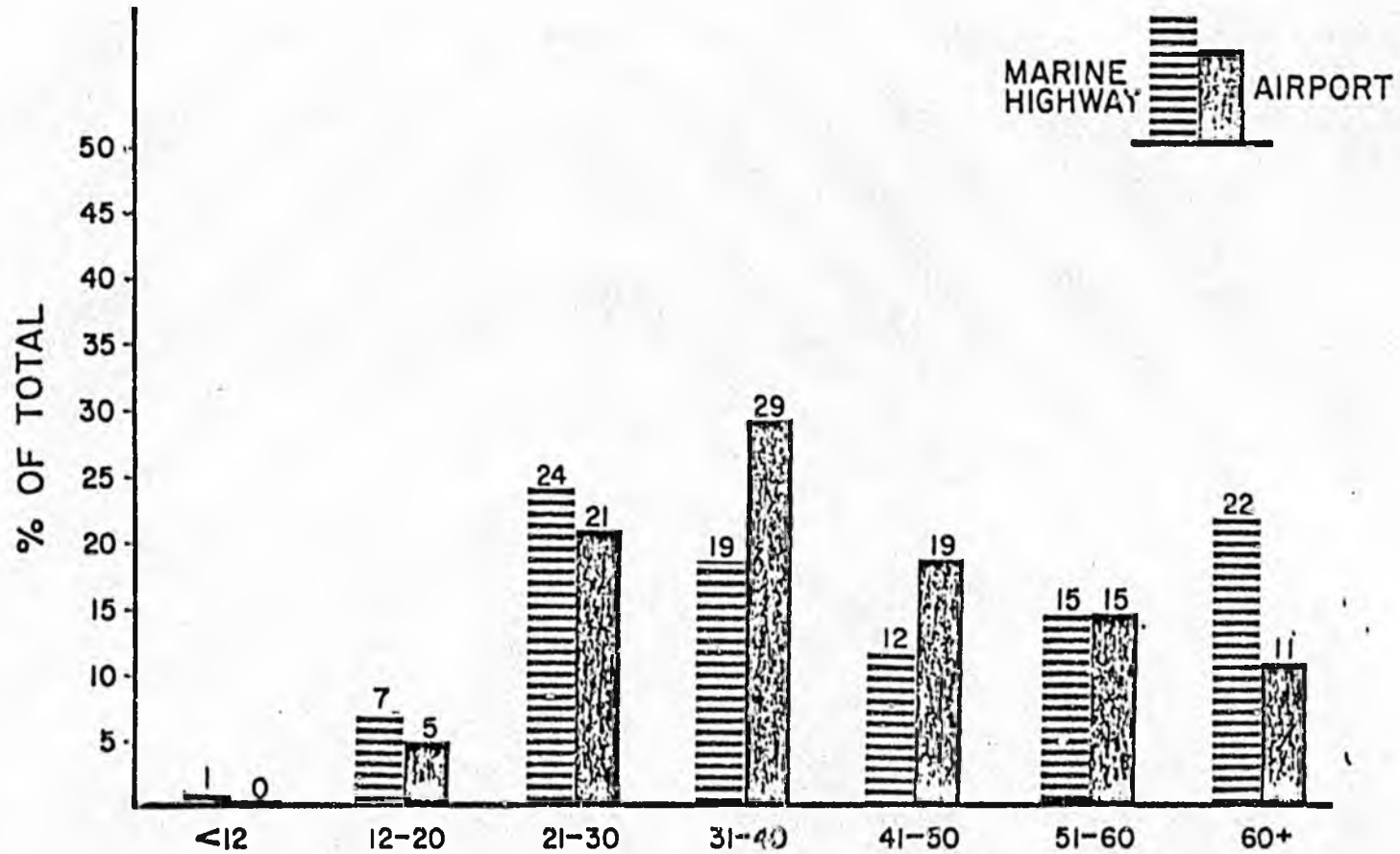


FIGURE 12 AGE DISTRIBUTION

-33-

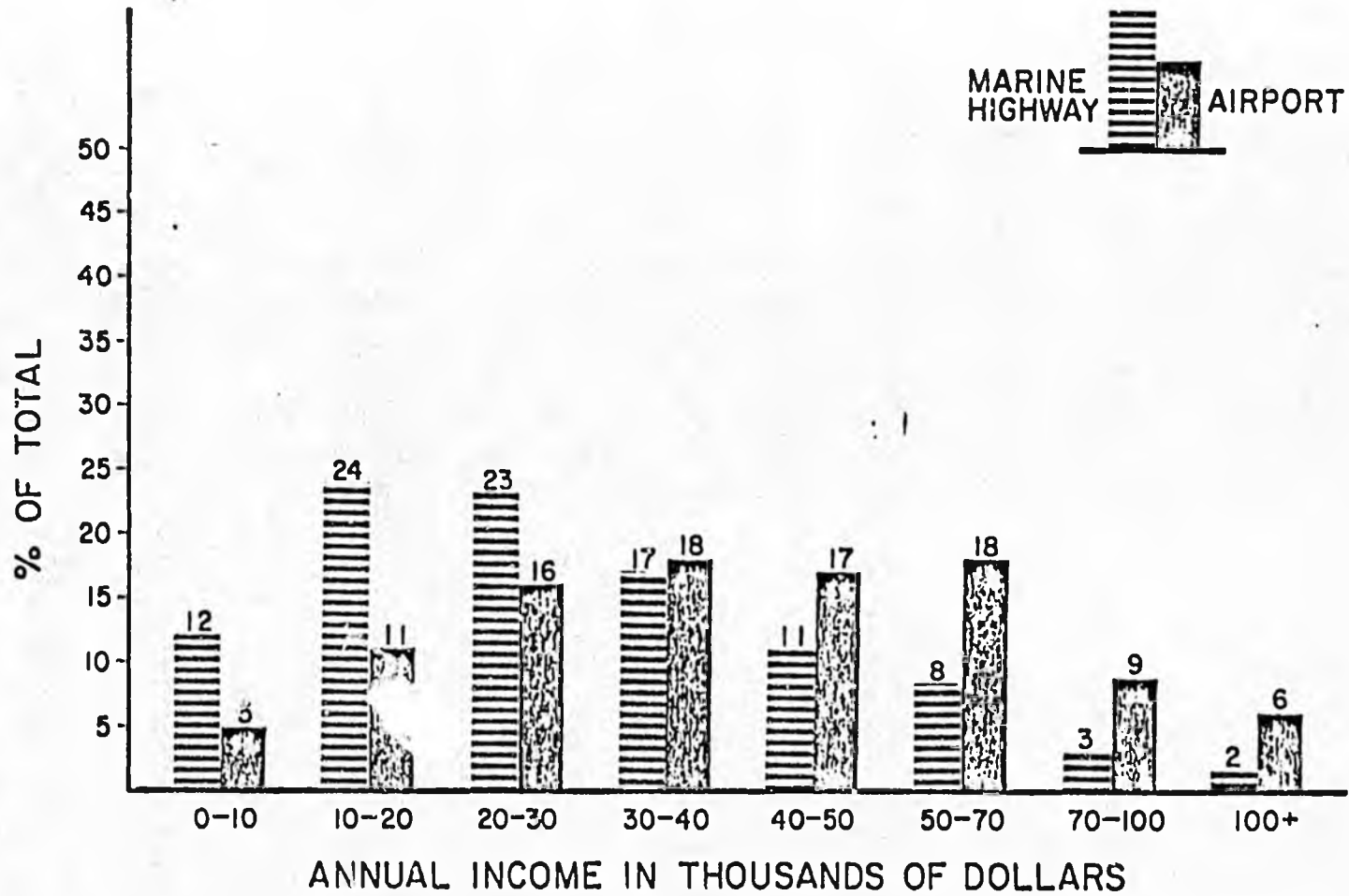


FIGURE 13 INCOME DISTRIBUTION

containing most students and retired persons, respectively. Passengers between 30 and 50 years old travel more often by air. This is also a reflection of the business orientation of the air traveler.

Results of income distribution are illustrated in Figure 13. They show that air travelers have much higher incomes, a median of \$40,000 compared to \$26,000 for Marine Highway passengers. Figure 13 shows a steady decline in Marine Highway travelers as salary rises from \$10,000 to \$100,000 and up. Air travelers increase steadily up to \$40,000 and then level off at \$70,000.

Tables 35 and 36 report on the sex of passengers for Marine Highway and Airport surveys. Forty-eight percent of ferry passengers are female, compared to 36 percent for airport travelers. This tends to support Figure 11 which shows that more housewives and fewer businessmen travel on the Marine Highway System.

#### Reason for Use of Mode (Tables 39-40)

Figure 14 summarizes reasons for choosing either the Marine Highway or airplanes for transportation. As expected on a system with tourists and visitors accounting for sixty-five percent of its users, the major reasons for choosing the Marine Highway System are sightseeing, enjoy travelling by ship or travelling with a vehicle. Other reasons are lower cost and poor highway conditions. The slow speed of the Marine Highway System was cited as the most important reason to fly. The business orientation of air travelers makes speed particularly important. The second most important reason was that the destination was not served by ferry.

A breakdown of reasons for using each mode by location of boarding is provided in Tables 39 and 40. Responses on the airport survey were predictable. Seattle passengers, having