

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672

5156 HTFA HB 209 - HB 213 (FILE 1)

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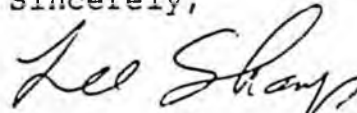
council or assembly. Whether the commission is elected or appointed should be left to the municipality. Also, why should the director of the authority be hired only by the commission. The authority may be much more responsive to municipal policies if the governing body has a hand in selecting the director. Again, these sort of things ought to be left to each municipality to work out what best suits its situation.

I can certainly understand the policy behind requiring a well thought out development plan before a municipality attempts to obtain project financing. However, as a practical matter, this financing will probably most often be revenue financing which means that those who market the bonds are going to have to be convinced that the project will produce sufficient revenues to operate the facility and pay the debt service. It seems highly unlikely that a port authority or municipality seeking to issue revenue bonds is going to find any interested buyers unless it does have a well thought out plan for the facility. Therefore, the statutory requirement is probably superfluous.

Again, I believe that the proposed substitute language not only clarifies the authority question that House Bill 209 would resolve, it also avoids several unfortunate legal consequences that would occur if House Bill 209 is adopted. In addition, the substitute language would leave municipalities with the greater flexibility they now have in shaping solutions at the local level to respond to local concerns.

If you, your committee or staff members have any questions, please do not hesitate to call me at 745-9678.

Sincerely,



Gerald L. Sharp
Borough Attorney

GLS:jr

Enclosure

cc: Representative Ron Larson
Representative Curt Menard
Representative Bill Hudson
Representative Fran Ulmer
Senator Jim Duncan (Attention Ken Spray)
Borough Ports Committee

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For an Act entitled: "An Act relating to the exercise of
municipal powers and functions through
authorities and other entities."

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

* Section 1. PURPOSE. It is the purpose of this Act to
confirm the authority of municipalities to exercise functions
and powers through authorities and other entities.

* Sec. 2. AS 29.35 is amended by adding a new section
reading:

Sec. 29.35.150. EXERCISE OF POWERS THROUGH MUNICIPAL
ENTITIES. (a) Except as may be otherwise required by law,
a municipality may exercise its powers and functions
through any entity authorized by the legislative body; such
entities include, but are not limited to, commissions,
boards of directors, agencies, and independent public
corporations, enterprises and authorities that are estab-
lished by the governing body, and other municipalities.

(b) The governing body may grant to an entity such
powers as may be necessary or reasonable in the discharge
of the duties of the entity, including the power to issue
the bonds and other indebtedness of the entity; except, the
power to acquire property through eminent domain and to

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levy taxes and special assessments may not be granted.

11 HB 209



Alaska State Legislature

House of Representatives

Committee on Community & Regional Affairs

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4833

To: House Community and Regional Affairs Committee members
From: Committee Staff
Date: May 1, 1987
Subject: Issues raised regarding HB 209

Whether such legislation is necessary or whether municipalities already possess the statutory authority to create port authorities:

Current statutes do permit municipalities to create port authorities. This legislation will (a) inform communities of such authority, (b) mollify bonding agents, (c) enable more creative financing, (c) provide for more singular and directed management of port authorities, and (d) offer a model to municipalities.

Simplification of the bill by (a) eliminating boilerplate language, or (b) drafting a "2 line enabling statute:

See above. Discussion with the bill drafter indicates that the bill sponsor intended language to accomplish those purposes.

Whether the language of the bill is restrictive or permissive in nature.

Page 1, lines 14, 15, and 16 insert permissive language into what ordinarily would be a specific language (and restrictively interpreted) bill.

Whether municipalities with existing agreements with the State for port facilities would be constrained in some way from forming a port authority.

Current capital investments and facilities are the subject of contractual arrangements between municipalities and the State. These contractual agreements can be renegotiated or title can be ceded by the State to the port authority.

Whether the power authorized in this bill would be an areawide or non-areawide power in a borough.

Areawide.

(15) CS HB 209
(C&RA)

5-0895B

Original sponsors: Larson, Menard,
Hudson and Ulmer

1 IN THE HOUSE

BY THE COMMUNITY AND
REGIONAL AFFAIRS COMMITTEE

2 CS FOR HOUSE BILL NO. 209 (C&RA)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to establishment of a port authority
7 by a municipality."

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

9 * Section 1. AS 29.35 is amended by adding new sections to read:

10 ARTICLE 9. PORT AUTHORITIES.

11 Sec. 29.35.600. ESTABLISHMENT OF AUTHORITY. (a) Notwithstand-
12 ing other provisions of law, a borough, unified municipality, home
13 rule city, or first class city may establish a port authority in
14 accordance with AS 29.35.600 - 29.35.690. An authority established by
15 a borough under AS 29.35.600 - 29.35.690 may exercise its power in a
16 second class city located within the borough but may not exercise its
17 power in a home rule or first class city unless the exercise of the
18 power is approved by resolution of the council. The authority shall
19 be a corporate public body that may sue and be sued in any court of
20 the state. The authority possesses all powers specified in the ordi-
21 nance under which it is formed in addition to those enumerated in
22 AS 29.35.600 - 29.35.690.

23 (b) In a resolution proposing formation of a port authority, the
24 governing body shall set a date for the holding of a public hearing on
25 the adoption of a proposed ordinance establishing the authority and
26 designating the powers of the authority. After the public hearing, if
27 the governing body intends to proceed with the establishment of the
28 authority, it must do so by ordinance subject to voter approval.

29 (c) At the time of adopting an ordinance proposing formation of

1 a port authority, the governing body shall issue a call for nomination
2 of port commissioners, specifying the filing deadline and procedure
3 for making nominations. The election of the initial members of the
4 port commission shall take place at the same time as the election on
5 the question of forming a port authority. If at least one candidate
6 for each of the three commission seats is not nominated, the proposal
7 to form a port authority is void and no election on the question shall
8 be held.

9 Sec. 29.35.610. PORT COMMISSION. (a) A port authority formed
10 under AS 29.35.600 - 29.35.690 shall be under the supervision and
11 control of a port commission consisting of three elected members. The
12 term of a member is six years, except that one initial member shall
13 serve a term of four years, and one initial member shall serve a term
14 of two years, to be determined by lot. Commission members may be
15 reelected.

16 (b) A vacancy on the commission shall be filled by appointment
17 by the mayor. An appointed member serves for the remainder of the
18 term to which appointed. On notice and an opportunity to be heard, a
19 member of the commission may be removed for cause by the governing
20 body. Removal of a member is subject to review by the superior court.

21 (c) The commission shall adopt rules governing its procedure and
22 the holding of regular meetings. Special meetings may be held when
23 called in the manner provided in the rules of the commission.

24 Sec. 29.35.620. EXECUTIVE DIRECTOR AND EMPLOYEES. (a) The port
25 commission may employ and fix the compensation of a director, subject
26 to the approval of the governing body of the municipality. The direc-
27 tor serves at the pleasure of the commission. A member of the commis-
28 sion is not eligible to hold the position of director.

29 (b) The commission may retain legal counsel to advise the

1 commission in the proper performance of its duties. The legal counsel
2 shall represent the commission in actions brought by or against the
3 commission.

4 (c) The commission may employ other personnel considered neces-
5 sary by the commission.

6 (d) The employees of the commission may participate in municipal
7 retirement and insurance programs of the municipality.

8 Sec. 29.35.630. POWERS. The port commission may

9 (1) study and analyze the effect of economic changes and
10 growth on the waterfront and waterways;

11 (2) acquire, construct, repair, renovate, and manage sea
12 walls, jetties, piers, wharves, docks, boat landings, and other harbor
13 improvements, warehouses, cold storage plants, grain bins, bunkers,
14 ferries, bridges, and other facilities for the handling, storing, and
15 transporting of freight and passengers, or the processing of seafood,
16 agricultural products, and other goods;

17 (3) develop and implement long-range plans, in cooperation
18 with the governing body, designed to promote the economic growth of
19 the municipality and the growth and efficiency of waterfront develop-
20 ment;

21 (4) implement any plan of development for waterways or
22 waterfront areas in accordance with the powers of the port authority
23 under AS 29.35.600 - 29.35.690 or the ordinance under which the au-
24 thority is established;

25 (5) make and enter into contracts necessary or incidental
to the exercise of its powers and the performance of its duties,
including agreements with other port commissions providing for shared
development or management of facilities located within the jurisdic-
tion of the commissions;

1 (6) acquire and convey, or otherwise dispose of, land and
2 other property;

3 (7) fix, charge, and collect fees, rents, and charges for
4 the use of a building or property under its control and pledge the
5 fees, rents, and charges for the payment of revenue bonds issued by
6 the authority;

7 (8) lease any buildings, facilities, or properties under
8 its control;

9 (9) accept grants and donations from any public or private
10 source.

11 Sec. 29.35.640. EMINENT DOMAIN. A municipality, other than a
12 second class city, may take private property under AS 09.55.240 -
13 09.55.460 for the purpose of transfer to a port authority formed under
14 AS 29.35.600 - 29.35.690, and may transfer the property to the author-
15 ity on terms and conditions it considers appropriate. The taking,
16 transfer, and use shall be considered necessary for public purposes
17 and for the benefit of the public.

18 Sec. 29.35.650. FINANCING. (a) The activities of a port au-
19 thority formed under AS 29.35.600 - 29.35.690 shall be financed from
20 one or more of the following sources:

21 (1) donations to the authority for the performance of its
22 functions;

23 (2) money borrowed and to be repaid;

24 (3) revenue from any property, building, or facility owned,
25 leased, licensed, or operated by the authority or under its control,
subject to the limitations imposed upon the authority by trusts or
other agreements or by the municipality;

(4) money obtained from other sources approved by the
governing body of the municipality.

1 (b) Upon approval of a development plan under AS 29.35.670, the
2 authority may borrow money and issue negotiable revenue bonds as
3 provided for a municipality under AS 29.47. Revenue bonds issued by
4 the authority are not a debt of the municipality or the state.

5 Sec. 29.35.660. DEVELOPMENT PLAN. When the port commission
6 decides to finance a project in whole or in part by the use of revenue
7 bonds, it shall prepare a development plan for submission to the
8 governing body. The development plan must contain

9 (1) the boundaries of the project area in relation to
10 highways, streets, streams, or otherwise and a legal description of
11 the area;

12 (2) the location and extent of existing streets and other
13 public and private structures within the project area and a desig-
14 nation of the location, character, and extent of the categories of
15 public and private land uses proposed for the project area;

16 (3) a description of existing improvements in the project
17 area to be demolished, repaired, or altered, a description of any
18 repairs and alterations, and an estimate of the time required for
19 completion;

20 (4) the location, extent, character, and estimated cost of
21 the improvements, including rehabilitation contemplated for the proj-
22 ect area, and an estimate of the time required for completion;

23 (5) a statement of the construction or stages of construc-
24 tion planned, and the estimated time of completion of each stage;

25 (6) a description of any parts of the project area to be
left as open space and the use contemplated for the space;

(7) a description of any portions of the project area that
the commission intends to sell, donate, exchange, or lease to or from
the municipality and the proposed terms;

1 (8) a description of desired zoning changes and changes in
2 streets, street levels, intersections, and utilities;

3 (9) an estimate of the cost of the project and a statement
4 of the proposed method of financing the project and the ability of the
5 authority to arrange the financing;

6 (10) designation of the person to whom all or a portion of
7 the project is to be leased, sold, or conveyed if that information is
8 available to the commission;

9 (11) an economic analysis and justification for the project
10 and a description of the expected benefits and other effects of the
11 project.

12 Sec. 29.35.670. APPROVAL OF DEVELOPMENT PLAN. (a) Upon receipt
13 of a development plan prepared under AS 29.35.660, the governing body
14 shall hold a public hearing on the plan. After the public hearing,
15 the governing body shall by ordinance approve or reject the plan, or
16 approve it with modification.

17 (b) Amendments to an approved development plan must be submitted
18 by the port authority to the governing body for approval or rejection.

19 Sec. 29.35.680. BUDGET. The director of a port authority formed
20 under AS 29.35.600 - 29.35.690 shall prepare and submit for the ap-
21 proval of the port commission a budget for the operation of the au-
22 thority for the ensuing fiscal year. The budget shall be prepared in
23 the manner and contain the information required of municipal depart-
24 ments. Before the budget may be adopted by the commission, it must be
25 approved by the governing body of the municipality. Money of the
26 municipality may not be included in the budget of the authority except
27 that money authorized by the governing body of the municipality.

28 Sec. 29.35.690. DISSOLUTION. A port authority formed under
29 AS 29.35.600 - 29.35.690 may be dissolved by ordinance approved by the

1 voters. The property and assets of the authority remaining after the
2 satisfaction of the obligations of the authority belong to the munic-
3 ipality.
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⑨ HB 209

5-0895B ✓
Cook
4/25/87

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14 that may sue and be sued in any court of the state. The authority
15 possesses all powers specified in the ordinance under which it is
16 formed in addition to those enumerated in AS 29.35.600 - 29.35.690.

17 (b) In a resolution proposing formation of a port authority, the
18 governing body shall set a date for the holding of a public hearing on
19 the adoption of a proposed ordinance establishing the authority and
20 designating the powers of the authority. After the public hearing, if
21 the governing body intends to proceed with the establishment of the
22 authority, it must do so by ordinance subject to voter approval.

23 (c) At the time of adopting an ordinance proposing formation of
24 a port authority, the governing body shall issue a call for nomination
25 of port commissioners, specifying the filing deadline and procedure
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2 be held.

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24 shall represent the commission in actions brought by or against the
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29 retirement and insurance programs of the municipality.

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3 growth on the waterfront and waterways;

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6 improvements, warehouses, cold storage plants, grain bins, bunkers,
7 ferries, bridges, and other facilities for the handling, storing, and
8 transporting of freight and passengers, or the processing of seafood,
9 agricultural products, and other goods;

10 (3) develop and implement long-range plans, in cooperation
11 with the governing body, designed to promote the economic growth of
12 the municipality and the growth and efficiency of waterfront develop-
13 ment;

14 (4) implement any plan of development for waterways or
15 waterfront areas in accordance with the powers of the port authority
16 under AS 29.35.600 - 29.35.690 or the ordinance under which the au-
17 thority is established;

18 (5) make and enter into contracts necessary or incidental
19 to the exercise of its powers and the performance of its duties,
20 including agreements with other port commissions providing for shared
21 development or management of facilities located within the jurisdic-
22 tion of the commissions;

23 (6) acquire and convey, or otherwise dispose of, land and
24 other property;

25 (7) fix, charge, and collect fees, rents, and charges for
26 the use of a building or property under its control and pledge the
27 fees, rents, and charges for the payment of revenue bonds issued by
28 the authority;

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1 its control;

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18 subject to the limitations imposed upon the authority by trusts or
19 other agreements or by the municipality;

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21 governing body of the municipality.

22 (b) Upon approval of a development plan under AS 29.35.670, the
23 authority may borrow money and issue negotiable revenue bonds as
24 provided for a municipality under AS 29.47. Revenue bonds issued by
25 the authority are not a debt of the municipality or the state.

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28 bonds, it shall prepare a development plan for submission to the
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6 nation of the location, character, and extent of the categories of
7 public and private land uses proposed for the project area;

8 (3) a description of existing improvements in the project
9 area to be demolished, repaired, or altered, a description of any
10 repairs and alterations, and an estimate of the time required for
11 completion;

12 (4) the location, extent, character, and estimated cost of
13 the improvements, including rehabilitation contemplated for the proj-
14 ect area, and an estimate of the time required for completion;

15 (5) a statement of the construction or stages of construc-
16 tion planned, and the estimated time of completion of each stage;

17 (6) a description of any parts of the project area to be
18 left as open space and the use contemplated for the space;

19 (7) a description of any portions of the project area that
20 the commission intends to sell, donate, exchange, or lease to or from
21 the municipality and the proposed terms;

22 (8) a description of desired zoning changes and changes in
23 streets, street levels, intersections, and utilities;

24 (9) an estimate of the cost of the project and a statement
25 of the proposed method of financing the project and the ability of the
26 authority to arrange the financing;

27 (10) designation of the person to whom all or a portion of
28 the project is to be leased, sold, or conveyed if that information is
29 available to the commission;

1 (11) an economic analysis and justification for the project
2 and a description of the expected benefits and other effects of the
3 project.

4 Sec. 29.35.670. APPROVAL OF DEVELOPMENT PLAN. (a) Upon receipt
5 of a development plan from the port authority, the governing body
6 shall hold a public hearing on the plan. After the public hearing,
7 the governing body shall by ordinance approve or reject the plan, or
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10 by the authority to the governing body for approval or rejection.

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12 shall prepare and submit for the approval of the port commission a
13 budget for the operation of the authority for the ensuing fiscal year.
14 The budget shall be prepared in the manner and contain the information
15 required of municipal departments. Before the budget may be adopted
16 by the commission, it must be approved by the governing body of the
17 municipality. Money of the municipality may not be included in the
18 budget of the authority except that money authorized by the governing
19 body of the municipality.

20 Sec. 29.35.690. DISSOLUTION. A port authority may be dissolved
21 by ordinance approved by the voters. The property and assets of the
22 authority remaining after the satisfaction of the obligations of the
23 authority belong to the municipality.
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Alaska State Legislature

② HB 209

REPRESENTATIVE BILL HUDSON

P.O. BOX V
Juneau, Alaska
99811
(907)465-3744 or 4991

COMMITTEES
Transportation
HESS
Telecommunications
Fisheries
International Trade

April 1, 1987

Representative Ron Larson
Alaska State Legislature
Juneau, Alaska

Dear Representative Larson:

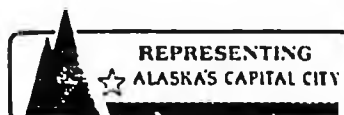
Attached you will find some proposed amendments to HB 209, relating to establishment of a port authority by a municipality. The major amendment would change the bill to allow cities and towns, such as Homer, Seward or Kodiak to develop a port authority independent of the borough or municipality to which it belongs. Second class cities would not have the authority.

The proposed amendment to page 5 adding a new subsection (11) would require an economic analysis and justification for the project as well as a description of the expected benefits and other effects of the project to be included in the development plan.

Unless you have objections, I'll forward the amendment request to the Community and Regional Affairs Committee.

Respectfully yours,

Bill
Bill Hudson



A M E N D M E N T

Offered in the HOUSE

By Hudson

TO: HB 209

Page 1, lines 11 - 12:

Delete "borough, unified"

Page 1, line 12:

Delete "or city in the unorganized borough"

Insert "other than a second class city,"

Page 2, line 7:

Delete "five"

Insert "two"

Page 3, line 10, after "develop":

Insert "and implement"

Page 3, lines 11 - 12, after "municipality":

Insert "and the growth and efficiency of waterfront development"

Page 3, line 13, following "development":

Delete "in"

Insert "for"

Page 3, lines 13 - 14:

Delete "in the"

Page 3, line 25:

Delete "a building or property"

Insert "any buildings, facilities, or properties"

Page 3, lines 25 - 26:

Delete "or any part of it, or facility in it,"

Page 3, line 28:

Delete "a building or property"

Insert "any buildings, facilities, or properties"

Page 3, line 29:

Delete "a"

Insert "any"

Page 4, line 2, after "municipality":

Insert ", other than a second class city,"

Page 4, line 16, after "agreements":

Insert "or by the municipality"

Page 5, line 10, after "improvements":

Insert ", "

Page 5, line 11, after "area":

Insert ","

Page 5, line 26:

Delete "."

Insert ";"

Page 5, after line 26:

Insert a new paragraph to read:

"(11) an economic analysis and justification for the project and a description of the expected benefits and other effects of the project."

Introduced: 3/25/87
Referred: Community & Regional
Affairs and Transportation

BY LARSON, MENARD, HUDSON
AND ULMER

1 IN THE HOUSE

2

HOUSE BILL NO. 209

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - FIRST SESSION

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A BILL

6 For an Act entitled: "An Act relating to establishment of a port authority

7

by a municipality."

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

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* Section 1. AS 29.35 is amended by adding new sections to read:

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ARTICLE 9. PORT AUTHORITIES.

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Sec. 29.35.600. ESTABLISHMENT OF AUTHORITY. (a) A borough,
unified municipality, ^{home rule city or first class city} or ~~city-in-the~~ unorganized borough may establish
12 a port authority. The authority shall be a corporate public body that
13 may sue and be sued in any court of the state. The authority pos-
14 sesses all powers specified in the ordinance under which it is formed
15 in addition to those enumerated in AS 29.35.600 - 29.35.690.

17

(b) In a resolution proposing formation of a port authority, the
18 governing body shall set a date for the holding of a public hearing on
19 the adoption of a proposed ordinance establishing the authority and
20 designating the powers of the authority. After the public hearing, if
21 the governing body intends to proceed with the establishment of the
22 authority, it must do so by ordinance subject to voter approval.

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(c) At the time of adopting an ordinance proposing formation of
24 a port authority, the governing body shall issue a call for nomination
25 of port commissioners, specifying the filing deadline and procedure
26 for making nominations. The election of the initial members of the
27 port commission shall take place at the same time as the election on
28 the question of forming a port authority. If at least one candidate
29 for each of the three commission seats is not nominated, the proposal

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4 under the supervision and control of a port commission consisting of
5 three elected members. The term of a member is six years, except that
6 one initial member shall serve a term of four years, and one initial
7 member shall serve a term of ^{two} five years, to be determined by lot.
8 Commission members may be reelected.

9 (b) A vacancy on the commission shall be filled by appointment
10 by the mayor. An appointed member serves for the remainder of the
11 term to which appointed. On notice and an opportunity to be heard, a
12 member of the commission may be removed for cause by the governing
13 body. Removal of a member is subject to review by the superior court.

14 (c) The commission shall adopt rules governing its procedure and
15 the holding of regular meetings. Special meetings may be held when
16 called in the manner provided in the rules of the commission.

17 Sec. 29.35.620. EXECUTIVE DIRECTOR AND EMPLOYEES. (a) The port
18 commission may employ and fix the compensation of a director, subject
19 to the approval of the governing body of the municipality. The direc-
20 tor serves at the pleasure of the commission. A member of the commis-
21 sion is not eligible to hold the position of director.

22 (b) The commission may retain legal counsel to advise the com-
23 mission in the proper performance of its duties. The legal counsel
24 shall represent the commission in actions brought by or against the
25 commission.

26 (c) The commission may employ other personnel considered neces-
27 sary by the commission.

28 (d) The employees of the commission may participate in municipal
29 retirement and insurance programs of the municipality.

- 1 Sec. 29.35.630. POWERS. The port commission may
- 2 (1) study and analyze the effect of economic changes and
- 3 growth of the waterfront and waterways;
- 4 (2) acquire, construct, repair, renovate, and manage sea
- 5 walls, jetties, piers, wharves, docks, boat landings, and other harbor
- 6 improvements, warehouses, cold storage plants, grain bins, bunkers,
- 7 ferries, bridges, and other facilities for the handling, storing, and
- 8 transporting of freight and passengers, or the processing of seafood,
- 9 agricultural products, and other goods;
- 10 (3) develop ^{and implement} long-range plans, in cooperation with the
- 11 governing body, designed to promote the economic growth of the munic-
- 12 ipality; ^{and the growth and efficiency of the port;}
- 13 (4) implement any plan of development ⁱⁿ waterways or in
- 14 the waterfront areas in accordance with the powers of the port au-
- 15 thority under AS 29.35.600 - 29.35.690 or the ordinance under which
- 16 the authority is established;
- 17 (5) make and enter into contracts necessary or incidental
- 18 to the exercise of its powers and the performance of its duties,
- 19 including agreements with other port commissions providing for shared
- 20 development or management of facilities located within the jurisdic-
- 21 tion of the commissions;
- 22 (6) acquire and convey, or otherwise dispose of, land and
- 23 other property;
- 24 (7) fix, charge, and collect fees, rents, and charges for
- 25 the use of ^{such} a building ^{facilities;} or property under its control or ~~any part of it;~~
- 26 ~~or facility in it,~~ and pledge the fees, rents, and charges for the
- 27 payment of revenue bonds issued by the authority;
- 28 (8) lease ^{such} a building ^{facilities;} or property ^{under} its control;
- 29 (9) accept grants and donations from ^{such} a public or private

1 source.

2 Sec. 29.35.640. EMINENT DOMAIN. A municipality may take private
3 property under AS 09.55.420 - 09.55.460 for the purpose of transfer to
4 the port authority, and may transfer the property to the authority on
5 terms and conditions it considers appropriate, and the taking, trans-
6 fer, and use shall be considered necessary for public purposes and for
7 the benefit of the public.

8 Sec. 29.35.650. FINANCING. (a) The activities of the port
9 authority shall be financed from one or more of the following sources:

10 (1) donations to the authority for the performance of its
11 functions;

12 (2) money borrowed and to be repaid;

13 (3) revenue from any property, building, or facility owned,
14 leased, licensed, or operated by the authority or under its control,
15 subject to the limitations imposed upon the authority by trusts or
16 other agreements; *or by the municipality;*

17 (4) money obtained from other sources approved by the
18 governing body of the municipality.

19 (b) Upon approval of a development plan under AS 29.35.670, the
20 authority may borrow money and issue negotiable revenue bonds as
21 provided for a municipality under AS 29.47. Revenue bonds issued by
22 the authority are not a debt of the municipality or the state.

23 Sec. 29.35.660. DEVELOPMENT PLAN. When the port commission
24 decides to finance a project in whole or in part by the use of revenue
25 bonds, it shall prepare a development plan for submission to the
26 governing body. The development plan must contain

27 (1) the boundaries of the project area in relation to
28 highways, streets, streams, or otherwise and a legal description of
29 the area;

- 1 (2) the location and extent of existing streets and other
- 2 public and private structures within the project area and a desig-
- 3 nation of the location, character, and extent of ~~the categories of~~
- 4 public and private land uses proposed for the project area;
- 5 (3) a description of existing improvements in the project
- 6 area to be demolished, repaired, or altered, a description of any
- 7 repairs and alterations, and an estimate of the time required for
- 8 completion;
- 9 (4) the location, extent, character, and estimated cost of
- 10 the improvements, including rehabilitation contemplated for the project
- 11 area and an estimate of the time required for completion;
- 12 (5) a statement of the construction or stages of construc-
- 13 tion planned, and the estimated time of completion of each stage;
- 14 (6) a description of any parts of the project area to be
- 15 left as open space and the use contemplated for the space;
- 16 (7) a description of any portions of the project area that
- 17 the commission intends to sell, donate, exchange, or lease to or from
- 18 the municipality and the proposed terms;
- 19 (8) a description of desired zoning changes and changes in
- 20 streets, street levels, intersections, and utilities;
- 21 (9) an estimate of the cost of the project and a statement
- 22 of the proposed method of financing the project and the ability of the
- 23 authority to arrange the financing;
- 24 (10) designation of the person to whom all or a portion of
- 25 the project is to be leased, sold, or conveyed if that information is
- 26 available to the commission;

27 Sec. 29.35.670. APPROVAL OF DEVELOPMENT PLAN. (a) Upon receipt

28 of a development plan from the port authority, the governing body

29 shall hold a public hearing on the plan. After the public hearing,

_____ (ii) an economic analysis and justification for the
 project and a description of the expected benefits
 and their effects on the project.

1 the governing body shall by ordinance approve or reject the plan, or
2 approve it with modification.

3 (b) Amendments to an approved development plan must be submitted
4 by the authority to the governing body for approval or rejection.

5 Sec. 29.35.680. BUDGET. The director of the port authority
6 shall prepare and submit for the approval of the port commission a
7 budget for the operation of the authority for the ensuing fiscal year.
8 The budget shall be prepared in the manner and contain the information
9 required of municipal departments. Before the budget may be adopted
10 by the commission, it must be approved by the governing body of the
11 municipality. Money of the municipality may not be included in the
12 budget of the authority except that money authorized by the governing
13 body of the municipality.

14 Sec. 29.35.690. DISSOLUTION. A port authority may be dissolved
15 by ordinance approved by the voters. The property and assets of the
16 authority remaining after the satisfaction of the obligations of the
17 authority belong to the municipality.

HB

213

(FILE 1)

STATE OF ALASKA THE LEGISLATURE

POUCHY - STATE CAPITOL
JUNEAU, ALASKA 99811
907.465.3800

LEGISLATIVE AFFAIRS AGENCY LEGISLATIVE REFERENCE LIBRARY

May, 1988

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

Mary Van Nimwegen

House Transportation

4-13-87

4-15-87

5-4-87

5-8-87

5-11-87

HOUSE BILL 213

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

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

April 13, 1987

COMMITTEE CALENDAR:

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

FOR THIS MEETING YOU HAVE:

A folder on CSSJR 18 that includes:

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

A folder on HB 213 that includes:

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

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

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

may 4
~~April 24~~, 1987

COMMITTEE CALENDAR:

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

FOR THIS MEETING YOU HAVE:

- A folder on HJR 33 that includes:
 - * a copy of HJR 33
 - * a memorandum from Rep. Pourchot
 - * a history and discussion of the resolution
 - * a letter from the Governor
 - * *a fiscal note from The Dept. of Revenue*
- A folder on SCR 5 that includes:
 - * a copy of SCR 5
 - * a fiscal note from DOT/PF
 - * a memorandum from Sen. Sturgulewski
 - * 1986 & '87 financial statements from the international airports
 - * a letter of support from the municipality of Anchorage
 - * a marketing report from the Anchorage Convention & Visitors Bureau
 - * four magazine or newspaper articles
 - * the House Labor & Commerce Committee Report Form
- A folder on HB 213 that includes:
 - * a copy of HB 213
 - * a copy of the committee substitute for HB 213
 - * a sectional analysis
 - * a fiscal note & position paper on HB 213 from DOT/PF
 - * information from the six-year capital plan
 - * a classification of road miles within Alaska
 - * a letter from the Ass't. Division Administrator of the Federal Highway Administration
 - * a report on HB 213 from Rep. Hoffman
 - * minutes from the 4/13 & 4/15 public hearings of HB 213

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

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

May 8, 1987

COMMITTEE CALENDAR:

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

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

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

FOR THIS MEETING YOU HAVE:

A folder on HB 213 that includes:

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

A folder on HB 280 that includes:

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

A folder on CSSB 17 that includes:

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

Alaska State Legislature



House of Representatives

Committee on Transportation

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

Rep. Bette Cato, Chairman

May 11, 1987

COMMITTEE CALENDAR:

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

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

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

FOR THIS MEETING YOU HAVE:

A folder on HB 213 that includes:

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

A folder on SB 25am that includes:

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

A folder on CSSB 125am that includes:

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

Apr 11 15, 1987

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

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

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

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

CLASS TYPES (AVIATION)

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

FUND TYPES

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

EXP/ALT

CLASS TYPES (HWAYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

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

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

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

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

42.8 PERCENT OF TOTAL

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

20.3 PERCENT OF TOTAL

87	NO	ALT	\$2,755.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	18	Badger Rd/Richardson Hwy (Peridot to 5th)
87	NO	ALT	\$3,600.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Denali Hwy, MP 0-21
87	NO	ALT	\$4,600.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome-Council, MP 32-42
87	NO	ALT	\$1,120.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	21	Parks Hwy/Sheep Creek Conn
87	NO	ALT	\$475.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome-Council 53 East-PE
87	NO	ALT	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	23	Nome-Council 4-15-PE (Snow Fence)
87	NO	ALT	\$725.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Taylor Hwy, MP 66 N-PE
87	NO	ALT	\$270.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	17	Denali Hwy, MP 21 W-PE
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$13,813.0	\$0.0	\$0.0	\$0.0	\$0.0				

22.9 PERCENT OF TOTAL

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

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

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

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	ALT FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$742.2	\$0.0	\$0.0	\$0.0	\$0.0				
1.2 PERCENT OF TOTAL											
87	NO	ALT	\$416.3	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	3rd St/Hamilton/Farewell
87	NO	ALT	\$1,564.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	23rd Avenue Extension
87	NO	ALT	\$164.6	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	3rd Avenue Signal
87	NO	ALT	\$713.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Barnette St. Widening
87	NO	ALT	\$186.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Illinois St. Rehab
87	NO	ALT	\$475.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Old Steese, Wendell-Exomy-PE
87	NO	ALT	\$475.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Wendell St Widening-PE
87	NO	ALT	\$600.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Lacey-Noble Conn-PE/ROW
87	NO	ALT	\$200.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Minnie St Corridor
87	NO	ALT	\$225.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Lathrop St, S Fairbanks Exomy, Van Horn-PE
87	NO	ALT	\$650.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Market/Washington/Rewak-PE
87	NO	ALT	\$2,000.0	\$0.0	\$0.0	\$0.0	\$0.0	UR	FH	20	Old Rich Hwy, Reconst
TOTAL BY CLASS TYPE FISCAL YEAR '87 ALT			\$7,668.9	\$0.0	\$0.0	\$0.0	\$0.0				
12.7 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$68,283.1								

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

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

CLASS TYPES (AVIATION)

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

FUND TYPES

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

EXP/ALT

CLASS TYPES (HWYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

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

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

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

TOTAL BY CLASS TYPE
FISCAL YEAR '87 ALT

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

46.1 PERCENT OF TOTAL

TOTAL FHWA FUND \$15,821.3

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWYS/OTHER)

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

CLASS TYPES (AVIATION)

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

FUND TYPES

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

EXP/ALT

CLASS TYPES (HWYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

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

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

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** ALASKA MARINE HIGHWAY SYSTEM ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

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

CLASS TYPES (AVIATION)

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

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

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

4.0 PERCENT OF TOTAL

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

TOTAL BY CLASS TYPE
FISCAL YEAR '87 EXP

44.4 PERCENT OF TOTAL

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

3.4 PERCENT OF TOTAL

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

EXP/ALT

CLASS TYPES (HMYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

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ALT=ALTERNATE
DEF=DEFERRED

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

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

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

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

EXP/ALT

CLASS TYPES (HWAYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

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

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

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

*** CENTRAL REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

EXP/ALT

EIP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

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

CLASS TYPES (AVIATION)

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

FUND TYPES

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT	
87	NO	EXP	\$176.0	\$0.0	\$0.0	\$0.0	\$0.0	DR	FH	17	Riley Creek Bridge	
87	NO	EXP	15,276.0	\$0.0	\$0.0	\$0.0	\$0.0	BR	FH	17	Taylor Hwy Bridges	
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			15,452.0	\$0.0	\$0.0	\$0.0	\$0.0					
9.1 PERCENT OF TOTAL												
87	NO	EXP	\$46.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	18	Richardson 6 Mile/Badger Inter-PE	
87	NO	EXP	\$458.5	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	18	Richardson Hwy/Dawsun Inter-PE/Util	
87	NO	EXP	\$11,480.0	\$0.0	\$0.0	\$0.0	\$0.0	IS	FH	17	Tok Hwy, MP 65-75	
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$11,984.5	\$0.0	\$0.0	\$0.0	\$0.0					
19.8 PERCENT OF TOTAL												
87	NO	EXP	\$184.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	24	Dalton Hwy, MP 0-56-PE	
87	NO	EXP	\$230.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	17	Richardson Hwy, MP 185 No Reconstr-PE	
87	NO	EXP	\$46.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	23	Nowe-Taylor, MP 0 No Resurf-PE	
87	NO	EXP	\$5,980.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	17	Richardson Hwy, MP 100-106	
87	NO	EXP	\$14,260.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	20	South Fairbanks Expressway	
87	NO	EXP	\$1,104.0	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	23	Nowe East Front St	
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$21,804.0	\$0.0	\$0.0	\$0.0	\$0.0					
36.3 PERCENT OF TOTAL												
87	NO	EXP	\$18.4	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	18	Geist/Badger Connection Recon	
87	NO	EXP	\$276.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	Cooper River Hwy Recon	
87	NO	EXP	\$1,434.5	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	21	Parks/Chena Ridge Inter-PE/ROW/Util	
87	NO	EXP	\$368.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	18	Badger Rd/Holmes Conn-PE/ROW/Util	
87	NO	EXP	\$46.0	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	18	Holmes/Markey-PE	
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$2,142.9	\$0.0	\$0.0	\$0.0	\$0.0					
3.6 PERCENT OF TOTAL												
87	NO	EXP	\$2,275.6	\$0.0	\$0.0	\$0.0	\$0.0	SA-PS	FH	20	Northern Region Safety Program	
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$2,275.6	\$0.0	\$0.0	\$0.0	\$0.0					
3.8 PERCENT OF TOTAL												

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

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

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

TOTAL BY CLASS TYPE
FISCAL YEAR '87 EXP

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

27.4 PERCENT OF TOTAL

TOTAL FHWA FUND \$60,034.8

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

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

CLASS TYPES (AVIATION)

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

FUND TYPES

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

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*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

EXP/ALT

CLASS TYPES (HWS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DCF=DEFERRED

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

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

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

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

12.7 PERCENT OF TOTAL

TOTAL FHWA FUND \$68,283.1

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

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*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

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

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

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

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

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWYS/OTHER)

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

CLASS TYPES (AVIATION)

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

FUND TYPES

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

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

*** SOUTHEAST REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

EXP/ALT

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

CLASS TYPES (HWAYS/OTHER)

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

CLASS TYPES (AVIATION)

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

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

April 15, 1987

*** ALASKA MARINE HIGHWAY SYSTEM ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '87

FISCAL YEAR	REGION	EXP/ALT	FHWA FUNDS	AIP FUND	IARF FUND	GEN FUND	OTHER FUND	CLASS TYPE	FUND TYPE	ELECT DIST	PROJECT
87	AMHS	EXP	\$88.2	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	1	KETCHIKAN FERRY TERM RENOV. PE
87	AMHS	EXP	\$3,688.8	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	92	TUSTUMENA REFURB PH 1 (128/86/21/14)
87	AMHS	EXP	\$288.8	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	99	VESSEL SEWAGE TREATMENT
87	AMHS	EXP	\$213.6	\$0.0	\$0.0	\$0.0	\$0.0	P	FH	91	COLUMBIA REFURB (MODERNIZATION) PE
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$4,173.8	\$0.0	\$0.0	\$0.0	\$0.0				
46.8 PERCENT OF TOTAL											
87	AMHS	EXP	\$363.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	VALDEZ FERRY TERM (128/86/21/12)
87	AMHS	EXP	\$2,085.6	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	WHITTIER FERRY TERM (95/85/14/18)
87	AMHS	EXP	\$326.2	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	CORDOVA FENDER SYSTEM(128/86/21/11)
87	AMHS	EXP	\$366.5	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	LECONTE GALLEY & FIN. (128/86/21/13)
87	AMHS	EXP	\$188.8	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	HIGH SPD FERRY SYS. (PE-128/86/21/6)
87	AMHS	EXP	\$38.8	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	AURORA HAND. ACCESS (FY88 REQUEST)
87	AMHS	EXP	\$158.8	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	3	SITKA FERRY TERMINAL PE
87	AMHS	EXP	\$158.8	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	6	CORDOVA FERRY TERMINAL RECOATING
87	AMHS	EXP	\$928.8	\$0.0	\$0.0	\$0.0	\$0.0	S	FH	91	S.E. SECONDARY TERMINAL RECOATING
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$4,451.9	\$0.0	\$0.0	\$0.0	\$0.0				
49.9 PERCENT OF TOTAL											
87	AMHS	EXP	\$388.8	\$0.0	\$0.0	\$0.0	\$0.0	SF	FH	2	CLARK BAY STAGING (128/86/21/9)
TOTAL BY CLASS TYPE FISCAL YEAR '87 EXP			\$388.8	\$0.0	\$0.0	\$0.0	\$0.0				
3.4 PERCENT OF TOTAL											
TOTAL FHWA FUND			\$8,925.7								

EXP/ALT

CLASS TYPES (HWAYS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

IS=INTERSTATE
P=PRIMARY S=SECONDARY
UR=URBAN
TR=TRANSIT
HB=HARBORS
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AP=AREA POPULATION
DI=DISCRETIONARY

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

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

April 15, 1987

*** ALASKA MARINE HIGHWAY SYSTEM ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR '88

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

EXP/ALT

CLASS TYPES (HMWS/OTHER)

CLASS TYPES (AVIATION)

FUND TYPES

EXP=EXPECTED
ALT=ALTERNATE
DEF=DEFERRED

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

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

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

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

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

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

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

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

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

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

DISTRICTS CONTAINED IN DOT/PF REGIONS

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

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

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

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

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

TOTAL	\$736,005.6	1.00

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

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

DISTRICT NAME	HOUSE ELECTION DISTRICT	FY 84		FY 85		FY 86		FY 87	
		Approp.	% of total funds	Approp.	% of total funds	Approp.	% of total funds	Approp.	% of total funds
KETCHIK-VRANGL-PETRSBG	1	0.0	0.0%	7,222.0	10.1%	10,350.0	4.8%	5,800.0	2.3%
INSIDE PASSAGE	2	1,788.0	0.9%	4,508.0	6.3%	6,210.0	2.9%	13,804.0	5.6%
BARANOF-CHICHAGOF	3	0.0	0.0%	0.0	0.0%	900.0	0.4%	0.0	0.0%
JUNEAU	4	3,864.0	1.9%	2,852.0	4.0%	6,580.0	3.1%	135.0	0.1%
KENAI-COOK INLET	5	0.0	0.0%	0.0	0.0%	11,000.0	5.1%	300.0	0.1%
PRINCE WILLIAM SOUND	6	1,039.0	0.5%	3,036.0	4.2%	2,380.0	1.1%	5,550.0	2.4%
ANCHORAGE	7-15	119,958.0	59.7%	15,544.0	21.7%	74,432.0	34.5%	136,827.6	55.2%
MATANUSKA-SUSITNA	16	10,795.0	5.4%	368.0	0.5%	3,285.0	1.5%	8,985.0	3.6%
INTERIOR HIGHWAYS	17	33,397.0	16.6%	32,802.0	45.7%	36,690.0	17.0%	24,174.0	9.8%
FAIRBANKS	18-21	20,020.0	10.0%	5,402.0	7.5%	45,960.0	21.3%	46,957.0	19.0%
NORTH SLOPE-KOTZEBUE	22	0.0	0.0%	0.0	0.0%	13,000.0	6.0%	0.0	0.0%
HORTON SOUND	23	9,220.0	4.6%	0.0	0.0%	4,680.0	2.2%	4,931.0	2.0%
INTERIOR RIVERS	24	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
LOWER KUSKOKWIM	25	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
BRISTOL BAY-ALEUTIAN IS	26	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
KODIAK-EAST AK PENINSULA	27	900.0	0.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%
TOTAL		200,981.0		71,734.0		215,467.0		247,823.6	

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

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

April 21, 1986

	FY 1977	FY 1978	FY 1979	FY 1980	FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	FY 1986
CONSOLIDATED PRIMARY	55,871,200	55,838,096	50,398,753	55,708,271	59,148,076	48,694,500	58,751,105	66,951,843	74,587,076	75,926,642
RURAL SECONDARY	25,589,840	25,575,675	26,357,883	28,569,725	31,569,413	21,609,801	34,371,909	34,718,415	34,777,593	33,274,931
URBAN SYSTEM	4,677,454	4,678,014	3,841,894	3,841,894	3,841,894	3,841,894	3,841,895	3,881,097	3,881,097	3,714,210
Subtotal	86,138,494	86,091,785	80,598,530	88,119,890	94,559,383	73,146,195	97,004,909	105,551,355	113,245,766	112,915,783
INTERSTATE (1980)	-0-	-0-	15,607,695	(FY 81) 16,858,287	(FY 82) 16,608,287	(FY 83) 14,887,340	(FY 84) 17,731,970	(FY 85 Partial) 9,850,000	(FY 85 Remainder and FY 86) 26,005,970	(FY 87) 17,157,082
INTERSTATE 4R (1983)	-0-	-0-	-0-	-0-	-0-	(FY 83) 6,517,212	(FY 84) 15,628,167	(FY 85) 19,538,997	(FY 86) 23,102,126	(FY 87) 24,629,480
Subtotal	-0-	-0-	15,607,695	16,858,287	16,608,287	21,404,552	33,360,137	29,368,997	49,108,096	41,786,562
SAFETY										
Sec. 203 Railway-Highway Protective Devices	11,700	835,297	324,601	100,000	1,439,864	1,437,811	1,446,550	1,462,180	1,460,835	1,399,673
Railway-Highway Hazard Elimination	-0-	700,000	1,691,581	1,441,905	1,439,865	1,437,812	1,446,551	1,462,180	1,460,814	1,399,673
Rail-Highway Crossing Offsystem	-0-	409,632	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Sec. 205 Pavement Marking Demonstration	150,000	150,000	150,000	150,000	150,000	-0-	-0-	-0-	-0-	-0-
Sec. 209 High-Hazard Locations	4,120,640	2,594,793	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Sec. 202 Hazard Elimination	-0-	-0-	1,479,260	2,076,905	735,000	980,000	980,000	990,000	990,000	947,430
Sec. 219 Safer Offsystem Roads	9,396,769	8,983,862	7,314,302	7,319,234	7,327,852	7,345,635	-0-	-0-	-0-	-0-
Subtotal	13,679,109	13,673,584	10,959,964	11,488,044	11,668,581	11,201,758	3,873,101	3,914,360	3,911,669	3,746,776
OTHER										
MPR Planning and Research	1,311,752	1,311,040	1,465,068	1,604,285	1,695,953	1,445,948	2,036,551	1,958,496	2,512,729	2,418,908
MIA (U) Planning	146,014	116,014	153,738	164,763	170,868	161,700	226,625	246,263	261,113	261,500
Economic Growth Center	2,865,235	2,875,818	2,819,676	2,821,569	2,465,844	2,681,201	576,835	-0-	-0-	-0-
Bridge Replacement	163,186	164,768	1,570,000	2,195,000	2,320,435	1,705,000	3,368,700	3,517,682	3,773,781	4,139,463
Bridge Replacement (Discretionary)	-0-	-0-	20,741,000	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Subtotal	4,486,187	4,497,660	26,749,482	6,785,617	6,653,120	5,993,849	6,208,711	5,722,441	6,547,623	6,819,871
UNCLASSIFIED HIGHWAYS	2,660,820	2,757,543	3,013,198	2,790,265	2,790,265	2,790,265	4,201,523	2,790,265	3,240,000	-0-
PUBLIC LANDS HIGHWAYS	-0-	777,472	1,575,000	1,500,000	1,060,000	1,210,000	3,500,000	3,500,000	1,500,000	-0-
GRAND TOTAL	106,948,610	107,798,044	138,503,869	127,812,103	132,859,636	118,186,119	148,148,381	150,867,418	177,853,154	165,268,992



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

Alaska Division

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

April 10, 1987

HEC-AK
060

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

Attention: Laurie Nottingham

Dear Representative Hoffman:

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

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

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

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

Representative Hoffman

-2-

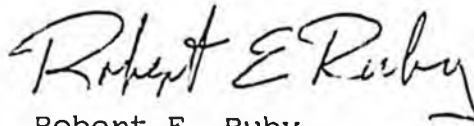
April 10, 1987

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

I hope this information will be of assistance.

Sincerely yours,

Barry F. Morehead
Division Administrator



By: Robert E. Ruby
Assistant Division Administrator

LETTER OF INTENT
CSHB 213 (TRSP)

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

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

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

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

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

Letter of Intent

-Page 2-

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

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

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

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



Rep. Bette Cato, Chairman
House Transportation Committee

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: CSHB 213
Publish Date: _____

REQUEST 5-4-87
Revision Date: 5-6-87
Title: "An Act relating to allocation of federal-aid highway funds"
Sponsor: Hoffman et al
Requestor: House Transportation

Agency Affected: DOT&PF
BRU: Statewide Plans, Programs and Budget
Components: Plans, Programs and Budget

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (IARF)						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (SEE ATTACHED)

Prepared by: Ron B. Lind Phone: 465-2171
Division: Plans, Programs and Budget Date: 5-6-87
Approved by Commissioner: [Signature] Date: 5-6-87
Agency: Department of Transportation and Public Facilities

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

FISCAL NOTE

Page 2

Bill Version: CSHB 213

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

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

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

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

May 6, 1987

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

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

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

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

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

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

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

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

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

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

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

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

Statement by Representative Hoffman
on HB 213
March 30, 1987

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

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

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

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

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

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

PACKET INDEX

HOUSE BILL - AN ACT RELATING TO ALLOCATION OF FEDERAL-AID
HIGHWAY FUNDS, AND PROVIDING FOR AN
EFFECTIVE DATE

SECTIONAL ANALYSIS FROM LEGAL SERVICES

U.S.C. 23 SECTION 118 - AVAILABILITY OF SUMS APPORTIONED
ALASKA STATUTES 19.05.040 - 19.15.040

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

REPORT FROM THE HOUSE RESEARCH AGENCY ON FEDERAL-AID
HIGHWAY FUND DISTRIBUTION

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

CLASSIFICATION OF TOTAL FEDERAL-AID ROAD MILES WITHIN
THE STATE OF ALASKA

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

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
PROJECT RANKING CRITERIA FOR CAPITAL IMPROVEMENT PROJECTS

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

1 IN THE HOUSE

BY HOFFMAN

HOUSE BILL NO.

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

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

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

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

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

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

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

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

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

STATE OF ALASKA
THE LEGISLATURE

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

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

March 13, 1987

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

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

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

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

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

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

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

Representative Hoffman
Page 2
March 13, 1987

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

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

GU:mkr
m9/145

STATE OF ALASKA
THE LEGISLATURE

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JUNEAU, ALASKA 99811
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LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

April 27, 1987

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

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

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

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

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

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

qualified highway projects within the region have been funded.

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

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

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

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

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

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

3. Regulations

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

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

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

4. Judicial review

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

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

5. Safety standards—Generally

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

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

6. — Factors considered

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

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

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

7. Substantial evidence

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

§ 118. Availability of sums apportioned

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes of Decisions

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- Justiciable issues 3
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1. State control of allotted funds
A reasonable construction of provision of this section providing that sums apportioned to each Federal-aid system or part thereof shall be available for expenditure on and after date Secretary has certified sums to each State highway department was not supportive of Secretary's argument that states have no inchoate interest whatsoever in funds so apportioned. State Highway Commission of Missouri v. Volpe, C.A.Mo.1973, 479 F.2d 1099.
2. Federal restrictions
Provision of subsec. (b) of this section providing that highway funds shall continue to be available

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

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

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

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

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

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

§ 119. Interstate System resurfacing

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

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

Sec. 19.05.040. Powers of department. The department may

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

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

NOTES TO DECISIONS

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

Sec. 19.05.045. Relocation payments.

Repealed by § 2 ch 60 SLA 1969.

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

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