

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990

8672

6170 HOUSE TRANSPORTATION

574

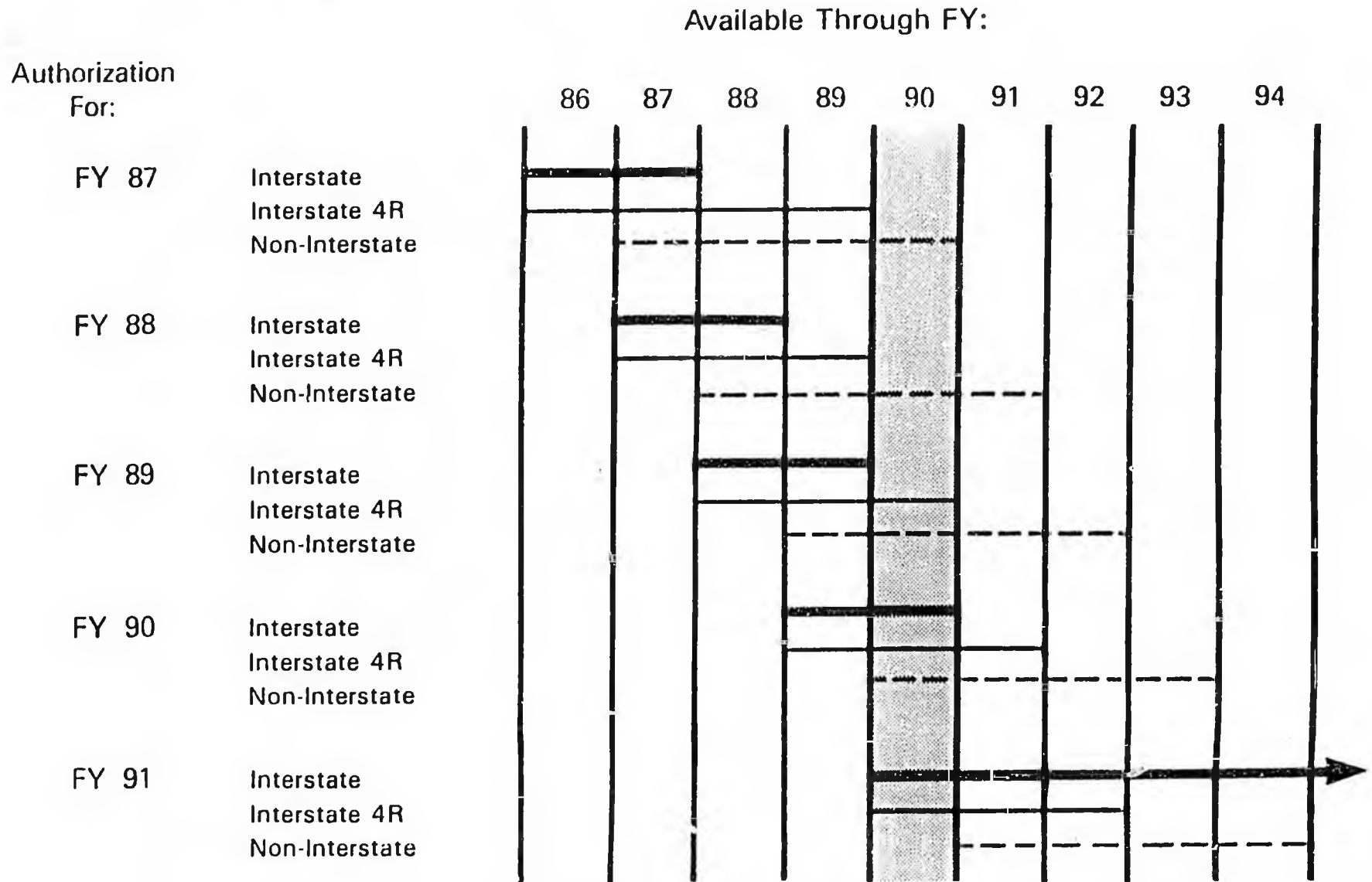
Apportionment Formulas

Formulas for apportioning authorized sums for certain classes of Federal-aid highways are specified by statute. These are shown below.

<u>Program</u>	<u>Factors</u>	<u>Weight</u>	<u>Statute*</u>	<u>Minimum Apportionment</u>
Interstate System (for completion only)	Relative Federal Share of Cost to Complete the System**	1	104(b)(5)(A)	1/2 percent (including Alaska)
Interstate Resurfacing, Restoration, Rehabilitation, and Reconstruction	Interstate System Lane Miles	55%	104(b)(5)(B)	1/2 percent
	Vehicle Miles Traveled on Interstate System	45%		
Interstate Highway Substitution (3/4 apportioned, 1/4 discretionary allocation)	Relative Federal Share of Cost to Complete Substitute Projects	1	103(e)(4)	-----
Primary System	<u>Formula A</u>		104(b)(1)	
	Area	2/9		
	Rural Population	2/9		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	2/9		
	Urban Population*** (1/2 percent minimum (except D.C.))	1/3		

<u>Program</u>	<u>Factors</u>	<u>Weight</u>	<u>Statute*</u>	<u>Minimum Apportionment</u>
	<u>Formula B</u>		Sec. 108, P.L. 97-424, Extended by P.L. 100-17	
	Rural Population	1/2		
	Urban Population***	1/2		
	For each State, determine greater of A or B, then: Each State's apportionment equals: A or B x $\frac{\text{Total Primary Authorization}}{\text{Sum of all States' A or B}}$ Except that: the apportionment is not less than smaller of A or B			1/2 percent (including territories as a whole)
Secondary System	Area	1/3	104(b)(2)	1/2 percent (except for D.C.)
	Rural Population	1/3		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/3		
Urban System	Urban Area*** Population	1	104(b)(6)	1/2 percent
Urban Transportation Planning	Urbanized Area**** Population	1	104(f)(2)	1/2 percent
Bridge Replacement & Rehabilitation	Relative share of total cost of deficient bridges	1	144(e)	1/4 percent (10 percent maximum)
Hazard Elimination	Total Population	3/4	152(e)	1/2 percent
	Public Road Mileage	1/4		
Highway Safety Programs	Total Population	3/4	402(c)	
	Public Road Mileage	1/4	1/2 percent	
Rail-Highway Crossing	Area	1/12	130(f)	
	Rural Population	1/12		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/12		1/2 percent
	Urban Population	1/4		1/2 percent
	Number of Rail-Highway Crossings	1/2		none

Availability and Limitation on Obligations



ATTACHMENT 2

During a limitation on obligations for FY 1990 (October 1, 1989-September 30, 1990), States could be obligating funds from five different fiscal years.

Figure 7

Reimbursement

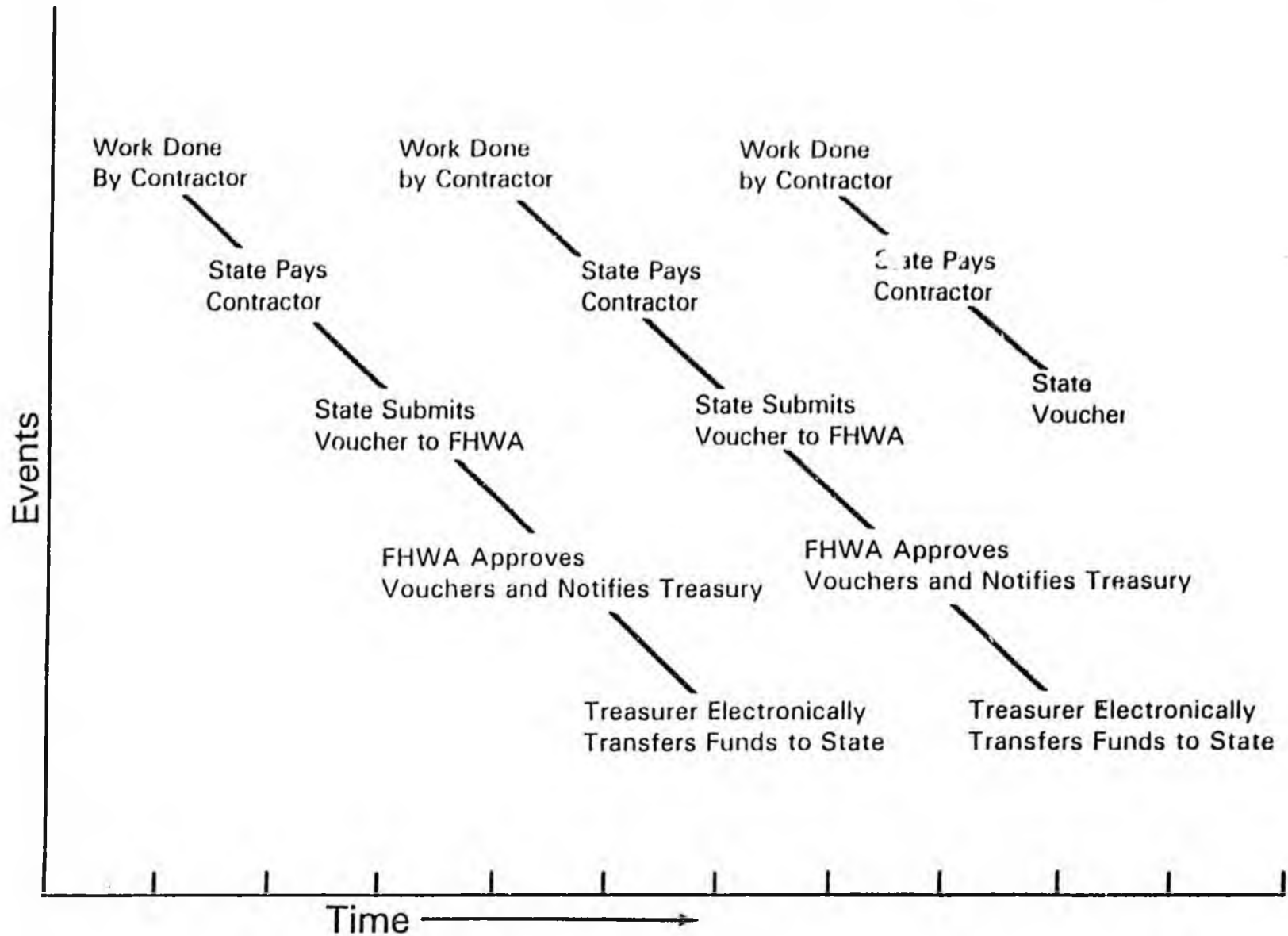
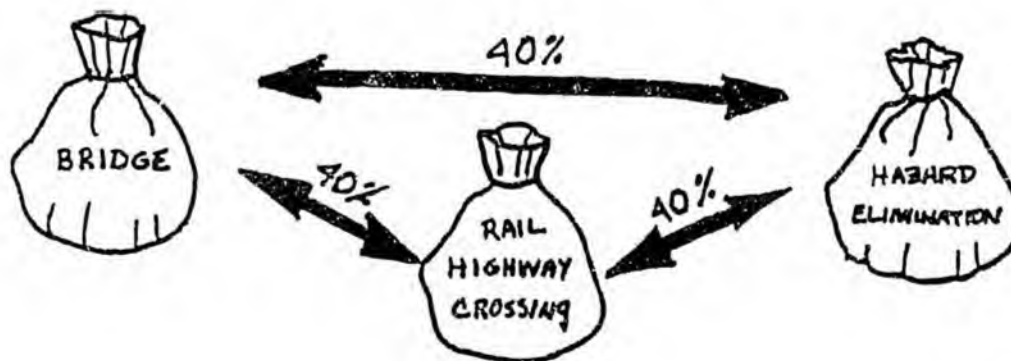
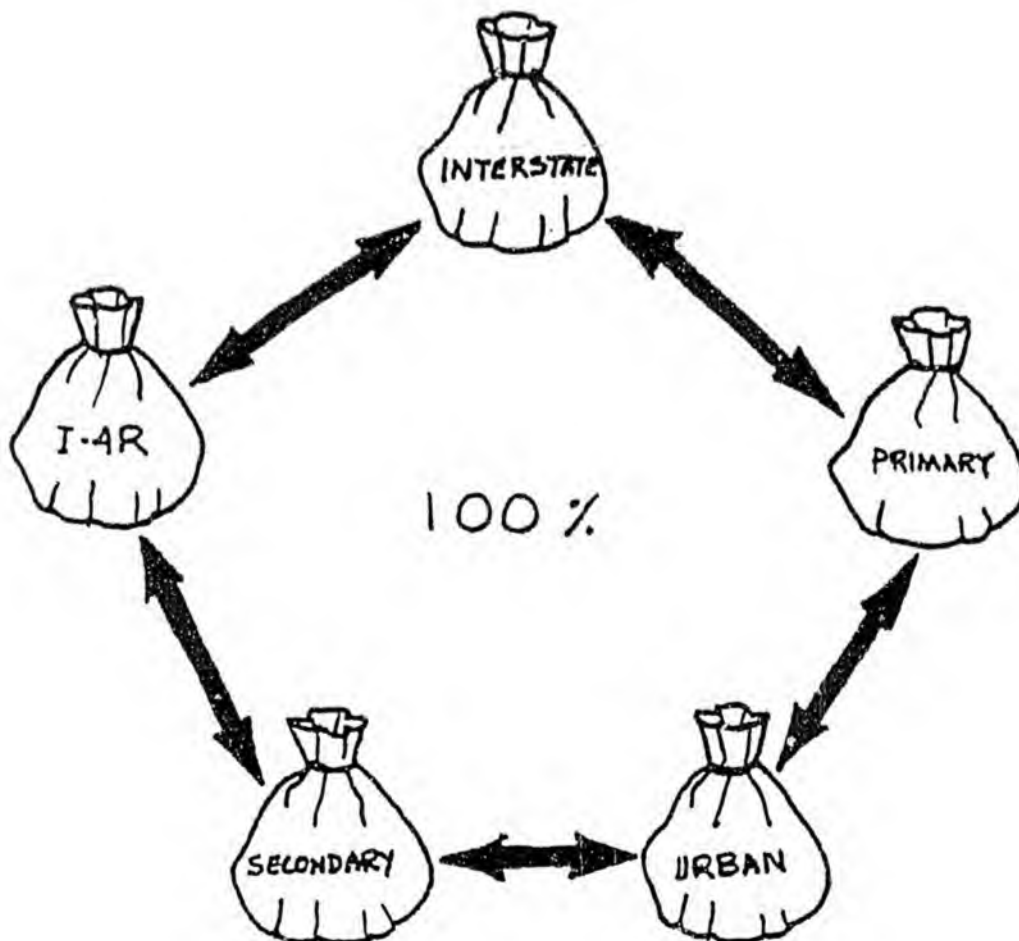
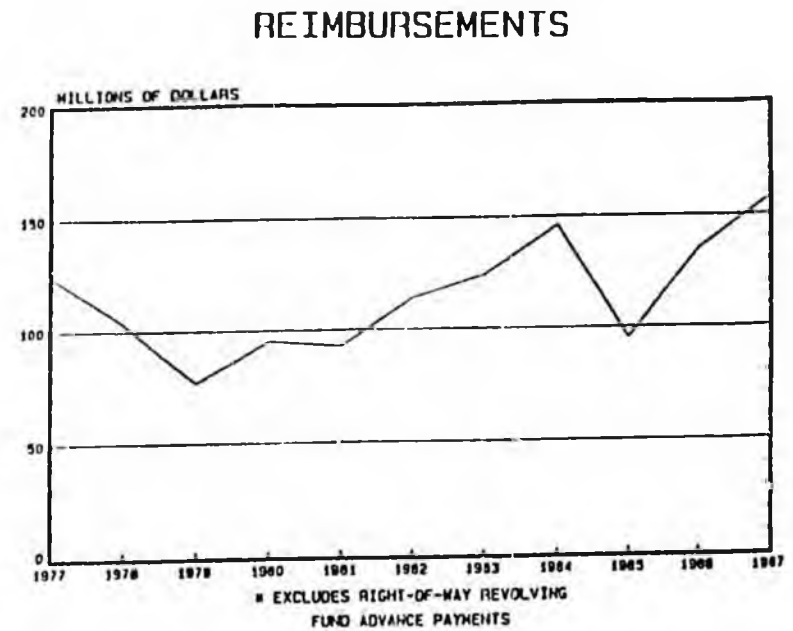
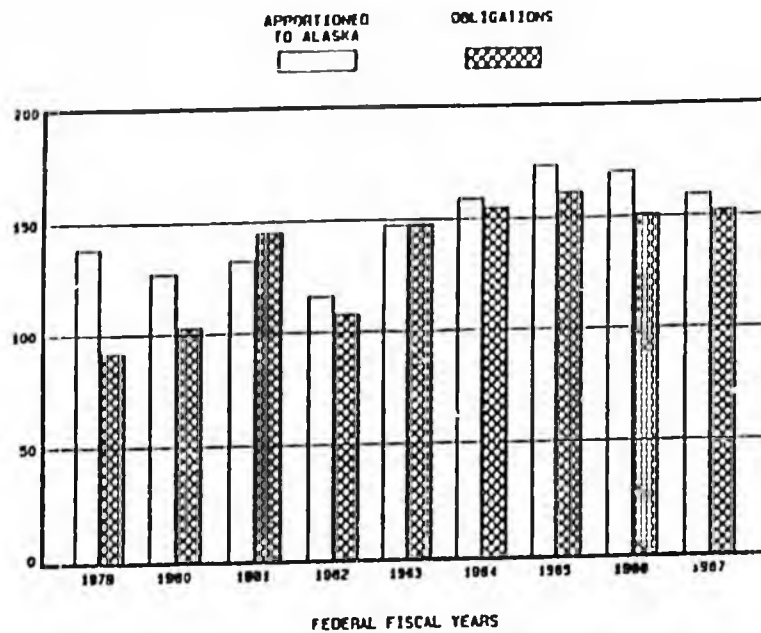


Figure 6

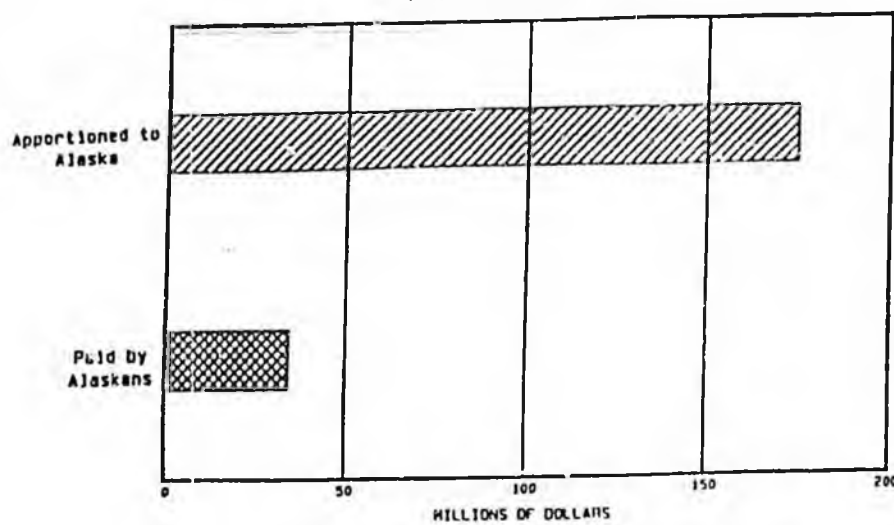
Transferability



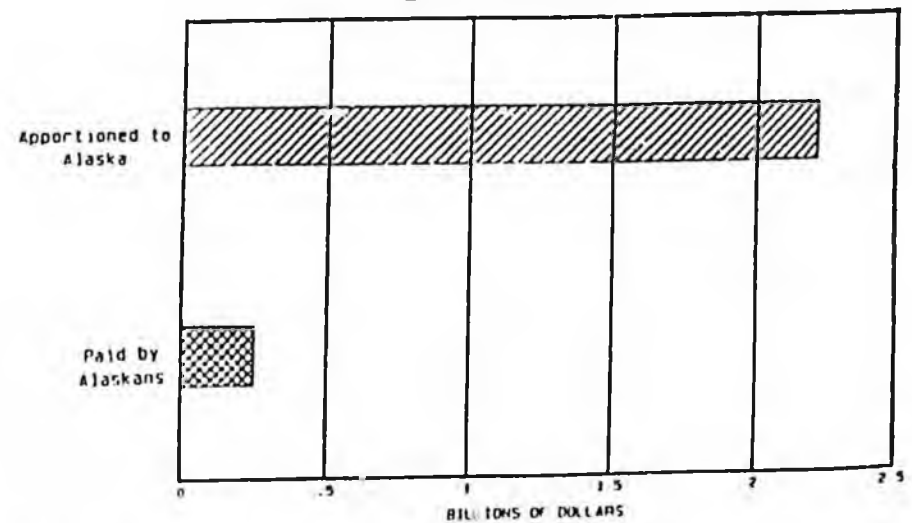
FEDERAL AID HIGHWAY PROGRAM



FY 1985



SINCE 1956



Federal Aid Highway Program Cuts Why Important To Alaska. The chart on the upper left indicates the trends in the amounts of federal funds:

1) apportioned to Alaska, and 2) made available after budget limitations were applied by lawmakers and actually used (obligated for subsequent spending on Alaska road and bridge improvements). Federal aid highway funds are restricted by federal mandate for highway, ferry and ferry terminal improvements as well as planning, research and safety activities. Federal funds cannot be directed to highway maintenance activities.

1987 A Record. The upper right chart tracks actual payments to Alaska from 1977 to 1987 (federal fiscal years). Note that 1987 was Alaska's record-high year for Federal Aid Highway Program receipts. The federal funds stem largely from a nine cents per gallon tax on gasoline, a three cents per gallon tax on gasohol, a 18 cents per gallon tax on diesel and other special motor fuels, as well as a 12 percent sales tax on heavy truck and truck trailer purchases, a tax on truck tire sales and an annual use tax on heavy trucks. The federal highway user taxes are accounted for in the U.S. Treasury in a Highway Trust Fund and apportioned to each state for the modernization of major highway systems and bridges.

Federal Budget Controls Limit Spending. For the October 1, 1985 to September 30, 1986 federal fiscal year, Alaska was apportioned \$165 million of authorized funds, but due to federal obligational control limitations only \$151 million of the apportioned funds were actually available to Alaska. In other words \$14 (\$9 federal and \$5 state) million worth of highway improvement projects could not be started because the obligation ceiling restricted the use of authorized and available Highway Trust Fund money.

Slowdown In Highway Improvements. The situation is far worse for fiscal year 1988 because it is controlled by the authorization levels mandated by the Surface Transportation and Uniform Relocation Assistance Act of 1987. This act reduced annual authorization levels over the 1988 to 1991 period.

Furthermore, obligational control further limits fiscal year 1988 funds to about \$130 million. Unless obligational controls are lifted, Alaska's highway improvement program will be sharply lower than the 1983 to 1987 experience.

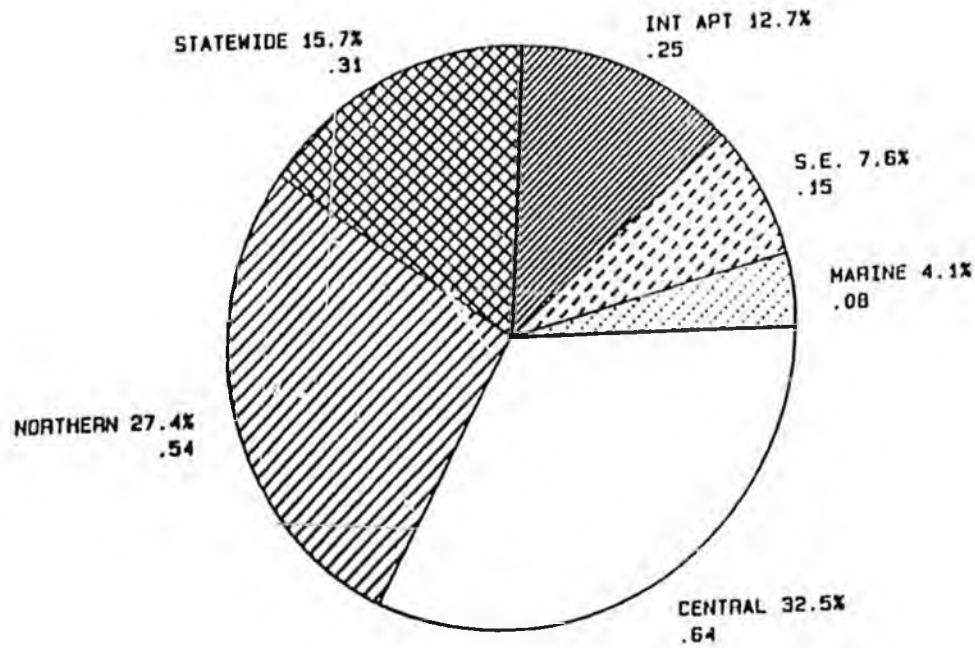
Federal Incentives For Road And Bridge Modernization. The portion of the cost borne by federal highway user taxes, depends on the Federal Aid Highway System - Interstate, Primary, Secondary, Urban classification of the road to be improved. Federal funds will participate in 94.7 percent of the cost of Interstate Highway System original construction or rehabilitation, 91.4 percent of the cost of improving the other systems and 80 percent of bridge replacement or rehabilitation costs. Overall, every dollar of Alaska funds that are made available for highway and bridge improvements is matched by nine dollars of Federal Highway Program funds - up to the limit of federal obligation authority. This is a great incentive for Alaska highway and bridge modernization.

Alaska Benefits The Most From The Federal Aid Highway Program. The bottom left chart indicates the amount of Federal Aid Highway Program funds apportioned to Alaska in 1985, as well as the amount of federal highway user taxes paid by Alaskans in that year. The bottom right chart summarizes both Alaska's apportionment of Federal Aid Highway Program funds and Alaskans payment of federal highway user taxes over the 1956 to 1985 period. At five and one half to one for FY 1985 and nine to one overall, Alaska leads all other states in the ratio of apportionments to taxes paid. This is due primarily to the fact that state apportionments of federal funds are related to the extent of land area in each state. Alaska, having the largest proportion of land of any state in the nation, receives disproportionately large shares of Federal Aid Highway Program funds.

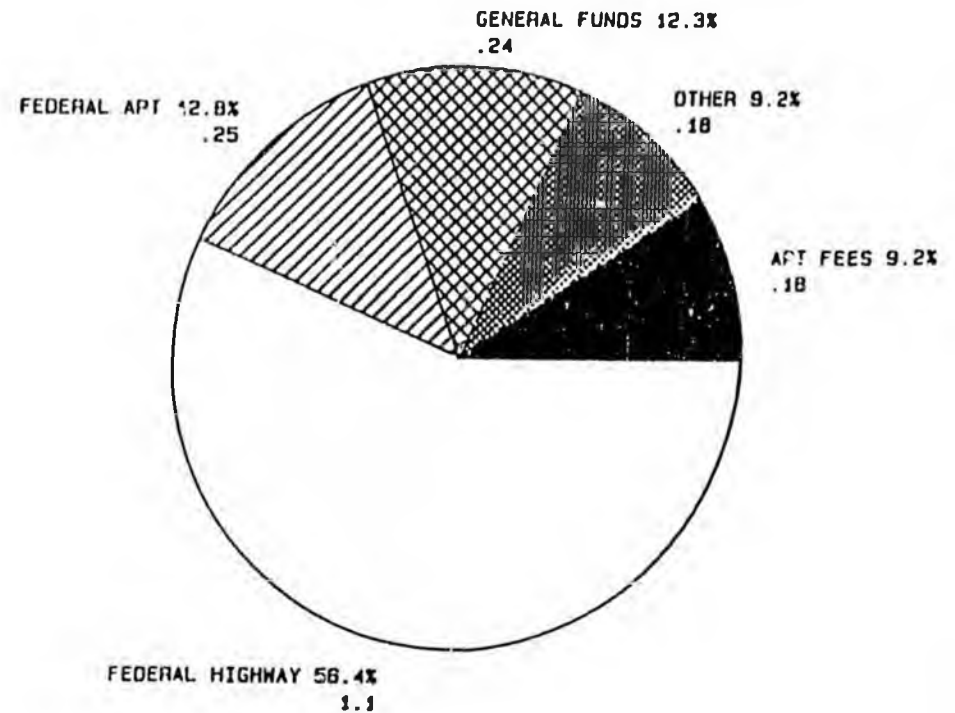
Non-monetary Benefits. Besides financial assistance, there are other benefits that come with a strong Federal Aid Highway Program. First, it is required that national design standards be used and this promotes national uniformity as well as the safest possible highway environment. Second, federal officials on the scene in Alaska (the Juneau office of the Federal Highway Administration has a 12-person professional staff) provide both an oversight function as well as technical assistance to ADOT&PF officials. Lastly, the long standing spirit of cooperation that has prevailed between federal and ADOT&PF officials has been a stabilizing influence in Alaska's program of highway improvement.

CAPITAL IMPROVEMENT PROGRAM, 1988-1993

DISTRIBUTION



\$ SOURCE



TOTAL: \$2.0 BILLION

Note: "Statewide" includes state matching \$ for Federal Aid Highway Program Improvements and \$ for state equipment fleet replacements.

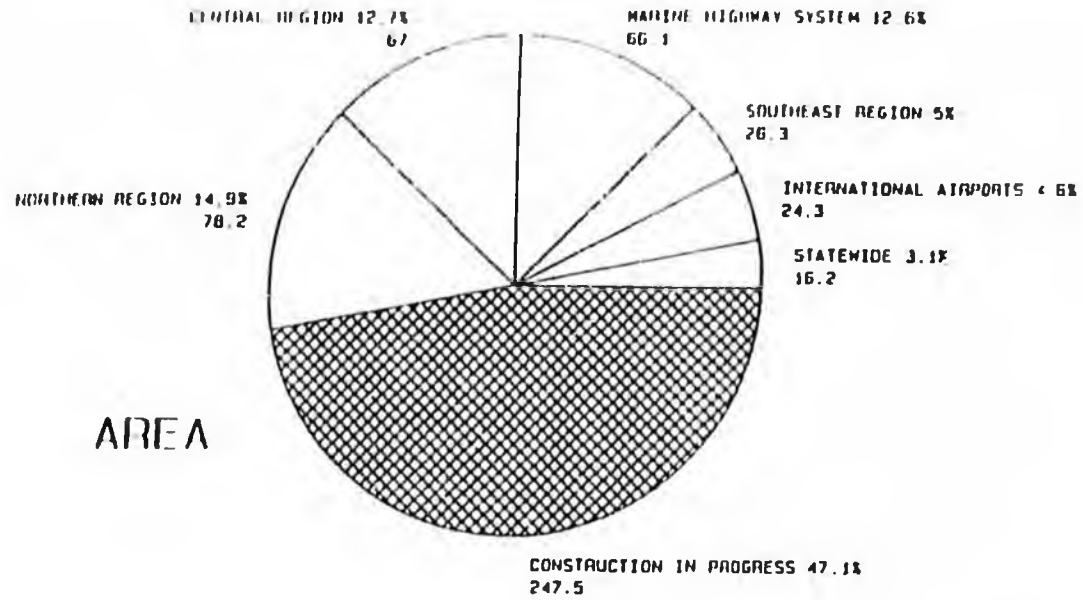
Important Control Mechanism Annually the AODT&PF updates and publishes a six year capital improvement program. It is the source document for the scheduling of improvement projects' preconstruction engineering activities. Only those projects that are listed in the six year program can be let to contract. And only those listed projects can be advanced to the design stage. Annually the proposed improvement projects are studied and revisions made as project priorities change and year-to-year scheduling shifts are found necessary.

Stabilizing Influence. This master document of long range planning has been important in stabilizing the work activities of the Department. No longer is it justifiable for Region or Division officials to insert unlisted projects into their surveying, preliminary engineering or design work programs, without prior official application for a change in the capital improvement program.

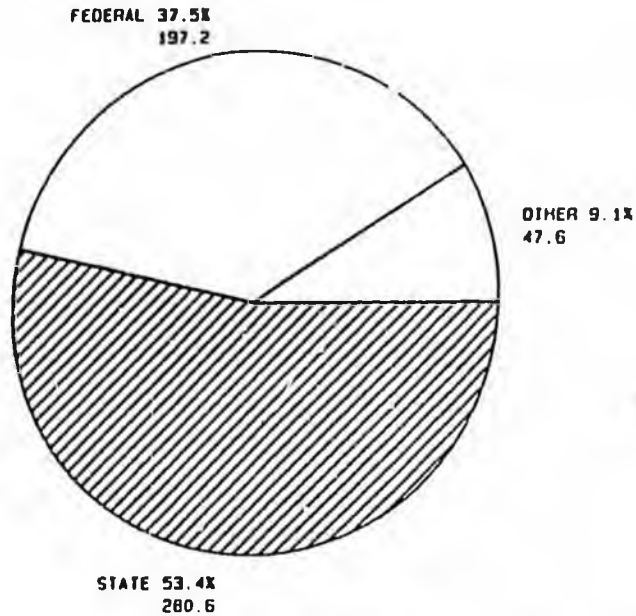
Sources Of \$2.0 Billion Program. The total dollar value of the projects listed in the 1988-1993 (including a seventh year, 1997, which was added due to the late date in receiving 1987 Federal A&D Highway Program funds) is \$1.96 billion. The Program anticipates that 69 percent of the funds will come from federal sources, 12 percent from the State General Fund, 9 percent from the International Airport Revenue Fund and 10 percent from other sources. The other sources include equipment lease fees accruing to the Highway Working Capital Fund for State Equipment Fleet replacements. Also in the other category are funds that will be reimbursed to the Department by other other agencies for both plan preparation and construction. Lastly the other source of funds includes International Airport Revenue bonds for Anchorage and Fairbanks airport improvements that are beyond that which can be financed by International Airport revenues.

Planned Distribution Of Funds It is estimated that \$1.2 billion or almost 60 percent of the total program of expenditure is for improvements in the Central and Northern Regions. However it should be noted that the \$310 million (15.7 percent) that is listed for statewide expenditures includes all the state matches of federal funds (regardless of improvement project location), as well as planned expenses for State Equipment Fleet replacements, the funds for research and the funds for transportation planning.

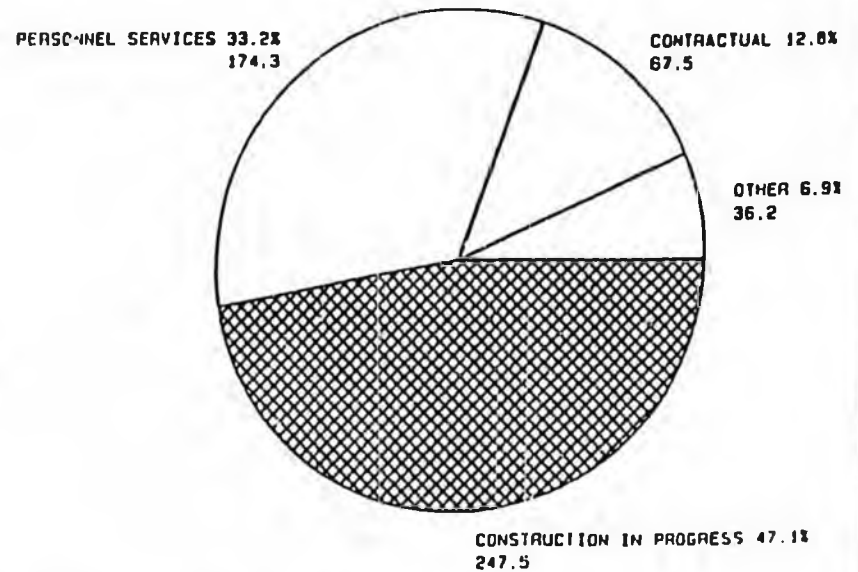
1986 ADOT&PF EXPENDITURES



FUND SOURCES



EXPENDITURE OBJECTS



TOTAL: \$525.4 MILLION

ADOT&PF Spent \$525.4 Million in 1986. The charts above and at right are five perspectives on Alaska Department of Transportation and Public Facilities expenditures in fiscal year 1986. The ADOT&PF is not only responsible for State Highway System administration, operations, maintenance and improvement, but also owns, operates and maintains the nine-ship Marine Highway System, two International Airports, 215 other airports, 45 seaplane boats, harbor facilities, the state equipment fleet and almost 400 state owned buildings.

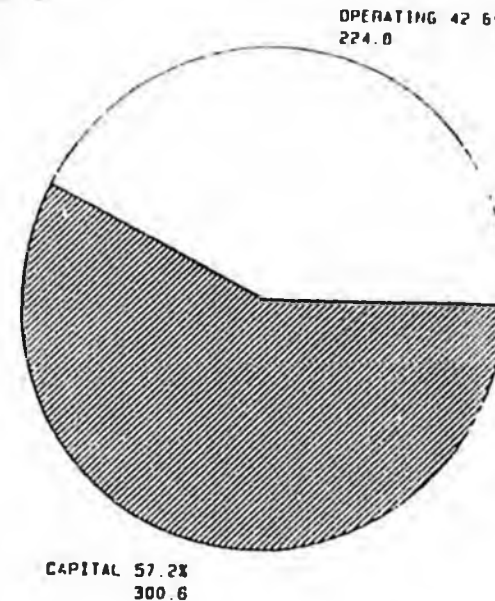
Highlights:

- o Payments for construction in progress, mostly highway and airport improvements, represented almost half of all expenses, \$247.5 million.
- o Spending in the Northern Region, which has the most miles of state highway, led the three ADOT&PF regions.
- o Not included as ADOT&PF income is the \$33.8 million in passenger and vehicle fees for Marine Highway System passage, which accrue directly to the Alaska Treasury.
- o About three fourths of the federal funds are reimbursements from the Federal Highway Trust Fund for state highway improvements. The other one fourth is from the Federal Airport Trust Fund for airport improvements.
- o Some of the "other" income is from concessions and fees from Anchorage and Fairbanks International Airport usage. These funds are deposited in the International Airport Enterprise Fund.
- o Two thirds (66.8 percent) of all expenditures were directed to private enterprise for construction in progress, supplies and other costs of business operation. One third (33.2 percent) was for ADOT&PF salaries and benefits.
- o 57.2 percent of all expenditures were for design (consulting or in house), right of way purchase and construction progress payments for improvements to highways, airports, ferries, harbors and other public facilities.

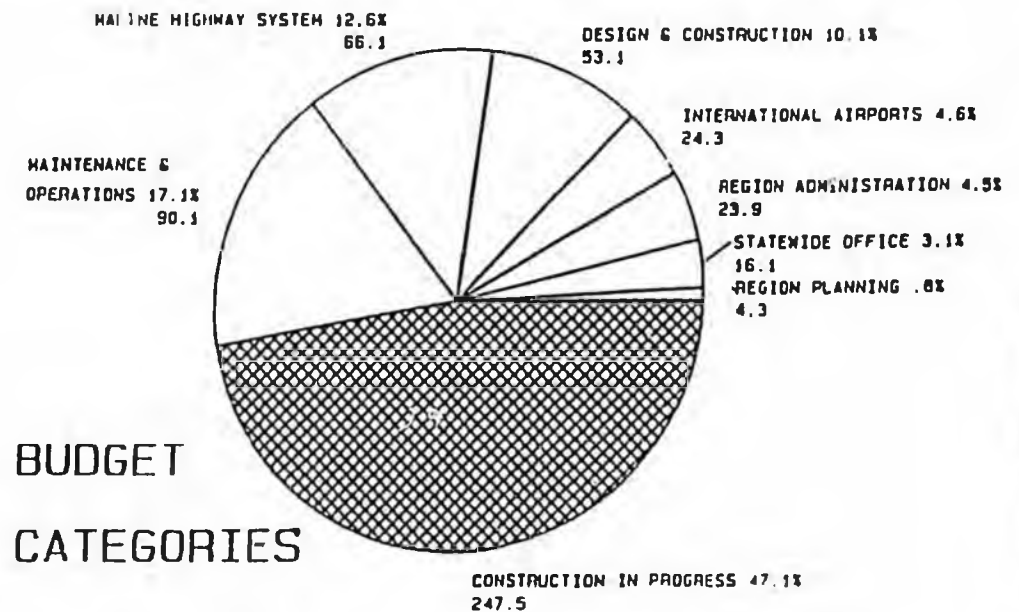
More Information Needed On Finance Trends. The information shown is the result of a special analysis made for this Review by the ADOT&PF. However it has been Highway Users Federation experience in other state highway program reviews that such information is readily available in the annual reports of the state highway and transportation departments. The information is important for the following reasons:

- 1) to place the Program in perspective with the programs of other state highway and transportation departments in order to detect possible inconsistencies,
- 2) to place modal components in perspective,
- 3) to analyze trends, and
- 4) to provide legislators, administrators, other officials and constituent organizations with information necessary to make informed decisions regarding Program direction and support.

MAJOR BUDGET ELEMENTS



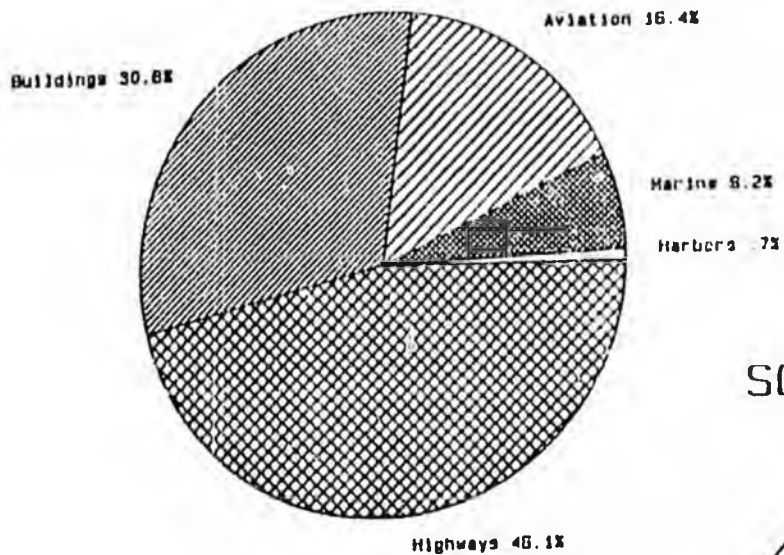
TOTAL: \$525.4 MILLION



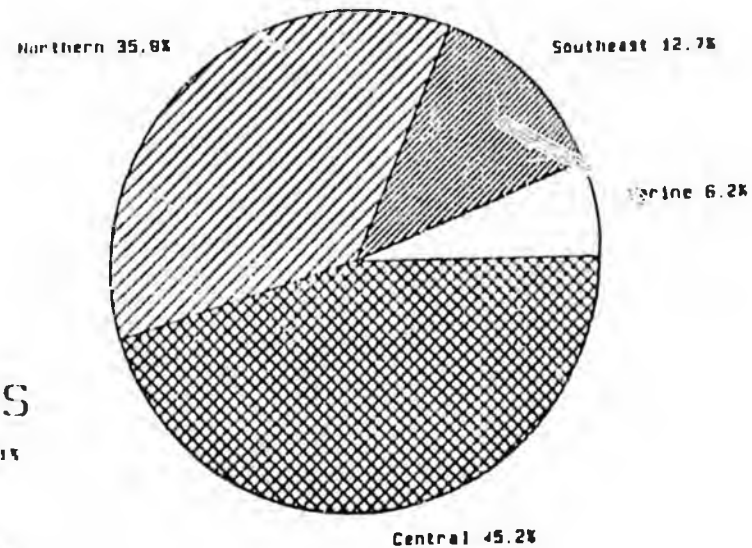
BUDGET CATEGORIES

1986 CONTRACT AWARDS

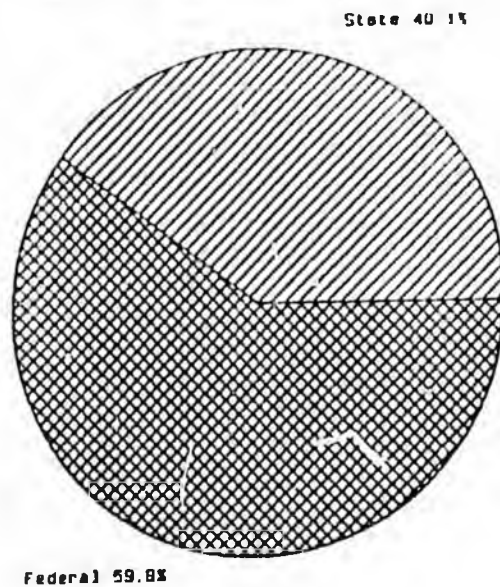
MODE



REGION



SOURCE OF FUNDS



\$160.9 MILLION

In calendar year 1986 the ADOT&PF awarded \$160.9 million in improvement contracts. Almost half (46.1 percent) were for highway and bridge improvements. The Central Region awarded 45.5 percent of the total projects, very close to the highway target (45.8 percent) for that Region.

Federal Participation. Six out of every ten dollars of the funds necessary to accomplish the improvements were federal dollars. In that the federal government does not ordinarily participate in building and harbor improvements, the federal participation was 87.2 percent of the \$110.5 million in highway (and bridge), aviation and Marine Highway System improvements. \$50.4 million of state funds were directed to buildings and harbor projects and \$14.1 million directed to federal participation projects.

New Analytical Process Being Examined. With over \$100 million of improvement projects being awarded to private contractors each year, it is important to closely monitor the contract prices being bid to both guard against possible fraud and collusion and to assist the designers in finding the most cost-effective of alternative designs. To aid the bid analysis process, the ADOT&PF is now examining a new computer-assisted procedure, sanctioned by the American Association of State Highway and Transportation Officials, that will provide faster review of construction project bids. Other states have found that the procedure has been helpful in speeding the bid analysis process and in detecting inconsistencies in the bids.

Decentralized Program Control Part Of The Problem. Alaska's decision to decentralize the management of the ADOT&PF Program in 1982 may be an inhibiting factor in gaining centralized information about many aspects of ADOT&PF Program - such as the construction contract bidding process. Without an ADOT&PF, department-wide model, each Region and Division has developed and employs their own set of processes. Analysis of all the various management techniques used by the decentralized management team is beyond the scope of this Review.

Need To Standardize Management Systems. Decentralized control of the ADOT&PF Program appears to be absolutely essential for a state as large as Alaska and with so much of its Program in remote areas. However, in order to facilitate the aggregation of essential information on how the Program is being carried out, it is recommended that the ADOT&PF's management systems be standardized. The progress being made in improving the accounting for capital expenditures (see Chapter IV) is an example of this suggested approach to improved management of the ADOT&PF Program.

Need To Augment The Headquarters Staff. In order to develop a standard bid review process, as well as highway and airport maintenance management procedures, accounting procedures, construction practices, design standards, preconstruction and construction scheduling procedures, right of way purchase procedures, training procedures, career guidance practices, construction quality control procedures, improvement program goals and all the other systems and policies needed to effectively manage and monitor the ADOT&PF Program, it will be necessary to augment the ADOT&PF headquarters staff. The added staff should be employed to find the appropriate systems from the various techniques in use by the Regions and Divisions - or in other states, to document and test the systems and then to assist in their promulgation and application.

FUTURE FEDERAL-AID PROGRAM

January 1990

The Administration's Highway Bill is still in preliminary draft form as final development is waiting completion of the National Transportation Policy which is scheduled for release by March 1. Major components of the currently proposed draft include the following major changes which would directly affect Alaska.

1. Preservation of the Major Federal-Aid System.
 - a. Includes the interstate and major arterial portions of the primary and urban systems.
 - b. Maintains the current 90% match rate (93.4% in Alaska).
 - c. Allows participation in toll road construction.
 - d. The major system funding in Alaska could be reduced from \$141 million to \$73 million as the \$68 million difference would become eligible for the local roads program.
2. Provides for a Flexible Local Roads Program.
 - a. A grant program with minimum Federal requirements for the minor arterial portion of the primary system, the secondary system, and urban streets.
 - b. Requires a 50% State match instead of current 88/12 split.
 - c. Each State receives only what they contribute to the Trust Fund which would reduce the eligible amount of \$68 million to the contributed amount of \$26 million in Alaska.
3. Includes a Rural Development Program to Provide Additional Funding to the Public Land States.
 - a. Will be allocated on a discretionary basis using rural population densities.
 - b. Uses a 50/50 match ratio.
 - c. Amount of funds not yet determined, but would probably not be a windfall for Alaska.
4. Funding Provisions.
 - a. No changes in Federal taxes.
 - b. No obligation ceilings.

- c. The first year would only authorize the unobligated balances (in Alaska \$63.4 million). A "Hold Harmless" clause would be invoked for this transition year.
- d. The national authorization limit would be raised from the current \$13 billion to \$20 billion to spend down the Trust Fund balance.
- e. Under the most optimistic proposal, if the apportionment formulas do not change, the increased spending level and decreased apportionments would result in no net change in Alaska's Federal share but would require an additional State match of \$15-\$20 million over the existing \$15 million.

All of this information is very preliminary and will not become more than speculation until Congress begins deliberations on the various proposals in late 1990 or early 1991.



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

P.O. Box Y, State Capitol
Juneau, Alaska 99811-3100
Mail Stop 3100
(907) 465-3991

August 22, 1986

MEMORANDUM

TO: Representative Niilo Koponen

ATTN: Lisa McLaren

FROM: Gretchen Keiser *G. Keiser*
Legislative Analyst

RE: Federal Transportation Funds for Alaska
Research Request 87-015

You asked us to investigate sources of federal transportation funds for Alaska to determine whether we were obtaining all available funding. In addition, you wanted to know if federal transportation funds for construction, maintenance and mass transit were administered separately.

We contacted the U.S. Department of Transportation for information on federal highway and mass transit funds for Alaska. The Alaska Department of Transportation and Public Facilities (DOT/PF) provided information about the administrative procedures involved in spending the federal funds. This memorandum first discusses federal highway funds administered by the Federal Highway Administration (FHWA) and then considers federal mass transit funds administered separately by the Urban Mass Transit Administration (UMTA).

Federal Highway Funds for Alaska

Annual revenues from the federal excise tax on gasoline are allocated nationwide on the basis of a state's miles of interstate highway, population and size. Alaska receives the minimum allocation of 0.5 percent, which represents about two to three times the amount of gasoline tax revenues collected in this state. General federal highway funds originally allocated to Alaska totalled \$165.4 million in the current federal fiscal year 1986--a one percent decline from the FY 85 funding level of \$167.6 million--following Gramm-Rudman budget adjustments. In mid-August, Alaska was notified that it will receive a supplemental allocation of \$3.2 million, which represents a share of unexpended FY 86 highway funds redistributed nationwide. The state also received \$5.2 million in FY 86 funding for special highway projects on federal public lands (e.g. the Craig-Klawock road on Prince of Wales Island).

Representative Koponen
August 22, 1986
Page 3

Federal Mass Transit Funds for Alaska

According to Pat Levine, Alaska Regional Administrator for the Urban Mass Transit Administration (UMTA), Alaska has done quite well over the past few years with respect to mass transit funding. In FY 86, the State has received about \$370,000 for rural (entire state outside of Anchorage) and elderly/handicapped programs. The Municipality of Anchorage has also received about \$1 million in UMTA "Section 9" funds this year. Additional sources of mass transit funds to Alaska include Federal Highway Administration funds which can be shifted from the urban system category to the UMTA. Anchorage and Juneau are sharing about \$1 million in FY 86 FHWA funds for mass transit programs. Finally, the UMTA has "Section 3" discretionary funds available for special projects. According to Ms. Levine, the Municipality of Anchorage has received about \$20 million in Section 3 funds over the past several years for construction of its vehicle maintenance facility.

* * *

Please contact me if you have any questions about this information.

GK

Attachment

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**



ALASKA STATE LEGISLATURE
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RESEARCH AGENCY

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August 22, 1986

Page 2

During the past few years, Congress has placed limitations on the amount of allocated funds each state is authorized to spend during the fiscal year. In FY 85, for example, Alaska was limited to 95 percent (\$158.6 million) of its allocation. During FY 86, Alaska may obligate \$151.1 million in general federal highway funds--about 90 percent of its revised \$168.6 million allocation. The previously mentioned special highway project funding is not subject to the Congressional limitation.

Federal highway funds may not be used for highway maintenance, except for major renovations of interstate highways. Table 1 summarizes the federal highway fund categories and provides examples of Alaska highways which fall into the various categories. The funds which have been obligated in Alaska during the current fiscal year are also presented in Table 1. As of July 31, 1986, about \$104 million had been obligated in all fund categories; Alaska could spend an additional \$43.6 million in FY 86 funds. If we take into account the \$3.2 million in supplemental funds which the state recently received and obligations through August 21, 1986, the state has a balance of \$39 million--or 26 percent of the revised \$151.1 million FY 86 limitation.

According to the Federal Highway Administration, Alaska receives all federal highway funds to which it is entitled and routinely spends those funds up to its annual limitation. The Department of Transportation and Public Facilities (DOT/PF) must submit project-specific information in order to obligate federal funds and receive the authority to proceed on a highway project. Once federal funds are obligated, the DOT/PF contracts for design, engineering or construction work. According to Ron Lind (Director, Division of Plans, Programs and Budget in the DOT/PF), the above-mentioned balance of \$39 million with only six weeks remaining in federal FY 86 is somewhat large but represents primarily a \$25 million Glenn Highway project to be obligated shortly. The DOT/PF has submitted to the FHWA a preliminary list of about \$50 million in projects to be authorized under the remaining FY 86 obligations.

The DOT/PF pays expenses as work proceeds on a highway project and then submits a monthly bill, which consolidates expenditures for all qualified projects, to the FHWA for reimbursement. In the past, there has been a 100 to 180-day delay before the DOT/PF submitted bills for reimbursement. According to Doug Goldbach of the Division of Management and Finance in the DOT/PF, the lag now averages about 60 days under the Alaska State Accounting System (AKSAS). Much of this lag occurs because expenditure data in AKSAS must be converted into a form acceptable by the FHWA. Mr. Goldbach indicated that they are supplementing AKSAS with new accounting software which will speed the data conversion and reduce this lag. In addition, DOT/PF is developing an "on demand" billing system, which would allow more frequent billing (up to the FHWA's once-a-week limit) during the peak construction season.

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* * *

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GK

Attachment

TABLE 1
 FEDERAL HIGHWAY FUNDS FOR ALASKA
 Fiscal Year 1986
 (millions of dollars)

<u>Fund Category</u>	<u>Applicable Alaska Examples</u>	<u>Statewide Obligations 7/31/86</u>
<u>Interstate</u>		
Construction	Parks Highways	\$ 4.8
Renovation (4R monies)	Richardson Highway	19.9
<u>Non-Interstate</u>		
Primary systems (major regional roads)	Sitka-Juneau ferry route Egan Drive in Juneau	44.9
Secondary systems (major rural connectors)	Ballaine Rd in Fairbanks Southwest AK ferry route	25.5
Urban systems (local roads)	Minnesota Drive in Anchorage	1.4
Safety	Hazard elimination at railroad crossings	5.9
Other	Planning	0.3
	Bridge replacement	<u>1.5</u>
TOTAL FY86 OBLIGATIONS AS OF 7/31/86:		\$ 104.2
REMAINING FY86 BALANCE AS OF 7/31/86:		\$ <u>43.6</u>
CONGRESSIONAL FY86 LIMITATION AS OF 7/31/86:		\$ 147.8

NOTE: The Congressional limitation was increased to \$151.1 million in August 1986, with receipt of \$3.2 million in supplemental funds. As of 8/21/86, Alaska has obligated \$112.1 million; \$39 million is the FY 86 balance.

SOURCE: Federal Highway Administration, U.S. Department of Transportation.

Prepared by the House Research Agency, August 1986.



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

P.O. Box Y, State Capitol
Juneau, Alaska 99811-3100
Mail Stop 3100
(907) 465-1991

September 22, 1986

MEMORANDUM

TO: Representative Niilo Koponen

ATTN: Lisa McLaren

FROM: Gretchen Keiser *G. Keiser*
Legislative Analyst

RE: Federal Transportation Funds for Alaska
Research Request 87.015 (Supplemental Information)

You requested us to provide additional information about the Federal Highway Administration (FHWA) FY 86 funds which were transferred to the Urban Mass Transit Administration (UMTA) and subsequently disbursed as mass transit grants to Alaska cities. Specifically, you were interested in: 1) how these funds are administered; and 2) why Fairbanks did not receive any of these FY 86 funds.

We contacted Pat LeVine, Alaska Regional Administrator for the Urban Mass Transit Administration, who clarified the use of FHWA funds for mass transit projects. During federal FY 86, about \$1.2 million was transferred from the FHWA to the UMTA for mass transit projects in Alaska. These so called Federal Aid Urban System (FAUS) FY 86 funds were disbursed by the UMTA to the Municipality of Anchorage. Anchorage has an ongoing metropolitan transportation planning process, with an advisory team of municipal, State and private transportation/mass transit people. The team identifies local mass transit projects, which are subject to approval by the municipality. The municipality then seeks FAUS funding for these capital improvement projects by submitting a grant application directly to the UMTA.

The FAUS funds are available through the UMTA for mass transit projects in other Alaska cities and towns in addition to Anchorage. We previously reported incorrectly that the City and Borough of Juneau had received some FY 86 FAUS funds; Juneau has received FAUS funds in the past but did not apply for these funds during FY 86. According to Ms. LeVine, the Fairbanks North Star Borough has not applied for FAUS funds in the past but has instead sought and obtained federal mass transit capital funding through UMTA's Section 3 discretionary funds program. Ms. LeVine suggested that Section 3 funds are less plentiful than in the past and that applications for FY 87 funds would likely be more successful through the FAUS funding route.

Representative Koponen
September 22, 1986
Page 2

We also contacted Ron Moore, Director of Mass Transit for the Fairbanks North Star Borough (FNSB), who was able to provide a historical overview of federal mass transit funding to the Borough. According to Mr. Moore, the FNSB received UMTA Section 3 discretionary funds during the early 1980s for capital improvements (i.e., the purchase of new buses and the rehabilitation of old buses). In recent years, however, the borough has sought and received UMTA Section 18 funds for operations. In FY 86, for example, the FNSB received about \$55,000 in Section 18 funds--its share of UMTA operating funds allocated to Alaska.

According to Mr. Moore, the FNSB is now completing a grant application for approximately \$40,000 - 60,000 in UMTA Section 8 FY 87 planning funds. These funds would be used to update the Borough's Transit Development Plan. An update must be prepared in order for the borough to be eligible for Section 3 or FAUS mass transit capital improvement funds. The borough will be submitting its Section 8 application to the State, which receives the federal planning funds and allocates them among approved applicants throughout the state. According to Mr. Moore, the State should know the amount of FY 87 Section 8 funds which will be available from the UMTA by the end of 1986. Mr. Moore indicated that the Fairbanks North Star Borough would likely seek FAUS and/or Section 3 capital funds in federal FY 88, provided the transit plan update is completed during FY 87.

* * *

Please contact us if you have any further questions.

GK



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

P.O. Box Y, State Capitol
Juneau, Alaska 99811-3100
Mail Stop 3100
(907) 465-3991

March 2, 1987

MEMORANDUM

TO: Representative Lyman Hoffman

ATTN: Lori Nottingham

FROM: Mary Jennings *MJ*
Legislative Analyst

RE: Federal-Aid Highway Fund Distribution
Research Request 87.151

You requested that we determine: 1) the amount of federal-aid highway funds that have been appropriated to each community and election district during the past four years; 2) the criteria for transferring federal-aid highway funds among system funds; 3) the Department of Transportation and Public Facilities (DOT/PF) level of compliance with the transferability guidelines; and 4) how compliance could be improved.

Background

The "Federal-aid Highway program" is an umbrella term generally referring to all activities funded through the Federal Highway Administration (FHWA) and administered by the states' highway or transportation agencies. The term "program" is used to refer to the many components that make up the overall federal-aid highway program. Each program is separately funded. For example, within the federal-aid highway program, there is specific funding for bridge replacement and rehabilitation, primary systems, urban systems and interstates, etc.

Federal-aid highway acts have traditionally been the vehicle for providing funds, termed "authorizations," for the federal-aid highway program. It is these authorizations that spell out the amount and purpose for which federal-aid highway funds are to be expended and lead directly to the financing procedures of the program.

The authorizations contained in highway acts are the amounts of funds that the Secretary of Transportation, acting through the FHWA, can obligate on behalf of the federal government. The license to proceed with federal programs is generally called budget authority. Through what is termed "contract authority," which is another type of budget authority, sums authorized in the federal-aid highway acts are available for obligation without an appropriation action. The use of contract authority gives the states advance notice of the size of the federal-aid program.

The federal-aid highway program is a reimbursable program; the federal government reimburses states for costs they have incurred. The authorization amounts allocated to the states represent a line of credit upon which states may draw as Federal projects advance. The states generally start federal projects using their own money, i.e., they provide front-end financing for projects and receive cash for the federal share of the project's cost as the work is completed.

After deductions for administration and research, the FHWA allocates the remaining portion of the sums authorized for the various funding categories to the states. The apportionments are based on several formulas prescribed by law. For example, urban system funds are apportioned to each state according to its percentage of the nation's urban area population (places of 5,000 or more persons), interstate system apportionments are based on the relative share of the cost to complete the system, etc. Attachment A contains a list of the apportionment formulas.

Transferability of Funds.

The levels of authorization reflect Congress's relative priority among the federal-aid funding categories, and the apportionment formulas are intended to reflect the relative needs of the states for each authorization. To provide for flexibility in the use of specific sums, federal law permits transfers to be made among certain funds. Funds apportioned to the federal-aid primary system may be transferred for use on the federal-aid secondary system and vice-versa. Primary system and urban system apportionments may be transferred from one category to the other in the same manner. However, the amount transferred may not increase or decrease the original apportionment for such systems by more than 50 percent. This effectively limits the amount which can be transferred to 50 percent of the smaller of the two apportionments. The law does not provide for direct transfer from the urban system fund to the secondary system fund or vice versa and also prevents any indirect transfer between the two funds during a year. Transfers may also be made among some safety funds and a state may transfer an amount equivalent to the cost to complete open-to-traffic interstate segments from its interstate construction funds to its Interstate 4R funds.

Title 23 Section 118 paragraph (f) of the United States Codes specifically addresses Alaska's transferability of funds. The paragraph states, "Funds made available to the State of Alaska under this title [23 USCS § 101 et seq.] 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." The DOT/PF has interpreted this paragraph to mean that the State has greater flexibility in the transferability of federal-aid system monies than what is allowed under federal guidelines. According to Ron Lind, Legislative Liaison for DOT/PF, the department follows the federal guidelines for transferability, except for primary, urban, and secondary system funds. Mr. Lind stated that the department has allowed transfers between primary and secondary system funds and primary and urban system funds that have decreased the original apportionment to the primary system fund by more than 50 percent.

In order to gain an idea of the extent to which Alaska transfers primary system funds to other system funds, I requested Mr. Lind to provide federal-aid apportionments to Alaska by system fund for the last four years and a break down of how these funds were actually obligated. Mr. Lind stated that provisions of the data will require a review of individual projects. He estimated that with other workload considerations, it will take his department two weeks to provide the information. I will forward this to you upon receipt.

In order to determine ways DOT/PF could achieve a greater level of compliance with federal transferability guidelines concerning primary, secondary and urban system funds, I contacted Barry Moorhead, Alaska Division Administrator of Federal Highways. Mr. Moorhead suggested that DOT/PF should formulate a comprehensive six-year plan and follow this plan without reprioritizing projects each year. He felt that if the department adhered to a long-term plan, all types of projects, both urban and primary (i.e., rural) projects, would be funded. He felt that DOT/PF is not currently able to plan well because the legislature continuously passes resolutions that place a high priority on certain projects. Mr. Moorhead felt that DOT/PF and the legislature could work together in order to allow the department to develop a nonpolitical highway project plan that could be carried out from year to year without emphasis continuously being shifted from one project to another.

Federal-aid Distribution

Attachment B, prepared by the Office of Management and Budget (OMB) provides appropriations of State and federal funds by election district, affected community, and road. The attachment also cites the Session Law authorizing the funding for a particular project. Pages 32 through 35 of the attachment provide data for projects that could not be attributed to a

Representative Hoffman
March 1987
Page 4

particular election district--projects that were regional or statewide. It should be noted that the data do not contain legislative repeals of appropriations and/or reappropriations.

Table 1 compiles the data contained in Attachment B into election district format. The table provides the amount and percent of federal-aid monies by each election district for the years 1984-1987. The table indicates that the Anchorage Election District received the highest percentage of federal-aid monies for the fiscal years 1984, 1986 and 1987. During FY 85, Election District 17--Interior Highways--received the highest percentage. Election Districts 3, 24, 25, 26, and 27 received virtually no federal-aid monies during the period.

I hope you find this information useful. I have attached maps detailing federal-aid highway systems in Alaska. The DOT/PF is currently working on a project which will identify the number of highway miles of each type of federal highway system by census area. I will contact you when the project is completed. Please contact me if you have any questions.

Attachments

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-WRANGL-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%	5,850.0	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%	46,967.0	19.0%
NORTH SLOPE-KOTZEBUE	22	0.0	0.0%	0.0	0.0%	13,000.0	6.0%	0.0	0.0%
NORTON SOUND	23	9,220.0	4.6%	0.0	0.0%	4,680.0	2.2%	4,981.0	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-LEUTIAN 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).

APPENDIX C-1

Apportionment Formulas

Formulas for apportioning authorized sums for certain classes of Federal-aid highways are specified by statute. These are shown below.

<u>Fund</u>	<u>Factors</u>	<u>Weight</u>	<u>Statute*</u>	<u>Minimum Apportionment</u>	
Interstate System (for completion only)	Relative Federal Share of Cost to Complete the System**	1	104(b)(5)(A)	1/2 percent (including Alaska)	
Interstate Resurfacing, Restoration, Rehabilitation, and Reconstruction	Interstate System Lane Miles	55%	104(b)(5)(B)	1/2 percent	
	Vehicle Miles Traveled on Interstate System	45%			
Interstate Highway Substitution (3/4 apportioned, 1/4 discretionary allocation)	Relative Federal Share of Cost to Complete Substitute Projects	1	103(e)(4)	-----	
Primary System	<u>Formula A</u>		104(b)(1)		
	Area	2/9			
	Rural Population	2/9			
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	2/9			
	Urban Population*** (1/2 percent minimum (except D.C.))	1/3			
	<u>Formula B</u>				
	Rural Population	1/2			
	Urban Population***	1/2			
	For each State, determine greater of A or B, then: Each State's apportionment equals: $A \text{ or } B \times \frac{\text{Total Primary Authorization}}{\text{Sum of all States' A or B}}$				
	Except that: the apportionment is not less than smaller of A or B				
Secondary System	Area	1/3	104(b)(2)	1/2 percent (except for D.C.)	
	Rural Population	1/3			
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/3			
	Urban Area***	1			
Urban System	Urban Area*** Population	1	104(b)(6)	1/2 percent	
Urban Transportation Planning	Urbanized Area**** Population	1	104(f)(2)	1/2 percent	
Bridge Replacement & Rehabilitation	Relative share of total cost of deficient bridges	1	104(a)	1/4 percent (10 percent maximum)	

<u>Fund</u>	<u>Factors</u>	<u>Weight</u>	<u>Statute #</u>	<u>Minimum Apportionment</u>
Hazard Elimination	Total Population	3/4	152(e)	1/2 percent
	Public Road Mileage	1/4		
Highway Safety Programs	Total Population	3/4	402(c)	1/2 percent
	Public Road Mileage	1/4		
Rail-Highway Crossing	Area	1/12	Sec. 203(d) of the 1973 Highway Act. as amended	1/2 percent
	Rural Population	1/12		
	Rural Delivery Route Mileage and Intercity Mail Route Mileage	1/12		
	Urban Population	1/4		1/2 percent
	Number of Rail- Highway Crossings	1/2		none

Minimum Allocation

For fiscal years 1983-86, each State is guaranteed an amount so that its percentage of total apportionments in each fiscal year of Interstate, Interstate 4R, Interstate highway substitutes, primary, secondary, urban, bridge replacement and rehabilitation, hazard elimination and rail-highway crossings shall not be less than 85 percent of the percentage of estimated contributions to the Highway Trust Fund, not including the Mass Transit Account (23 U.S.C. 157).

-
- * Denotes appropriate section in Title 23, U.S.C., unless otherwise indicated.
 - ** Apportionment factors are contained in the periodic reports, "A Revised Estimate of the Cost of Completing the National System of Interstate and Defense Highways," submitted to Congress as required in 23 U.S.C. 104(b)(5)(A).
 - *** Places of 5,000 or more persons.
 - **** Usually places of 50,000 or more persons--definition contained in 23 U.S.C. 101(a).

STATE OF ALASKA
DIVISION OF BUDGET REVIEW

DATE: 02/27/87
TIME: 12:33:43
PROG: ROADRPT2

Page 1 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
1	1983	Ketchikan	Schoenbar-Quinn	1,500,000	0	1,500,000	10	0	7	0
1	1983	Ketchikan	Unspecified Roads	1,630,000	0	1,630,000	10	0	24	0
1	1983	Ketchikan	Creek Street	200,000	0	200,000	10	0	24	0
1	1983	Ketchikan	Unspecified Roads	300,000	0	300,000	107	34	110	0
				3,630,000	0	3,630,000				Sum

Number of Observations: 4

1	1984	Ketchikan	Schoenbar-Quinn	800,000	0	800,000	22	0	4	0
1	1984	Ketchikan	Ketchikan Bypass	3,034,100	0	3,034,100	24	0	40	0
1	1984	Ketchikan	Tongass Highway	320,000	3,680,000	4,000,000	24	0	66	0
1	1984	Ketchikan	Tongass Avenue	150,000	0	150,000	24	0	66	0
1	1984	Ketchikan	Tongass Avenue	200,000	0	200,000	24	0	66	0
1	1984	Ketchikan	Engineering/Design	100,000	0	100,000	24	0	66	0
1	1984	Ketchikan	Peninsula Point	35,000	0	35,000	24	0	66	0
1	1984	Ketchikan	Ketchikan Bypass	2,330,900	0	2,330,900	24	0	71	0
1	1984	Petersburg	Main Street	72,000	828,000	900,000	24	0	66	0
1	1984	Wrangell	Wrangell Airport Road	36,000	414,000	450,000	24	0	66	0
1	1984	Wrangell	Zimovia Highway	200,000	2,300,000	2,500,000	24	0	66	0
1	1984	Wrangell	Stikine Evergreen Street	800,000	0	800,000	24	0	66	0
				8,078,100	7,222,000	15,300,000				Sum

Number of Observations: 12

1	1985	Ketchikan	North Tongass Highway	0	5,400,000	5,400,000	96	0	19	0
1	1985	Ketchikan	Tongass Avenue	0	4,500,000	4,500,000	96	0	20	0
1	1985	Petersburg	Ferry Terminal to "H"	0	450,000	450,000	96	0	20	0

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				0	10,350,000	10,350,000					Sum
Number of Observations: 3											
1	1986	Hyder	Unspecified Roads	24,000	0	24,000	128	3	33	12	
1	1986	Ketchikan	Planning	0	100,000	100,000	128	3	19	18	
1	1986	Ketchikan	Ketchikan Viaduct	0	450,000	450,000	128	3	19	20	
1	1986	Ketchikan	North Tongass Highway	0	5,250,000	5,250,000	128	3	19	19	
				24,000	5,800,000	5,824,000					Sum
Number of Observations: 4											
				11,732,000	23,372,000	35,104,000					Sum
Number of Observations: 23											
2	1983	Angoon	Unspecified Roads	50,000	0	50,000	10	0	24	0	
2	1983	Gustavus	Unspecified Roads	142,000	0	142,000	10	0	9	0	
2	1983	Gustavus		90,000	0	90,000	107	34	85	0	
2	1983	Haines	Front Street	75,000	0	75,000	10	0	24	0	
2	1983	Haines	Mud Bay Road	155,000	1,788,000	1,943,000	107	34	79	0	
2	1983	Haines	Unspecified Roads	900,000	0	900,000	107	34	111	0	
2	1983	Hydaburg	Hydaburg - Craig Road	811,400	0	811,400	10	0	7	0	
2	1983	Hydaburg	Unspecified Roads	27,000	0	27,000	107	34	110	0	
2	1983	Klawock	Unspecified Roads	200,000	0	200,000	10	0	24	0	
2	1983	Klawock	Unspecified Roads	50,000	0	50,000	107	34	110	0	
2	1983	Thorne Bay	Unspecified Roads	8,500	0	8,500	10	0	24	0	
2	1983	Yakutat	Unspecified Roads	20,000	0	20,000	107	34	111	0	
				2,528,900	1,788,000	4,316,900					Sum
Number of Observations: 12											
2	1984	Hoonah	Unspecified Roads	75,000	0	75,000	24	0	40	0	
2	1984	Klawock	Unspecified Roads	400,000	0	400,000	24	0	40	0	
2	1984	Klawock	Klawock-Hollis Highway	240,000	2,760,000	3,000,000	24	0	65	0	
2	1984	Metlakatla	Tamgas Road	600,000	0	600,000	24	0	66	0	
2	1984	Skagway	Unspecified Roads	1,200,000	0	1,200,000	24	0	40	0	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
2	1984	Skagway	Klondike Highway	152,000	1,748,000	1,900,000	24	0	66	0
2	1984	Yakutat	Unspecified Roads	175,000	0	175,000	22	0	4	0
				2,842,000	4,508,000	7,350,000				Sum

Number of Observations: 7

2	1985	Haines	Union Avenue	0	90,000	90,000	96	0	20	0
2	1985	Hoonah		0	2,070,000	2,070,000	96	0	19	0
2	1985	Kake	Ferry Terminal to Gunnuk	0	225,000	225,000	96	0	19	0
2	1985	Kake	Keku Road	0	2,025,000	2,025,000	96	0	19	0
2	1985	Skagway	Dyea Road	0	450,000	450,000	96	0	20	0
2	1985	Skagway	Unspecified Roads	124,110	0	124,110	105	489	108	4
2	1985	Skagway	Unspecified Roads	427,000	0	427,000	96	0	39	0
2	1985	Yakutat	Aisek Road	0	1,350,000	1,350,000	96	0	20	0
2	1985	Yakutat	Unspecified Roads	150,000	0	150,000	96	0	39	0
				701,110	6,210,000	6,911,110				Sum

Number of Observations: 9

2	1986		Dyea Road	0	3,780,000	3,780,000	128	3	20	5
2	1986		Haines Highway	0	2,700,000	2,700,000	128	3	19	21
2	1986		Klondike Highway	0	2,500,000	2,500,000	128	3	20	9
2	1986		Klondike Highway	0	900,000	900,000	130	181	39	2
2	1986	Hydaburg	Unspecified Roads	40,000	0	40,000	128	3	25	20
2	1986	Kake	Ferry Terminal to Gunnuk	0	450,000	450,000	128	3	20	4
2	1986	Kake	Keku Road	0	2,574,000	2,574,000	128	3	19	22
2	1986	Klawock	Unspecified Roads	160,000	0	160,000	130	590	115	7
2	1986	Yakutat	Aisek Road	0	900,000	900,000	128	3	20	6
2	1986	Yakutat	Unspecified Roads	100,000	0	100,000	128	3	26	11
				300,000	13,804,000	14,104,000				Sum

Number of Observations: 10

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				6,372,010	26,310,000	32,682,010					Sum
Number of Observations:		38									
3	1983	Elfin Cove	Boardwalk	35,000	0	35,000	10	0	31	0	
3	1983	Port Alexander	Boardwalk	150,000	0	150,000	10	0	25	0	
3	1983	Sitka	Bridges	2,500,000	0	2,500,000	10	0	7	0	
3	1983	Sitka	Edgecumbe Street	200,000	0	200,000	10	0	25	0	
3	1983	Sitka	Mt Edgecumbe Road	1,600,000	0	1,600,000	10	0	25	0	
				4,485,000	0	4,485,000					Sum
Number of Observations:		5									
3	1984	Polican	Boardwalk	50,000	0	50,000	24	0	40	0	
3	1984	Sitka	Unspecified Roads	230,000	0	230,000	22	0	4	0	
3	1984	Sitka	Sitka Bench Land Road	2,600,000	0	2,600,000	24	0	66	0	
3	1984	Sitka	Bridges	90,000	0	90,000	24	0	14	0	
				2,970,000	0	2,970,000					Sum
Number of Observations:		4									
3	1985	Sitka	Sawmill Creek Road	0	900,000	900,000	96	0	0	0	
				0	900,000	900,000					Sum
Number of Observations:		1									
3	1986	Sitka	Jarvis Street	134,400	0	134,400	130	84	19	18	
3	1986	Sitka	Unspecified Roads	2,080,000	0	2,080,000	128	3	26	15	
				2,214,400	0	2,214,400					Sum
Number of Observations:		2									

Page 5 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				9,669,400	900,000	10,569,400					Sum
Number of Observations:		12									
4	1983	Juneau	Basin Road	870,000	0	870,000	10	0	7	0	
4	1983	Juneau	Downtown Streets	1,600,000	0	1,600,000	10	0	8	0	
4	1983	Juneau	Unspecified Roads	3,700,000	0	3,700,000	10	0	25	0	
4	1983	Juneau	Back Loop Road	336,000	3,864,000	4,200,000	107	34	79	0	
4	1983	Juneau	Business District	1,000,000	0	1,000,000	107	34	79	0	
4	1983	Juneau	Gastineau Channel	80,000	0	80,000	107	34	111	0	
				7,586,000	3,864,000	11,450,000					Sum
Number of Observations:		6									
4	1984	Juneau	N. Douglas Highway	750,000	0	750,000	22	0	3	0	
4	1984	Juneau	Stephen Richards Drive	160,000	0	160,000	45	0	10	0	
4	1984	Juneau	Mendenhall Boulevard	60,000	0	60,000	45	0	10	0	
4	1984	Juneau	Unspecified Roads	1,400,000	0	1,400,000	24	0	14	0	
4	1984	Juneau	Glacier Highway	160,000	1,840,000	2,000,000	24	0	65	0	
4	1984	Juneau	Bridges	88,000	1,012,000	1,100,000	24	0	66	0	
4	1984	Juneau	Unspecified Roads	1,000,000	0	1,000,000	171	319	58	0	
				3,618,000	2,852,000	6,470,000					Sum
Number of Observations:		7									
4	1985	Juneau	Egan Drive	344,100	0	344,100	105	35	11	2	
4	1985	Juneau	Douglas Highway	0	180,000	180,000	96	0	20	0	
4	1985	Juneau	Egan Drive	0	1,000,000	1,000,000	96	0	20	0	
4	1985	Juneau	Glacier Highway	0	900,000	900,000	96	0	20	0	
4	1985	Juneau	Glacier Highway	0	2,700,000	2,700,000	96	0	20	0	
4	1985	Juneau	Glacier Highway	0	1,800,000	1,800,000	96	0	19	0	
				344,100	6,580,000	6,924,100					Sum
Number of Observations:		6									
4	1986	Juneau	Douglas Highway	120,000	0	120,000	128	3	20	7	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CAP	SEC	PG	LN
4	1986	Juneau	Unspecified Roads	1,000,000	0	1,000,000	128	3	27	4
				1,120,000	135,000	1,255,000				Sum

Number of Observations: 3

12,668,100 13,431,000 26,099,100 Sum

Number of Observations: 22

5	1983		Greer Roads	100,000	0	100,000	107	34	118	0
5	1983	Homer	East End Road	400,000	0	400,000	107	34	75	0
5	1983	Kenai	Unspecified Roads	1,487,000	0	1,487,000	10	0	25	0
5	1983	Kenai	Unspecified Roads	600,000	0	600,000	107	34	111	0
5	1983	Ninilchik	Oilwell Road	400,000	0	400,000	10	0	5	0
5	1983	Seldovia	Unspecified Roads	250,000	0	250,000	10	0	25	0
5	1983	Seldovia	Unspecified Roads	50,000	0	50,000	107	34	111	0
5	1983	Soldotna	Redoubt Avenue	1,435,000	0	1,435,000	10	0	25	0
5	1983	Soldotna	Unspecified Roads	400,000	0	400,000	107	34	111	0
				5,122,000	0	5,122,000				Sum

Number of Observations: 9

5	1984		Road Service Areas	250,000	0	250,000	22	0	5	0
5	1984		Bear Creek Drive	400,000	0	400,000	45	0	8	0
5	1984		North Fork Road	1,000,000	0	1,000,000	45	0	27	0
5	1984		Robinson Loop Road	1,500,000	0	1,500,000	24	0	41	0
5	1984		North Fork Road	2,000,000	0	2,000,000	24	0	41	0
5	1984		Seward Highway	50,000	0	50,000	171	319	56	0
5	1984	Anchor Point	Anchor Point Road	30,000	0	30,000	171	181	28	0
5	1984	Homer	East End Road	400,000	0	400,000	22	0	2	0
5	1984	Homer	Unspecified Roads	1,858,000	0	1,858,000	22	0	4	0
5	1984	Homer	East End Road	700,000	0	700,000	45	0	8	0
5	1984	Homer	East Hill Road	850,000	0	850,000	171	319	56	0
5	1984	Homer	Unspecified Roads	1,700,000	0	1,700,000	171	319	74	0
5	1984	Kenai	Unspecified Roads	1,480,000	0	1,480,000	22	0	5	0
5	1984	Seldovia	Unspecified Roads	415,000	0	415,000	22	0	5	0

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
5	1984	Saldovia	Unspecified Roads	315,000	0	315,000	24	0	41	0	
5	1984	Soldotna	Unspecified Roads	750,500	0	750,500	22	0	5	0	
5	1984	Soldotna	Unspecified Roads	1,095,900	0	1,095,900	24	0	41	0	
				14,794,400	0	14,794,400					Sum

Number of Observations: 17

5	1985		Cohoe Loop Road	200,000	2,000,000	2,200,000	96	0	15	0	
5	1985		School Safety	25,000	0	25,000	96	0	15	0	
5	1985		North Fork Road	650,000	0	650,000	96	0	39	0	
5	1985		Unspecified Roads	950,000	0	950,000	96	0	39	0	
5	1985		Robinson Loop Road	600,000	0	600,000	96	0	39	0	
5	1985		Unspecified Roads	41,500	0	41,500	96	0	39	0	
5	1985		Sterling Highway	0	9,000,000	9,000,000	96	0	14	0	
5	1985	Homer	East Hill Road	100,000	0	100,000	105	234	59	18	
5	1985	Homer	Unspecified Roads	145,000	0	145,000	105	235	59	21	
5	1985	Homer	Unspecified Roads	1,300,000	0	1,300,000	96	0	39	0	
5	1985	Kenai	Unspecified Roads	2,300,000	0	2,300,000	96	0	39	0	
5	1985	Saldovia	Unspecified Roads	250,000	0	250,000	96	0	39	0	
5	1985	Soldotna	Unspecified Roads	1,350,000	0	1,350,000	96	0	40	0	
				7,911,500	11,000,000	18,911,500					Sum

Number of Observations: 13

5	1986		Cohoe Loop Road	80,000	0	80,000	130	559	110	20	
5	1986		Robinson Loop Road	640,000	0	640,000	128	3	27	6	
5	1986		North Fork Road	120,000	0	120,000	130	561	110	26	
5	1986	Homer	East Hill Road	1,750,000	0	1,750,000	128	3	19	13	
5	1986	Homer	East Hill Road	3,000,000	0	3,000,000	130	592	115	13	
5	1986	Homer	School Safety	24,000	0	24,000	130	507	98	26	
5	1986	Sterling	Unspecified Roads	0	300,000	300,000	128	3	13	20	
				5,614,000	300,000	5,914,000					Sum

Number of Observations: 7

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHIP	SEC	PG	LM	
				33,441,900	11,300,000	44,741,900					Sum
Number of Observations:		46									
6	1983	Valdez	Richardson Highway	90,000	1,039,000	1,129,000	107	34	77	0	
				90,000	1,039,000	1,129,000					Sum
Number of Observations:		1									
6	1984		Sterling Highway	264,000	3,036,000	3,300,000	24	0	62	0	
6	1984	Cordova	Unspecified Roads	500,000	0	500,000	24	0	40	0	
6	1984	Nikiski	Lamplight Road	750,000	0	750,000	22	0	5	0	
6	1984	Valdez	Robe River Street	620,000	0	620,000	22	0	5	0	
6	1984	Whittier	Shotgun Cove Road	100,000	0	100,000	22	0	2	0	
6	1984	Whittier	Shotgun Cove Road	500,000	0	500,000	45	0	8	0	
6	1984	Whittier	Whittier Access Road	350,000	0	350,000	171	319	56	0	
				3,084,000	3,036,000	6,120,000					Sum
Number of Observations:		7									
6	1985		Lamplight Road	615,000	0	615,000	96	0	40	0	
6	1985	Cordova	Copper River Highway	0	1,300,000	1,300,000	96	0	14	0	
6	1985	Cordova	Katalla Road	150,000	0	150,000	96	0	15	0	
6	1985	Valdez	Richardson Highway	0	1,080,000	1,080,000	96	0	18	0	
				765,000	2,380,000	3,145,000					Sum
Number of Observations:		4									
6	1986		Copper River Highway	0	5,550,000	5,550,000	128	3	14	16	
6	1986		Copper River Highway	0	300,000	300,000	128	3	17	5	
6	1986	Whittier	Unspecified Roads	67,000	0	67,000	130	128	28	2	

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
				67,000	5,850,000	5,917,000				Sum

Number of Observations: 3

4,006,000	12,305,000	16,311,000	Sum
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Number of Observations: 15

7	1983	Anchorage	Diamond Blvd	700,000	0	700,000	10	0	5	0
7	1983	Anchorage	Various LRSA	1,000,000	0	1,000,000	10	0	5	0
7	1983	Anchorage	Unspecified Roads	2,000,000	0	2,000,000	10	0	5	0
7	1983	Anchorage	Seward Highway	60,000	0	60,000	10	0	5	0
7	1983	Anchorage	Talus West LRSA	650,000	0	650,000	10	0	5	0
7	1983	Anchorage	Jewel Lake Road	1,472,000	0	1,472,000	10	0	5	0
7	1983	Anchorage	Bird/Indian Pathway	21,100	0	21,100	10	0	5	0
7	1983	Anchorage	Waldron Drive	200,000	0	200,000	10	0	5	0
7	1983	Anchorage	Glenn Highway	3,000,000	0	3,000,000	10	0	5	0
7	1983	Anchorage	Prospect Drive	140,000	0	140,000	10	0	6	0
7	1983	Anchorage	Multiple Streets	4,348,000	0	4,348,000	10	0	25	0
7	1983	Anchorage	Street Lighting	750,000	0	750,000	10	0	26	0
7	1983	Anchorage	Raspberry Road	212,000	0	212,000	10	0	26	0
7	1983	Anchorage	Unspecified Roads	769,000	0	769,000	10	0	26	0
7	1983	Anchorage	District 7	250,000	0	250,000	10	0	26	0
7	1983	Anchorage	Birch Road	300,000	0	300,000	10	0	26	0
7	1983	Anchorage	District 8	680,000	0	680,000	10	0	26	0
7	1983	Anchorage	Prospect Drive	400,000	0	400,000	10	0	26	0
7	1983	Anchorage	Arctic Boulevard	20,400	0	20,400	10	0	26	0
7	1983	Anchorage	Bragaw Street	100,000	0	100,000	10	0	26	0
7	1983	Anchorage	Windermere Subdivision	183,000	0	183,000	10	0	26	0
7	1983	Anchorage	Heather Meadows Sub	756,000	0	756,000	10	0	26	0
7	1983	Anchorage	Broadmore Subdivision	575,000	0	575,000	10	0	26	0
7	1983	Anchorage	Traffic signals	165,000	0	165,000	10	0	26	0
7	1983	Anchorage	District 11	65,000	0	65,000	10	0	26	0
7	1983	Anchorage	Street Lighting	15,000	0	15,000	10	0	26	0
7	1983	Anchorage	Street Lighting	300,000	0	300,000	10	0	27	0
7	1983	Anchorage	Stuckagain Hts LRSA	13,800	0	13,800	10	0	27	0
7	1983	Anchorage	District 10	100,000	0	100,000	10	0	27	0
7	1983	Anchorage	Williwaw LRSA	80,000	0	80,000	10	0	27	0
7	1983	Anchorage	Unspecified Roads	2,200,000	0	2,200,000	10	0	27	0

Page 10 OF APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
7	1983	Anchorage	School Access Road	400,000	0	400,000	10	0	27	0
7	1983	Anchorage	Chester Creek	40,000	0	40,000	10	0	27	0
7	1983	Anchorage	Northwood Street	100,000	0	100,000	10	0	27	0
7	1983	Anchorage		800,000	0	800,000	107	34	74	0
7	1983	Anchorage	Seward Highway	947,600	18,952,000	19,899,600	107	34	74	0
7	1983	Anchorage	Dimond Blvd	984,000	11,316,000	12,300,000	107	34	74	0
7	1983	Anchorage	AC Couplet	1,648,000	20,600,000	22,248,000	107	34	74	0
7	1983	Anchorage	AC Couplet	720,000	8,280,000	9,000,000	107	34	74	0
7	1983	Anchorage	Boniface Parkway	344,000	3,956,000	4,300,000	107	34	74	0
7	1983	Anchorage	Anchorage	1,400,000	27,231,000	28,631,000	107	34	74	0
7	1983	Anchorage	Dimond Blvd	895,000	10,303,000	11,198,000	107	34	74	0
7	1983	Anchorage	Dimond Blvd	1,680,000	19,320,000	21,000,000	107	34	74	0
7	1983	Anchorage	Traffic Signals	256,500	0	256,500	107	34	75	0
7	1983	Anchorage	Unspecified Roads	1,800,000	0	1,800,000	107	34	111	0
7	1983	Anchorage	Birch Road	150,000	0	150,000	107	34	112	0
7	1983	Anchorage	Birch Road	50,000	0	50,000	107	34	112	0
7	1983	Anchorage	Seward Hwy/Klatt Road	350,000	0	350,000	107	34	112	0
7	1983	Anchorage	Turnagain Boulevard	200,000	0	200,000	107	34	112	0
7	1983	Anchorage	Baxter Road	380,000	0	380,000	107	34	112	0
7	1983	Anchorage	East 6th Avenue	490,000	0	490,000	107	34	112	0
7	1983	Anchorage	Lake Otis Parkway	1,400,000	0	1,400,000	107	34	112	0
7	1983	Anchorage	A-C Couplet	2,000,000	0	2,000,000	107	34	112	0
7	1983	Anchorage	Denali Street	400,000	0	400,000	107	34	112	0
7	1983	Anchorage	Lake Otis Parkway	1,400,000	0	1,400,000	107	34	113	0
7	1983	Anchorage	A-C Couplet	2,000,000	0	2,000,000	107	34	114	0
7	1983	Anchorage	Denali Street	400,000	0	400,000	107	34	114	0
7	1983	Anchorage	West Northern Lights Blvd	182,800	0	182,800	106	36	6	0
7	1983	Anchorage	Spenard Road	50,750	0	50,750	106	37	6	0
7	1983	Anchorage	Wisconsin Drive	341,582	0	341,582	106	81	14	0
7	1983	Anchorage	Multiple Roads	32,894	0	32,894	106	85	14	0
7	1983	Anchorage	Lake Otis Parkway	1,040,000	0	1,040,000	106	193	37	0
7	1983	Anchorage	Unspecified Roads	175,000	0	175,000	106	262	47	0
7	1983	Anchorage	Birch Road	550,000	0	550,000	10	0	26	0
7	1983	Eagle River	Traffic Signals	215,000	0	215,000	10	0	5	0
7	1983	Eagle River	Hiland Drive	305,000	0	305,000	107	34	75	0
7	1983	Eagle River	Unspecified Roads	125,000	0	125,000	107	34	75	0

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				45,778,426	119,958,000	165,736,426					Sum
Number of Observations:		67									
7	1984	Anchorage	Birch Road	500,000	0	500,000	22	0	5	0	
7	1984	Anchorage	Unspecified Roads	2,200,000	0	2,200,000	22	0	6	0	
7	1984	Anchorage	Klatt Rd/Old Seward	135,000	0	135,000	21	0	7	0	
7	1984	Anchorage	Lake Otis Parkway	1,000,000	0	1,000,000	22	0	5	0	
7	1984	Anchorage	Lake Otis Parkway	1,500,000	0	1,500,000	22	0	5	0	
7	1984	Anchorage	Raspberry Road	4,000,000	0	4,000,000	22	0	5	0	
7	1984	Anchorage	Unspecified Roads	1,000,000	0	1,000,000	22	0	6	0	
7	1984	Anchorage	Traffic Signals	500,000	0	500,000	22	0	6	0	
7	1984	Anchorage	Wisconsin Drive	250,000	0	250,000	22	0	5	0	
7	1984	Anchorage	Mountain Park LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Mountain Park/RH LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Raven Woods/BB LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Sky Ranch Estate LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Talus West LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Upper Grover LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Upper O'Malley LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	Valli Vue LRSA	100,000	0	100,000	22	0	6	0	
7	1984	Anchorage	West Northern Lights Blvd	7,000,000	0	7,000,000	45	0	27	0	
7	1984	Anchorage	Raspberry Road	1,000,000	0	1,000,000	45	0	28	0	
7	1984	Anchorage	100th Avenue	3,200,000	0	3,200,000	45	0	28	0	
7	1984	Anchorage	Lake Otis Parkway	1,000,000	0	1,000,000	45	0	28	0	
7	1984	Anchorage	76th Street	1,750,000	0	1,750,000	45	0	29	0	
7	1984	Anchorage	Street Lighting	307,000	0	307,000	24	0	12	0	
7	1984	Anchorage	Unspecified Roads	858,000	0	858,000	24	0	30	0	
7	1984	Anchorage	Unspecified Roads	1,000,000	0	1,000,000	24	0	30	0	
7	1984	Anchorage	O'Malley Road	100,000	0	100,000	24	0	31	0	
7	1984	Anchorage	Unspecified Roads	2,400,000	0	2,400,000	24	0	41	0	
7	1984	Anchorage	School Safety	45,000	0	45,000	24	0	41	0	
7	1984	Anchorage	District 7 LRSA	450,000	0	450,000	24	0	41	0	
7	1984	Anchorage		100,000	0	100,000	24	0	41	0	
7	1984	Anchorage	Traffic Signals	600,000	0	600,000	24	0	41	0	
7	1984	Anchorage	School Safety	200,000	0	200,000	24	0	41	0	
7	1984	Anchorage	Unspecified Roads	500,000	0	500,000	24	0	42	0	
7	1984	Anchorage	Arctic Boulevard	600,000	0	600,000	24	0	42	0	
7	1984	Anchorage	Tudor Road	500,000	0	500,000	24	0	42	0	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
7	1984	Anchorage	Spenard Road	4,000,000	0	4,000,000	24	0	42	0
7	1984	Anchorage	"C" Street	2,000,000	0	2,000,000	24	0	42	0
7	1984	Anchorage	Old Seward Highway	135,000	0	135,000	24	0	43	0
7	1984	Anchorage	Stuckagaln Road	50,000	0	50,000	24	0	43	0
7	1984	Anchorage	Unspecified Roads	2,220,000	0	2,220,000	24	0	43	0
7	1984	Anchorage	Street Lighting	1,100,000	0	1,100,000	24	0	43	0
7	1984	Anchorage	Goldenview Drive	600,000	0	600,000	24	0	43	0
7	1984	Anchorage	Bensen Boulevard	250,000	0	250,000	23	0	43	0
7	1984	Anchorage	Northern Lights Blvd	250,000	0	250,000	24	0	43	0
7	1984	Anchorage	Unspecified Roads	19,200	0	19,200	24	0	43	0
7	1984	Anchorage	Seward Highway	656,000	7,544,000	8,200,000	24	0	62	0
7	1984	Anchorage	Boniface Parkway	700,000	8,000,000	8,700,000	24	0	62	0
7	1984	Anchorage	Seward Highway	3,610,000	0	3,610,000	24	0	62	0
7	1984	Anchorage	Unspecified Roads	2,000,000	0	2,000,000	24	0	62	0
7	1984	Anchorage	Clarks Road	700,000	0	700,000	24	0	62	0
7	1984	Anchorage	Old Seward Highway	165,000	0	165,000	24	0	71	0
7	1984	Anchorage	South Golden View LRSA	300,000	0	300,000	24	0	71	0
7	1984	Anchorage	Various LRSA	900,000	0	900,000	24	0	72	0
7	1984	Anchorage	Signs	100,000	0	100,000	171	319	56	0
7	1984	Anchorage	Huffman Road	250,000	0	250,000	171	319	56	0
7	1984	Anchorage	O'Malley Road	100,000	0	100,000	171	319	70	0
7	1984	Anchorage	University Drive	100,000	0	100,000	171	319	74	0
7	1984	Anchorage	Lakeside Drive	500,000	0	500,000	171	319	74	0
7	1984	Anchorage	RAspberry Road	975,000	0	975,000	171	319	74	0
7	1984	Anchorage	3rd Avenue	1,900,000	0	1,900,000	171	319	75	0
7	1984	Anchorage	36th Avenue	900,000	0	900,000	171	319	75	0
7	1984	Anchorage	36th Avenue	3,100,000	0	3,100,000	171	319	74	0
7	1984	Anchorage	Creekside Road	260,000	0	260,000	171	319	75	0
7	1984	Anchorage	Traffic Signals	400,000	0	400,000	171	319	75	0
7	1984	Anchorage	Birch Road	100,000	0	100,000	171	319	75	0
7	1984	Anchorage	District 7 Streets	165,000	0	165,000	171	319	76	0
7	1984	Anchorage	Lake Otis Parkway	500,000	0	500,000	171	319	76	0
7	1984	Anchorage	Unspecified Streets	400,000	0	400,000	171	319	76	0
7	1984	Anchorage	Goldenview Drive	300,000	0	300,000	171	319	76	0
7	1984	Eagle River	Traffic Signals	530,000	0	530,000	24	0	41	0
7	1984	Eagle River	Hiland Drive	1,574,500	0	1,574,500	171	319	56	0

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				65,304,700	15,544,000	80,848,700					Sum
Number of Observations: 71											
7	1985		North End Road	1,300,000	0	1,300,000	96	0	15	0	
7	1985	Anchorage	Boniface Parkway	0	4,500,000	4,500,000	96	0	14	0	
7	1985	Anchorage	Boniface Parkway	300,000	0	300,000	96	0	15	0	
7	1985	Anchorage	Unspecified Roads	259,500	0	259,500	105	569	120	29	
7	1985	Anchorage	Cranberry Street	60,000	0	60,000	105	394	91	22	
7	1985	Anchorage	Diamond Blvd	0	12,000,000	12,000,000	96	0	14	0	
7	1985	Anchorage	East 6th Avenue	250,000	0	250,000	105	402	92	24	
7	1985	Anchorage	East 6th Avenue	250,000	0	250,000	96	0	40	0	
7	1985	Anchorage	Eklutna Frontage Road	0	2,250,000	2,250,000	96	0	14	0	
7	1985	Anchorage	Unspecified Roads	33,000	0	33,000	105	627	131	9	
7	1985	Anchorage	Girdwood LRSA	97,000	0	97,000	105	392	91	14	
7	1985	Anchorage	Glenn Highway	0	19,530,000	19,530,000	96	0	14	0	
7	1985	Anchorage	Huffman Road	125,000	0	125,000	105	674	138	27	
7	1985	Anchorage	Traffic Signals	184,000	0	184,000	105	390	91	8	
7	1985	Anchorage	Lake Otis Parkway	4,500,000	0	4,500,000	96	0	15	0	
7	1985	Anchorage	Unspecified LSRT	0	361,000	361,000	105	386	90	11	
7	1985	Anchorage	Lake Otis Parkway	47,900	0	47,900	105	401	92	20	
7	1985	Anchorage	Seward Highway	0	5,800,000	5,800,000	96	0	14	0	
7	1985	Anchorage	Seward Highway	0	2,880,000	2,880,000	96	0	14	0	
7	1985	Anchorage	Old Seward Highway	0	3,600,000	3,600,000	96	0	14	0	
7	1985	Anchorage	4th Avenue	50,000	0	50,000	105	399	92	12	
7	1985	Anchorage	E. Northern Lights	80,000	0	80,000	105	566	120	18	
7	1985	Anchorage	Dearmoun Road	0	6,500,000	6,500,000	96	0	14	0	
7	1985	Anchorage	Raspberry Road	0	15,930,000	15,930,000	96	0	14	0	
7	1985	Anchorage	Unspecified Roads	82,200	0	82,200	105	398	92	8	
7	1985	Anchorage	District 7 LRSA	300,000	0	300,000	105	413	94	13	
7	1985	Anchorage	School Safety	30,000	0	30,000	105	387	90	18	
7	1985	Anchorage	School Safety	13,500	0	13,500	105	446	100	4	
7	1985	Anchorage	Traffic Signals	116,000	0	116,000	96	0	15	0	
7	1985	Anchorage	Upper Dearmoun Road	375,000	0	375,000	105	675	139	1	
7	1985	Eagle River	Glenn Highway	273,400	0	273,400	105	567	120	22	
7	1985	Eagle River	Hiland Drive	500,000	0	500,000	96	0	15	0	
7	1985	Eagle River	Hiland Drive	0	361,000	361,000	105	386	90	4	
7	1985	Eagle River	Hiland Road	29,800	0	29,800	105	409	93	28	
7	1985	Eagle River	Glenn Highway	0	720,000	720,000	96	0	14	0	

ID	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
				9,256,300	74,432,000	83,688,300				Sum
Number of Observations: 35										
7	1986	Anchorage	"C" Street	0	5,704,000	5,704,000	128	3	14	8
7	1986	Anchorage	Unspecified Roads	0	1,840,000	1,840,000	128	3	13	24
7	1986	Anchorage	36th Avenue	800,000	0	800,000	128	3	28	7
7	1986	Anchorage	Campbell Airstrip LHSA	160,000	0	160,000	128	3	28	12
7	1986	Anchorage	District 13	300,000	0	300,000	128	3	28	10
7	1986	Anchorage	Diamond Blvd	300,000	0	300,000	128	3	28	6
7	1986	Anchorage	Road Service Areas	1,200,000	0	1,200,000	128	3	28	9
7	1986	Anchorage	Klatt Road	4,000,000	0	4,000,000	128	3	28	4
7	1986	Anchorage	Lake Otis Parkway	9,000,000	0	9,000,000	128	3	27	20
7	1986	Anchorage	Road Service Areas	500,000	0	500,000	128	3	28	8
7	1986	Anchorage	Unspecified Roads	160,000	0	160,000	128	3	28	11
7	1986	Anchorage	Spenard Road	2,780,000	0	2,780,000	128	3	28	5
7	1986	Anchorage	West Northern Lights Blvd	14,000,000	0	14,000,000	128	3	27	19
7	1986	Anchorage	Boniface Parkway	0	12,880,000	12,880,000	128	3	14	4
7	1986	Anchorage	Chuglak/Eagle Rvr Rd Svc	400,000	0	400,000	130	530	102	23
7	1986	Anchorage	District 10	225,000	0	225,000	130	371	77	16
7	1986	Anchorage	District G	8,931	0	8,931	130	224	47	2
7	1986	Anchorage	Districts 7 & 8	2,000,000	0	2,000,000	130	306	62	29
7	1986	Anchorage	Hiland Drive	0	20,773,600	20,773,600	128	3	13	23
7	1986	Anchorage	Glenn Highway	0	3,150,000	3,150,000	128	3	14	15
7	1986	Anchorage	Glenn Highway	0	2,700,000	2,700,000	128	3	14	14
7	1986	Anchorage	Seward Highway	0	630,000	630,000	128	3	14	13
7	1986	Anchorage	Minnesota Drive	0	18,400,000	18,400,000	128	3	14	17
7	1986	Anchorage	Minnesota Drive	0	1,620,000	1,620,000	128	3	14	12
7	1986	Anchorage	Old Seward Highway	0	9,752,000	9,752,000	128	3	14	6
7	1986	Anchorage	Raspberry Road	0	13,800,000	13,800,000	128	3	14	7
7	1986	Anchorage	Raspberry Road	0	12,328,000	12,328,000	128	3	14	5
7	1986	Anchorage	Seward Highway	0	33,250,000	33,250,000	128	3	14	11
7	1986	Anchorage	Upper DeArmoun Road	320,000	0	320,000	130	364	75	10

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
				36,153,931	136,827,600	172,981,531				Sum
Number of Observations: 29										
				156,493,357	346,761,600	503,254,957				Sum

Number of Observations: 202

16	1983		Hatcher Pass Road	250,000	0	250,000	107	34	76	0
16	1983		Point McKenzie Road	252,000	0	252,000	10	0	5	0
16	1983		Bartlett Hills	400,000	0	400,000	10	0	29	0
16	1983		McKenchine Road	120,000	0	120,000	10	0	29	0
16	1983		Lucille Street	1,610,200	0	1,610,200	10	0	29	0
16	1983		Seward Meridian Road	400,000	0	400,000	10	0	30	0
16	1983		Parks Highway	400,000	4,600,000	5,000,000	107	34	74	0
16	1983		Old Glenn Highway	100,000	1,000,000	1,100,000	107	34	75	0
16	1983		Petersville Road	100,000	1,000,000	1,100,000	107	34	75	0
16	1983		Parks Highway	365,000	4,195,000	4,560,000	107	34	77	0
16	1983		Unspecified Roads	143,000	0	143,000	107	34	118	0
16	1983		Seward Meridian Road	293,000	0	293,000	107	34	118	0
16	1983		Lewis Loop Road	150,000	0	150,000	107	34	118	0
16	1983		Unspecified Roads	190,000	0	190,000	107	34	118	0
16	1983		Oilwell Road	40,000	0	40,000	107	34	118	0
16	1983		Unspecified Roads	100,000	0	100,000	107	34	118	0
16	1983	Houston	Unspecified Roads	300,000	0	300,000	10	0	27	0
16	1983	Houston	Unspecified Roads	80,000	0	80,000	107	34	114	0
16	1983	Palmer	Unspecified Roads	1,437,000	0	1,437,000	10	0	6	0
16	1983	Palmer	Unspecified Roads	150,000	0	150,000	10	0	27	0
16	1983	Wasilla	Unspecified Roads	300,000	0	300,000	10	0	27	0
				7,180,200	10,795,000	17,975,200				Sum

Number of Observations: 21

16	1984		Cheri Lake Drive	25,000	0	25,000	22	0	6	0
16	1984		Oilwell Road	94,700	0	94,700	22	0	6	0
16	1984		Pittman Road	400,000	0	400,000	22	0	7	0
16	1984		Talkeetna Spur	100,000	0	100,000	22	0	7	0
16	1984		Petersville Road	250,000	0	250,000	45	0	9	0

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEG	PG	LN
16	1984		Mission Road	400,000	0	400,000	24	0	12	0
16	1984		Horseshoe Lake Road	53,800	0	53,800	24	0	43	0
16	1984		Unspecified Roads	200,000	0	200,000	24	0	43	0
16	1984		Big Lake Roads	200,000	0	200,000	24	0	44	0
16	1984		Seward Meridian Road	382,900	0	382,900	24	0	44	0
16	1984		Glenn Highway	32,000	368,000	400,000	24	0	62	0
16	1984		Pittman Road	400,000	0	400,000	24	0	72	0
16	1984		Lucille Street	450,000	0	450,000	24	0	72	0
16	1984		Farm Loop Road	95,000	0	95,000	171	319	56	0
16	1984		Street Lighting	350,000	0	350,000	171	319	76	0
16	1984		Unspecified Roads	1,500,000	0	1,500,000	171	319	76	0
16	1984		Street Lighting	350,000	0	350,000	171	319	76	0
16	1984		Street Lighting	72,000	0	72,000	171	319	76	0
16	1984	Houston	Unspecified Roads	100,000	0	100,000	22	0	6	0
16	1984	Houston	Houston H.S. Access	42,100	0	42,100	22	0	6	0
16	1984	Houston	King Arthur Road	200,000	0	200,000	45	0	29	0
16	1984	Houston	King Arthur Road	400,000	0	400,000	45	0	29	0
16	1984	Houston	Armstrong Road	189,400	0	189,400	24	0	43	0
16	1984	Houston	Unspecified Roads	100,000	0	100,000	24	0	72	0
16	1984	Palmer	Street Lighting	300,000	0	300,000	24	0	44	0
16	1984	Palmer	Street Lighting	250,000	0	250,000	171	319	76	0
16	1984	Wassila	Multiple Roads	200,000	0	200,000	2	0	44	0
16	1984	Wassila	Traffic Signals	300,000	0	300,000	24	0	44	0
				7,436,900	368,000	7,804,900				Sum

Number of Observations: 28

16	1985		Big Lake Roads	300,000	0	300,000	96	0	41	0
16	1985		Big Lake Roads	275,000	0	275,000	96	0	15	0
16	1985		Big Lake Roads	100,000	0	100,000	105	520	112	29
16	1985		Briggs Road	400,000	0	400,000	96	0	40	0
16	1985		Farm Loop Road	50,000	0	50,000	96	0	40	0
16	1985		Hatcher Pass Road	250,000	0	250,000	96	0	15	0
16	1985		Meadow Lakes Road	100,000	0	100,000	96	0	40	0
16	1985		Seward Meridian Road	100,000	0	100,000	96	0	40	0
16	1985		Parks Highway	0	3,285,000	3,285,000	96	0	14	0
16	1985		Glenn Highway	100,000	0	100,000	96	0	15	0
16	1985		Petersville Road	700,000	0	700,000	105	683	141	6

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
16	1985		Petersville Road	100,000	0	100,000	96	0	41	0	
16	1985		Pittman Road	700,000	0	700,000	96	0	15	0	
16	1985		Pittman Road	400,000	0	400,000	96	0	40	0	
16	1985		Pittman Road	400,000	0	400,000	105	602	141	3	
16	1985		Various LRSA	165,000	0	165,000	96	0	41	0	
16	1985		Unspecified Roads	81,000	0	81,000	96	0	40	0	
16	1985		Traffic Signals	325,000	0	325,000	96	0	15	0	
16	1985		Unspecified Trails	40,000	0	40,000	96	0	40	0	
16	1985	Houston	Kenlar Road	370,000	0	370,000	96	0	40	0	
16	1985	Palmer	Butte to Palmer Road	600,000	0	600,000	96	0	15	0	
16	1985	Wasilla	Street Lighting	16,000	0	16,000	96	0	15	0	
				5,572,000	3,285,000	8,857,000					Sum

Number of Observations: 22

16	1986		Church Road	100,000	0	100,000	128	3	28	15	
16	1986		Edgerton Park Road	50,000	0	50,000	128	3	28	16	
16	1986		Edlund Road	100,000	0	100,000	128	3	28	17	
16	1986		Glenn Highway	0	7,498,000	7,498,000	128	3	14	9	
16	1986		Hatcher Pass Road	141,000	0	141,000	128	3	28	18	
16	1986		Lake Louise Road	50,000	0	50,000	128	3	29	4	
16	1986		Horizon Drive	25,000	0	25,000	128	3	29	14	
16	1986		Johnson Road	417,000	0	417,000	128	3	29	13	
16	1986		Oil Well Road	40,000	0	40,000	128	3	29	15	
16	1986		Pittman Road	475,000	0	475,000	128	3	28	14	
16	1986		Maud Road	40,000	0	40,000	130	425	87	29	
16	1986		Parks Highway	0	521,600	521,600	130	165	35	13	
16	1986		Glenn Highway	0	966,000	966,000	128	3	14	10	
16	1986		Petersville Road	225,000	0	225,000	128	3	29	5	
16	1986		Pitman Road	60,000	0	60,000	130	417	86	16	
16	1986	Wasilla	Unspecified Roads	950,000	0	950,000	128	3	29	10	
				2,673,000	8,985,600	11,658,600					Sum

Number of Observations: 16

PAGE 18 OF APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D OF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				22,862,100	23,433,600	46,295,700					Sum
Number of Observations: 87											
17	1983		Glenn Highway	157,000	1,803,000	1,960,000	107	34	74	0	
17	1983		Parks Highway	5,000,000	0	5,000,000	10	0	7	0	
17	1983		Tok Cutoff	3,700,000	0	3,700,000	10	0	7	0	
17	1983		Alaska Highway	3,390,000	0	3,390,000	10	0	7	0	
17	1983		Richardson Highway	320,000	3,680,000	4,000,000	107	34	77	0	
17	1983		Parks Highway	1,230,000	4,545,000	5,775,000	107	34	77	0	
17	1983		Richardson Highway	480,000	5,520,000	6,000,000	107	34	77	0	
17	1983		Richardson Highway	336,000	3,866,000	4,202,000	107	34	77	0	
17	1983		Alaska Highway	203,000	2,338,000	2,541,000	107	34	77	0	
17	1983		Alaska Highway	1,375,000	7,125,000	8,500,000	107	34	77	0	
17	1983		Tok Cutoff	650,000	2,850,000	3,500,000	107	34	77	0	
17	1983		Richardson Highway	145,000	1,670,000	1,815,000	107	34	77	0	
17	1983	Anderson	Unspecified Roads	600,000	0	600,000	107	34	114	0	
17	1983	Anderson	Unspecified Roads	65,000	0	65,000	10	0	6	0	
17	1983	Copper Center	Richardson Highway	880,000	0	880,000	10	0	7	0	
17	1983	Copper Center	Klutina Road	40,600	0	40,600	10	0	32	0	
17	1983	Delta Junction	Unspecified Roads	950,000	0	950,000	10	0	27	0	
17	1983	Delta Junction	Unspecified Roads	500,000	0	500,000	10	0	6	0	
17	1983	Eagle Village	Unspecified Roads	10,000	0	10,000	106	48	8	0	
17	1983	Eagle Village	Unspecified Roads	10,900	0	10,900	107	34	122	0	
17	1983	Nenana	Unspecified Roads	100,000	0	100,000	107	34	114	0	
17	1983	Tetlin	Street Lighting	3,000	0	3,000	106	51	8	0	
				20,145,500	33,397,000	53,542,500					Sum

Number of Observations: 22

17	1984		Richardson Highway	16,000	184,000	200,000	24	0	64	0	
17	1984		Parks Highway	704,000	8,096,000	8,800,000	24	0	64	0	
17	1984		Alaska Highway	1,128,000	12,972,000	14,100,000	24	0	64	0	
17	1984		Richardson Highway	145,000	1,670,000	1,815,000	171	319	57	0	
17	1984		Tolsona Lake Road	50,000	0	50,000	171	319	58	0	
17	1984	Copper Center	Unspecified Roads	370,000	0	370,000	22	0	9	0	
17	1984	Copper Center	Richardson Highway	620,000	9,880,000	10,500,000	171	319	57	0	
17	1984	Delta Junction	Mill Tan Road	465,000	0	465,000	22	0	7	0	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
17	1984	Delta Junction	Street Lighting	28,800	0	28,800	24	0	44	0	
17	1984	Glennallen	3/4 Mile Road	72,000	0	72,000	171	319	79	0	
17	1984	Healy	Otto Lake West Road	100,000	0	100,000	22	0	3	0	
17	1984	Kenana	Unspecified Roads	615,000	0	615,000	22	0	7	0	
17	1984	Slana	Nabesna Road	135,000	0	135,000	22	0	3	0	
17	1984	Tanacross	Street Lighting	30,000	0	30,000	171	319	78	0	
				4,478,800	32,802,000	37,280,800					Sum

Number of Observations: 14

17	1985		Alaska Highway	0	13,500,000	13,500,000	96	0	17	0	
17	1985		Delta Agricultural Road	100,000	0	100,000	96	0	18	0	
17	1985		Delta Agricultural Road	54,915	0	54,915	105	631	132	2	
17	1985		Edgerton Highway	0	7,110,000	7,110,000	96	0	18	0	
17	1985		Glenn Highway	0	1,440,000	1,440,000	96	0	17	0	
17	1985		Nabesna Road	100,000	0	100,000	96	0	18	0	
17	1985		Parks Highway	0	8,640,000	8,640,000	96	0	17	0	
17	1985		Richardson Highway	0	9,000,000	9,000,000	96	0	17	0	
17	1985	Anderson	Unspecified Roads	250,000	0	250,000	96	0	41	0	
17	1985	Tanacross	Unspecified Roads	30,000	0	30,000	96	0	45	0	
17	1985	Tok	Unspecified Roads	100,000	0	100,000	96	0	23	0	
17	1985	Tok	Unspecified Roads	30,000	0	30,000	105	532	115	6	
				664,915	39,690,000	40,354,915					Sum

Number of Observations: 12

17	1986		Unspecified Roads	300,000	0	300,000	128	3	33	17
17	1986		Denali Highway	0	3,956,000	3,956,000	128	3	17	9
17	1986		Glenn Highway	0	1,029,000	1,029,000	130	164	35	6
17	1986		Nabesna Road	80,000	0	80,000	128	3	18	7
17	1986		Panguingue Creek Road	146,400	0	146,400	128	3	18	4
17	1986		Richardson Highway	0	3,151,000	3,151,000	128	3	17	8
17	1986		Taylor Highway	0	1,594,700	1,594,700	130	169	36	20
17	1986		Tok Cutoff	0	6,624,000	6,624,000	128	3	17	7
17	1986		Tok Cutoff	0	7,820,000	7,820,000	128	3	17	6
17	1986	Anderson	Unspecified Roads	280,000	0	280,000	128	3	29	21
17	1986	Copper Center		36,000	0	36,000	128	3	18	5

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
17	1986	Copper Center	Richardson Highway	4,000	0	4,000	130	109	24	8	
17	1986	Nenana	Unspecified Roads	200,000	0	200,000	128	3	29	19	
17	1986	Northway	Unspecified Roads	80,000	0	80,000	128	3	33	19	
17	1986	Tok	Unspecified Roads	300,000	0	300,000	128	3	33	18	
				1,426,400	24,174,700	25,601,100					Sum
Number of Observations: 15											
				26,715,615	130,063,700	156,779,315					Sum
Number of Observations: 63											
18	1983	North Pole	5th Avenue	1,595,000	0	1,595,000	10	0	27	0	
				1,595,000	0	1,595,000					Sum
Number of Observations: 1											
18	1984		Hurst Road	1,000,000	0	1,000,000	22	0	3	0	
18	1984		Richardson Highway	2,200,000	0	2,200,000	45	0	9	0	
18	1984		Richardson Highway	1,000,000	0	1,000,000	24	0	13	0	
18	1984	North Pole	Unspecified Roads	1,050,000	0	1,050,000	24	0	44	0	
				5,250,000	0	5,250,000					Sum
Number of Observations: 4											
18	1985		Richardson Highway	0	2,400,000	2,400,000	96	0	17	0	
18	1985		Various LRSA	400,000	0	400,000	96	0	41	0	
18	1985	North Pole	Richardson Highway	400,000	0	400,000	96	0	18	0	
18	1985	North Pole	Richardson Highway	0	6,210,000	6,210,000	96	0	0	0	
				800,000	8,610,000	9,410,000					Sum
Number of Observations: 4											
18	1986		Badger Road	0	11,960,000	11,960,000	128	3	17	10	
18	1986		Badger Road	44,000	0	44,000	128	3	30	18	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHF	SEC	PG	LN	
18	1986		Holmes Road	120,000	0	120,000	128	3	18	8	
18	1986		Richardson Highway	0	1,840,000	1,840,000	128	3	17	11	
18	1986	North Pole	Laurance Road	124,000	0	124,000	128	3	17	21	
18	1986	North Pole	Richardson Highway	0	460,000	460,000	128	3	17	12	
				288,000	14,260,000	14,548,000					Sum
Number of Observations:		6									
				7,933,000	22,870,000	30,803,000					Sum
Number of Observations:		15									
19	1983	Central	Unspecified Roads	32,000	0	32,000	10	0	7	0	
19	1983	Ester		40,600	0	40,600	10	0	32	0	
				72,600	0	72,600					Sum
Number of Observations:		2									
19	1984		Elliott Highway	112,800	1,297,200	1,410,000	24	0	64	0	
19	1984	Circle	Unspecified Roads	200,000	0	200,000	24	0	13	0	
				312,800	1,297,200	1,610,000					Sum
Number of Observations:		2									
19	1985		Steele Creek Road	180,000	0	180,000	96	0	18	0	
19	1985	Central	Unspecified Roads	13,000	0	13,000	105	455	0	0	
				193,000	0	193,000					Sum
Number of Observations:		2									
19	1986		Unspecified Roads	0	580,000	580,000	130	168	36	17	
19	1986		Steele Highway	110,400	0	110,400	128	3	17	22	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHIP	SEC	PG	I.N	
				110,400	580,000	690,400					Sum
Number of Observations:		2									
				688,800	1,877,200	2,566,000					Sum
Number of Observations:		8									
20	1983	Fairbanks	Ravenwood Avenue	150,000	0	150,000	10	0	7	0	
20	1983	Fairbanks	Parks Highway	180,000	0	180,000	10	0	7	0	
20	1983	Fairbanks	Airport Way	3,000,000	0	3,000,000	10	0	7	0	
20	1983	Fairbanks	UAF Campus	520,000	0	520,000	10	0	7	0	
20	1983	Fairbanks	School	180,000	0	180,000	10	0	7	0	
20	1983	Fairbanks	School Access Road	225,000	0	225,000	10	0	7	0	
20	1983	Fairbanks	Steese Highway	189,000	0	189,000	10	0	7	0	
20	1983	Fairbanks	Pedro Dome Road	192,000	0	192,000	10	0	7	0	
20	1983	Fairbanks	Skiland	100,000	0	100,000	10	0	7	0	
20	1983	Fairbanks	Unspecified Roads	1,818,000	0	1,818,000	10	0	28	0	
20	1983	Fairbanks	Goldstream Road	353,500	0	353,500	10	0	29	0	
20	1983	Fairbanks	Vue Crest Roads	200,000	0	200,000	10	0	29	0	
20	1983	Fairbanks	Galst Road	800,000	14,500,000	15,300,000	107	34	77	0	
20	1983	Fairbanks	S. Fairbanks Expressway	480,000	5,520,000	6,000,000	107	34	77	0	
20	1983	Fairbanks	Isberg Road	130,000	0	130,000	107	34	78	0	
20	1983	Fairbanks	Lutke Road	1,065,000	0	1,065,000	107	34	78	0	
20	1983	Fairbanks	Gilmore Trail	1,600,000	0	1,600,000	107	34	78	0	
20	1983	Fairbanks	Unspecified Roads	800,000	0	800,000	107	34	114	0	
20	1983	Fairbanks	Chatanika Road	1,000	0	1,000	107	34	117	0	
20	1983	Fairbanks	Unspecified Roads	4,000,000	0	4,000,000	107	34	118	0	
20	1983	Fairbanks	Persinger Drive	350,000	0	350,000	10	0	6	0	
				16,333,500	20,020,000	36,353,500					Sum
Number of Observations:		21									
20	1984	Fairbanks	Parks Highway	160,000	0	160,000	22	0	3	0	
20	1984	Fairbanks	Unspecified Roads	600,000	0	600,000	22	0	3	0	
20	1984	Fairbanks	Unspecified Roads	350,000	0	350,000	22	0	7	0	
20	1984	Fairbanks	Moose Creek Rd LRSA	145,000	0	145,000	22	0	7	0	
20	1984	Fairbanks	Peede Estates LRSA	55,000	0	55,000	22	0	7	0	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
20	1984	Fairbanks	10th Avenue	340,000	0	340,000	22	0	7	0
20	1984	Fairbanks	Wamilton Avenue	274,000	0	274,000	22	0	7	0
20	1984	Fairbanks	Unspecified Roads	638,100	0	638,100	22	0	7	0
20	1984	Fairbanks	N. Miller Hill Road	30,000	0	30,000	22	0	3	0
20	1984	Fairbanks	Chena Hot Springs Road	70,000	0	70,000	22	0	3	0
20	1984	Fairbanks	Chena Ridge Road	1,300,000	0	1,300,000	22	0	3	0
20	1984	Fairbanks	University Ave	163,000	0	163,000	22	0	3	0
20	1984	Fairbanks	Silver Fox Mine	155,000	0	155,000	45	0	9	0
20	1984	Fairbanks	School Safety	196,000	0	196,000	24	0	13	0
20	1984	Fairbanks	Steese Highway	160,000	0	160,000	24	0	13	0
20	1984	Fairbanks	Ballaine Road	50,000	0	50,000	24	0	13	0
20	1984	Fairbanks	Bridges	306,000	0	306,000	24	0	13	0
20	1984	Fairbanks	Multiple Roads	200,000	0	200,000	24	0	13	0
20	1984	Fairbanks	Steese Highway	104,000	0	104,000	24	0	13	0
20	1984	Fairbanks	Chena Ridge Road	1,200,000	0	1,200,000	24	0	13	0
20	1984	Fairbanks	District K LRSA	2,000,000	0	2,000,000	24	0	43	0
20	1984	Fairbanks	Unspecified LRSA	500,000	0	500,000	24	0	45	0
20	1984	Fairbanks	District J LRSA	1,000,000	0	1,000,000	24	0	45	0
20	1984	Fairbanks	Unspecified Roads	140,400	0	140,400	24	0	45	0
20	1984	Fairbanks	Newby LRSA	153,000	0	153,000	24	0	44	0
20	1984	Fairbanks	Arctic Fox LRSA	276,000	0	276,000	24	0	44	0
20	1984	Fairbanks	Diane LRSA	373,000	0	373,000	24	0	44	0
20	1984	Fairbanks	Highway Park Rd Svc Area	419,000	0	419,000	24	0	44	0
20	1984	Fairbanks	Kris Kringle LRSA	279,000	0	279,000	24	0	44	0
20	1984	Fairbanks	Farmers Loop Road	82,000	946,000	1,028,000	24	0	64	0
20	1984	Fairbanks	Badger Road	74,700	859,000	933,700	24	0	64	0
20	1984	Fairbanks	Unspecified Roads	200,000	2,300,000	2,500,000	24	0	64	0
20	1984	Fairbanks	Ballaine Road	135,000	0	135,000	24	0	64	0
20	1984	Fairbanks	College Road	1,900,000	0	1,900,000	171	319	57	0
20	1984	Fairbanks	Airport Way	1,100,000	0	1,100,000	171	319	57	0
20	1984	Fairbanks	Vue Crest Roads	300,000	0	300,000	171	319	77	0
				15,428,200	4,105,000	19,533,200				Sum
Number of Observations: 36										
20	1985	Fairbanks	Cushman Street	370,000	0	370,000	96	0	18	0
20	1985	Fairbanks	Unspecified Roads	4,300,000	0	4,300,000	96	0	37	0
20	1985	Fairbanks	Farmers Loop Road	0	12,240,000	12,240,000	96	0	17	0

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	GHP	SEC	PG	LN	
20	1985	Fairbanks	Geist Road	0	19,080,000	19,080,000	96	0	17	0	
20	1985	Fairbanks	Various LRSA	1,600,000	0	1,600,000	96	0	41	0	
20	1985	Fairbanks	S. Fairbanks Expressway	0	6,030,000	6,030,000	96	0	17	0	
				6,270,000	37,350,000	43,620,000					Sum
Number of Observations:		6									
20	1986	Fairbanks	Davis Road	0	1,840,000	1,840,000	128	3	17	15	
20	1986	Fairbanks	FNSB LRSA's	1,000,000	0	1,000,000	30	595	115	24	
20	1986	Fairbanks	Unspecified LRSA	2,000,000	0	2,000,000	128	3	30	7	
20	1986	Fairbanks	Geist Road	0	600,000	600,000	128	3	17	20	
20	1986	Fairbanks	Geist Road	0	17,940,000	17,940,000	128	3	17	13	
20	1986	Fairbanks	Unspecified Roads	0	500,000	500,000	128	3	17	4	
20	1986	Fairbanks	Parks Highway	0	7,360,000	7,360,000	128	3	17	14	
20	1986	Fairbanks	Richardson Highway	115,000	2,185,000	2,300,000	128	3	17	23	
20	1986	Fairbanks	Steese Highway	0	460,000	460,000	128	3	17	16	
20	1986	Fairbanks	Unspecified Roads	0	1,242,000	1,242,000	128	3	17	17	
				3,115,000	32,127,000	35,242,000					Sum
Number of Observations:		10									
				41,146,700	93,602,000	134,748,700					Sum
Number of Observations:		73									
22	1983	Buckland	Street Lighting	10,000	0	10,000	107	34	106	0	
22	1983	Deering	Unspecified Roads	150,000	0	150,000	10	0	28	0	
22	1983	Kobuk	Roads & Equipment	300,000	0	300,000	10	0	28	0	
22	1983	Shungnak	Street Lighting	10,000	0	10,000	107	34	106	0	
22	1983	Wainwright	Wainwright Recreation Rd	300,000	0	300,000	107	34	114	0	
				770,000	0	770,000					Sum
Number of Observations:		5									
22	1984	Ambler	Street Lighting	25,000	0	25,000	22	0	7	0	
22	1984	Atkasuk	Unspecified Roads	300,000	0	300,000	22	0	8	0	

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ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
22	1984	Buckland	Dumpsite Road	300,000	0	300,000	22	0	8	0
22	1984	Kaktovik	Unspecified Roads	500,000	0	500,000	171	319	77	0
22	1984	Kiana	Beach Access Road	300,000	0	300,000	22	0	8	0
22	1984	Kiana	Street Lighting	25,000	0	25,000	22	0	8	0
22	1984	Kotzebue	Unspecified Roads	700,000	0	700,000	24	0	64	0
22	1984	Noatak	Unspecified Roads	500,000	0	500,000	24	0	64	0
22	1984	Noorvik	Dumpsite Road	500,000	0	500,000	22	0	8	0
22	1984	Noorvik	Bridge Repairs	33,600	0	33,600	24	0	35	0
22	1984	Nuiqsut	Unspecified Roads	55,500	0	55,500	24	0	45	0
22	1984	Point Lay	Dumpsite Road	400,000	0	400,000	171	319	77	0
22	1984	Selawik	Selawik Boardwalk	75,000	0	75,000	22	0	8	0
22	1984	Shungnak	Bridge Repairs	60,000	0	60,000	22	0	8	0
22	1984	Wainwright	Dumpsite Road	300,000	0	300,000	22	0	8	0
				4,074,100	0	4,074,100				Sum
Number of Observations:		15								
22	1985	Nuiqsut	Prudhoe Bay-Nuiqsut	0	13,000,000	13,000,000	96	0	18	0
				0	13,000,000	13,000,000				Sum
Number of Observations:		1								
				4,844,100	13,000,000	17,844,100				Sum
Number of Observations:		21								
23	1983		Pilgrim Hot Springs Road	800,000	0	800,000	10	0	7	0
23	1983		Nome-Taylor Highway	120,000	1,380,000	1,500,000	107	34	77	0
23	1983		Nome-Council Highway	560,000	6,440,000	7,000,000	107	34	77	0
23	1983	Alakanuk	Street Lighting	10,000	0	10,000	107	34	106	0
23	1983	Gambell	Unspecified Roads	85,000	0	85,000	107	34	107	0
23	1983	Koyuk	Unspecified Roads	100,000	0	100,000	107	34	115	0
23	1983	Nome	Unspecified Roads	700,000	1,400,000	2,100,000	107	34	77	0
23	1983	Savoonga	Street Lighting	10,000	0	10,000	107	34	108	0
23	1983	Scammon Bay	Street Lighting	10,000	0	10,000	107	34	108	0
23	1983	Unalakleet	Unspecified Roads	1,150,000	0	1,150,000	10	0	28	0
23	1983	Wales	Lopp Lagoon Road	100,000	0	100,000	107	34	115	0

FD	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
				3,645,000	9,220,000	12,865,000				Sum
Number of Observations:		11								
23	1984	Alakanuk	Unspecified Roads	157,000	0	157,000	22	0	8	0
23	1984	Brevig Mission	Street Lighting	25,000	0	25,000	171	319	77	0
23	1984	Chevak	Unspecified Roads	400,000	0	400,000	22	0	8	0
23	1984	Chevak	Unspecified Roads	200,000	0	200,000	45	0	30	0
23	1984	Chevak	Unspecified Roads	100,000	0	100,000	24	0	45	0
23	1984	Elim	Unspecified Roads	500,000	0	500,000	24	0	45	0
23	1984	Koyuk	Unspecified Roads	200,000	0	200,000	24	0	45	0
23	1984	Shishmaref	Unspecified Roads	275,000	0	275,000	22	0	8	0
23	1984	St Michael	Specified Roads	200,000	0	200,000	24	0	45	0
				2,057,000	0	2,057,000				Sum
Number of Observations:		9								
23	1985	Nome	Taylor Highway	0	4,680,000	4,680,000	96	0	18	0
23	1985	Savoonga	Bridges	150,000	0	150,000	96	0	41	0
				150,000	4,680,000	4,830,000				Sum
Number of Observations:		2								
23	1986	Nome	Nome-Council Highway	0	4,381,000	4,381,000	128	3	17	18
23	1986	Nome	Nome-Taylor Highway	0	600,000	600,000	128	3	17	19
				0	4,981,000	4,981,000				Sum
Number of Observations:		2								
				5,852,000	18,881,000	24,733,000				Sum
Number of Observations:		24								
24	1983		Mt Village/St Marys Road	455,000	0	455,000	10	0	7	0
24	1983	Aniak		85,000	0	85,000	106	24	4	0

LD	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
24	1983	Aniak	Unspecified Roads	50,000	0	50,000	107	34	115	0
24	1983	Chalkyitsik	Unspecified Roads	97,000	0	97,000	107	34	122	0
24	1983	Crooked Creek	Unspecified Roads	50,000	0	50,000	107	34	122	0
24	1983	Fort Yukon	Unspecified Roads	250,000	0	250,000	107	34	115	0
24	1983	Grayling	Bridge Repairs	100,000	0	100,000	107	34	115	0
24	1983	Hughes	Unspecified Roads	100,000	0	100,000	10	0	28	0
24	1983	McGrath	Heavy Equipment	200,000	0	200,000	107	34	116	0
24	1983	Nulato	Unspecified Roads	75,000	0	75,000	107	34	116	0
24	1983	Red Devil	Unspecified Roads	30,000	0	30,000	107	34	122	0
24	1983	Ruby	Unspecified Roads	240,000	0	240,000	10	0	28	0
24	1983	Russian Mission	Unspecified Roads	210,000	0	210,000	10	0	23	0
24	1983	Russian Mission	Unspecified Roads	50,000	0	50,000	107	34	116	0
24	1983	Shageluk	Street Lighting	10,000	0	10,000	107	34	109	0
24	1983	Sleetmute	Unspecified Roads	125,000	0	125,000	10	0	32	0
24	1983	St Marys	Unspecified Roads	140,000	0	140,000	10	0	29	0
24	1983	Takotna	Unspecified Roads	25,000	0	25,000	107	34	122	0
24	1983	Tuluksak	Unspecified Roads	280,000	0	280,000	10	0	28	0
				2,572,000	0	2,572,000				Sum

Number of Observations: 19

24	1984	Arctic Village	Unspecified Roads	50,000	0	50,000	24	0	49	0
24	1984	Fort Yukon	Unspecified Roads	200,000	0	200,000	24	0	45	0
24	1984	Grayling	Roads & Equipment	250,000	0	250,000	24	0	46	0
24	1984	Huslia	Street Lighting	5,000	0	5,000	171	319	77	0
24	1984	Kaitag	Unspecified Roads	200,000	0	200,000	24	0	46	0
24	1984	Koyukuk	Roads & Equipment	200,000	0	200,000	24	0	46	0
24	1984	Nulato	Unspecified Roads	75,000	0	75,000	24	0	46	0
24	1984	Ruby	Unspecified Roads	190,000	0	190,000	24	0	46	0
24	1984	Ruby	Boardwalk	75,000	0	75,000	24	86	15	0
24	1984	Ruby	Boardwalk	75,000	0	75,000	171	88	15	0
24	1984	Sleetmute	Roads & Equipment	200,000	0	200,000	24	0	50	0
24	1984	Tanana	Unspecified Roads	200,000	0	200,000	24	0	46	0
24	1984	Tuluksak	Roads & Equipment	300,000	0	300,000	24	0	46	0

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D OF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				2,020,000	0	2,020,000					Sum
Number of Observations: 13											
24	1985	Fort Yukon	Bridges	150,000	0	150,000	96	0	41	0	
24	1985	Kaitag	Unspecified Roads	165,000	0	165,000	105	743	149	14	
24	1985	Niilato	Street Lighting	41,400	0	41,400	96	0	42	0	
24	1985		Unspecified Roads	100,000	0	100,000	96	0	42	0	
				456,400	0	456,400					Sum
Number of Observations: 4											
				5,048,400	0	5,048,400					Sum
Number of Observations: 36											
25	1983	Atmautluak	Boardwalk	80,000	0	80,000	107	34	116	0	
25	1983	Bethel	Unspecified Roads	200,000	0	200,000	107	34	74	0	
25	1983	Eek	Unspecified Roads	450,000	0	450,000	107	34	116	0	
25	1983	Napaskiak	Unspecified Roads	175,000	0	175,000	107	347	116	0	
25	1983	Newtok	Boardwalk	80,000	0	80,000	10	0	29	0	
				985,000	0	985,000					Sum
Number of Observations: 5											
25	1984	Atmautluak	Unspecified Roads	400,000	0	400,000	24	0	46	0	
25	1984	Bethel	Unspecified Roads	550,000	0	550,000	24	0	46	0	
25	1984	Eek	Unspecified Roads	250,000	0	250,000	24	0	46	0	
25	1984	Kipnuk	Dumpsite Road	292,000	0	292,000	24	0	49	0	
25	1984	Kongiganak	Boardwalk	35,000	0	35,000	171	319	55	0	
25	1984	Napaskiak	Airport Road	100,000	0	100,000	171	319	56	0	
25	1984	Toksook Bay	Unspecified Roads	220,000	0	220,000	22	0	8	0	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				1,847,000	0	1,847,000					Sum
Number of Observations:		7									
25	1985	Kwothluk	Unspecified Roads	250,000	0	250,000	96	0	42	0	
				250,000	0	250,000					Sum
Number of Observations:		1									
25	1986	Kipnuk	Kipnuk HS Footbridge	80,000	0	80,000	128	3	12	11	
25	1986	Quinhagak	Unspecified Roads	7,500	0	7,500	128	3	32	10	
				87,500	0	87,500					Sum
Number of Observations:		2									
				3,169,500	0	3,169,500					Sum
Number of Observations:		15									
26	1983		Nondalton/Newhalen Road	1,000,000	0	1,000,000	10	0	5	0	
26	1983		Nondalton/Newhalen Road	500,000	0	500,000	107	34	75	0	
26	1983		Naknek-King Salmon Road	150,000	0	150,000	107	34	75	0	
26	1983		Naknek-King Salmon Road	200,000	0	200,000	106	205	39	0	
26	1983	Dillingham	Unspecified Roads	572,000	0	572,000	10	0	29	0	
26	1983	Dillingham	Unspecified Roads	400,000	0	400,000	107	34	117	0	
26	1983	New Stuyahok	Unspecified Roads	300,000	0	300,000	107	34	117	0	
26	1983	South Naknek	Beach Access Road	75,000	0	75,000	107	34	117	0	
26	1983	Togalak	Unspecified Roads	75,000	0	75,000	107	34	117	0	
26	1983	Unalaska	Bridge Repairs	35,000	0	35,000	107	34	117	0	
				3,307,000	0	3,307,000					Sum
Number of Observations:		10									
26	1984		Naknek-King Salmon Road	2,300,000	0	2,300,000	24	0	62	0	
26	1984		Nondalton-Iliamna Road	1,000,000	0	1,000,000	24	0	63	0	
26	1984		Nondalton/Newhalen Road	1,500,000	0	1,500,000	171	319	56	0	

FD	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
26	1984	Atka	Airport Access Road	29,800	0	29,800	22	0	9	0
26	1984	Clarks Point	Dump Access Road	50,000	0	50,000	24	0	46	0
26	1984	Dillingham	Unspecified Roads	956,000	0	956,000	171	319	56	0
26	1984	Egogik	Unspecified Roads	55,800	0	55,800	24	0	50	0
26	1984	Nondalton	Unspecified Roads	500,000	0	500,000	24	0	46	0
				6,391,600	0	6,391,600				Sum
Number of Observations:		8								
26	1985	Dillingham	Unspecified Roads	450,000	0	450,000	105	486	107	18
26	1985	Pedro Bay	Unspecified Roads	156,000	0	156,000	105	289	71	3
				606,000	0	606,000				Sum
Number of Observations:		2								
26	1986	Nondalton	Unspecified Roads	150,000	0	150,000	128	3	32	15
26	1986	Sand Point	Unspecified Roads	200,000	0	200,000	128	3	32	14
				350,000	0	350,000				Sum
Number of Observations:		2								
				10,654,600	0	10,654,600				Sum
Number of Observations:		22								
27	1983		Lilly Drive	923,000	0	923,000	10	0	29	0
27	1983		Anton Larson Road	100,000	900,000	1,000,000	107	34	75	0
27	1983		Mission Road	1,000,000	0	1,000,000	107	34	75	0
27	1983		Unspecified Roads	300,000	0	300,000	107	34	118	0
27	1983		Mill Bay Road	70,000	0	70,000	106	27	5	0
27	1983		Lakeview Drive	120,000	0	120,000	10	0	29	0
27	1983	Karluk	Boardwalk	50,000	0	50,000	107	34	118	0
27	1983	Kodiak	OTMILOI	470,000	0	470,000	10	0	5	0
27	1983	Kodiak	Mill Bay Road	400,000	0	400,000	10	0	5	0
27	1983	Kodiak	Baranof Street	1,148,000	0	1,148,000	10	0	23	0
27	1983	Kodiak	Mountainview Drive	340,000	0	340,000	107	34	117	0

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D OF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
				4,921,000	900,000	5,821,000				Sum
Number of Observations:		11								
27	1984		Unspecified Roads	441,000	0	441,000	22	0	9	0
27	1984	Akhlok	Dock Access Road	560,000	0	560,000	24	0	46	0
27	1984	Karluk	Street Lighting	27,000	0	27,000	21	0	14	0
27	1984	Kodiak	Mission Road	340,000	0	340,000	24	0	12	0
27	1984	Kodiak	Sellef Lane	2,149,000	0	2,149,000	24	0	47	0
27	1984	Kodiak	Bridges	14,500,000	0	14,500,000	24	0	62	0
27	1984	Kodiak	Multiple Roads	750,000	0	750,000	24	0	73	0
27	1984	Old Harbor	Old Harbor Road	375,000	0	375,000	45	0	9	0
				19,142,000	0	19,142,000				Sum
Number of Observations:		8								
27	1985		School Safety	100,000	0	100,000	105	550	118	11
27	1985	Chignik	Unspecified Roads	70,000	0	70,000	96	0	15	0
27	1985	Chignik Lagoon	Bridges	290,000	0	290,000	96	0	15	0
27	1985	Perryville	Unspecified Roads	25,000	0	25,000	105	541	116	22
27	1985	Port Lions	Bay View Drive	200,000	0	200,000	96	0	42	0
				685,000	0	685,000				Sum
Number of Observations:		5								
27	1986	Kodiak	Near Island Roads	1,400,000	0	1,400,000	128	3	32	19
27	1986	Kodiak	St Herman Harbor Access	500,000	0	500,000	130	156	33	11
27	1986	Port Lions	Bay View Drive	100,000	0	100,000	128	3	32	21
				2,000,000	0	2,000,000				Sum
Number of Observations:		3								

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				26,748,000	900,000	27,648,000					Sum
Number of Observations:		27									
91	1984		Planning	0	176,000	176,000	24	0	65	0	
91	1984		Bridges	300,000	0	300,000	24	0	65	0	
91	1984		Engineering/Design	300,000	822,000	1,122,000	24	0	66	1	
				600,000	998,000	1,598,000					Sum
Number of Observations:		3									
91	1985		Federal Assisted Urban	0	3,200,000	3,200,000	96	0	20	0	
91	1985		Engineering/Design	0	1,810,000	1,810,000	96	0	19	0	
91	1985		Federal Match	2,000,000	0	2,000,000	96	0	19	0	
				2,000,000	5,010,000	7,010,000					Sum
Number of Observations:		3									
91	1986		Federal Match	1,900,000	0	1,900,000	128	3	19	16	
91	1986		Unspecified Roads	0	150,000	150,000	128	3	19	17	
				1,900,000	150,000	2,050,000					Sum
Number of Observations:		2									
				4,500,000	6,158,000	10,658,000					Sum
Number of Observations:		8									
92	1983		Preliminary Engineering	512,000	5,888,000	6,400,000	107	34	74	0	
92	1983		Unspecified Roads	790,000	3,160,000	3,950,000	107	34	74	0	
				1,302,000	9,048,000	10,350,000					Sum
Number of Observations:		2									
92	1984		Bridges	245,000	975,000	1,220,000	24	0	62	0	

92 1984 Knik Arm Crossing 400,000 4,622,000 5,022,000 24 0 62 0
 Pago 33 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ED YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
92 1984		Knik Arm Crossing	1,000,000	0	1,000,000	171	319	56	0
			1,645,000	5,597,000	7,242,000				Sum

Number of Observations: 3

92 1985			0	3,420,000	3,420,000	96	0	14	0
92 1985		Federal Match	5,765,000	0	5,765,000	96	0	13	0
			5,765,000	3,420,000	9,185,000				Sum

Number of Observations: 2

92 1986		Federal Match	6,050,000	0	6,050,000	128	3	13	4
92 1986		Federal Match	850,000	0	850,000	130	154	32	25
			6,900,000	0	6,900,000				Sum

Number of Observations: 2

			15,612,000	18,065,000	33,677,000				Sum
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Number of Observations: 9

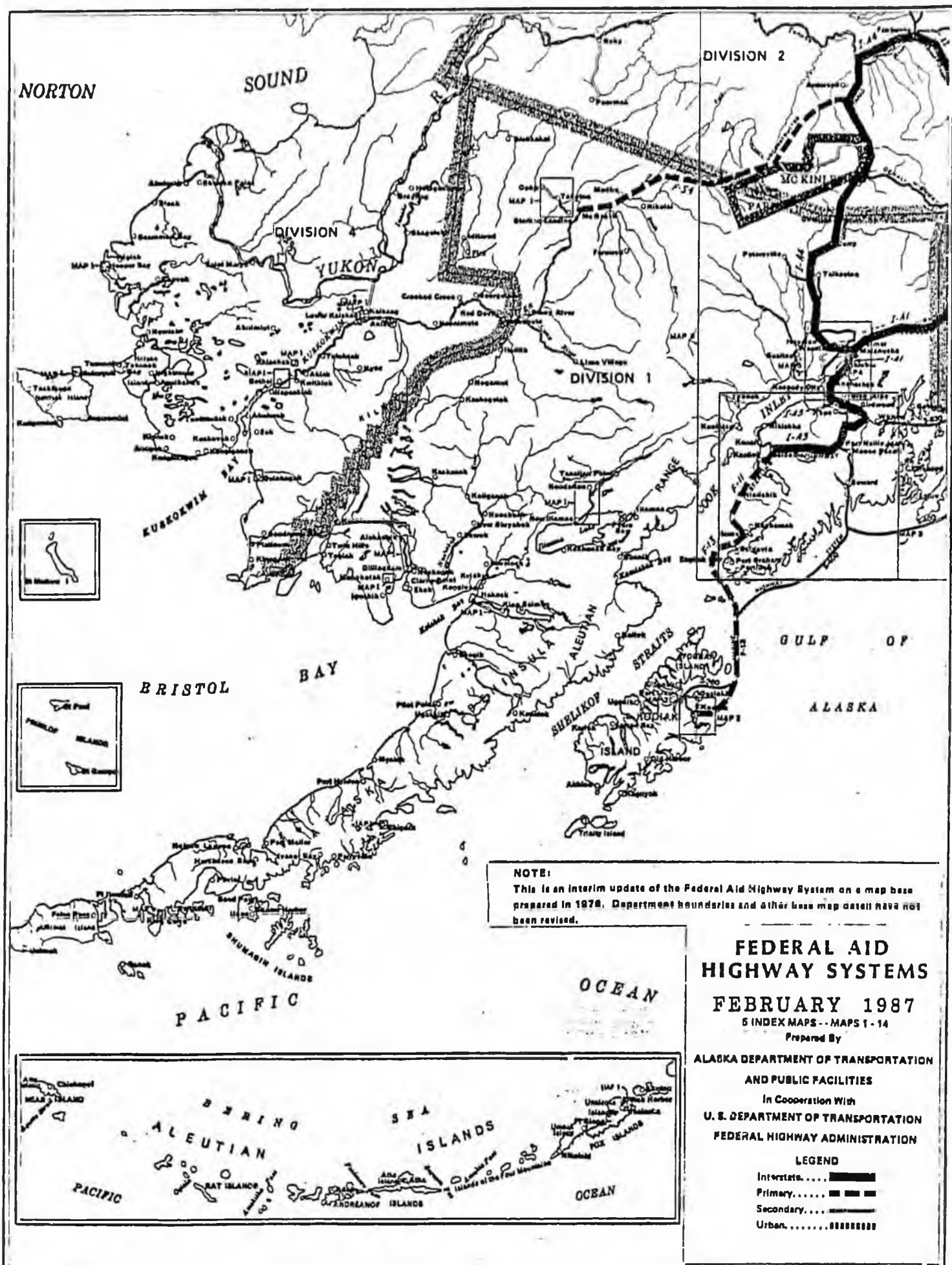
94 1983		Unspecified Roads	315,000	3,617,000	3,932,000	107	34	77	0
94 1983		Unspecified Roads	50,000	450,000	500,000	107	34	77	0
			365,000	4,067,000	4,432,000				Sum

Number of Observations: 2

94 1985		Federal Match	7,050,000	0	7,050,000	96	0	17	0
94 1985		Preliminary Engineering	0	12,040,000	12,040,000	96	0	17	0

ED YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
			7,050,000	12,040,000	19,090,000					Sum
	Number of Observations:	2								
			7,415,000	16,107,000	23,522,000					Sum
	Number of Observations:	4								
95 1983		Dalton Highway	3,000,000	0	3,000,000	10	0	7	0	
			3,000,000	0	3,000,000					Sum
	Number of Observations:	1								
95 1984		Engineering/Design	500,000	1,527,000	2,027,000	24	0	64	0	
95 1984		Planning	425,000	0	425,000	24	0	64	0	
95 1984		Bridges	562,000	2,248,000	2,810,000	24	0	64	0	
95 1984		Dalton Highway	5,545,500	0	5,545,500	24	0	64	0	
			7,032,500	3,775,000	10,807,500					Sum
	Number of Observations:	4								
95 1986		Federal Match	5,900,000	0	5,900,000	128	3	16	24	
			5,900,000	0	5,900,000					Sum
	Number of Observations:	1								
			15,932,500	3,775,000	19,707,500					Sum
	Number of Observations:	6								
99 1983		Unspecified Roads	24,000	276,000	300,000	107	34	77	0	
99 1983		Unspecified Roads	145,000	1,445,000	1,590,000	107	34	79	0	
99 1983			3,000,000	25,000,000	28,000,000	107	34	80	0	
99 1983		Unspecified Roads	7,000,000	0	7,000,000	94	0	1	0	
99 1983		Highway Condition Rating	100,000	0	100,000	107	34	80	0	
99 1983		Right-of-Way	0	15,000,000	15,000,000	107	34	80	0	

ED	YEAR	AFFECTED COMMUNITY	ROAD (IF SPECIFIED)	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
				10,269,000	41,721,000	51,990,000					Sum
Number of Observations:		6									
99	1984		Bridges	281,800	1,127,200	1,409,000	24	0	61	0	
99	1984		Unspecified Roads	3,500,000	0	3,500,000	24	0	61	0	
99	1984		Various LRSA	3,000,000	0	3,000,000	171	319	56	0	
				6,781,800	1,127,200	7,909,000					Sum
Number of Observations:		3									
99	1985		Bridges	920,000	3,680,000	4,600,000	96	0	12	0	
99	1985		Various LRSA	1,150,000	0	1,150,000	96	0	12	0	
99	1985		Unspecified Roads	390,000	3,400,000	3,790,000	96	0	0	0	
99	1985		Planning	500,000	1,430,000	1,930,000	96	0	12	0	
				2,960,000	8,510,000	11,470,000					Sum
Number of Observations:		4									
99	1986		Planning	320,000	1,430,000	1,750,000	128	3	12	15	
99	1986		Bridges	967,000	4,500,000	5,467,000	128	3	12	24	
99	1986		Unspecified Roads	433,000	3,900,000	4,333,000	128	3	12	23	
				1,720,000	9,830,000	11,550,000					Sum
Number of Observations:		3									
				21,730,800	61,188,200	82,919,000					Sum
Number of Observations:		16									
				455,235,882	844,300,300	1,299,536,182					Sum
Number of Observations:		792									



DIVISION 2

NORTON

SOUND

DIVISION 4

YUKON

DIVISION 1

KURKOWIN

BRISTOL

BAY

GULF OF

ALASKA

PACIFIC

OCEAN

PACIFIC

BERING SEA

ALEUTIAN ISLANDS

OCEAN

NOTE:

This is an interim update of the Federal Aid Highway System on a map base prepared in 1978. Department boundaries and other base map details have not been revised.

FEDERAL AID HIGHWAY SYSTEMS

FEBRUARY 1987

6 INDEX MAPS - MAPS 1-14

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AND PUBLIC FACILITIES

In Cooperation With

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

LEGEND

- Interstate.....
- Primary.....
- Secondary.....
- Urban.....

ARCTIC

OCEAN

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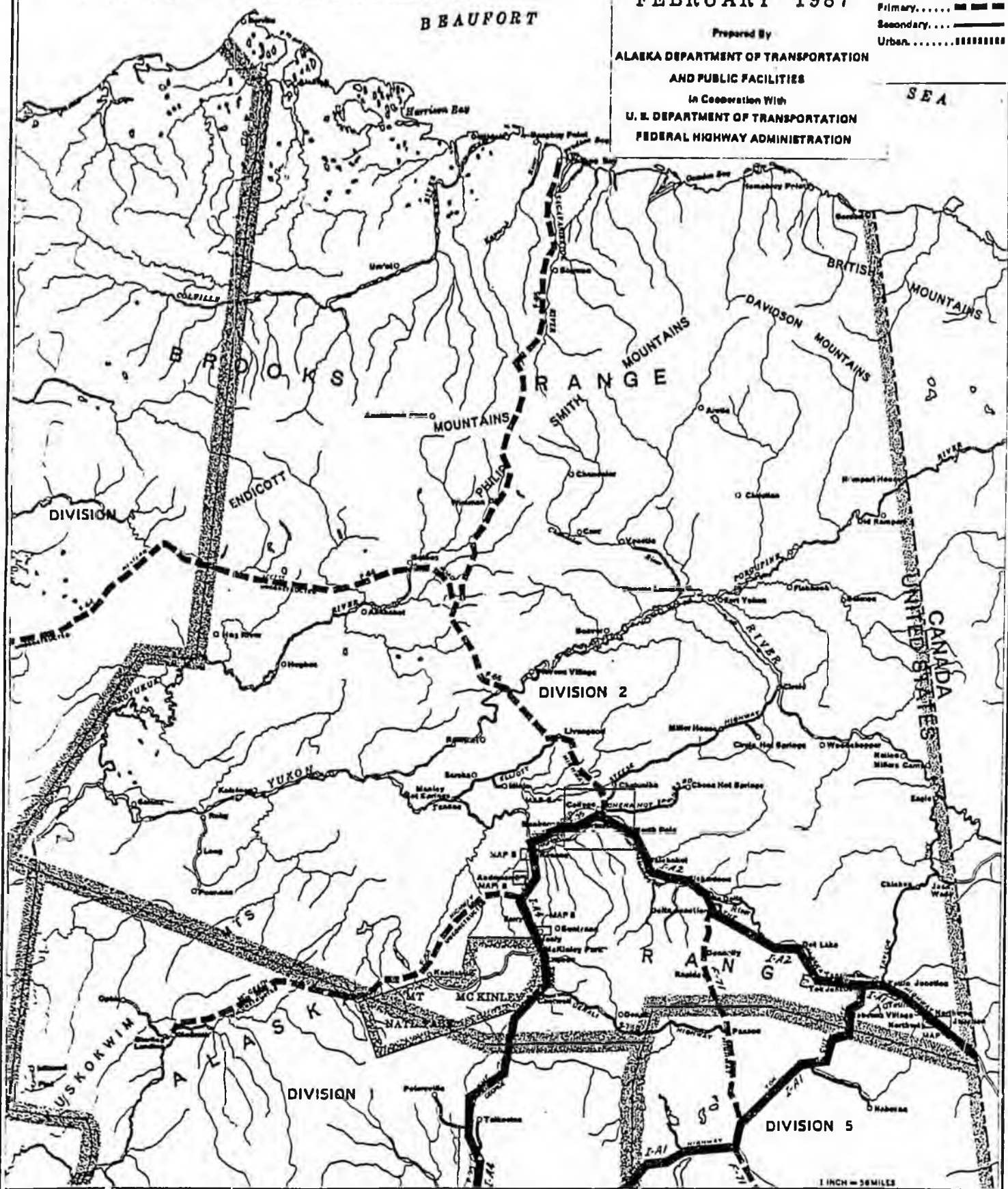
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LEGEND

- Interstate.....
- Primary.....
- Secondary.....
- Urban.....

BEAUFORT

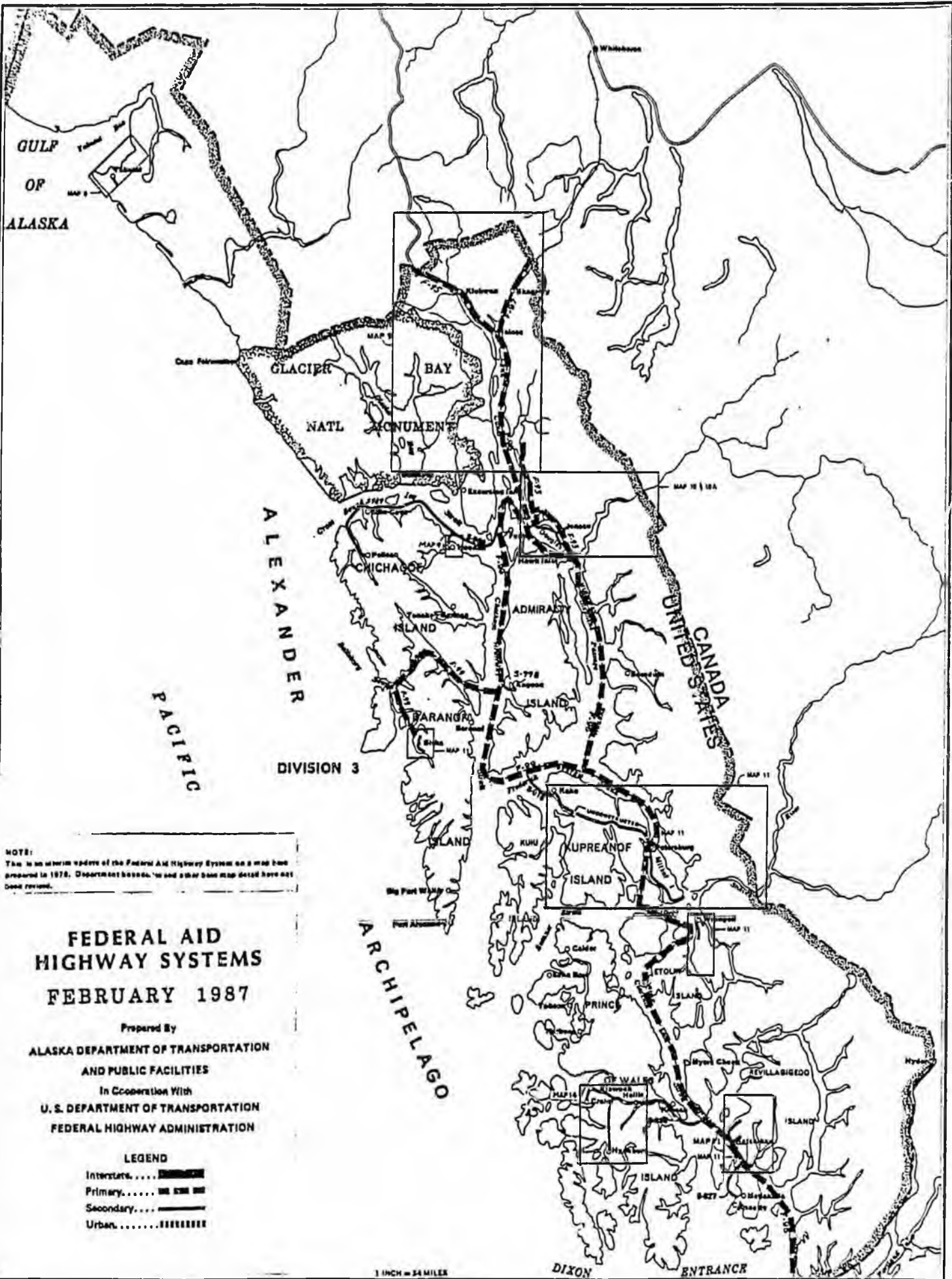


SEA

CANADA
UNITED STATES

1 INCH = 50 MILES

INDEX MAP



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- LEGEND**
- Interstate.....
 - Primary.....
 - Secondary.....
 - Urban.....

1 INCH = 34 MILES

CHUKCHI

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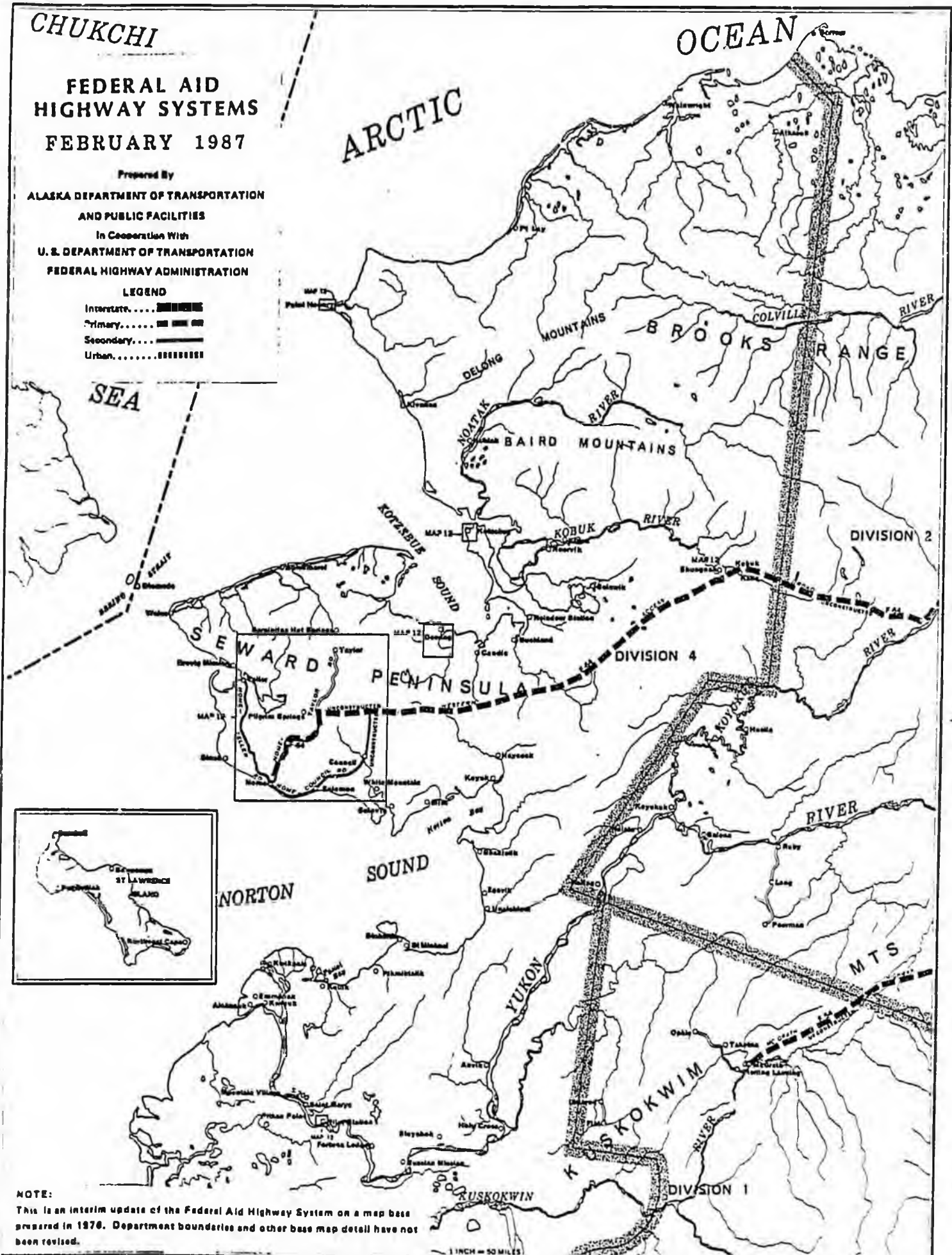
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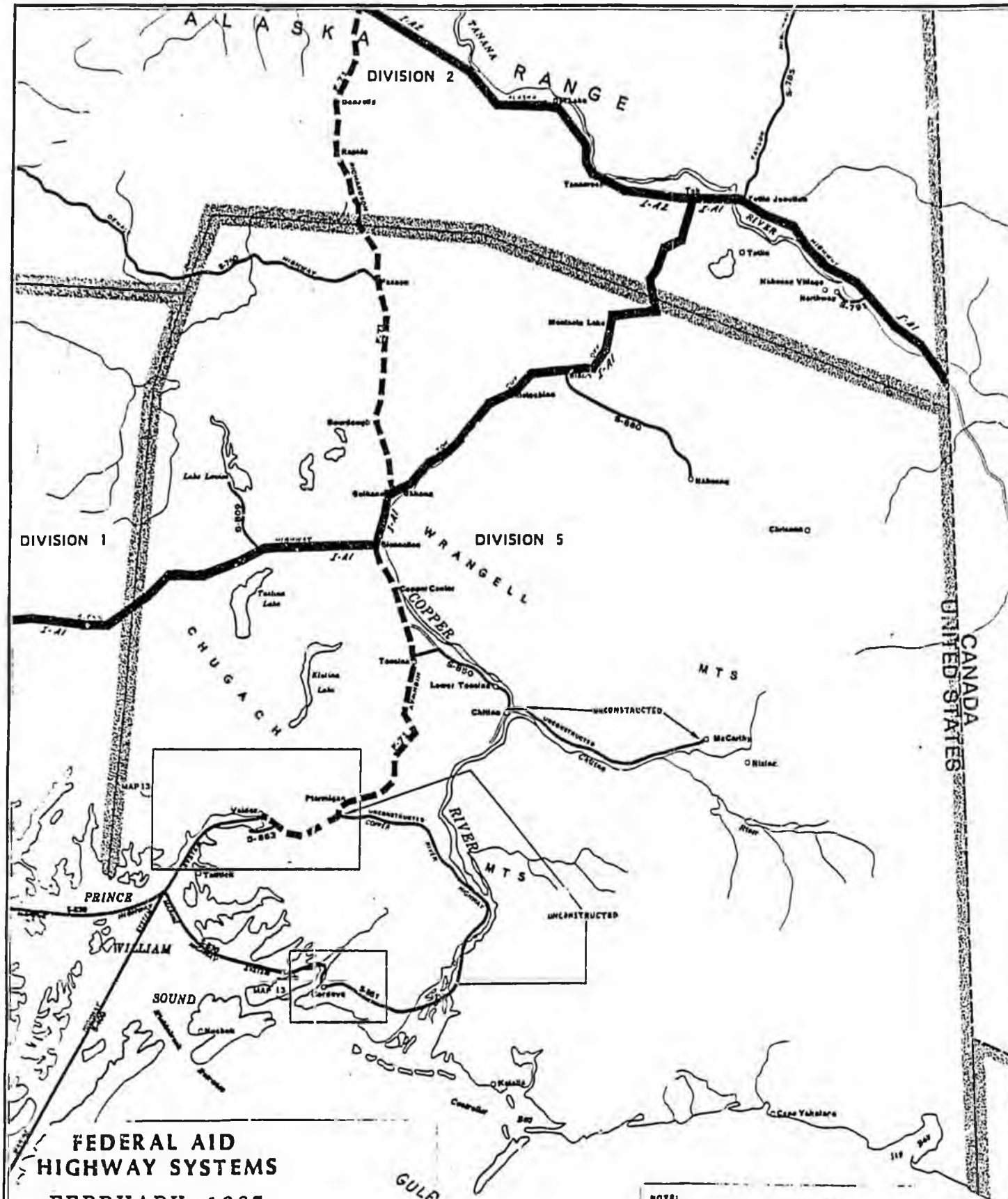
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LEGEND

- Interstate.....
- Primary.....
- Secondary.....
- Urban.....





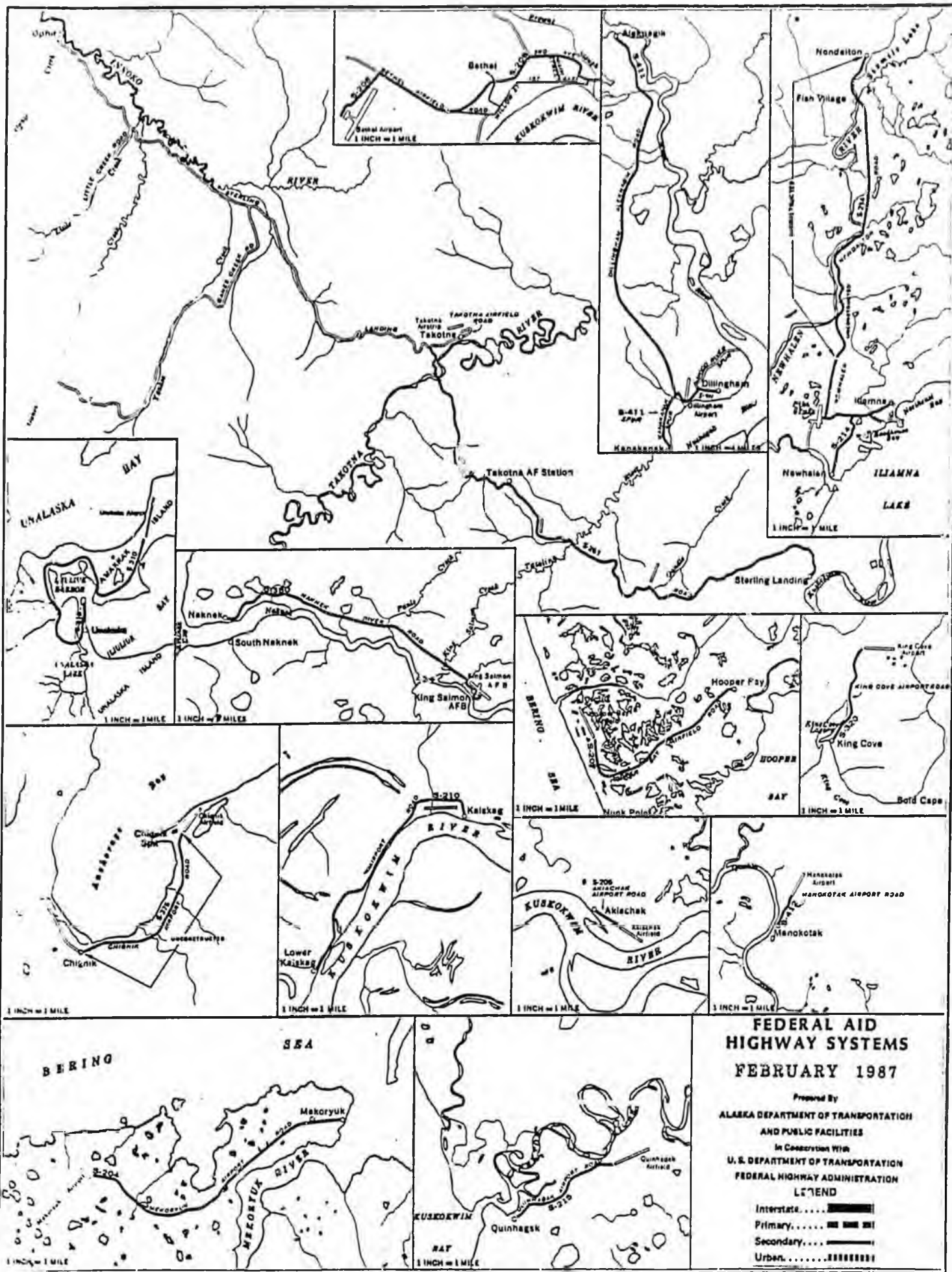
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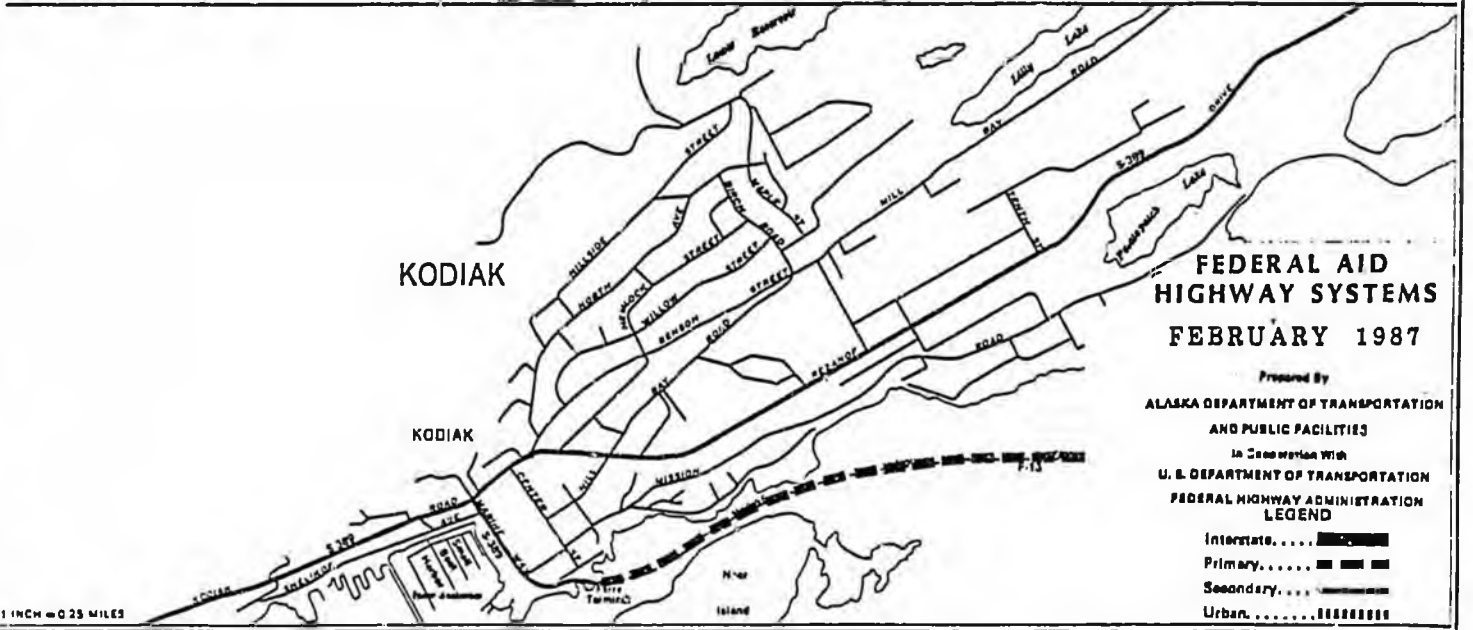
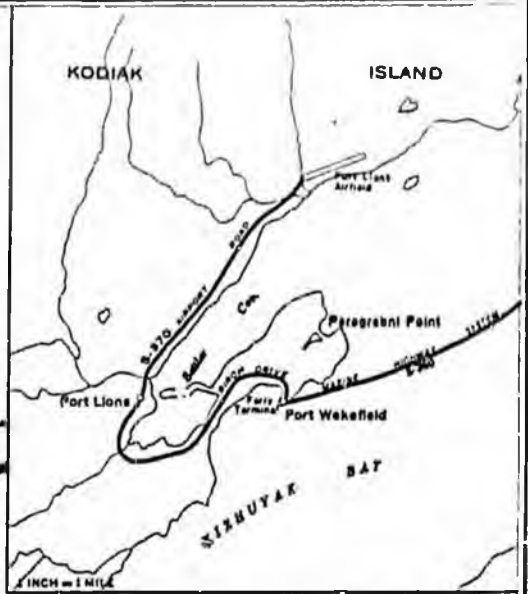
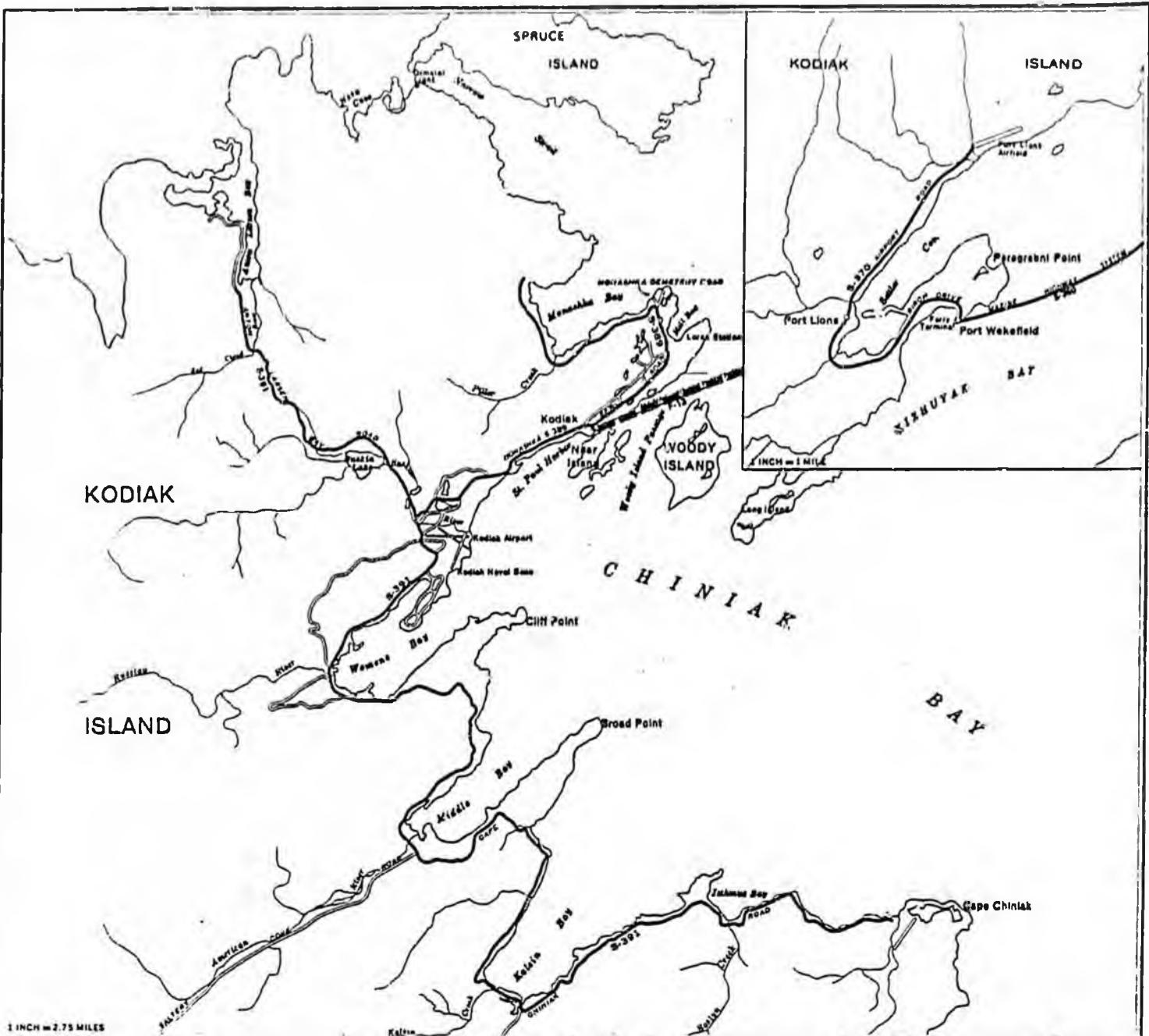
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LEGEND
 Interstate.....
 Primary.....
 Secondary.....
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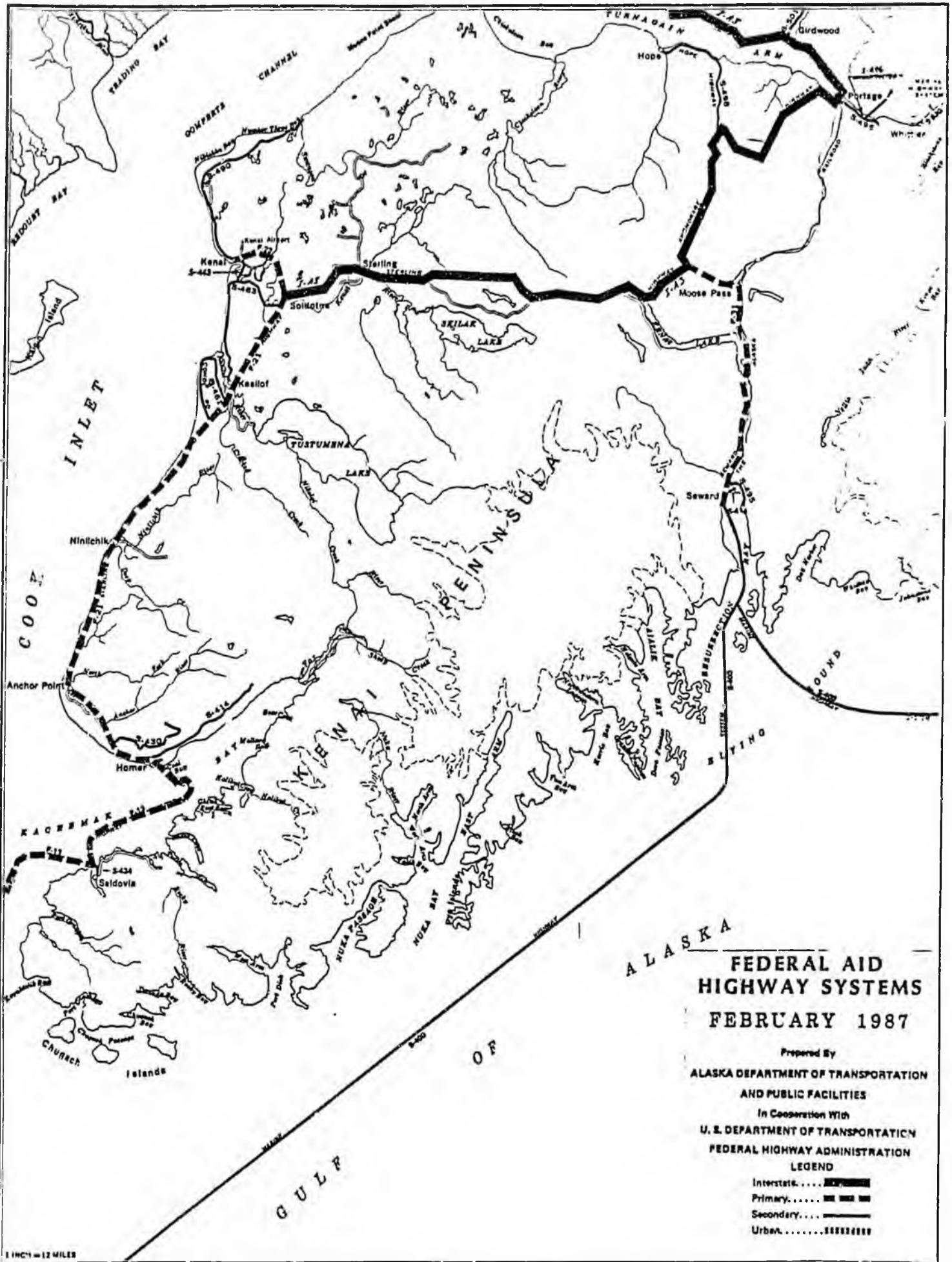




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LEGEND

- Interstate.....
- Primary.....
- Secondary.....
- Urban.....

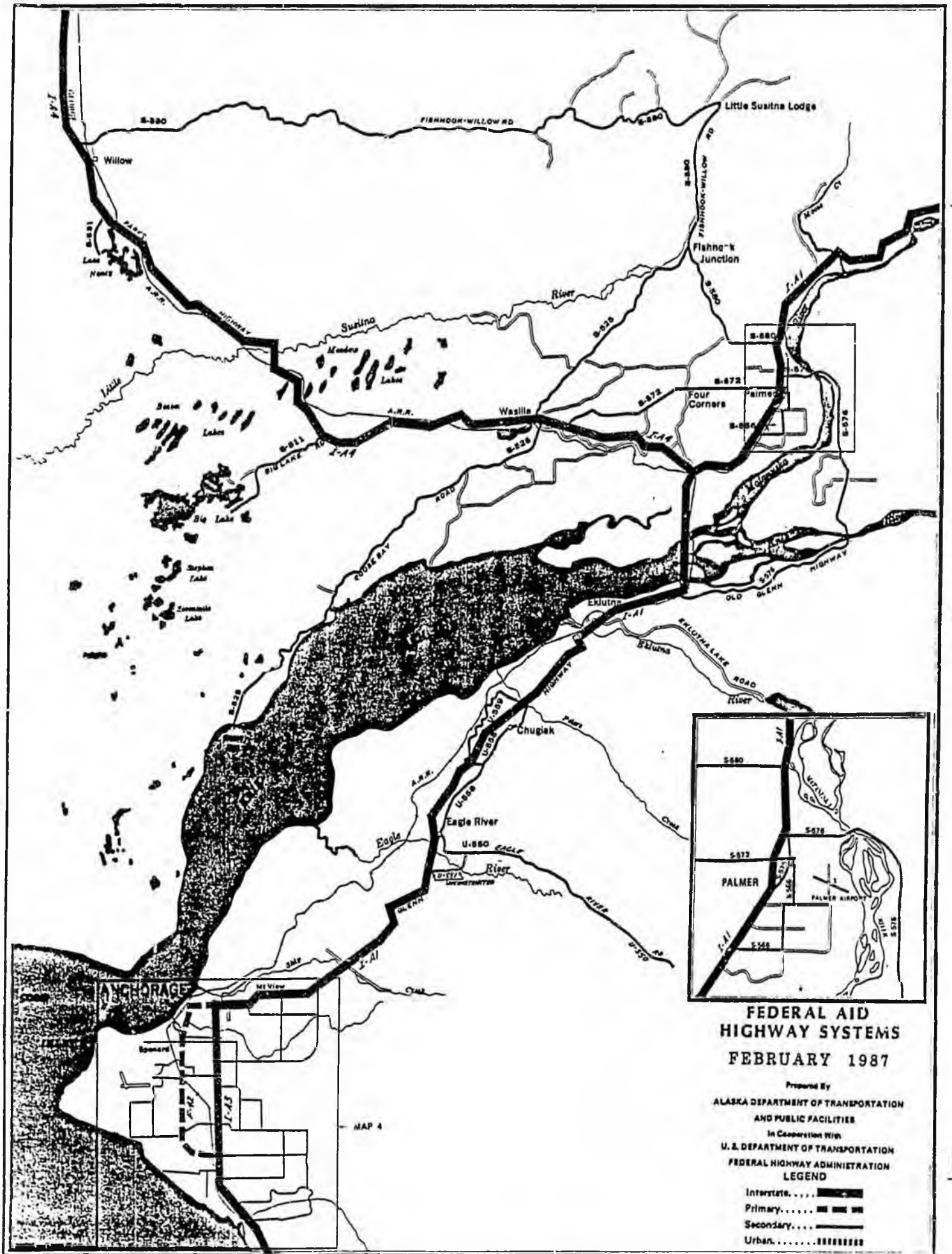


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- LEGEND**
- Interstate **—————**
 - Primary **- - - - -**
 - Secondary **—————**
 - Urban **- - - - -**

1 INCH = 12 MILES



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