

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672
6750 SENATE TRANSPORTATION

154

Department of Transportation & Public Facilities



POSITION PAPER

BILL NO: SJR 56

APPROVED: *[Handwritten Signature]*

TITLE: Supplementary Highway Funding

DATE: February 20, 1990

The department concurs that the Alaska Highway System needs a substantial commitment of funds to bring the system to an acceptable standard. However, the method of getting funds to the system suggested in SJR 56 needs to be carefully considered. On the national level, Alaska's transportation program is the recipient of the most generous return of Highway Trust Fund dollars of all states. In addition, Alaska has one of the lowest fuel tax rates in the nation. While the transportation community debates a revised highway program where our best argument is to be held harmless from program revisions, we believe that raising the issue as posed by this legislation would tend to focus national interest groups on equity issues less favorable to Alaskan interests.

The Resolution implies that the federal government should have committed substantial funds to Alaska at statehood for highway system improvements to meet a national standard. In the past, Alaska has always argued that the national highway standards should not apply to Alaska because roads built to a national standard are not suited to the Alaska climate and are too expensive to maintain. While we agree that Alaskan roads need additional work, we are not convinced that suggesting compliance with a national standard is in the best interest of the state. If there was a commitment to Alaska at statehood, that commitment should be fought for with the emphasis on keeping a commitment rather than forcing the road standard issue.



Alaska State Legislature

SENATE

Official Business

P.O. Box V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

TO: Senator Lloyd Jones, Chairman
Senate Transportation Committee

FROM: Senator Kerttula

SUBJ: SJR 56 --
Supplementary Highway
Funding

DATE: February 15, 1990

FEB 15 1990

SJR 56 would request that the federal government provide an additional \$250 million over a four-year period to construct new highways and upgrade existing highways in Alaska.

It is clear to any of us who live in Alaska, that many of our highways are in pitiful condition, and additional highways need to be constructed. The federal Department of Transportation evidently agrees with what is common knowledge in Alaska: 42 percent of Alaska's interstate highway system is classified as "deficient." This situation is a progression of the minimal transportation system which was in place at the time of statehood.

Since statehood, there have never been the federal funds to implement a decent transportation system in Alaska. During our first year of statehood, Alaska received the woefully inadequate sum of approximately \$14 million in federal highways monies. As noted in one of the attached reports from House Research, Alaska currently receives the minimal allocation of 0.5 percent. Following is a list of the amount of federal highways monies which Alaska received during recent years:

1985	\$ 159.4 million
1986	151.1 million
1987	152.4 million
1988	132.7 million
1989	145.3 million
1990	139.8 million (preliminary)

Senator Jones
February 15, 1990
Page Two

I believe \$250 million is the minimum amount required to get our highway system up to par.

For the committee's further information, I have attached two House Research reports on federal highway funding, as well as a newspaper article citing the "deficient" status of Alaska's highways. Please let me know if you would like any additional information.

JK:kh

1SJR56

Alaska's highways called 'deficient'

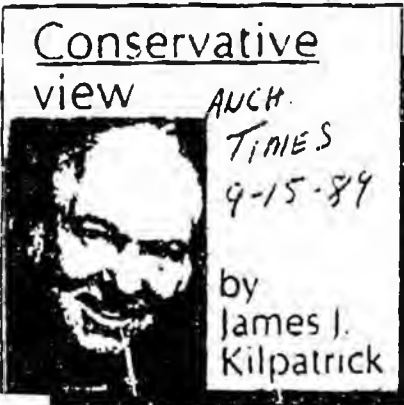
WASHINGTON — Sam Skinner said what he has said in a dozen interviews since he became secretary of transportation: "I am a planner." He has plenty of room to plan in now.

The secretary was honeymooning recently in North Carolina, but he took time off to talk about one particular area in his large domain: highways. Skinner's responsibilities extend to railways, airlines, airports, boating, port security, urban mass transit, the St. Lawrence Seaway and the U.S. Coast Guard, but highway needs dwarf them all. Over the next 20 years, the federal and state governments combined have a \$600 billion job to do on our roads. It already is later than we think.

Back in 1956, during the Eisenhower administration, Congress authorized the interstate highway system. It was to consist of 42,798 miles of divided, multilane, limited-access roadways. All but 794 miles are now complete. The system is a marvel of engineering and design. And parts of it are quite literally falling to pieces.

The interstate situation is worse in some states than in others. In Alaska, 42 percent of the interstate mileage technically is classed as "deficient." Missouri and Mississippi are in about the same fix. Two thousand miles of interstate highways wear out every year. Meanwhile, the volume of highway traffic inexorably increases. Upward of 140 million automobiles and 40 million trucks now roll up 2 trillion miles of travel a year. That volume, Skinner projects, will double in 30 years or less.

How does one plan for this inevitability? With hearings this week in New York and Boston, Skinner's department will have completed a series of 80 public and private conferences on a



total transportation policy. In January he will make his report and recommendations to the president.

The secretary is encouraged by the interest that has been shown everywhere. The hearings have not been exactly front-page news, but the national concern is manifest. At a hearing in Sioux Falls, S.D., people came from 200 miles away to participate in meetings that began at 8 a.m. and ended 12 hours later. The typical American may not know much about super-bombers and toxic wastes, but he knows about potholes. Witnesses gave Sam Skinner an earful.

At every hearing the same question has arisen: Where is the money coming from? Skinner's answer is not altogether convincing. He mentions the Highway Trust Fund, the resources of the states and the prospect of toll roads. As a loyal general in the George Bush command, he has to say that an increase in federal gasoline and excise taxes "is not on the drawing board."

The trust fund now has an unexpended balance of \$12.8 billion. Skinner says that he and the president are committed to digging into it, but the prospect is maybe yes, maybe no. The hefty balance contributes to the cosmetic image of a lesser deficit; it is part of the blue smoke and mirrors by which deficit targets

supposedly are approached. In any event, the trust-fund balance represents the equivalent of only one year of federal highway spending.

Over the past several years, 17 states have raised their own highway taxes; the states will have to do more. At least \$70 billion to \$80 billion must be spent on repair of bridges alone and a great part of this outlay involves the states' primary and secondary systems. Skinner applauds the growing trend toward hitting land developers for road construction and maintenance fees.

Toll roads offer an attractive prospect. Across the nation, 4,939 miles of toll roads are in operation. Under the 1987 Highway Act, nine states have been authorized to go forward with additional toll mileage. These are Colorado, Texas, Pennsylvania, California, Florida, West Virginia, South Carolina, Delaware and Georgia. They may qualify for 35 percent federal money on toll projects. The difficulty here is that toll roads crash into the great American tradition of free highways. As the overall problem of highway maintenance approaches critical proportions, the great American tradition may take a backseat.

As a planner, Skinner is chiefly concerned with the big picture. In developing a total transportation policy, he has to factor into his report all the demographic elements of a changing population. How do you move people from suburb to suburb? What will be the role of gasoline, methanol and propane gas? How far may changes be coerced by incentives for ride-sharing? The problems are deeper than potholes, and it will take billions upon billions of dollars to cure them.

The power industry is running out of gas

DAGGETT, Calif. — Throughout the mid-1980s, the Cool Water generating station... power industry... clean coal te...

In Washington

J. Kilpatrick Editorial

Additional funding came from a consortium of supposedly respectable firms — Texaco, General Electric, Bechtel and Southern California Edison — as well as the Electric Power Research Institute.

ive to wait and
however, you
at the state —
ill the people of
ould have the
decency to say
ob well done.
the Cowper ad-
which has a
of absolute dis-
oil companies
to head them in
not lower itself
anks to the un-
would gag at
ck of an expres-
eciation to the in-
io worked on the
othing short of a
nent.
of par for the
things consid-

umn
ons to back in
October won-
comes a little ear-
id-September.
it's last as long.
es fall rapidly and
owfall — we hesti-
ation the prospect
ld be just a mat-
or five weeks

HE colors seen
s are not as vi-
ep and the leaves
s big as those on
ature paints its
s elsewhere. After
if of a birch tree is
pared with that of
a maple.

let's not criticize
autumnal efforts
oo, can be breath-

cease
ter."
Sir
reer
marr
fused
iform
bits
group
as r.
The
and
erec
eral
pen-
exp
jury
wh
or
cle
ne
on
of
on
yc
ca
he
of
st
a
n
h
f
t
E
E



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

FEB 15 1990

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).

Legislative Research Agency

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



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.



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

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

May 15, 1987

MEMORANDUM

TO:

ATTN:

FROM: Mary Jennings
Legislative Analyst

RE: Federal Funding of Interstate Systems and Bike Paths
Research Request 87.304

You requested that we provide the following information: 1) the amount of federal-aid highway funds that were appropriated for interstate systems and bike paths during FY 84 - FY 87; 2) the mileage of the interstate systems; 3) the amount of federal-aid highway funds that have been appropriated to the Bethel area since FY 78; and 4) the amount of General Funds for highway projects that were appropriated to each election district during FY 84 - FY 87.

Bike Paths. During FY 84 - FY 87 no federal-aid highway funds were appropriated for the construction of recreational bike paths. During this time, recreational bike path projects were funded entirely with General Funds. According to Tommy Heinrich, Director of Design and Construction for the Central Region of the Department of Transportation and Public Facilities (DOT/PF), federal-aid highway funds may be used to construct bike paths in conjunction with approved federal-aid highway projects. Mr. Heinrich stated that under federal regulations, the bike paths may only be constructed in order to fulfill the following specific transportation need: separating bicyclists from traffic in order to move the bicyclist between residential and urban areas. Mr. Heinrich added that a bike path constructed in the state in conjunction with a federal-aid highway project costs between \$50 to \$75 per foot.

Interstate Systems. Table 1 lists the mileage of the four interstate systems in Alaska. Attachment A provides a breakdown of federal-aid highway funds spent in Alaska during FY 84 - FY 87 for various types of road systems, including interstate systems.

Fed. Hwy Adm. - \$ Spent/Interstate

ATTACHMENT A
Dollars Spent on Interstate System
Source: Federal-Aid Highway Fund (Juneau Office--
Federal Highway Administration)

ATTACHMENT B
Appropriations for Roads and Bike/Pedestrian Paths,
SLA 1983 - SLA 1986, by Election District
Source: Division of Budget Review

TABLE 2
 APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS BY ELECTION DISTRICT FY 84 - 87
 (Thousands of Dollars)

DISTRICT NAME	HCUSE ELECTION DISTRICT	FY 84						FY 85					
		APPROVED GENERAL FUNDS	APPROVED FEDERAL FUNDS	TOTAL	% OF TOTAL G.F.	% OF TOTAL F.F.	% OF TOTAL	APPROVED GENERAL FUNDS	APPROVED FEDERAL FUNDS	TOTAL	% OF TOTAL G.F.	% OF TOTAL F.F.	% OF TOTAL
KETCHIKAN-WRANGEL-PETERSBURG	1	\$3,630.0	\$0.0	\$3,630.0	2.8%	0.0%	1.1%	\$8,078.0	\$7,222.0	\$15,300.0	4.8%	10.1%	6.4%
INSIDE PASSAGE	2	2,528.9	1,788.0	4,316.9	1.9%	0.9%	1.3%	2,842.0	4,508.0	7,350.0	1.7%	6.3%	3.1%
BARANOF-CHICHAGOF	3	4,485.0	0.0	4,485.0	3.4%	0.0%	1.4%	2,970.0	0.0	2,970.0	1.8%	0.0%	1.2%
JUNEAU	4	7,586.0	3,864.0	11,450.0	5.8%	1.9%	3.5%	3,618.0	2,852.0	6,470.0	2.1%	4.0%	2.7%
KENAI-COOK INLET	5	5,122.0	0.0	5,122.0	3.9%	0.0%	1.5%	14,794.4	0.0	14,794.4	8.7%	0.0%	6.1%
PRINCE WILLIAM SOUND	6	90.0	1,039.0	1,129.0	0.1%	0.5%	0.3%	3,084.0	3,034.0	6,120.0	1.8%	4.2%	2.5%
ANCHORAGE	7-15	45,778.4	119,958.0	165,736.4	35.0%	59.7%	50.0%	65,304.7	15,544.0	80,848.7	38.6%	21.7%	33.6%
MATANUSKA-SUSITNA	16	7,180.2	10,795.0	17,975.2	5.5%	5.4%	5.4%	7,436.9	368.0	7,804.9	4.4%	0.5%	3.2%
INTERIOR HIGHWAYS	17	20,145.5	33,397.0	53,542.5	15.4%	16.6%	16.1%	4,478.8	32,802.0	37,280.8	2.6%	45.7%	15.5%
FAIRBANKS	18-21	18,001.1	20,020.0	38,021.1	13.8%	10.0%	11.5%	20,991.0	5,402.2	26,393.2	12.4%	7.5%	11.0%
NORTH SLOPE-KOTZEBUE	22	770.0	0.0	770.0	0.6%	0.0%	0.2%	4,074.1	0.0	4,074.1	2.4%	0.0%	1.7%
NORTON SOUND	23	3,645.0	9,220.0	12,865.0	2.8%	4.6%	3.9%	2,057.0	0.0	2,057.0	1.2%	0.0%	0.9%
INTERIOR RIVERS	24	2,572.0	0.0	2,572.0	2.0%	0.0%	0.8%	2,020.0	0.0	2,020.0	1.2%	0.0%	0.8%
LOWER KUSKOKWIM	25	985.0	0.0	985.0	0.8%	0.0%	0.3%	1,874.0	0.0	1,874.0	1.1%	0.0%	0.8%
BRISTOL BAY-ALEUTIAN IS	26	3,307.0	0.0	3,307.0	2.5%	0.0%	1.0%	6,391.6	0.0	6,391.6	3.8%	0.0%	2.7%
KODIAK-EAST AK PENINSULA	27	4,921.0	900.0	5,821.0	3.8%	0.4%	1.8%	19,142.0	0.0	19,142.0	11.3%	0.0%	7.9%
TOTAL		\$130,747.1	\$200,981.0	\$331,728.1				\$169,156.5	\$71,734.2	\$240,890.7			

Note: Data do not include regionwide or statewide appropriations.

Prepared by the House Research Agency, May 1987 (87.304B; 870508-01).

ATTACHMENT B
Appropriations for Roads and Bike/Pedestrian Paths,
SLA 1983 - SLA 1986, by Election District
Source: Division of Budget Review

DATE: 05/12/87
 TIME: 14:31:46
 PROG: ROADRPT3

STATE OF ALASKA
 DIVISION OF BUDGET REVIEW

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

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPR'D CF	APPR'D OF	TOTAL	CHP	SEC	PG	LN
1 1983	Ketchikan	Roads	Schoenbar-Quinn	Ketchikan-Schoenbar/Quinn Interlie Route	1,500,000	0	1,500,000	10	0	7	0
1 1983	Ketchikan	Roads	Unspecified Roads	Ketchikan-Street Improvement Project	1,430,000	0	1,430,000	10	0	24	0
1 1983	Ketchikan	Bike/Pedestrian Paths	Creek Street	Ketchikan-Creek Street Foot Bridge	200,000	0	200,000	10	0	24	0
1 1983	Ketchikan	Roads	Unspecified Roads	Ketchikan-Mt Pt B Mud Bight Subdiv'n Imp	300,000	0	300,000	107	34	110	0
Number of Observations: 4					3,430,000	0	3,430,000				Sum
1 1984	Ketchikan	Roads	Schoenbar-Quinn	Ketchikan-Schoenbar/Quinn Street Interlie	800,000	0	800,000	22	0	4	0
1 1984	Ketchikan	Roads	Ketchikan Bypass	Ketchikan Gateway Boro-Bypass Route	3,034,100	0	3,034,100	24	0	40	0
1 1984	Ketchikan	Roads	Tongass Highway	North Tongass Hwy Phase I	320,000	3,450,000	4,000,000	24	0	66	0
1 1984	Ketchikan	Roads	Tongass Avenue	Tongass Avenue Traffic Management System	150,000	0	150,000	24	0	66	0
1 1984	Ketchikan	Roads	Tongass Avenue	Tongass Avenue Curb, Gutter and Sidewalk	200,000	0	200,000	24	0	66	0
1 1984	Ketchikan	Roads	Engineering/Design	Tongass Avenue Drainage Improvements	100,000	0	100,000	24	0	66	0
1 1984	Ketchikan	Roads	Peninsula Point	Ketchikan-Peninsula Point Paving	35,000	0	35,000	24	0	66	0
1 1984	Ketchikan	Roads	Ketchikan Bypass	Ketchikan Gateway Boro-Bypass Route	2,330,900	0	2,330,900	24	0	71	0
1 1984	Petersburg	Roads	Main Street	Petersburg-Main Street	72,000	820,000	900,000	24	0	66	0
1 1984	Wrangell	Roads	Wrangell Airport Road	Wrangell-Airport Road	36,000	414,000	450,000	24	0	66	0
1 1984	Wrangell	Roads	Zimovia Highway	Wrangell-Zimovia Highway	200,000	2,300,000	2,500,000	24	0	66	0
1 1984	Wrangell	Roads	Stikine Evergreen Street	Wrangell-Stikine Evergreen Street Paving	800,000	0	800,000	24	0	66	0
Number of Observations: 12					9,070,000	7,222,000	15,300,000				Sum
1985	Ketchikan	Roads	North Tongass Highway	North Tongass Hwy Mider/Paving Phase II	0	5,400,000	5,400,000	96	0	19	0
1985	Ketchikan	Roads	Tongass Avenue	Tongass Ave Traffic Improvements	0	4,500,000	4,500,000	96	0	20	0
1985	Petersburg	Roads	Ferry Terminal to "H"	Petersburg-Ferry Terminal to H Street	0	450,000	450,000	96	0	20	0

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPR'D GF	APPR'D DF	TOTAL	CHP	SEC	PG	LN	
2 1984	Skagway	Roads	Klondike Highway	Klondike Highway Surfacing	152,000	1,748,000	1,900,000	24	0	46	0	
2 1984	Yakutat	Roads	Unspecified Roads	Yakutat-Road and Street Projects	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	Roads	Union Avenue	Union/2nd Ave Intersection Improvement	0	90,000	90,000	96	0	20	0	
2 1985	Hoonah	Roads		Arterial	0	2,070,000	2,070,000	96	0	19	0	
2 1985	Kake	Roads	Ferry Terminal to Gunnuk	Ferry Terminal to Gunnuk Creek	0	225,000	225,000	96	0	19	0	
2 1985	Kake	Roads	Kaku Road	Kaku Road Upgrade and Paving	0	2,025,000	2,025,000	96	0	19	0	
2 1985	Skagway	Roads	Dyaa Road	Dyaa Road Spot Improvements	0	450,000	450,000	96	0	20	0	
2 1985	Skagway	Roads	Unspecified Roads	Skagway-Street Paving Project	124,110	0	124,110	105	489	108	4	
2 1985	Skagway	Roads	Unspecified Roads	Street Paving Project	427,000	0	427,000	96	0	39	0	
2 1985	Yakutat	Roads	Aleak Road	Aleak Road Paving	0	1,350,000	1,350,000	96	0	20	0	
2 1985	Yakutat	Roads	Unspecified Roads	Road Projects	150,000	0	150,000	96	0	39	0	
					701,110	4,210,000	4,911,110					Sum

Number of Observations: 9

2 1984		Roads	Dyaa Road	Dyaa Road Impv: Klondike Hwy to Dyaa	0	3,780,000	3,780,000	128	3	20	5	
2 1984		Roads	Haines Highway	Haines Highway Reconstruction and Paving	0	2,700,000	2,700,000	128	3	19	21	
2 1984		Roads	Klondike Highway	Klondike Highway Paving	0	2,500,000	2,500,000	128	3	20	9	
2 1984		Roads	Klondike Highway	Klondike Highway Slide Repair/Rail Corr	0	900,000	900,000	130	181	39	2	
2 1984	Hydaburg	Roads	Unspecified Roads	Hydaburg-City Street Upgrade	40,000	0	40,000	128	3	25	20	
2 1984	Kake	Roads	Ferry Terminal to Gunnuk	Gunnuk Creek to Ferry Terminal Rd. Supple	0	450,000	450,000	128	3	20	4	
2 1984	Kake	Roads	Kaku Road	Kaku Road Widening and Paving	0	2,574,000	2,574,000	128	3	19	22	
2 1984	Klawock	Roads	Unspecified Roads	Klawock-Road Improvements	160,000	0	160,000	130	590	115	7	
2 1984	Yakutat	Roads	Aleak Road	Aleak Road Paving - Supplemental	0	900,000	900,000	128	3	20	6	
2 1984	Yakutat	Roads	Unspecified Roads	Yakutat-Road Projects	100,000	0	100,000	128	3	26	11	
					300,000	13,804,000	14,104,000					Sum

Number of Observations: 10

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

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN
					9,649,400	900,000	10,549,400				Sum
Number of Observations: 12											
4 1983	Juneau	Roads	Basin Road	Juneau-Basin Road	870,000	0	870,000	10	0	7	0
4 1983	Juneau	Roads	Downtown Streets	Juneau-4th St & Downtown Streets/Parking	1,600,000	0	1,600,000	10	0	8	0
4 1983	Juneau	Roads	Unspecified Roads	Juneau-Areevide Street/Sidewalk/Prk'g	3,700,000	0	3,700,000	10	0	25	0
4 1983	Juneau	Roads	Back Loop Road	Mendenhall Back Loop Road 2 Bridges	336,000	3,844,000	4,200,000	107	34	79	0
4 1983	Juneau	Roads	Business District	Juneau-Central Business Dist Ren-Downbn	1,000,000	0	1,000,000	187	34	79	0
4 1983	Juneau	Roads	Gastineau Channel	Gastineau Channel X-ing/Feasibility Stud	80,000	0	80,000	107	34	111	0
					7,584,000	3,844,000	11,450,000				Sum
Number of Observations: 6											
4 1984	Juneau	Roads	N. Douglas Highway	North Douglas Highway Extension	750,000	0	750,000	22	0	3	0
4 1984	Juneau	Roads	Stephen Richards Drive	Stephen Richards Drive Safety Lanes	160,000	0	160,000	45	0	10	0
4 1984	Juneau	Roads	Mendenhall Boulevard	Mendenhall Boulevard Safety Lanes	60,000	0	60,000	45	0	10	0
4 1984	Juneau	Roads	Unspecified Roads	Juneau-Areevide Street Improvements	1,400,000	0	1,400,000	24	0	14	0
4 1984	Juneau	Roads	Glacier Highway	Glacier Hwy: Indian Pt to Shrine Overlay	160,000	1,840,000	2,000,000	24	0	65	0
4 1984	Juneau	Roads	Bridges	Fish Creek Bridge Replacement	88,000	1,012,000	1,100,000	24	0	64	0
4 1984	Juneau	Roads	Unspecified Roads	Juneau-Areevide Street Improvements	1,000,000	0	1,000,000	171	319	58	0
					3,610,000	2,852,000	6,470,000				Sum
Number of Observations: 7											
4 1985	Juneau	Roads	Egan Drive	Reimburse Fed Govt for ROM Expenditures	344,100	0	344,100	105	35	11	2
4 1985	Juneau	Roads	Douglas Highway	SE Hwy-Douglas Highway Turnout	0	180,000	180,000	96	0	20	0
4 1985	Juneau	Roads	Egan Drive	SE Hwy-Egan Drive Spot Improvements	0	1,000,000	1,000,000	96	0	20	0
4 1985	Juneau	Roads	Glacier Highway	SE Hwy-Glacier Hwy Paving/Inter Const	0	900,000	900,000	96	0	20	0
4 1985	Juneau	Roads	Glacier Highway	SE Hwy-Old Glacier Highway Extension	0	2,700,000	2,700,000	96	0	20	0
4 1985	Juneau	Roads	Glacier Highway	SE Hwy-Old Glacier Highway Overlay	0	1,800,000	1,800,000	96	0	19	0
					344,100	4,580,000	6,924,100				Sum
Number of Observations: 6											
1986	Juneau	Roads	Douglas Highway	Douglas Highway Maintenance Seal Coat	120,000	0	120,000	126	3	20	7

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPV'D GF	APPV'D OF	TOTAL	CHP	SEC	PG	LN
5 1984	Saldovia	Roads	Unspecified Roads	Saldovia-Unpaved Street Repairs	315,000	0	315,000	24	0	41	0
5 1984	Soldotna	Roads	Unspecified Roads	Soldotna-Street Improvements	750,500	0	750,500	22	0	5	0
5 1984	Soldotna	Roads	Unspecified Roads	Soldotna-Street Improvements	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		Roads	Cohoe Loop Road	Cohoe Loop Road Upgrade	200,000	2,000,000	2,200,000	96	0	15	0
5 1985		Roads	School Safety	Elm Street Safety Light	25,000	0	25,000	96	0	15	0
5 1985		Roads	North Fork Road	North Fork Road Phase I	450,000	0	450,000	96	0	39	0
5 1985		Roads	Unspecified Roads	Roads and Projects	950,000	0	950,000	96	0	39	0
5 1985		Roads	Robinson Loop Road	Robinson Loop Upgrade	600,000	0	600,000	96	0	39	0
5 1985		Roads	Unspecified Roads	Secondary Road Design	41,500	0	41,500	96	0	39	0
5 1985		Roads	Sterling Highway	Sterling Hwy Reconstruction MP157-147	0	9,000,000	9,000,000	96	0	14	0
5 1985	Homer	Roads	East Hill Road	East Hill Road Maintenance & Improvement	100,000	0	100,000	105	234	59	18
5 1985	Homer	Roads	Unspecified Roads	Homer-Roads and Projects Improvements	145,000	0	145,000	105	235	59	21
5 1985	Homer	Roads	Unspecified Roads	Roads and Projects	1,300,000	0	1,300,000	96	0	39	0
5 1985	Kenai	Roads	Unspecified Roads	Roads and Projects	2,300,000	0	2,300,000	96	0	39	0
5 1985	Saldovia	Roads	Unspecified Roads	Roads and Projects	250,000	0	250,000	96	0	39	0
5 1985	Soldotna	Roads	Unspecified Roads	Roads and Projects	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		Roads	Cohoe Loop Road	Cohoe Loop Road	80,000	0	80,000	130	559	110	20
5 1986		Roads	Robinson Loop Road	Kenai Peninsula Boro-Robinson Loop Road	640,000	0	640,000	128	3	27	6
5 1986		Roads	North Fork Road	North Fork Road Completion Phase II	120,000	0	120,000	130	561	110	26
5 1986	Homer	Roads	East Hill Road	East Hill Road Reconst & Realign, Ph I	1,750,000	0	1,750,000	128	3	19	13
5 1986	Homer	Roads	East Hill Road	East Hill Road Rehab & Construction	3,000,000	0	3,000,000	130	592	115	13
5 1986	Homer	Roads	School Safety	Homer-Middle & Jr High Sch Flash'g Light	24,000	0	24,000	130	507	98	26
5 1986	Sterling	Roads	Unspecified Roads	Traffic Signals for Sterling and Binkley	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	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPV'D OF	APPV'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
Number of Observations: 15											
7 1983	Anchorage	Roads	Diamond Blvd	Diamond Blvd Interim Improvements	700,000	0	700,000	10	0	5	0
7 1983	Anchorage	Roads	Various LRSA	Limited Life Road District Improvements	1,000,000	0	1,000,000	10	0	5	0
7 1983	Anchorage	Roads	Unspecified Roads	Anchorage-Road & Drainage Improvements	2,000,000	0	2,000,000	10	0	5	0
7 1983	Anchorage	Roads	Seward Highway	Alyeska/Seward Hwy Intersection Illumin	60,000	0	60,000	10	0	5	0
7 1983	Anchorage	Roads	Talus Meat LRSA	Milderness Drive in the Talus M Svc Area	650,000	0	650,000	10	0	5	0
7 1983	Anchorage	Roads	Jewel Lake Road	Jewel Lake Road Rehabilitation	1,472,000	0	1,472,000	10	0	5	0
7 1983	Anchorage	Bike/Pedestrian Paths	Bird/Indian Pathway	Bird/Indian Pathway Improve't-Guard Rail	21,100	0	21,100	10	0	5	0
7 1983	Anchorage	Bike/Pedestrian Paths	Maldron Drive	Maldron Undercrossing	200,000	0	200,000	10	0	5	0
7 1983	Anchorage	Roads	Glenn Highway	Glenn Highway Rehab	3,000,000	0	3,000,000	10	0	5	0
7 1983	Anchorage	Roads	Prospect Drive	Prospect Drive in the Upper O'Malley	140,000	0	140,000	10	0	6	0
7 1983	Anchorage	Roads	Multiple Streets	Anchorage-Municipal Road Improvements-	4,148,000	0	4,148,000	10	0	25	0
7 1983	Anchorage	Roads	Street Lighting	Anchorage-Street Lighting	750,000	0	750,000	10	0	24	0
7 1983	Anchorage	Bike/Pedestrian Paths	Raspberry Road	Anchorage-Raspberry Road Walk Path	212,000	0	212,000	10	0	24	0
7 1983	Anchorage	Roads	Unspecified Roads	Anchorage-Traffic Improvements	769,000	0	769,000	10	0	24	0
7 1983	Anchorage	Roads	District 7	Anchorage-Dist 7 Hillside/Girdwood	250,000	0	250,000	10	0	24	0
7 1983	Anchorage	Roads	Birch Road	Anchorage-Birch Road Upgrade	300,000	0	300,000	10	0	24	0
7 1983	Anchorage	Roads	District 8	Anchorage-District 8 Road Improvements	680,000	0	680,000	10	0	24	0
7 1983	Anchorage	Roads	Prospect Drive	Anchorage-Prospect Drive Upgrade/Paving	400,000	0	400,000	10	0	24	0
7 1983	Anchorage	Roads	Arctic Boulevard	Anchorage-Arctic Blvd-53rd to Raspberry	20,400	0	20,400	10	0	24	0
7 1983	Anchorage	Roads	Bragan Street	Anchorage-Bragan Upgrd O'Malley--Huffman	100,000	0	100,000	10	0	24	0
7 1983	Anchorage	Roads	Mindemere Subdivision	Anchorage-Mindemere Subdiv St Reconst	183,000	0	183,000	10	0	24	0
7 1983	Anchorage	Roads	Heather Meadows Sub	Anchorage-Heather Meadows Subdiv Reconst	754,000	0	754,000	10	0	24	0
7 1983	Anchorage	Roads	Broadmore Subdivision	Anchorage-Broadmore Subdivision Reconst	575,000	0	575,000	10	0	24	0
7 1983	Anchorage	Roads	Traffic signals	Anchorage-District 11 Signal System Upgr	145,000	0	145,000	10	0	24	0
7 1983	Anchorage	Roads	District 11	Anchorage-District 11 Traffic Circulat	65,000	0	65,000	10	0	24	0
7 1983	Anchorage	Roads	Street Lighting	Anchorage-South Addition Illumination	15,000	0	15,000	10	0	26	0
7 1983	Anchorage	Roads	Street Lighting	Anchorage-District 11 Street Illuminat	300,000	0	300,000	10	0	27	0
7 1983	Anchorage	Roads	Stuckagain Hts LRSA	Anchorage-Stuckagain Heights LTD RSA	13,800	0	13,800	10	0	27	0
7 1983	Anchorage	Roads	District 10	Anchorage-Dist 10 Local Rd Impv Dist Mtc	100,000	0	100,000	10	0	27	0
7 1983	Anchorage	Roads	Millinax LRSA	Anchorage-Millinax Rd	80,000	0	80,000	10	0	27	0
7 1983	Anchorage	Roads	Unspecified Roads	Anchorage-Eagle River/Chugiak/Birchwood	2,200,000	0	2,200,000	10	0	27	0

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPR'D OF	APPR'D 5F	TOTAL	CHP	SEC	PG	LN	Sum
7 1984	Anchorage	Roads	Birch Road	Anchorage-Birch Rd Pedest X-ing Des/Engr	500,000	0	500,000	22	0	5	0	
7 1984	Anchorage	Roads	Unspecified Roads	Anchorage-Channelization Construction	2,200,000	0	2,200,000	22	0	4	0	
7 1984	Anchorage	Bike/Pedestrian Paths	Klatt Rd/Old Seward	Anchorage-Klatt Rd/Old Seward Bike Trail	135,000	0	135,000	21	0	7	0	
7 1984	Anchorage	Roads	Lake Otis Parkway	Anchorage-Lake Otis/Abbott-O'Halley Cons	1,000,000	0	1,000,000	22	0	5	0	
7 1984	Anchorage	Roads	Lake Otis Parkway	Anchorage-Lake Otis/Tudor-Abbott Des/Eng	1,500,000	0	1,500,000	22	0	5	0	
7 1984	Anchorage	Roads	Raspberry Road	Anchorage-Raspberry Rd Des/Right Way Acq	4,000,000	0	4,000,000	22	0	5	0	
7 1984	Anchorage	Roads	Unspecified Roads	Anchorage-Rd Improvement Districts Const	1,000,000	0	1,000,000	22	0	6	0	
7 1984	Anchorage	Roads	Traffic Signals	Anchorage-Signalization Construction	500,000	0	500,000	22	0	6	0	
7 1984	Anchorage	Roads	Micomin Drive	Anchorage-Micomin Pedest Safety Const	250,000	0	250,000	22	0	5	0	
7 1984	Anchorage	Roads	Mountain Park	Grant-Mountain Park LRSA	100,000	0	100,000	22	0	6	0	
7 1984	Anchorage	Roads	Mountain Park/RIH LRSA	Grant-Mountain Park/Robin Hill LRSA	100,000	0	100,000	22	0	6	0	
7 1984	Anchorage	Roads	Bainn Woods/78B LRSA	Grant-Ravenswoods/Bubbling Brook LRSA	100,000	0	100,000	22	0	6	0	
7 1984	Anchorage	Roads	Sky Ranch Estate LRSA	Grant-Sky Ranch Estates LRSA	100,000	0	100,000	22	0	6	0	
7 1984	Anchorage	Roads	Talus Nest LRSA	Grant-Talus Nest LRSA	100,000	0	100,000	22	0	6	0	
7 1984	Anchorage	Roads	Upper Grover LRSA	Grant-Upper Grover LRSA	100,000	0	100,000	22	0	6	0	
7 1984	Anchorage	Roads	Upper O'Halley LRSA	Grant-Upper O'Halley LRSA	100,000	0	100,000	22	0	6	0	
7 1984	Anchorage	Roads	Valli Vue LRSA	Grant-Valli Vue Estates LRSA	100,000	0	100,000	22	0	6	0	
7 1984	Anchorage	Roads	West Northern Lights Blvd	Anchorage-West Northern Lights/Forest Pa	7,000,000	0	7,000,000	45	0	27	0	
7 1984	Anchorage	Roads	Raspberry Road	Anchorage-Raspberry Rd Des/Right-Way Acq	1,000,000	0	1,000,000	45	0	28	0	
7 1984	Anchorage	Roads	100th Avenue	Anchorage-100th Avenue Extension Const	3,200,000	0	3,200,000	45	0	28	0	
7 1984	Anchorage	Roads	Lake Otis Parkway	Anchorage-Lake Otis/Tudor-Abbott Des/En	1,000,000	0	1,000,000	45	0	28	0	
7 1984	Anchorage	Roads	76th Street	Anchorage-76th Street-Old Seward Highway	1,750,000	0	1,750,000	45	0	29	0	
7 1984	Anchorage	Roads	Street Lighting	Westland Subdivision Illumination	307,000	0	307,000	24	0	12	0	
7 1984	Anchorage	Roads	Unspecified Roads	Anchorage-Central Business Dist Rehab	858,000	0	858,000	24	0	30	0	
7 1984	Anchorage	Roads	Unspecified Roads	Anchorage-Pr of Arch-Const Trns Area D	1,000,000	0	1,000,000	24	0	30	0	
7 1984	Anchorage	Bike/Pedestrian Paths	O'Halley Road	Anchorage-O'Halley Road Trails	100,000	0	100,000	24	0	31	0	
7 1984	Anchorage	Roads	Unspecified Roads	Anchorage-Eagle Rvr/Chugiak/Ritchied/Rd	2,400,000	0	2,400,000	24	0	41	0	
7 1984	Anchorage	Roads	School Safety	Anchorage-Oc View/Rabbit Crk-Klatt Sch	45,000	0	45,000	24	0	41	0	
7 1984	Anchorage	Roads	District 7 LRSA	Anchorage-Ltd Life Rd Svcs Dist 7 Improv	450,000	0	450,000	24	0	41	0	
7 1984	Anchorage	Bike/Pedestrian Paths		Anchorage-East High Overpass Trail Dev	100,000	0	100,000	24	0	41	0	
7 1984	Anchorage	Roads	Traffic Signals	Anchorage-Signal System Improvements	400,000	0	400,000	24	0	41	0	
7 1984	Anchorage	Roads	School Safety	Anchorage-Eagle River Sch Bus Stop Light	200,000	0	200,000	24	0	41	0	
7 1984	Anchorage	Roads	Unspecified Roads	Anchorage-Downtown Street/Sidewalk Repa	500,000	0	500,000	24	0	42	0	
7 1984	Anchorage	Roads	Arctic Boulevard	Anchorage-Arctic Boulevard-Raspberry to	400,000	0	400,000	24	0	42	0	
7 1984	Anchorage	Roads	Tudor Road	Anchorage-Tudor/Muldoon Safety Road Impr	500,000	0	500,000	24	0	42	0	

45,776,426 119,958,000 165,736,426

Number of Observations: 67

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPV'D GF	APPV'D OF	TOTAL	CHP	SEC	PG	LN	Sum
					65,304,700	15,544,000	80,848,700					
Number of Observations: 71												
7 1985		Roads	North End Road	KPB - North End Road	1,300,000	0	1,300,000	96	0	15	0	
7 1985	Anchorage	Roads	Boniface Parkway	Boniface Interchange Construction	0	4,500,000	4,500,000	96	0	14	0	
7 1985	Anchorage	Roads	Boniface Parkway	Boniface Parkway - Tudor to DeBarr	300,000	0	300,000	96	0	15	0	
7 1985	Anchorage	Roads	Unspecified Roads	Chugiak/Eagle River Road Improvements	259,500	0	259,500	105	569	120	29	
7 1985	Anchorage	Bike/Pedestrian Paths	Cranberry Street	Cranberry Street Path-Rasperry to 71st	60,000	0	60,000	105	394	91	22	
7 1985	Anchorage	Roads	Diamond Blvd	Diamond Blvd - Phase II	0	12,000,000	12,000,000	96	0	14	0	
7 1985	Anchorage	Roads	East 6th Avenue	East 6th Ave Upgrade & Patterson St Path	250,000	0	250,000	105	402	92	24	
7 1985	Anchorage	Roads	East 6th Avenue	East 6th Improvements	250,000	0	250,000	96	0	40	0	
7 1985	Anchorage	Roads	Eklutna Frontage Road	Eklutna Frontage Road Construction	0	2,250,000	2,250,000	96	0	14	0	
7 1985	Anchorage	Roads	Unspecified Roads	Girdwood-Road Maintenance	33,000	0	33,000	105	627	131	9	
7 1985	Anchorage	Roads	Girdwood LRSA	Girdwood-Road Service Area Maint Reduct	97,000	0	97,000	105	392	91	14	
7 1985	Anchorage	Roads	Glenn Highway	Glenn Highway Widening - Muldon	0	19,530,000	19,530,000	96	0	14	0	
7 1985	Anchorage	Roads	Huffman Road	Huffman Rd Extension Design & Engineer'g	125,000	0	125,000	105	674	138	27	
7 1985	Anchorage	Roads	Traffic Signals	Huffman/Old Seward Highway Signal	184,000	0	184,000	105	390	91	8	
7 1985	Anchorage	Roads	Lake Otis Parkway	Lake Otis Prkwy Improvements	4,500,000	0	4,500,000	96	0	15	0	
7 1985	Anchorage	Roads	Unspecified LRSA	Local Svc Roads & Trails-South Anchorage	0	361,000	361,000	105	384	90	11	
7 1985	Anchorage	Roads	Lake Otis Parkway	Median A Row Improvements Lake Otis & 15	47,900	0	47,900	105	401	92	20	
7 1985	Anchorage	Roads	Seward Highway	New Seward Hwy-Girdwood/Ingras Creek	0	5,800,000	5,800,000	96	0	14	0	
7 1985	Anchorage	Roads	Seward Highway	New Seward Rehab 4th-36th Avenue	0	2,880,000	2,880,000	96	0	14	0	
7 1985	Anchorage	Roads	Old Seward Highway	Old Seward Hwy - Dowling-Huffman	0	3,600,000	3,600,000	96	0	14	0	
7 1985	Anchorage	Bike/Pedestrian Paths	4th Avenue	Pedestrian Impv-4th Ave-Elderberry Park	50,000	0	50,000	105	399	92	12	
7 1985	Anchorage	Bike/Pedestrian Paths	E. Northern Lights	Pedestrian O-Pass Dagn & Eng E Nthn Lts	80,000	0	80,000	105	546	120	18	
7 1985	Anchorage	Roads	Deeroun Road	Rabbit Creek/Deeroun Interchange	0	6,500,000	6,500,000	96	0	14	0	
7 1985	Anchorage	Roads	Raspberry Road	Raspberry Road RGN and Reconstruction	0	15,930,000	15,930,000	96	0	14	0	
7 1985	Anchorage	Roads	Unspecified Roads	Residential St Impv-House District 11	82,200	0	82,200	105	398	92	8	
7 1985	Anchorage	Roads	District 7 LRSA	Road Service Area Maint-House District 7	300,000	0	300,000	105	413	94	13	
7 1985	Anchorage	Roads	School Safety	Safety Beacon-Mt Air Dr & Rabbit Creek	30,000	0	30,000	105	387	90	18	
7 1985	Anchorage	Roads	School Safety	Sch Bus Stop Lighting-Chugiak-Birchwood-Ea	13,500	0	13,500	105	446	100	4	
7 1985	Anchorage	Roads	Traffic Signals	Signal Light Huffman/Old Seward	116,000	0	116,000	96	0	15	0	
7 1985	Anchorage	Roads	Upper Deeroun Road	Upper Deeroun Road Design, Eng A Row Ac	375,000	0	375,000	105	675	139	1	
7 1985	Eagle River	Roads	Glenn Highway	Eagle River Ramp Improvements	273,400	0	273,400	105	567	120	22	
7 1985	Eagle River	Roads	Hiland Drive	Hiland Bridge Prelim Engr'g/Design	500,000	0	500,000	96	0	15	0	
7 1985	Eagle River	Roads	Hiland Drive	Hiland Drive-Gravel Upgrade	0	361,000	361,000	105	384	90	4	
7 1985	Eagle River	Roads	Hiland Road	Maintenance of Hiland Rd to Fire Station	29,800	0	29,800	105	409	93	28	
7 1985	Eagle River	Roads	Glenn Highway	N Eagle River Intersection-Prem. Engr'g	0	720,000	720,000	96	0	14	0	

Page 15 of APPROPRIATIONS FOR ROAD, AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPRO'D OF CF	APPRO'D OF	TOTAL	CHP	SEC	PG	LN	Sum
Number of Observations: 29												
Number of Observations: 202												
16 1983		Roads	Hatcher Pass Road	Hatcher Pass Road Improvements	250,000	0	250,000	107	34	76	0	
16 1983		Roads	Point McKenzie Road	Pt McKenzie-Road Extension	252,000	0	252,000	10	0	5	0	
16 1983		Roads	Bartlett Hills	Bartlett Hills Agriculture Area	400,000	0	400,000	10	0	29	0	
16 1983		Roads	McKenzie Road	McKenzie-Road Upgrade	120,000	0	120,000	10	0	29	0	
16 1983		Roads	Lucille Street	Lucille Street/Sheldon Intersection	1,610,200	0	1,610,200	10	0	29	0	
16 1983		Roads	Seward Meridian Road	Seward-Meridian Road	400,000	0	400,000	10	0	30	0	
16 1983		Roads	Parks Highway	Parks Highway Rehabilitation North of HP	400,000	4,600,000	5,000,000	107	34	74	0	
16 1983		Roads	Old Glenn Highway	Old Glenn Highway Planning & Engineering	100,000	1,000,000	1,100,000	107	34	75	0	
16 1983		Roads	Petersville Road	Petersville-Road Planning & Engineering	100,000	1,000,000	1,100,000	107	34	75	0	
16 1983		Roads	Parks Highway	Parks Highway, Little Coal-Middle Fork	565,000	4,195,000	4,560,000	107	34	77	0	
16 1983		Roads	Unspecified Roads	Local Road Improvements	195,000	0	195,000	107	34	118	0	
16 1983		Roads	Seward Meridian Road	Seward-Meridian Road	293,000	0	293,000	107	34	118	0	
16 1983		Roads	Lewis Loop Road	Lewis Loop Road	150,000	0	150,000	107	34	118	0	
16 1983		Roads	Unspecified Roads	Hat-Su Road Upgrade Planning & Design	190,000	0	190,000	107	34	118	0	
16 1983		Roads	Oilwell Road	Oilwell Road	60,000	0	60,000	107	34	118	0	
16 1983		Roads	Unspecified Roads	Talkeeta-Townsite Roads	300,000	0	300,000	107	34	118	0	
16 1983	Houston	Roads	Unspecified Roads	Houston-School Bus Route Road Upgrade	80,000	0	80,000	107	34	114	0	
16 1983	Houston	Roads	Unspecified Roads	Houston-Roads	1,437,000	0	1,437,000	10	0	6	0	
16 1983	Palmer	Roads	Unspecified Roads	Palmer-Street Paving	150,000	0	150,000	10	0	27	0	
16 1983	Palmer	Roads	Unspecified Roads	Palmer-City Road Improvements	300,000	0	300,000	10	0	27	0	
16 1983	Masilla	Roads	Unspecified Roads	Mosilla-Street Right-of-Way Improvements	7,180,200	10,795,000	17,975,200	10	0	27	0	Sum
Number of Observations: 21												
1984		Roads	Cheri Lake Drive	Hat-Su Born-Cheri Lake Drive Improvement	25,000	0	25,000	22	0	6	0	
1984		Roads	Oilwell Road	Hat-Su Boro-Oilwell Road Upgrade	94,700	0	94,700	22	0	6	0	
1984		Roads	Pittman Road	Hat-Su Boro-Pittman Road Upgrade	400,000	0	400,000	22	0	7	0	
1984		Roads	Talkeeta Spur	Hat-Su Boro-Talkeeta Spur/Mile 13, Scan	100,000	0	100,000	22	0	7	0	
1984		Roads	Petersville Road	Petersville-Roads Upgrade	250,000	0	250,000	45	0	9	0	

Page 17 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1986, BY ELECTION DISTRICT

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPRO'D CF	APPRO'D OF	TOTAL	CHP	SEC	PG	LN
16 1985		Roads	Petersville Road	Petersville Road Upgrade	100,000	0	100,000	96	0	41	0
16 1985		Roads	Pittman Road	Pittman Road Construction	700,000	0	700,000	96	0	15	0
16 1985		Roads	Pittman Road	Pittman Road Upgrade	400,000	0	400,000	96	0	40	0
16 1985		Roads	Pittman Road	Pittman Road Upgrade	400,000	0	400,000	105	682	141	3
16 1985		Roads	Various LRSA	Road Service Area Roads	165,000	0	165,000	96	0	41	0
16 1985		Roads	Unspecified Roads	Road Upgrade	81,000	0	81,000	96	0	40	0
16 1985		Roads	Traffic Signals	Traffic Light - Aratio and Glenn	325,000	0	325,000	96	0	15	0
16 1985		Bike/Pedestrian Paths	Unspecified Trails	Trails Survey Acquisition Construction	40,000	0	40,000	96	0	40	0
16 1985	Houston	Roads	Kenlar Road	Kenlar Rd Upgrade/Extension	370,000	0	370,000	96	0	40	0
16 1985	Palmer	Roads	Butte to Palmer Road	Butte to Palmer Repaving	400,000	0	400,000	96	0	15	0
16 1985	Marilla	Roads	Street Lighting	Area Intersection Illumination	16,000	0	16,000	96	0	15	0
					5,572,000	3,285,000	8,857,000				Sum
16 1984		Roads	Church Road	Church Road Upgrade	100,000	0	100,000	128	3	28	15
16 1984		Roads	Edgerton Park Road	Edgerton Park Road	50,000	0	50,000	128	3	28	16
16 1984		Roads	Edlund Road	Edlund Road Upgrade	100,000	0	100,000	128	3	20	17
16 1984		Roads	Glenn Highway	Glenn Hwy Recoret; Eklutna to Parks	0	7,498,000	7,498,000	128	3	14	9
16 1984		Roads	Hatcher Pass Road	Hatcher Pass Road	141,000	0	141,000	128	3	28	18
16 1984		Roads	Lake Louise Road	Lake Louise Road	50,000	0	50,000	128	3	29	4
16 1984		Roads	Horizon Drive	Hat-Su Boro-Horizon Dr Grads Improvement	25,000	0	25,000	128	3	29	14
16 1984		Roads	Johnson Road	Hat-Su Boro-Johnson Road	417,000	0	417,000	128	3	29	13
16 1984		Roads	Oil Mill Road	Hat-Su Boro-Oil Mill Rd/Hooses Ck Bridge	40,000	0	40,000	128	3	29	15
16 1984		Roads	Pittman Road	Hat-Su Boro-Pittman Rd Recoret Supplmtl	475,000	0	475,000	128	3	28	14
16 1984		Roads	Head Road	Head Road Upgrade & Maintenance	40,000	0	40,000	130	425	87	29
16 1984		Roads	Parks Highway	Parks Highway Rehab; HP 190-North	0	521,600	521,600	130	165	35	13
16 1984		Roads	Glenn Highway	Parks/Glenn Highway Intersection Impvmt	0	966,000	966,000	128	3	14	10
16 1984		Roads	Petersville Road	Petersville Road Upgrade	225,000	0	225,000	128	3	29	5
16 1984		Roads	Pittman Road	Pittman Road Extension	60,000	0	60,000	130	417	86	14
16 1984	Marilla	Roads	Unspecified Roads	Marilla-Roads Upgrade	950,000	0	950,000	128	3	29	10
					2,673,000	8,905,600	11,650,400				Sum

Number of Observations: 22

Number of Observations: 16

Page 19 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1963 THROUGH SLA 1966, BY ELECTION DISTRICT

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPR'D GF	APPR'D OF	TOTAL	CHP	SEC	PG	LN
17 1964	Delta Junction	Roads	Street Lighting	Delta Junction-School Road Lighting	28,800	0	28,800	24	0	44	0
17 1964	Stennallen	Roads	3/4 Mile Road	Stennallen Heights Rehabilitation & Repair	72,000	0	72,000	171	319	79	0
17 1964	Healy	Roads	Otto Lake East Road	Healy-Otto Lake East Road Construction	100,000	0	100,000	22	0	3	0
17 1964	Nemana	Roads	Unspecified Roads	Nemana-Roadways/Drainage/City Limits	615,000	0	615,000	22	0	7	0
17 1964	Slerna	Roads	Nebesna Road	Slerna-Nebesna Road Improvements	135,000	0	135,000	22	0	3	0
17 1964	Tenacross	Roads	Street Lighting	Tenacross-Village Street Lights	30,000	0	30,000	171	319	78	0
					4,478,800	32,802,000	37,280,800	Sum			
Number of Observations: 14											
17 1965		Roads	Alaska Highway	AK Hwy Reconst MP 1270-North	0	13,500,000	13,500,000	96	0	17	0
17 1965		Roads	Delta Agricultural Road	Delta-Agricultural Road Maintenance	100,000	0	100,000	96	0	18	0
17 1965		Roads	Delta Agricultural Road	Delta-Agricultural Road Improvements	54,915	0	54,915	105	631	132	2
17 1965		Roads	Edgerton Highway	Edgerton Hwy Rehab MP 0-E PE	0	7,110,000	7,110,000	96	0	18	0
17 1965		Roads	Glenn Highway	Glenn Hwy Rehab MP 135-North	0	1,440,000	1,440,000	96	0	17	0
17 1965		Roads	Nebesna Road	Nebesna Road	100,000	0	100,000	96	0	18	0
17 1965		Roads	Parks Highway	Parks Hwy Rehab MP 100-North	0	8,640,000	8,640,000	96	0	17	0
17 1965		Roads	Richardson Highway	Richardson Hwy Reconstruction MP 127-H	0	9,000,000	9,000,000	96	0	17	0
17 1965	Anderson	Roads	Unspecified Roads	Tenacross-Roads	250,000	0	250,000	96	0	41	0
17 1965	Tenacross	Roads	Unspecified Roads	Roads and Trails	30,000	0	30,000	96	0	45	0
17 1965	Tok	Roads	Unspecified Roads	Tok-Local Road Improvements	100,000	0	100,000	96	0	23	0
17 1965	Tok	Roads	Unspecified Roads		30,000	0	30,000	105	532	115	6
					644,915	39,690,000	40,334,915	Sum			
Number of Observations: 12											
17 1964		Roads	Unspecified Roads	Deltera Corporation Road Project	300,000	0	300,000	128	3	33	17
17 1964		Roads	Donali Highway	Donali Highway: MP 0 East Rehabilitation	0	3,954,000	3,954,000	128	3	17	9
17 1964		Roads	Glenn Highway	Glenn Highway Rehab: MP 135-North	0	1,029,000	1,029,000	130	164	35	6
17 1964		Roads	Nebesna Road	Nebesna Road/Reconstruction/Improvements	80,000	0	80,000	128	3	18	7
17 1964		Roads	Panguingue Creek Road	Panguingue Creek Road	146,400	0	146,400	128	3	18	4
17 1964		Roads	Richardson Highway	Richardson Highway: MP 79 North Rehab	0	3,151,000	3,151,000	128	3	17	8
17 1964		Roads	Taylor Highway	Taylor Highway Bridges	0	1,594,700	1,594,700	130	169	36	20
17 1964		Roads	Tok Cutoff	Tok Cutoff: MP 0 North Rehabilitation	0	6,824,000	6,824,000	128	3	17	7
17 1964		Roads	Tok Cutoff	Tok Cutoff: MP 65 North Reconstruction	0	7,820,000	7,820,000	128	3	17	6
17 1964	Anderson	Roads	Unspecified Roads	Anderson-Local Service Roads	280,000	0	280,000	128	3	29	21
17 1964	Copper Center	Roads	Unspecified Roads	Copper Center Land Disposal Road Access	34,000	0	34,000	128	3	18	5

ED	YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPROV'D GF	APPROV'D OF	TOTAL	CHP	SEC	PG	LN	
18	1984		Roads	Holmes Road	Holmes/Markey Reconstruction Prelim Engr	120,000	0	120,000	128	3	18	8	
18	1984		Roads	Richardson Highway	Richardson Highway Corridor Improvements	0	1,840,000	1,840,000	128	3	17	11	
18	1984	North Pole	Roads	Laurence Road	Laurence Road Reconstruction Design	124,000	0	124,000	128	3	17	21	
18	1984	North Pole	Roads	Richardson Highway	Richardson Highway/Dawson Interchange	0	460,000	460,000	128	3	17	12	
						288,000	14,260,000	14,548,000					Sum
Number of Observations: 4						7,933,000	22,870,000	30,803,000					Sum
Number of Observations: 15													
19	1983	Central	Roads	Unspecified Roads	Central-Dust Control & Spot Repair	32,000	0	32,000	10	0	7	0	
19	1983	Ester	Roads	Unspecified Roads	Ester-Loop Survey	40,600	0	40,600	10	0	32	0	
						72,600	0	72,600					Sum
Number of Observations: 2													
19	1984		Roads	Elliott Highway	Elliott Hwy-Fox North	112,800	1,297,200	1,410,000	24	0	44	0	
19	1984	Circle	Roads	Unspecified Roads	Circle-District Road Improvements	200,000	0	200,000	24	0	13	0	
						312,800	1,297,200	1,610,000					Sum
Number of Observations: 2													
19	1985		Roads	Steels Creek Road	Steels Creek-Road Major Maintenance	180,000	0	180,000	96	0	18	0	
19	1985	Central	Roads	Unspecified Roads	Central-Dust Control	13,000	0	13,000	105	455	0	0	
						193,000	0	193,000					Sum
Number of Observations: 2													
19	1984		Roads	Unspecified Roads	Clara Hot Springs Road Erosion	0	580,000	580,000	130	168	36	17	
19	1984		Roads	Steese Highway	Safety Reflectors-Steese Highway/Central	110,400	0	110,400	128	3	17	22	

ED	YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPVD'D CF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
20	1984	Fairbanks	Roads	10th Avenue	Fairbanks-10th Avenue Reconstruction	340,000	0	340,000	22	0	7	0	
20	1984	Fairbanks	Roads	Hamilton Avenue	Fairbanks-Hamilton Avenue Reconstruction	274,000	0	274,000	22	0	7	0	
20	1984	Fairbanks	Roads	Unspecified Roads	Fairbanks-Street Maintenance A Repairs	638,100	0	638,100	22	0	7	0	
20	1984	Fairbanks	Roads	N. Miller Hill Road	North Miller Hill Road	30,000	0	30,000	22	0	3	0	
20	1984	Fairbanks	Roads	Chena Hot Springs Road	Old Chena-Hot Springs Road Upgrade	70,000	0	70,000	22	0	3	0	
20	1984	Fairbanks	Roads	Chena Ridge Road	Town/Ridge Access Improvements Phase I	1,300,000	0	1,300,000	22	0	3	0	
20	1984	Fairbanks	Roads	University Ave	University/Old Nenana Shoulder Widening	163,000	0	163,000	22	0	3	0	
20	1984	Fairbanks	Roads	Silver Fox Mine	Access to Silver Fox Mine	155,000	0	155,000	45	0	9	0	
20	1984	Fairbanks	Roads	School Safety	Public Schools Access Safety Improvement	196,000	0	196,000	24	0	13	0	
20	1984	Fairbanks	Roads	Steese Highway	Steese Highway Acceleration Lanes	160,000	0	160,000	24	0	13	0	
20	1984	Fairbanks	Bike/Pedestrian Paths	Ballaine Road	Ballaine Road Bike Trail Repair	50,000	0	50,000	24	0	13	0	
20	1984	Fairbanks	Roads	Bridges	Miller House Bridge	306,000	0	306,000	24	0	13	0	
20	1984	Fairbanks	Roads	Multiple Roads	Summit Drive and Skyline/Homesstretch Roa	200,000	0	200,000	24	0	13	0	
20	1984	Fairbanks	Roads	Steese Highway	Steese Maintenance Equipment Purchase	104,000	0	104,000	24	0	13	0	
20	1984	Fairbanks	Roads	Chena Ridge Road	Chena-Ridge Shoulder Widening and Hazard	1,200,000	0	1,200,000	24	0	13	0	
20	1984	Fairbanks	Roads	District K LRSA	FNSB-District K Rd Svc Area Block Grant	2,000,000	0	2,000,000	24	0	43	0	
20	1984	Fairbanks	Roads	Unspecified LRSA	FNSB-Road Service Area Block Grant	500,000	0	500,000	24	0	45	0	
20	1984	Fairbanks	Roads	District J LRSA	FNSB-District J Road Svc Block Grant	1,000,000	0	1,000,000	24	0	45	0	
20	1984	Fairbanks	Roads	Unspecified Roads	Fairbanks-Existing Streets Maintenance Re	140,400	0	140,400	24	0	45	0	
20	1984	Fairbanks	Roads	Nemby LRSA	FNSB-Nemby Road Svc Area Repair/Rehab	153,000	0	153,000	24	0	44	0	
20	1984	Fairbanks	Roads	Arctic Fox LRSA	FNSB-Arctic Fox Rd Svc Area Repair/Rehab	276,000	0	276,000	24	0	44	0	
20	1984	Fairbanks	Roads	Diana LRSA	FNSB-Diana Road Svc Area Repair/Rehab	373,000	0	373,000	24	0	44	0	
20	1984	Fairbanks	Roads	Highway Park Rd Svc Area	FNSB-Highway Park Rd Svc Area Repr/Rehab	419,000	0	419,000	24	0	44	0	
20	1984	Fairbanks	Roads	Kris Kringle LRSA	FNSB-Kris Kringle Rd Svc Area Repr/Rehab	279,000	0	279,000	24	0	44	0	
20	1984	Fairbanks	Roads	Farmers Loop Road	Farmers Loop Rd Row/Utilities	82,000	946,000	1,028,000	24	0	64	0	
20	1984	Fairbanks	Roads	Badger Road	Badger Road	74,700	859,000	933,700	24	0	64	0	
20	1984	Fairbanks	Roads	Unspecified Roads	Fairbanks-FAU System	200,000	2,300,000	2,500,000	24	0	64	0	
20	1984	Fairbanks	Bike/Pedestrian Paths	Ballaine Road	Fairbanks-Rd Bike Trail Repair	135,000	0	135,000	24	0	64	0	
20	1984	Fairbanks	Roads	College Road	East College Road Upgrade Phase II	1,900,000	0	1,900,000	171	319	57	0	
20	1984	Fairbanks	Roads	Airport Way	Airport Way Resurfacing Phase II	1,100,000	0	1,100,000	171	319	57	0	
20	1984	Fairbanks	Roads	Vue Crest Roads	FNSB-Vue Crest Roads Upgrade Completion	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	Roads	Cushman Street	Cushman Street Ext/Reconstruction/Paving	370,000	0	370,000	96	0	18	0	
20	1985	Fairbanks	Roads	Unspecified Roads	Downtown Utility/Street Upgrade	4,300,000	0	4,300,000	96	0	37	0	
20	1985	Fairbanks	Roads	Farmers Loop Road	Farmers Loop Road Reconstruction	0	12,240,000	12,240,000	96	0	17	0	

Page 25 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1984, BY ELECTION DISTRICT

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPR'D CF	APPR'D OF	TOTAL	CIIP	SEC	PG	LN
22 1984	Buckland	Roads	Dumpsite Road	Buckland-Dump Site Road Project	300,000	0	300,000	22	0	B	0
22 1984	Kaktovik	Roads	Unspecified Roads	NSB-Kaktovik Roads	500,000	0	500,000	171	319	77	0
22 1984	Kiana	Roads	Beach Access Road	Kiana-Beach Access Road Construction	300,000	0	300,000	22	0	B	0
22 1984	Kiana	Roads	Street Lighting	Kiana-Street Lighting	25,000	0	25,000	22	0	B	0
22 1984	Kotzebue	Roads	Unspecified Roads	Kotzebue-City Streets	700,000	0	700,000	24	0	2	0
22 1984	Noatak	Roads	Unspecified Roads	Noatak-Streets and Facilities	500,000	0	500,000	24	0	6	0
22 1984	Noorvik	Roads	Dumpsite Road	Noorvik-Road to Dump Site Project	500,000	0	500,000	22	0	A	0
22 1984	Noorvik	Roads	Bridge Repairs	Noorvik-Bridge Repairs	33,600	0	33,600	24	0	3	0
22 1984	Nuiqut	Roads	Unspecified Roads	Nuiqut-Recreation Road	55,500	0	55,500	24	0	4	0
22 1984	Point Lay	Roads	Dumpsite Road	NSB-Point Lay / to Dump	400,000	0	400,000	171	319	77	0
22 1984	Selawik	Bike/Pedestrian Paths	Selawik Boardwalk	Selawik-Boardwalk Expansion and Upgrade	75,000	0	75,000	22	0	B	0
22 1984	Shungnak	Roads	Bridge Repairs	Shungnak-Bridge Repairs	60,000	0	60,000	22	0	B	0
22 1984	Mainwright	Roads	Dumpsite Road	NSB-Mainwright Road to Dump Site	300,000	0	300,000	22	0	B	0
					4,074,100	0	4,074,100				Sum
Number of Observations: 15											
22 1985	Nuiqut	Roads		Prudhoe Road Construction	0	13,000,000	13,000,000	96	0	18	0
					0	13,000,000	13,000,000				Sum
Number of Observations: 1											
Number of Observations: 21											
23 1983		Roads		Pilgrim Hot Springs Road	600,000	0	600,000	10	0	7	0
23 1983		Roads		Nome-Taylor Hwy 198-North	120,000	1,350,000	1,500,000	107	34	77	0
23 1983		Roads		Nome-Council Highway	540,000	6,440,000	7,000,000	107	34	77	0
23 1983	Alakanuk	Roads		Alakanuk-Street Lights	10,000	0	10,000	107	34	106	0
23 1983	Gambell	Roads		Gambell-Street Improvements	85,000	0	85,000	107	34	107	0
23 1983	Koyuk	Roads		Koyuk-City Streets Improvements & Expa	100,000	0	100,000	107	34	115	0
23 1983	Nome	Roads		Nome-City Streets Supplemental	700,000	1,400,000	2,100,000	107	34	77	0
23 1983	Savoonga	Roads		Savoonga-Street Lights	10,000	0	10,000	107	34	108	0
23 1983	Scammon Bay	Roads		Scammon Bay-Street Lights	10,000	0	10,000	107	34	108	0
23 1983	Uelakleet	Roads		Uelakleet-Road/Bridge Construction	1,150,000	0	1,150,000	10	0	28	0
23 1983	Males	Roads		Males-Lopp Lagoon Road Completion	100,000	0	100,000	107	34	115	0

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPRO'D OF	APPRO'D OF	TOTAL	CHP	SEC	PG	LN
24 1903	Aniak	Roads	Unspecified Roads	Aniak-Road Improvement Supplement	50,000	0	50,000	107	34	115	0
24 1903	Chalkyitsik	Roads	Unspecified Roads	Chalkyitsik-Road	97,000	0	97,000	107	34	122	0
24 1903	Crooked Creek	Roads	Unspecified Roads	Crooked Creek-Roads	50,000	0	50,000	107	34	122	0
24 1903	Fort Yukon	Roads	Unspecified Roads	Fort Yukon-Roads	250,000	0	250,000	107	34	115	0
24 1903	Grayling	Roads	Bridge Repairs	Grayling-Bridge Repair	100,000	0	100,000	107	34	115	0
24 1903	Hughes	Roads	Unspecified Roads	Hughes-Road Construction	100,000	0	100,000	10	0	28	0
24 1903	McGrath	Roads	Heavy Equipment	McGrath-Roads	200,000	0	200,000	107	34	116	0
24 1903	Nulato	Roads	Unspecified Roads	Nulato-Roads	75,000	0	75,000	107	34	116	0
24 1903	Red Devil	Roads	Unspecified Roads	Red Devil-Roads	30,000	0	30,000	107	34	122	0
24 1903	Ruby	Roads	Unspecified Roads	Ruby-Road Construction	240,000	0	240,000	10	0	28	0
24 1903	Russian Mission	Roads	Unspecified Roads	Russian Mission-Road & Facility Upgrade	210,000	0	210,000	10	0	23	0
24 1903	Russian Mission	Roads	Unspecified Roads	Russian Mission-Road and Facility	50,000	0	50,000	107	34	116	0
24 1903	Shageluk	Roads	Street Lighting	Shageluk-Street Lights	10,000	0	10,000	107	34	109	0
24 1903	Sleetmute	Roads	Unspecified Roads	Sleetmute-Road Construction	125,000	0	125,000	10	0	32	0
24 1903	St Marys	Roads	Unspecified Roads	St Marys-Road Construction	140,000	0	140,000	10	0	29	0
24 1903	Takotna	Roads	Unspecified Roads	Takotna-Road Improvements	25,000	0	25,000	107	34	122	0
24 1903	Tulksak	Paths	Unspecified Roads	Tulksak-Road Construction	280,000	0	280,000	10	0	18	0
					2,572,000	0	2,572,000				
Sum											
24 1904	Arctic Village	Roads	Unspecified Roads	Arctic Village-Road Construction	50,000	0	50,000	24	0	49	0
24 1904	Fort Yukon	Roads	Unspecified Roads	Fort Yukon-Street Improvements	200,000	0	200,000	24	0	45	0
24 1904	Grayling	Roads	Roads & Equipment	Grayling-Road Improvements and Equipment	250,000	0	250,000	24	0	46	0
24 1904	Huslia	Roads	Street Lighting	Huslia-Street Lights	5,000	0	5,000	171	319	77	0
24 1904	Kaliag	Roads	Unspecified Roads	Kaliag-Road Construction	200,000	0	200,000	24	0	46	0
24 1904	Koyukuk	Roads	Roads & Equipment	Koyukuk-Heavy Equipment and Road Const	200,000	0	200,000	24	0	46	0
24 1904	Nulato	Roads	Unspecified Roads	Nulato-Road Construction	75,000	0	75,000	24	0	46	0
24 1904	Ruby	Roads	Unspecified Roads	Ruby-Road Construction and Upgrade	190,000	0	190,000	24	0	46	0
24 1904	Ruby	Bike/Pedestrian Paths	Boardwalk	Ruby-Construction of Boardwalks	75,000	0	75,000	24	06	15	0
24 1904	Ruby	Bike/Pedestrian Paths	Boardwalk	Ruby-Boardwalk Construction	75,000	0	75,000	171	88	15	0
24 1904	Sleetmute	Roads	Roads & Equipment	Sleetmute-Road Construction & Equipment	200,000	0	200,000	24	0	50	0
24 1904	Tanana	Roads	Unspecified Roads	Tanana-Road Construction	200,000	0	200,000	7	J	44	0
24 1904	Tulksak	Roads	Roads & Equipment	Tulksak-Road Construction and Equipment	300,000	0	300,000	7	0	46	0

Number of Observations: 19

Page 29 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1981 THROUGH SLA 1986, BY ELECTION DISTRICT

YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	AP
Number of Observations: 7					
1985	Kwethluk	Roads	Unspecified Roads	Kwethluk-Road Development	250,000
Number of Observations: 1					
1986	Kipruk	Bike/Pedestrian Paths	Kipruk HS Footbridge	Kipruk-High School Footbridge	80,000
1986	Quinhagak	Roads	Unspecified Roads	Quinhagak-Road Improvements	7,500
Number of Observations: 2					
Number of Observations: 15					
1983		Roads	Nondalton/Neahalen Road	Nondalton/Neahalen Road Construction	1,000,000
1983		Roads	Nondalton/Neahalen Road	Nondalton/Neahalen Road Construction	500,000
1983		Roads	Neknek-King Salween Road	Neknek-King Salween Road Upgrade & Main	150,000
1983		Roads	Neknek-King Salween Road	Neknek-King Salween Rd Repair & Upgrade	200,000
1983	Dillingham	Roads	Unspecified Roads	Dillingham-Street Improvements	572,000
1983	Dillingham	Roads	Unspecified Roads	Dillingham-Beign/Conet Street Improvements	400,000
1983	New Stuyahok	Roads	Unspecified Roads	New Stuyahok-Road Improvements	300,000
1983	South Neknek	Roads	Beech Access Road	South Neknek-Beech Access Road	75,000
1983	Togiak	Roads	Unspecified Roads	Togiak-Road Upgrade	75,000
1983	Unalaska	Roads	Bridge Repairs	Unalaska-Bridge Repair	35,000
Number of Observations: 10					
1984		Roads	Neknek-King Salween Road	Neknek-King Salween Rd Rehab	2,300,000
1984		Roads	Nondalton-Iliamna Road	Nondalton Iliamna Road Improvements	1,000,000
1984		Roads	Nondalton/Neahalen Road	Nondalton/Neahalen Road Construction	1,500,000
Sum					
					1,647,000
					250,000
					250,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75,000
					75,000
					35,000
					3,307,000
Sum					
					2,300,000
					1,000,000
					1,500,000
					80,000
					7,500
					87,500
					3,149,500
					1,000,000
					500,000
					150,000
					200,000
					572,000
					400,000
					300,000
					75

ED YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPVD'D GF	APPVD'D OF	TOTAL	CWP	SEC	PG	LN
					4,921,000	900,000	5,821,000				Sum
Number of Observations: 11											
27 1964		Roads	Unspecified Roads	Kodiak Island Borough-Road Projects Cons	441,000	0	441,000	22	0	9	0
27 1964	Akhiok	Roads	Dock Access Road	Akhiok-Dock Facility Access Road	540,000	0	540,000	24	0	46	0
27 1964	Karluk	Roads	Street Lighting	Karluk-Street Lighting	27,000	0	27,000	21	0	14	0
27 1964	Kodiak	Roads	Mission Road	Kodiak-Mission Road Project	340,000	0	340,000	24	0	12	0
27 1964	Kodiak	Roads	Salief Lane	Kodiak-Salief Lane Extension	2,149,000	0	2,149,000	24	0	47	0
27 1964	Kodiak	Roads	Bridges	Kodiak-Near Island Bridge Phase II	14,500,000	0	14,500,000	24	0	62	0
27 1964	Kodiak	Roads	Multiple Roads	Kodiak-Monasha Circle and Bayview	750,000	0	750,000	24	0	73	0
27 1964	Old Harbor	Roads	Old Harbor Road	Old Harbor-Road Extension	375,000	0	375,000	45	0	9	0
					19,142,000	0	19,142,000				Sum
Number of Observations: 8											
27 1965		Roads	School Safety	School Crossing Lighting & Safety Improv	100,000	0	100,000	105	550	116	11
27 1965	Chignik	Roads	Unspecified Roads	Chignik-Road Construction	70,000	0	70,000	96	0	15	0
27 1965	Chignik Lagoon	Roads	Bridges	Chignik Lagoon-Bridge Construction	290,000	0	290,000	96	0	15	0
27 1965	Perryville	Roads	Unspecified Roads	Perryville-Rd Upgrade & Equipment Repair	25,000	0	25,000	105	541	116	22
27 1965	Port Lions	Roads	Bay View Drive	Port Lions-Bay View Drive	200,000	0	200,000	96	0	42	0
					685,000	0	685,000				Sum
Number of Observations: 6											
27 1964	Kodiak	Roads	Near Island Roads	Kodiak-Near Island Rds/Utilities/Harbors	1,400,000	0	1,400,000	120	3	32	19
27 1964	Kodiak	Roads	St Herman Harbor Access	St Herman Harbor Access & Parking	500,000	0	500,000	130	154	33	11
27 1964	Port Lions	Roads	Bay View Drive	Port Lions-Bayview Drive Completion	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	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPV'D GF	APPV'D OF	TOTAL	CHP	SEC	PG	LN
92 1984	Roads	Knik Arm Crossing	Knik Arm Crossing North & South Approach		400,000	4,622,000	5,022,000	24	0	62	0
Page 33 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1983 THROUGH SLA 1984, BY ELECTION DISTRICT											
92 1984	Roads	Knik Arm Crossing	Knik Arm Crossing North & South Approach		1,000,000	0	1,000,000	171	319	54	0
					1,645,000	5,597,000	7,242,000				Sum
Number of Observations:		3									
92 1985	Roads			Central Hwy Preliminary Engineering	0	3,420,000	3,420,000	96	0	14	0
92 1985	Roads	Federal Match		Central Hwys Federal Aid 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	Roads	Federal Match		Central Region GF Match, Highways	6,050,000	0	6,050,000	128	3	13	4
92 1986	Roads	Federal Match		Expenses Ineligible for Federal Aid	850,000	0	850,000	330	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
Number of Observations:		9									
4 1983	Roads	Unspecified Roads		Interior Highways Supplemental	315,000	3,617,000	3,932,000	107	34	77	0
4 1983	Roads	Unspecified Roads		Interior Railroad Crossing Improvements	50,000	450,000	500,000	307	34	77	0
					365,000	4,067,000	4,432,000				Sum
Number of Observations:		2									
4 1985	Roads	Federal Match		Northern Hwys Federal Aid Match	7,050,000	0	7,050,000	96	0	17	0
4 1985	Roads	Preliminary Engineering		Northern Hwys Preliminary Engineering	0	12,040,000	12,040,000	96	0	17	0

Page 35 of APPROPRIATIONS FOR ROADS AND BIKE/PEDESTRIAN PATHS, SLA 1903 THROUGH SLA 1986, BY ELECTION DISTRICT

YEAR	AFFECTED COMMUNITY	TYPE OF FACILITY	ROAD (IF SPECIFIED)	DESCRIPTION	APPVD'D GF	APPVD'D OF	TOTAL	CHP	SEC	PG	LN	
					10,269,000	41,721,000	51,990,000					Sum
Number of Observations: 4												
1984	Roads	Bridges		Statewide Bridge Program	281,800	1,127,200	1,409,000	24	0	61	0	
1984	Roads	Unspecified Roads		Local Service Roads, Trails and Bikeways	3,500,000	0	3,500,000	24	0	61	0	
1984	Roads	Various LRSA		Road Maintenance Service Area Road Impro	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												
1985	Roads	Bridges		Bridge Rehab & Replacement Program	920,000	3,680,000	4,600,000	96	0	12	0	
1985	Roads	Various LRSA		Local Service Roads & Trails	1,150,000	0	1,150,000	96	0	12	0	
1985	Roads	Unspecified Roads		Safety Improvement Program	390,000	3,400,000	3,790,000	96	0	0	0	
1985	Roads	Planning		Statewide Highway Planning Work Prgm	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												
1986	Roads	Planning		Annual Highway Planning Work Program	320,000	1,430,000	1,750,000	128	3	12	15	
1986	Roads	Bridges		Bridge Rehab and Replacement Program	967,000	4,500,000	5,467,000	128	3	12	24	
1986	Roads	Unspecified Roads		Safety Improvement Program	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												

S J R

84

MAR 26 1990

SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

DATE: 3/26/90

FURTHER:

Date of 5-Day Notice: 3-29-90
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 4-4-90

Transportation

Committee considered

SJR 84

Federal funding for development of the airport at Saint Paul, Alaska.

and recommended:

- replace with _____ CS _____ same title
- attached amendment(s) new title
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

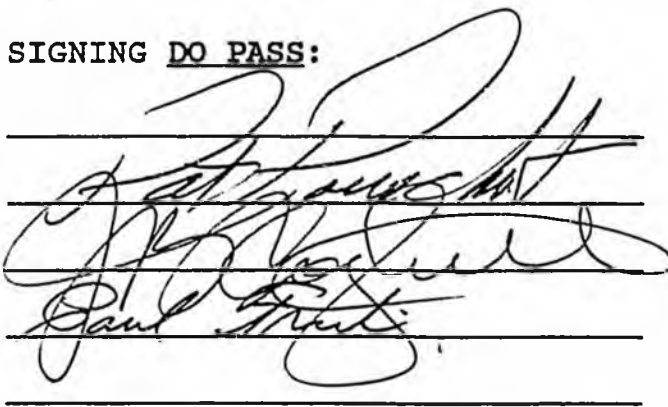
fiscal note(s) DOT/PE

zero fiscal note(s) _____

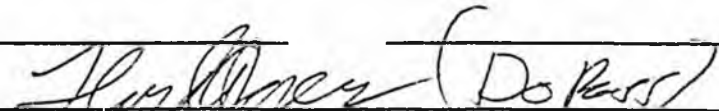
appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:



OTHER RECOMMENDATIONS:


Chair: Signature and Recommendation

BY THE TRANSPORTATION COMMITTEE

1 IN THE HOUSE

2

HOUSE JOINT RESOLUTION NO. 89

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - SECOND SESSION

5

Relating to federal funding for develop-

6

ment of the airport at Saint Paul,

7

Alaska.

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

9 WHEREAS the economic well-being of Saint Paul, Alaska, is largely
10 dependent upon the rapidly growing crab, surimi, and bottomfish industry;
11 and

12 WHEREAS the Saint Paul airport facility provides the only year-round
13 access to and from the community; and

14 WHEREAS the Saint Paul airport facility is critical to ensuring that
15 the community's commercial and social ties with the state and nation are
16 maintained; and

17 WHEREAS the Saint Paul airport is classified as a nonprimary commer-
18 cial service airport under the Airport Improvement Program (AIP); and

19 WHEREAS nonprimary airports are only eligible to receive AIP discre-
20 tionary funding and limited State of Alaska primary entitlement funding;
21 and

22 WHEREAS the annual level of primary entitlement funding is generally
23 not sufficient to accommodate the improvement needs at state primary air-
24 ports and is not sufficient to accommodate the needs of the Saint Paul
25 airport; and

26 WHEREAS the Airport Improvement Program identifies specific set-aside
27 discretionary funding for nonprimary airports and safety improvement proj-
28 ects;

29 BE IT RESOLVED that the Alaska State Legislature respectfully requests

1 the United States Department of Transportation, Federal Aviation Adminis-
2 tration, to allocate a level of discretionary funding to the State of
3 Alaska that will allow for the development of the Saint Paul airport.

4 COPIES of this resolution shall be sent to the Honorable Samuel K.
5 Skinner, Secretary of the U.S. Department of Transportation; the Honorable
6 Admiral James B. Busey, U.S.N. (Ret.), Administrator of the Federal
7 Aviation Administration; and to the Honorable Ted Stevens and the Honorable
8 Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Repre-
9 sentative, members of the Alaska delegation in Congress.

OK
Utermohle

Original sponsor(s): Transportation Committee

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE
2 CS FOR HOUSE JOINT RESOLUTION NO. 89 (Transportation)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 SIXTEENTH LEGISLATURE - SECOND SESSION

5 Relating to federal funding for develop-
6 ment of the airport at Saint Paul,
7 Alaska.

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

9 WHEREAS title to the airport at Saint Paul, Alaska was transferred to
10 the State of Alaska under the terms of the Fur Seal Act Amendments of 1983
11 (P.L. 98-129) and a Transfer of Property Agreement entered into
12 February 11, 1984; and

13 WHEREAS the local Native corporation agreed to lease or sell land
14 needed for expansion of the airport, and state and federal agencies have
15 committed themselves to take the steps necessary to implement the Transfer
16 of Property Agreement; and

17 WHEREAS the economic well-being of Saint Paul, Alaska, is largely
18 dependent upon the rapidly growing crab, surimi, and bottomfish industry;
19 and

20 WHEREAS the Saint Paul airport facility provides the only year-round
21 access to and from the community; and

22 WHEREAS the Saint Paul airport facility is critical to ensuring that
23 the community's commercial and social ties with the state and nation are
24 maintained; and

25 WHEREAS the Saint Paul airport is classified as a nonprimary commer-
26 cial service airport under the Airport Improvement Program (AIP); and

27 WHEREAS nonprimary airports are only eligible to receive AIP discre-
28 tionary funding and limited State of Alaska primary entitlement funding;
29 and

1 WHEREAS AIP discretionary funding has not been available for the Sain
2 Paul airport due to the low priority assigned to development of the air
3 port; and

4 WHEREAS the annual level of primary entitlement funding is general
5 not sufficient to accommodate the improvement needs at state primary air
6 ports and is not sufficient to accommodate the needs of the Saint Pau
7 airport; and

8 WHEREAS the Airport Improvement Program identifies specific set-aside
9 discretionary funding for nonprimary airports and safety improvement proj-
10 ects;

11 BE IT RESOLVED that the Alaska State Legislature respectfully requests
12 the United States Department of Transportation, Federal Aviation Adminis-
13 tration, to allocate a level of discretionary funding to the State of
14 Alaska that will allow for the development of the Saint Paul airport.

15 COPIES of this resolution shall be sent to the Honorable Samuel K.
16 Skinner, Secretary of the U.S. Department of Transportation; the Honorable
17 Admiral James B. Busey, U.S.N. (Ret.), Administrator of the Federal Avia-
18 tion Administration; and to the Honorable Ted Stevens and the Honorable
19 Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Repre-
20 sentative, members of the Alaska delegation in Congress.

APR 04 1990

REQUEST: FISCAL NOTE

Revision Date:
Title: "A resolution relating to federal funding for development of St. Paul Airport"
Sponsor: Transportation Committee
Requestor:

Agency Affected: DOT&PF
BRU: Central Region
Components: Maintenance & Operations

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	5.0	5.0	5.0	5.0	5.0
CONTRACTURAL	0	50.0	50.0	50.0	50.0	50.0
SUPPLIES	0	10.0	10.0	10.0	10.0	10.0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	65.0	65.0	65.0	65.0	65.0
CAPITAL	1,913.0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	119.6	65.0	65.0	65.0	65.0	65.0
FEDERAL FUNDS	1,793.6	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	1,913.0	65.0	65.0	65.0	65.0	65.0

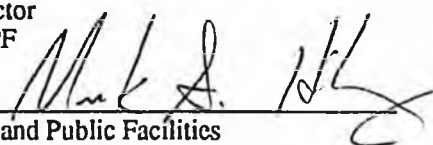
POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS:

Prepared by: Kit Duke, Regional Director
Division: Central Region, DOT&PF

Phone: 266-1440
Date: April 3, 1990

Approved by Commissioner: 
Agency: Department of Transportation and Public Facilities

Date: 4/4/90

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

1) Assumptions:

- ° The estimated costs associated with HJR No. 89 assume that the Federal Aviation Administration (FAA) funds improvements to the St. Paul Airport as identified in the DOT&PF's FY90 Airport Improvement Program (AIP) Spending Plan, i.e. land acquisition, ARFF vehicle purchase and equipment storage building construction. No other improvements are currently identified for the St. Paul Airport in the Department's approved Six-Year Capital Improvement Program (CIP).

The total estimated cost of the improvements proposed for the St. Paul Airport in FY90 is \$1,913,000, of which \$1,793,438 will be funded with federal AIP funding.

- ° The State of Alaska has already received a \$1.0 million allotment of FY90 AIP discretionary funding from the FY90 set-aside for Non-primary airports. The Department has allocated the funding such that the land acquisition segment of the St. Paul Airport project will receive first priority (see attached letter). The total land cost is estimated to be \$918,000, of which \$860,625 will be funded from the \$1.0 million allotment.
- ° The estimated fiscal impacts of HJR No. 89 assume that an AIP grant for land acquisition, ARFF vehicle purchase and equipment storage building construction will be executed by, at the latest, September 30, 1990 (the last day of federal fiscal year 1990).
- ° Maintenance costs resulting from the improved facility are calculated as follows: \$5,000 for travel by qualified mechanic to repair equipment; \$50,000 for building maintenance, equipment maintenance, fuel, electricity, etc.; \$10,000 for supplies.

2) Program Summary:

- a. Positions: 0
- b. Other expenditures: 0
- c. Funding: 0
- d. Section Cost Analysis: 0

3) Computations: N/A

- 4) Economic Impact: The proposed improvements at St. Paul will result in an airport facility that is better able to accommodate the increased activity resulting from the growing fishing industry. The revenues associated with the crab, surimi and bottomfish industry benefit the state as well as the local community.

- 5) Impact on Local Government: The economy of St. Paul is highly dependent upon the fishing industry. As such, an adequate airport facility is critical to maintaining commercial ties with other parts of the state. An upgraded airport facility will complement the multi-million dollar harbor facility constructed by the Corp of Engineers in the fall of 1989.

6) FY90 Fiscal Impact: -0-

- 7) Attachment: February 22, 1990 letter from Helvi K. Sandvik, Statewide Aviation Manager, to Russel Hathaway, Federal Aviation Administration.

February 22, 1990

Russel S. Hathaway
Manager, Airports Division
Alaska Region
Federal Aviation Administration
222 W. 7th Avenue, #14
Anchorage AK 99513

Dear Mr. Hathaway:

As you requested in our February 14, 1990 meeting, the following represents the State of Alaska Department of Transportation and Public Facilities' (DOT&PF) priorities for allocating the \$1.0 million "allotment" of FY90 discretionary funding:

- 1) the land portion of the St. Paul project at a federal share of \$860,625.
- 2) the ARFF vehicle and building at St. Paul at a federal share of \$932,813.
- 3) the McGrath Apron project at a federal share of \$3,069,155.
- 4) The Sand Point Airport Improvement project at a federal share of \$2,500,000.

As we discussed in our meeting, the priority for completing the improvements at these airports was derived by evaluating each proposed project carefully, in view of all other needs statewide and limited funding availability.

We continue to believe that in view of the FAR Part 139 and other safety concerns that would be addressed by the proposed projects at St. Paul, McGrath and Sand Point, the FAA should lobby for the allocation of funding from the FY90 "safety" discretionary set-aside pot. If the FAA is successful in obtaining sufficient additional FY90 discretionary funding to meet the needs at St. Paul and McGrath, we would fully support allocating any remaining FY90 discretionary funding to the Sand Point Airport project.

Russel Hathaway

-2-

February 22, 1990

If there is anything that the State can offer to convince FAA Washington on the need for funding these critical airport improvements, we would gladly assist.

Sincerely,



HS
Helvi K. Sandvik
Manager
Statewide Aviation

JKO

CC: Franklin Cunningham, Regional Administrator, FAA Alaska Region
Kit Duke, Regional Director, Central Region
W. Keith Gerken, Deputy Commissioner, Operations
Mark S. Hickey, Commissioner
Ron B. Lind, Director, Plans, Programs & Budget
D. Randy Simmons, Deputy Commissioner, Budget & Finance

SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Location

The airstrip is located roughly 3.8 to 4 miles northeast of the city of St. Paul.

Legal Description

NA

Land Area

87.29 acres (approximately)

Improvements

Airstrip

Highest and Best Use

As improved with airstrip

Land Value

\$759,000 unfilled

Value by the Cost Approach

\$5,753,000

Value by the Income Approach

NA

Value by the Market Data Approach

NA

Market Value Estimate

2
433
8
3464

2
433
9
3897



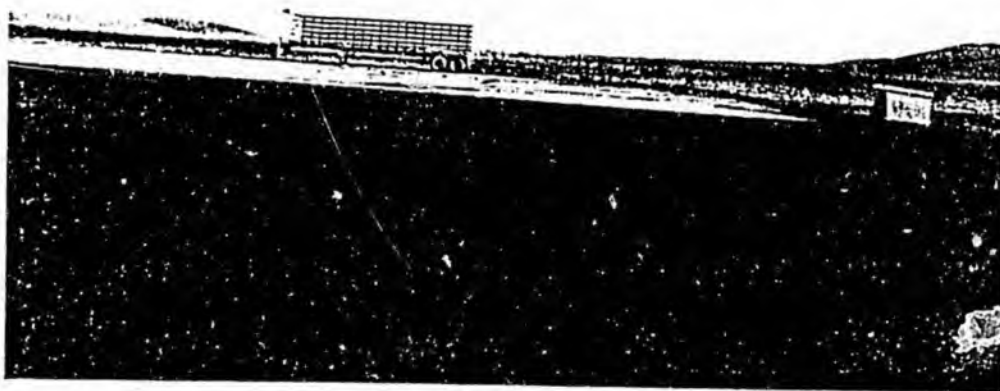
\$5,753,000 (subject to engineering study)

Date of Appraisal

October 2, 1985

SUBJECT PHOTOGRAPHS

Date Taken: 10-2-85
Taken By: DBS/TRD



View northerly of recently paved landing pad



View northwesterly of runway

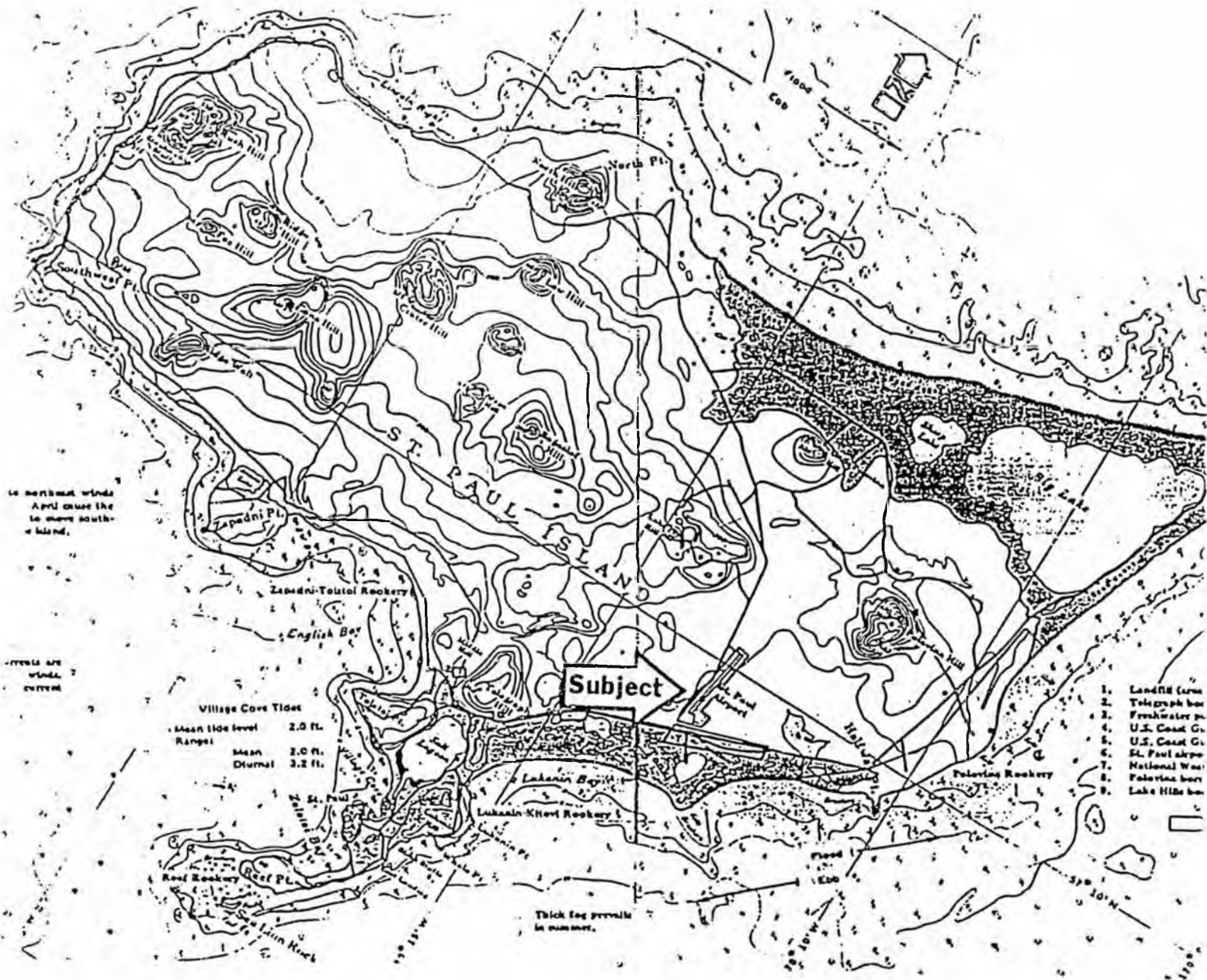
SUBJECT PHOTOGRAPHS

Date Taken: 10-2-85
Taken By: DBS/TRD



View southwesterly of runway

Plat Map



SITE DESCRIPTION

At the time of inspection, the appraisers were informed by the city maintenance supervisor that the approximate area of the airstrip was 87.29 acres. This is a long parallel strip underlying the airstrip and the abutting area. The airstrip is 200 feet wide and was recently resurfaced (in 1984) by the city with four inches of scoria. In addition, Exxon upgraded the landing strip with instruments and building at an approximate cost of \$1,000,000. None of these improvements are included in the valuation of the airstrip.

As of the date of inspection, the airstrip was substantially as it is today, with a slight expansion of the apron and the additional four inches of scoria placed on the top.

Following is a general description of the landing strip as provided by the City of St. Paul in a recent technical study made of the St. Paul area.

"I. General Description of Existing System

The majority of this report is quoted verbatim from the "Pribilof Island Transportation Study" prepared by Dames & Moore and the draft study entitled "Saint Paul Airport Study" prepared by John Wahl of the State Department of Transportation and Public Facilities.

A. Overview

The island of St. Paul is serviced by a 150' X 5,075'

scoria surfaced runway. The airport is located roughly 3.8 to 4 miles northeast of the city of St. Paul. The airport area is relatively flat and gently rises toward the north. The runway is oriented in a north-northeast, south-southwest direction.

The airfield was constructed by the military during World War II. The runway was initially constructed to a 3,250' length and 100' width. It was later lengthened and widened to 150' X 3,750' in 1950 and to its final 5,075' length in 1957. The embankments were formed by placing volcanic scoria directly over the ground after stripping the vegetation. The depth of the embankment varies from one foot to seven feet plus. The airport manager has stated that some areas of the embankment are soft and have been excavated over the years and the material replaced with scoria. The surface showed evidence of deep rutting in some areas. The scoria generally compacts to a tight uniform mass. Most of the material appears to have a maximum size of 3/4". The material is rounded and lacking in fines. No processed surfacing was placed on the runway, and as a consequence the surface is fairly loose. The surface is smooth and firm unless very wet. In very wet weather, the runway is incapable of supporting the weight of Reeve L-188 aircraft, although lighter aircraft are able to land

and take off.

A 240' X 330' parking apron is provided with a 60' X 260' connecting taxiway. The apron and taxiway, like the runway, were constructed from scoria and consist of an overlay of the existing ground. The northern part of the apron also has a 60' X 260' portland cement concrete pad. This area is used by aircraft for loading and unloading. A small garage type building is located on the southeast edge of the apron and is used for storing vehicles. The south portion of the apron is reserved for vehicles and has a temporary barrier separating it from the aircraft operating areas. Access is provided by a road which enters the apron at the southwest corner.

The FAA has installed a medium intensity runway lighting system at the airport. The runway lights consist of can mounted light fixtures with direct burial cable. Visual approach slope indicator (VADI) lights are installed on both runways (18-36). A medium approach light system (MARLS) is installed on runway 36. Runway end identifier lights (REIL) are installed on runway 18. A rotating beacon is located at the National Weather Service facility southeast of the airport. The runway lights are controlled from the National Weather Service building. The MARLS,

REIL and VASI lights are controlled by radio from the aircraft using the facility.

B. Service Provided

Scheduled commercial airline service is provided to St. Paul by Reeve Aleutian Airways. Reeve flies Lockheed L-188 turbo-prop aircraft from Cold Bay. All Reeve flights serving Cold Bay originate in Anchorage, which is designated an international and a regional center airport by the Alaska Department of Transportation and Public Facilities. Therefore, St. Paul is linked by passenger and freight service through Anchorage to all major airports in Alaska, the remainder of the United States, Western Europe and Asia.

The number of arriving and departing passengers in St. Paul is nearly identical; cargo traffic--freight plus mail--is nearly all inbound. A relatively small amount of mail goes outbound.

Maximum load capacity of L-188 service to St. Paul varies with weather. Load capacity is greater in winter months when the scoria-surfaced runway is frozen, resulting in better take-off and landing conditions to those present during spring and summer months, when the runway surface can be soft and wet due to snowmelt and rain. On the other hand,



passenger demand is high during summer months. Cargo demand remains fairly stable at an average of a little over 7,000 pounds per trip throughout the year; however, cargo capacity can reach 10,000 pounds during some summer trips.

Based on previous reports and a brief discussion with a pilot from Reeve Aleutian Airways(1), the present condition of the airport is inadequate for any large increase in usage demand; the existing runway is too short and too narrow, the electronic landing assisting equipment stops short of providing user air carriers adequate landing or take off data, and there are no passenger comfort oriented buildings."

(1) This description depicts the subject's condition prior to the city's and Exxon's upgrades.

HIGHEST AND BEST USE

Highest and Best Use is defined by the American Institute of Real Estate Appraisers and the Society of Real Estate Appraisers in a joint Real Estate Appraisal Terminology Handbook as follows:

"That reasonable and probable use that will support the highest present value as defined as of the effective date of the appraisal. Alternatively, that use from among reasonable, probable and legal alternative uses found to be physically possible, appropriately supported, financially feasible and results in the highest land value."

It is obvious that the City of St. Paul needs a runway as this is the only practical form of transportation through much of the year. The subject area is the logical area to locate a runway. However, in the opinion of the appraisers, there are a number of nearby areas in St. Paul that are suitable for a landing strip. As such, the particular area of the subject is not significantly better than a number of other acceptable alternatives.

Existing improvements, however, represent the subject's Highest and Best Use, as improved.

LAND VALUATION

There are a number of acceptable procedures that can be used when valuing land; the Market Data or Comparison Approach, the Land Abstraction Procedure, the Anticipated Use for Development Procedure, and the Land Residual Technique. St. Paul and St. George do not have an established real estate market. In fact, there is no "market" at all. The only transactions noted were three house sales in St. Paul. Due to the lack of sales in our subject area, we have conducted a sales search of western Alaska, specifically the coastal areas. Sales of unimproved properties in other remote areas are compared directly to the subject parcels, and adjusted for various inequalities on an item by item basis. Location, size, utilities, time of sale, topography and soil conditions are some of the major land characteristics which require adjustment. The parcels under appraisal may be valued on any number of measurement bases, i.e., price per square foot, price per front foot, price per acre, and price per unit buildable on site are typical. The most appropriate units of comparison will be applied to each parcel.

Analyses and Conclusions as to Land Value

In the appraisal of the subject landing strip, it should be noted that no sales of similar type landing strips in bush areas that service similar sized communities were located. As a result, the value of the airstrip can only be estimated indirectly.

Consultation with the State of Alaska Department of Transportation and Public Facilities, Division of Aviation Leasing, indicated that on most bush strips which are state-owned, the leasing policy for a minimal strip similar to the subject, which does not include guidance facilities or landing lights, is \$.02/SF for lands fronting and adjacent to the strip. The normal land lease rate in the State of Alaska is around 10% annually of fee value. Thus, capitalizing out the \$.02/SF would indicate a land value, in comparison, of approximately \$.20/SF, or \$8,712 per acre.

Recently, on the subject strip in St. Paul, the Aleut Corporation has leased from the TDX Corporation 7.44 acres of land for a helicopter port. This port has \$9 million worth of improvements including buildings and a helicopter pad. The Aleut Corporation in turn sub-leases these facilities to Exxon and ARCO. The original land lease began February 1984 and is for four years with three options to extend, at \$.50/SF per year plus one-third of the net profit from the leasing to Exxon and ARCO. Capitalized at a 10% rate, this translates to \$5.00/SF, or \$217,800 per acre.

The St. George Tanaq Corporation has also leased 5 acres adjacent to the St. George airstrip to the City of St. George. The date of lease is August 20, 1985 for a term of 5 months, with renewal options. Monthly lease payments are \$2,800, or \$33,600 annually. Capitalized at a 10% rate, this indicates a fee value of

\$1.54/SF.

Comparable Rural Land Sale No. 1 is a sale of 3,708 acres of land on St. George Island, approximately 45 miles away from the subject. This transaction between the St. George Tanaq Corporation and the federal government is very complicated. Without detailed analysis of land transfers over various periods of time, it amounts to approximately \$645 per acre and includes much of the wildlife cliff area and areas near the airport and the city. The price per acre in a cash transaction was \$645 for a total of \$2,392,000. This sale may or may not be representative of market value, according to Bret Coburn, Land Manager for St. George Tanaq Corporation.

The following is the general analysis we made of the downtown St. Paul industrial area lands.

LAND VALUATION

There are a number of acceptable procedures that can be used when valuing land; the Market Data or Comparison Approach, the Land Abstraction Procedure, the Anticipated Use for Development Procedure, and the Land Residual Technique. St. Paul and St. George do not have an established real estate market. In fact, there is no "market" at all. The only transactions noted were three house sales in St. Paul. Due to the lack of sales in our subject area, we have conducted a sales search of western Alaska, specifically the coastal areas. Sales of unimproved properties in other remote areas are compared directly to the subject

parcels, and adjusted for various inequalities on an item by item basis. Location, size, utilities, time of sale, topography and soil conditions are some of the major land characteristics which require adjustment. The parcels under appraisal may be valued on any number of measurement bases, i.e., price per square foot, price per front foot, price per acre, and price per unit buildable on site are typical. The most appropriate units of comparison will be applied to each parcel.

Analyses and Conclusions as to Land Value

After making a thorough sales search, we were unable to locate any relevant fair market land sales. This is due primarily to there being little privately held land available for sale. The majority of land in western Alaska is federally controlled or it is controlled by the local governing entities and Native corporations. Due to the limited sales data, our sales search was extended to Kodiak Island, the Aleutian chain and southwestern Alaska, encompassing the communities of Kodiak, Port Lions, Dillingham, Naknek, Dutch Harbor, Sand Point, King Cove, Perryville, Emmonak, Unalaska, and Morzhovoi village.

As with most rural Alaskan communities, land use patterns are not clearly defined due to a lack of zoning and relatively haphazard development. The cities of St. Paul and St. George tend to be an exception due to the original government planning and development typical of western Alaska. The comparable land sales are categorized according to their land use pattern. In most of the

comparable communities, there tends to be a clear distinction between residential and commercial/industrial land, but no clear distinction between industrial and commercial land, with the exception of waterfront industrial and commercial land sales, which tend to sell for a higher unit value.

After compiling the sales data, it was arrayed according to the communities that were larger and had the strongest economies to the communities that were smaller and had the least vigorous economies. As anticipated, the larger, more economically vigorous communities have the highest priced residential, commercial and industrial lands, and the smaller, less economically vigorous communities had the lowest priced lands.

Specific adjustments are nearly impossible to derive as they require sales in local markets. As a result, the appraisers are severely limited in the ability to analyze specific differences between the subject parcels and the comparable sales. The only possible exceptions appear to be waterfront commercial and industrial versus non-waterfront commercial and industrial; acreage land sales as compared to lot sales; and for the subject's full range of utilities. For example, when comparing Comparables No. 1 and 2, industrial waterfront sales in Kodiak to Comparables No. 1 and 2, industrial commercial upland sales, there appears to be a roughly 2 to 1 value ratio between waterfront and uplands. This is not an uncommon ratio. In adjusting for industrial and commercial acreage sales to lot

sales, there typically tends to be a 1 to 3 ratio. It has been the experience of the appraisers that where utilities do not have to be brought in other than electricity, raw acreage costs in rural Alaska typically are about .33 of the gross lot value. This ratio, of course, varies somewhat from area to area and in larger communities like Anchorage, it can be approximately 4 to 1. In rural recreational sites, it can be 2 to 1. But, for purposes of this analysis, a 3 to 1 ratio appears to be reasonable. In comparison, all the sales are adjusted to reflect the aforementioned when compared to subject lots.

The utility adjustments are somewhat more difficult to derive. The subject has a full range of utilities available which include sewer, water, electricity and telephone. In a number of cases, most of the comparable sales, especially the smaller more rural communities, do not have a full range of utilities. As an alternative, the costs of installing on-site utilities in many of these rural communities is the cost of a shallow well and septic system, or \$7,000 to \$8,000. Thus, in comparison to the subject, each sale without these utilities is adjusted upward \$8,000 per lot. In the case of acreage sales, it is adjusted upward approximately \$.37/SF assuming a typical half-acre lot size.

After making these adjustments, the sales data shows a much higher degree of correlation.

St. Paul is a larger community than many of the smaller villages located in the Aleutians. In addition it has a paritally protected waterfront which makes it more suitable for future industrial and commercial development. As such, the best indicators of its market value are upland sales Comparables 4 through 7, the Dillingham, Sand Point and Unalaska sales. In comparison, the subject site tends to be slightly superior to the sales because it is located closer to the city center and is simply easier to develop. As such, the comparables probably represent the low end of the market. The Kodiak sales are in the City of Kodiak, which has an established, vigorous community and tends to represent the higher end of the market value range.

Sales Grid - Commercial and Industrial Oriented Upland Land Sales

Comparable No.	Location	Type	Date of Sale	Sales Price	Price/SF	Adjust to Lot Size	Adj for Utilities	Area Compared to Subject
1	Kodiak	commercial	3/84	\$ 67,440	\$6.00	\$6.00	\$6.00	superior
2	Kodiak	commercial	7/84	\$ 60,000	\$6.34	\$6.34	\$6.34	superior
3	Bethel	commercial	6/85	\$ 40,000	\$4.00	\$4.00	\$4.00	superior
4	Dillingham	commercial	10/81	\$ 75,000	\$.56	\$1.93**	\$2.30	similar
5	Sand Point	comm & ind	10/83	\$275,000	\$.35	\$1.05	\$1.42	similar
6	Sand Point	comm & ind	1/84	\$ 7,500	\$.19	\$.19	\$.56	similar
7	Unalaska	industrial	4/84	\$ 40,000	\$.55	\$.55	\$.92	similar
8	Chignik	comm & ind	7/84	\$ 2,788	\$.10	\$.10	\$.47	inferior

* per acre basis, \$.18/SF

The aforementioned comparative industrial sales are not directly comparable to airport land and are only utilized as a general guideline. In valuing the downtown industrial area of St. Paul, the typical waterfront industrial market value was \$1.50/SF. This was based on the most similar sales arrayed according to the economic activity and strength of the community in question in comparison. The subject area generally lacks utilities and in the opinion of the appraisers, \$1.50/SF would be the upper limit of market value.

In conclusion, it is obvious that the data is inconclusive in that it gives an extremely wide range of value indications. The typical airport leasing at \$.02/sf indicated a market value of \$8,712/acre capitalized. The comparative lease of an adjacent lot to the airport from TDX to the Aleut Corporation indicated \$217,800/acre capitalized, and the lease by the city of St George at the airport indicated \$1.54/SF. Finally, the comparative industrial sales indicated a top value of \$1.50/SF, or \$65,340 per acre for industrial land in the St. Paul Harbor area. Thus, the correlation and conclusions as to land value are strictly a judgement call. One factor to consider, assuming an open market situation, is the principle of substitution. This is principle under which a willing buyer would not pay any more for a property than it would cost to buy an alternate property with similar utility. Under this scenario, it would be assumed that there are alternatives to the landing strip, or at least lands adjacent to the landing strip. This in itself is similar to the leasing

policies of the State of Alaska, Division of Aviation in that any bush strip serving similar sized communities in the Aleutian chain, southwestern and southcentral Alaska has land available, and usually more land than is actually leased at \$.02/SF or \$8,712/acre. The lease by TDX to the Aleut Corporation and Tanaq to St. George do not represent fair market transactions. They are actually one-shot deals in which all of the land is controlled by the Native corporations, and they can basically ask the price that they want. Plus, the existing airport facility is a special benefit to the leased properties. Under an open market situation as is assumed by the appraisers, the most representative land value would be the State leasing program at \$.02/SF capitalized at \$8,712/acre.

Based on the aforementioned, and the limited data available, a reasonable market value estimate for the subject strip and adjoining lands would be \$8,712/acre. Total indicated market value, as unfilled, is summarized as follows:

Area 87.29 acres @ \$8,700(rnd) per acre = \$759,423
SAY \$759,000

It should be noted that if ARCO and Exxon's present exploration for oil off the Aleutian chain and Pribilof Islands is successful, the potential market value of the subject strip and land surrounding it could increase dramatically. The preceding analysis assumes an open market situation in which the principle of substitution is in effect.

Contributory Value of Filled Runway

We researched both St. George and St. Paul to estimate the contributory value of the filled runway. It appears the best information was from the St. George area. We contacted Allan Christopherson of Peratrovich, Nottingham and Drage, Inc. According to Mr. Christopherson, they are presently doing a considerable amount of engineering work on the new St. George airport. Recently, they obtained a bid to construct a bypass road around the St. George airport. According to him, this bid was from Brice Construction and amounted to \$10/cubic yard in place as of January, 1985. He stated that this did not include any royalties for the fill, which would have been supplied by the City of St. George. Assuming royalty for fill, he expected the price to be increased another \$.50 to \$1.00/cubic yard, say \$.75. Mobilization, permits and other factors would probably bring the total cost to \$11.25/cubic yard. Mr. Christopherson felt this was reasonably representative of the cost of the filled airport area. For estimating the fill value of the St. Paul airport, some parallels could be drawn from the St. George airport. In analyzing the St. George airport, Mr. Brice of Brice Construction estimated the airport to have between 120,000 and 130,000 cubic yards of fill. say 125,000 cubic yards. To that he said we should add another \$20,000 for culverts. The St. George airport is 3,900 feet in total length and the filled runway area probably averages, including the tapering at the ends of the strip to 60 feet, about 80 feet in width. Total filled surface area would be

312,000 SF, or approximately .40 cubic yards of fill per square foot of surface area.

We do not have an engineering study on the St. Paul airport. As a result, this appraisal is subject to adjustment when the exact amount of fill is determined. The length is approximately 5,075 feet with a 200 foot width. Thus, there is 1,015,000 SF of area in the runway. In addition, there is a 240' X 330' parking apron for an additional 79,200 SF, and a 50' X 260' connecting taxiway for an additional 15,600. Thus, total area approximates 1,109,800 SF. Please note as previously mentioned this is only an unsubstantiated estimate and a survey should be utilized to adjust the figures in this report. Assuming that, like the St. George airport, it would take .40 cubic yards per square foot, the probably cubic yardage in the subject airport would be 443,920+/- . The St. George fill cost would probably be quite similar to the St. Paul area. Multiplying the filled are of 443,920CU by \$11.25/CU indicates an approximate replacement cost of the airstrip of \$4,994,100. (This figure may vary substantially depending on an engineering study.)

Conclusions

In conclusion, the estimated market value of the lands underlying the airstrip was \$759,000, assuming a hypothetical market. The estimated replacement cost of the strip fill is \$4,994,100. Thus, total estimated market value by the Cost Approach is \$5,753,000 (rnd).

VALUE AS INDICATED BY THE INCOME AND MARKET DATA APPROACHES

In our sales search, we were unable to find a single rented airstrip nor were we able to find any sales of similar type airstrips in the Aleutian chain or southwestern Alaska. Due to this lack of data, these two approaches to market value are not possible in this report.



SENATOR FRED F. ZHAROFF

ALASKA STATE LEGISLATURE

P. O. BOX 405, KODIAK, ALASKA 99615 (907) 486-5259

DURING SESSION:

P. O. BOX V, JUNEAU, ALASKA 99811 • (907) 465-3473 • 465-3474

MAR 15 1990

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • PRIBILOF ISLANDS • SHUMAGIN ISLANDS

March 14, 1990

TO: Senator Lloyd Jones, Chairman
Senate Transportation Committee

FROM: Senator Fred F. Zharoff *Fred F. Zharoff*

DATE: March 14, 1990

SUBJ: Request for Resolution Introduction

As we discussed today, I have attached a copy of a Committee Substitute for HJR 89 which I would appreciate being introduced in the Senate by the Transportation Committee.

I have also attached information regarding this resolution to explain the rationale for the resolution. Basically, the problem is that the St. Paul airport is classified as a "non-primary" airport and is only eligible for "discretionary" federal funding. This has caused St. Paul to always be considered an alternate rather than expected project in the DOT&PF's 6 year plan. Given the amount of projects authorized by the legislature each year, discretionary funding has never been available for this airport.

I would be happy to discuss this matter with you if you have any questions. Thank you for your consideration of this request.

Attachments



SAINT PAUL
Community
Bicentennial



SAINT PAUL
A Bicentennial
Community

RESOLUTION 90-08

A RESOLUTION OF THE CITY OF SAINT PAUL, ALASKA, REQUESTING THAT THE U. S. DEPARTMENT OF TRANSPORTATION ALLOCATE DISCRETIONARY FUNDING FOR THE IMPROVEMENT OF THE SAINT PAUL, ALASKA AIRPORT

- WHEREAS: The Saint Paul Airport is classified as a "Non-Primary/Commercial Service Airport which is a carry-over classification from the time when the Island was operated by the National Marine Fisheries Service as a Sealing station; and
- WHEREAS: Under the Airport Improvement Program, Non-Primary airports are only eligible to receive AIP discretionary funding and/or very limited funding from the State of Alaska, which funding is essentially not available to the Saint Paul Airport due to demand from higher classified airports than the now outdated Saint Paul classification; and,
- WHEREAS: The present and outdated low priority of the Saint Paul Airport can not be changed without an Act of Congress; and,
- WHEREAS: Both the State and Federal governments have assisted the People of Saint Paul Island through various funding and programmatic mechanisms which would permit the development of an economy not based upon sealing but upon the rich fishery resources of the Bering Sea; and
- WHEREAS: The U. S. Government has designated Saint Paul as a Foreign Trade Zone in furtherance of the goal of economic self-sufficiency; and
- WHEREAS: The development of the Airport is an integral part of the aforesaid economic self-sufficiency which is an integral part of the development of the Port of Saint Paul; and

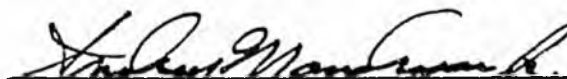
WHEREAS: The annual level of funding from both the Federal and State governments is never sufficient to assist Saint Paul in developing the new critical improvements essential to permit Saint Paul Airport to meet the demands brought about by the Americanization of the Bering Sea fishery; and

WHEREAS: The AIP identifies specific, set-aside discretionary funding for Non-Primary airports such as Saint Paul Airport,

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Saint Paul that the Alaska State Legislature request the United States Department of Transportation, Federal Aviation Administration, to allocate a level of discretionary funding to the State of Alaska that will allow for the development of the Saint Paul Airport; and

BE IT STILL FURTHER RESOLVED that discretionary funds so set aside by the AIP for the State of Alaska be dedicated to the Saint Paul Airport for the above stated improvements.

RESOLVED AND PASSED THIS 6th day of March, 1990 by the Council of the City of Saint Paul, Alaska in public session assembled.



Andrey Mandregan, Jr., Vice-Mayor,
Presiding

Attest:



Phyllis A. Swetzof, City Clerk

ST. PAUL AIRPORT(SNP)

The St. Paul airport, located four miles from the boat harbor on St. Paul Island, Alaska, is an unpaved airport 150 feet wide and 5075 feet in length. In 1989 the number of deplanements doubled to nearly 4,000 passengers from an average deplanement in the early eighties of about 2,000. This was due primarily to construction activity and the start of a new crab processing plant which processed approximately 3 million pounds of crab in its first year.

Deplanements could conceivably double again by the end of 1991 with the start up of a large scale surimi processing operation expected to begin in July 1990, as well as increased use of St. Paul by deep-sea trawlers for crew changes as opposed to the more distant Dutch Harbor.

With the limited length of the airport which preclude use by B727's and 737's, it is uncertain what number of deplanements can be sustained with Reeve Aleutian L-188 Electras, given that Reeve has only two in use, and that it is only a matter of time before the Electras are outdated for passenger service. Reeve, in fact, does not plan to use the Electras too much longer.

With the absence of Electras, service would have to be downgraded to the Dash 7's or 8's which are smaller and slower, and which Reeve has no interest in. Reeve is seeking to purchase B737's in the foreseeable future, according to Richard Reeve, its president.

St. Paul (SNP) is a "non-primary" airport that, because it was federally owned when other non-primaries were grandfathered to qualify for primary airport funding in amendments to the Airports Act of 1970 (?) passed by the Congress in 198__. The airport was transferred to the State from the federal government in 1984. The Haines airport was in the same serious funding delimma, until deplanements there began to exceed the 10,000 mark recently, qualifying it for primary airport funding.

As a practical statement, St. Paul, according to DOT/PF, will never get on the State's 6-year CIP list for "Expected" funding. Unless something is done legislatively at the federal level, St. Paul will always be listed as an "Alternate" for funding through the nation-wide federal competitive discretionary funds. Situations like this concern DOT/PF, especially when it needs to fund for airport safety.

The St. Paul leadership is especially concerned that its Crash and Fire Rescue truck and building and land acquisition funds will probably have to wait a long bureaucratic line at a time when St. Paul is seeing a very great increase in air traffic and with no adequate CFR operation in place.

St. Paul Airport - Background & needs

WHAT THE ST. PAUL CONSTITUENCY NEEDS - AND WHAT INDUSTRY
SUPPORTS

1. STRONG SUPPORT FROM THE LEGISLATURE, DOT/PF AND THE GOVERNOR IN ST. PAUL'S FEDERAL LOBBY EFFORT TO OBTAIN FEDERAL AIRPORT FUNDS IN FY1991, WHILE ALSO SEEKING TO QUALIFY ST. PAUL FOR PRIMARY FUNDING STATUS.
2. FOR DOT/PF TO COMPLETE ST. PAUL AIRPORT MASTER PLAN AND TO INCLUDE IN ITS REVISED 6-YEAR CIP LIST COMPLETE FUNDING FOR AIRPORT IMPROVEMENTS AS INTENDED ORIGINALLY IN ITS 1982 PLAN.
3. FOR OUR LEGISLATURE, WITH THE GOVERNOR'S SUPPORT TO PROVIDE LIMITED STATE CAPITAL IMPROVEMENT FUNDING TO LENGTHEN THE AIRPORT AND LIGHTING BY 725 FEET UNPAVED, TO ACCOMODATE FOR JET SERVICE, IN FY1991.

All the above are parallel goals, except that as to timing, No. 3 would be the first expected source of funding, given that the federal process is slower.

The lengthening of 725 feet, unpaved, could be done at a relatively low cost to the State. Fill material would be provided as a local contribution to this interim measure. With a construction company still on site at St. Paul in August, mobilization-demobilization costs would virtually be nil.

DOT/PF has agreed to work with an engineer retained by TDX Corp. to provide the necessary drawings, sketches and cost estimate by March 9 to the House Transportation Committee staff for consideration.

AS FOR FEDERAL LOBBYING EFFORTS, the idea of a concurrent resolution is supported by Rep. Richard Foster, Rep. George Jacko, and Senators Fred Zharoff, Binkley and Boucher. Other legislators TDX has spoke to all agree to this approach.

TDX, however, is concerned about the effects of a resolution. How much weight will that carry compared to individual letters to our Congressmen from as many legislators as possible? Whatever our final strategy, we feel the strong need for No. 3 above to occur. It should be looked upon as ensuring that the State gets a good return on all the dollars it has put into developing the St. Paul Island infrastructure.

ST PAUL AIRPORT UPGRADE

Existing runway is 150' x 5075' scoria/dirt strip. Service is presently provided by Reeve Aleutians Airlines in Lockheed Electras for passenger service(three times weekly) and Northern Air Cargo (DC-8) five times a week. Several charter operators also frequent St. Paul. Passenger numbers and freight tonnages have increased substantially with the onset of processing on the island and the increasing accessibility of the port to fishing vessels in the Bering Sea. There is no terminal, no crash fire and rescue capability. Substantial potential for increased fishing industry related cargo, as well as shipment of fresh product has been identified. The airport's present status is barely adequate for present levels, much less expanded services.

Airport upgrade discussions have been ongoing with DOT since at least 1982. Under terms of a 1984 agreement with the federal government title to the existing runway was passed to the State of Alaska. DOT expansion plans call for acquisition of additional lands for expansion to a 6500' runway, and installation of a paved landing strip. An ILS system presently serves the community, being leftover from oil exploration activities in the Bering Sea.

Reeve Aleutian service to the community in obsolete Electras is becoming more and more difficult. Reeve is presently seeking replacement airplanes, 727 and 737 variety jet class planes. Without improvements, St. Paul will see a decreased level of passenger service at a time when there is expanded demand. Increased vessel calls puts additional pressure on air service since crew changes and technical personnel are constantly moving on and off the island, and fishing industry parts and supplies are increasingly cargoed into St. Paul. In addition, with local expansion underway construction activity can be expected to maintain its present high levels for many years to come.

We have been working with DOT to complete property transactions, update the Master Plan and get some priority in capital improvements planning. The process is still something of a mystery to us, and the time window for St. Paul is becoming critical. Both from a health, safety and convenience viewpoint, and from an economic development perspective, we think that the St. Paul airport upgrade justifies a strong effort at the State level, and the attention of DOT. We need at a minimum to upgrade local capacity to handle jet traffic.

STATUS OF SHORESIDE FISHERIES DEVELOPMENT-ST. PAUL ISLAND
JANUARY, 1990

BREAKWATERS: Both the main and auxiliary breakwaters have been completed per the latest Corps approved design, rendering calm inner waters at Village Cove Harbor for better than 90% of the time. Larger vessels (220' or more) may experience some difficulties under certain conditions.

INNER HARBOR: Dredge is completed over a small navigation area adjacent to the public project. TDX Corporation is seeking to finance expansion dredge and uplands improvements to expand the commercial capacity of the harbor.

DOCKS: Three hundred feet of -23' minimum dock space developed on public project. 700 feet additional will complete.. TDX is seeking finance for additional 600' of dock frontage. Corps permit has been obtained.

PROCESSING: Construction and limited dock space have restricted the amount of processing capacity up to this point.

CRAB PROCESSING began in 1989, a private investment of \$10.0 million to convert the former fur seal processing building into a fancy-pack crab processing for Asian and West Coast markets. Pribilof Island Processors processed 3.0 million pounds in 1989, with dock space and harbor availability being the limiting factor. Projection for 1990 is 8.0 million pounds. Crab season has been running from January to May, with seasonal employment for 150 persons at this plant.

GROUND FISH PROCESSING will begin on a limited basis in 1990. Located near the St. Paul airport, this project is a \$25.0 million conversion of the Pribilof Offshore Support Services oilfield support base. When completed in summer 1990, it will be a full service shoreside processor with surimi lines, fish meal processing, and multi species processing capacity. Plant capacity is 800,000 lbs. per day of raw product, somewhat less than the largest factory trawler. Primary obstacles include construction of ocean water intake (for cooling) and outfall to a distance of 3/4 mile from the plant and 1500 feet offshore. In recognition of limited port area developable space, an early decision was made to transport product to processing plant via truck and trailer from harbor. Ground transportation will be provided by village corporation. The employment generated by this project, assuming a sustainable resource base, is about 75-100 near full time jobs.

FLEET DEVELOPMENT: Local capacity to catch fish is limited to early 1980's development of the local small vessel halibut fishery. A number of experienced fishermen and small vessel owners are interested in larger vessels. Participation by island

St. Paul - Fisheries development

fishermen in the fisheries is considered important not only as an economic opportunity, but also to exercise an influence and maintain an informed perspective on wise use of marine resources in the Central Bering Sea area. Processing plants are served by the Bering Sea crab fleet on an open market basis, and former joint venture fishery vessels have been contracted for shoreside deliveries to the groundfish plant.

SERVICES SECTOR: A large and diverse fishing fleet frequents the Central Bering Sea waters around the Pribilofs. A base level of vessel traffic is anticipated as a part of processing activity. Additional visits are already increasing for crew changes, provisions, special delivery parts and gear storage (particularly crab pots), as well as shipping product off the island. FUEL is available at the City of St. Paul dock. FISHING GEAR STORAGE is available on corporation land, with services provided from the dock. ACCOMODATIONS for crew changes are available from Tanadgusix. GROCERIES are available from the IRA/Delta Western joint venture, with plans for expansion into fishing gear. COLD STORAGE discussions have been undertaken with an outside company. The premises under which service oriented businesses and investments will operate successfully depend on several critical factors:

- a) Long term resource viability;
- b) Access for shorebased processing to those resources, which generates the majority of the demand for services.
- c) Efficiency with which services can be provided.
- d) Sufficiency of St. Paul airport as a full service and accessible airport.
- e) Reliable transport arrangements for outgoing product to market.

SUMMARY

St. Paul is taking small steps toward achieving major fishing port status, which has been discussed since 1983. Processing investments have been initiated, further development of services capabilities are underway, and foreign trade zone status will enhance a fortunate geographical placement in the midst of Bering Sea fishery resources. With some guarantees of resource access through a shoreside preference or a Pribilof fishing zone or allocation, and with the completion of airport upgrade to jet class status, a substantial major contribution can be made to State economic vitality, as well as employment opportunity and economic stability for Aleut residents of the Islands. All the pieces of the puzzle fit together, and the full service port we need to succeed will not prosper without all the pieces. Continuing State support of these efforts will be very helpful.

~~To Don Stuebel~~
~~to be mounted~~
Attachment #4

The current federal airport grant program, known as the Airport Improvement Program (AIP), was established by the Airport and Airway Improvement Act of 1982 and amended by the Airport and Airway Safety and Capacity Expansion Act of 1987. The AIP provides funding for airport planning, airport development and noise compatibility programs. The program is funded from the Airport and Airway Trust Fund which was established from, and is maintained by, several aviation user taxes such as airline fares, air freight and aviation fuel. Under the rules of the AIP, airports are categorized essentially according to the number of passenger enplanements received. The categories of the AIP are as follows:

1. Primary Commercial Service Airports are publically owned airports which enplane over 10,000 passengers annually and receive scheduled service.

The apportionment to a particular airport is calculated as follows:

1. \$7.80 for each of the first 50,000 enplaned passengers,
2. \$5.20 for each of the next 50,000 enplaned passengers,
3. \$2.60 for each of the next 400,000 enplaned passengers,
4. \$0.65 for each additional passenger enplaned.

The State of Alaska typically earns \$12,000,000 per year in primary entitlement funding.

2. Non-Primary/Commercial Service Airports are publically owned airports which receive scheduled service and enplane between 2,500 and 10,000 passengers annually.

If an airport in this category met certain criteria under the Airport and Airway Development Act of 1970, it receives a guaranteed apportionment of \$143,577 per year and can accumulate up to three years worth of funding, plus an additional 10%, if necessary. In other words, the maximum an

General information:
AIP - Airport Improvement Program

only -
St. Paul
fits in
here

airport in this category can earn is \$473,804. Any additional funding required for a project must come from the State of Alaska's primary entitlement funding or from nationwide discretionary funding. If an airport enplanes between 2,500 and 10,000 passengers, receives scheduled service and does not qualify for a guaranteed apportionment under the Old Act, the airport is only eligible for primary entitlement funding or nationwide discretionary funding. A portion of the AIP discretionary funding, available nationwide, is set-aside specifically for Non-primary/Commercial Service airports. There is no guarantee on an annual basis that Alaskan airports will receive this funding.

2. Non-Commercial Service Airports are publically owned airports that may provide scheduled service, serve as a reliever or provide for general aviation access to a community but enplane fewer than 2,500 passengers per year. This category consists of two groups of airports identified under the Old Act as eligible for a guaranteed apportionment. A group of 21 airports earns \$143,577 per year and a group of 121 airports earns \$47,859 per year.

The yearly apportionment to these airports is known as the "Alaska Supplemental" and the total funding apportioned is "pooled" and can be utilized on any project(s) in the group. Although an airport can only accumulate up to three years worth of funding, if a project estimate exceeds the funds earned by the airport, a portion of the "pooled funds" can be used to fund the shortfall.

The State of Alaska is typically apportioned \$10,000,000 per year in Alaska Supplemental funding.

4. Area/Population Airports: This category includes all remaining airports that are not included in any other category. If a new public airport were constructed, it would

be added to this group. Area/Population funds can be used for Non-commercial small airports, (i.e. those that receive \$47,859 each year) if needed.

The State of Alaska typically receives \$13,000,000 ^{per year} in Area/Population funding.

To be eligible for AIP grant funding, an airport must be included in the National Plan of Integrated Airport Systems (NPIAS). This plan is prepared by the FAA and published every two years.

The AIP will fund a variety of airport projects including airport planning, integrated airport system plans, and airport development projects. Eligible development projects include all types of typical design and construction activities in addition to land acquisition, lighting, navigation aids and the purchase of snow removal equipment. The program will participate to a limited degree in terminal development at commercial service airports.

Federal participation in the costs of AIP eligible projects is 90% for the majority of the United States. However, for Alaska, the federal share is adjusted upward to reflect the large amount of federal land within the boundaries of the state. For AIP projects in Alaska, the federal participation rate is 93.75% of the total project cost. For terminal development projects, the participation rate is limited to 75% of the public areas portion of the total project.

CENTRAL REGION AIRPORTS
BY CATEGORY

AREA POPULATION

AIRPORT

- * AFOGNAK
- ALEKNAGIK
- ATKA
- BIG LAKE
- BIRCHWOOD
- CHUATHBALUK
- * COLORADO CREEK
- * CURRY
- ENGLISH BAY
- * EUREKA
- EYAK LAKE SPB
- EYAK LAKE (CORDOVA)
- GIRDWOOD
- GOOSE BAY
- * HOLIKACHUK
- * HOMER-BELUGA SPB
- * HOPE
- KASIGLUK
- * KASILOF
- KOKHANOK
- KOKHANOK SPB
- LAKE HOOD SPB
- LAKE HOOD STRIP
- * LAWING
- LIME VILLAGE
- NELSON LAGOON
- NEW CHENEGA
- NIGHTMUTE
- NIKOLAI
- * NINILCHIK
- NONDALTON
- * NUNAPITCHUK
- OPHIR
- PEDRO BAY
- * PORT ALSWORTH
- PORT GRAHAM
- * QUARTZ CREEK
- SELDOVIA
- SELDOVIA SPB
- SEWARD
- * SHEEP MOUNTAIN
- SKWENTNA
- TALKEETNA
- * TATINA
- * UMNAK-FT. GLENN
- * UMNAK-NORTH SHORE
- WASILLA
- WHITTIER
- * WIDE BAY
- WILLOW

* Not in the NPIAS

CENTRAL REGION

NON-COMMERCIAL SMALL

AKHIOK
AKIAK
ALAKANUK
ALITAK-LAZY BAY SPB
ANVIK
ATMAUTLUAK
CHEFORNAK
CHIGNIK LAGOON
CHIGNIK LAKE
CHIGNIK-ANCH. BAY
CLARKS POINT
CROOKED CREEK
EGEGIK
EKWOK
EMMONAK
FALSE PASS
FLAT
GOODNEWS BAY
HOLY CROSS
IGUIGIG
IVANOF BAY
KALSKAG
KARLUK
KIPNUK
KONGIGANAK
KOTLIK
KWETHLUK
KWIGILLINGOK
LARSON BAY
LEVELOCK

MANOKOTAK
MEDFRA
NAKNEK
NAPAKIAK
NAPASKIAK
NEW KOLIGANEK
NEW STUYAHOK
NEWTOK
OLD HARBOR
OUZINKIE
OUZINKIE SPB
PERRYVILLE
PILOT POINT
PILOT STATION
PORT LIONS
PORTAGE CREEK
QUINHAGAK
RUSSION MISSION
SCAMMON BAY
SHAGELUK
SHELDONS POINT
SLEETMUTE
SOUTH NAKNEK
STONY RIVER
TAKOTNA
TATITLEK
TOGIAK
TOKSOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK
TWIN HILLS
UGASHIK

CENTRAL REGION

NON-COMMERCIAL LARGE

AKIACHAK
CHEVAK
CHEVAK SPB
EEK
EEK SPB
GRAYLING
HOOPER BAY
KING COVE
MARSHALL
MEKORYUK
MOUNTAIN VILLAGE
PLATINUM
PORT HEIDEN
RED DEVIL

NON-PRIMARY

COLD BAY
COLD BAY HELIPORT
ILIAMNA
McGRATH
SAND POINT
ST. PAUL

PRIMARY

ANCHORAGE INT'L
ANIAK
BETHEL
CORDOVA
DILLINGHAM
HOMER
KING SALMON
KODIAK
ST. MARY'S
UNALASKA

NORTHERN REGION AIRPORT
BY CATEGORY

AREA POPULATION

* AMERICAN CREEK	MINCHUMINA
* BASIN CREEK	NORTHWAY
* BIG DELTA	NUIQSUIT
* BLACK RAPIDS	* PINGO
BOUNDARY	* PROSPECT
* CHANDALAR SHELF	* QUARTZ CREEK
CHICKEN	* ROBE LAKE SPB
* CHISTOCHINA	* SALMON LAKE
CIRCLE HOT SPRINGS	* SOLOMON
* CLEAR	* SUMMIT
* COLDFOOT	TANACROSS
* COPPER CENTER 2	* TAZLINA
COUNCIL	* THOMPSON PASS
DAHL CREEK	TOK
* DENALI 2	* TRAMWAY BAR
* DIETRICH	* UMIAT
* EAGLE-FT. EGBERT	* UNGALIK
* GALBRAITH	* VALDEZ CREEK
GULKANA	* VAN CURLERS BAR
GULKANA HELIPORT	* TONSINA
* HAMILTON	
* HEALY RIVER	
* JACK WADE	
* KOBUK	
* LAKE LOUISE	
LITTLE DIOMEDE	
* LOST RIVER 1	

* Not in the NPIAS