ALASKA LEGISLATURE COMMITTEE FILES 1995-1996 8672
9079 SENATE TRANSPORTATION

OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Anchorage	Girdwood	Shop	Overhead door replacement.
City & Borough of Juneau	Juneau	Alaska Office Building Lighting Replacement	Replace all office lighting fixtures and associated wiring and switches with modern, energy-efficient fixtures in the Alaska Office Building.
City & Borough of Juneau	Juneau	Archives and Records Center	Repair structural damage caused by differential settling.
City & Borough of Juneau	Juneau	Archives and Records Center	Repair structural damage caused by differential settlement of the west end of building to maintain structural integrity and safety of building.
City & Borough of Juneau	Juneau	Community and Regional Affairs Building Roof Replacement	Roof replacement.
City & Borough of Juneau	Juneau	Dimond Courthouse	Restore the weathertightness of the building curtainwall system and replacement of roof waterproofing membranes, etc.
City & Borough of Juneau	Juneau	Glacier Avenue Building Roof Replacement	Roof replacement on 1591 Glacier Avenue building.
City & Borough of Juneau	Juneau	Southeast Region Complex	Complete rehabilitation of existing roof waterproofing system at DOT&PF Southeast Region Complex.
City & Borough of Juneau	Juneau	State Facilities	Replace existing deteriorated carpet at the Archives and Records Center and at the Community and Regional Affairs Building.
City & Borough of Juneau	Juneau	State Office Building Parking Structure Repairs	Patch the top deck of parking structure, improve drainage, repair concrete ramps, clean interior, and continue renovation of the facility's lighting.
City & Borough of Yakutat	Yakutat	Maintenance Shop	Complete roof removal and replacement on DOT&PF maintenance shop at Yakutat Airport.
Fairbanks North Star	Fairbanks	Peger Road Equipment Warm Storage Building	Construct new equipment warm storage building.
Fairbanks North Star	Fairbanks	Peger Road Shop/Warehouse Facility	Construct new building adjacent to existing Peger Road Complex.
Kenai Peninsula	Cooper Landing	Cooper Landing-Quartz Creek Maintenance Station	Expansion.
Kenai Peninsula	Homer	Airport ARFF Building	Paint interior and exterior.
Kenai Peninsula	Homer	Equipment Storage	Renovate and enlarge building.
Kenai Peninsula	Homer	Maintenance Station	Paint interior.

DATE: 11/14/95

OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Kenai Peninsula	Moose Pass	Maintenance Station	Demobilize station/site cleanup (coincidental with expansion of the Quartz Creek station).
Kenai Peninsula	Seward	Maintenance Station	Relocate maintenance station.
Kenai Peninsula	Soldotna	Maintenance Station	New construction.
Ketchikan Gateway	Ketchikan	Court and Office Building	Roof repairs.
Kodiak Island	Kodiak	Combined Facility	Repair and replace roof.
Kodiak Island	Kodiak	Combined Facility	Interior painting.
Kodiak Island	Kodiak	Combined Facility	Exterior painting.
Kodiak Island	Kodiak	Combined Facility	Mechanical upgrades.
Kodiak Island	Kodiak	Griffen Building	Replace roof.
Kodiak Island	Kodiak	Griffen Building	Paint interior.
Kodiak Island	Kodiak	Highway Shop	Flood coat roof.
Kodiak Island	Kodiak	Regional Office Building	Apply exterior finish and coating.
Kodiak Island	Port Lions	Heavy Equipment	Purchase heavy equipment.
Lake & Peninsula	Chignik Lagoon	Airport	Construct minor airport improvements and resurface the runway.
Matanuska-Susitna	Parks Highway	East Fork Shop Replacement	Construct new highway maintenance facility to replace temporary dirt floor shop structure which has been in use for many years on the Parks Highway south of Cantwell.
Matanuska - Susitna	Cascade	Maintenance Station	Building expansion.
Matanuska - Susitna	Cascade	Shop	Overhead door replacement.
Matanuska - Susitna	Talkeetna	Maintenance Station	Construct storage building for highway equipment.
Matanuska - Susitna	Wasilla	Maintenance Station	Prepare site, construct equipment storage/shop building and storage yard.
Matanuska - Susitna	Willow	Maintenance Station	Construct storage building for highway equipment.
North Slope	Dalton Highway	Chandalar Shop Replacement	Construct new shop to replace temporary shop structure at Chandalar Maintenance Station on the Dalton Highway.
Unorganized	Aniak	Maintenance Shop	Repair roof.
Unorganized	Aniak	Maintenance Shop	Replace well and miscellaneous repairs.
Unorganized	Bethel	Combined Facility	Purchase and install new boiler.
Unorganized	Bethel	Maintenance Station	Roof and foundation repairs.

DATE: 11/14/95

CORRECTION

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

OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Kenai Peninsula	Moose Pass	Maintenance Station	Demobilize station/site cleanup (coincidental with expansion of the Quartz Creek station).
Kenai Peninsula	Seward	Maintenance Station	Relocate maintenance station.
Kenai Peninsula	Soldotna	Maintenance Station	New construction.
Ketchikan Gateway	Ketchikan	Court and Office Building	Roof repairs.
Kodiak Island	Kodiak	Combined Facility	Repair and replace roof.
Kodiak Island	Kodiak	Combined Facility	Interior painting.
Kodiak Island	Kodiak	Combined Facility	Exterior painting.
Kodiak Island	Kodiak	Combined Facility	Mechanical upgrades.
Kodiak Island	Kodiak	Griffen Building	Replace roof.
Kodiak Island	Kodiak	Griffen Building	Paint interior.
Kodiak Island	Kodiak	Highway Shop	Flood coat roof.
Kodiak Island	Kodiak	Regional Office Building	Apply exterior finish and coating.
Kodiak Island	Port Lions	Heavy Equipment	Purchase heavy equipment.
Lake & Peninsula	Chignik Lagoon	Airport	Construct minor airport improvements and resurface the runway.
Matansuka-Susitna	Parks Highway	East Fork Shop Replacement	Construct new highway maintenance facility to replace temporary dirt floor shop structure which has been in use for many years on the Parks Highway south of Cantwell.
Matanuska - Susitna	Cascade	Maintenance Station	Building expansion.
Matanuska - Susitna	Cascade	Shop	Overhead door replacement.
Matanuska - Susitna	Talkeetna	Maintenance Station	Construct storage building for highway equipment.
Matanuska - Susitna	Wasilla	Maintenance Station	Prepare site, construct equipment storage/shop building and storage yard.
Matanuska - Susitna	Willow	Maintenance Station	Construct storage building for highway equipment.
North Slope	Dalton Highway	Chandalar Shop Replacement	Construct new shop to replace temporary shop structure at Chandalar Maintenance Station on the Dalton Highway.
Unorganized	Aniak	Maintenance Shop	Repair roof.
Unorganized	Aniak	Maintenance Shop	Replace well and miscellaneous repairs.
Unorganized	Bethel	Combined Facility	Purchase and install new boiler.
Unorganized	Bethel	Maintenance Station	Roof and foundation repairs.

DATE: 11/14/95

OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Bethel	Old Shop	Add interior insulation.
Unorganized	Bethel	State Buildings	Paint interior of six state buildings.
Unorganized	Chenega	Airport	Extend electrical power to M&O building and install electricity and heat in building.
Unorganized	Dillingham	Maintenance Shop	Replace doors, vents and readylines.
Unorganized	Dillingham	Maintenance Shop	Add insulation and repair siding.
Unorganized	Dillingham	Maintenance Station	Flood coat roof.
Unorganized	McGrath	Maintenance Shop	Paint exterior.
Unorganized	Whittier	Airport	Brush cutting and general repair.
Various	Central Region	State Facilities	Replace compressors.
Various	Central Region	State Facilities	Code upgrades.
Various	Central Region	State Facilities	EPA drain upgrades.
Various	Northern Region	Aggregate Stockpiles	Procure adequate quantities of crushed aggregate materials needed for road and airport maintenance.
Various	Northern Region	Asphalt Patching and Leveling	Repair deteriorated pavement surfaces on state maintained roads and airports.
Various	Northern Region	Bike Path Repairs	Repair bike path surfacing, drainage and embankments.
Various	Northern Region	Bridge Repairs	Painting and repair of bridge structures.
Various	Northern Region	Code Upgrades	Upgrade lighting, electrical, mechanical and structural systems in state buildings to meet current building codes.
Various	Northern Region	EPA Water Separator Systems	Install storm water runoff treatment systems along highway and airport facilites in accordance with Enviromental Protection Agency requirements.
Various	Northern Region	Facilities Life, Health and Safety Upgrades	Projects necessary to address an immediate life, safety or health issue at a facility.
Various	Northern Region	Facilities Renewal and Replacement	Scheduled replacement of worn-out major building components, and the retrofitting or replacement of obsolete and/or inefficient building systems.
Various	Northern Region	Facilities Renovation and Remodeling	Modifications to a facility to adapt to changing programs and new technology.
Various	Northern Region	Gravel Road Chip Seals	Apply asphalt and chips to selected unpaved state maintained roads.

DATE: 11/14/95

OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIOHITIES

Borough	Location	Name	Description
Various	Northern Region	Gravel Road Dust Control	Apply dust pallative to selected state maintained gravel roads and highways.
Various	Northern Region	Gravel Surface Repairs	Spot repairs of deteriorated gravel roads and airports.
Various	Northern Region	Highway and Airport Brushcutting	Control vegetation growth along state roads and airports to improve sight distance and protect embankments.
Various	Northern Region	Highway and Airport Drainage Repairs	Repair ditches and culverts that have become blocked to protect road and airport embankments.
Various	Northern Region	Highway and Airport Paint Striping	Repaint pavement markings on highways and airports.
Various	Northern Region	New Maintenance Equipment	Purchase new maintenance equipment.
Various	Northern Region	Roadside Sanitation Facilities	Install and maintain trash receptacles and dumpsters at selected waysides to reduce litter. Clean and maintain toilet facilites at DOT&PF rest stops.
Various	Northern Region	Sand Storage Facilities	Construct facilites for dry storage of highway sanding materials.
Various	Northern Region	Sign Repair and Replacement	Repair or replace damaged or obsolete signs along state maintained roads.
Various	Northern Region	Underground Storage Tanks	Removal and upgrades.
Various	SE Region	SE Region - Underground Storage Tank Removal	Part of a multi-year project to remove leaking and overage gasoline and diesel underground storage tanks at highway and aviation maintenance.
Various	Various	Deferred Maintenance	Deferred maintenance on public facilities statewide.
Various	Various	Deferred Maintenance	Deferred maintenance on highways statewide.
Various	Various	Deferred Maintenance	Deferred maintenance on airports statewide.
Various	Various	DOT&PF Facilities Upgrade	Heating, ventilation, and air conditioning (HVAC) upgrades.
Various	Various	Underground Storage Tanks	Removal and upgrade of underground storage tanks.

DATE: 11/14/95

Project Evaluation Criteria

Appendix A

Rural and Urban Streets and Roads on the Contiguous or AMHS System but Not on the NHS*
Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
1. Economic benefits following construction. Weighting: 2	Supports significant new, identifiable, permanent economic opportunities or benefits statewide or interstate.	Supports moderate new, identifiable, permanent economic opportunities or benefits regionally or locally.	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	n/a	n/a
2. Health and Quality of Life (Air and water quality, neighborhood continuity, access to basic necessities) Weighting: 1	This project provides a significant contribution to improved health or quality of life through reduction or removal of existing negative factor.	This project provides a moderate contribution to improved health or quality of life through reduction or removal of existing negative factor	Project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
3. Safety. Weighting: 5	60% - 80% =4 80% - 100% =5	5% - 20% = 1 20% - 40% =2 40% - 60% =3	Less than 5% of project addresses safety.	n/a	n/a
4. Improves intermodal transportation or lessens redundant facilities. Weighting: 2	Would clearly reduce the need for capital investment in another mode and result in a reduction in operating costs by reducing redundancy in our system or greatly improves the connection between modes for travelers or freight.	May reduce the need for capital investment in another mode and result in a reduction in operating costs by reducing redundancy in our system or would moderately improve the connection between modes for travelers or freight.	Does not impact other mode requirements.	May increase demand on another mode possibly requiring additional capital expenditure.	Will increase demand on another mode requiring additional capital expenditure.

* This category may also be used to score roads of a similar character not on the contiguous system such as Nome-Council.

Rural and Urban Streets and Roads on the Contiguous or AMHS System but Not on the NHS Evaluation Process Standards and Scoring Criteria

Standards	Scoring Criteria (5)	(3)	(0)	(-3)	(-5)
5. Local, other agency or user contribution to fund project development. Weighting: 4	Contribution provides state match, design, right-of-way, and materials.	Contribution provides any two: state match, design, right-of-way, or materials.	Contribution covers no capital costs; contributes nothing.	n/a	n/a
6. Departmental M&O costs and priority and local, other agency or user contribution to fund O&M costs. Weighting: 5	Very high M&O priority; or a local government will assume ownership if currently a DOT&PF facility; or sponsor will assume ownership of another DOT&PF facility of similar M&O cost	Moderate M&O priority, or a local government will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost	Not an M&O priority; little affect on M&O costs; sponsor contributes nothing.	Not an M&O priority, would increase M&O costs moderately.	Not an M&O priority; would increase M&O costs significantly.
7. Public Support for the Project? Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans	Majority of public record shows support for project, and nominally supported in official state/local plans	Public record is divided or unc umented toward project	Majority of public record shows opposition to project, and not supported in official state/local plans.	Preponderance of public record shows opp sition to project including a resolution from the local elected body and contravenes official state/local plans
8 Environmental Considerations Weighting: 1	Environmental approval likely with Categorical Exclusion or already complete	Environmental approval likely with Environmental Assessment or draft document circulated	Environmental approval likely with Environmental Impact Statement	Environmental approval extremely difficult 50/50 chance	Environmental approval unlikely
9 Surface Rehabilitation Weighting: 4	Primarily 3-R and a PMS recommendation for rehab within 2 years, or a gravel surface badly deteriorated or serious surface deformation	Primarily 3-R, a portion of the project addresses serious foundation problems	Primarily major reconstruction; addresses longer-range rehabilitation	n/a	-n/a

Rural and Urban Streets and Roads on the Contiguous or AMHS System but Not on the NHS
Evaluation Process Standards and Scoring Criteria

Standards	Scoring Criteria (5)	(3)	(0)	(-3)	(-5)
10. Cost, length, AADT evaluation. Divide project cost by length and further divide result by Avg. Annual Daily Traffic Weighting: 4	Between: 0 - 55¢ =5 55¢ - 80¢ =4	Between: 80¢ - $1.10 =3 $1.10 - $1.50 =2 $1.50 - $2.50 = 1	Between: $2.50 - $3.00 = 0	Between: $3.00 - $4.00 = -1 $4.00-$6.00 =-2 $6.00 - $10.00 = -3	Between: $10.00 - $54.00 = -4 $54.00 - ∞ = -5
11. Deficient bridges. Weighting: 3	Deficient bridge needing replacement.	Deficient bridge eligible for repair/replacement.	No bridge deficiencies	n/a	n/a
12. Deficient width/grade/alignment Weighting: 3	Significantly deficient w/g/a relative to standards	Moderately deficient w/g/a relative to standards	No w/g/a deficiencies	n/a	n/a
13. Functional Classification Weighting: 2	Major Arterial = 5 Minor Arterial = 4	Major Collector or Urban Collector	Minor Collector	Local Roads/Streets	n/a
14. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	n/a	n/a

Remote Roads and Trails
Evaluation Process Standards and Scoring Criteria

Standards	Scoring Criteria (5)	(3)	(0)	(-3)	(-5)
1. Economic benefits following construction. Weighting: 3	Supports economic benefits; endorsed as an economic development project by governmental agency or representative group.	Supports capacity or new access specifically built to support regional or local industrial, commercial or resource development	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	n/a	n/a
2. Health and Quality of Life (Air and water quality, neighborhood continuity, access to basic necessities) Weighting: 4	This project provides a significant contribution to improved health or quality of life through reduction or removal of existing negative factor	This project provides a moderate contribution to improved health or quality of life through reduction or removal of existing negative factor.	Project will have no affect either positive or negative on quality of life issues	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
Examples: Access to basic sanitation = 5; dust control =4; access to medical facility=3.					
3. Safety Weighting: 5	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern	Project's primary objective is not safety	n/a	n/a
4. Improves intermodal transportation or lessens redundant facilities Weighting: 2	Greatly improves the connectivity between modes and coordination and integration of passenger and freight systems and services and/or would clearly reduce the need for significant capital investment in another mode	Moderately improves the connectivity between modes and enhances coordination and integration of passenger and freight systems and/or would clearly reduce the need for moderate capital investment in another mode	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes	Moderately decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode	Greatly decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode
5 Local, other agency or user contribution to fund project development Weighting: 3	Contribution provides state match, design, right-of-way, and materials	Contribution provides any two state match, design, right-of-way, or materials	Contribution covers no capital costs, contributes nothing	n/a	n/a

Remote Roads and Trails
Evaluation Process Standards and Scoring Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
6. (Use for non-DOT&PF facilities or facilities DOT&PF is unsuited to long-term ownership). Local, other agency or user contribution to fund operations and maintenance (O&M) costs. Weighting: 5	Contributions = 100% and assumption of ownership. (Assumption of like facility OK.)	Contributions cover __% of O&M costs. One point for each 25%	Contributions cover < 25% to >10% of O&M costs.	Contributions cover <10% to > 1% of O&M cost.	Contributions cover <1% of O&M cost.
or 6 A. (Use for facilities which only DOT&PF is logical owner) Departmental M&O priority Weighting: 5	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority.	Not an M&O priority, would increase M&O costs moderately.	Not and M&O priority; would increase M&O costs significantly.
7 Public Support for the Project[1] Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project, and nominally supported in official state/local plans	Public record is divided or undocumented toward project	Majority of public record shows opposition to project, and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans
8 Environmental Considerations Weighting: 1	Environmental approval likely with Categorical Exclusion or already complete	Environmental approval likely with Environmental Assessment or draft document circulated	Environmental approval likely with Environmental Impact Statement	Environmental approval extremely difficult 50/50 chance	Environmental approval unlikely

Remote Roads and Trails
Evaluation Process Standards and Scoring Criteria

Standards	Scoring Criteria (5)	(3)	(0)	(-3)	(-5)
9. Will project provide new access to the noted uses: water sources, landfills, sewage lagoons/honey bucket sites, health care, airports, or subsistence sites? Weighting: 5	Three or more uses = 5.	Two uses = 3. One use = 1.	None of uses listed.	n/a	n/a
10. System Preservation. Weighting: 3	Major purpose of project is to extend the life of existing facility by 10 or more years.	Secondary purpose of project is to extend life of existing facility by 10 or more years	Preservation is not significant purpose of the project	n/a	
11. Is this a joint project with ADEC, BIA or PHS? Weighting: 4	n/a	Yes	No	n/a	n/a
12. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated	Project exhibits no innovation, creativity or unique benefits not otherwise rated	n/a	n/a

Transit Projects
Evaluation Process Standards and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
1. Health and Quality of Life (Neighborhood continuity, access to basic necessities) Weighting: 1	Project provides significant contribution to improved health or quality of life.	Project provides moderate contribution to improved health or quality of life.	Project will have no effect, either positive or negative, on quality of life issues.	Project provides a moderate degradation to health or quality of life.	Project provides a significant degradation to health or quality of life.
2. Safety Weighting: 4	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern.	Project has no effect on safety.	n/a	n/a
3. Improves intermodal transportation or reduces redundant facilities Weighting: 1	Greatly improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for capital investment in another mode.	Minimal to no effect on transportation system connectivity, or coordination and integration of passenger systems and services, and does not change the requirement for investment in other modes.	Moderately decreases the connectivity between modes, or decreases coordination and integration of passenger systems and services and/or results in redundant investments.	Greatly decreases the connectivity between modes or coordination and integration of passenger systems, and/or results in redundant investments.
4. Local, other agency or user contribution to fund project development Weighting: 4	Local or user contributions fund ___% of local match for capital costs. (One point for each 20% of local match.)	(see to left)	Local or user contributions fund none of the capital costs.	n/a	n/a
5. Local contribution to fund operations and maintenance (O&M) costs. Weighing: 5	Local or user contributions cover 100% of O&M costs, and include ownership of facility.	One point for each 20% of local support of O&M costs.	Local or user contributions cover none of O&M costs.	n/a	n/a
6. Public Support for the Project? Weighting: 4	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project, and nominally supported in official state/local plans.	Public record is divided or undocumented toward project.	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.

Transit Projects
Evaluation Process Standards and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
7. Environmental Considerations Weighting 1	Environmental approval likely with Categorical Exclusion or already complete	Environmental approval likely with Environmental Assessment or draft document circulated	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance	Environmental approval unlikely
8. System continuity and maintenance (vehicles). Weighting 5	Project replaces currently operating vehicles that are at or beyond FTA replacement standards	Project provides vehicles to expand service	Vehicles will neither replace currently operating vehicles nor expand service		
9. Is the project listed in State Air Quality Implementation Plan? Weighting: 2	Yes, a required element	Yes, a contingency element = 4 No, but qualifies for CMAQ funds = 2-3	Not listed in plan, does not qualify for CMAQ funds, no significant air quality impacts	No, and project will have moderate negative air quality impacts	No, and project will have significant negative air quality impacts
10. Has local agency exhausted FTA/other funding sources? Weighting 3	Yes, including filing of FTA Section 3 application	Yes, excluding Section 3	No, but FTA funding unlikely	No, and FTA funding a possibility	No, and FTA funding a strong possibility
11. Does project support private-non-profit providers? Weighting 3	Yes, will replace existing PNP agency vehicle which scored above __ on Sec 16 ranking	Yes, new vehicle for PNP provider which scored above __ on Sec 16 ranking	No		
12. Will project support coordinated service or brokerage? Weighting 4	Yes, with 5 or more agencies participating	Yes, with 3 agencies participating	No	No, even though coordinated system/brokerage is in operation in communities	
13. Increased mobility for the disadvantaged ? Weighting 3	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is major benefit of project, and/or necessary for existing facility or system to comply with ADA	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is moderate benefit of project	Meets ADA requirements but has limited benefits for mobility disadvantaged	Will require substantial cost to meet ADA requirements	No intention/ impossible to meet ADA requirements

Transit Projects
Evaluation Process Standards and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
14 Other factors not specified Weighting 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated	Project exhibits no innovation, creativity or unique benefits not otherwise rated	Project includes liabilities not otherwise rated	n/a

AMHS
Evaluation Process Standards and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
1. Economic benefits following construction. Weighting: 3	Significant economic benefits, endorsed as an economic development project by local, borough or state government.	Expanded capacity or new access specifically built to support regional or local industrial, commercial or resource development	Provides minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	n/a	n/a
2. Health Quality of Life Weighting: 3	Project's primary objective is passenger public health.	Project's secondary objective is passenger public health	Project's objective is not public health.	n/a	n/a
3. Safety. Weighting: 4	Project's primary objective is passenger safety	Project's secondary objective is passenger safety	Project's objective is not safety	n/a	n/a
4 Improves intermodal transportation or lessens redundant facilities. Weighting: 2	Greatly improves the connection between modes and coordination and integration of passenger and freight systems and services and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves the connection between modes and enhances coordination and integration of passenger and freight systems and/or would clearly reduce the need for moderate capital investment in another mode	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes	Moderately decreases the connection between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode	Greatly decreases the connection between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode
5. Local, other agency or user contribution to fund construction costs Weighting: 1	Contributions covers all of the following: state match, design, right-of-way and materials	Contributions covers two of the following: state match, design, right-of-way and materials	No contribution	n/a	n/a
Note: State is considered sponsor of highways and AMHS routes serving inter-borough function					
6. Local, other agency or user contribution to fund operations and maintenance (O&M) costs. Weighting: 3	Contributions = 100% and assumption of ownership (Assumption of ownership of like facility OK.)	Contributions cover __% of O&M costs. One point for each 25%	Contributions cover < 25% to >10% of O&M costs	Contributions cover <10% to > 1% of O&M cost	Contributions cover <1% of O&M cost
Note: State is considered sponsor of highways and AMHS routes serving inter-borough function					

AMHS
Evaluation Process Objectives and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
7. Public Support for the Project? Weighting 3	Preponderance of public record shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project; and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project and contravenes official state/local plans.
8. Environmental Considerations Weighting 2	Environmental approval likely with Categorical Exclusion or already complete	Environmental approval likely with Environmental Assessment or draft document circulated	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
9. System continuity and maintenance facilites or vessels Weighting 4	Project replaces currently operating facilities or vessels that are or beyond useful life	Project provides facilities or vessels to expand service	Project will neither replace currently operating facilities or vessels nor expand service.	n/a	n/a
10. Does this project make significant improvements in level of service or capacity? Weighting 3	Yes, major reason for project. Existing facilities or services currently at capacity	Yes, major reason for project. Existing facilities or services rapidly approaching capacity	Not a major reason for project	No, existing facilities or services are adequate for current and projected use.	No, existing facilities or services are currently significantly underutilized
11. Would improvements reduce M&O costs, address M&O priority? Weighting 4	Yes, M&O priority a major reason for project, significant M&O cost reduction, or local organization will assume full maintenance	Yes, M&O priority a partial reason for project, moderate M&O cost reduction, or local organization will assume partial maintenance	Not an M&O priority negligible positive or negative affect on M&O costs.	New facility or vessel; would increase M&O costs moderately; no assumption of maintenance by local organization	New facility or vessel; would increase M&O costs significantly; no assumption of maintenance by local organization
12. What is current utilization factor of the terminal or service? Weighting 3	Volume/capacity ratio or traffic volume in top third of eligible projects.	Volume/capacity ratio or traffic volume in middle third of eligible projects.	Volume/capacity ratio or traffic volume in bottom third of eligible projects.	New facility or service. No established traffic volume. Traffic projections support project	New facility or service. No established traffic volume. Traffic projections do not support project.
13. Is the project required to comply with regulatory requirements? Weighting 4	Yes		No		

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
14. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	n/a	n/a

Stand-Alone TRAAK Projects
Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
1. Health and Quality of Life (Air and water quality, neighborhood continuity, access to basic necessities) Weighting: 1	This project provides a significant contribution to improved health or quality of life through reduction or removal of existing negative factor.	This project provides a moderate contribution to improved health or quality of life through reduction or removal of existing negative factor.	Project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
2. Safety. Weighting: 4	Addresses demonstrated safety problem of significance	Addresses demonstrated safety problem of moderate nature or there is a record of public concern	Project does not have a safety component.	Project will have a minor adverse affect on safety.	Project will have a major adverse effect on safety
3. Improves intermodal transportation or lessens redundant facilities. Weighting: 2	Greatly improves the connection between modes and coordination and integration of passenger systems and services and/or would clearly reduce the need for significant capital investment in another mode	Moderately improves the connection between modes and enhances coordination and integration of passenger systems and/or would clearly reduce the need for moderate capital investment in another mode.	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger systems and services and does not change the requirement for investment in other modes.	Moderately decreases the connection between modes or decreases coordination and integration of passenger systems and/or would clearly require the need for moderate capital investment in another mode	Greatly decreases the connection between modes or decreases coordination and integration of passenger systems and/or would clearly require the need for significant capital investment in another mode
4 Local, other agency or user contribution to fund construction costs. Weighting: 2	Contributions covers all of the following: state match, design, right-of-way and materials	Contributions covers two of the following: state match, design, right-of-way and materials	No contribution.	n/a	n/a

Stand-Alone TRAAK
Evaluation Process Standards and Scoring Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
5. (Use for non-DOT&PF facilities or facilities DOT&PF is unsuited to long-term ownership). Local, other agency or user contribution to fund operations and maintenance (O&M) costs. Weighting: 3	Contributions = 100% and assumption of ownership (Assumption of like facility OK.)	Contributions cover __% of O&M costs. One point for each 25%.	Contributions cover < 25% to >10% of O&M costs.	Contributions cover <10% to > 1% of O&M cost.	Contributions cover <1% of O&M cost.
or 5 A (Use for facilities which only DOT&PF is logical owner). Departmental M&O priority Weighting: 3	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority.	Not an M&O priority; would increase M&O costs moderately.	Not and M&O priority, would increase M&O costs significantly.
6. Public Support for the Project? Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project, and nominally supported in official state/local plans.	Public record is divided or undocumented toward project.	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.
7. Environmental Considerations Weighting 1	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
8. Project bridges gap or removes barrier between existing trail systems or provides interpretive center or rest area continuity Weighting 3	Project provides an important connection at modest cost.	Project provides a modest connection or has high cost.	No gaps bridged or barriers removed but does connect to existing networks.	Project is isolated from existing networks.	n/a

Stand-Alone TRAAK
Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
9. Project is tied to a recreational, educational or tourism event? This project would strongly support/sustain this event? Weighting 2	Event is of statewide significance and well known/long standing. Yes to both (5), yes to one (4).	Event is regional/local and well known/long standing. Yes to both (3) or yes to one (2) Event is new but growing in importance (1).	Event is local and not growing.	--	--
10. Any of the six intrinsic qualities: scenic, historic, cultural, natural, archaeological, recreational. Weighting 3	One point for each one; maximum 5.	(See to left.)	None.	--	--
11 Anticipated Annual Visitor Volume Weighting 2	>2,000	>1,000	>500	>200	<200
12 Other factors not specified. Weighting 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	NA	NA

Proposed Project Name: _____

Rater: _____
Date: _____
Total Score: _____

	Standards	Scoring Criteria					Raw Score	Weight	Weighted
		5	3	0	-3	-5			
1.	**Safety**	Project is needed for critical safety reasons. Correcting hazards and deficiencies, or harbors of refuge that will reduce loss of life in the Alaska Peninsula, Aleutian Chain region.	Project improves safety of facility by reducing potential hazards and personal injury claims.	Project has no impact on safety	n/a	n/a		5	0
2.	**Maintenance Cost Impact**	Deferred maintenance projects that substantially reduce maintenance cost to the State, or local government. New projects that provide substantial protection to existing facilities in exposed locations having a history of high damage and maintenance cost.	Deferred maintenance project that moderately reduces maintenance costs to State or local government. New projects that provide moderate breakwater protection to existing facilities in exposed locations.	Project will increase maintenance cost to State, local government.	n/a	n/a		3	0
3.	**Operational Importance of harbor component to be repaired, rehabilitated, constructed.** (No score for new projects in this category.)	Component critical to operation of facility such as approach, gangway and floats	Important, but not critical, components such as grids, water, electrical system, capacity improvements. Improvements that change function and provide more capacity.	Upland facilities (work floats, restrooms, harbor master offices, parking lots.) Improvements that change function but do not add moorage capacity.	n/a	n/a		4	0
4.	**Effective Service Life of repaired, rehabilitated, or constructed component.**	Greater than 15 years	between 15 and 10	between 5 and 10	less than 5 years	n/a		1	0
5.	**Deficiency as percentage of replacement cost of facility being repaired.**	Deficiency rating higher than 20%	Inefficiency rating higher than 5%	Deficiency rating less than 5%	n/a	n/a		6	0
6.	**New Harbor Capacity.**	Project will increase capacity to meet waiting list demand(over 10% of existing community capacity). No existing facility in community.	Project will increase capacity to meet waiting list demand to or 15% of existing community harbor capacity.)	Project will not increase harbor capacity	n/a	Project will reduce harbor capacity.		4	0
7.	**Economic Impacts of project.**	Supports significant new, identifiable, permanent economic opportunities or benefits statewide. Predominantly a commercial harbor. Improvement projects that preserve significant economic benefits. COE calculated B/C ratio of 1.5 or greater	Supports moderate new, identifiable, permanent economic opportunities or benefits regionally or locally. More than 10% commercial. Preserves economic benefits. COE calculated B/C ratio of 1.0 or greater.	Supports minimal, speculative or temporary economic opportunities or benefits. Provides or preserves nominal benefits.	n/a	n/a		3	0
8.	**Local interest in project.**	Resolution of support from local government, project and in official state/local plans. Desire for local ownership and operation included in resolution if a state owned facility. Commitment of substantial financial participation in project.	Letter(s) from local or borough government in support of project; may be in state/local plans and includes a commitment for local management and operation.	Projects with no indication of support.	n/a	n/a		2	0
9.	**Environmental and project development.**	Project has or is likely to receive a FONSI, or has a permit in place; is likely to to be covered by the nationwide permit for maintenance, or a completed environmental impact statement indicating project has advanced beyond concept and feasibility	Project is in feasibility but not advanced enough to distinguish environmental status. Repair and replacement project that changes basic activity at facility but likely to be found acceptable.	New project with little or no environmental information available.	Project likely to have minor issues that may or may not be mitigated and found acceptable.	Project likely to have major issues that may or may not be mitigated and found acceptable.		3	0
									0

Federal Aid Surface Transportation Needs and Priorities

Intermodal Surface Transportation Efficiency Act

Illustrative Six-Year Program of Projects

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
	Anchorage	Minnesota/International Airport Road Interchange	2,3,4							22,300.0
	Anchorage	Port Access: Ocean Dock Rehabilitation/Rail Rack	2,3,4	100.0		2,500.0				
	Fairbanks	3rd Street Intersection Improvements	2,3,4						900.0	4,600.0
	Fairbanks	Airport Way Corridor Capacity and Safety Improvements	2,3,4							4,600.0
	Fairbanks	Cowles Intersection Improvements	3,4		500.0					
	Fairbanks	Steese Expressway Capacity & Safety Improvements	2,4							6,900.0
	Juneau	Brotherhood Bridge at Mendenhall River	2,3,4				330.0		3,300.0	
	Juneau	Brotherhood Bridge to Riverside Drive	2,3,4					110.0		1,100.0
	Juneau	Egan Drive: Riverside to Main	2,3,4						1,650.0	16,500.0
	Juneau	North Mendenhall Loop Road to Junction Engineer's Cutoff Road	2,3,4							4,840.0
	Ketchikan	Madison Street to Junction Water Street	2,3,4	2,900.0		10,500.0			9,600.0	
	Ketchikan	Water Street to Junction Grant Street	2,3,4			1,548.0		11,300.0		
	Kodiak	Rezanof-Gibson Cove Realignment Safety Improvements	3,4,7			4,100.0				
	Sitka	Cascade Creek Road to Peterson Street	2,3,4				330.0		3,300.0	
	Statewide	NHS Capacity Improvements	2,3,4	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	6,000.0
	Statewide	NHS Highway Safety Improvement Program	2,3,4	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	6,000.0
	Statewide	NHS Rehabilitation Program	2,3,4	2,600.0	2,600.0	8,000.0	2,600.0	2,600.0	2,600.0	15,600.0
Alaska Highway		MP 1386 to 1398 Reconstruction	4		9,900.0					
Dalton Highway		Atigun Bridges at MP 253 and MP 273	2,3,4	400.0		4,500.0				
Dalton Highway		MP 0 to 9 Reconstruction	2,3,4			900.0		350.0	9,000.0	
Dalton Highway		MP 11 to 18 Reconstruction	2,3,4					425.0		4,400.0
Dalton Highway		MP 111 to 143 Reconstruction	4			9,300.0				
Dalton Highway		MP 143 to 174 Reconstruction	4		9,300.0					
Dalton Highway		MP 209 to 235 Reconstruction	2,3,4							6,550.0
Dalton Highway		MP 22 to 37 Reconstruction	2,3,4					900.0		9,650.0
Dalton Highway		MP 235 to 247 Reconstruction	2,3,4			750.0		150.0	7,500.0	
Dalton Highway		MP 247 to 274 Reconstruction	2,3,4			400.0		6,750.0		
Dalton Highway		MP 274 to 289 Reconstruction	2,3,4		400.0		50.0	4,500.0		
Dalton Highway		MP 289 to 305 Reconstruction	2,3,4		400.0		50.0		5,200.0	
Dalton Highway		MP 305 to 335 Reconstruction	2,3,4			500.0	50.0	10,000.0		
Dalton Highway		MP 335 to 359 Reconstruction	2,3,4	500.0	150.0		7,000.0			
Dalton Highway		MP 37 to 49 Reconstruction	2,3,4	100.0		8,000.0				
Dalton Highway		MP 415 to 420 Reconstruction	2,3,4							6,300.0
Dalton Highway		MP 49 to 56 Reconstruction	2,3,4							4,550.0

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Draft National Highway System Program

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
Dalton Highway		MP 56 to 90 Reconstruction	2,3,4							6,400.0
Dalton Highway		MP 9 to 11 Reconstruction	2,3,4				160.0	150.0		3,200.0
Elliot Highway		MP 0 to 4 Reconstruction	2,3,4					150.0		1,500.0
Glenn Highway		Eklutna to Parks Highway Advance Right of Way Acquisition	3	415.3						
Glenn Highway		Gambell to McCarrey Reconstruction	2,3,4						1,000.0	46,400.0
Glenn Highway		MP 100 to 109 Rehabilitation	2,3,4		1,000.0	2,000.0	35,000.0			
Glenn Highway		MP 109 to 118 Rehabilitation, to Regional Boundary	3,4,7	15,100.0						
Glenn Highway		MP 53 to 56 Rehabilitation, Moose Creek Canyon	2,3,4				800.0		300.0	8,800.0
Glenn Highway		MP 56 to 60 Rehabilitation, Moose Creek to Sutton	3,4	1,000.0		7,600.0				
Glenn Highway		MP 60 to 68 Rehabilitation, Sutton	4		8,000.0					
Glenn Highway		MP 68 to 84 Rehabilitation, Chickaloon	2,3,4	1,300.0		1,300.0		12,000.0		
Glenn Highway		MP 84 to 92 Rehabilitation, Long Lake	2,3,4		1,400.0		22,500.0			
Glenn Highway		MP 92 to 97 Rehabilitation, Hicks Creek	2,3,4	1,000.0		10,000.0				
Glenn Highway		MP 97 to 100 Rehabilitation, Pinochle Hill	3,4		5,500.0					
Haines Highway		Airport Road to Chilkat River Bridge	2,3,4			1,650.0		8,250.0	8,250.0	
Haines Highway		Big Boulder Creek to North Mackenzie Loop Road	2,3,4			440.0		4,400.0		
Haines Highway		Chilkat River Bridge to Mosquito Lake Road	2,3,4		550.0		5,500.0			
Haines Highway		Ferry Terminal to Junction Front Street	2,3,4			550.0		5,500.0		
Haines Highway		Mosquito Lake Road to Muncaster Creek	2,3,4		440.0		4,400.0			
Haines Highway		Muncaster Creek to Little Boulder Creek	2,3,4			600.0			6,600.0	
Haines Highway		N. Mackenzie Loop Rd. to Canadian Border	2,3,4					660.0		6,600.0
Klondike Highway		Dyea Road to US/Canada Border	2,3,4							3,630.0
Marine Highway		Auke Bay Staging Area Expansion	2,3,4				6,786.0			
Marine Highway		Haines Ferry Terminal Enhancements	2,4	82.0						
Marine Highway		Haines Mooring Improvements	4			1,260.5				
Marine Highway		Homer Terminal Building	2, 4	817.0						
Marine Highway		Homer Mooring Improvements	4					275.0		5,503.7
Marine Highway		Kodiak Ferry Terminal	2,3,4							6,389.0
Marine Highway		Petersburg Mooring Improvements	4							1,210.8
Marine Highway		Petersburg Terminal Building Expansion	4							385.3
Marine Highway		Petersburg Uplands Improvements	3,4			550.4		2,202.0		
Marine Highway		Prince Rupert Mooring Improvements	2,4			220.1		5,063.0		
Marine Highway		Prince Rupert Uplands Improvements	4			423.7				
Marine Highway		Seward Terminal Improvements	2,4							1,447.8
Marine Highway		Sitka Uplands Improvements	4							500.0

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
Marine Highway		Skagway Dock Modifications and Improvements	2,4							2,662 0
Marine Highway		Valdez Terminal Replacement	2,4						743 1	9,606 0
Marine Highway		Aurora Deck Renovation	2					1,181 2		
Marine Highway		Aurora Auxiliary/Main Repower	4							2,135 4
Marine Highway		Aurora Bridge Deck Renovations	4							1,926 3
Marine Highway		Aurora Gallery Deck Renovation	4							1,541 1
Marine Highway		Aurora Prom Deck Renovation	4							6,197 1
Marine Highway		Aurora Shipboard Waste Handling System	4			300 0				
Marine Highway		Aurora SOLAS Compliance Fire Safety	4		705 0					
Marine Highway		Bartlett Replacement	2,4					1,000 0		33,021 0
Marine Highway		Bartlett SOLAS Compliance Fire Safety	4		705 0					
Marine Highway		Columbia Hotel Renovation	4				3,632 0			
Marine Highway		Columbia Shipboard Waste Handling System	4							605 4
Marine Highway		Columbia SOLAS Compliance Fire Safety	4	2,300 0						
Marine Highway		Compliance Monitoring and Communications	2,4	798 6						
Marine Highway		LeConte Deck Renovation	2,4							10,071 6
Marine Highway		LeConte Shipboard Waste Handling System	4							300 0
Marine Highway		LeConte SOLAS Compliance Fire Safety	4		705 0					
Marine Highway		Malaspina SOLAS	2,4		5,000 0					
Marine Highway		Matanuska Deck Renovation	2					2,893 5		30,942 0
Marine Highway		Matanuska Life Boat And Structural Renewals	4	2,642 9						
Marine Highway		Matanuska Shipboard Waste Handling System	4			605 4				
Marine Highway		Matanuska SOLAS Compliance Fire Safety	4	2,300 0						
Marine Highway		Multi-Purpose Replacement Vessel	4	11,400 0	42,888 0	14,846 0				
Marine Highway		SOLAS Compliance Damaged Stability	4			5,604 0				
Marine Highway		Taku Refurbishment	2							2,803 1
Marine Highway		Taku Auxiliary Repower	4							2,861 9
Marine Highway		Taku Boat Deck Refurbishment	4							10,842 2
Marine Highway		Taku Cabin Deck Renovation	4							17,171 5
Marine Highway		Taku Hotel and Structural Renovations	4							1,920 3
Marine Highway		Taku Quarters Renovation	4							2,928 0
Marine Highway		Taku Steam Gray Water Asbestos	4			1,100 7				
Marine Highway		Tustumena Shipboard Waste Handling System	4							605 4
Parks Highway		Geist-Chena Ridge Interchange	4	11,900 0						
Parks Highway		Hurricane Gulch Bridge # 258	2,4		50 0	350 0				
Parks Highway		MP 238 Kingfisher Creek Bridge #697	2,4			350 0				
Parks Highway		MP 237 Nenana River Bridge #1147	2,4			900 0				
Parks Highway		Parks Highway and Glenn Highway Interchange	2,3,4				1,300 0			33,600 0

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
Parks Highway		MP 37-44, Crusey Street to Seward Meridian Road Rehabilitation	2,3,4	1,100.0		2,500.0	13,400.0			
Parks Highway		MP 37-44, Fairview Loop to Gershimer/Hyer Rd Interchange	2,3,4					800.0	3,100.0	10,600.0
Parks Highway		MP 35-37 Glenn Highway to Church Street Reconstruction	2,3,4		750.0				7,500.0	
Parks Highway		MP 37-44, Lucus Road to Crusey Street Rehabilitation	2,3,4			200.0		200.0		3,200.0
Parks Highway		MP 37-44, Seward Meridian Interchange	2,3,4						700.0	9,600.0
Parks Highway		MP 37-44, Seward Meridian Road to Church Street Rehabilitation	2,3,4	1,300.0		2,500.0		16,100.0		
Richardson Highway		at Egan Drive	2,3,4		1,880.0					
Richardson Highway		Klutina River Bridge #572	2,4		20.0	280.0				
Richardson Highway		Lowe River Bridge # 557	2,4		100.0	800.0				
Richardson Highway		MP 115 to 129 Rehabilitation	2,3,4			4,990.0				
Richardson Highway		MP 129 to 148 Rehabilitation	2,3,4		240.0		3,860.0			
Richardson Highway		MP 148 to 159 Reconstruction	2,3,4							7,800.0
Richardson Highway		MP 159 to 167 Reconstruction	2,3,4							8,800.0
Richardson Highway		MP 167 to 173 Reconstruction	2,3,4							5,500.0
Richardson Highway		MP 173 to 186 Reconstruction	2,3,4							6,600.0
Richardson Highway		MP 191 to 203 Reconstruction	2,3,4							13,800.0
Richardson Highway		MP 203 to 206 Reconstruction	3,4						2,200.0	
Richardson Highway		MP 206 to 218 Reconstruction	2,3,4					2,600.0		14,600.0
Richardson Highway		MP 218 to 235 Reconstruction	2,3,4						2,550.0	16,850.0
Richardson Highway		MP 235 to 248 Reconstruction	2,3,4							12,100.0
Richardson Highway		MP 248 to 261 Reconstruction	2,3,4							14,600.0
Richardson Highway		MP 261 to 265 Reconstruction	2,3,4							3,500.0
Richardson Highway		MP 275 North Erosion Control	2,4			550.0		6,050.0		11,600.0
Richardson Highway		MP 308 to 311 Rehabilitation	2,3,4			1,600.0				
Richardson Highway		MP 354 to 357 Access & Safety Improvements	4							1,900.0
Richardson Highway		Salcha River Bridge #527	2,4		50.0	850.0				
Richardson Highway		Valdez Glacier Stream Bridge #556	2,4	25.0	375.0					
Seward Highway		Huffman to Chester Creek Reconstruction	2,3	500.0	500.0					
Seward Highway		Huffman to Tudor Rd	2,3,4							31,250.0
Seward Highway		MP 18 to 25 Snow River to Falls Creek	2,3,4			750.0		500.0	7,750.0	
Seward Highway		MP 0 to 8 Seward to Grouse Creek Canyon	2,3,4					500.0		4,500.0
Seward Highway		MP 13 to 18, the Summit to Snow River	2,3,4	250.0	500.0	250.0	6,000.0			
Seward Highway		MP 25 to 30, Falls Creek to Moose Pass	2,3,4					500.0		3,500.0
Seward Highway		MP 30 to 36, Moose Pass to Sterling Wye	2,3,4						300.0	2,700.0

Phases: 2-design; 3-right of way, 4-construction

DATE: 11/14/95

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
Seward Highway		MP 53.0 to 59.3, Rehabilitation	3,4	35,100.0						
Seward Highway		MP 8 to 13, Grouse Creek Canyon	2,3,4	250.0	750.0	500.0	500.0	500.0	10,000.0	
Seward Highway		MP 90-97, Girdwood to Bird Point Reconstruction	2,3,4	11,000.0	23,000.0					
Seward Highway		Tudor to Chester Creek	2,3,4						3,000.0	69,000.0
Sterling Highway		MP 36 to 45, (3R)	2,3,4	400.0	600.0		250.0		16,150.0	
Sterling Highway		MP 45 to 60, (3R)	2,3,4				1,000.0		500.0	50,000.0
Sterling Highway		MP 169 to 174 Rehabilitation	3,4	12,400.0						
Sterling Highway		Soldotna Urban	2,3,4,7			500.0	500.0	11,500.0		
Tok Cutoff		Gakona River Bridge #646	2,4							7,800.0
Tok Cutoff		MP 110 to 124 Reconstruction	2				825.0		5,775.0	
Tok Cutoff		MP 30 to 38 Reconstruction	2,4		500.0		6,600.0			
		Program Total		121,980.8	121,458.0	120,178.8	125,423.0	122,059.7	121,468.1	

Phases: 2-design; 3-right of way; 4-construction

DATE 11/14/01

Illustrative Schedule for Community Transportation Program

Rank	Phases	Estimate (Total Costs in thousands of dollars)						Req'd Fndg.
		FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	> 6 Years
Projects Scheduled for Construction 1996								
Allakaket: Landfill Road	4	274.8						
Atka Dock Bridge/Road Rehabilitation	4	1,000.0						
Beaver: Landfill Road	4	384.7						
Bethel: Ridgecrest Drive Rehabilitation	4	2,000.0						
Chena Hot Springs Road: MP 0-7 Reconstruction	4	17,038.6						
Chevak Sanitation Access Road Construction	4	1,000.0						
Chignik Lagoon Incinerator Site Access Road	4	499.9						
Cordova Ferry Terminal Building	4	865.3						
Cordova Ferry Terminal Staging Area-Phase B	4	1,000.0						
Cottonwood Lane Bridge Replacement	4	439.7						
Dillingham- Alognagik Road MP0-8 Rehabilitation	4		4,654.5					
Dot Lake: Community Road Improvements, Phase II	4	192.4						
Elliott Highway: Manley Slough-Tanana River Rehabilitation	4	769.5						
Emmonak: Airport Road and Erosion Control	4	1,209.2						
Fairbanks: Holmes Road Drainage	4	384.7						
Haines: Klukwan Road	4	439.7						
Homer: Lake Street Rehabilitation & Pioneer Avenue-Lake Street Intersection Safety Improvements	4	1,700.0						
Hoonah Ferry Terminal Ramp/Apron Upgrade	4	325.3						
Igiugig Landfill Access Road Construction	4	578.6						
Kenai Spur/Intersection Lake Sight Distance & South Miller Loop Safety Improvements	4	500.0						
Kenai: Fort Kenay Mission Street Improvements	4	287.7						
Kenney Lake/Willow Loop Road	4	219.9						
Ketchikan: Herring Cove & Ketchikan Creek Bridges	4	769.5						
Kiana: Landfill Road	4	186.9						
Kodiak-Rezanof Drive Safety Improvements/Otmeloi Way	4	167.3						
Kodiak: Chiniak Highway: Kalsin Hill Hazard Removal	4	1,000.0						
Kodiak: Rezanof Drive 'Y' Intersection Improvement	4	1,000.0						
Koyuk: Gravel Source Road	4	1,099.3						
Kwigillingok Airport Access Road Improvements	4	800.0						
Metlakatla Ferry Terminal Pontoon Replacement	4	350.0						
Minto: Sanitation Road	4	219.9						
Noorvik: Hotham Peak Road	4		3,297.8					

Illustrative Schedule for Community Transportation Program

Rank		Phases	Estimate (Total Costs in thousands of dollars)						Req'd Fndg.
			FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	> 6 Years
	Old Glenn Highway-Matanuska River Bridge Replacement	4	6,900.1						
	Petersburg-Haugen Drive/Nordic Drive Emergency Signal	4	219.9						
	Scammon Bay Sanitation Road Construction	2,4	400.0	2,640.0					
	Selawik: Boardwalk Improvements	4	329.8						
	Shaktoolik: Landfill Road	4	274.8						
	Sitka: Sawmill Creek/Jarvis Left Turn Bay	4	659.6						
	Soldotna: Kalifornsky Beach Road MP16.4-22.4 Rehabilitation and Safety Improvements	4	2,049.6						
	Stevens Village: Sanitation Road	4	296.8						
	Wales: Sanitation Road	4	164.9						
	Yakutat: Bayview Drive Retaining Wall & Guardrail	4	659.6						
	New Projects								
1	Juneau - Capital Transit Buses	4	1,040.0						
2	Juneau - Thane Road: Ferry Terminal to Rock Dump	2,3,4	500.0	3,400.0					
3	Juneau - Glacier Highway: Indian Point to Point Louisa	2,3,4	1,000.0	4,000.0					
4	Denali Highway MP80-104 Resurfacing	4			4,000.0				
5	Prince of Wales Island - Big Salt Lake Road	4	550.0	2,450.0					
6	Homer East End Road: MP0.0-3.6 Rehabilitation	2,3,4	400.0	3,000.0	6,000.0				
7	Iliamna-Nondalton Road Completion	2,3,4	750.0	9,000.0					
8	Juneau Access Environmental Impact Statement	2	500.0						
9	Whittier Access Improvements	2,3,4	2,500.0	10,000.0	12,500.0	10,000.0			
10	North Pole: Santa Claus Lane Upgrade	2,4	128.0	1,275.0					
11	Taylor Highway MP64-82 Reconstruction	2,4		350.0		7,000.0			
12	Taylor Highway MP82-Border Reconstruction	2,4	300.0		5,700.0				
13	Wrangell: Zimovia Highway: Pat's Creek to McCormick Reconstruction	4	300.0						
14	Denali Highway MP21-42 Resurfacing	4		6,000.0					
15	Elliott Highway 131-137 Reconstruction	3,4	400.0		200.0		3,000.0		
16	Edgerton Highway Rehabilitation	2,4	758.0		7,575.0				
17	Kenai: Forest Drive/Redoubt Avenue Rehabilitation	2,4	400.0		4,000.0				
18	Homer: East End Road MP3.6-12.5 Rehabilitation	2,3,4	500.0		3,150.0	6,700.0			
19	Fairbanks: Trainor Gate Road Upgrade	2,4	220.0	2,200.0					
20	Kake Dolphin & Bridge Replacement	2,4	100.0		1,100.0				
21	Northway Road Improvement	2,4		570.0		5,700.0			
22	Petersville Road Rehabilitation Extension	2,3,4		500.0		1,000.0	1,000.0	6,000.0	6,000.0

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/16/95

Illustrative Schedule for Community Transportation Program

Rank		Phases	Estimate (Total Costs in thousands of dollars)						Req'd Fndg.
			FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	> 6 Years
23	Prince of Wales Island: Hydaburg Highway Upgrade and Paving	2,4		150.0		7,000.0			
24	McCarthy Road Improvement & Resurfacing	2,4		500.0	500.0	500.0	7,000.0	7,000.0	6,500.0
25	Kenai River Bridge Access Road Rehabilitation	2,3,4		50.0		750.0			
26	Matanuska-Susitna: Hatcher Pass Road MP7-14 Rehabilitation	2,3,4		200.0		4,000.0			
27	Kodiak: Chiniak Road Rehabilitation	2,3,4		500.0	3,400.0		6,000.0	6,000.0	
28	Unalakleet: Landfill/Airport Road Construction	2,4		350.0		3,500.0			
29	Unalaska: East Point/Ballyhoo Road Rehabilitation	2,3,4		300.0		5,000.0			
30	Matanuska-Susitna: Church Road: Parks to Schrock Upgrade	2,3,4		655.0		4,500.0			
31	Cold Bay-King Cove Road Construction	2,4		1,500.0	1,500.0		10,000.0	10,000.0	
32	Hooper Bay Sanitation Road Construction	2,4		3,310.0					
33	Karluk Airport Access Road Rehabilitation	2,3,4		50.0	450.0				
34	Pedro Bay Bridge Replacement	2,3,4		100.0	400.0				
35	Brevig Mission: Landfill Road Construction	2,4		73.0	725.0				
36	Fairbanks: Old Steese Highway Reconstruction	4		5,800.0					
37	Cordova: Lake Avenue Upgrade	2,4		150.0	1,500.0				
38	Larsen Bay Harbor Access Road Construction	2,3,4		50.0	300.0				
39	Valdez: Mineral Creek Loop Road Rehabilitation	2,4		110.0	1,100.0				
40	Shungnak: Community & Landfill Road Reconstruction	2,4		25.0	50.0				
41	Petersburg: H Street Repaving	2,3,4		400.0	1,500.0				
42	Southeast Region Road Surfacing Program	2,4		400.0	600.0				
43	Sitka Sawmill Creek Road Shoulders	2,4		120.0	1,080.0				
44	Prince of Wales Island: Thorne Bay Road Paving	2,4		200.0		7,000.0			
45	Soldotna: Funny River Road: MP2.7-17 Rehabilitation	2,3,4		300.0	3,750.0				
46	Matanuska-Susitna: South Big Lake Reconstruction	2,3,4		300.0		3,700.0			
47	Matanuska-Susitna: Trunk Road Reconstruction	2,3,4		549.6		6,000.0			
48	Port Alexander: Tract B Boardwalk Repair	2,4		219.9					
49	Upper Kalskag Sanitation Road Construction	2,3,4		315.0					
50	Central: Dust Control/Paving	2,4		25.0	250.0				
51	King Cove Lagoon Bridge Replacement	4		1,500.0					
52	Pelican Ferry Terminal Dolphins	2,4		75.0	500.0				
53	St. Mary's: Airport Road Rehabilitation	2,4		320.0		3,200.0			
54	Taylor Highway: MP23-64 Paving	2,4			1,300.0			8,000.0	5,000.0
55	Venetie: Sanitation Road Construction	2,4			25.0	250.0			
56	Matanuska-Susitna: Palmer-Wasilla Highway Extension	2,3,4			300.0		1,850.0	3,000.0	
57	Akiachak Sanitation Road Resurface	2,3,4			500.0				

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/16/95

Illustrative Schedule for Community Transportation Program

Rank		Phases	Estimate (Total Costs in thousands of dollars)						Req'd Fndg.
			FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	> 6 Years
58	Hyder - Trestle & Road Surfacing	2,4			450.0		4,500.0		
59	Selawik: Landfill Access Improvement	2,4			25.0	150.0			
60	Kake Ferry Terminal Building	2,4			100.0		750.0		
61	Deering: Sanitation Road Construction	2,4			25.0	175.0			
62	Naknek River Access Road Rehabilitation	2,3,4			250.0		1,000.0		
63	Ketchikan: North Tongass Highway: Ward Cove to Whipple Creek Widening	2,4			1,220.0		5,000.0		5,980.0
64	Hoonah Terminal Building Construction	2,4			50.0		250.0		
65	Birch Creek Landfill Road Construction	2,4			25.0		250.0		
66	McCarthy Road: MP0-4 Reconstruction	2,4			500.0		4,200.0		
67	Nunapitchuk Sanitation Road Construction	2,3,4			1,000.0				
68	Homer East End Road MP12.5-22 Rehabilitation	2,3,4			600.0	175.0		11,990.0	
69	Stebbins: Sanitation Road Construction	2,4			68.0		675.0		
70	Juneau: Glacier Highway: Eagle Beach-Echo Cove Paving	2,3,4			600.0		3,450.0		
71	Napakiak Sanitation Road Construction	2,4			100.0		1,000.0		
72	Kivalina: Sanitation Road Construction	2,4			100.0		1,000.0		
73	Salcha: Johnson Road Rehabilitation	2,4			125.0		1,250.0		
74	Naknek: Pedersen Point Road Extension	2,3,4			200.0		1,400.0		
75	Galena: Campion Road Landfill Access Road Resurfacing	2,4				500.0	4,500.0		
76	Nelson Lagoon Airport Access Road Rehabilitation	4				200.0			
77	Chignik Bay Airport Access Road Rehabilitation	2,3,4				60.0	600.0		
78	Fairbanks: Illinois-Barnette & Bridge	2,3,4					2,000.0		12,000.0
79	Sterling: Kenai River Crossing @ Funny River	2,3,4					1,200.0		6,800.0
80	King Cove Airport Access Road Rehabilitation	2,3,4					200.0		1,125.0
81	Ketchikan: North Tongass Highway MP15 to Settler's Cove Paving	2,4						2,200.0	2,200.0
82	Grayling: Sanitation Road Construction	2,4					60.0	600.0	
83	Fairbanks: College Road Intersection/Safety	4					170.0	1,530.0	
84	Wasilla-Fishook Road: Nelson-Bogard Safety Improvements	4					1,050.0		
85	Steese Highway MP128 Crooked Creek Bridge Replacement	2,3,4					115.0	25.0	1,125.0
86	Sand Point Harbor Access Road Rehabilitation/Extension	2,3,4						100.0	1,000.0
87	Fairbanks: University Avenue Widening	3,4,7						2,500.0	18,500.0
88	St Michael Sanitation Road Construction	2,4						150.0	900.0
	Program Total, Excluding AMATS		59,003.8	71,934.7	69,393.0	77,060.0	63,470.0	59,095.0	

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/16/95

Illustrative Schedule for Community Transportation Program

Rank	Phases	Estimate (Total Costs in thousands of dollars)						Req'd Fndg.
		FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	> 6 Years
CTP & TRAAK Combined								
AMATS Discretionary Program Allocation		22,466.8	13,004.0	16,810.0	7,425.0	17,110.0	21,355.0	

Illustrative Schedule for Trails and Recreational Access for Alaska Program

Rank		Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FY 00	FFY 01
	Projects Scheduled for Construction 1996							
	Yakutat: Railroad Trail from School to Airport	4	219.9					
	Fairbanks: Auburn Drive Pedestrian Facility	4	549.6					
	Fairbanks: McGrath Road Bike/Pedestrian Trail	4	417.7					
	Fairbanks: Brown Elementary Bike/Pedestrian Facility	4	549.6					
	Homer: Beluga Lake Trail Construction	4	205.1					
	Matanuska-Susitna: Big Lake Pedestrian/Bike Path Construction	4	1,990.9					
	Matanuska-Susitna: Palmer-Wasilla Pedestrian/Bike Path Construction	4	1,663.4					
	Lake Louise Road Waysides	4	329.8					
	Matanuska-Susitna: Palmer Pedestrian/Bike Paths Construction	4	554.5					
	Pathways	4	554.5					
	Enhancements	4	219.9					
	McCarthy: Kennecott River Footbridge Construction	4	1,648.9					
	Northern Region Tourist Signage	4	55.0					
	Richardson Highway: MP29 - Worthington Glacier Wayside	4	879.4					
	Richardson Highway: MP 262.5 Scenic Wayside	4	109.9					
	Seward Highway: McHugh Creek Upper Wayside	4	800.3					
	Sterling Highway: Upper Kenai River Wayside	4	400.0					
	Soldotna: Marydale Water Quality Sedimentation Basin Construction	4	475.0					
	Sitka: Castle Hill	4	812.5					
	New Projects							
1	Shishmaref: Trail Staking	2,4	35.0		165.0			
2	Bering Straits Villages Trail Staking	2,4	25.0		150.0			
3	Central Region Winter Trail Marking	2,4	150.0	850.0				
4	Haines Highway: Eagle Viewing Areas/Turnouts	4	2,000.0					
5	Parks Highway: Denali Park Pedestrian Access Safety Improvements	2,4	277.5		1,572.5			
6	SE Region ADA Improvements	2,4	150.0	150.0	150.0			
7	Parks Highway: Denali View South Viewpoint	3,4	1,020.0					
8	Seward Highway: Windy Corner Sheep Viewpoint	4		3,500.0				
9	Juneau: Mendenhall River Pedestrian Crossing	2,4	150.0	850.0				
10	Seward Highway: Girdwood: Bird Point Pathway	2,3,4	125.0		1,350.0			

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Illustrative Schedule for Trails and Recreational Access for Alaska Program

Rank		Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FY 00	FFY 01
11	Fairbanks: ADA Pedestrian Facilities	2,4	150.0	150.0	150.0			
12	Juneau: Thane Road: Main Street to Ferry Terminal Pedestrian Facilities	2,4	75.0	425.0				
13	Seward Highway: Bird Point Pathway/Wayside	2,3,4	250.0		2,000.0			
14	Homer Spit Pedestrian Pathway	2,3,4	150.0	1,500.0				
15	Chitina: Visitor Wayside	4	300.0					
16	Sitka Walkway	2,4	90.0	510.0				
17	Seward Highway: Potter Marsh-Indian Path	2,3,4	500.0		500.0	4,500.0		
18	Seward Highway: Turnagain Pass Reststop	2,3,4	150.0	750.0				
19	Glenn Highway: Matanuska Glacier Scenic Overlook	2,3,4	100.0	1,350.0				
20	North Pole: Bike Trail Rehabilitation and Connections	2,3,4	63.8	361.3				
21	Wrangell: Petroglyph Beach Access	2,4	30.0	170.0				
22	Fairbanks: Chena River Bicycle Trail	4	250.0					
23	Unalaska: Airport Beach Road Pathway	2,3	200.0					
24	Dalton Highway: MP57-Yukon Crossing Wayside/Interpretive Center	2,4	25.0	150.0				
25	Seward Highway: Potter Marsh Boardwalks/Nature Center	2,3,4	50.0	360.0				
26	Portage Valley: USFS Trail System	4		1,500.0				
27	Anchorage NHS: Muldoon Road Landscape/Ped. Safety	4	100.0					
28	Center	2,4	50.0	200.0				
29	Fairbanks: Shannon Park-Ladd School Bike Path	2,4	25.0	100.0				
30	Improvements	2,4		30.0	220.0			
31	Petersburg Terminal: Visitor Information Sign	4		9.1				
32	Anchorage NHS: International Airport Road Landscape/Trail	2,3,4		50.0	500.0			
33	Juneau: Glacier Highway UAS Overpass	2,4		120.0	688.0			
34	Kenai Spur Road: Unity Trail Pedestrian/Bike Path	2,3,4		100.0	200.0	1,500.0		
35	Seward Highway: Bird Creek Pedestrian Underpass	2,3,4		100.0		2,000.0		
36	McCarthy Road/Richardson Highway Interpretive Waysides	2,4		100.0	500.0			
37	Naknek: Pathway	2,3,4		100.0	1,000.0			
38	Dalton Highway MP275-Galbraith Lake Wayside	4		150.0				
39	Rehabilitation	2,4		150.0		1,000.0		
40	Nome: Rocker Gulch Wayside	2,4		50.0	270.0			
41	Alaska Highway: MP1348-Robertson River Wayside	2,4		100.0	500.0			
42	Dalton Highway: MP150-Grayling Lake Wayside	4		165.0				
43	Parks Highway: MP185-East Fork Wayside	2,4		150.0	750.0			
44	Seward Pathway	2,4		50.0	200.0			
45	Bethel: Boardwalk Construction	2,3,4		50.0	500.0			

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Illustrative Schedule for Trails and Recreational Access for Alaska Program

Rank		Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FY 00	FFY 01
46	Dalton Highway MP132-Solstice Point Recreation Site	4		25.0				
47	Denali Highway MP22-Tangle Lakes/Delta Wild River Trailhead	2,4		25.0	250.0			
48	Skagway River Footbridge	2,4		150.0	550.0			
49	AMHS Vessel Interpretive Displays	2,4		60.0				
50	Soldovia: Waterfront Boardwalk	2,3,4		150.0	550.0			
51	Auke Bay Ferry Terminal Enhancements	2,4			163.0	1,000.0		
52	Soldotna: Kenai River Walkway Construction	2,3,4		200.0	800.0			
53	Taylor Highway: MP86 Wade Creek Dredge Wayside	4		10.0	100.0			
54	Chena Hot Springs Road: Yukon Quest Trail	2,4			50.0	250.0		
55	Chitina: Pedestrian/Bike Facility	2,4			25.0	200.0		
56	King Salmon: Pathway Construction	2,3,4			150.0	450.0		
57	Richardson Highway MP127 - Gulkana River Wayside	2,4			90.0	510.0		
58	Dalton Highway: MP56-Yukon River Overlook	2,4			175.0			
59	Fairbanks North Star Borough Bus Stop Shelters	2,4			385.0			
60	North Pole: Hurst-Dawson Bike Trail	2,4				150 0	875.0	
61	Parks Highway MP 305-351: Fairbanks-Nenana Scenic Waysides	2,4				75.0	500 0	
62	Taylor Highway MP 160: Ft. Egbert-Eagle Historic Site	2,4				175.0		
63	Chena Hot Springs Road: Chena River State Recreation Area	2,4				90.0	510.0	
64	Watchable Wildlife Signs	2,4				100.0		
65	Tok Cutoff/Nabesna Road: Interpretative Waysides	2,4				90.0	510.0	
66	Central Region Visual Enhancement Management	2,4				250.0		
67	Denali Highway MP 42-Geologic Point of Interest	2,4				60.0		
68	Wayside	2,4				45.0	255 0	
69	Denali Highway MP 36-MacClaren Summit Wayside	2,4				55.0		
70	Girdwood Winner Creek Trail	2,4				60.0	340.0	
71	Dalton Highway MP 215-Arctic Loon Ponds Overlook	2,4				140.0		
72	Dalton Highway MP 286-Toolik Lake Overlook					40.0		
73	Homer Spit Mud Bay Boardwalks	4				332.0		
74	Kodiak Fort Abercrombie Historic Trail	2,4				600.0		
75	Denali Highway MP 15-Tangle Lakes Archaeological District Wayside	2,4				42 0		
76	Southeast Region Scenic Viewshed	4				150 0		
77	Juneau Glacier Highway-McNugget to DelRae Pedestrian Improvements	2,4				200.0	1,300 0	
78	Dalton Highway MP 207-Bettles River Access	2,4				25 0		

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Illustrative Schedule for Trails and Recreational Access for Alaska Program

Rank		Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FY 00	FFY 01
79	Dalton Highway: MP 275-Galbraith Lake Campground	2,4				200.0		
80	Fairbanks: Tanana Railroad Engine #1 Restoration	4				65.0		
81	Valdez: Richardson Highway: MP 8.5 Trailhead Parking	2,4				175.0		
82	Dalton Highway: MP 165-Cathedral Lakes Overlook	2,4				25.0		
83	Skagway River Bridge Widening	4				301.0		
84	Lake Shore Drive Bike Trail/Lion's Park-Coastal Trail	2,4				1,200.0		
85	Ouzinkie: Trails Rehabilitation	2,3,4				50.0		
86	Juneau: North Douglas Highway-Fish Creek to False Outer Point Bike Path	2,4				200.0	1,300.0	
87	Atmautluak: North Boardwalk Repair	2,3,4				125.0	375.0	
88	Wrangell: Scenic Turnout Back Channel	2,4				50.0		
89	AMHS Shipboard Visitor Information Kiosks	2,4				220.0		
90	Dalton Highway: MP 57-Yukon Crossing Intermodal Facility	2,4				75.0	425.0	
91	Fairbanks: Steamship Nenana Renovation	2,4				20.0		
92	Nenana: Bike Trail Construction	2,4				20.0		
93	Fairbanks: South Cushman Enhancements	2,4				75.0	700.0	
94	Dalton Highway: Deadhorse Wayside	2,4				150.0		
95	Valdez: Crooked Creek Fish Viewing	2,4				65.0		
96	Investigation	2,4				250.0		
97	King Cove: Pathway Construction	2,3,4				40.0	210.0	
98	Fairbanks: College Road Bike Path Rehabilitation	2,4				150.0	950.0	
99	Dillingham: Wood River Bikepath	2,3,4				100.0	50.0	350.0
100	Wrangell: Airport Loop Pedestrian Path	2,4				120.0	680.0	
101	Ketchikan: North Tongass Bicycle/Pedestrian Trail Facility	2,3,4				160.0	940.0	
102	Delta Junction: Sullivan Roadhouse	2,4				150.0		
	Program Total		**18,927.1**	**14,970.4**	**14,653.5**	**18,075.0**	**9,920.0**	**350.0**
	CTP & TRAAK Combined AMATS Discretionary Program Allocation		**22,366.8**	**13,004.0**	**16,810.0**	**7,425.0**	**17,110.0**	**21,355.0**

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/05

This ranked list of transportation and facility projects was prepared by the Division of Statewide Planning, Alaska Department of Transportation and Public Facilities. Additional copies of this document or further information about the process of nominating and rating projects for this list can be obtained by calling or writing this office. To receive further information or to send us your comments about this document please contact us:

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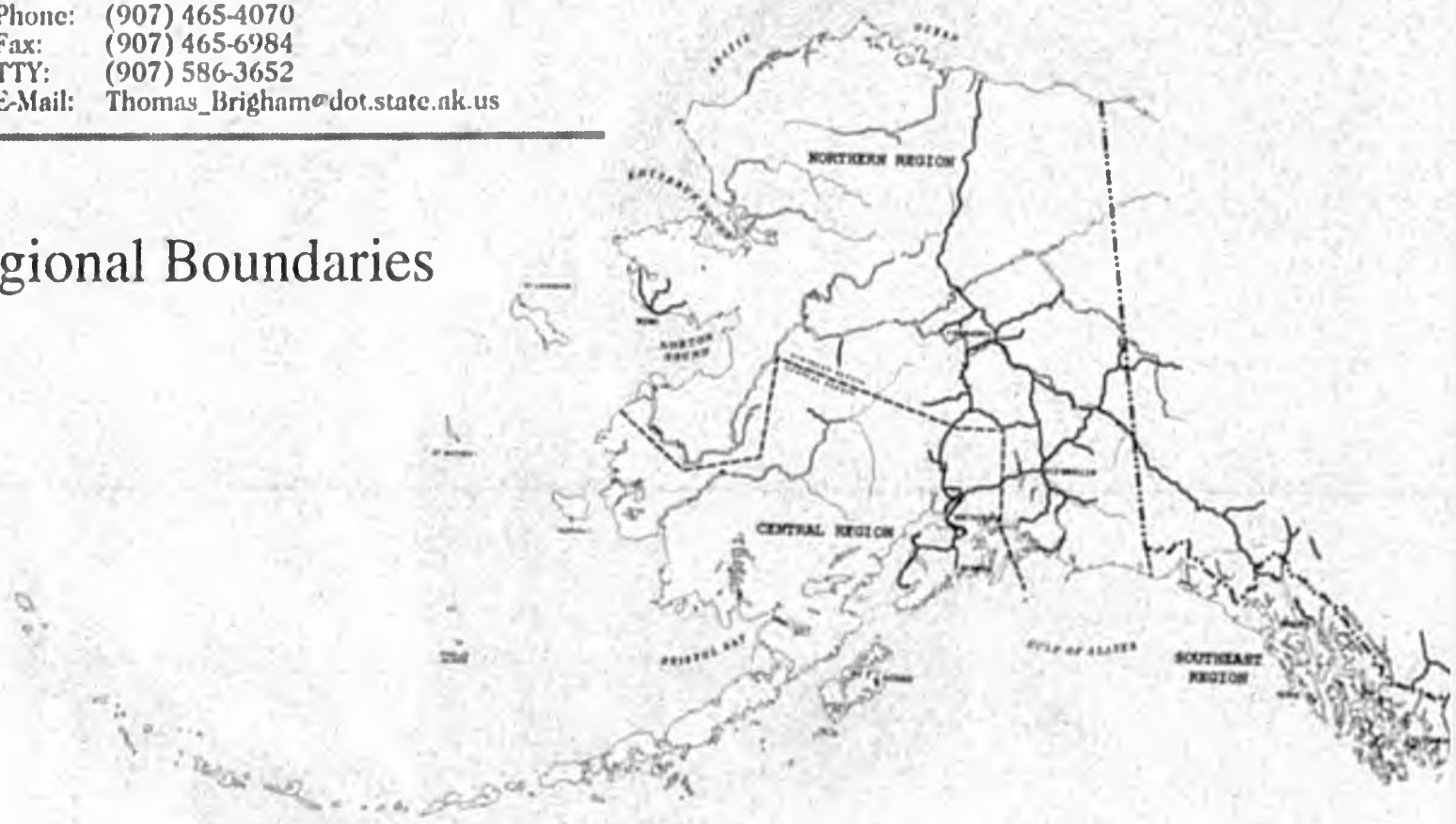
Regional Boundaries



FERRY

PRO-
POSALS

Lynn Canal Ferry Project

Improving Juneau's Access

Complementing
the
Alaska Marine Highway

Goldbelt

JANUARY 1996

POSITION PAPER

ISSUE

Lynn Canal ferry operations

CONDITIONS

It is widely recognized that current transportation service is limited in the Lynn Canal Corridor and that expanded service would result in significant social and economic benefits.

OPPORTUNITIES

Goldbelt, Inc. is actively researching transportation, tourism, and infrastructure development opportunities in the Lynn Canal Corridor and throughout the region. Goldbelt, Inc. has identified private sector opportunities which, if pursued, will increase transportation service in Lynn Canal.

POSITION

Goldbelt, Inc. is in a unique position to participate in private sector ferry operations in the Lynn Canal Corridor. This participation could greatly increase transportation service in Lynn Canal and provide substantial benefits to the State, Goldbelt, Inc., local communities, and the region.

KEY POINTS

- Additional transportation service is needed in Lynn Canal.
- Ferry operations will continue to play a vital role in the solution of the Juneau Access issue.
- Lynn Canal Corridor represents an area with sufficient ferry traffic volume (demand) to warrant private sector participation.
- Private sector operations do not have the same constraints as State operations.
- Private sector ferry operations can be efficient and cost effective.
- The private sector can greatly assist in providing the critical transportation required in Lynn Canal.

GOLDBELT, INC. EFFORT TO DATE

Goldbelt, Inc. has a clearly defined mission, with specific investment and development goals and objectives.

Goldbelt, Inc. has

- Committed to marine infrastructure development in Echo Cove with the objective of enhancing marine transportation service in Lynn Canal.
- Invested in the construction and operation of high speed vessels which will be in service in Southeast Alaska this year.
- Initiated feasibility analysis of specific private sector ferry operations in Lynn Canal.

BENEFITS

Goldbelt, Inc. has concluded that there is a wide range of benefits associated with infrastructure development in Echo Cove and private sector participation in Lynn Canal ferry operations.

- Participation by the private sector will increase total available capacity.
- Increased capacity to meet demand will encourage use of marine transportation services and result in an increase of associated benefits.
- Private sector capacity deployed in Lynn Canal would free up State ferries to serve other areas of high demand.
- Increased capacity in Lynn Canal would greatly enhance access to the State Capital.
- Increased capacity and additional service alternatives will lead to private sector competition, heightened efficiency, and further economic growth.
- With private sector participation, the above benefits can be attained without an increase in the State maintenance and operating budget.

A PUBLIC / PRIVATE "PARTNERSHIP"

Goldbelt, Inc. is continuing to analyze specific conditions and opportunities related to private sector participation in Lynn Canal ferry service.

In all cases Goldbelt, Inc. desires to work in a partnership with the State of Alaska to effectively address the Juneau Access issue and the need for expanded transportation service in Lynn Canal.

WHAT'S NEXT?

Goldbelt, Inc. would like to determine the State's position regarding private sector participation in Lynn Canal ferry service and how such participation could be integrated with the current goals and objectives of the State.

Goldbelt, Inc. encourages the state to issue a request for proposals (RFP) to determine the level of interest and solicit private sector participation in Lynn Canal ferry operations.

This RFP should address the following elements:

- **New service which is supplemental to current State service.**
- **Phased implementation of expanded private sector service.**
- **A terminal location in Echo Cove.**
- **Service alternatives and strategies for the M/V Malaspina.**

Please Contact: **Joseph M. Beedle, President and CEO**
Goldbelt, Inc.
9097 Glacier Highway, Suite 200
(907) 790-4990

EXHIBITS

STATE OF ALASKA

TONY KNOWLES, GOVERNOR

6860 GLACIER HIGHWAY
JUNEAU, ALASKA 99801-7999
PHONE: (907) 465-4428
TEXT: (907) 465-4647
FAX: (907) 465-2030

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PRECONSTRUCTION ENGINEER/*SOUTHEAST REGION*

Goldbelt, Inc.

JUL 19 1995

RECEIVED

July 18, 1995

Mr. Joseph M. Beedle
President and CEO
Goldbelt, Inc.
9097 Glacier Highway, Suite 200
Juneau, Alaska 99801

Dear Mr. Beedle:

Thank you for stopping by so we could discuss your Echo Bay development project. I hope that we were able to help you with this endeavor.

The department is looking for innovative ways to fund and maintain roadways and facilities. The proposal Goldbelt made to Commissioner Perkins earlier this summer concerning Northern Lynn Canal ferry service is intriguing. A variation of your plan may help us with constructing the Juneau Access project. An un-subsidized, reliable marine service providing public sector jobs for public transportation in Alaska is innovative and would certainly be viewed as another attractive benefit of constructing a roadway.

As you know, the department cannot commit a guarantee or obligation to Goldbelt to study or provide this service if the roadway is constructed. However, since Goldbelt has already performed extensive studies to determine the viability of providing ferry service, I thought we might become partners in developing ideas and possible scenarios; such as:

1) Providing private sector surface transportation from the Echo Bay area to Haines and Skagway as an interim service estimated to last two to five years.

2) The same service described above, from the Katzehin River area to Haines and Skagway, as an interim service estimated to last two to five years. The Echo Bay service would stop once the roadway and terminal at Katzehin were constructed.

3) Permanent service from either Skagway to Haines or Katzehin to Haines. Haines would not be accessible by road under the East Lynn Canal option.

Attached are the traffic volumes we anticipate with construction of the roadway, and consequently the volumes a shuttle service would be expected to accommodate. This information will be an appendix to the EIS document and is considered confidential at this time. Please do not copy the contents or make the information available for public consumption.

From the three scenarios listed and interfacing with the traffic forecast, we would welcome your detailed evaluation of what the private sector could provide for marine transportation with these routings. Details such as vessel size, configuration and scheduling along with fare structures, capital investments, etc. should be addressed.

If possible, we would like this information prior to October 1, 1995. The details will be incorporated into our economic modeling so the user costs can be evaluated accordingly.

Thanks Joe for your consideration in this matter.

Sincerely,

Patrick J. Kemp, P.E.
Preconstruction Engineer

cc: William F. Ballard, Regional Environmental Coordinator
Mike McKinnon, Chief of Planning
Jonathan Scribner, Southeast Regional Director

PJK/jln

Goldbelt
9097 Glacier Hwy, Suite 200, Juneau, Alaska 99801 (907) 790-4990 Fax (907) 790-4999

August 17, 1995

Pat Kemp, Preconstruction Engineer
Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801

Dear Mr. Kemp:

Thank you very much for your letter of July 18, 1995, regarding innovative alternatives to addressing the transportation needs of the Lynn Canal Corridor.

As you know, Goldbelt, Incorporated is very interested in private sector participation in this area and has engaged in significant preliminary analysis of the issue. Our conclusion is that private sector participation in Lynn Canal ferry operations is a viable expansion alternative with positive social and economic benefits to the State of Alaska, traveling public and Goldbelt.

Goldbelt, Inc. welcomes your invitation to "partner" ideas and possible scenarios with the goal of enhancing transportation service in the Lynn Canal Corridor and improving Juneau Access. The term "partner" implies a sharing of costs and benefits to achieve a desired outcome that is mutually advantageous to the parties concerned. In this case, Goldbelt, Inc. firmly believes that solutions forged in a public-private partnership will achieve the most desirable results for all effected parties.

ASSUMPTIONS

Given your correspondence, and for the purpose of discussion, Goldbelt, Inc. assumes the following:

- Utilizing public funds, a hard link (road) will be phase constructed north out of Juneau, along the east side of Lynn Canal and will be maintained throughout the year.
- Initial phase construction will extend the existing road system to Echo Cove; subsequent construction will proceed to the Ketzehin River (and beyond).
- During phase construction and thereafter, ferry service will remain an integral part of the enhanced transportation system.
- Private sector ferry service supplemental to existing state ferry service is necessary and desired by the state.
- Initially, private sector ferry service would connect the extended Juneau road system with the communities of Haines and Skagway.

- Private sector ferry service in Lynn Canal will increase the total ferry capacity throughout the Southeast region and allow the state to re-deploy certain vessels to critical areas of high demand.

- Transition from public to private ferry service will be carried out (over time) in phases to ensure maximum service to the public with minimum disruptions.

Given the above assumptions, Goldbelt, Inc. would consider the following contributions to a public-private transportation partnership within the Lynn Canal Corridor:

- Waterfront property in Echo Cove for terminal and docking facilities, staging areas and multi-use uplands development.

- Capital construction funds for purpose-built "state of the art" high efficiency ferry vessel(s).

- Assistance with capital construction funding for terminal, docks and upland facilities.

- Assumption of maintenance and operating costs of ferry vessel(s).

- Assumption of management and control of ferry vessel(s).

- Assumption of maintenance and operating costs of terminal facilities in Echo Cove.

- Assumption of maintenance and operating costs resulting from increased traffic and terminal activity in Haines and Skagway.

- Assumption of management and control of terminal operations in Echo Cove.

- Assumption of management and control of increased traffic and terminal activity in Haines and Skagway.

- Development and operation of inter-modal link services (i.e. shuttle service between terminals and key transportation centers) to support the transportation enhancement project.

- Commitment to optimum operating schedules which maximize service to the public, minimize cost and maximize operating revenues.

- Commitment to a reasonable and stable tariff structure.

- Assistance with system reservation and marketing activities.

STATE/FEDERAL PARTICIPATION

Given the above, Goldbelt, Inc. would desire the following types of state/federal participation:

- Assistance with capital construction funding of docks, terminals and upland facilities.
- Reconfiguration and modification of existing shore facilities (Haines and Skagway) as necessary to accommodate new, high efficiency ferry vessel(s).

- Commitment to modify existing state (ferry) service (routing and scheduling) to achieve maximum utilization of both state and Goldbelt, Inc. ferry vessels.

- Assistance with promotion of the enhanced multi-modal service in Lynn Canal Corridor.

SUMMARY AND CONCLUSIONS

Existing transportation service in Lynn Canal is insufficient to meet current and anticipated demand. The state is conducting extensive studies in this area and has expressed an interest in investigating innovative alternatives emanating from a public-private partnership.

The state can make substantial public contributions to such public-private partnerships as long as a fair and competitive process is followed. As part of this public process, it is anticipated that a general solicitation of all interested private parties will take place; Goldbelt, Inc. looks forward to this with great interest.

It appears that at present, the state is interested in an informal exchange of data and ideas which will not compromise and future competitive process. Regarding your request that Goldbelt, Inc. evaluate the information which was provided with your letter, we understand that a consultant firm has been working on the same scenarios which you have outlined. In order for Goldbelt, Inc. to best assist the state, we would appreciate a copy of that analysis along with the most current draft of the Juneau Access project's EIS at your earliest convenience.

We are certain that you are aware that achieving the proper blend or balance of system variables (such as vessel size, speed, routing, capital costs and type of vessel service) is the key to the development of a cost effective marine system. Goldbelt, Inc. has been considering various combinations of these variables (in order to maximize system viability) and will incorporate the routing and traffic data that you provided into our analysis.

Goldbelt, Inc. wishes to be of assistance to the State of Alaska. Goldbelt, Inc. possesses a wide range of resources and is in a unique position to make a substantial contribution toward addressing the challenges of improving Juneau Access and enhancing transportation in the Lynn Canal Corridor.

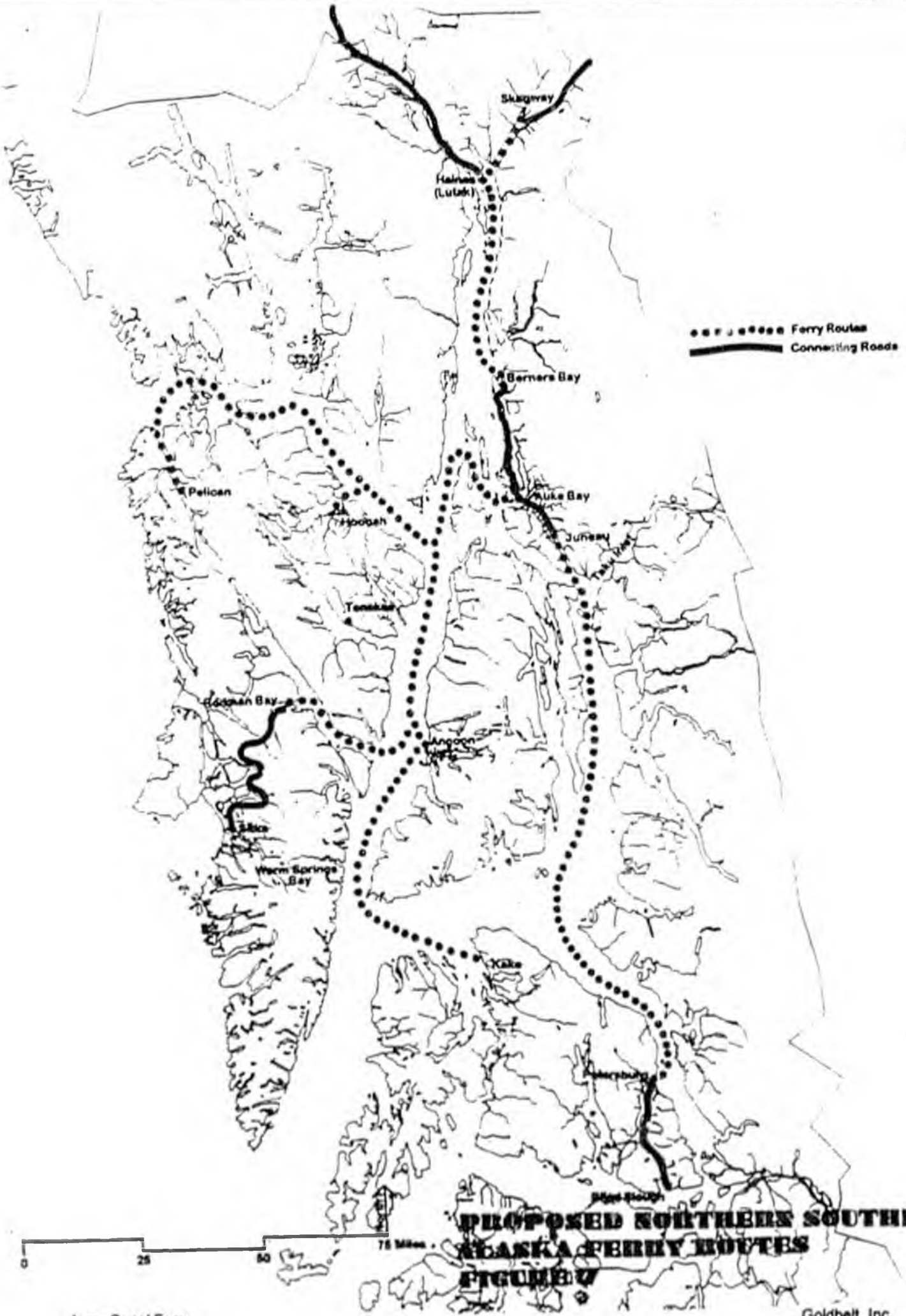
We look forward to hearing from you soon.

Sincerely,

GOLDBELT, INCORPORATED

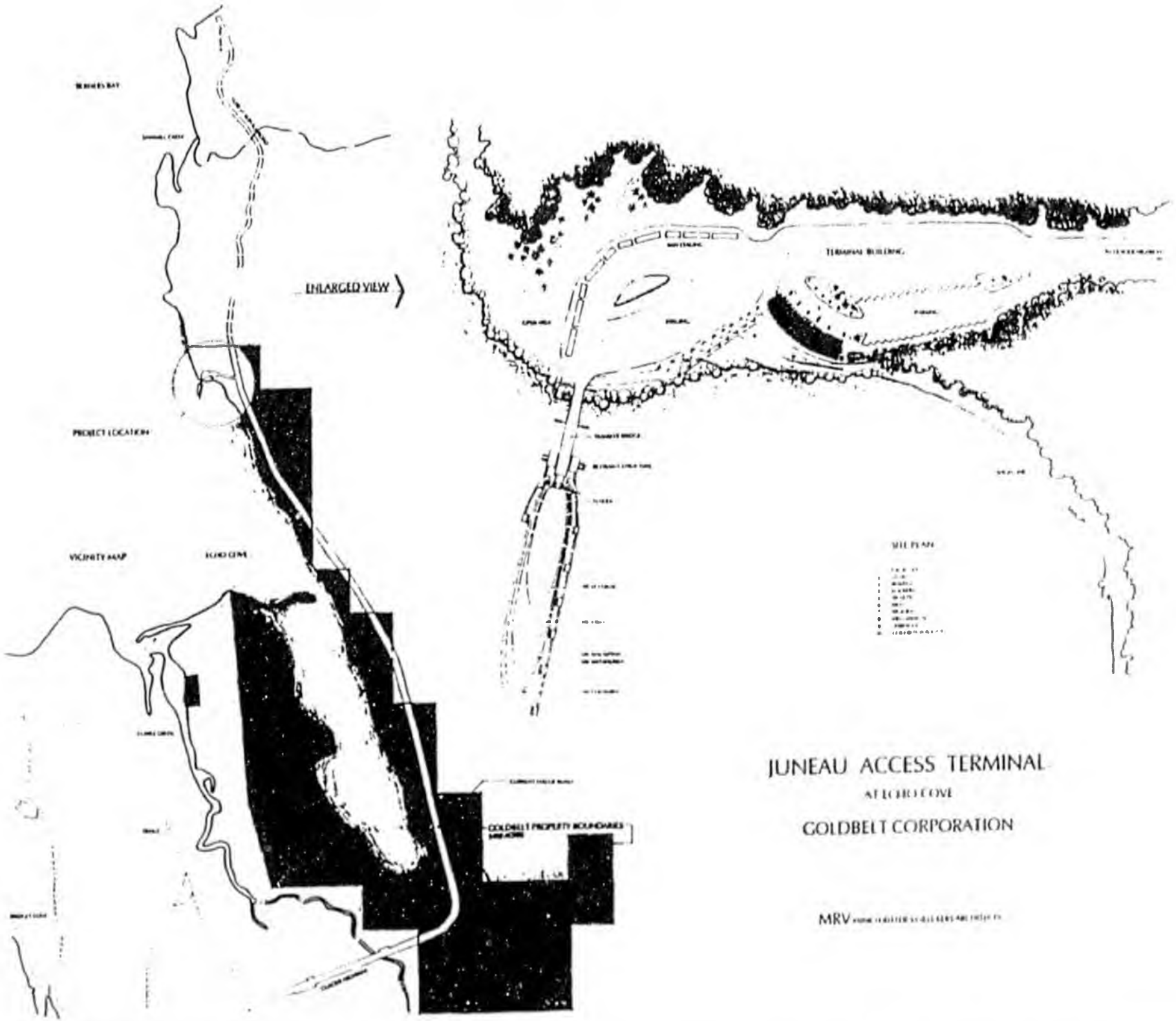
Joseph M. Beedle
President and Chief Executive Officer

cc: Board of Directors

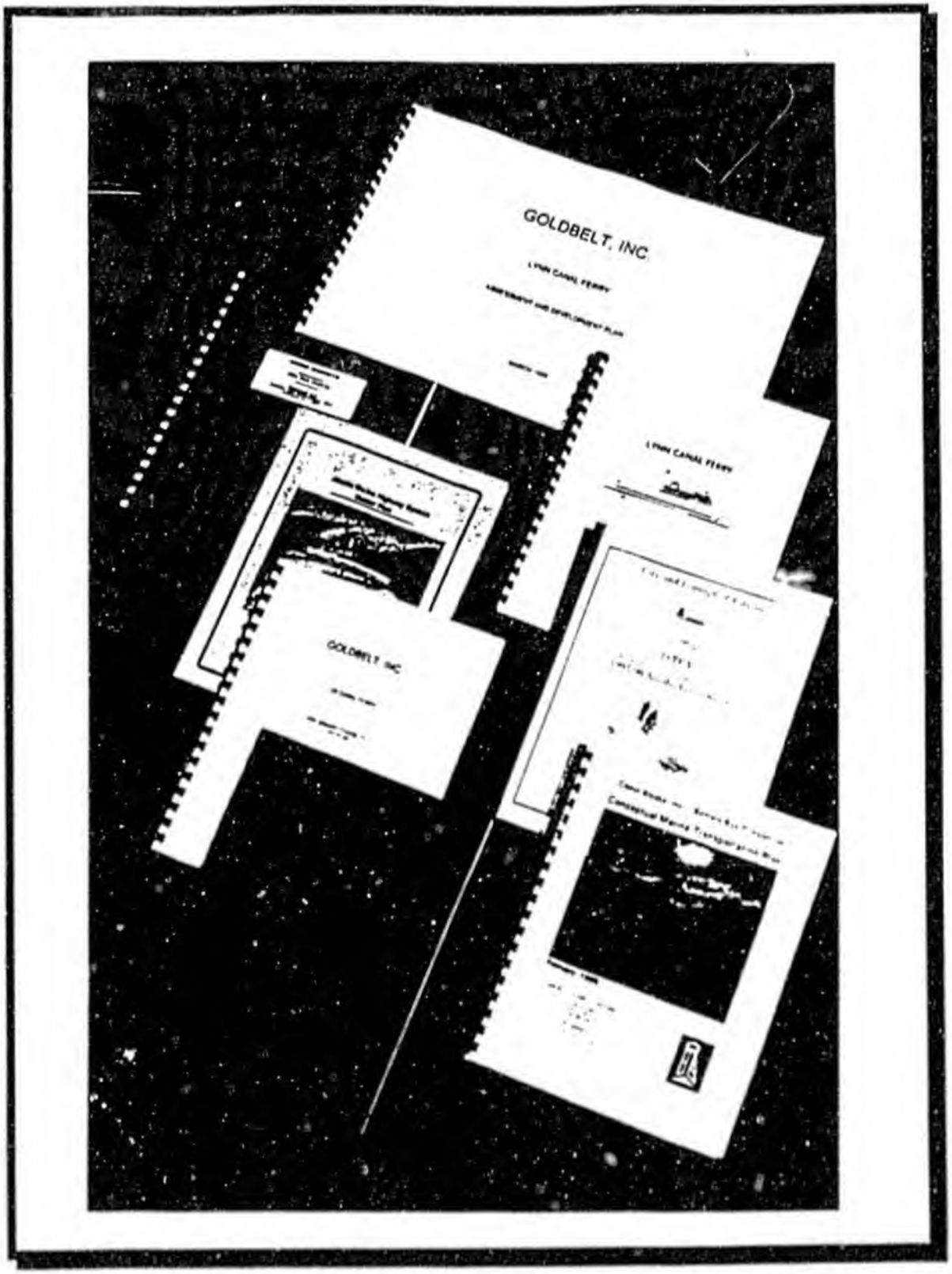


PROPOSED NORTHERN SOUTHEAST ALASKA FERRY ROUTES

FIGURE 7

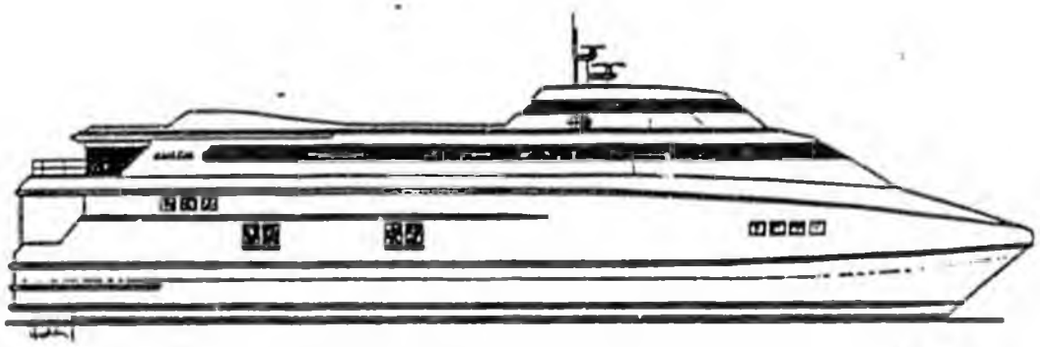

ENLARGED VIEW
PROJECT LOCATION
VICINITY MAP
TERMINAL BUILDING
SITE PLAN
JUNEAU ACCESS TERMINAL
AT ECHO COVE
GOLDBELT CORPORATION
MRV

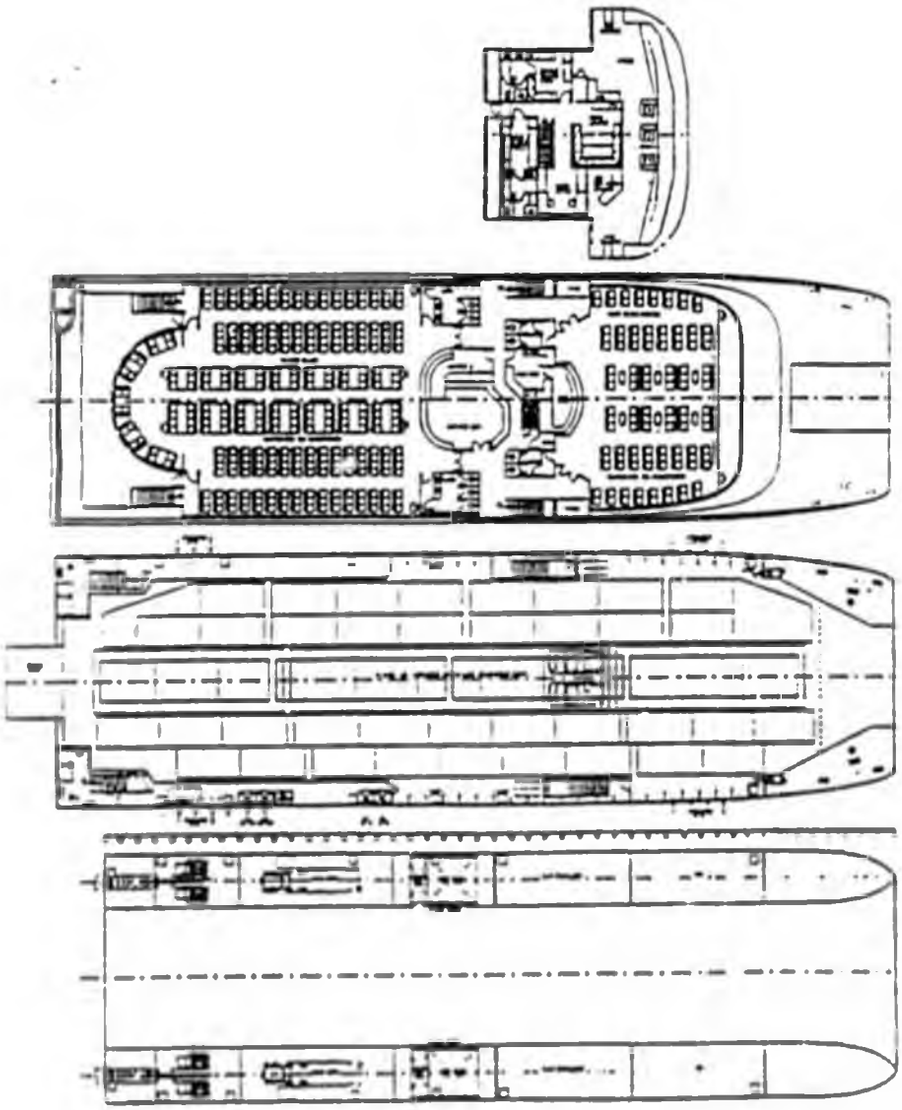
Goldbelt, Inc. is analyzing...



Conditions and opportunities in the Lynn Canal Corridor.

AUSTAL AUTO EXPRESS 59





Austal Auto Express 59	
Length overall	59.9m
Length waterline	50.9m
Beam	17.5m
Depth moulded	5.5m
Draught (approx)	2.0m
Deadweight (approx)	180 tonnes
Fuel capacity	20,000 litres
Fresh water capacity	2,000 litres
Passengers	
· First class	116
· Tourist	334
· Total	450
Crew	13
Vehicles	96 cars or 46 cars + 4 coaches
Maximum speed	37 knots
Main engines	2 x MTU 20V 1163 6,500 kW

Joe Beedle

Transportation Needs and Priorities in Alaska

Alaska Department of Transportation and Public Facilities
November, 1995

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
3	Marine Highway		M/V LeConte Auxiliary/Main Repower	Replace the main engines, auxiliaries, switchboard, engineers control station and electrical distribution.	3,135,000
3	Marine Highway		M/V Malaspina DayBoat Conversion	Preliminary engineering and construction for modifications to all spaces on the cabin deck, boat deck, and navigation deck. Install NVIC-required sprinkler system, smoke detection and fire alarm system and fire door indicator system. Replace various deck machineries and navigation equipment.	32,315,000
3	Marine Highway		M/V Malaspina Main Dock and Abxiliary Systems	Replacement of the main propulsion train (engines, reduction gears, shafting, bearings, propellers, control and alarm system, new engineer operating station, bridge and bridge wing control consoles, new related piping systems and ancillary equipment structural fire protection self-closing doors to machinery spaces). Includes bow thruster refurbishment, replacement of main deck steel and shell plate and elevator refurbishment.	12,500,000
3	Marine Highway		M/V Malaspina NVIC and Door Modifications	Safety of Life at Sea (SOLAS)-required lifesaving equipment, new vehicle loading doors and monitoring equipment, NVIC (Navigation and Vessel Inspection Circular)-required main deck vent system modifications, structural fire protection, galley exhaust fire extinguishing system and self-contained emergency lighting.	4,345,000
3	Marine Highway		M/V Tustumena Car Elevator Overhaul	Major overhaul of the car elevator and cargo handling equipment.	1,500,000
3	Marine Highway		M/V Tustumena Navigation Equipment and Electronics	Replace the bridge electronics and navigation equipment.	2,500,000
3	Marine Highway		Passenger Accomodation Upgrade	Upgrade the staterooms on the AMHS vessels.	6,000,000
3	Marine Highway		Shoreside Facilities Condition Survey and Master Plan	Provide a reconnaissance report outlining the work required to extend the usefulness of the shoreside facilities through the next 20 years.	800,000
3	Parks Highway		MP 52-58 Rehabilitation	Relocate utilities, acquire right-of-way and rehabilitate from MP 52-57 (Big Lake Road to Houston), widen the highway shoulders, resurface the highway, and make minor safety and geometric improvements. Construct a grade-separated railroad crossing at MP 56.5. Rehabilitate the bridge over the Little Susitna River.	7,500,000
3	Parks Highway		MP 58-66 Rehabilitation	Rehabilitate from Houston to MP 66.5 (just south of White's Crossing). Widen the highway to 40 feet and resurface the highway. Includes minor geometric and safety improvements.	11,750,000

TE: Transportation Enhancements

DATE: 11/14/95

AMHS Fast Passenger Vehicle Ferry Optimization Study

Draft Report
August 1995

Submitted to H.W. Lochner, Inc.
by

ART ANDERSON ASSOCIATES
65 Marion St. • Suite 306 • Seattle, WA 98104
Phone (206) 622-6221 • Fax (206) 622-1429

AMHS Fast Passenger Vehicle Ferry Optimization Study

Route speed requirements for the three service areas were optimized through an analysis of block times and schedules. Speed requirements for the Lynn Canal and Prince of Wales Island service areas were found to be the same at 35 knots. In the Prince William Sound service area a lesser speed of 24 knots is optimal. Thus the vessel should have the flexibility and capability to provide both service speeds as demanded by the route conditions. The specific results of the analysis were found to be the following:

- If the Lynn Canal southern terminal is at Auke Bay, either excessively high speeds above 40 knots are required of the fast ferry to maintain two round trips within a 12 hour day, or the work day needs to be extended to 13 hours at a more reasonable 35 knot service speed, requiring additional manning.
- If the southern terminal is at Auke Bay, the work day for the M/V Malaspina, making one round trip as a day boat, will be 13.5, requiring additional manning over that required for a twelve hour work day.
- If the Lynn Canal southern terminal is at Sawmill Creek, the M/V Malaspina could complete one round trip within a 10 hour work day with improved port turn-around efficiencies.
- If the southern terminal is at Sawmill Creek, a 35 knot service speed for the fast passenger vehicle ferry will allow 2 round trips per day, with comfortable port turn-around times, within a 12 hour work day.
- Ketchikan, Hollis, and Metlakatla are adequately served by one round trip a day. A 35 knot service speed allows for an 8 hour day - saving man-hours while providing comfortable port turn-around times.
- Round trips to Hyder and Stuart, B.C. are possible within a 12 hour work day at a speed of 35 knots.
- In the winter, Cordova and Valdez are adequately served by one round trip a day. A 24 knot service speed allows for an 8 hour work day, saving man-hours.
- In the spring/summer seasons, a 35 knot service speed opens up the possibility of a new circuitous trip in 12 hours from Cordova serving Valdez and Whittier, including a 1 hour tour of the Columbia Glacier for the benefit of the tourist ridership. The direction of the circuit would alternate daily.
- In all the service areas the fast ferry provides round trips at regular, non-fluctuating, and convenient departure times for passengers. For the crews it provides a daily home base and regular working hours. For the vessels it will mean that overnight accommodations for the complete crew will not be required.

Clearly, in Lynn Canal, there is an advantage in service efficiency in shortening the route by moving the southern Juneau terminal to Sawmill Creek. However there are a great many uncertainties associated with such a move, and therefor, the examination of that option is for comparison purposes only.

An in-depth analysis of current state-of-the-art hull forms in service worldwide points to the wavepiercing catamaran hull form as being most optimum for AMHS service in the three service areas. The reasons are:

- From an operation stand point, the wavepiercer is the most economical fast passenger car ferry hull form in the world today.
- Seakeeping characteristics, in company with an active ride control system, are capable of providing 100% service reliability in the spring and summer months of operation in Lynn Canal.
- In winter in Prince William Sound, 100% service reliability is obtainable due to the relatively protected waters, and the good seakeeping capabilities of the ride control system equipped wavepiercer.
- On no routes within the seasons and service areas defined are exposure times to rough seas of sufficient duration, such that significant numbers of passengers will experience motion sickness.

Considering terminal modifications required to accept fast passenger vehicle ferries (and attempting to keep these to a minimum while retaining accommodation for the current fleet), the inherent flexibility in designing the loading facilities on wavepiercers is considered a definitive advantage of the hull form.

Examination of the various terminals encompassed by the three regional service areas pointed to the need to re-assess the future of the M/V Bartlett in Prince William Sound, implementation of planned terminal renovations, and procurement of a second wavepiercer fully compatible with the wavepiercer working Lynn Canal (thus reducing the number of loading doors on both from five to three). It is uncertain that Sawmill Creek can be used as a ferry terminal without a man-made breakwater.

Future use of the M/V Malaspina in year around day boat shuttle service on Lynn Canal was examined both from a southern terminus at Auke Bay and from Sawmill Creek. This type of service is necessary to successful implementation of the fast ferry whose deadweight limitations restrict the number of vehicles over 12 tonnes that can be carried. The M/V Malaspina would be depended upon to carry the vast majority of such heavy vehicles, with reduced crew (down from 50 to less than 33), providing shuttle service between the southern terminus and Skagway with a stop at Haines. Where speed is important, the wavepiercer will carry the majority of the traffic, and the M/V Malaspina will carry the larger heavier trucks. Nonetheless, the wavepiercer will be capable of carrying road limit vehicles with respect to weight, as required in service in the Prince of Wales Island and Prince William Sound service areas.

The financial analysis pointed out the capital cost benefits of retaining the Juneau southern terminus in upgraded facilities at Auke Bay. On the other hand, it also pointed out the significant long term operational economies in establishing the southern terminus in Berners Bay at Sawmill Creek.

Considering all of these requirements, a preliminary specification was developed for a future procurement through a competitive design and build process for the AMHS for:

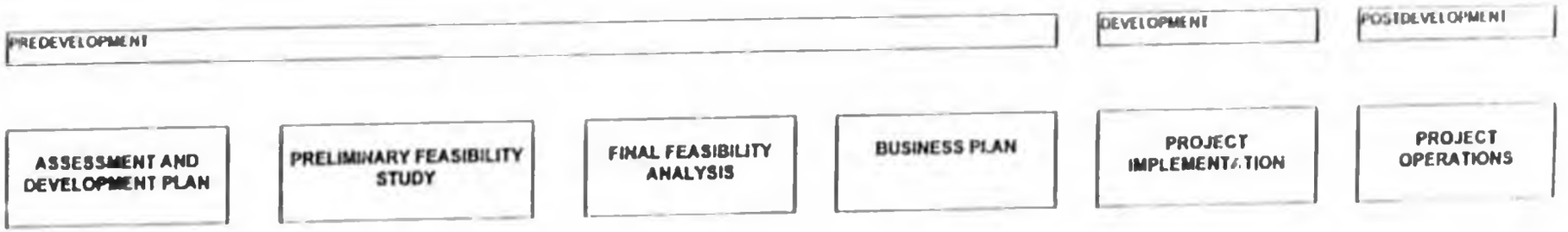
> *An 80 vehicle aluminum hull, wavepiercing catamaran hull form ferry, powered by four diesels, each driving a steerable and reversible waterjet. The vessel will be capable of sustaining 35 knots on four engines, and 24 knots on two engines. This will provide the capability of efficient operation on Prince William Sound routes where 24 knots will suffice, while retaining the capability of 35 knots in order to provide two daily round trips in Lynn Canal, and one round trip in an 8 hour work day on the Prince of Wales Island routes.*

Thus it is envisaged that in or around the year 2005, a Lynn Canal shuttle service be in place that includes one daily run by the M/V Malaspina configured as a day boat, and two by the fast passenger vehicle ferry, with a total capacity of 160 vehicles per day under 12 tonnes on the wavepiercer and the larger vehicles on the slower M/V Malaspina. All of this shuttle service will, of course, be in addition to the regularly scheduled mainline service carrying the traffic that boarded south of Juneau for continuing travel north.

One final point to be made, is to point out the public appeal of the sleek, futuristic, high-tech, and aesthetic styling of the wavepiercer hull form over all others, and the interest by the public in its wave piercing action underway. In every market it has entered worldwide, wavepiercers have created excitement, and have upgraded the image of their operators. Simply put, these vessels excite the public. This fact is deemed to be of importance to the AMHS in building a public image which is seen as being responsive to public needs by providing not only the slower monohull service, but also fast, efficient, and convenient ferry service as well.

PHASES OF DEVELOPMENT

THE STAGES OF DEVELOPMENT CAN BE BROKEN DOWN INTO PHASES



WITH SPECIFIC OBJECTIVES

- DEFINE PROJECT GOALS & OBJECTIVES
- DEFINE SCOPE OF PROJECT
- DEFINE AN IMPLEMENTATION PATH

- REFINE GOALS & OBJECTIVES
- REVIEW EXISTING CONDITIONS
- REVIEW POTENTIAL OPPORTUNITIES
- DEFINE VIABLE ALTERNATIVES
- IDENTIFY PRELIMINARY COSTS AND BENEFITS

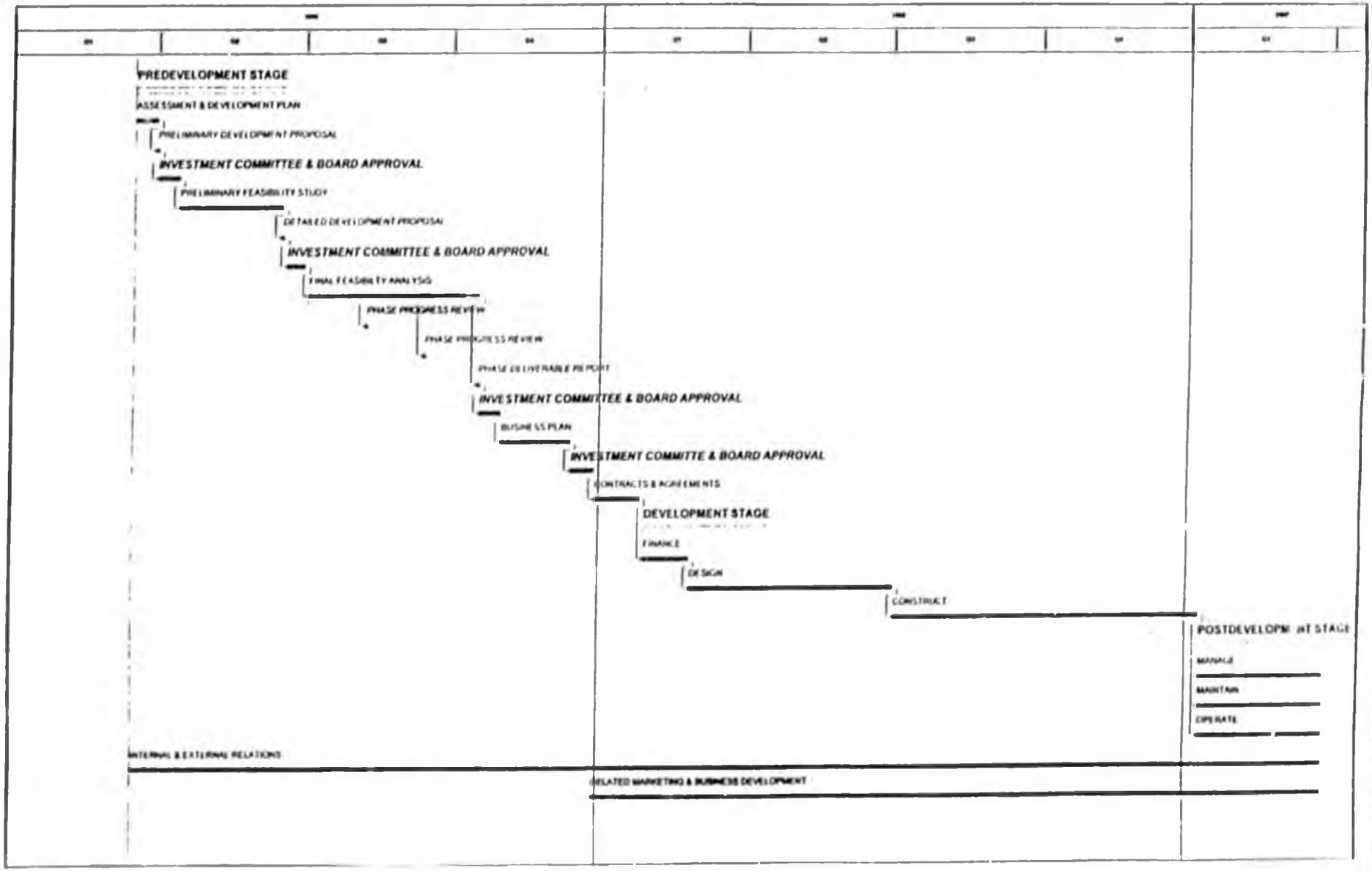
- REFINE GOALS AND OBJECTIVES
- DEFINE PREFERRED ALTERNATIVE
- DEFINE CONCEPTUAL DESIGN
- DEFINE COSTS & BENEFITS
- DETERMINE VIABILITY
- DEFINE A PRELIMINARY DEVELOPMENT STAGE STRATEGY

- REFINE GOALS & OBJECTIVES
- DEFINE FINANCIAL REQUIREMENTS & ARRANGEMENTS
- DEFINE ASSOCIATED PARTNERSHIPS & AGREEMENTS
- DEVELOP MARKETING PLAN
- DEFINE A DETAILED DEVELOPMENT STAGE STRATEGY

- MANAGE PROJECT
- FINANCE PROJECT
- PROJECT DESIGN
- PROJECT CONSTRUCTION AND ACQUISITION

- MANAGE OPERATIONS
- MAINTAIN OPERATIONS
- MONITOR OPERATIONS
- ACHIEVE GOLDBELT INC GOALS AND OBJECTIVES

RELATIONSHIP OF STAGES and PHASES *



Lynn Canal Ferry
Assessment and Development Plan Gantt Chart

RESOLUTION OF THE SOUTHEAST CONFERENCE URGING THE STATE OF ALASKA TO SUPPORT INCREASED PRIVATE FERRY DEVELOPMENT

WHEREAS, the State of Alaska has built and maintained a ferry system that has provided major benefits to the people of Alaska, especially in Southeast Alaska; and

WHEREAS, the ferries constructed as part of that system are now nearly twenty years old and were designed for a different time when transportation needs were different from what they are today; and

WHEREAS, the existing state ferries are unlikely to be upgraded or replaced in a manner that will adequately meet all the contemporary or future needs of Alaskans; and

WHEREAS, available capacity in the state ferry system is insufficient to meet demand during peak periods and available service is infrequent and inconvenient during lo' r volume winter months; and

WHEREAS, there are a number of ferry routes, particularly in Lynn Canal, where traffic demand and economic conditions are such that private sector ferry operations could succeed; and

WHEREAS, participation by the private sector in Alaska ferry operations would increase total available transportation capacity, resulting in substantial social and economic benefits to local communities, the region and the state; and

WHEREAS, increased capacity in Lynn Canal would greatly enhance access to Alaska's capital city. In particular, there would be operational advantages to adding a new ferry terminal closer to the northern end of the Juneau road system; and

WHEREAS, private ferry operators could be more flexible than the State in the service they provide to the public;

NOW, THEREFORE, be it RESOLVED that the Southeast Conference recommends that the State of Alaska support the private development of ferry service within Southeast Alaska, particularly in Lynn Canal, through the following actions:

1) encouragement of private ferry development through the construction of state transportation links that would provide

access to public and private waterfront property;

2) solicitation of proposals through Requests for Proposals (RFP)s for ferry and terminal construction that seek private industry ideas on how to satisfy Southeast Alaskan transportation needs;

3) development of public/private partnerships that would, among other things, establish a fast passenger vehicle ferry shuttle service on Lynn Canal.

BE IT FURTHER RESOLVED, that this recommendation depends upon the satisfaction of the following conditions:

1) no unreasonable expenses are imposed on the State
2) enhanced service is not obtained through private monopoly.
3) the private entities involved are financially capable of providing adequate service.

Authenticated: _____

_____
Borne C. Miller
Executive Director

1891\resoluti\ferry.res

Goldbelt floats ferry plan

1/29/96

■ *But can a privately-operated fast ferry service co-exist with the Alaska Marine Highway System?*

By SVEND HOLST
THE JUNEAU EMPIRE

Running from a dock at Cascade Point about 40 miles north of Juneau, a high-speed ferry could get a passenger to Haines in less than an hour and a half. That same trip using state boats and the Auke Bay dock would take more than four hours.

Goldbelt Inc. is considering adding such a high-speed ferry to its spate of investments. Joe Beedle, president of Juneau's urban Native corporation, said Goldbelt can provide ferry service that is faster, more efficient and better than what is now offered by the Alaska Marine Highway System.

As envisioned, the ferry would run from Cascade Point, near Echo Cove, to Haines and Skagway seven to 21 times per week from May 1 to Sept. 30. Goldbelt's dock would be about 30 miles closer to Haines than the dock at Auke Bay, about 75 miles from Haines.

The make and model of ferry has not been decided, and the plan would take a couple of years, but Goldbelt's plan calls for a $20 million to $30 million catamaran that is 200 feet long and can carry 150 passengers along with 40 cars at speeds from 25 to 35 knots.

For the plan to work, however, Goldbelt needs some cooperation from the state.

Beedle said he is confident that if the state asked for bids on ferry service on Lynn Canal, the corporation could deliver a bid the state would have trouble competing with.

But for the fast ferry idea to work, the state would have to reduce its summertime service on northern Lynn Canal.

Goldbelt needs about 40 percent of the traffic to enter into the service, Beedle said. "It's foolish to compete with a non-profit."

Cary Hayden, director of the Alaska Marine Highway System, said he met with Beedle last year for about 30 minutes to talk about Goldbelt's idea.

He said his initial reaction was: The water is free. Goldbelt can set up a ferry service if they want. He said he hasn't thought too much about it since then.

For Hayden, any decision regarding the state service would have to be made by the public. That includes whether or not to drop ferry service during the summer to make Goldbelt's ferry plans work. He said there's more than the North Lynn Canal ferry runs to consider.

The ferry system, in 1994, carried 400,000 passengers and 139,000 vehicles at about 15 knots.

Drawing a sketch of a triangle, Hayden said the revenues, costs and service are interrelated. A change in one changes them all.

"All the communities in the Southeast are clamoring for more service," Hayden said. "If Goldbelt took over part of the state's business, service levels could drop through out the system to compensate."

On an annual basis, Lynn Canal ferries don't pay for themselves, he said, though they come close in the summer – "maybe always" – some other runs.

That corridor is helping maintain service somewhere else, he said. "We don't run any of the links independently. We're going to manage the system on a regional basis."

Also, he said, the state would have to adjust its schedule to cover the less profitable winter traffic on Lynn Canal when Goldbelt's proposed ferry would stop.

The state ferry system's first look at adding fast ferries to its fleet, Hayden said, came to the conclusion that it would cost too much, would be less comfortable and could wear out faster than operating boats.

"In the end, it comes down to how do people feel about access and are they willing to finance it," Hayden said.

State help would not be needed to construct a $2 million to $4 million terminal at Cascade Point, Beedle said, though Goldbelt could use some assistance.

The fast ferry, with a projected return of around 8 percent, is one of four legs supporting Goldbelt's plan to develop some of it's approximately 1,400 acres of land at Echo Cove.

Other than speed, another edge Goldbelt's ferry would have over state ferries would be that cars could be driven off and on without reservations or the wait.

Because the state ferries run long routes with several stops, Hayden said, the system needs to use reservations and have cars arrive two hours early during the summer and an hour before the boat leaves in the winter.

State ferries offer a service in the summer that Goldbelt would not replace.

Goldbelt's high-speed catamaran wouldn't carry cargo containers.

The eight-boat ferry system carried more than 98 million pounds of food, household items and other cargo in 1995, Hayden said.

One of the basic principles of the Alaska Marine Highway System is to provide the same kind of access a road would – for cars and trucks. Hayden said making room for cargo is obligatory since truckers pay gas taxes, and that money is used to support the ferry system.

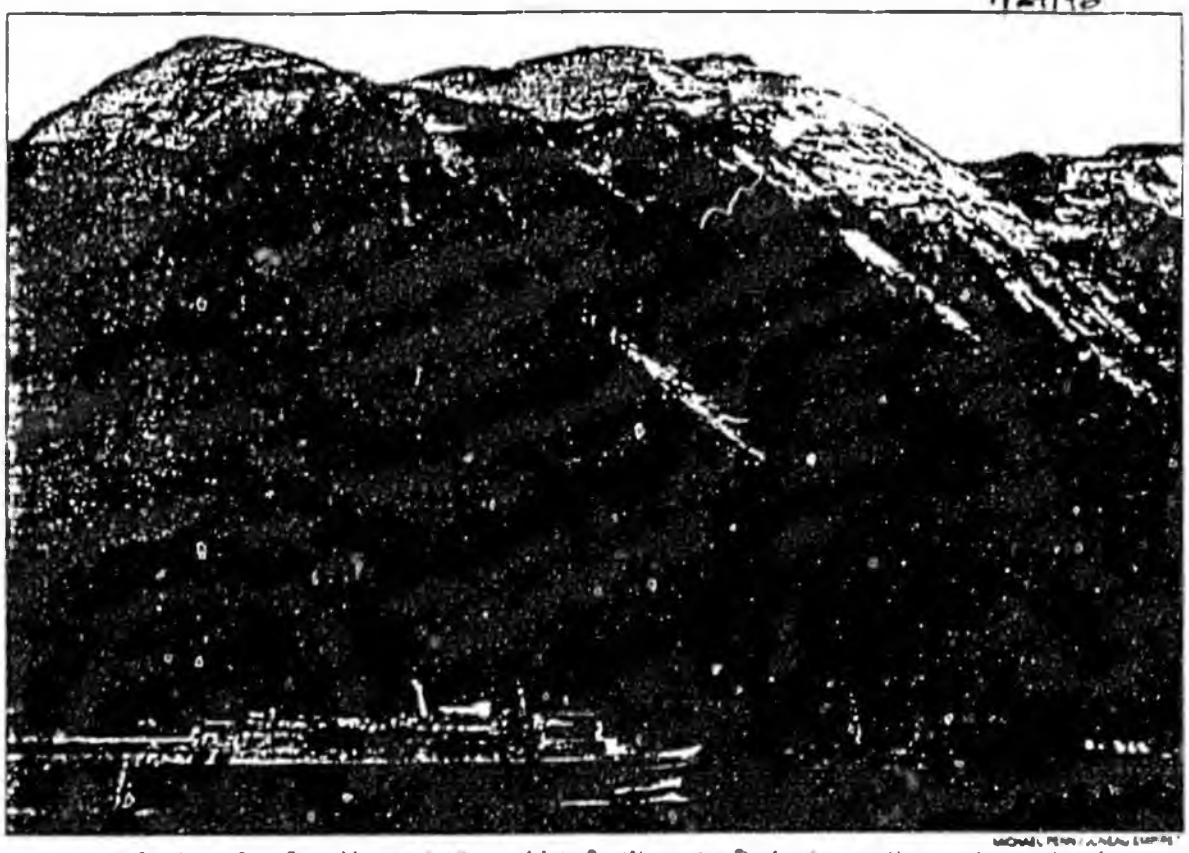
State Rep. Kim Elton, D-Juneau, said a lot of factors are in motion right now that could have an impact on the political reception to Goldbelt's plan.

A big consideration, he said, will be the effects replacing some state service with Goldbelt's ferry would have on the state system.

A good idea of what the possible impact will be may be seen if an attempt to replace a stretch of the Alaska Marine Highway system by a group of public agencies in and around Prince of Wales Island succeeds.

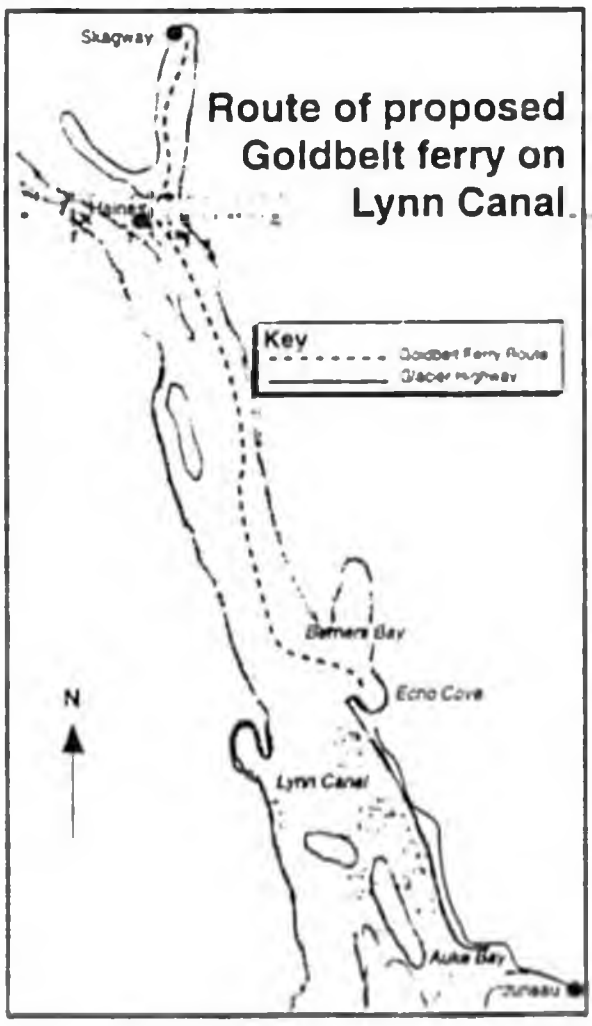
Cities in the area asked the Legislature last week to help them implement a plan that would set up a port authority – separate from the state – to provide dayservice ferries to Ketchikan, Hollis, Coffman Cove, Wrangell and Petersburg.

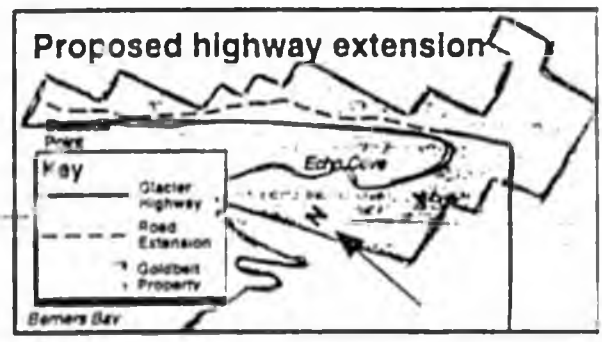
Please turn to Ferry, Page D4



MICHAEL PENN/JUNEAU EMPIRE

Shoving off: The Alaska State Ferry Matanuska pulls out of Auke Bay Wednesday. The ferry's trip to Haines will take at least four hours. Goldbelt spokesman Joe Beedle hopes a high-speed ferry planned by the Juneau Native urban corporation would get a passenger there in less than an hour and a half.





Ferry one of many ideas for developing Echo Cove

■ *Cultural camp, housing, tour boat docks and shuttle boats are part of the vision*

By SVEND HOLST
THE JUNEAU EMPIRE

A high speed ferry is just one of the development ideas Goldbelt Inc. is planning for its land at Echo Cove.

The end of Juneau's northern road is where Goldbelt's plans begin. The draft master plan calls for a 3½-mile dirt road extension to the Glacier Highway.

Once the road is in, development of the nearly 1,400-acre area would include a cultural camp on the southern side of Echo Cove, said Joe Beedle, president of Juneau's urban Native corporation.

As envisioned, the camp would be modeled after a traditional Tlingit village and would serve as a place for Native children to learn more about their history.

Plans for the northern coast of the cove, said Beedle, include a ramping area, housing for up to 100 people and a dock for tour boats, shuttle boats and the high-speed ferry. There would also be a facility where fishermen could offload fish and resupply.

The housing and shuttle boats planned for Echo Cove would be for miners at the Juneau mine. Currently, Coeur Alaska Inc. has not made up its mind about opening the mine which is across Berners Bay from the cove.

The bulk of the development would be at Cascade Point, near where Echo Cove intersects Berners Bay and along the coastline.

The total land to be developed, Beedle said, would cover less than 25 percent of Goldbelt's holdings in the area – about 80 acres.

Work on the road is already underway.

The U.S. Forest Service has been satisfied by Goldbelt that the studies needed to cut down trees in the right of way of the road have started. The Forest Service will start asking for public input on the idea in about two weeks, according to Doug Stockdale, a Forest Service spokesman.

The right of way goes through both Goldbelt's land and within the boundaries of the Tongass National Forest.

Along with the sale of right-of-way trees, Goldbelt plans to selectively harvest some trees from a 30- to 50-acre area out of sight of the future road to pay for the $1.5 million improved logging road, Beedle said. The timber is expected to sell for between $2 million and $4 million, he said.

To add to its holdings at Echo Cove, and to make its property contiguous, Goldbelt signed a land exchange agreement with the Forest Service in December. The swap, which calls for Goldbelt to buy and then trade private land within the Tongass, would add 265 acres to the corporation's land at Echo Cove.

Goldbelt is counting on the state to add onto the northern road over time, he said. The reason: More traffic coming through Goldbelt's property would add value to the development, Beedle said.

The elements of the proposed development – transportation, housing, tourism and fisheries – are meant to bring in enough money to meet Goldbelt's investment policy.

The corporation's board wants a 10 percent return on investments, Beedle said. He said he like of the planned developments will make the desired return by itself.

Not everyone is happy to hear about Goldbelt's ideas for Echo Cove, including Dana Owen, a spokesman for the Juneau group Friends of Berners Bay.

"Basically, we're not happy with development there," he said. "If Echo Cove gets a road, a ferry, housing and an influx of tourists, the recreation value the bay and the ecology of the whole area will suffer," he said.

Please turn to Goldbelt, Page D4

Ferry . . .

Continued from D1

burg.

Chairman of the Senate Transportation Committee, Sen. Steve Rieger, R-Anchorage, said he likes the idea of making the ferries more of a link between roads rather than transporting cars over a long distance. Privatization sounds interesting too, he said.

"If the private sector can do something, than that's something we should look at," he said.

In the other legislative chamber, Rep. Gary Davis, R-Kenai and chairman of the House Transportation Committee, is looking to the south to see what happens with the Prince of Wales authority.

They way they've worked it out, the new service, about two years away, would pay for itself and offer a more consistent service with more runs than that provided now by the state, according to Dennis Watson, the mayor of Craig.

The new service, Watson said, would cost about a third of what it costs the state to serve the area now.

Watson said the planned ferry system would be cheaper than the state's operation for several reasons. The main one, he said, is that day boats are a different class of vessel than the Aurora – the 250-passenger ferry the state now uses to service the area. Because they are day boats, the Prince of Wales ferries would not have quarters for the crew, and the crew would not operate under the same union contract state workers do.

The system would use two 195-foot ships at a cost of about $9 million each, Watson said. They would seat about 150 people and 30 vehicles.

Watson and Beedle said the state's contract with the unions representing ferry crews is one of the reasons the state has to subsidize the ferry system to the level it does. Under both of their plans, ferries would only run during the day and would carry less crew because they would only operate during the day.

About 40 percent of the ferry system's $70 million budget comes from the state's general fund. Revenues, from fares, covers the rest.

Bob Provost, regional director of the Inlandboatmen's Union of the Pacific, said he's met with Goldbelt to discuss the idea of a high-speed ferry. His union represents between 500 and 600 unlicensed engineers, waiters and stewards depending on the season. He has no objections to having a different contract with Goldbelt.

He said the union's current contract with the state is fair given the requirements of the job. Ferry workers, he said, are paid well, but for good reason.

"You're taking these people away from their families and homes for, sometimes, two weeks at a time," he said.

There's another private ferry already running Lynn Canal.

Last summer was a bit of a disappointment for Bruce Gilbert, owner of Silver Eagle Transportation Inc. He ran a private, 65-foot ferry from Haines to Echo Cove that carried up to eight cars and 30 passengers at under 20 knots.

"It wasn't a very profitable operation, but when you're just starting out sometimes it costs more than you think," he said. "I was hoping to help out locals but it's mostly tourists."

But competition using a more northern port will work when you have "30,000 land-locked people" separated by the rest of Alaska by a boat ride.

In other countries, such as Australia, Norway and Japan, fast ferries comprise the bulk of ferry fleets. Alaska, he said, is way behind.

George Davidson, a civil engineer, had Hayden's job five years ago under the administration of Gov. Steve Cowper.

After work sometimes, he used to juggle the ferry system's service levels with costs and revenues for fun. Once he tried to figure out where the ferry system could be privatized. He found three places.

One of the routes was in the Southcentral Alaska. One was the Prince of Wales area. One was between Juneau, Haines and Skagway in Lynn Canal.

He said Goldbelt's fast ferry has the advantages of more frequent trips, but people will have to drive farther to get to the ferry, and when they get there there may not be any room left, Davidson said.

If Goldbelt and the Alaska Marine Highway System can co-exist, Juneau and the rest of Southeast will be all the merrier, he said.

"I don't see the two going head-to-head as a negative," Davidson said. "It could well be that one could supplement the other."

Goldbelt . . .

Continued from D1

Some Goldbelt shareholders are also opposed to the plan, but it is uncertain how many. Concerns about the development were raised at meetings held by the corporation, but there does not seem to be an active, organized group of shareholders opposing the Echo Cove plan.

Lynn Canal Ferry Project

Improving Juneau's Access

Complementing
the
Alaska Marine Highway

1996

Goldbelt, Incorporated

Juneau's Urban Native Corporation
Legislative Transportation Committee
March 14, 1996

Lynn Canal Ferry Service
"Increased Service Through Private Sector Participation"
Robert Martin

Goldbelt's Focus/Vision

- Tlingit Culture (Tlingit = Tides People)
- Transportation/Tourism Investments
- Commitment to Vertical Integration
- Marketing
  - Travel Agencies, Economy of Scale
- Anchor Attractions
  - Glacier Bay, Tram, Tour/Ferry Boats
- Dedicated Capital ($50 million)
- 33,000 Acres Land, 2,800 Shareholders

AMHS History

- Original Mission *"Basic Transportation Services"*
- Alternative to Land Highways *"Hardlink"*
- 24 hr. Opts., *"Slow, Safe, Sure"*
- 4 Orig. Projection B/E, Self Supporting
- Year Round Passenger & Vehicle Service
- Floating Hotel for Employees/Necessity
- State Operating Subsidy: 40% ($30 million)
- Capital Funds Subsidy: State $4M, Fed $10M
- Limited Funds: State and Federal (FHWA)

AMHS Issues

- Increasing Demand
  - *No increased capacity since 1977 w/Aurora*
- Aging Fleet
- Rising Operating Costs
  - *Vessel type/reliability*
- Declining State Revenues
- Inherent Inefficiency due to "Public Nature"
  - *Political pressure/service/ no profit motive*
- Increasing Regulatory Requirements
  - *USCG, SOLAS, EPA*

Echo Cove Terminal

- Road Extension by Goldbelt
- Dock/Terminal by Goldbelt
- Roll-on-Roll -off, Fast Turn
- Private or Collaborative Reservations
- Private Terminal Operations
- Maintenance by Goldbelt

Lynn Canal Ferry Solution

- Echo Cove:
  - Shortens route (Saves 30 miles each direction)
  - Increases capacity (More frequency)
  - Allows day boat use, two full runs in daylight
- Fast Ferries:
  - Cost efficient , 50% more cap. cost = 100% more capacity
  - Day services, Greater frequency, Elim. 24 hr. labor
  - Attractive to rider, roll-on-roll-off efficiency loading
- Private Sector:
  - Eliminates operational subsidy and capital subsidy by State
  - Builds in flexibility and increases level of service

Lynn Canal Ferry Solution (Continued)

- Lynn Canal:
  - Current bottleneck, demand exceeds supply
  - Increased through put to other destinations
  - Increased service level in Lynn Canal
  - Increases the load factor for AMHS elsewhere
- Other AMHS Vessels:
  - Re-deploy vessels to other areas of high demand

State Ferry Studies Show

- Load growth most important factor affecting AMHS financials
- Lynn Canal:
  - Provides over 40% of system traffic
  - Has high unaccomodated demand
  - If service levels improved, could increase traffic demand by 100%
- Conventional hulls operating out of Echo Cove as day boats could make two round trips per day

Ferry Studies Show: (Continued)

- Fast ferry day boats: *Can make two trips per day to both Skagway and Haines during peak*
- Existing fleet Requires extensive capital improvements
- Private participation: *Can supplement existing State service and be profitable*

Ferry/Lynn Canal Economics

- Public service originally necessary because of market failures. Socio-economic growth was stimulated by Public Ferry Service. Current demand exceeds capacity, private sector can assist in providing the service.
- Public private partnerships have worked elsewhere, increased service has resulted
- Growth in Lynn Canal capacity will feed more traffic into system, increasing load factors.
- Socio-economic growth will be stimulated

Partners/International Experience

- Goldbelt will utilize established international talent and apply "best industry practices"
- Example: *Ian Biner, Dev. Mgr., Holyman Ltd, Sydney Australia (Operates in Australia, England, Denmark,...)*
- Observations: *Ak. is not an isolated case!*
- The Alaska situation is similar to others
- Others solutions

AMHS Ferry Solutions

- Incremental participation, private sector
- Cooperative planning/participation
  - Revenue sharing
  - Resource sharing
  - Flexible deployment
- Other solutions

Goldbelt Summary

- Capacity needs to increase in Lynn Canal
- Incr. capacity = positive impacts system wide
- Priv. sector partic. is cost effective alternative
- "Best Industry Practices" must be utilized
- Learn from similar transitions
- Give us an indication of your support:
  - Administration
  - Legislature

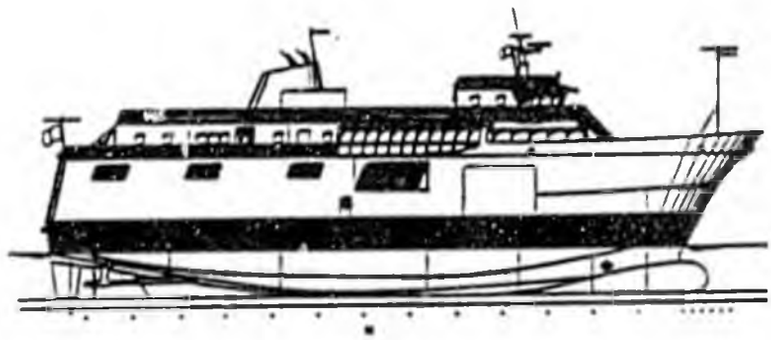
Summary of

Description and Project Analysis

Reconnaissance Design of
Passenger/Vehicle Ferry Vessels and Terminals

PRINCE OF WALES ISLAND FERRY PROJECT

Project No. 75472



Volume 1 of 3

Prepared for:

The City of Craig, Alaska

By

Kent Miller, Project Manager
Ketchikan, Alaska

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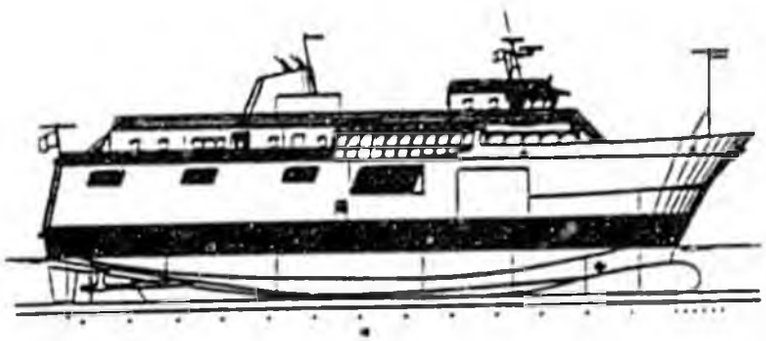

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