DOT&PF Report to Alaskans

Message from the Commissioner

We Alaskans like to tell people about the uniqueness of our state. A common story that we tell those from the other 49 states is that if Alaska were cut in half, Texas would be the third largest state. As you can imagine, this geographic scale presents some difficult challenges for those of us responsible for building, operating, and maintaining our state's transportation systems.

Our diversity is also a challenge we must meet. But because of our diversity, Alaska is, by far, the leader in providing multi-modal transportation services to our residents. From the Alaska Marine Highway System in Southeast Alaska, to the roads and highways of Southcentral and Interior Alaska, to the snowmachine trails in Rural Alaska, to the ports and harbors of our Coastline, to the many airports that connect our state, Alaska's transportation system remains an essential element of growth and opportunity.

By assuring that Alaskan's can easily access jobs, schools, recreation and entertainment, we affect each and every citizen's life on a daily basis. Alaska's transportation system is the backbone of our economy. Whether it is delivering food and fuel to rural Alaska, commuting to work in urban Alaska, or traveling for a vacation, Alaska's transportation system is counted on every day. I am proud of the job that the men and women of our department do to make sure that you don't have to think about transportation.

I am pleased to present to you the Alaska Department of Transportation and Public Facilities' Report to Alaskans. This report will help you understand what our agency does and will explain how we work to improve the quality of life for Alaskans by cost effectively providing, operating and maintaining safe, environmentally sound and reliable transportation systems and public facilities. As you read about our progress in achieving our goals and accomplishments during the past year, I am sure that you will understand why I am proud of the work done by the Alaska Department of Transportation and Public Facilities team.

Credit for the accomplishments described in this report is not ours alone. Alaska's transportation system is the product of partnerships with local governments; tribal governments; other state agencies; federal agencies; the transportation industry; academia; the construction industry; and the public. Credit must be shared with all our partners, both public and private.

As you read our story, I hope you get a better idea of how this department and our many employees touch your lives every day. I know I speak for the entire DOT&PF family when I say that we are proud to serve you and that we will continue providing you with the best possible transportation system.

Joseph L. Perkins, P.E.
Commissioner
Alaska Department of Transportation
and Public Facilities
December 2000

Introduction & Overview

From the time of its purchase from Russia through the boom years of oil development, Alaska has always held the promise of opportunity. Alaska's intermodal transportation systems have developed to promote that promise of opportunity by providing increased mobility and access to jobs, services, goods, recreation, and entertainment. It provides the vital link for Alaska's economic development and also supports our nation's defense.

Our transportation systems have been dynamic and ever growing. From the first trails and rudimentary roads used by the early trappers, traders and gold miners to the 500 mile Dalton Highway which connects the oil rich North Slope to the remainder of Alaska; to the Alaska Railroad, which provides bulk freight movement in the rail belt; to the Alaska Marine Highway System, which services Southeast and Southwest Alaska communities to the International Airports of Anchorage and Fairbanks and to the hundreds of rural airports that serve many of our rural communities, Alaska's transportation system has been improving and providing the infrastructure for the state to grow economically and for its people to enjoy a better quality of life.

Our roads, harbors, marine highway system and airports have also created opportunities for our state's entrepreneurial citizens. Along Alaska's roads, new businesses spring up – businesses like motels, filling stations, grocery stores and shopping centers. Our airports have been home to some of Alaska's most legendary and successful enterprises such as bush airlines. Businesses that support airlines like restaurants, gift shops and other airport related businesses have been spawned by airport development and expansion.

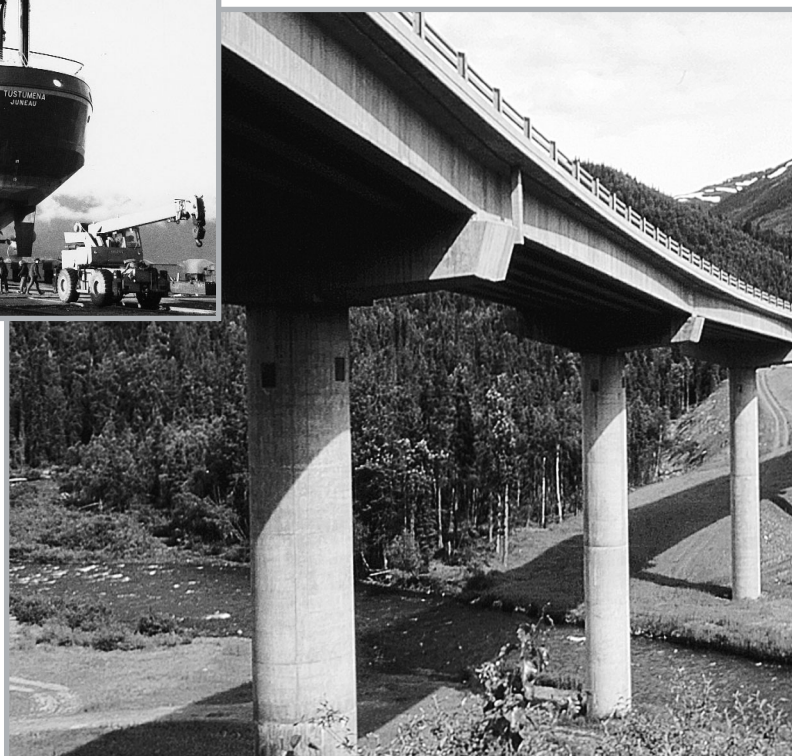
Our harbors have been the second home to some of our toughest citizens engaged in one of the toughest businesses – fishing. Our intermodal transportation system gets most of their fish to market. The barge traffic from the lower 48 states to numerous Alaskan ports has also been vital to the movement of commodities throughout the state.

Our highway system has continued to evolve to reflect the growth of our state. Alaska's routes which are on the National Highway System are being upgraded to provide safe, high-speed transportation between our population centers. Interchanges, addition of lanes and other features are being constructed in urban areas to reduce congestion and improve air quality. Roads in rural villages are being improved to provide more economic opportunities and to improve the quality of life. Projects take into account important environmental concerns and receive significant public participation.

Alaska's transportation system is changing rapidly in its quest to provide the infrastructure that will support future economic development and improve the quality of life for our citizens.

If there ever was doubt as to the important role of transportation in building a nation, the events in our nation's and the world's history demonstrates its significance.

By 300BC the Romans had con-



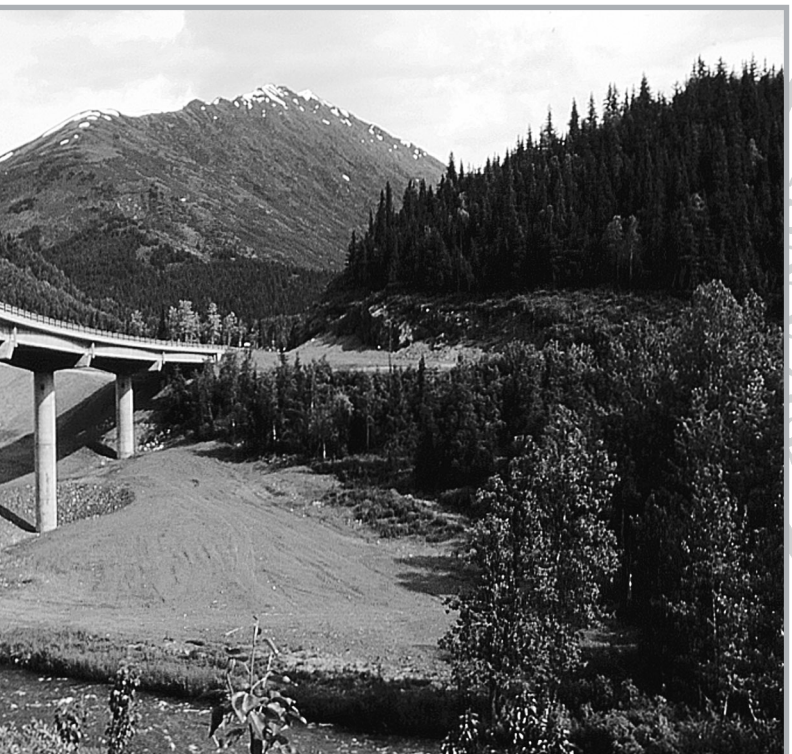
structed a system of 50,000 miles of hard surfaced roads from Portugal to the Near East. This system allowed commerce to flow and the Roman Legions to move quickly to problem areas. The longevity of the Empire had a lot to do with its roads. It has been said that George Washington in the late 1700's could travel no faster than the Romans in 300BC. Although this is true, a lot has changed in this century since George Washington's time. The development of America's transportation system has been key to the American success story from colonial days to the present. The completion of the 46,000 mile Interstate Highway System was one of the high points.

We should also consider the major importance of the completion of the Transcontinental Railroad around 1870. It linked the East and West coasts of the United States. The Erie Canal, the Panama Canal, the farm-to-market roads and the Alcan Highway all contributed greatly to the economic, technological, and sociological development of this country. Transportation will continue to play a dominant part in the future of the United States and Alaska.

The Alaska Department of Transportation and Public Facilities is the major player in the construction, maintenance and operation of Alaska's intermodal transportation system. We are committed to providing safe, efficient and economical transportation to meet the needs of Alaskans and make Alaska a better place to live.

The next sections of this report give some of the details of what we are doing and where we are going.

DOT&PF is committed to providing safe, efficient, economical, and effective transportation to meet the needs of Alaskans and make Alaska a better place to live and work.



From top: Re-surfacing Glacier Hwy, Juneau, photo by Frank Richards; Cycling alongside the Richardson Hwy, Valdez, photo by Bob Laurie; MV Tustumena out of the water, photo origin unknown; Canyon Creek Bridge, All American Road, photo © Paul Souders.

Roads

A recent study by the Federal Highway Administration shows that 90.8 percent of all personal travel is accomplished by private vehicle. Alaska, being more reliant on ferries and planes than other states, might have a slightly lower figure, but the point remains that roads are by far the highest used mode of personal travel. Roads are used every day by a majority of Alaskans to go to work, to go to school, and to go about their daily lives.

For information on the Department's capital and operating budget, see page 26

The highway program is largely funded by gasoline taxes collected by the federal government.

Roads are also the highest used mode for moving commercial freight in Alaska when measured by ton-miles of freight. Many tons of freight are moved around the state by road every day. In light of this, it should not be surprising that roads account for the largest portion of DOT&PF's annual capital and operating budgets. Building and maintaining roads is an expensive but important part of the state's annual budget.

For information on the Department's operating and maintenance budget, see page 26; Also see case study on page 34

Alaska's highway system has seen big changes in the last few years. In 1998, Congress passed the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 allocated a sizable increase in Alaska's annual surface transportation program. The program went from approximately $220 million to over $350 million in federal investment in our state's roads and ferries. This program is largely funded by gasoline taxes collected by the federal government and requires 10% state matching funds.. Each year States receive a share of the total amount of gasoline taxes paid into the Federal Highway Trust Fund. Alaska receives approximately $7 back for every $1 paid into the trust fund.

Photo by Frank Richards

The DOT&PF has developed a scoring system to evaluate and numerically score proposed projects and rank them on a statewide needs basis. However, Anchorage has a federally recognized metropolitan planning organization called AMATS (Anchorage Municipal Area Transportation Study) that is responsible for programming transportation projects in the Anchorage area.

Transportation investment in roads is also an important component of our economy in Alaska. It is at the heart of strategies to insure the economic health of our state and local governments. A national study by the American Association of State Highway and Transportation Officials shows that investments in the highway system average a net rate of return of 14.6 percent. Transportation is both a key business cost and a basic enabler of economic activity.

Transportation investment also provides fuel for our state's economy by providing significant employment opportunities for our citizens. A study by the U.S. Department of Transportation determined that for every $1 million of transportation investment, 8 full-time annual jobs are created on the construction site. The 8 jobs do not include jobs of project designers, jobs at materials and equipment suppliers, or the multiplier effect of the construction wages. As Alaska's annual construction program continues to grow, the number of transportation related jobs are also on the increase.

In addition to the federally funded construction program, DOT&PF continues to maintain and operate our road system at the highest, most-efficient levels possible using mostly appropriated state general funds. Our crews have won national awards for snow removal. And, our maintenance staff is responsible for the highest lane mile per operator ratio in the western states, which is an excellent measuring stick of our efficiency.

Paving gravel roads is a priority of the Department because it has the double benefit of improving transportation while reducing maintenance costs. Due to Governor Knowle's gravel-to-black, federal chip-seal, and upgrade-and-transfer programs, over 450 miles of gravel roads were paved in the last 3 years.

As we move into the 21st Century, the department is exploring new horizons in improving highway maintenance, traveler information, commercial vehicle operations, and weather information systems through federally funded Intelligent Transportation Systems (ITS) programs.

Transportation is about more than concrete, asphalt and steel. It is about people, and about providing them with the opportunity to lead safer, healthier and more fulfilling lives. Our goal is simple - to ensure that our citizens can easily and safely access their jobs, health care, and recreational activities; that our goods can be transported efficiently; and that our state's vast resources can be accessed.

Highway Safety

Highway safety is a major priority for the department. We work hard to provide safe roads and to ensure that the roads are being used in a safe manner. We have three separate offices that deal with highway safety: the Statewide and Regional Traffic Engineers; the Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE); and the Alaska Highway Safety Office (AHSO).

The Statewide and Regional Traffic Engineers' focus is on the construction of safe roads. They ensure that projects are designed to meet the safest traffic control and operational standards. They also identify problem areas of the road system and propose projects to improve them through the Highway Safety Improvement Program.

The Division of Measurement Standards & Commercial Vehicle Enforcement's regulation of commercial vehicles protects the state's investment in its highway system by limiting oversize/overweight vehicles and loads. MSCVE also protects the traveling public by providing routine inspections of commercial vehicles to assure that they are operated in a safe manner.

The Alaska Highway Safety Office focuses on driver behaviors by working with federal partners. AHSO coordinates programs to encourage seatbelt use and provide child safety seats. AHSO also coordinates drunk driver abatement programs and high school driver education programs.

DOT&PF also works closely with the Alaska State Troopers to implement and enforce a workzone safety initiative designed to protect workers in the right-of-way. The crux of this program is a state law that doubles traffic fines for violations that occur within workzones.

Photo © Paul Souders

In June, US DOT Secretary Rodney Slater, officially designated the Seward Highway as one of 15 "All-American Roads".

Richardson Hwy, Photo © Paul Souders

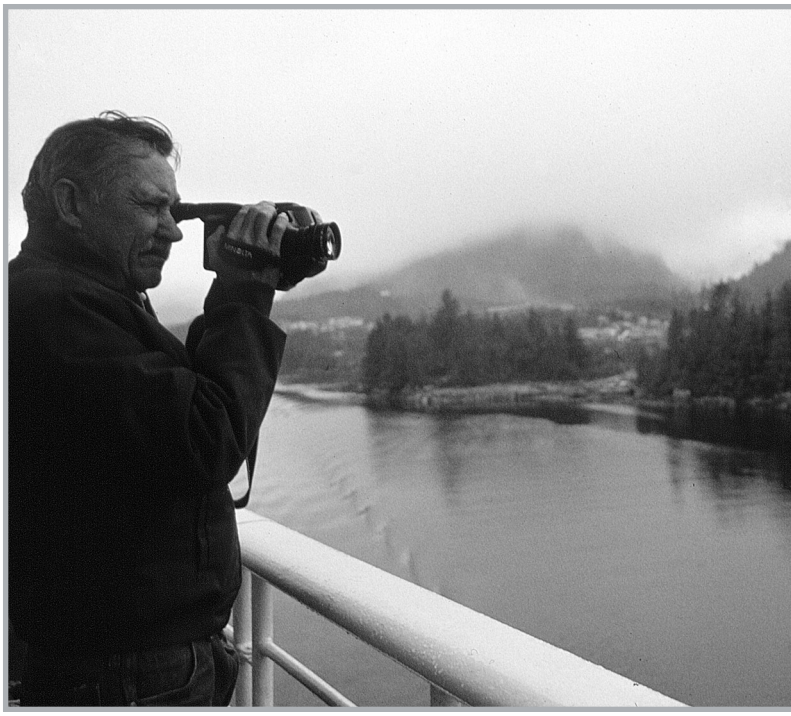
Scenic Byways

In 1993, Alaska opted to participate in the National Scenic Byways program, a volunteer program created by Congress which allows states to officially recognize their most scenic, historic, cultural, and recreational roads. The program has a dual purpose: to protect the state's most special roads, and promote economic development through tourism.

Since the program's inception, Alaska Scenic Byways has enjoyed considerable success. Alaska has designated twelve state scenic byways and received $4.25 million from the Federal Highway Administration's highly competitive discretionary scenic byway grant program. The Seward Highway, which stretches between Anchorage and the City of Seward, has received the coveted All-American Road designation - one of only fifteen roads recognized by the federal government as being "nationally significant" and "a destination unto itself." This route benefits from international marketing and higher ranking on projects for the highway and scenic byway grants. We are pursuing national designation for four additional State of Alaska scenic byways.

Alaska Marine Highway System

Recognizing a passenger, freight and vehicular transportation need among Alaska's coastal communities, Governor William Egan, Alaska's first governor, helped launch the Alaska Marine Highway System in 1963 with regular sailings between Haines and Juneau on the M/V Chilkat. Today, the fleet has grown to nine vessels, but the original mission to serve "landlocked" Alaskans continues to be the number one priority for the AMHS.



Recording memories

Communities along Alaska's southern coasts benefit from the year-round service that connects them with each other, British Columbia, and Washington State, and the continental road system. In doing so, it provides basic transportation services to much of Alaska, transporting goods and allowing for access to health care, legal, and government services. It is an integral part of Alaska's highway system, reaching many communities that would otherwise be effectively cut off from the rest of the state and nation.

The AMHS is designed to provide basic transportation services to the communities of southeast and southwest Alaska.

The AMHS fleet consists of nine Roll-on/Roll-off passenger vessels ranging in size from 193 feet to 418 feet in length. Six operate in Southeast Alaska and two operate in Southwest Alaska. The ninth and newest vessel, the M/V Kennicott, began service July 1998. While primarily scheduled to operate in Southeast, this vessel also provides regular voyages across the Gulf of Alaska, connecting Central and Interior Alaska to Southeast Alaska and the state capital of Juneau. All nine vessels are designed to carry passengers and vehicles ranging in size from bicycles to large freight container vans.

Many Alaskans depend upon regularly scheduled ferries to meet their transportation needs be it for school trips, sporting events, or shopping. Visitors like to use it to get a taste of the "real" Alaska. Regardless, trips can last several hours or several days, making passenger services an important aspect of the state's transportation service. All vessels provide food service, shower and

restroom facilities, as well as lounges designed for viewing the magnificent scenery, visiting with fellow passengers, or just relaxing. The larger vessels provide play areas for children, with five having stateroom accommodations. Passengers welcome these rooms that range from two berths to four, most with in-room facilities. During the peak season, May 1-September 30, when the ships carry as many visitors as it does Alaskans, the AMHS also offers special interest programs such as USDA-Forest Service naturalist interpreters or Alaska cultural demonstrations. Both provide passengers with a better understanding of Alaska – its natural beauty, as well as the people who live here.

Equally important as "people transport," is the year-round shipment of container vans. These vans transport time-sensitive cargo such as fresh vegetables, meat, and dairy products from Bellingham and regional Alaskan centers to communities served by the system. Restaurants, grocery stores, individuals, and food distribution businesses have established delivery schedules with the AMHS to ensure regular and cost effective delivery of perishable goods. Vans are also used to move fresh Alaska fish and seafood to markets, to transport mail, and deliver household goods.

Safety is a key operative for the state's ferry system, and in addition to the safety management system in place on each ship, all vessels are scheduled for annual maintenance and refurbishment projects during the fall and winter months. Each "check-up" usually requires six weeks minimum per ship. Vessels are also put into "lay-up" during periods of low traffic demand. Throughout the year, however, the System strives to maintain its essential service to the communities and the people of Alaska.

AMHS is looking toward the future with the implementation of the Southeast Alaska Transportation Plan and the Prince William Sound Transportation Plan. These plans include new fast ferries and other enhancements to improve ferry service and reduce operating costs.

Photo © Mark Dolan

International Airports

Thanks to the efforts of both Anchorage and Fairbanks citizens working closely together after WWII, the U.S. Congress enacted a public law in 1948 that authorized the funds necessary to build two "intercontinental airports" at the respective communities. Construction began in 1949 and both Anchorage and Fairbanks International Airports (ANC and FIA) opened for business in 1951.

Alaska's unique geographic location, within 9 hours of 95% of the industrialized world in the Northern Hemisphere, is ideal for international cargo transfer.

Following statehood, in 1961 the Legislature established the Alaska International Airport System (AIAS) which was comprised of both ANC and FIA. Over these past forty years ANC and FIA have provided this State a unified system to serve Alaska's interests in international, interstate and intrastate air transportation of passengers and goods and services. Today, ANC and FIA are world-class airports. For example, of the top 431 U.S. airports by total passengers, ANC and FIA rank 59th and 126th respectively. In addition, of all U.S. airport gateways, they rank 2nd and 9th for total international air cargo tonnage, and 1st and 36th in total international and domestic landed aircraft weight.

Over 8,000 jobs are generated by ANC, and 1,600 jobs by FIA generating an annual total payroll of $408 million.

The positive impacts of the AIAS on the immediate Anchorage and Fairbanks communities are most significant. This is partly evidenced by the airports' roles as local economic engines with over 8,000 jobs generated by ANC producing an annual payroll of over $360 million, and 1,600 total jobs at FIA generating an annual payroll of $48 million. In the past decade, ANC and FIA generated capital projects at annual averages of $30 million and $6 million respectively.

On the intrastate level both ANC and FIA serve as "hubs" in support of much of Alaska and its communities. ANC hosts most of the intrastate passenger activity statewide, providing links between far-flung communities within Alaska. Intrastate air cargo is headquartered for the most part in Anchorage, including seafood from Southeast, appliances for Nome, construction materials for the oil industry and time critical medicines and blood tests. FIA is the key passenger/cargo/mail hub for interior and northern Alaska serving 33 outlying communities. In addition, this commerce is a two-way benefit for ANC and FIA and the outlying communities as many Alaskans visit and shop in Anchorage and Fairbanks as they travel through to the Lower 48 and worldwide destinations.

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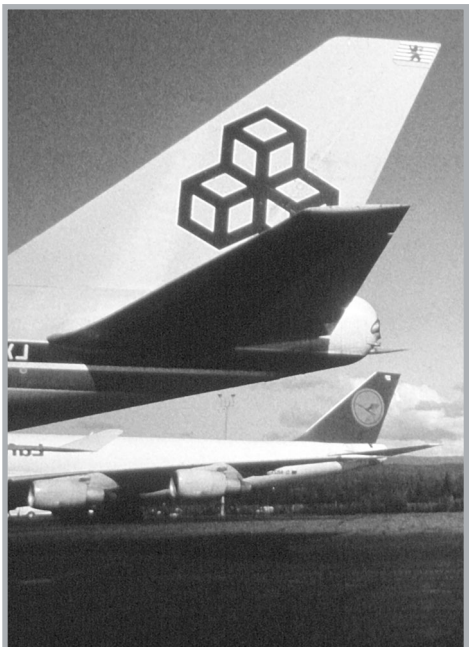


Fairbanks International Airport

The AIAS is a closed budget system that pays for its own operations through landing, lease and fuel flowage fees.

The top priority of the AIAS international airports is to provide a safe air and ground environment for the air travelling public and other related commerce and businesses. ANC and FIA have both excelled in aviation transportation safety and this

Ted Stevens Anchorage International Airport

is borne out in the fact they have met or exceeded all U.S. DOT/FAA Safety and Security standards and consistently pass all federal inspections in an "exceptional" manner. This is quite significant when considering the two airports operate 24 hours/day, 365 days/year, including a very demanding snow and ice control winter period lasting seven months per year.

Alaska DOT&PF AIAS employees are the key to enabling the AIAS to operate effectively under strict federal and state standards with exceptional safety records, and under major weather factors such as snow, ice, and annual temperature swings of some 140 degrees Fahrenheit. The success of the AIAS can be directly attributed to its dedicated employees with Anchorage having 320 permanent employees and an annual operating budget of approximately $32 million and Fairbanks having 98 permanent employees and an annual operating budget of approximately $10 million. Last summer the Anchorage International Airport was renamed in honor of U. S. Sen. Ted Stevens.

Ted Stevens Anchorage International Airport and Fairbanks International Airport proudly serve Alaska through the AIAS as literal gateways to the world for Alaskans, and as gateways for the world to enter this great State.

Rural Airports

"Aviation is critical for the daily movement of goods and services to rural Alaska."

Aviation is critical for the daily movement of goods and services to rural Alaska, as approximately 90% of the landmass of Alaska is not connected to the road system. Hence our rural airport system effectively becomes our rural road system, used for delivery of the everyday goods and services for people living beyond the road system. Also, without our rural airport system, medical emergencies would not be routinely handled, resulting in a significant degradation of quality of life and health for citizens throughout Alaska.

The Alaska DOT&PF currently operates 261 airports and seaplane bases statewide. Within this framework, Anchorage International and Fairbanks International are designated as the International Airport System (AIAS). The remaining DOT&PF airports are designated as the rural airport system. DOT&PF provides comprehensive services to support all airports in its system, including maintenance and operations, administrative, planning, design and construction personnel.

The recent passage of AIR-21, the federal funding bill, will nearly double our Airport Improvement Program to $150 million annually.

DOT&PF has a significant aviation capital investment program in Alaska. In Federal Fiscal Year 2000, the DOT&PF placed under grant aviation projects totaling $74.1million, largely using FAA administered Airport Improvement Program funds for projects in Alaska (the AIP funds require a state match of 6.25%). DOT&PF has developed a scoring system to evaluate and numerically score proposed projects on a statewide needs basis, and the most needy projects are constructed first. Additionally, municipal sponsor projects totaled $13.8 million in AIP dollars in FFY00.

"Because the DOT&PF operates the majority of airports in rural Alaska, we have a significant influence on the daily lives of virtually all residents."

Maintenance of the airports in our system is handled in several ways. At the larger airports, generally Department staff conducts maintenance and operations and airports on the highway system are generally maintained by the same crews that maintain the highways. Snowplowing and some maintenance at smaller rural airports are generally contracted to local residents.

Because the DOT&PF operates the majority of airports in rural Alaska, we have a significant influence on the daily lives of virtually all residents. We continue to strive for safety improvements through the construction of standard airport facilities that meet FAA safety standards and are working with the industry and FAA to meet future aviation needs in Alaska.

DOT&PF was an early participant in working with the military to establish real time allocation of airspace in the military training ranges, enhancing safety and use of the airspace for all users. We also work with an industry group called the Alaska Aviation Coordination Council that works to facilitate resolution of safety issues in Alaska.

Perhaps the highlight of our recent aviation safety work is the Department's participation in the FAA Capstone program. This state of the art navigation and communication system will significantly improve safety for aviation by providing real time communications and surveillance to aircraft while also providing terrain avoidance information and other aircraft position information (for Collision Avoidance, Dispatch, and Search & Rescue). The initial test location has been designated to be the Yukon/Kuskokwim Delta centered on the Bethel hub, with additional area expansion being actively pursued. At Bethel, the FAA is equipping 150 aircraft with avionics to validate the test. We foresee this as a significant benefit to aviation safety, and will probably be the future system installed nationwide.

Transferring food and supplies is one of the main uses of Alaska's rural airports.

TRAAK Program

TRAAK allocates funding to parts of the transportation system often overlooked – such as waysides, trails, boardwalks and snowmobile trail marking.

In 1995 Governor Tony Knowles created the "Trails and Recreational Access for Alaska" or TRAAK program as part of his larger surface transportation initiative. The governor's initiative laid out a comprehensive plan to upgrade the main highway and ferry links in the state, build and reconstruct local community streets, and created the TRAAK program.

The goals of TRAAK are: 1) to improve trails and recreational access for Alaskans; 2) to coordinate with state agencies and cooperate with federal agencies to develop new and better opportunities for access on public lands; and 3) to build and maintain Alaska as a world class visitor destination. The Governor directed DOT&PF to work closely with the state departments of Natural Resources, Fish and Game, and Community and Economic Development to achieve these goals.

In many cases DOT&PF has the resources to construct or improve a facility, but not the funds to maintain it. Other state or federal agencies, local governments or community groups, on the other hand, might have the ability to operate and maintain a facility, but could not afford the construction costs. Through joint cooperation, the project gets completed or a facility is upgraded and the public reaps the benefits.

For example, a few years ago DOT&PF, the Department of Fish and Game, and State Parks joined to create a boat launch/highway rest area on the upper Kenai River. Fish and Game used federal Sport Fish Restoration funds for the boat launch, DOT&PF used federal transportation funds for the rest area, while State Parks designed the facility and is managing it. By each agency working together and doing what it does best, the public was able to get a much better facility than had only a single agency taken on the project – more "bang for the buck."

TRAAK allocates less than 6% of the federal transportation funding received by the state to parts of the transportation system often overlooked, but nevertheless important to Alaskan travelers. This includes facilities such as waysides that give travelers safe places to pull over, stretch their legs, enjoy a picnic lunch, appreciate the view, use the restrooms, and then return to the highway refreshed, alert and much less likely to have an accident. The program provides interpretative signs at waysides detailing an area's history, wildlife, and other natural attractions. It provides safe accommodations such as sidewalks, bike lanes and pathways for bicyclists and pedestrians, and trailheads for hikers and snowmobile riders. In parts of

Western Alaska, TRAAK has marked key winter snowmobile routes between communities. Elsewhere it has constructed or reconstructed boardwalks – the "main street" of a rural community.

TRAAK accomplishes this by taking advantage of the "Transportation Enhancements" funding category created by the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA, and continued in the more recent Transportation Equity Act for the 21st Century, or TEA-21. Transportation Enhancement funds are combined under the TRAAK "umbrella" with funds from programs such as Recreational Trails, Scenic Byways, Land and Water Conservation Fund and others.

The Governor's initiative established a volunteer board of citizens from across Alaska to advise the state agencies how to best serve the recreational needs of Alaskans. The Governor's TRAAK Citizens Advisory Board meets quarterly to review projects, award recreational trail grants and make recommendations to the departments.

Facing Page: Facilities of the Cooper Landing Project, Kenai Peninsula. Above: Using the new viewing deck at the Cooper Landing Project, Kenai Peninsula.

More can be learned about the TRAAK program and the TRAAK Citizens Advisory Board, along with links to several recreational websites, by visiting the TRAAK website at www.dot.state.ak.us/traak/

Ports and Harbors

A port or harbor is the intermodal facility connecting marine activity with community activity. In many cases a port or harbor supports economic development and the quality of life essential for community growth.

Our waterways provide the transportation corridors for the movement of more than 95% of all cargoes delivered to Alaska and nearly 100% of all exports. World class biological, mineral, and scenic values are made accessible through investments in our waterways and create a compelling argument for the public's interest in port and harbor projects.

"Our waterways provide the transportation corridors for the movement of more than 95% of all cargoes delivered to Alaska and nearly 100% of all exports."

Port and harbor facilities are essential to a stable economic base for a community dependent on marine resource utilization. Whether fish harvest, scenic values, or recreational use. Access to these resources by the public contributes millions to the state and local economy and provides jobs and opportunities for Alaskans. Facilities located near these resources maximize productivity by reducing travel time, travel cost, spoilage, and improve the safety of the most dangerous occupation in the nation. The average size of commercial fishing vessels continues to grow and the explosion of tourism and commercial charter opportunities and recreational vessels create high demand for improvements and expansion.

The Department of Transportation and Public Facilities owns 76 of the 98 public harbor facilities in the State. Fifty-three (53) are operated through formal agreements with local governments, twenty-three (23) are harbors of refuge in unorganized areas. The Ports and Harbors section is responsible for preserving this infrastructure by reducing the backlog of deferred maintenance and assisting local communities with financial and technical support.

The DOT&PF owns 76 of the 98 public harbor facilities in the State. 53 are operated through agreements with local governments.

The Department participates in the construction of navigation improvement projects that have significant local investment, are economically justified, and environmentally acceptable. By partnering with local communities and the US Army Corps of Engineers for the planning, design, and construction of port and harbor facilities and channel navigation improvements, we maximize the federal investment in Alaska's facilities.

The Department also advocates for the preservation of the existing facilities by addressing deferred maintenance and transferring harbors to local authority, whenever possible. Seventeen (17) harbors have been transferred from state to local ownership since 1992. Twenty-two (22) facilities are now under local ownership.

In fiscal year 2000, active construction projects with state financial participation at Anchorage, Kake, King Cove, Larson Bay Ouzinkie, and Saint Paul will represent $80 million for port and harbor improvements when complete. The federal investment is $52 million, with state and local investment of $16 and $12 million, respectively. Akutan, False Pass, Tatitlek, Valdez and other communities received financial and technical assistance with feasibility studies. Major repairs at Craig, Hydaburg, Metlakatla, and Seldovia were completed during this fiscal year.

A $220 million back log of projects remain, some that satisfy the federal investment threshold will be constructed in the future; however, many more will remain unfunded without a financial commitment from state and local programs

Harbor Bonds

A major goal has been to upgrade and transfer harbors to local governments. The DOT&PF has identified 30 state-owned harbor facilities in 10 municipalities that are candidates for transfer to local governments under appropriate terms. Last session the legislature passed HB 281 (Chapter 130 SLA 00) which proposed a transfer plan for harbors in 8 communities but required them to issue GO bonds to finance deferred maintenance prior to assuming ownership. The plan called for the state to reimburse the local governments for debt service via annual legislative appropriations, which meant they would have to float the debt for two years. This plan proved to be unacceptable to the municipalities.

This year, the Governor has proposed financing a harbor upgrade and transfer plan for all eligible communities ($36.2 million) through revenue bonds serviced with some portion of existing marine motor fuel tax receipts ($6.6 million in FY 99). In return for getting funds to upgrade their harbors, the municipality would assume ownership and maintenance responsibility. This proposal fits in with the state's long term goal of getting out of local harbor maintenance and brings a user pays focus to harbor development.

Facing Page: North Cove, Craig.

Public Facilities

Funding for new facility construction in the late 1960's and early 1970's was at its peak in Alaska. Between that time and now, the Alaska Department of Transportation and Public Facilities became responsible for the operation and maintenance of nearly all of the state's public facilities. We currently oversee 602 buildings from Ketchikan to Barrow. These buildings run the gamut from simple equipment storage sheds at remote airport locations to computer controlled multi-level office buildings, such as regional and international airports. They service not only the department's business, but house many other state agencies and provide access for the general public.

"We currently oversee 602 buildings from Ketchikan to Barrow."

Today, the department's facilities contain over 250,000 square feet of building space. The department has 109 facility employees statewide. This is an average of 1 employee to 23,575 sq. feet of building space, the square foot equivalent of 16 moderate size homes. These employees are responsible for administering and maintaining the buildings, including: maintaining heating and ventilation systems; purchasing utilities; and procuring service contracts with the private sector such as janitorial contracts, lawn maintenance, window washing, snow removal, safety inspections, boiler services, crane and hoist inspection and repair, and

In 2000 the Governor and the Legislature created the Public Building Fund to improve maintenance of state facilities.

Ted Stevens Anchorage International Airport

Ted Stevens Anchorage International Airport

elevator maintenance. They accomplish this with an annual budget of $17.4 million, a monthly square foot cost of only 56 cents. The estimated deferred maintenance backlog for public facilities was $52 million in the fall of 1999.

As of November 1, 2000, the Department has transferred responsibility of 13 Juneau office buildings to the Department of Administration for the day-to-day maintenance and operations management.

With an estimated 400 million-dollar replacement cost, these facilities represent a substantial investment of the State of Alaska's resources. These facilities have been successfully utilized for the past 32 years by many different agencies within state government, and with continued proper care will continue to be utilized well into the future.

Cars leaving the Wittier Tunnel

DOT&PF Regions

Central Region

The Central Region encompasses a geographic area of over 181,000 square miles as depicted on the map (*page 38*). It contains 1,990 miles of state owned highways, 227 bridges, 101 rural airports, 11 harbors and 204 state owned buildings. The Central Region Director is responsible for all activities in this area (see map on page 38) to include planning, and construction and maintanance of all facilities. The Central Regional Director also serves as the Chairman of the Anchorage Metropolitan Area Transportation Study (AMATS).

Northern Region

The Northern Region encompasses a geographic area of 416,000 square miles as depicted on the map (*page 38*). It contains 3,484 miles of state owned highways, 373 bridges, 102 rural airports, 2 harbors and 366 state owned buildings. The Northern Region Director is responsible for all activities in their area (see map on page 38) to include planning, and construction and maintanance of all facilities.

Southeast Region

The Southeast Region encompasses a geographic area of 42,000 square miles as depicted on the map (*page 38*). It contains 541 miles of state owned highways, 115 bridges, 11 rural airports, 70 harbors and 45 state owned buildings. The Southeast Regional Director is responsible for planning, construction, and maintenance of all facilities and for the operation of the Alaska Marine Highway System.

Regional Statistics

	Central	Northern	Southeast
Director	Dave Eberle	Ralph Swarthout	Bob Doll
Geographic Area	181,780 sq. mi.	416,000 sq. mi.	42,000 sq. mi.
Roads (centerline miles)	1,990	3,484	541
Bridges	227	373	115
Airports	101	102	11
Certificated	11	6	6
Non-certificated	90	96	5
Harbors	11	2	70
Buildings	204	366	45
Maintenance Stations	25	42	11

Support Services

Administrative Services Division

The Administrative Services Division provides centralized personnel, payroll, budget, and finance services, policy and procedure development, department-wide information technology support, rate development and overall equipment fleet management, and Highway Working Capital Fund oversight. This division provides day to day operational support to approximately 3,000 employees in 8 labor unions in 85 locations throughout the state.

- The payroll and personnel areas' responsibilities include calculation and payment of payroll, leave accrual and usage tracking and verification, processing of personnel action items, tracking training required for federal safety requirements, internal equal employment reporting for federal programs and helping to solve disputes with employees.
- The finance area's responsibilities include utility, contractor and general vendor invoice payment, cost allocation plan development, revenue collection, employee travel cost calculation and payment, and report development for the statewide annual financial report and for the efficient management of the department.
- The budget area is responsible for coordinating the development of the department's operating budget, monitoring of activities against approved budgets, and pursuing adjustments to budgeted authority.
- The division's information systems section provides essential information technologies supporting the department's mission. These include financial systems for federal billings; federal human resource compliance reporting; federal capital improvement project programming and obligation management; department electronic commerce initiatives; electronic messaging; Internet web services; and all major statewide support for system servers and the wide-area-network.
- The State Equipment Fleet is responsible for the management, maintenance and inventory of all state vehicles, equipment and attachments assigned to state agencies. This includes management of the Highway Equipment Working Capital Fund (HEWCF), purchasing new equipment and vehicles for all state agencies, and providing administrative support in the form of policies and procedures, financial reporting, computer systems, training, billing of HEWCF charges, and coordination between regional SEF components. State Equipment Fleet also evaluates excess equipment and sells it at auction or assigns it to an appropriate alternative use.

Support Services

Division of Statewide Planning

The Division of Statewide Planning is responsible for planning state investment in transportation, for developing the schedules of transportation projects into the future, and many related activities. Planning also must assure that the department meets federal requirements, and collect and report data that explains how Alaska's transportation system is doing.

The Division of Statewide Planning is responsible for developing the STIP, Alaska's transportation funding plan.

"The Division of Statewide Planning is developing five regional transportation plans to improve transportation services to meet community needs."

The Planning Division is currently writing a Statewide Plan and a series of regional transportation plans. The Statewide Plan seeks to answer questions: What should Alaska's transportation system accomplish for the state? Given limited funding for construction and maintenance, what aspects of our transportation system should be emphasized? How can development of our transportation systems best balance the diverse interests of our residents?

At the same time, plans are being developed to look strategically at the development of transportation in regions of the state. The regional plans ask the basic question: What is the best way to improve transportation in each region, given existing facilities and services and the desires of the Alaskans living there? For example, in Southeast Alaska, the basic question was how to best invest in the region, given the wealth of ferry, road and aviation options available. The final plan, written with the benefit of extensive public involvement, calls for the addition of day ferries between communities in Southeast Alaska, in addition to a reduced number of through sailings. These significant changes will improve the frequency and departure times for service within Southeast, while improving the "bottom line" of the system. The cheaper-to-operate day ferries will provide more service and should generate more revenue for the system.

Our Mapping section produces high quality maps for numerous applications. Here, Garry Remsburg checks a new map as it comes off the plotter.

The Southeast Alaska Transportation Plan was completed in 1999. Plans underway for the Prince William Sound-Copper River, Southwest and Yukon-Kuskokwim Delta regions should be completed early in 2001. The plan for Northwest Alaska was begun recently and will be completed in 2002. Projects that emerge as priorities in the regional plans are moved into the construction programs.

Our support of transit systems in Alaska is also based in the Statewide Planning Division. For a number of years, there were five transit systems operating in Alaska: Anchorage, Barrow, Fairbanks, Juneau, and Ketchikan. The transit program has been very active in recent years, with a group of communities initiating new transit systems, including Kodiak, Sitka, the Mat-Su Borough and the Kenai Peninsula Borough. Most of the new systems have been based on an innovative service model that combines general transit service for the community with service for participating private-non-profit social service agencies. These transit systems are not as expensive as traditional transit and have been a good fit for Alaska's smaller urban areas. Fortunately, the amount of Federal Transit funding that the transit section distributes to bus and van operations has been growing as the number of transit systems has grown.

Operating in support of planning, design and maintenance activities, the Highway Database Management section collects, stores and analyzes several kinds of data. We keep track of how our highway system is doing, including levels of traffic on streets and highways, estimates of vehicle-miles traveled by all users, accidents, and roadway conditions. These and other data are reported annually to the US Department of Transportation, as mandated, and we use them to identify and prioritize needed improvements.

The Geographic Information System/Mapping section is responsible for mapping the highway system. In the past few years they have undertaken an innovative project to collect highly accurate centerline coordinates of all public roads within Alaska, creating the first computer-based detailed map of Alaska's entire road and highway network. The US Geological Survey and many local governments and private parties have taken advantage of this new precision mapping data. The accurate maps of our roadway system will provide the foundation for our department's maintenance management, planning and operations support systems.

Most of our Department's efforts to improve highway safety are focused on designing and building safer roads. In contrast, the Highway Safety Office focuses its efforts on improving safety through affecting driver behavior. A new part of the Planning Division, the Highway Safety Office had for some time operated as a part of the Public Safety Department.

Support Services

Statewide Design & Engineering Services Division

The Design and Engineering Services Division is the project development branch of the Department of Transportation and Public Facilities. Its mission is to develop projects that are part of the Department's effort to improve Alaska's transportation and public facilities infrastructure and to provide a wide range of technical services to the Department, other state and federal agencies, local governments and the public.

The planning of a project requires the D&ES regional staff to provide engineering, environmental and estimating services. The D&ES Division has primary responsibility for a project starting after the planning and funding stages are complete. This responsibility carries through to the completion of a bid-ready set of plans, specifications for the legal and technical contract terms, and an engineer's estimate for the cost of construction. The staff then provides technical assistance during bidding and construction. The Division's 460 staff include 249 engineering staff, 53 right of way staff, 28 environmental staff, 55 surveying staff, 29 geology staff, and 46 administrative staff. There are 125 registered engineers, and 20 registered land surveyors in the Division.

The Regional offices provide a full suite of design services: preliminary design and environmental, traffic and safety, materials, surveying, right-of-way, utilities, and design. Staff take each project from the planning stage to final preparation of plans, specifications and estimates, in addition to providing technical assistance during construction. They also provide environmental compliance services during construction, maintenance, and operations of facilities. They deliver services to other state and federal agencies, local governments and the public including design assistance, traffic speed studies, accident analysis, hydrological studies, materials testing, surveying, and the processing of utility, right-of-way and traffic permits.

Our mission is to develop projects that are part of the Department's effort to improve Alaska's transportation and public facilities infrastructure, and to provide a wide range of technical services.

The Division contracts with the private sector for 55% of its work.

Of the 460 Division employees, 125 are registered engineers.

Above: Community input into the planning process is paramount. Right: Elmer Marx and Larry Owen reviewing seismic retro-fit bridge plans.

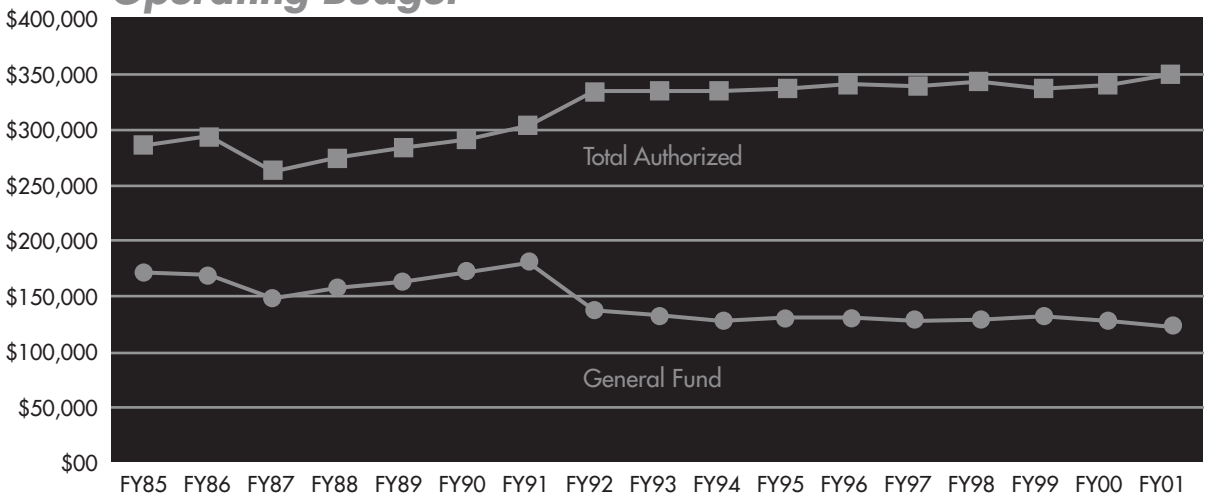
The Division has several specialized units:

- Bridge Design Section: provides services for the state's 916 public highway bridges, and furnishes design services and consultant oversight for new bridge and/or bridge rehabilitation construction projects;
- Statewide Materials Section: provides technical support in geology, geotechnical engineering, geologic drilling for major structures, foundation design, pavement design, and pavement management systems;
- Ports and Harbors Section: provides direction and technical expertise to statewide, regional and local harbor program participants;
- Design and Construction Standards Section: establishes statewide highway design and construction policy, procedures and standards, and develops relevant technical manuals; and
- Research and Technology Transfer Section: manages the Department's research program and provides a variety of technology transfer and training opportunities to Department staff and local government and private sector transportation professionals.

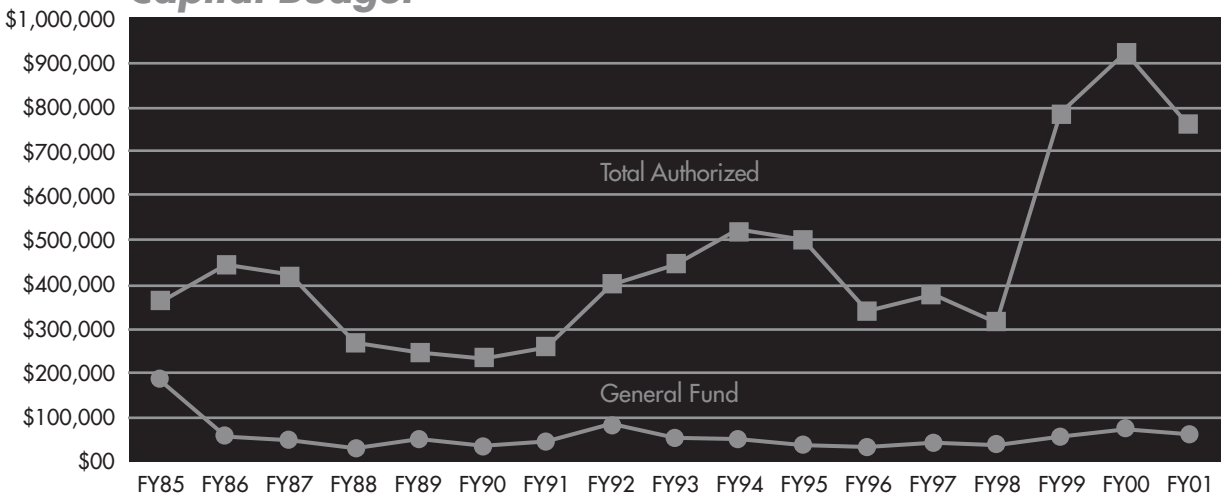
Budget

DOT&PF Budget History

Operating Budget



Capital Budget



Positions

	FY85	FY2001	%Change
Administration	279	225	-19.4%
Planning	138	80	-42.0%
Design & Construction	1,457	930	-36.2%
State Equipment Fleet	169	173	2.4%
Maintenance & Operations	718	676	-5.8%
International Airports	326	437	34.0%
Alaska Marine Highway	870	894	2.8%
Measurement Standards		69	
	3,957	3,484	

Operating Budget

The operating budget graph reflects the drop due to declining oil prices in FY87. It then shows a growth in the state's population and a corresponding increase in Department programs over the next four years. In FY92 the drop in general funds and corresponding increase in total funds is due to the creation of the Marine Highway Fund and discontinuing the practice of categorizing AMHS revenues as general funds. Since that time, the Department has had a fairly flat budget even with the addition of the Measurement Standards and Commercial Vehicle Enforcement Programs and Highway Safety Planning.

Capital Budget

The state's reliance on non-general funds is most evident by the graph depicting capital authorizations. The increases in Federal Highway funds with ISTEA and again with TEA-21 have had a huge impact on transportation construction funding. Congressionally appropriated high priority projects have also contributed to this increase. FY99 reflects a major redevelopment project at the Ted Stevens Anchorage International Airport supported by bond funds. FY01 includes increases resulting from the reauthorization of the federally funded Airport Improvement Program. In FY99 through FY01 to keep pace with the increasing federally required general fund match, other typical general fund capital project needs were funded from areas such as the Alaska Housing Finance Corporation bond proceeds.

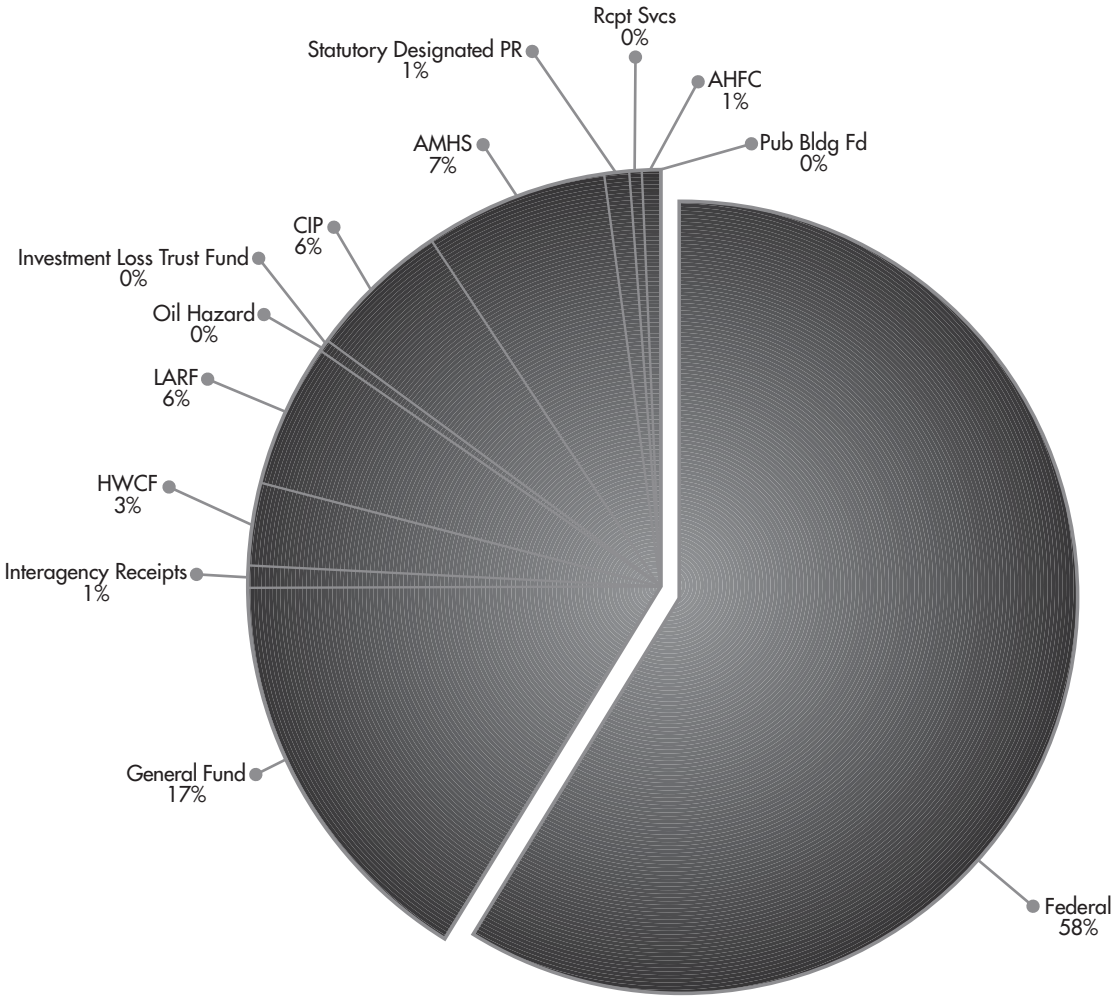
Positions

Total positions have decreased since FY85 even though the total budget has increased. The International Airports have seen continued growth in maintenance and safety demands caused by increases in cargo traffic and federal requirements. The Alaska Marine Highway System has both added a ninth vessel and transferred administrative positions to other areas of the department. Reductions in other areas have resulted from budget cuts. As the Department's capital funds have grown and positions reduced, more reliance has been placed on improving service delivery through technology and contracts with public and private agencies.

Budget

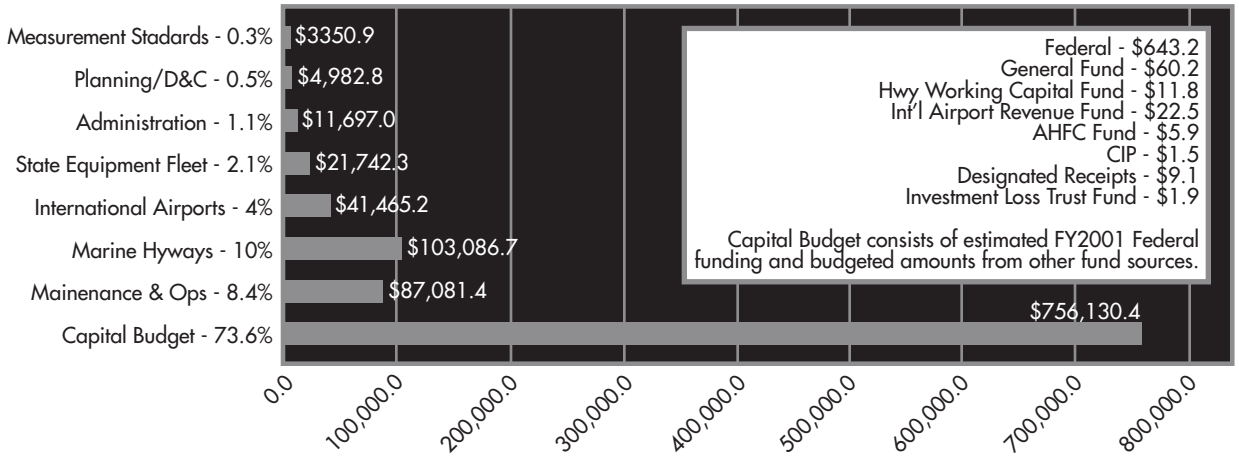
DOT&PF Fiscal Year 2001

FY2001 Operating & Capital Authorized by Fund Source



FY2001 Capital & Operating Budget - Total Funds Authorized*

Total = 1,029.5 Million



** To avoid double counting capital funds, this chart does not show CIP Receipts within the Operating Budget.*

Current Budget

Although construction funds dominate the budget, maintenance and operations is key to the Department's mission. All department functions are inter-related and must be effectively coordinated to meet the Department's established goals. Overall, the administrative portion of the budget remains relatively small compared to the total cost of programs provided.

Eighty-three percent of the Department's budget comes from non-general fund sources. The general funds basically fund the highways, airport and facilities maintenance and operations, support to the Marine Highway System, and general and administrative services not funded elsewhere.

The current year operating budget has allowed the Department to restore highways maintenance and operations activities previously eliminated due to FY00 budget reductions. Five maintenance stations that were closed last year have been reopened. Snow hauling in Anchorage, maintenance staff in Ketchikan, and opening seasonally closed roads in Northern Region are examples of maintenance efforts restored in this year's budget. The opening of the Whittier Tunnel last June required additional funds for maintaining road and staging areas adjacent to the tunnel.

Increasing oil prices have impacted the Alaska Marine Highway System, highways and airport maintenance and operations, and facilities budgets. Additional funding was provided to deal with this situation.

Much of the funds provided for restoring maintenance and operations activities and for fuel increases are from one-time non-general funds.

The Future

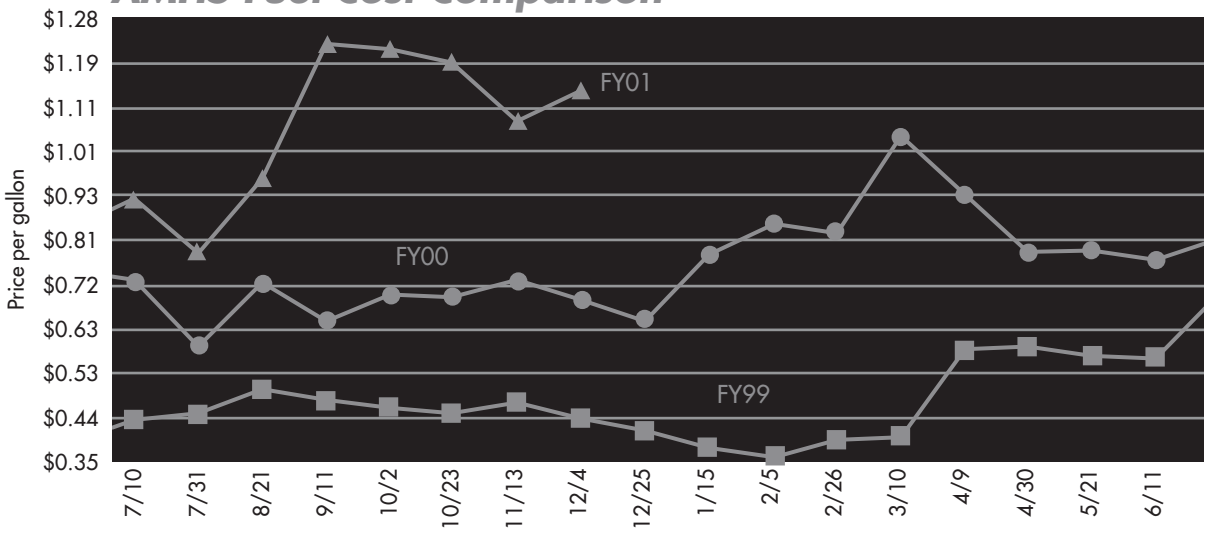
There are many things that can and will impact the ability of this Department to provide the services expected of it. The following are a few examples of items influencing the budget.

The federal government continues to issue unfunded mandates that, if not implemented, could result in negative financial impacts to the State. The Federal Highway Administration has issued sanctions against the State for not implementing certain safety-related laws. The instances and amounts have the potential to increase. The Environmental Protection Agency, the Occupational Health and Safety Administration and the Federal Aviation Administration are examples of agencies that have issued recent mandates that will impact the Department related to pollutant discharge, ergonomic standards and increased project accounting and closeouts.

The Department must also respond to agencies that set standards for its operation. The Governmental Accounting Standards Board issued Statement 34, which requires that all states include infrastructure in their annual financial reports. The approach and systems necessary to provide this accounting must be in place by 2005.

Demand for technological improvements by the Department's customers will increase as they become more technically savvy. In most instances technological changes do not result in a reduction to the Department's budget, but in an improvement to the services being provided.

AMHS Fuel Cost Comparison



Information technology is a fast moving industry and standards are changing constantly. As the technology world changes, the Department must keep pace with it. The Department inter-relates with the federal government for reporting and billing processes, notifies potential construction contractors of bid schedules and results, and provides access to scheduling and reservations for the ferry system electronically.

The Federal Highway Administration is encouraging states to incorporate technology in the development of transportation projects. The Department must look to innovation in transportation systems and develop public/private partnerships to implement and maintain those systems.

National and state demographics partially explain the difficulties that are being encountered by the State in recruiting and retaining a strong, qualified workforce. As baby boomers approach retirement, a much smaller group is entering the workforce. This decreased workforce can be more selective regarding job opportunities and more demanding of salaries and other benefits.

Whether OPEC lifts restrictions on oil production and how that affects world oil prices has a direct impact on the Department's cost of doing business. The Alaska Marine Highway System uses approximately 8.7 million gallons of fuel annually. Last year $7.5 million was spent on fuel in the vessels' operations budget. Other commodity increases have a direct impact on construction projects as well as maintenance and operations.

Work Journal for Jim F. (Tok Area Manager)

"Plan Your Work and Work Your Plan" Tok Area (1,454 lane miles)

November 20, 2000

6:45 a.m. (10° F) I downloaded Tok Area weather report from The National Weather Service web-site, minimal snow predicted for several days. Checked the fax machine and received weather reports and road conditions from Ron S. (Tok – 4 inches of accumulation on the roads), Gene E. (Delta – minimum snow accumulation), Gary T. (Northway – no accumulation), Dennis B. (Trimms – sleet/rain yesterday).

7:00 a.m. (10° F) Discussed conditions with Ron S. (Tok Foreman) who dispatched 2 operators to begin snow plowing, ice scraping and sanding where needed, 1 operator for brush-cutting, and 2 operators to replace damaged signs. I posted Travel Advisory based on icy spots and snow accumulation.

11:00 a.m. (20° F, blowing winds causing drifting in Tok Area) The brakes on the Tok Station sanding truck locked up as the operator was pulling into camp, no injuries. The entire brake system will have to be rebuilt. I called Northway camp for backup, they will send a sander to help out. Note: Overtime costs will be incurred in order to complete spot sanding on 150 centerline miles of Alaska Highway with 1 sand truck.

12:00 p.m. (25° F) I had lunch with entire Tok Station crew to discuss operating strategies during camp foreman's upcoming six week's absence. We decided to modify shifts and re-delegate some responsibilities, acknowledging that lower priority items would be put off until foreman's return.

2:00 p.m. (35° F) Gene E.(Delta Foreman) called, their grader lost a transmission, this is a warranty item (expect 4-6 week repair time). I called Fairbanks to locate a replacement. There is one in the SEF pool in fairbanks.

3:45 p.m. (20° F) Dennis B. (Trimms Foreman) called, they had freezing rain last week and have been wearing out a large number of ice blades attempting to remove 4" of ice. They are also running short of salt and sanding material. I decided to provide salt from stockpiles in Delta, Northway and Tok. Additional sand will need to be purchased. No additional ice blades or cutting edges will be purchased until all camps have exhausted their supply.

4:30 p.m. (18° F) Melting snow is rapidly freezing causing severe icing on roadways in Tok. State Trooper's called to report hazardous conditions near Dot Lake and Mid-Way Hill. The Tok foreman dispatched sanding truck to redirect to these areas.

5:30 p.m. (10° F) I have requested that Mary C. draft the following memo to all 31 area staff in all 7 camps tomorrow morning:

The numbers are in! This summer's patching crew, made up of equipment operators from Tok, Delta, and Northway patched a total of 2,586,992.5 square feet of highway within the Tok Area. Thanks to you all for a job well done.

As most of you are aware, a portion of the Tok Cutoff experienced unanticipated deterioration of 450,000 square feet of pavement this last summer. In order to protect the integrity of the transportation system and ensure safety for the general public (the border station reports approximately 62,221 vehicles with 144,751 passengers between January and September), it was decided to conduct pavement repairs to this section of highway. To accomplish this, other programmed expenditures will need to be cut. Savings of approximately $200,000 will need to be realized in order to offset this expenditure.

In order to reduce $200,000 in expenditures, we will look first at supplies. Culvert and guardrail replacements will be done with materials in inventory only. Office equipment will not be replaced. Filling vacant positions will be delayed. Light duty vehicles may need to be turned in and vehicles rented when needed. Every opportunity to work on projects with dedicated funds (CIP) will be explored.

On a more positive note, Jim Little, M&O Director, from Fairbanks called to say we received some Deferred Maintenance money for the Tok Area. I will be contacting all of the camp foreman to discuss proceeding with Deferred Maintenance projects in their area.

Keep up the good work! Jim F.

Performance Measures

	Achieved	On track	Too soon to tell	Not Likely to achieve	Needs modification
• The percentage of divisions that reach assigned performance measures		✓			
• The percentage of state national highway system lane miles of road that meet standards of the American Association of State Highway Transportation Officials.		✓			
• The percentage of requested engineering firm audits and desk reviews completed in the previous fiscal year.		✓			
• The percentage of required compliance reviews for responsiveness to disadvantaged business enterprise and on-the-job training contract requirements completed.		✓			
• Whether the department maintains the pavement condition index (PCI) at 70 for runways and 60 for taxiways and aprons at every applicable airport 99 percent of the time.			✓		
• Whether the department completes the environmental impact statement phase on the Ketchikan Airport Access by December 31, 2001.		✓			
• The percentage of cost-effective private maintenance contracts at noncertified airports compared to the total number of noncertified airports program.		✓			
• Whether the department maintains the 100 percent pass level of annual federal airport certification inspections for response and safety standards set out in federal aviation regulations.		✓			
• Whether the department achieves a five percent annual increase in cargo landings at the international airports measured on a three-year rolling average.		✓			
• Whether the department completes the Gateway Alaska Terminal Redevelopment Project by September 1, 2004.		✓			
• The percentage of airport development master plans that are completed and airport layout plans that are adopted by region.		✓			
• Whether the department maintains or reduces the net value of facilities deferred maintenance projects annually with legislative appropriation support.		✓			
• The percentage of facility mechanical systems that pass safety inspections each year.		✓			
• The percentage of rural airport leases that are renewed or newly leased at fair market value during the fiscal year.		✓			
• The transfer of state-owned ports and harbors to local control with legislative appropriation support.			✓		
• The number of miles of gravel roads that are surfaced with chip seal, hot mix, or high float asphalt for the first time, reported regionally.		✓			
• The percentage of highway and airport lane miles per full-time-equivalent employee compared to the average of member states of the Western Association of State Highway and Transportation Officials.		✓			
• The number of miles of road maintenance for which responsibility is transferred to local governments.		✓			
• Whether the department fully implements the maintenance management system statewide by June 30, 2003.		✓			

	Achieved	On track	Too soon to tell	Not Likely to achieve	Needs modification
• Whether 80 percent of the fleet wet rentals are returned to the division as scheduled for preventive maintenance on or before June 30, 2001.			✓		
• The average down time for light duty, actively used equipment in urban areas.			✓		
• The number of locations of the state equipment fleet whose rates are equal to or less than the rental rates published in industry guide books.			✓		
• Whether the average time for payment to vendors is 29 days or less			✓		
• How long it takes the division to process a purchase request before the order is placed.			✓		
• The percentage of protest and claim decisions of the division overturned by the courts during the fiscal year.			✓		
• The percentage reduction in payroll calculation errors.			✓		
• Commercial vehicle safety inspections per full-time-equivalent employee of the division.			✓		
• Weighing and measuring device inspections conducted per full-time-equivalent employee of the division.			✓		
• The percentage of federal highway funds obligated in the previous federal fiscal year.			✓		
• The percentage of projects in the capital budget that have been designed and bid in the year programmed.					✓
• The percentage of total project costs spent on project development.			✓		
• The percentage difference between final project estimates and construction bids.			✓		
• Whether the department is successful in requiring private contractors performing design and engineering services for the state to report on the same measures.			✓		
• The percentage of the design and engineering work of the division that was performed by private contractors.			✓		
• The number of planned projects that are implemented as a percentage of the number proposed.					✓
• The percentage of required federal planning, programming, and data collection completed and accepted by the United States Department of Transportation on a federal fiscal year basis.			✓		
• The number of highway deaths per year.					✓
• The percentage of the total construction costs that were spent on contract administration.			✓		
• The percentage of the total construction costs that were spent on change orders.			✓		
• The percentage of times that vessels depart on time.			✓		
• The revenue per rider mile divided by the operational costs per rider mile.			✓		
• The total ridership, including passengers and vehicles, compared to the five-year ridership average			✓		
• The average onboard revenue per passenger, including cabin occupancy, food, beverage, and other sources of revenue.			✓		
• The percentage of persons served who are satisfied customers.			✓		

Contacting the DOT&PF

Planning

For assistance with the Statewide Transportation Improvement Program (STIP), Area Plans, Transit Programs, Highway Safety Programs, or Scenic Byways:
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1-888-Plan-DOT

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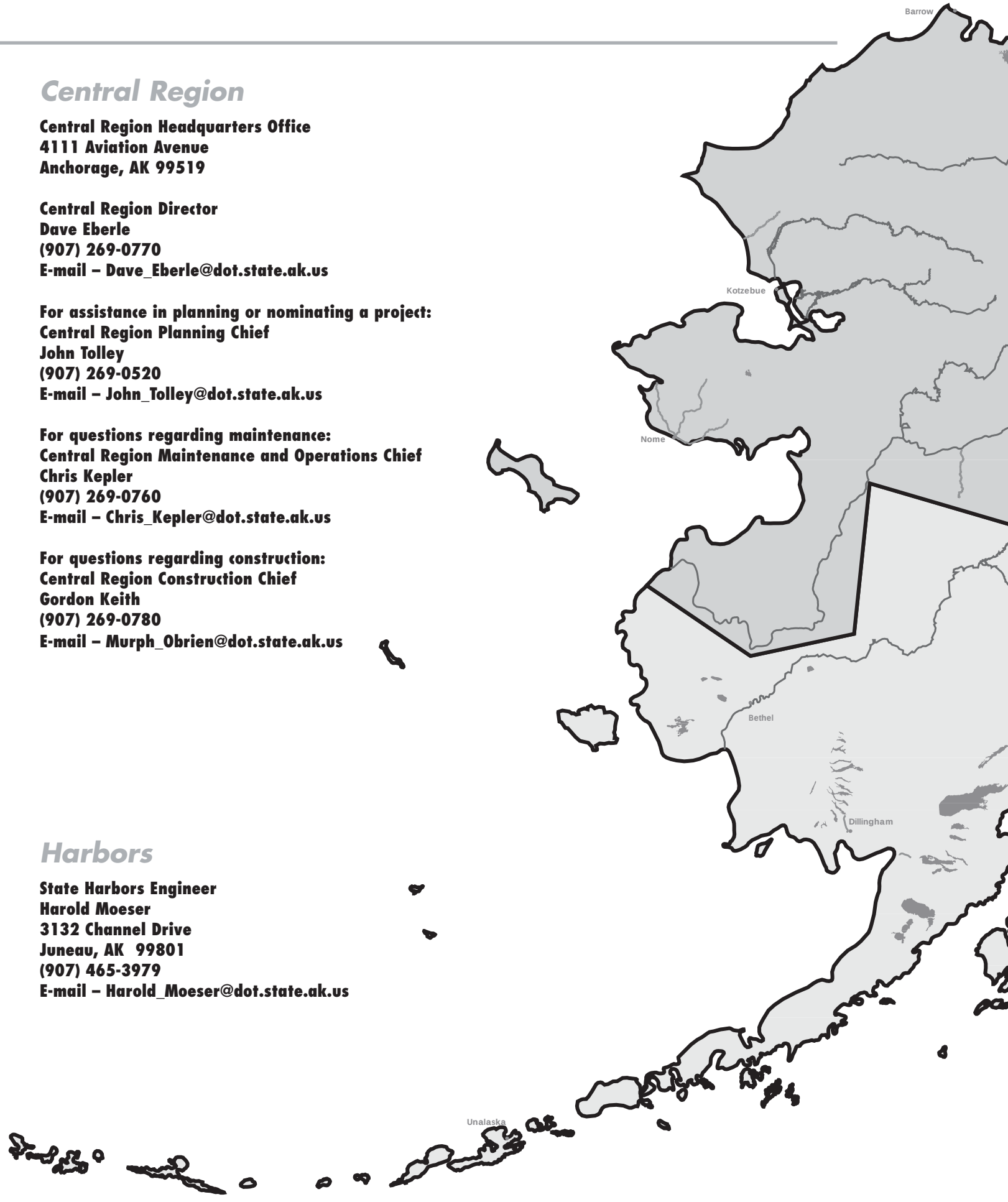

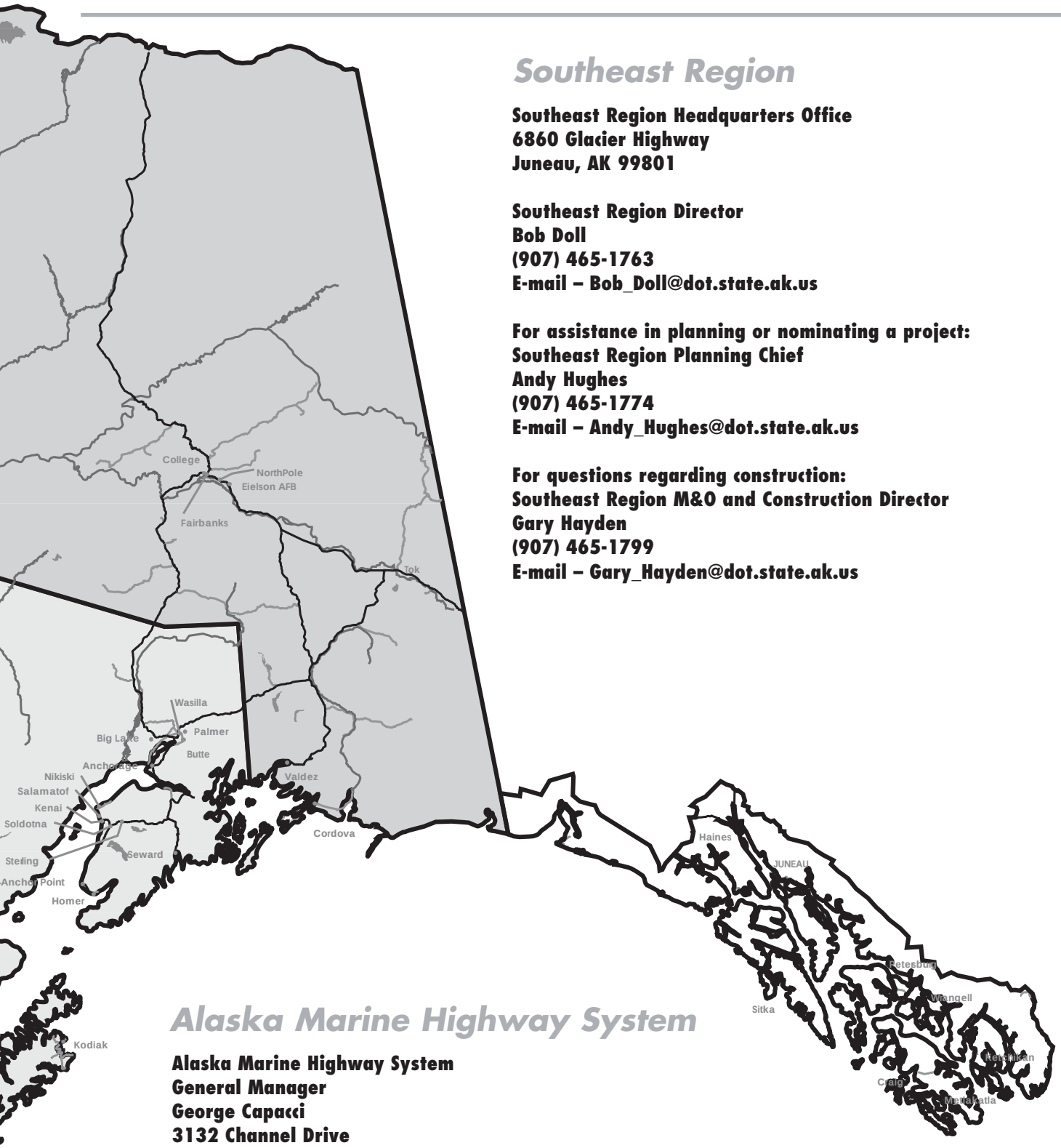

Southeast Region

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website: www.dot.state.ak.us/ferry

Statewide

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http://www.dot.state.ak.us

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