

U.S. Fish and Wildlife Service
Region 7 Long Range Transportation Plan

Appendix A

National Wildlife Refuge System Strategic Goals

This page intentionally left blank

National Wildlife Refuge System Strategic Goals

1. Conserve Manage, and Where Appropriate, Restore Fish, Wildlife and Plant Resources and Their Habitats to Fulfill Refuge Purposes, Trust Resource Responsibilities, and Biological Diversity/Integrity.
2. Provide Quality Environments with Adequate Water.
3. Ensure that Unique Values of Wilderness, other Special Designation Areas, and Cultural Resources are protected.
4. Welcome and Orient Visitors.
5. Provide Quality Wildlife Dependent Recreation and Education Opportunities.
6. Facilitate Partnerships and Cooperative Projects to Engage Other Conservation Agencies, Volunteers, Friends, and Partners in the Refuge System Mission.
7. Protect Resources and Visitors through Law Enforcement.
8. Provide Infrastructure and Equipment Adequate to Support Mission and Maintained in Good Condition.
9. Complete Quality and Useful Comprehensive Conservation Plans on Schedule and with Full Engagement of Partners.
10. Strategically Grow the System.
11. Reduce Wildfire Risks and Improve Habitats.
12. Promote and Enhance Organizational Excellence.

This page intentionally left blank

U.S. Fish and Wildlife Service
Region 7 Long Range Transportation Plan

Appendix B

*Service Asset Maintenance Management System
(SAMMS) Charts*

This page intentionally left blank

Refuge Transportation Service Asset Management System Summary

Asset: 40760100 **Roads Paved**

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Lane Miles	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	0.00	0	\$0
75610	Kanutu	0.00	0	\$0
74525	Kenai	6.71	11	\$9,590,600
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	1.01	1	\$1,401,822
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		7.72	12	\$10,992,422

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanutu	\$0
74525	Kenai	\$0
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Lane Miles)

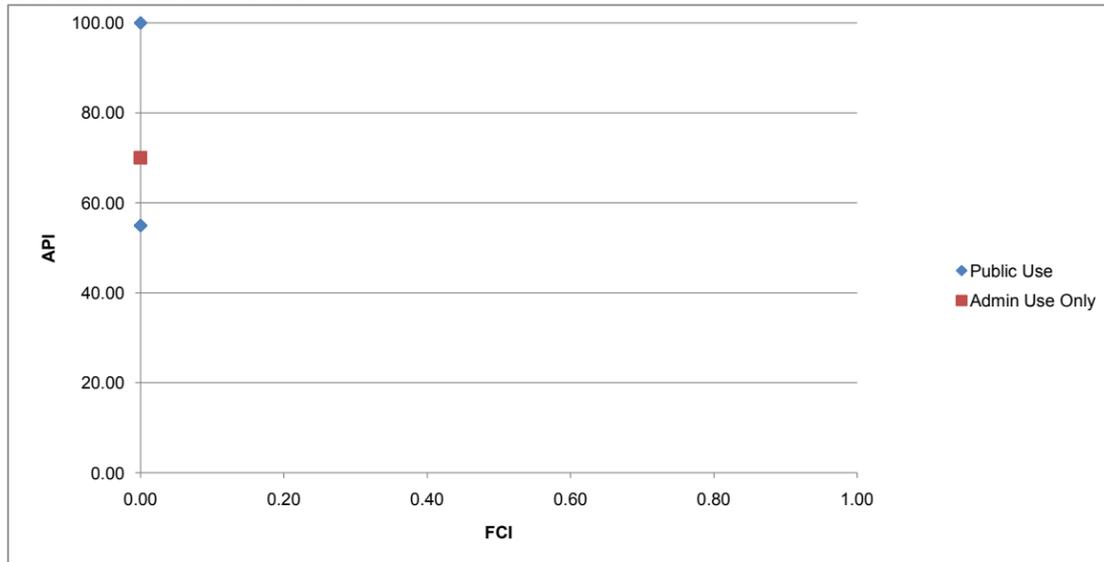
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	0.00	0.00	0.00	0.00	0.00	0.00
75610	Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	3.26	0.00	0.00	0.00	0.00	3.26
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	1.01	0.00	0.00	0.00	0.00	1.01
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		4.27	0.00	0.00	0.00	0.00	4.27
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Lane Miles)

Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	3.45	0.00	0.00	0.00	0.00	3.45
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	0.00	0.00	0.00	0.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:	3.45	0.00	0.00	0.00	0.00	3.45
	100%	0%	0%	0%	0%	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Fish and Wildlife Service - Refuge Transportation Asset Summary

FWS Region 7 Core Refuge Transportation Assets

Refuge	Roads (Paved)	Roads (Dirt)	Roads (Gravel)	Parking Lot	Trails (Paved)	Trails (Unpaved)	Boardwalks	Bridges (Trail)	Bridges (Culvert)	Bridges (Road)	Docks (Floating)	Docks (Stationary)	Airstrips
	Lane Miles	Lane Miles	Lane Miles	Count	Length in LNFT	Length in LNFT	Length in LNFT	Count	Count	Count	Count	Count	Count
Alaska Maritime	0	0	0	0	0	0	0	0	0	0	0	0	0
Alaska Peninsula	0	0	3	1	0	0	0	0	0	0	0	0	1
Arctic	0	0	0	0	0	0	0	0	0	0	0	0	1
Becharof	0	0	0	0	0	0	0	0	0	0	0	0	0
Innoko	0	0	0	1	0	0	0	0	0	0	0	0	0
Izembek	0	8	63	17	0	0	0	0	0	143	0	0	0
Kanuti	0	0	0	0	0	0	0	0	0	0	0	0	0
Kenai	7	27	102	65	3,784	758,659	2,733	67	0	0	2	1	0
Kodiak	0	0	0	1	0	0	0	0	0	0	0	0	0
Koyukuk	0	0	0	0	0	0	0	0	0	0	0	0	0
Nowitna	0	0	0	0	0	0	0	0	0	0	0	0	0
Selawik	0	0	0	0	0	0	800	0	0	0	0	0	0
Tetlin	1	0	6	4	0	138,960	0	0	0	0	0	1	0
Togiak	0	0	0	0	0	20,390	0	0	0	0	0	0	0
Yukon Delta	0	0	0	0	0	0	1,563	0	0	0	0	0	1
Yukon Flats	0	0	0	1	0	0	0	0	0	0	0	0	0
Total	8	35	173	90	3,784	918,009	5,096	67	0	143	2	2	3
Total DM	\$0	\$14,423,736	\$248,095,716	\$27,724,561	\$420,582	\$30,254,771	\$3,349,111	\$209,744	\$0	\$1,919,916	\$24,505	\$829,182	\$9,709,862

High Priority Asset Condition (API >= 60)

Refuge	Roads (Paved)	Roads (Dirt)	Roads (Gravel)	Parking Lot	Trails (Paved)	Trails (Unpaved)	Boardwalks	Bridges (Trail)	Bridges (Culvert)	Bridges (Road)	Docks (Floating)	Docks (Stationary)	Airstrips
Excellent	100%	86%	96%	89%	NA	75%	50%	100%	NA	100%	100%	100%	100%
Good	0%	0%	0%	4%	NA	13%	25%	0%	NA	0%	0%	0%	0%
Fair	0%	0%	1%	6%	NA	0%	0%	0%	NA	0%	0%	0%	0%
Poor	0%	0%	0%	0%	NA	0%	0%	0%	NA	0%	0%	0%	0%
Failed	0%	14%	3%	1%	NA	13%	25%	0%	NA	0%	0%	0%	0%

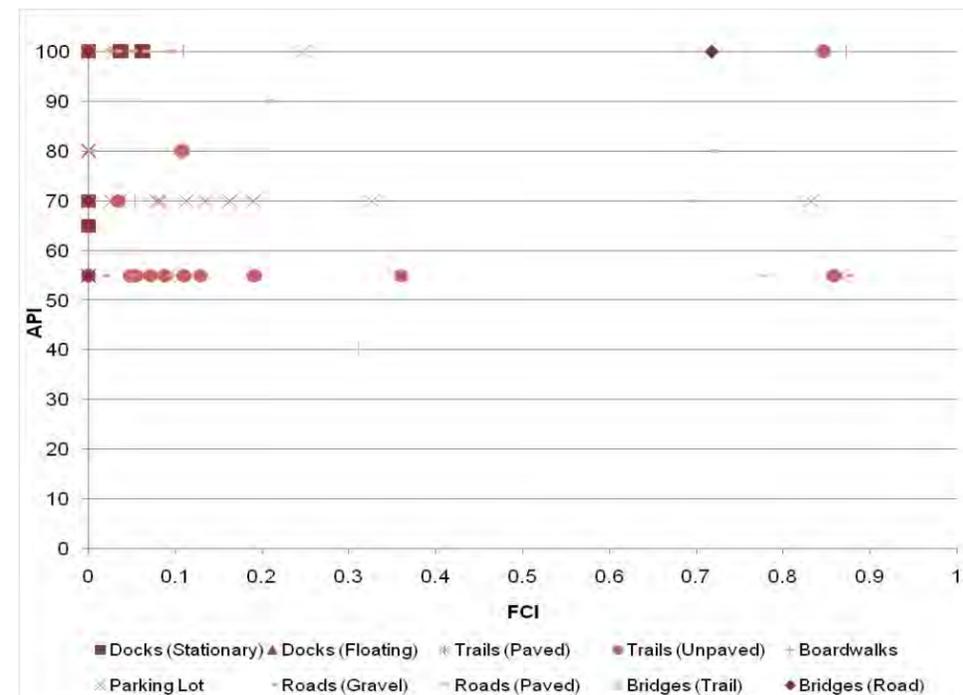
Low Priority Asset Condition (API < 60)

Refuge	Roads (Paved)	Roads (Dirt)	Roads (Gravel)	Parking Lot	Trails (Paved)	Trails (Unpaved)	Boardwalks	Bridges (Trail)	Bridges (Culvert)	Bridges (Road)	Docks (Floating)	Docks (Stationary)	Airstrips
Excellent	100%	100%	99%	96%	83%	88%	75%	100%	NA	NA	NA	NA	NA
Good	0%	0%	0%	0%	0%	5%	0%	0%	NA	NA	NA	NA	NA
Fair	0%	0%	0%	0%	0%	5%	25%	0%	NA	NA	NA	NA	NA
Poor	0%	0%	0%	0%	0%	0%	0%	0%	NA	NA	NA	NA	NA
Failed	0%	0%	1%	4%	17%	2%	0%	0%	NA	NA	NA	NA	NA

Major Asset Summary

	Quantity	Units
Road	216	Lane Miles
Trail*	926,889	Miles
Bridges (Road and Trail)	210	Each
Parking Lot	90	Count
Docks	4	Count
Airstrip	3	Count

*Includes boardwalks



Asset: 40760300 Roads Dirt

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Lane Miles	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	7.92	7	\$13,711,787
75610	Kanutu	0.00	0	\$0
74525	Kenai	26.87	3	\$711,949
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	0.00	0	\$0
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		34.79	10	\$14,423,736

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

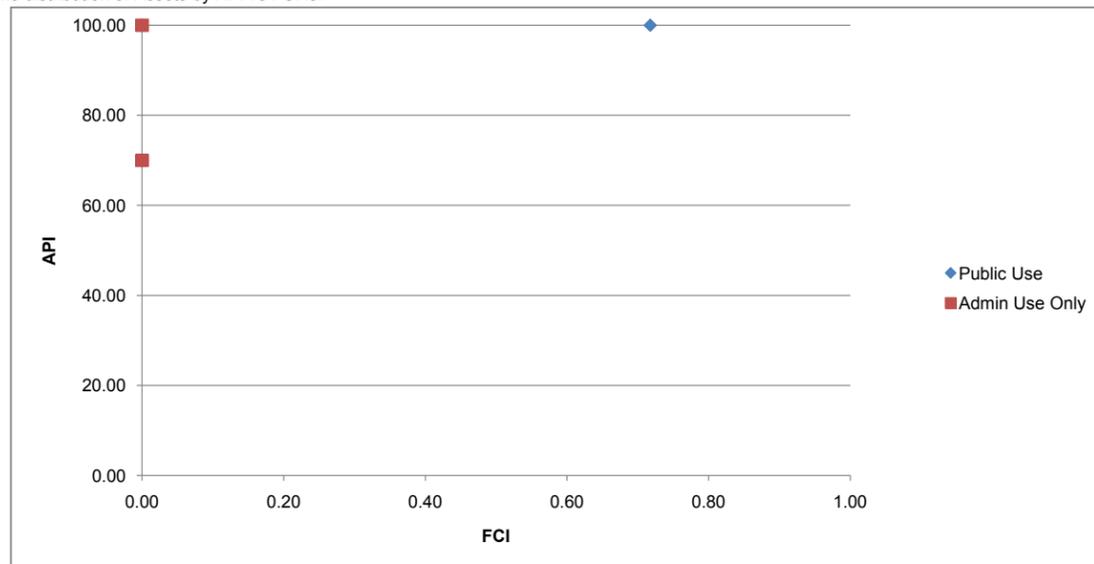
ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$5,726,056
75610	Kanutu	\$0
74525	Kenai	\$0
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$5,726,056
Summary FCI (DM/CRV)		0.40

High Priority (API>=60) - Condition Class (Lane Miles)							
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	3.31	0.00	0.00	0.00	4.61	7.92
75610	Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	25.07	0.00	0.00	0.00	0.00	25.07
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		28.38	0.00	0.00	0.00	4.61	32.99
		86%	0%	0%	0%	14%	

Low Priority (API<60) - Condition Class (Lane Miles)						
Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	1.80	0.00	0.00	0.00	0.00	1.80
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	0.00	0.00	0.00	0.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:	1.80	0.00	0.00	0.00	0.00	1.80
	100%	0%	0%	0%	0%	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40760200 Roads Gravel

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Lane Miles	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	2.50	2	\$4,482,457
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	62.65	16	\$90,694,185
75610	Kanuti	0.00	0	\$0
74525	Kenai	101.81	26	\$144,611,671
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	6.18	3	\$8,307,403
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		173.14	47	\$248,095,716

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$9,977,225
75610	Kanuti	\$0
74525	Kenai	\$2,461,249
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$742,500
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$13,180,974
Summary FCI (DM/CRV)		0.05

High Priority (API>=60) - Condition Class (Lane Miles)

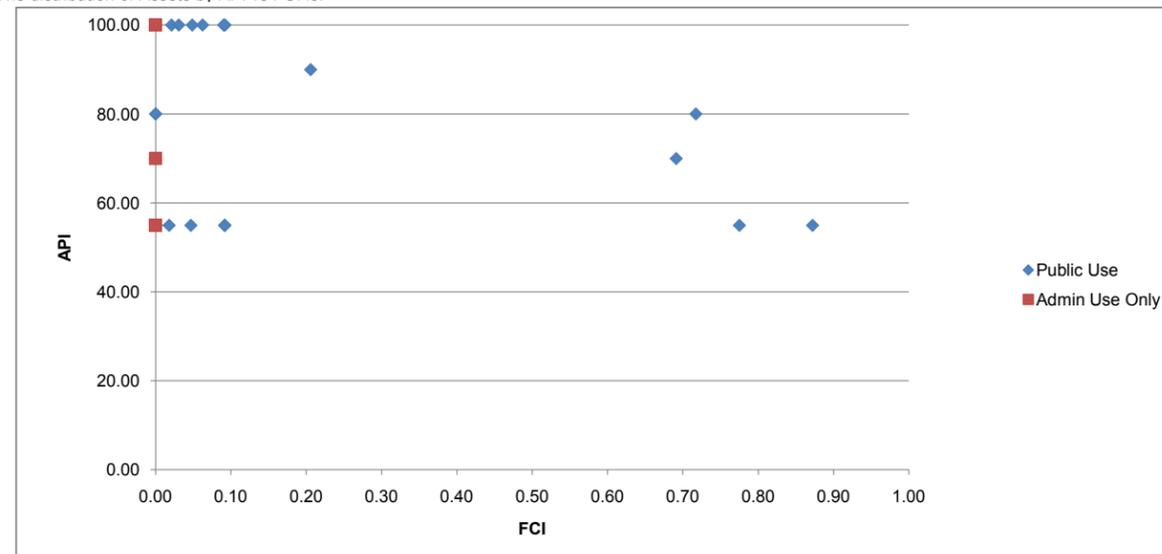
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	2.50	0.00	0.00	0.00	0.00	2.50
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	59.24	0.00	0.00	0.00	3.41	62.65
75610	Kanuti	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	64.44	0.00	0.00	0.18	0.00	64.62
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	4.18	0.00	2.00	0.00	0.00	6.18
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		130.36	0.00	2.00	0.18	3.41	135.95
		96%	0%	1%	0%	3%	

Low Priority (API<60) - Condition Class (Lane Miles)

Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanuti	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	36.91	0.00	0.00	0.00	0.28	37.19
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	0.00	0.00	0.00	0.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:	36.91	0.00	0.00	0.00	0.28	37.19
	99%	0%	0%	0%	1%	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40660100 Parking Lot

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Size in SQYD	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	8,333.33	1	\$1,925,786
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	622.22	1	\$165,908
74520	Izembek	14,649.81	17	\$2,581,649
75610	Kanutu	0.00	0	\$0
74525	Kenai	112,760.28	65	\$19,640,478
74530	Kodiak	354.23	1	\$705,073
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	6,137.56	4	\$1,532,715
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	5,888.89	1	\$1,172,954
Total:		148,746.32	90	\$27,724,561

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$240,900
75610	Kanutu	\$0
74525	Kenai	\$632,229
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$873,129
Summary FCI (DM/CRV)		0.03

High Priority (API>=60) - Condition Class (Size in SQYD)

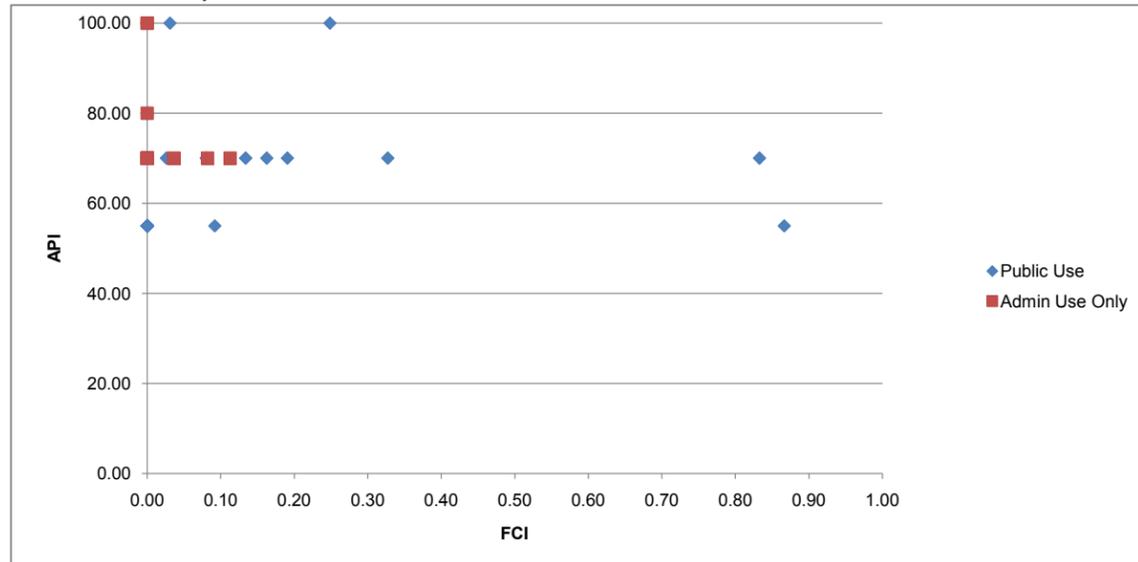
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	8,333.33	0.00	0.00	0.00	0.00	8,333.33
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	622.22	0.00	0.00	0.00	0.00	622.22
74520	Izembek	10,414.15	0.00	3,402.33	0.00	833.33	14,649.81
75610	Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	87,509.75	4,918.78	5,164.23	0.00	0.00	97,592.76
74530	Kodiak	354.23	0.00	0.00	0.00	0.00	354.23
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	6,137.56	0.00	0.00	0.00	0.00	6,137.56
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	5,888.89	0.00	0.00	0.00	0.00	5,888.89
Total:		119,260.13	4,918.78	8,566.56	0.00	833.33	133,578.80
		89%	4%	6%	0%	1%	

Low Priority (API<60) - Condition Class (Size in SQYD)

Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total	
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00	
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00	
Arctic	0.00	0.00	0.00	0.00	0.00	0.00	
Becharof	0.00	0.00	0.00	0.00	0.00	0.00	
Innoko	0.00	0.00	0.00	0.00	0.00	0.00	
Izembek	0.00	0.00	0.00	0.00	0.00	0.00	
Kanutu	0.00	0.00	0.00	0.00	0.00	0.00	
Kenai	14,618.29	0.00	0.00	0.00	549.23	15,167.52	
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00	
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00	
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00	
Selawik	0.00	0.00	0.00	0.00	0.00	0.00	
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00	
Togiak	0.00	0.00	0.00	0.00	0.00	0.00	
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00	
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00	
Total:		14,618.29	0.00	0.00	0.00	549.23	15,167.52
		96%	0%	0%	0%	4%	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40751000 Trails Paved

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Length in LNFT	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	0.00	0	\$0
75610	Kanuti	0.00	0	\$0
74525	Kenai	3,784.00	6	\$420,582
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	0.00	0	\$0
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		3,784.00	6	\$420,582

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanuti	\$0
74525	Kenai	\$57,000
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$57,000
Summary FCI (DM/CRV)		0.14

High Priority (API>=60) - Condition Class (Length in LNFT)

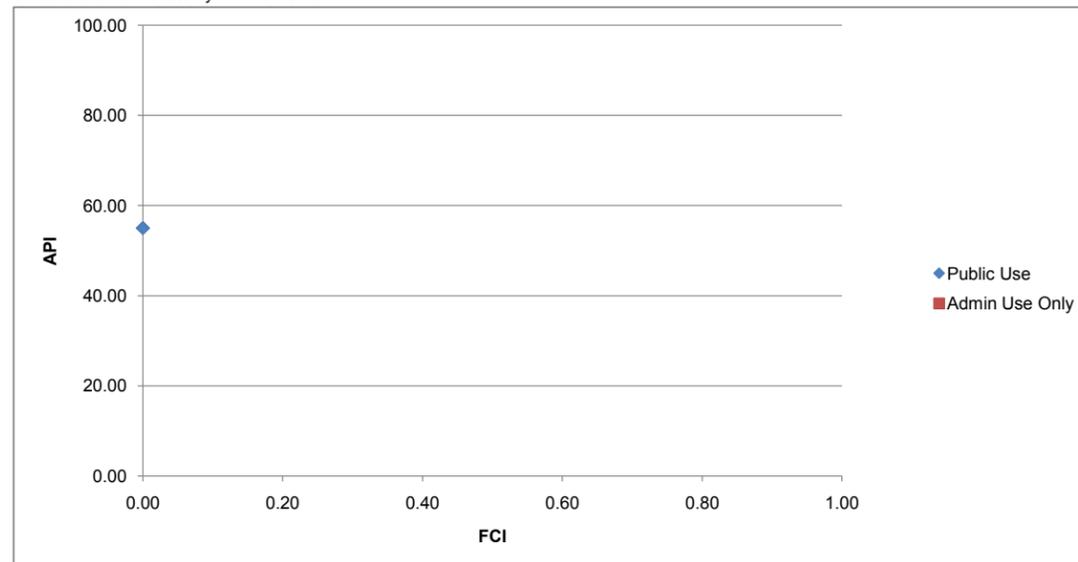
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	0.00	0.00	0.00	0.00	0.00	0.00
75610	Kanuti	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	0.00	0.00	0.00	0.00	0.00	0.00
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Low Priority (API<60) - Condition Class (Length in LNFT)

Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanuti	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	5.00	0.00	0.00	0.00	1.00	6.00
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	0.00	0.00	0.00	0.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:	5.00	0.00	0.00	0.00	1.00	6.00
	83%	0%	0%	0%	17%	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40751100 Trails Unpaved

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Length in LNFT	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	0.00	0	\$0
75610	Kanuti	0.00	0	\$0
74525	Kenai	758,659.00	42	\$24,076,183
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	138,960.00	6	\$5,586,316
74535	Togiak	20,390.00	3	\$592,272
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		918,009.00	51	\$30,254,771

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

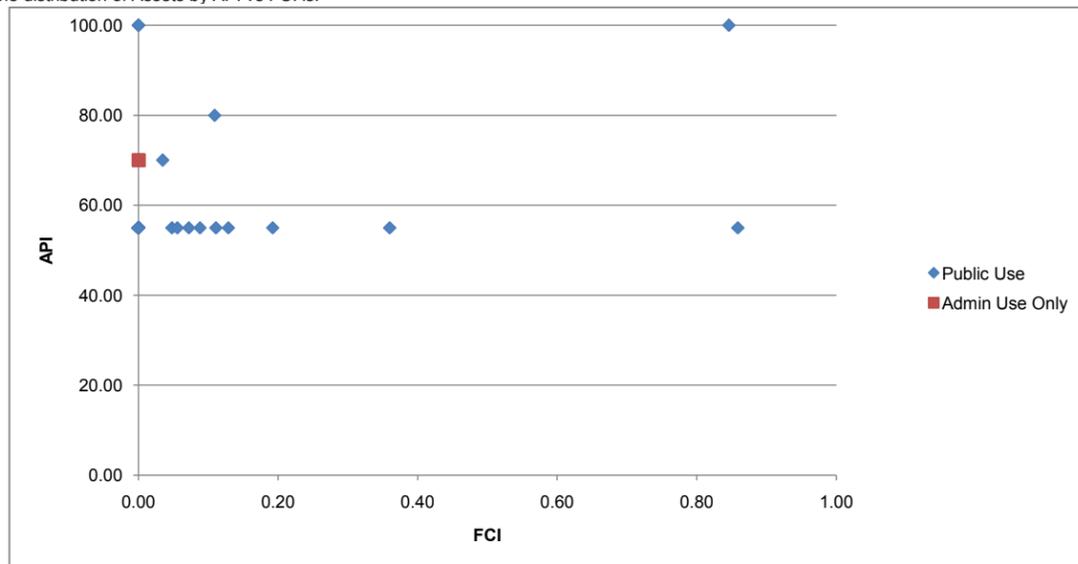
ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanuti	\$0
74525	Kenai	\$700,400
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$198,788
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$899,188
Summary FCI (DM/CRV)		0.03

High Priority (API>=60) - Condition Class (Length in LNFT)							
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	0.00	0.00	0.00	0.00	0.00	0.00
75610	Kanuti	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	0.00	0.00	0.00	0.00	0.00	0.00
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	3.00	1.00	0.00	0.00	1.00	5.00
74535	Togiak	3.00	0.00	0.00	0.00	0.00	3.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		6.00	1.00	0.00	0.00	1.00	8.00
		75%	13%	0%	0%	13%	

Low Priority (API<60) - Condition Class (Length in LNFT)							
Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total	
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00	
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00	
Arctic	0.00	0.00	0.00	0.00	0.00	0.00	
Becharof	0.00	0.00	0.00	0.00	0.00	0.00	
Innoko	0.00	0.00	0.00	0.00	0.00	0.00	
Izembek	0.00	0.00	0.00	0.00	0.00	0.00	
Kanuti	0.00	0.00	0.00	0.00	0.00	0.00	
Kenai	37.00	2.00	2.00	0.00	1.00	42.00	
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00	
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00	
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00	
Selawik	0.00	0.00	0.00	0.00	0.00	0.00	
Tetlin	1.00	0.00	0.00	0.00	0.00	1.00	
Togiak	0.00	0.00	0.00	0.00	0.00	0.00	
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00	
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00	
Total:		38.00	2.00	2.00	0.00	1.00	43.00
		88%	5%	5%	0%	2%	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40751300 Boardwalks

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Length in LNFT	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	0.00	0	\$0
75610	Kanutu	0.00	0	\$0
74525	Kenai	2,733.00	5	\$1,902,555
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	800.00	1	\$441,448
75630	Tetlin	0.00	0	\$0
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	1,563.00	2	\$1,005,108
75635	Yukon Flats	0.00	0	\$0
Total:		5,096.00	8	\$3,349,111

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanutu	\$0
74525	Kenai	\$759,000
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$137,500
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$35,000
75635	Yukon Flats	\$0
Total:		\$931,500
Summary FCI (DM/CRV)		0.28

High Priority (API>=60) - Condition Class (Length in LNFT)

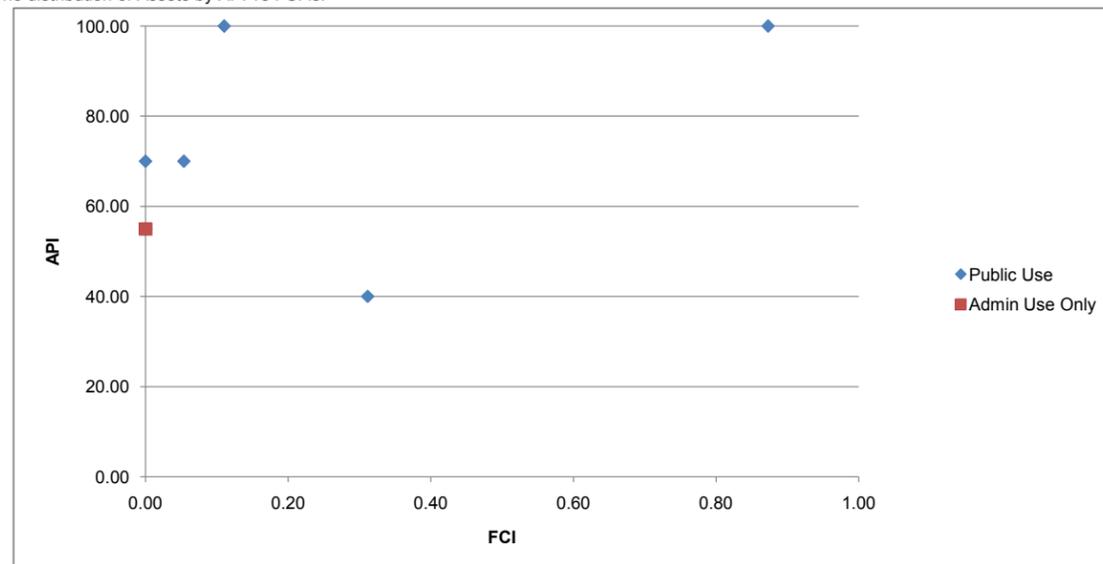
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	0.00	0.00	0.00	0.00	0.00	0.00
75610	Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	0.00	1.00	0.00	0.00	1.00	2.00
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	2.00	0.00	0.00	0.00	0.00	2.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		2.00	1.00	0.00	0.00	1.00	4.00
		50%	25%	0%	0%	25%	

Low Priority (API<60) - Condition Class (Length in LNFT)

Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	3.00	0.00	0.00	0.00	0.00	3.00
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	1.00	0.00	0.00	1.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		3.00	0.00	1.00	0.00	4.00
		75%	0%	25%	0%	0%

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40760800 Trail Bridges

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Size in SQYD	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	0.00	0	\$0
75610	Kanutu	0.00	0	\$0
74525	Kenai	66.66	2	\$209,744
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	0.00	0	\$0
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		66.66	2	\$209,744

Class	FCI Range
Excellent	<=.10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanutu	\$0
74525	Kenai	\$0
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Size in SQYD)

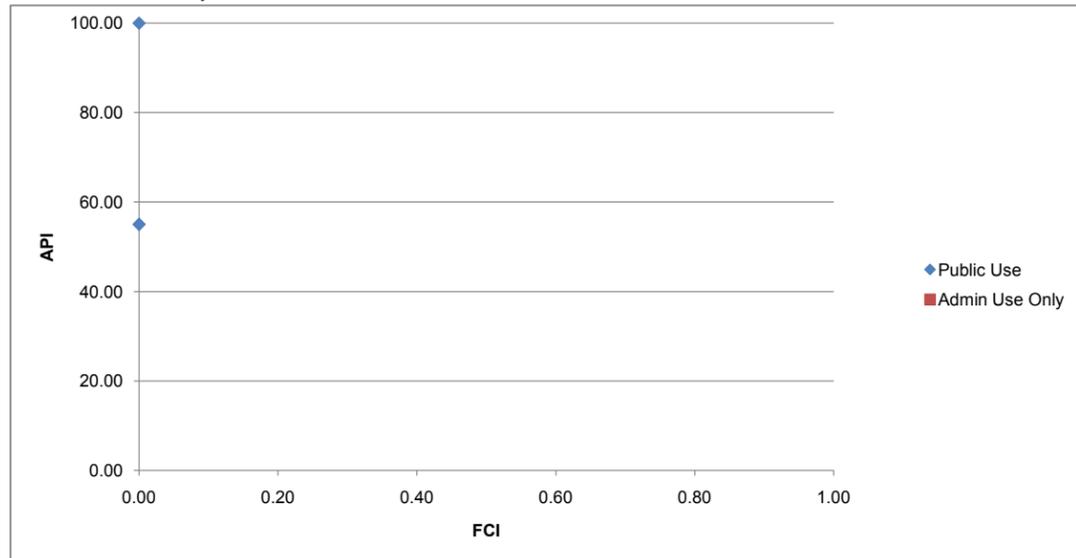
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	0.00	0.00	0.00	0.00	0.00	0.00
75610	Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	33.33	0.00	0.00	0.00	0.00	33.33
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		33.33	0.00	0.00	0.00	0.00	33.33
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Size in SQYD)

Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	33.33	0.00	0.00	0.00	0.00	33.33
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	0.00	0.00	0.00	0.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:	33.33	0.00	0.00	0.00	0.00	33.33
	100%	0%	0%	0%	0%	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40760700 **Culvert Road Bridge**

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Size in SQYD	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	0.00	0	\$0
75610	Kanuti	0.00	0	\$0
74525	Kenai	0.00	0	\$0
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	0.00	0	\$0
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		0.00	0	\$0

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

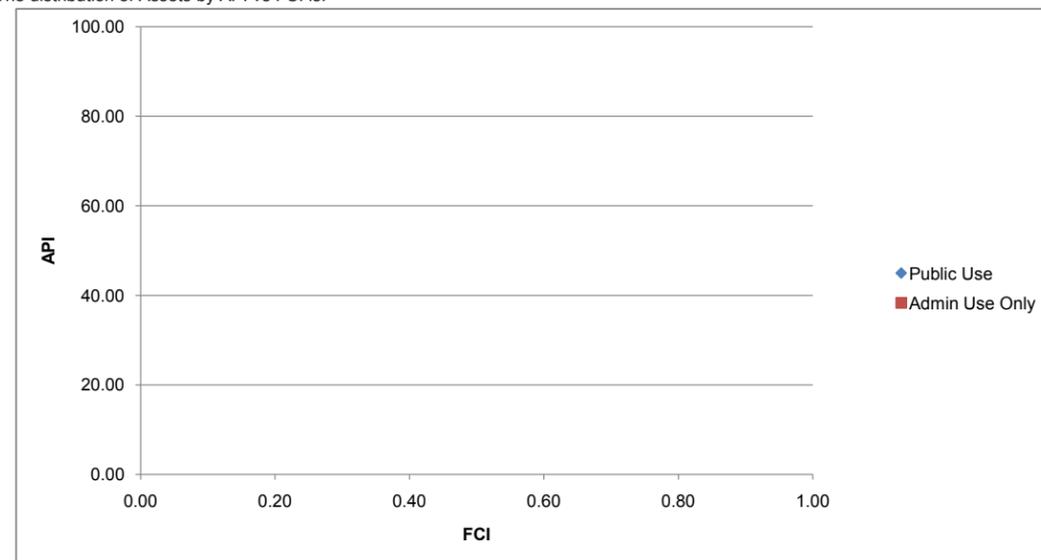
ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanuti	\$0
74525	Kenai	\$0
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$0
Summary FCI (DM/CRV)		#DIV/0!

High Priority (API>=60) - Condition Class (Size in SQYD)							
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	0.00	0.00	0.00	0.00	0.00	0.00
75610	Kanuti	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	0.00	0.00	0.00	0.00	0.00	0.00
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Low Priority (API<60) - Condition Class (Size in SQYD)							
Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total	
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00	
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00	
Arctic	0.00	0.00	0.00	0.00	0.00	0.00	
Becharof	0.00	0.00	0.00	0.00	0.00	0.00	
Innoko	0.00	0.00	0.00	0.00	0.00	0.00	
Izembek	0.00	0.00	0.00	0.00	0.00	0.00	
Kanuti	0.00	0.00	0.00	0.00	0.00	0.00	
Kenai	0.00	0.00	0.00	0.00	0.00	0.00	
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00	
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00	
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00	
Selawik	0.00	0.00	0.00	0.00	0.00	0.00	
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00	
Togiak	0.00	0.00	0.00	0.00	0.00	0.00	
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00	
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00	
Total:	0.00	0.00	0.00	0.00	0.00	0.00	
	NA	NA	NA	NA	NA		

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40760500 Road Bridges

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Size in SQYD	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	143.11	4	\$1,919,916
75610	Kanutu	0.00	0	\$0
74525	Kenai	0.00	0	\$0
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	0.00	0	\$0
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		143.11	4	\$1,919,916

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

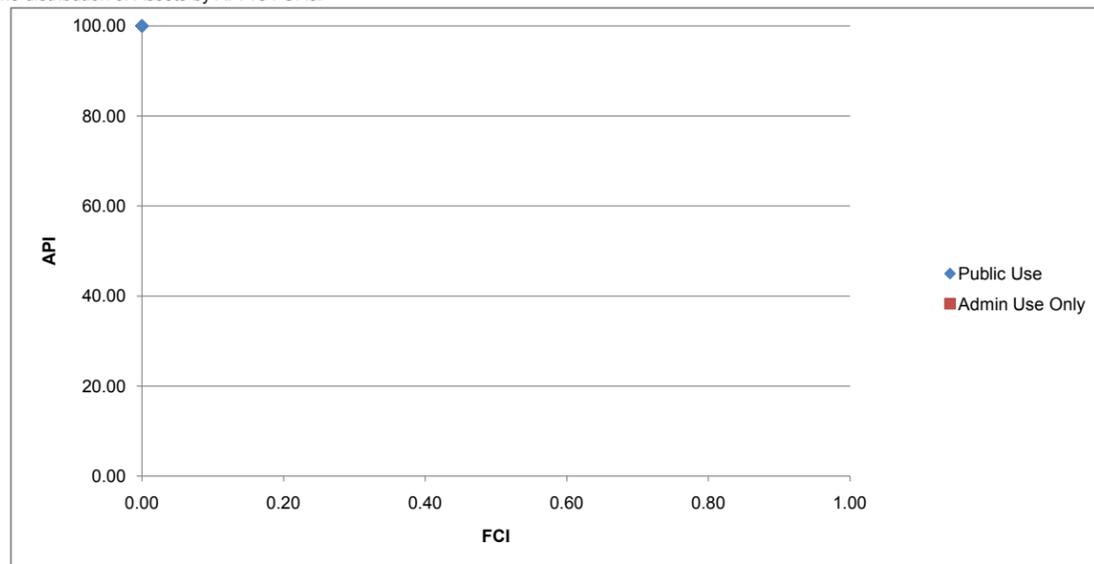
ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanutu	\$0
74525	Kenai	\$0
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Size in SQYD)							
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	143.11	0.00	0.00	0.00	0.00	143.11
75610	Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	0.00	0.00	0.00	0.00	0.00	0.00
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		143.11	0.00	0.00	0.00	0.00	143.11
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Size in SQYD)						
Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	0.00	0.00	0.00	0.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:	0.00	0.00	0.00	0.00	0.00	0.00
	NA	NA	NA	NA	NA	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40130300 **Docks Floating**

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Size in SQYD	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	0.00	0	\$0
75610	Kanutu	0.00	0	\$0
74525	Kenai	27.11	2	\$24,505
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	0.00	0	\$0
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		27.11	2	\$24,505

Class	FCI Range
Excellent	<=.10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

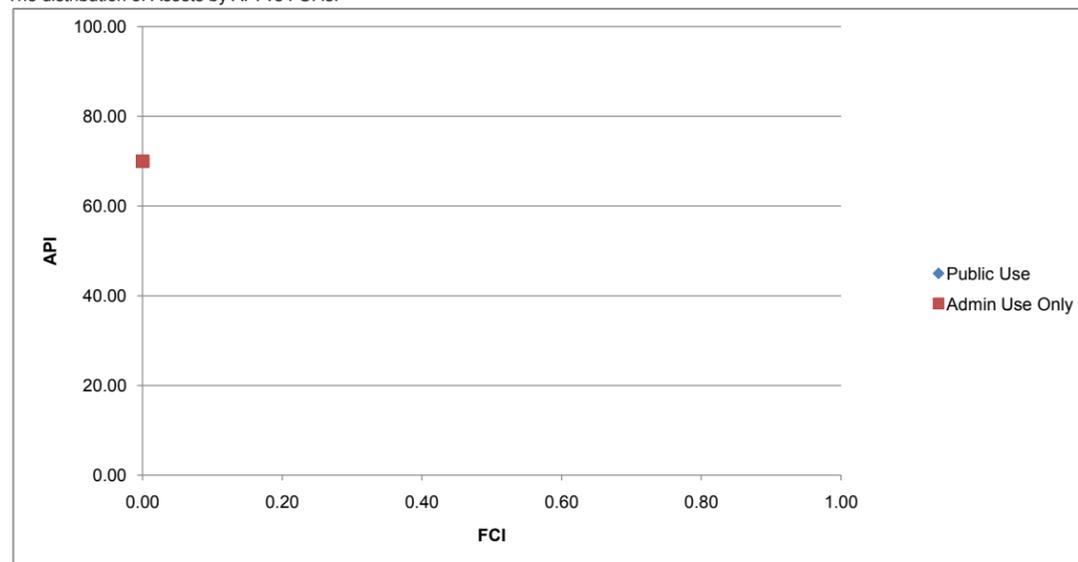
ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanutu	\$0
74525	Kenai	\$0
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Size in SQYD)							
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	0.00	0.00	0.00	0.00	0.00	0.00
75610	Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	27.11	0.00	0.00	0.00	0.00	27.11
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		27.11	0.00	0.00	0.00	0.00	27.11
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Size in SQYD)						
Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	0.00	0.00	0.00	0.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:	0.00	0.00	0.00	0.00	0.00	0.00
	NA	NA	NA	NA	NA	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40130200 **Docks Stationary**

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Size in SQFT	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	0.00	0	\$0
75600	Arctic	0.00	0	\$0
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	0.00	0	\$0
75610	Kanutu	0.00	0	\$0
74525	Kenai	44.44	1	\$67,877
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	112.78	1	\$761,305
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	0.00	0	\$0
75635	Yukon Flats	0.00	0	\$0
Total:		157.22	2	\$829,182

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

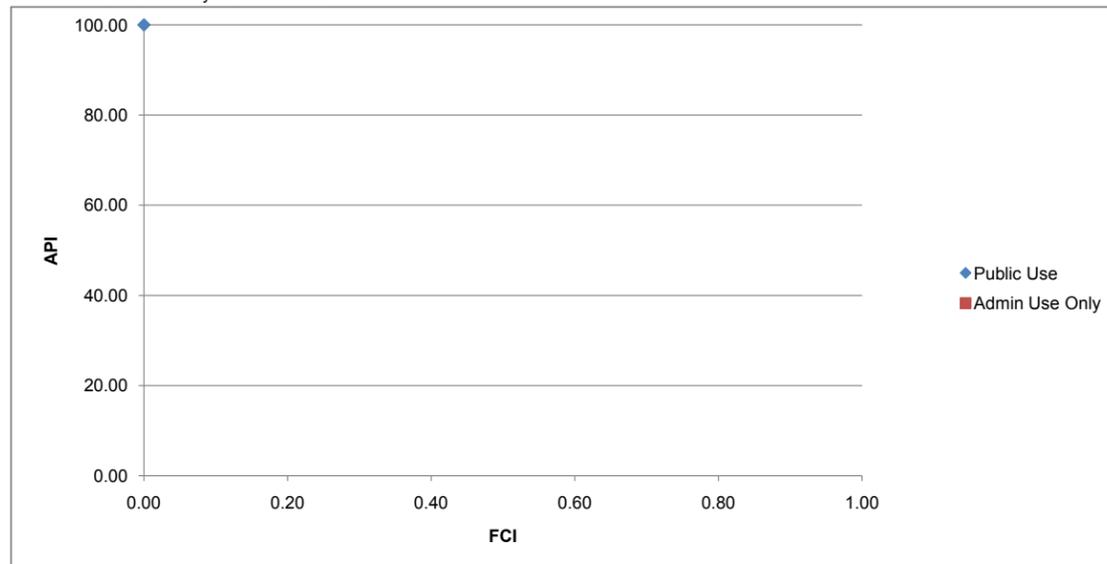
ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$0
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanutu	\$0
74525	Kenai	\$0
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$48,014
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$48,014
Summary FCI (DM/CRV)		0.06

High Priority (API>=60) - Condition Class (Size in SQFT)							
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
75600	Arctic	0.00	0.00	0.00	0.00	0.00	0.00
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	0.00	0.00	0.00	0.00	0.00	0.00
75610	Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	44.44	0.00	0.00	0.00	0.00	44.44
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	112.78	0.00	0.00	0.00	0.00	112.78
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		157.22	0.00	0.00	0.00	0.00	157.22
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Size in SQFT)						
Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	0.00	0.00	0.00	0.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40120200 Airstrip

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Natl. Wildlife Refuge	Size in SQYD	Count	Replace Value
74500	Alaska Maritime	0.00	0	\$0
74512	Alaska Peninsula	41,666.67	1	\$9,628,928
75600	Arctic	17,555.56	1	\$40,746
74515	Becharof	0.00	0	\$0
75605	Innoko	0.00	0	\$0
74520	Izembek	0.00	0	\$0
75610	Kanutu	0.00	0	\$0
74525	Kenai	0.00	0	\$0
74530	Kodiak	0.00	0	\$0
75615	Koyukuk	0.00	0	\$0
75621	Nowitna	0.00	0	\$0
75625	Selawik	0.00	0	\$0
75630	Tetlin	0.00	0	\$0
74535	Togiak	0.00	0	\$0
74540	Yukon Delta	5,666.67	1	\$40,188
75635	Yukon Flats	0.00	0	\$0
Total:		64,888.90	3	\$9,709,862

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

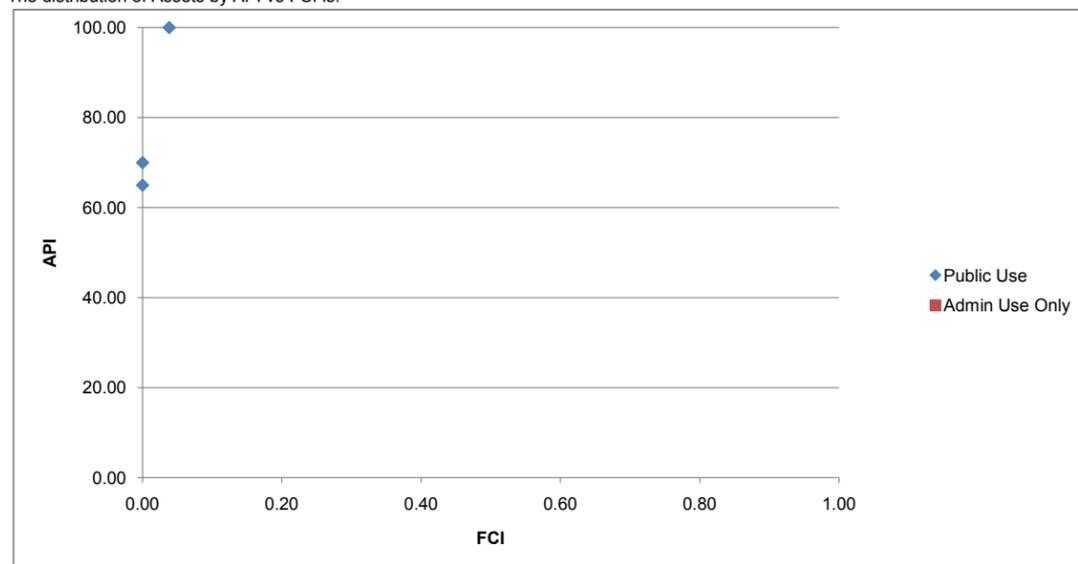
ID	Natl. Wildlife Refuge	Deferred Maint.
74500	Alaska Maritime	\$0
74512	Alaska Peninsula	\$368,500
75600	Arctic	\$0
74515	Becharof	\$0
75605	Innoko	\$0
74520	Izembek	\$0
75610	Kanutu	\$0
74525	Kenai	\$0
74530	Kodiak	\$0
75615	Koyukuk	\$0
75621	Nowitna	\$0
75625	Selawik	\$0
75630	Tetlin	\$0
74535	Togiak	\$0
74540	Yukon Delta	\$0
75635	Yukon Flats	\$0
Total:		\$368,500
Summary FCI (DM/CRV)		0.04

High Priority (API>=60) - Condition Class (Size in SQYD)							
ID	Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
74500	Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
74512	Alaska Peninsula	41,666.67	0.00	0.00	0.00	0.00	41,666.67
75600	Arctic	17,555.56	0.00	0.00	0.00	0.00	17,555.56
74515	Becharof	0.00	0.00	0.00	0.00	0.00	0.00
75605	Innoko	0.00	0.00	0.00	0.00	0.00	0.00
74520	Izembek	0.00	0.00	0.00	0.00	0.00	0.00
75610	Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
74525	Kenai	0.00	0.00	0.00	0.00	0.00	0.00
74530	Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
75615	Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
75621	Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
75625	Selawik	0.00	0.00	0.00	0.00	0.00	0.00
75630	Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
74535	Togiak	0.00	0.00	0.00	0.00	0.00	0.00
74540	Yukon Delta	5,666.67	0.00	0.00	0.00	0.00	5,666.67
75635	Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:		64,888.90	0.00	0.00	0.00	0.00	64,888.90
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Size in SQYD)						
Natl. Wildlife Refuge	Excellent	Good	Fair	Poor	Failed	Total
Alaska Maritime	0.00	0.00	0.00	0.00	0.00	0.00
Alaska Peninsula	0.00	0.00	0.00	0.00	0.00	0.00
Arctic	0.00	0.00	0.00	0.00	0.00	0.00
Becharof	0.00	0.00	0.00	0.00	0.00	0.00
Innoko	0.00	0.00	0.00	0.00	0.00	0.00
Izembek	0.00	0.00	0.00	0.00	0.00	0.00
Kanutu	0.00	0.00	0.00	0.00	0.00	0.00
Kenai	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak	0.00	0.00	0.00	0.00	0.00	0.00
Koyukuk	0.00	0.00	0.00	0.00	0.00	0.00
Nowitna	0.00	0.00	0.00	0.00	0.00	0.00
Selawik	0.00	0.00	0.00	0.00	0.00	0.00
Tetlin	0.00	0.00	0.00	0.00	0.00	0.00
Togiak	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Delta	0.00	0.00	0.00	0.00	0.00	0.00
Yukon Flats	0.00	0.00	0.00	0.00	0.00	0.00
Total:						0.00
						NA

Investment Strategy:

The distribution of Assets by API vs FCI is:



Administrative Site Transportation Service Asset Management System Summary

Fish and Wildlife Service - Administrative Site Transportation Asset Summary

FWS Region 7 Core Transportation Assets

Refuge	Roads (Paved)	Roads (Dirt)	Roads (Gravel)	Parking Lot	Trails (Paved)	Trails (Unpaved)	Boardwalks	Bridges (Trail)	Bridges (Culvert)	Bridges (Road)	Docks (Floating)	Docks (Stationary)	Airstrips
	Lane Miles	Lane Miles	Lane Miles	Count	Length in LNFT	Length in LNFT	Length in LNFT	Size in SQYD	Size in SQYD	Size in SQYD	Count	Count	Count
Aleutian Islands Unit	0	0	0	3	0	0	0	0	0	0	0	2	0
Aviation Manager	0	0	0	1	0	0	0	0	0	0	0	0	0
Bethel Administrative Site	0	0	1	2	0	0	0	0	0	0	0	0	0
Bettles AS	0	0	0	2	0	0	0	0	0	0	0	0	0
Cold Bay Hangar	0	0	0	2	0	0	0	0	0	0	0	0	0
Dillingham AS	0	0	0	7	0	0	0	0	0	0	0	0	0
Fort Yukon AS	0	0	0	1	0	0	0	0	0	0	0	0	0
Galena Administrative Site	0	0	0	9	0	0	0	0	0	0	1	0	0
Homer Visitor Center AS	0	0	0	2	1,880	1,015	1,400	122	0	0	0	0	0
Juneau Fish and Wildlife Field Office	0	0	0	0	0	0	0	0	0	0	0	1	0
Juneau Hangar Wildlife Administrative Site	2	0	0	0	0	0	0	0	0	0	0	0	0
Ketchikan Administrative Site	0	0	0	0	0	0	0	0	0	0	0	1	0
King Salmon AS	0	0	0	9	240	0	0	0	0	0	0	0	0
Kodiak AS	0	0	0	1	0	0	0	0	0	0	0	0	0
Kodiak Office	0	0	1	3	0	1,320	0	0	0	0	0	0	0
Kotzebue AS	0	0	0	5	0	0	0	0	0	0	0	0	0
McGrath AS	0	0	0	4	0	0	0	0	0	0	0	0	0
Tok AS	0	0	0	5	0	0	0	0	0	0	0	0	0
Total	2	0	2	56	2,120	2,335	1,400	122	0	0	1	4	0
Total DM	\$5,646,310	\$0	\$4,545,329	\$14,570,638	\$120,094	\$248,505	\$722,315	\$344,346	\$0	\$0	\$17,076	\$15,527,468	\$0

High Priority Asset Condition (API >= 60)

Refuge	Roads (Paved)	Roads (Dirt)	Roads (Gravel)	Parking Lot	Trails (Paved)	Trails (Unpaved)	Boardwalks	Bridges (Trail)	Bridges (Culvert)	Bridges (Road)	Docks (Floating)	Docks (Stationary)	Airstrips
Excellent	100%	NA	100%	99%	100%	100%	100%	100%	NA	NA	NA	100%	NA
Good	0%	NA	0%	0%	0%	0%	0%	100%	NA	NA	NA	0%	NA
Fair	0%	NA	0%	0%	0%	0%	0%	100%	NA	NA	NA	0%	NA
Poor	0%	NA	0%	0%	0%	0%	0%	100%	NA	NA	NA	0%	NA
Failed	0%	NA	0%	1%	0%	0%	0%	100%	NA	NA	NA	0%	NA

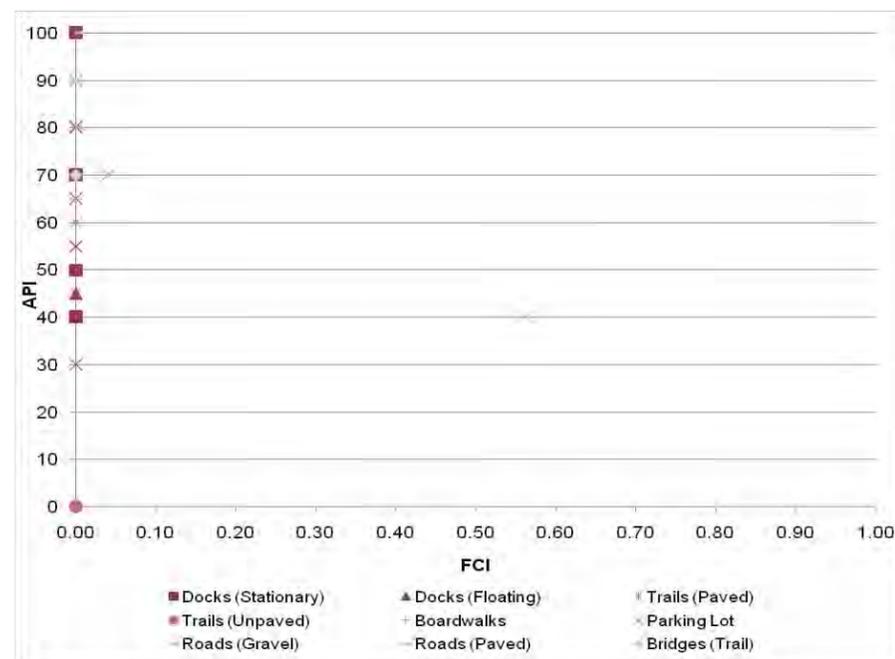
Low Priority Asset Condition (API < 60)

Refuge	Roads (Paved)	Roads (Dirt)	Roads (Gravel)	Parking Lot	Trails (Paved)	Trails (Unpaved)	Boardwalks	Bridges (Trail)	Bridges (Culvert)	Bridges (Road)	Docks (Floating)	Docks (Stationary)	Airstrips
Excellent	NA	NA	NA	94%	NA	NA	NA	NA	NA	NA	100%	100%	NA
Good	NA	NA	NA	0%	NA	NA	NA	NA	NA	NA	0%	0%	NA
Fair	NA	NA	NA	0%	NA	NA	NA	NA	NA	NA	0%	0%	NA
Poor	NA	NA	NA	6%	NA	NA	NA	NA	NA	NA	0%	0%	NA
Failed	NA	NA	NA	0%	NA	NA	NA	NA	NA	NA	0%	0%	NA

Major Asset Summary

	Quantity	Units
Road	4	Lane Miles
Trail*	5,855	Miles
Bridges (Road and Trail)	122	Each
Parking Lot	56	Count
Docks	5	Count
Airstrip	0	Count

* Includes boardwalks



Asset: 40760100 **Roads Paved**

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Lane Miles	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	0.00	0	\$0
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	2.30	1	\$5,646,310
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		2.30	1	5,646,310

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Lane Miles)

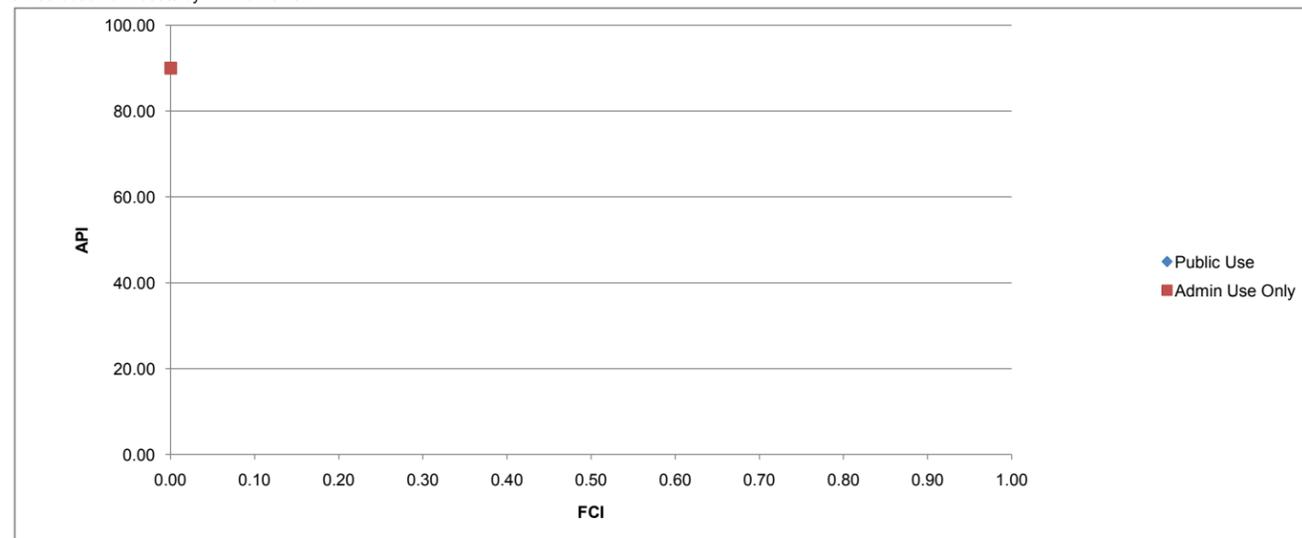
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	2.30	0.00	0.00	0.00	0.00	2.30
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		2.30	0.00	0.00	0.00	0.00	2.30
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Lane Miles)

Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40760200 Roads Gravel

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Lane Miles	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.80	3	\$2,692,615
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	0.00	0	\$0
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.27	5	\$994,035
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	1.00	2	\$858,679
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		2.07	10	4,545,329

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Lane Miles)

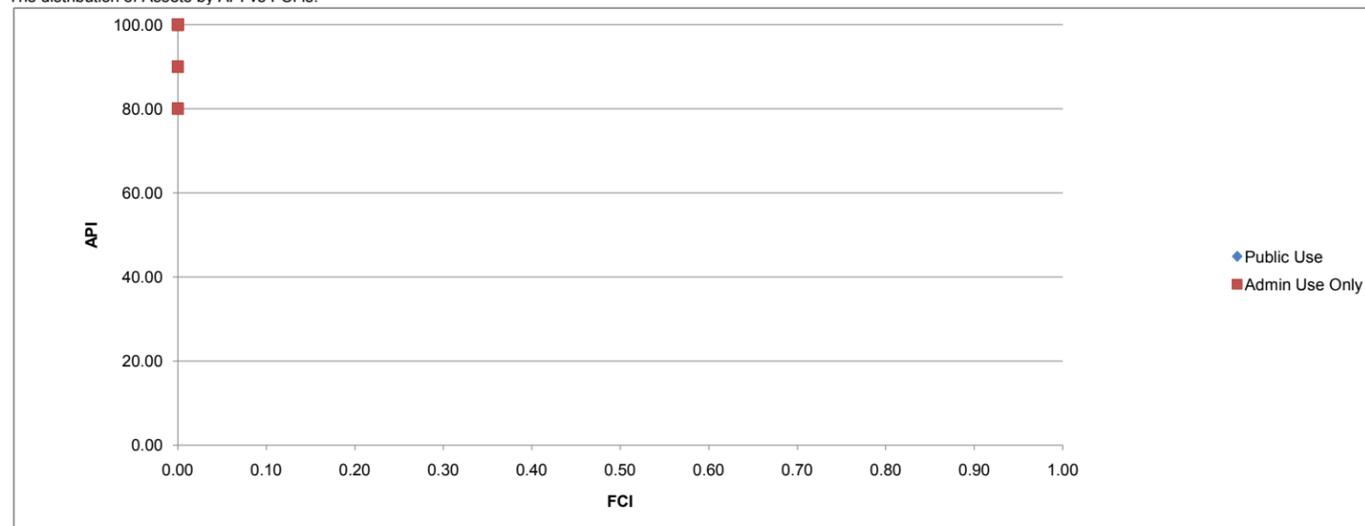
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.80	0.00	0.00	0.00	0.00	0.80
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.27	0.00	0.00	0.00	0.00	0.27
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	1.00	0.00	0.00	0.00	0.00	1.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		2.07	0.00	0.00	0.00	0.00	2.07
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Lane Miles)

Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:						0.00
						NA

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40760300 Roads Dirt

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Lane Miles	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	0.00	0	\$0
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		0.00	0	0

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		#DIV/0!

High Priority (API>=60) - Condition Class (Lane Miles)

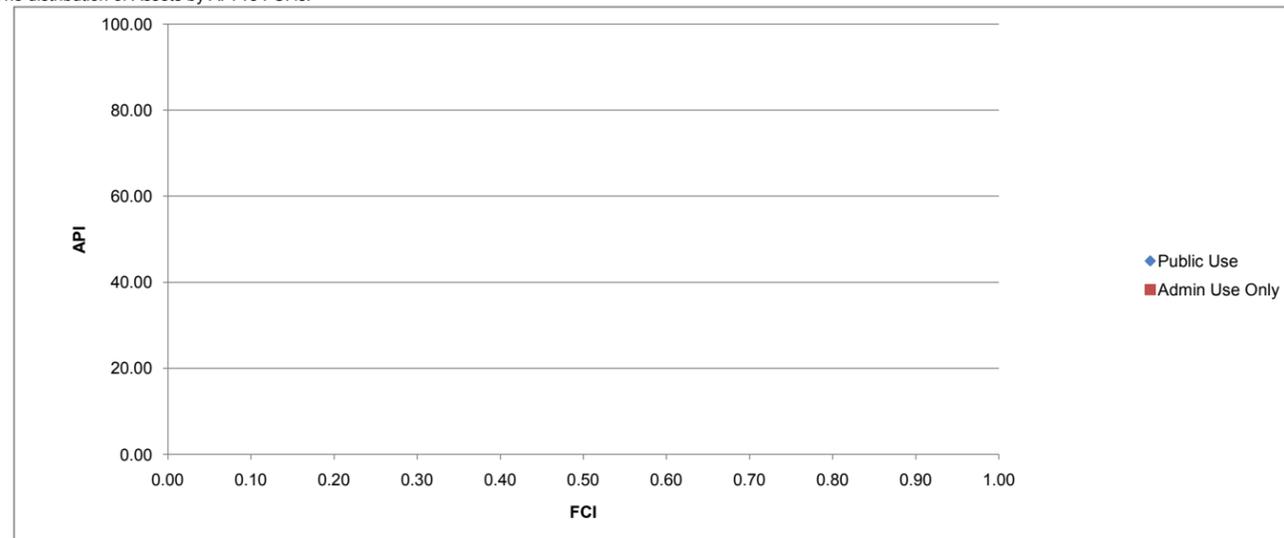
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Low Priority (API<60) - Condition Class (Lane Miles)

ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40660100 Parking Lot

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Size in SQYD	Count	Replace Value
74502	Aleutian Islands Unit	13,266.67	3	\$1,908,812
70134	Aviation Manager	18,175.00	1	\$959,564
74541	Bethel Administrative Site	2,697.33	2	\$1,136,326
75611	Bettles AS	2,166.67	2	\$221,476
72137	Cold Bay Hangar	1,244.45	2	\$235,377
74536	Dillingham AS	9,400.00	7	\$2,602,629
75636	Fort Yukon AS	155.56	1	\$32,920
75616	Galena Administrative Site	4,519.98	9	\$741,340
74505	Homer Visitor Center AS	9,522.22	2	\$2,002,774
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	6,342.21	9	\$1,632,380
74533	Kodiak AS	765.33	1	\$98,016
74531	Kodiak Office	3,054.66	3	\$486,495
75626	Kotzebue AS	3,000.00	5	\$974,150
75606	McGrath AS	5,102.21	4	\$1,254,597
75631	Tok AS	1,666.68	5	\$283,781
Total:		81,078.97	56	14,570,638

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$20,000
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$80,680
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$120,000
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$220,680
Summary FCI (DM/CRV)		0.02

High Priority (API>=60) - Condition Class (Size in SQYD)

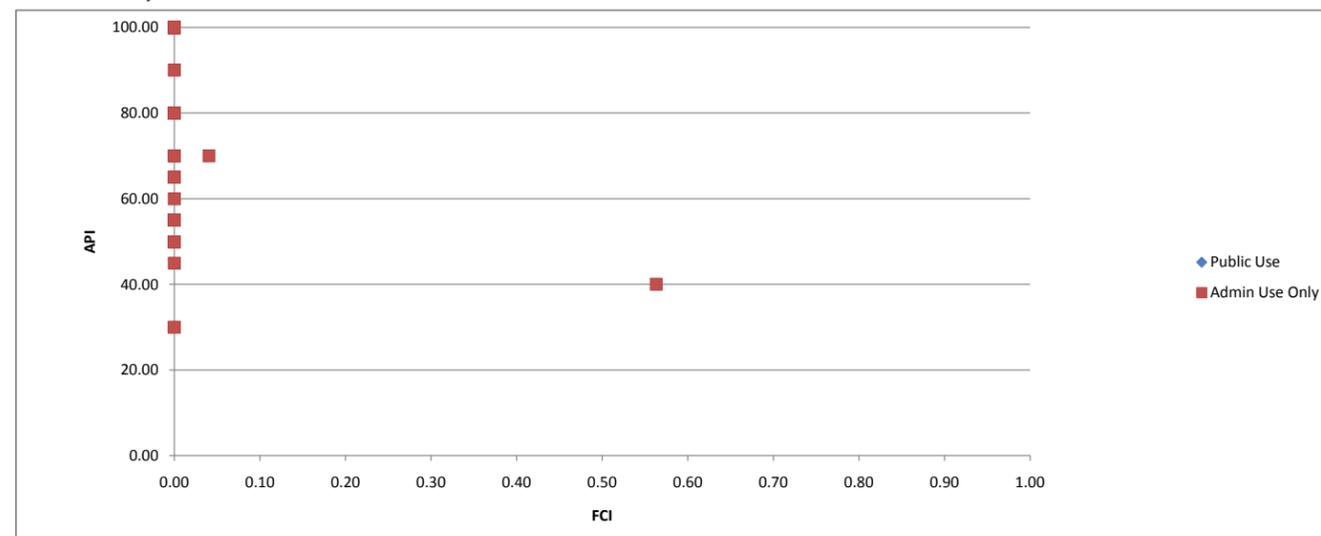
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	7,933.34	0.00	0.00	0.00	0.00	7,933.34
70134	Aviation Manager	18,175.00	0.00	0.00	0.00	0.00	18,175.00
74541	Bethel Administrative Site	2,697.33	0.00	0.00	0.00	0.00	2,697.33
75611	Bettles AS	2,166.67	0.00	0.00	0.00	0.00	2,166.67
72137	Cold Bay Hangar	1,244.45	0.00	0.00	0.00	0.00	1,244.45
74536	Dillingham AS	9,400.00	0.00	0.00	0.00	0.00	9,400.00
75636	Fort Yukon AS	155.56	0.00	0.00	0.00	0.00	155.56
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	8,622.22	0.00	0.00	0.00	0.00	8,622.22
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	6,342.21	0.00	0.00	0.00	0.00	6,342.21
74533	Kodiak AS	0.00	0.00	0.00	0.00	765.33	765.33
74531	Kodiak Office	3,054.66	0.00	0.00	0.00	0.00	3,054.66
75626	Kotzebue AS	1,600.00	0.00	0.00	0.00	0.00	1,600.00
75606	McGrath AS	1,768.88	0.00	0.00	0.00	0.00	1,768.88
75631	Tok AS	1,666.68	0.00	0.00	0.00	0.00	1,666.68
Total:		64,827.00	0.00	0.00	0.00	765.33	65,592.33
		99%	0%	0%	0%	1%	

Low Priority (API<60) - Condition Class (Size in SQYD)

Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
Aleutian Islands Unit	5,333.33	0.00	0.00	0.00	0.00	5,333.33
Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
Galena Administrative Site	4,519.98	0.00	0.00	0.00	0.00	4,519.98
Homer Visitor Center AS	0.00	0.00	0.00	900.00	0.00	900.00
Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
Kotzebue AS	1,400.00	0.00	0.00	0.00	0.00	1,400.00
McGrath AS	3,333.33	0.00	0.00	0.00	0.00	3,333.33
Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		14,586.64	0.00	0.00	900.00	15,486.64
		94%	0%	0%	6%	0%

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40751000 Trails Paved

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Length in LNFT	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	1,880.00	2	\$81,898
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	240.00	1	\$38,196
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		2,120.00	3	120,094

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

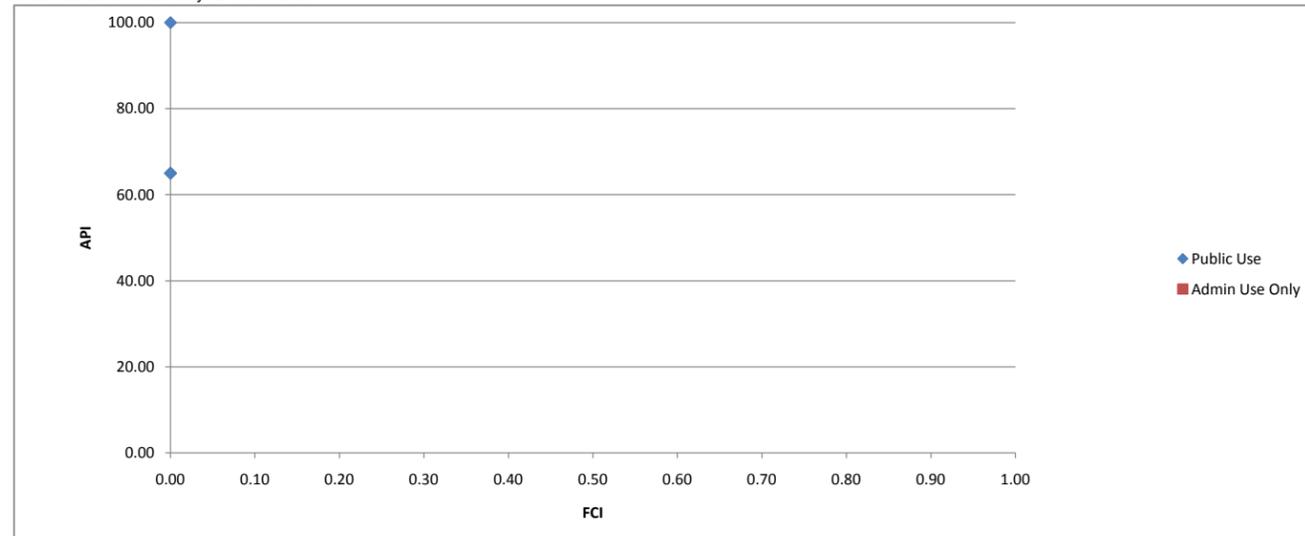
ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Length in LNFT)							
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	2.00	0.00	0.00	0.00	0.00	2.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	1.00	0.00	0.00	0.00	0.00	1.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		3.00	0.00	0.00	0.00	0.00	3.00
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Length in LNFT)						
Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:						0.00
						NA

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40751100 **Trails Unpaved**

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Length in LNFT	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	1,015.00	1	\$129,497
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	1,320.00	1	\$119,008
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		2,335.00	2	248,505

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Length in LNFT)

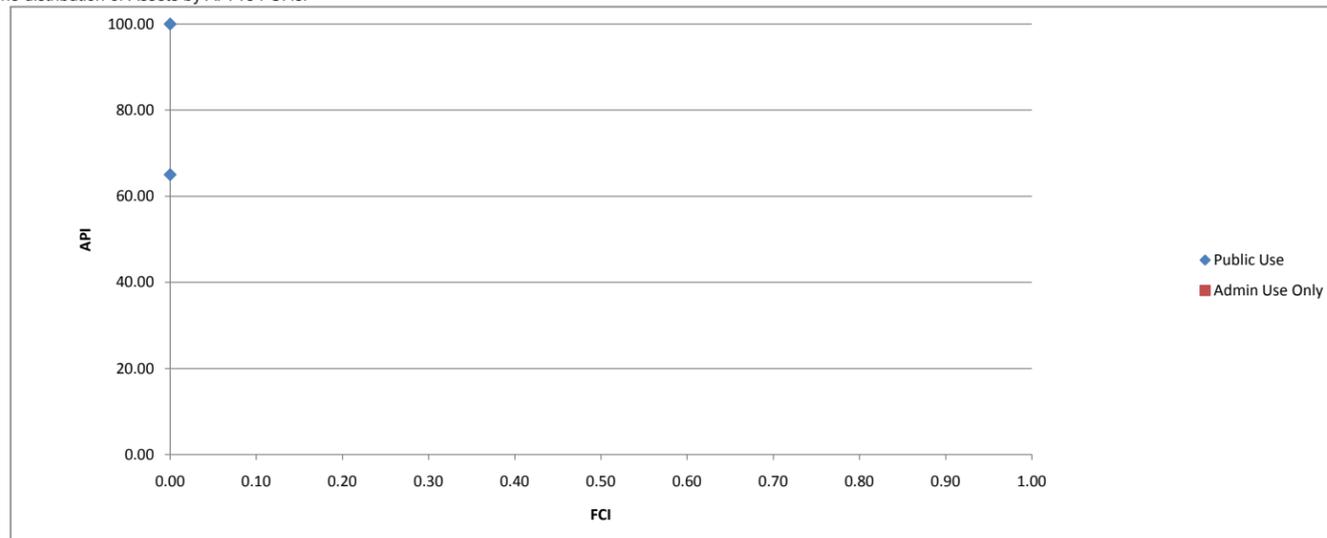
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	1.00	0.00	0.00	0.00	0.00	1.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	1.00	0.00	0.00	0.00	0.00	1.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		2.00	0.00	0.00	0.00	0.00	2.00
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Length in LNFT)

ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
Aleutian Islands Unit		0.00	0.00	0.00	0.00	0.00	0.00
Aviation Manager		0.00	0.00	0.00	0.00	0.00	0.00
Bethel Administrative Site		0.00	0.00	0.00	0.00	0.00	0.00
Bettles AS		0.00	0.00	0.00	0.00	0.00	0.00
Cold Bay Hangar		0.00	0.00	0.00	0.00	0.00	0.00
Dillingham AS		0.00	0.00	0.00	0.00	0.00	0.00
Fort Yukon AS		0.00	0.00	0.00	0.00	0.00	0.00
Galena Administrative Site		0.00	0.00	0.00	0.00	0.00	0.00
Homer Visitor Center AS		0.00	0.00	0.00	0.00	0.00	0.00
Juneau Fish and Wildlife Field Office		0.00	0.00	0.00	0.00	0.00	0.00
Juneau Hangar Wildlife Administrative Site		0.00	0.00	0.00	0.00	0.00	0.00
Ketchikan Administrative Site		0.00	0.00	0.00	0.00	0.00	0.00
King Salmon AS		0.00	0.00	0.00	0.00	0.00	0.00
Kodiak AS		0.00	0.00	0.00	0.00	0.00	0.00
Kodiak Office		0.00	0.00	0.00	0.00	0.00	0.00
Kotzebue AS		0.00	0.00	0.00	0.00	0.00	0.00
McGrath AS		0.00	0.00	0.00	0.00	0.00	0.00
Tok AS		0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40751300 **Boardwalks**

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Length in LNFT	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	1,400.00	1	\$722,315
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		1,400.00	1	722,315

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Length in LNFT)

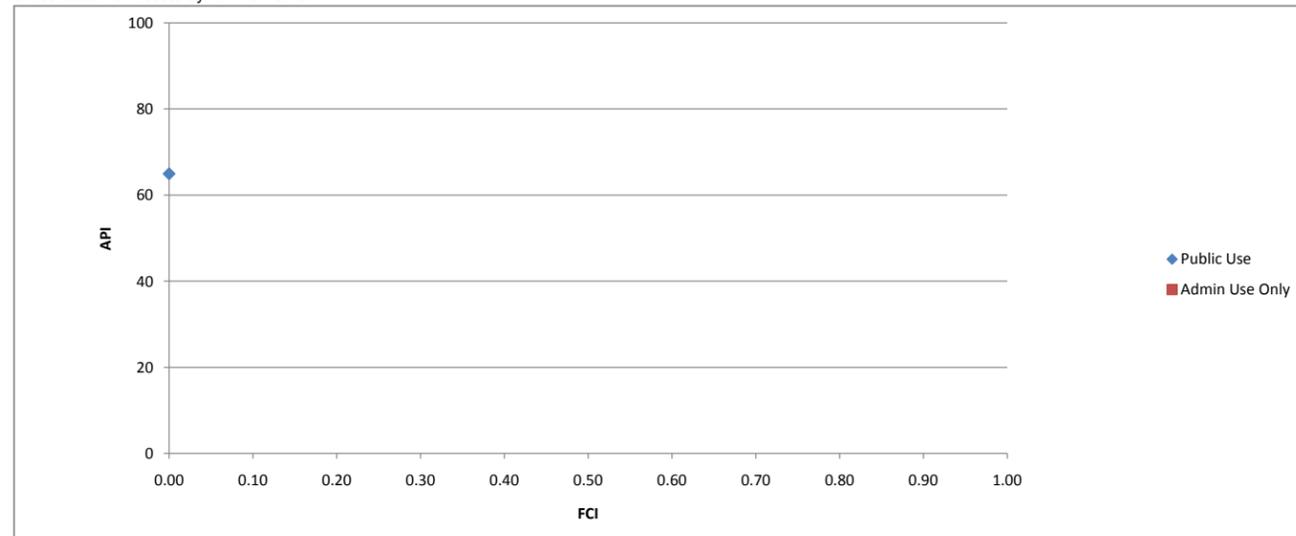
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	1.00	0.00	0.00	0.00	0.00	1.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		1.00	0.00	0.00	0.00	0.00	1.00
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Length in LNFT)

ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
Aleutian Islands Unit		0.00	0.00	0.00	0.00	0.00	0.00
Aviation Manager		0.00	0.00	0.00	0.00	0.00	0.00
Bethel Administrative Site		0.00	0.00	0.00	0.00	0.00	0.00
Bettles AS		0.00	0.00	0.00	0.00	0.00	0.00
Cold Bay Hangar		0.00	0.00	0.00	0.00	0.00	0.00
Dillingham AS		0.00	0.00	0.00	0.00	0.00	0.00
Fort Yukon AS		0.00	0.00	0.00	0.00	0.00	0.00
Galena Administrative Site		0.00	0.00	0.00	0.00	0.00	0.00
Homer Visitor Center AS		0.00	0.00	0.00	0.00	0.00	0.00
Juneau Fish and Wildlife Field Office		0.00	0.00	0.00	0.00	0.00	0.00
Juneau Hangar Wildlife Administrative Site		0.00	0.00	0.00	0.00	0.00	0.00
Ketchikan Administrative Site		0.00	0.00	0.00	0.00	0.00	0.00
King Salmon AS		0.00	0.00	0.00	0.00	0.00	0.00
Kodiak AS		0.00	0.00	0.00	0.00	0.00	0.00
Kodiak Office		0.00	0.00	0.00	0.00	0.00	0.00
Kotzebue AS		0.00	0.00	0.00	0.00	0.00	0.00
McGrath AS		0.00	0.00	0.00	0.00	0.00	0.00
Tok AS		0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40760800 Trail Bridges

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Size in SQYD	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	122.22	1	\$344,346
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		122.22	1	344,346

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

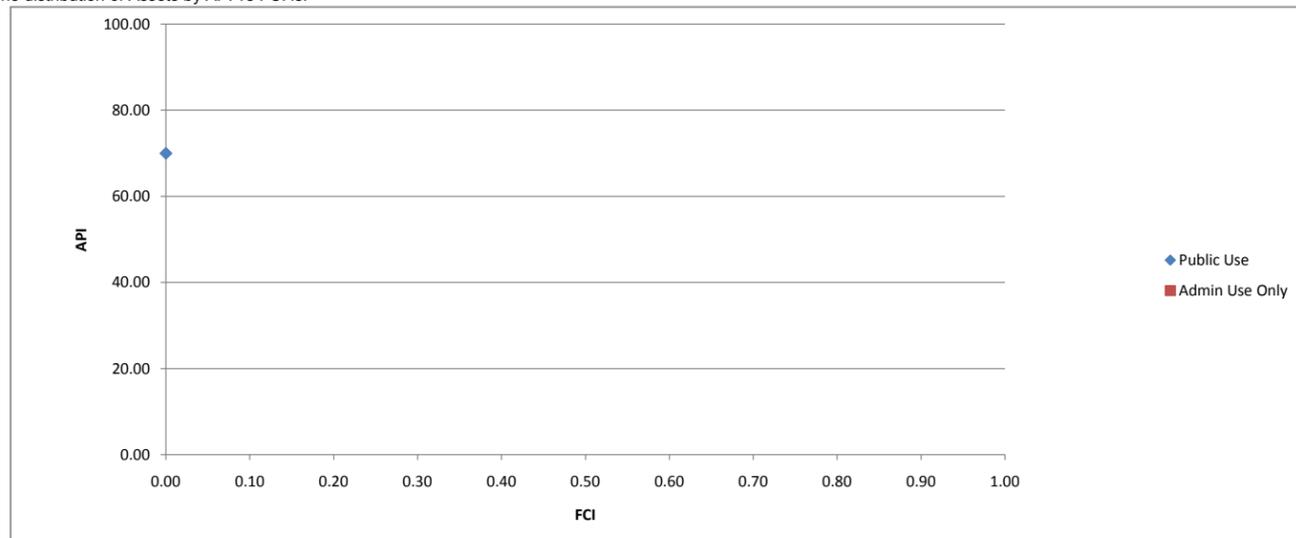
ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Size in SQYD)							
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	122.22	0.00	0.00	0.00	0.00	122.22
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		122.22	0.00	0.00	0.00	0.00	122.22
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Size in SQYD)						
Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:	0.00	0.00	0.00	0.00	0.00	0.00
	NA	NA	NA	NA	NA	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40760700 **Culvert Road Bridge**

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Size in SQYD	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	0.00	0	\$0
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		0.00	0	\$0

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

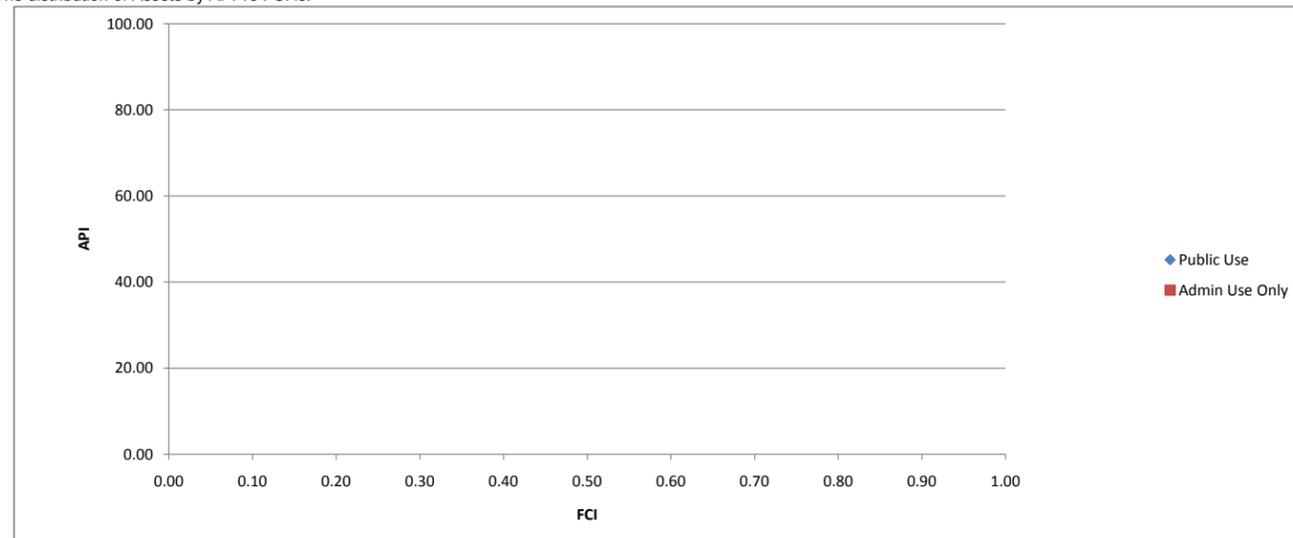
ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		#DIV/0!

High Priority (API>=60) - Condition Class (Size in SQYD)							
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Low Priority (API<60) - Condition Class (Size in SQYD)							
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40760500 Road Bridges

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Size in SQYD	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	0.00	0	\$0
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		0.00	0	\$0

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		#DIV/0!

High Priority (API>=60) - Condition Class (Size in SQYD)

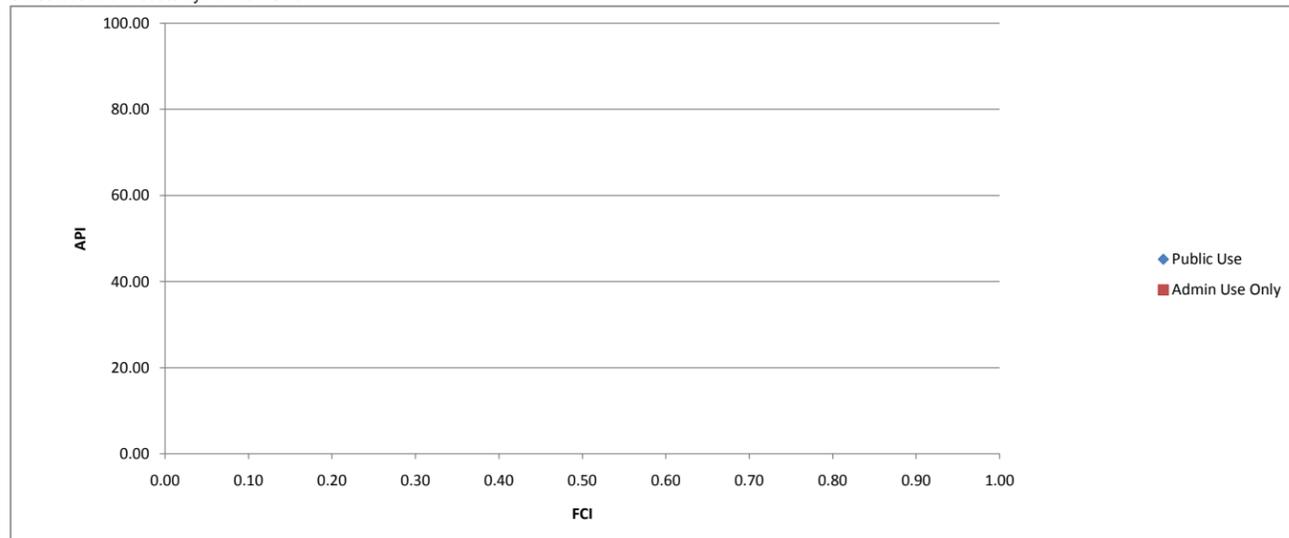
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Low Priority (API<60) - Condition Class (Size in SQYD)

ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40130300 Docks Floating

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Size in SQYD	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	84.00	1	\$17,076
74505	Homer Visitor Center AS	0.00	0	\$0
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		84.00	1	\$17,076

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Size in SQYD)

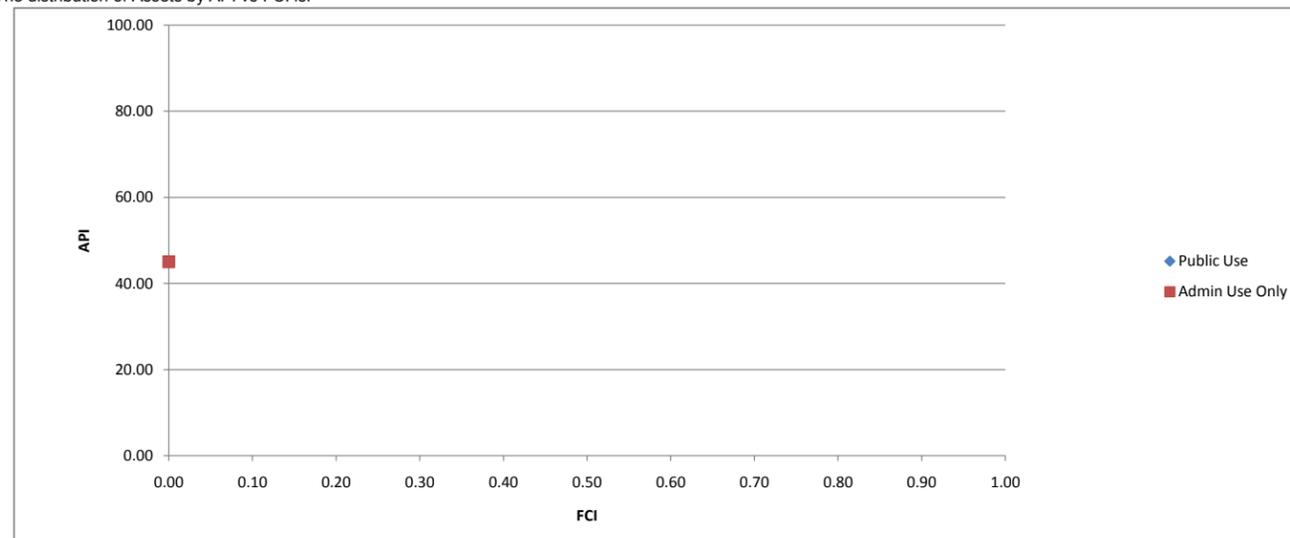
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Low Priority (API<60) - Condition Class (Size in SQYD)

Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
Galena Administrative Site	84.00	0.00	0.00	0.00	0.00	84.00
Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		84.00	0.00	0.00	0.00	84.00
		100%	0%	0%	0%	

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40130200 Docks Stationary

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Size in SQFT	Count	Replace Value
74502	Aleutian Islands Unit	1,495.56	2	\$13,485,676
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	0.00	0	\$0
71440	Juneau Fish and Wildlife Field Office	300.67	1	\$744,850
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	693.88	1	\$1,296,942
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		2,490.11	4	15,527,468

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

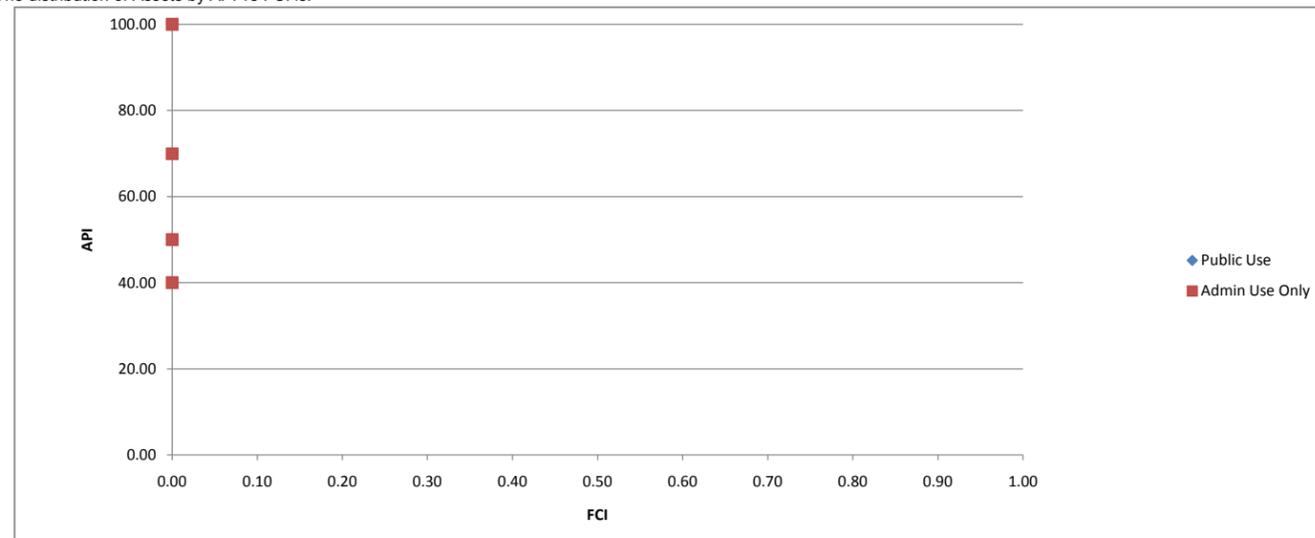
ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		0.00

High Priority (API>=60) - Condition Class (Size in SQFT)							
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	94.67	0.00	0.00	0.00	0.00	94.67
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	693.88	0.00	0.00	0.00	0.00	693.88
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		788.55	0.00	0.00	0.00	0.00	788.55
		100%	0%	0%	0%	0%	

Low Priority (API<60) - Condition Class (Size in SQFT)							
Administrative Site	Excellent	Good	Fair	Poor	Failed	Total	
Aleutian Islands Unit	1,400.89	0.00	0.00	0.00	0.00	1,400.89	
Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00	
Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00	
Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00	
Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00	
Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00	
Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00	
Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00	
Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00	
Juneau Fish and Wildlife Field Office	300.67	0.00	0.00	0.00	0.00	300.67	
Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00	
Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00	
King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00	
Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00	
Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00	
Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00	
McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00	
Tok AS	0.00	0.00	0.00	0.00	0.00	0.00	
Total:	1,701.56	0.00	0.00	0.00	0.00	1,701.56	
	100%	0%	0%	0%	0%		

Investment Strategy:

The distribution of Assets by API vs FCI is:



Asset: 40120200 Airstrip

Inventory Summary:

The inventory is distributed across the region as follows:

ID	Administrative Site	Count	Count	Replace Value
74502	Aleutian Islands Unit	0.00	0	\$0
70134	Aviation Manager	0.00	0	\$0
74541	Bethel Administrative Site	0.00	0	\$0
75611	Bettles AS	0.00	0	\$0
72137	Cold Bay Hangar	0.00	0	\$0
74536	Dillingham AS	0.00	0	\$0
75636	Fort Yukon AS	0.00	0	\$0
75616	Galena Administrative Site	0.00	0	\$0
74505	Homer Visitor Center AS	0.00	0	\$0
71440	Juneau Fish and Wildlife Field Office	0.00	0	\$0
72138	Juneau Hangar Wildlife Administrative Site	0.00	0	\$0
71441	Ketchikan Administrative Site	0.00	0	\$0
74513	King Salmon AS	0.00	0	\$0
74533	Kodiak AS	0.00	0	\$0
74531	Kodiak Office	0.00	0	\$0
75626	Kotzebue AS	0.00	0	\$0
75606	McGrath AS	0.00	0	\$0
75631	Tok AS	0.00	0	\$0
Total:		0.00	0	0

Class	FCI Range
Excellent	<= .10
Good	.10 - .15
Fair	.15 - .50
Poor	.50 - .70
Failed	> .70

Condition:

These assets have the following accumulated deferred maintenance and are in the condition class noted

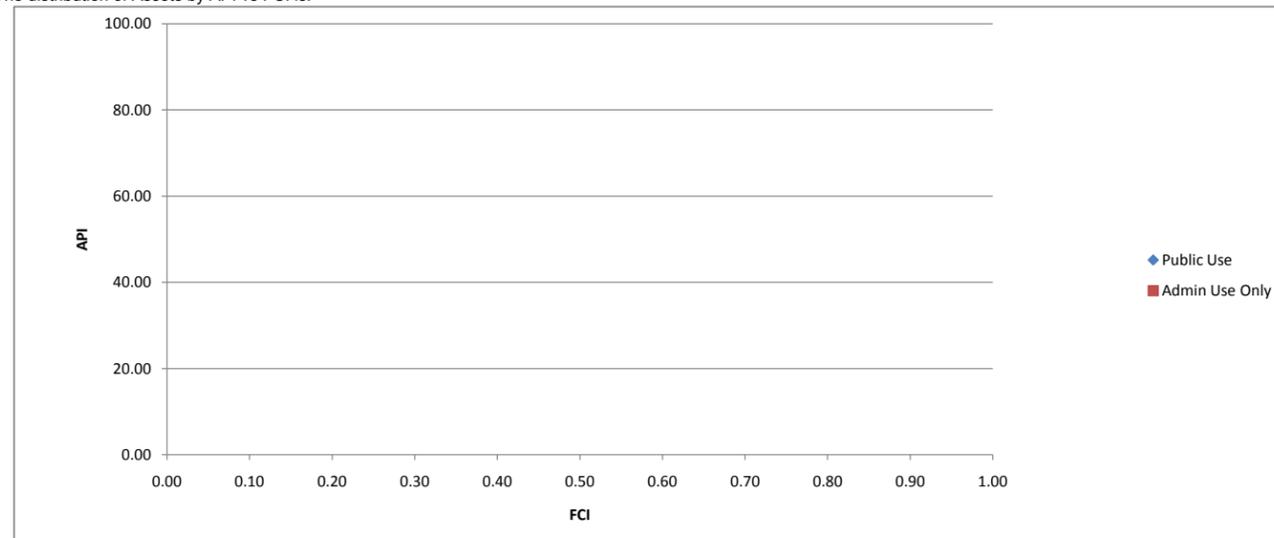
ID	Administrative Site	Deferred Maint.
74502	Aleutian Islands Unit	\$0
70134	Aviation Manager	\$0
74541	Bethel Administrative Site	\$0
75611	Bettles AS	\$0
72137	Cold Bay Hangar	\$0
74536	Dillingham AS	\$0
75636	Fort Yukon AS	\$0
75616	Galena Administrative Site	\$0
74505	Homer Visitor Center AS	\$0
71440	Juneau Fish and Wildlife Field Office	\$0
72138	Juneau Hangar Wildlife Administrative Site	\$0
71441	Ketchikan Administrative Site	\$0
74513	King Salmon AS	\$0
74533	Kodiak AS	\$0
74531	Kodiak Office	\$0
75626	Kotzebue AS	\$0
75606	McGrath AS	\$0
75631	Tok AS	\$0
Total:		\$0
Summary FCI (DM/CRV)		#DIV/0!

High Priority (API>=60) - Condition Class (Count)							
ID	Administrative Site	Excellent	Good	Fair	Poor	Failed	Total
74502	Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00
70134	Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00
74541	Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
75611	Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00
72137	Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00
74536	Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00
75636	Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00
75616	Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74505	Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00
71440	Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00
72138	Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
71441	Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00
74513	King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00
74533	Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00
74531	Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00
75626	Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00
75606	McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00
75631	Tok AS	0.00	0.00	0.00	0.00	0.00	0.00
Total:		0.00	0.00	0.00	0.00	0.00	0.00
		NA	NA	NA	NA	NA	

Low Priority (API<60) - Condition Class (Count)							
Administrative Site	Excellent	Good	Fair	Poor	Failed	Total	
Aleutian Islands Unit	0.00	0.00	0.00	0.00	0.00	0.00	
Aviation Manager	0.00	0.00	0.00	0.00	0.00	0.00	
Bethel Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00	
Bettles AS	0.00	0.00	0.00	0.00	0.00	0.00	
Cold Bay Hangar	0.00	0.00	0.00	0.00	0.00	0.00	
Dillingham AS	0.00	0.00	0.00	0.00	0.00	0.00	
Fort Yukon AS	0.00	0.00	0.00	0.00	0.00	0.00	
Galena Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00	
Homer Visitor Center AS	0.00	0.00	0.00	0.00	0.00	0.00	
Juneau Fish and Wildlife Field Office	0.00	0.00	0.00	0.00	0.00	0.00	
Juneau Hangar Wildlife Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00	
Ketchikan Administrative Site	0.00	0.00	0.00	0.00	0.00	0.00	
King Salmon AS	0.00	0.00	0.00	0.00	0.00	0.00	
Kodiak AS	0.00	0.00	0.00	0.00	0.00	0.00	
Kodiak Office	0.00	0.00	0.00	0.00	0.00	0.00	
Kotzebue AS	0.00	0.00	0.00	0.00	0.00	0.00	
McGrath AS	0.00	0.00	0.00	0.00	0.00	0.00	
Tok AS	0.00	0.00	0.00	0.00	0.00	0.00	
Total:							0.00
							NA

Investment Strategy:

The distribution of Assets by API vs FCI is:



U.S. Fish and Wildlife Service
Region 7 Long Range Transportation Plan

Appendix C

Region 7 Refuge Transportation Factsheets

This page intentionally left blank



U.S. Fish and Wildlife Service

National Wildlife Refuge Factsheet

Introduction

The U.S. Fish and Wildlife Service (FWS) Region 7 factsheets were prepared to provide a high level overview of transportation systems within each refuge. Information includes location, size, number and condition of transportation assets, transportation planning needs, as well as other relevant data.

U.S. Fish and Wildlife Region 7 Refuges



Data Sources

Data used in the factsheets came from local, regional, and national sources including:

Data Inputs

Source	Data	Date
Alaska Department of Transportation and Public Facilities (ADOT&PF)	ADOT&PF regions, reported crashes, Alaska Marine Highway, highways and roads	2003 to 2007
Refuge Interviews	Access points, transportation needs, alternative transportation opportunities, climate change threat, as well as natural and cultural known and possible threats	March 2011
U.S. Census	Alaska boroughs, and cities	2010
Service Asset Management System (SAMMS)	Roads (paved), roads (dirt), roads (gravel), parking lot, trails (paved), trails (unpaved), boardwalks, bridges (road), bridges (trail), bridges (culvert), docks (floating), docks (stationary), airstrips, asset priority index (API), and facility condition index (FCI)	July 2011
U.S. Fish and Wildlife Service Region 7 Long Range Transportation Plan (LRTP)	Transportation needs, proximity to urban areas, proximity to other FLMAs	Internal Draft, August 2009
FWS	Refuges, acreage	2010
Federal Highway Administration (FHWA)	Scenic byways	2010
Refuge Comprehensive Conservation Plans (CCP)	Gateway communities, existing partnerships	Various publish dates
Refuge Annual Performance Plan	Visitation count	2009
FWS Annual Performance Handbook	Visitation count methodology	2009
USGS	Basemap	Various publish dates

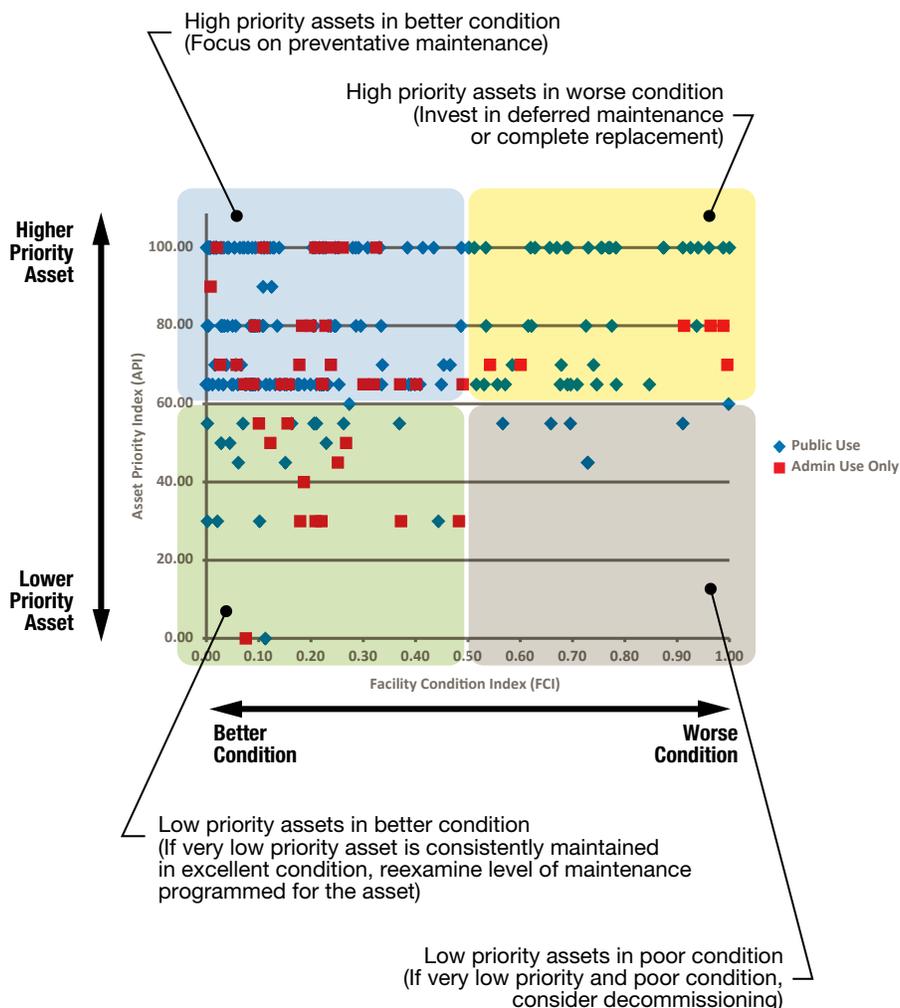
API/FCI Charts

Included in the factsheets are service asset maintenance management system (SAMMS) charts. SAMMS charts show the relationship between the asset priority index (API) and facility condition index (FCI). API is a ranking for how critical assets are in serving FWS mission and

goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority. Among other purposes, FWS uses the API metric to ensure that maintenance activities focus on the highest priority assets. Similarly, API is used to identify the for possible decommissioning. The FCI is the ratio of the deferred maintenance costs to replacement value; therefore, a larger FCI value indicates higher costs to bring an asset back to full repair, while a lower value indicates that less cost is required to bring an asset back to full repair.

As illustrated in the “How to Read API versus FCI” chart below, API and FCI results can be thought of as four quadrants. The top-left quadrant represents assets that are high priority and in better condition, and should therefore receive preventative maintenance. Assets in the top-right quadrant are higher-priority assets in poor condition, and should therefore be repaired or replaced. Assets in the bottom-left quadrant can be classified as lower-priority assets in good condition. These assets can perhaps wait to receive additional maintenance if maintenance funds are needed elsewhere. Assets in the bottom-right quadrant are facilities in poor condition and of low priority. Management strategies for these assets include keeping poor condition as the target condition or considering these assets for decommissioning.

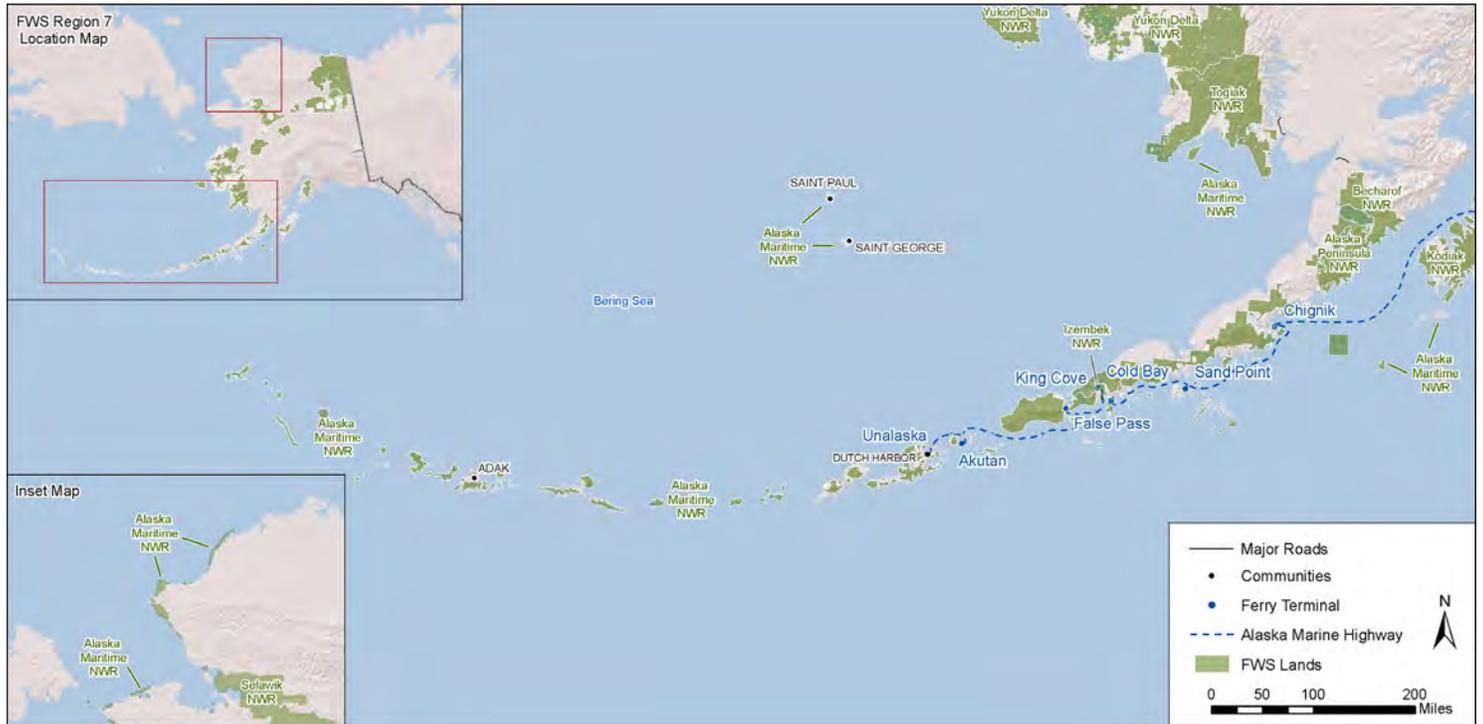
How to Read Asset Priority Index vs. Facility Condition Index Charts



This page intentionally left blank



Alaska Maritime National Wildlife Refuge

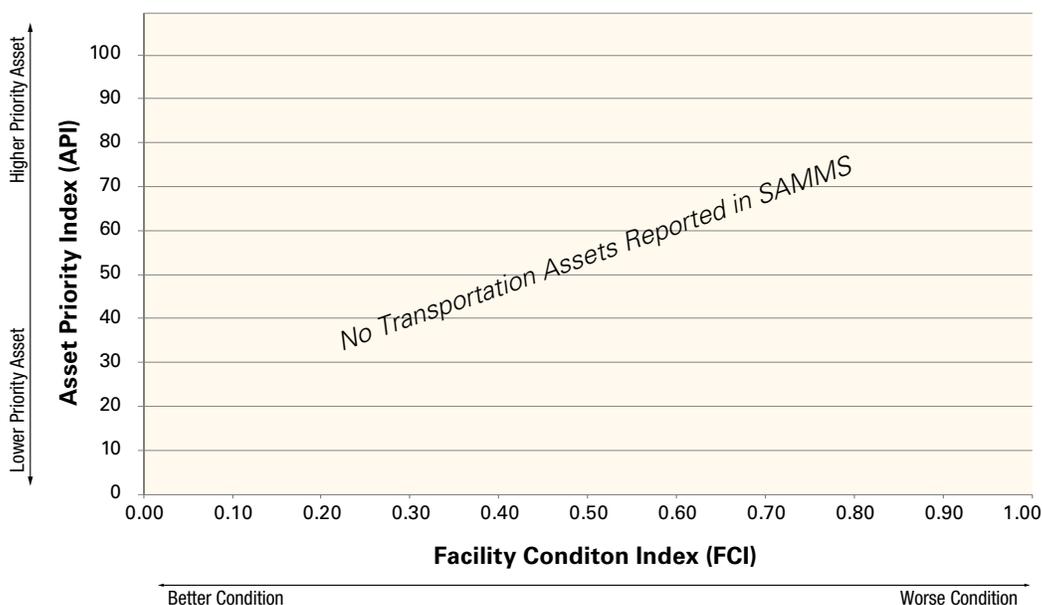


Access Methods and Locations	Alaska Marine Highway, aircraft, Dutch Harbor, boats from Shelikof Strait, Bering Sea, or Pacific Ocean
Nearby Federal Land Management Agencies	Izembek NWR, Kodiak NWR, Alaska Peninsula/Becharof NWR, Aniakchak National Monument and Preserve, Katmai National Park and Preserve
Alaska DOT Region and Borough	ADOT&PF Central Region; Aleutians West Borough
Gateway Communities	Adak, Akutan, Atka, Cold Bay, Dutch Harbor, False Pass, Homer, King Cove, Kodiak, Point Hope, St. George, St. Paul, Sitka, Sand Point, Umnak, and Unalaska
Connections to State or National Trails	None
Scenic Byway	Alaska Marine Highway (State; National Scenic Byway)
Air Quality Non-Attainment Area	None

	Alaska Maritime NWR	Region 7 Total	All Other Regions Total
Acres	3,417,757	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	120,000	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - 16 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	0	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4

Identified Transportation Planning Needs	CCP update; Traditional use determination
Existing Partnerships	Kachemak Bay Research Reserve, Friends of Alaskan National Wildlife Refuges, City of Homer, Coast Guard, RAP, Alaska Marine Ferry, numerous state, national and international science collaborations
Alternative Transportation Opportunities	None reported
Climate Change Threats	Storm frequency and intensity
Natural and Cultural Known Threats	Roads (runoff, invasive species, etc); public off-road vehicle use; and vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	Fuel barge spills, severe weather, invasive species

Distribution of Core Transportation Assets by API vs. FCI

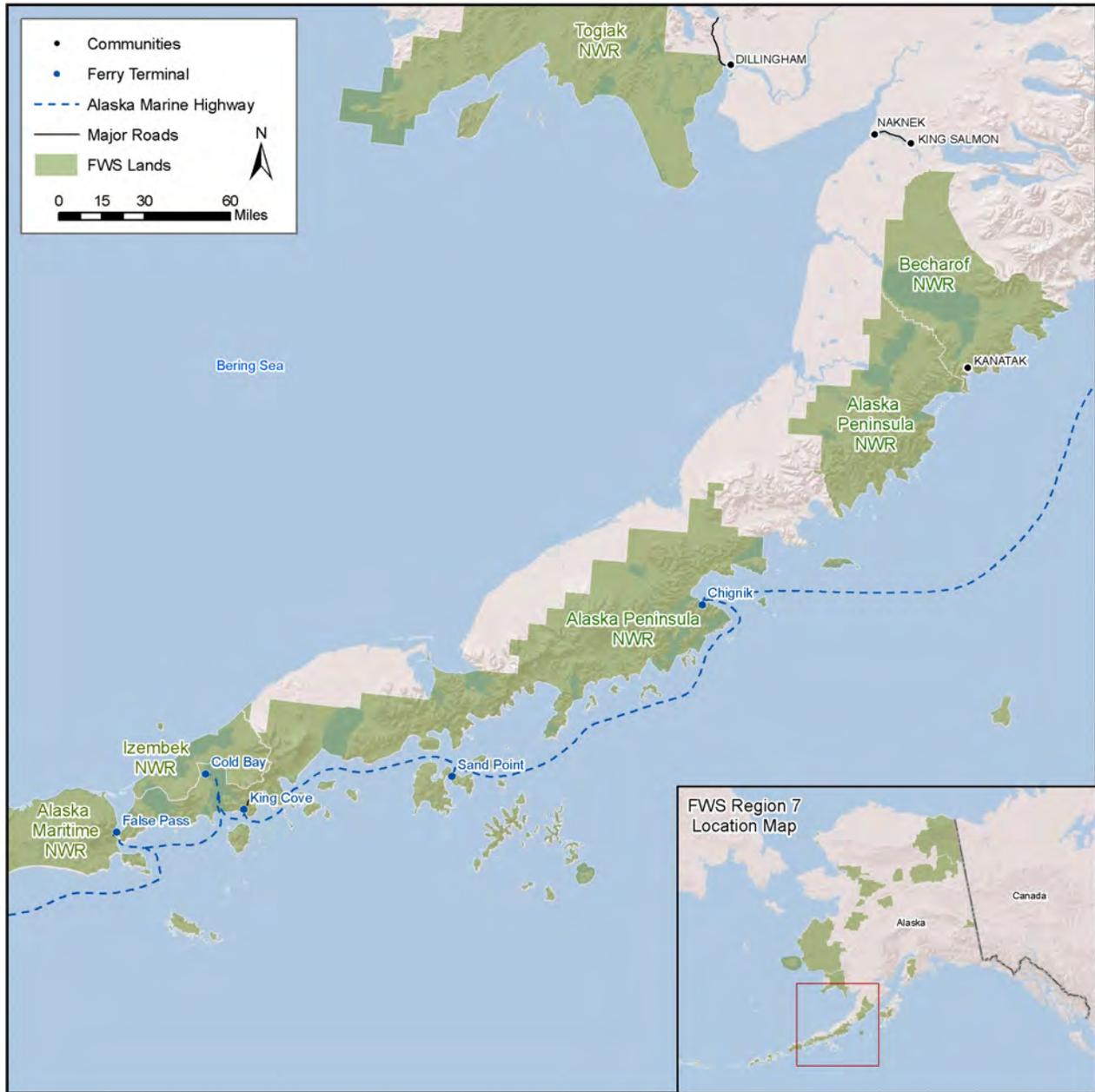


API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



Alaska Peninsula/Becharof National Wildlife Refuge

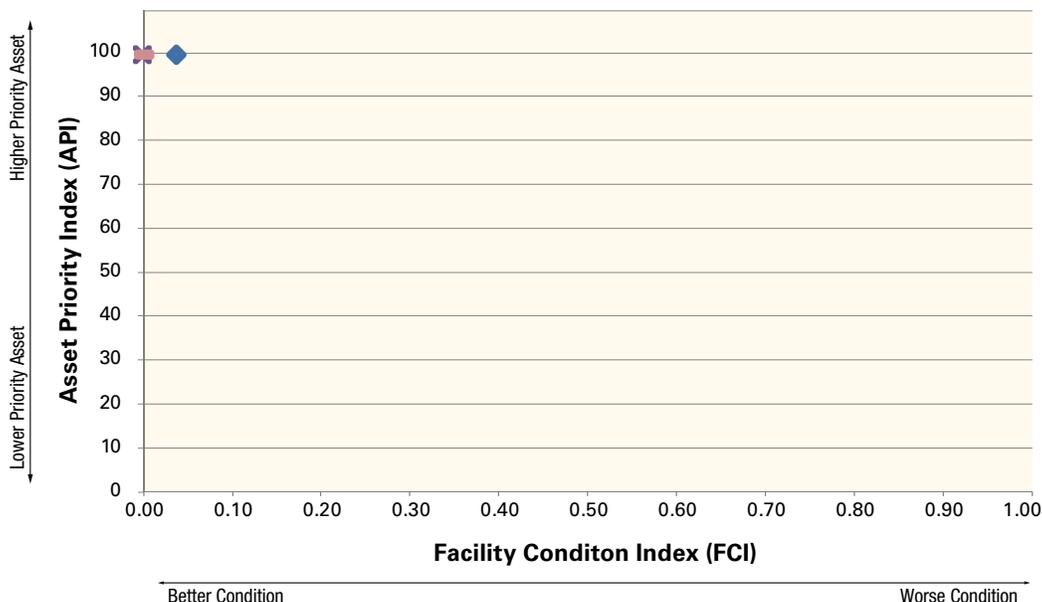


Access Methods and Locations	Alaska Marine Highway, boats from Shelikof Strait or Bristol Bay, aircraft from King Salmon
Nearby Federal Land Management Agencies	Alaska Maritime NWR, Izembek NWR, Aniakchak National Monument and Preserve, Katmai National Park and Preserve
Alaska DOT Region and Borough	ADOT&PF Central Region; Aleutians East Borough, Lake and Peninsula Borough
Gateway Communities	Chignik, Chignik Lagoon, Homer, King Salmon, and Naknek
Connections to State or National Trails	None
Scenic Byway	Alaska Marine Highway (State; National Scenic Byway)
Air Quality Non-Attainment Area	None

	Alaska Peninsula Becharof NWR	Region 7 Total	All Other Regions Total
Acres	4,776,135	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	9,438	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - 16 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	3	173	4,391
Parking Lot (Count)	1	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	1	3	4

Identified Transportation Planning Needs	Traditional use determination
Existing Partnerships	DOI, Coast Guard, NOAA, NPS, Alaska Department of Fish and Game, Togiak NWR, Izembek NWR
Alternative Transportation Opportunities	Fewer motorized vehicle trips by staff
Climate Change Threats	Storm frequency and intensity
Natural and Cultural Known Threats	Roads (runoff, invasive species, etc.); and vandalism, trampling, and looting of archaeological sites
Natural and Cultural Possible Threats	Fuel barge spills (including hazardous material), other vehicle fuel/hazmat spills, severe weather, invasive species

Distribution of Core Transportation Assets by API vs. FCI



- ✕ Parking Lot
- Roads (Gravel)
- ◆ Airstrip

API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



U.S. Fish and Wildlife Service

National Wildlife Refuge Fact Sheet

Arctic National Wildlife Refuge

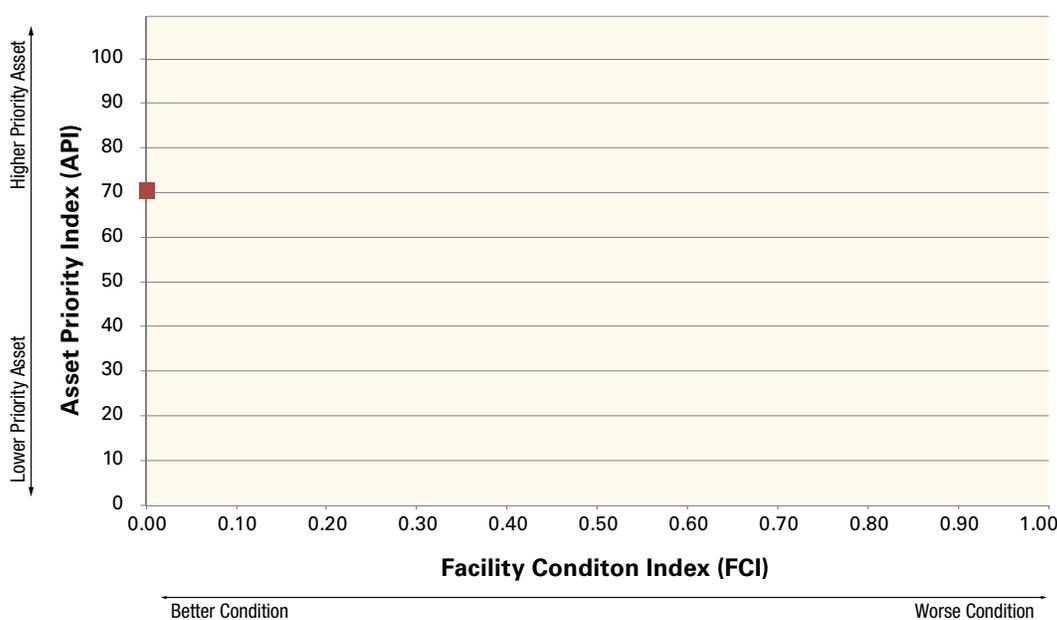


Access Methods and Locations	Arctic Village, Kaktovik, aircraft from Fairbanks
Nearby Federal Land Management Agencies	Trans-Alaska Pipeline Utility Corridor (BLM), Gates of the Arctic National Park and Preserve, Yukon Flats NWR, and Ivvavik and Vuntut National Parks (Canada)
Alaska DOT Region and Borough	ADOT&PF Northern Region; North Slope Borough
Gateway Communities	Arctic Village, Coldfoot, Fairbanks, Kaktovik, and Fort Yukon
Connections to State or National Trails	None
Scenic Byway	Dalton Highway (State)
Air Quality Non-Attainment Area	None

	Arctic NWR	Region 7 Total	All Other Regions Total
Acres	19,286,722	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	12,600	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - none reported (2003 to 2007, ADOT&PF) Airplane - 13 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	0	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	1	3	4

Identified Transportation Planning Needs	None reported
Existing Partnerships	North Slope Borough, Dalton Highway Working Group, Game Commercial Service Board, Air Force, local university
Alternative Transportation Opportunities	More fuel efficient fleet, trail connections
Climate Change Threats	Flooding, storm frequency and intensity, sea and lake level change
Natural and Cultural Known Threats	Flooding; roads (runoff, invasive species, etc); wildlife; coastal erosion; and vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	On-site fuel storage, fuel barge spills (including hazardous material), invasive species

Distribution of Core Transportation Assets by API vs. FCI



API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

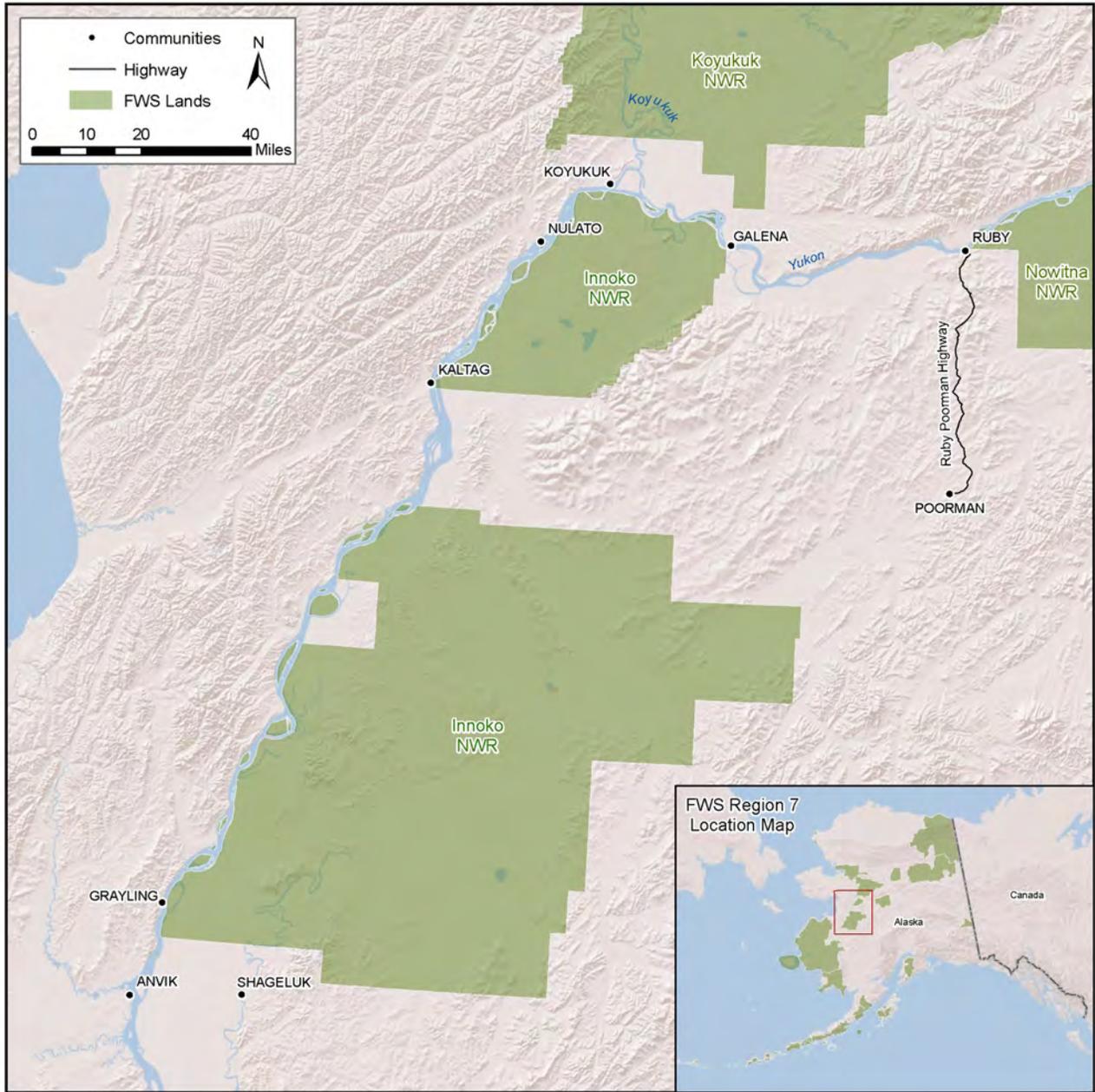
FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



U.S. Fish and Wildlife Service

National Wildlife Refuge Fact Sheet

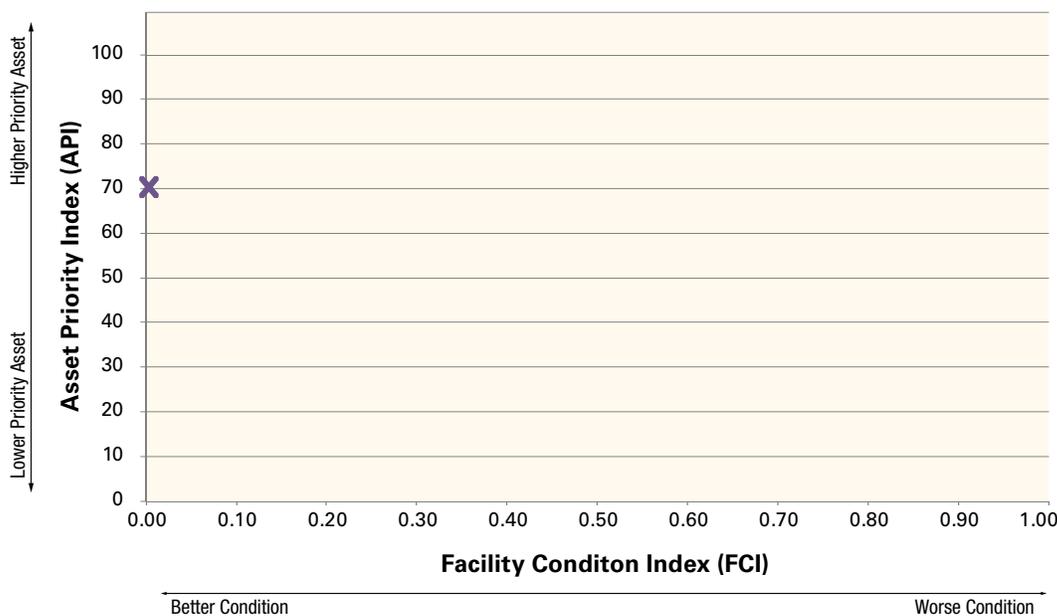
Innoko National Wildlife Refuge



Access Methods and Locations	Galena, Grayling, Kaltag, Koyukuk, Nulato, Yukon River
Nearby Federal Land Management Agencies	Koyukuk NWR, Nowitna NWR, Yukon Delta NWR, BLM lands
Alaska DOT Region and Borough	ADOT&PF Northern Region and Central Region; Yukon-Koyukuk Borough
Gateway Communities	Anvik, Fairbanks, Galena, Grayling, Holy Cross (Northern Unit), Hughes, Huslia, Kaltag, Kotzebue, Koyukuk, McGrath, Nome, Nulato, Poorman, Ruby, Shageluk, Tanana, and Willow
Connections to State or National Trails	Kaltag Portage Trail
Scenic Byway	None
Air Quality Non-Attainment Area	None

	Innoko NWR	Region 7 Total	All Other Regions Total
Acres	3,850,481	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	1,400	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - 1 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	1	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4
Identified Transportation Planning Needs	None reported		
Existing Partnerships	None reported		
Alternative Transportation Opportunities	None reported		
Climate Change Threats	Storm frequency and intensity		
Natural and Cultural Known Threats	Flooding; and vandalism, looting, and trampling of archaeological sites		
Natural and Cultural Possible Threats	On-site fuel storage, fuel barge spills (including hazardous material)		

Distribution of Core Transportation Assets by API vs. FCI



✘ Parking Lot

API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

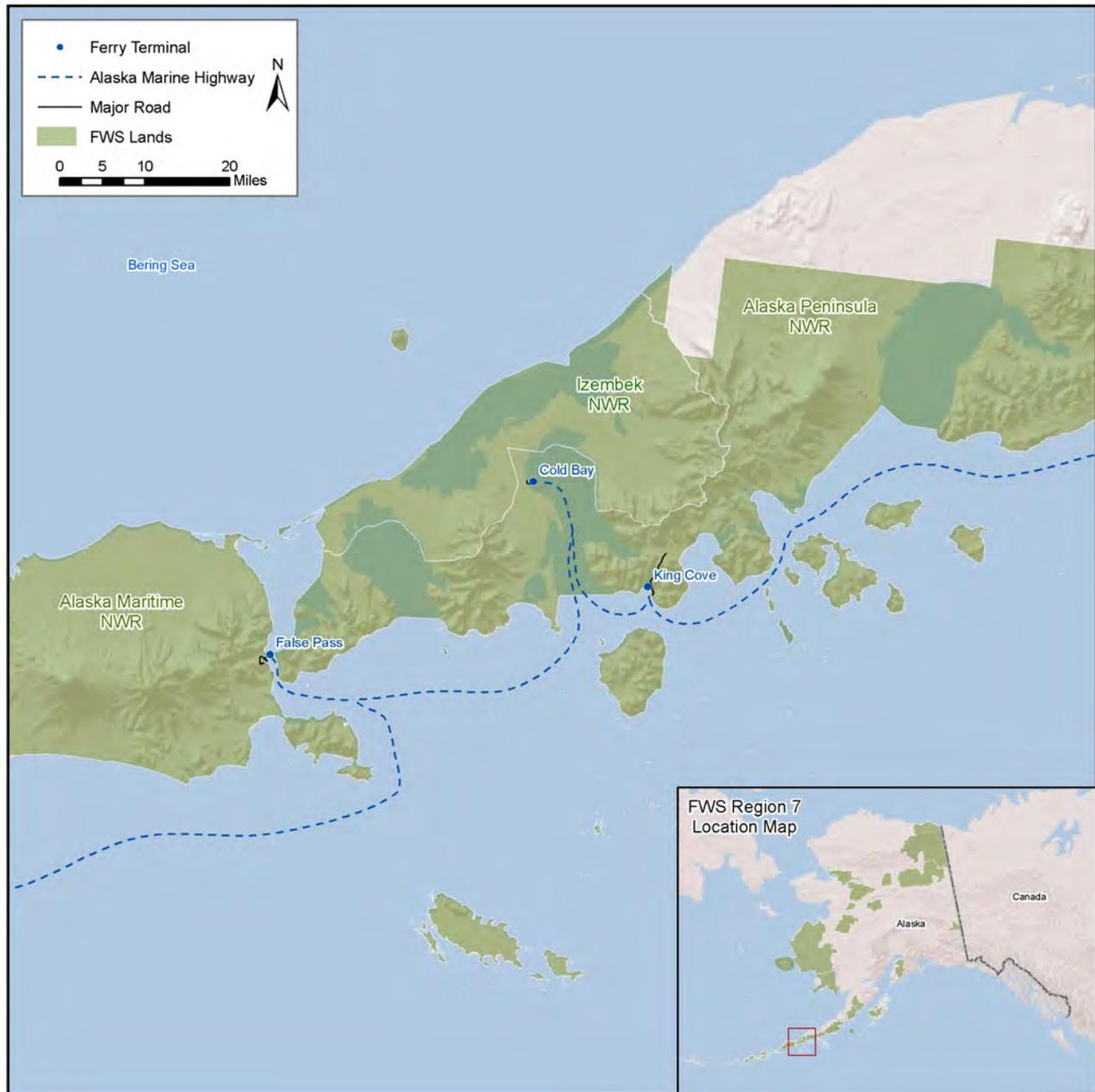
FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



U.S. Fish and Wildlife Service

National Wildlife Refuge Fact Sheet

Izembek National Wildlife Refuge

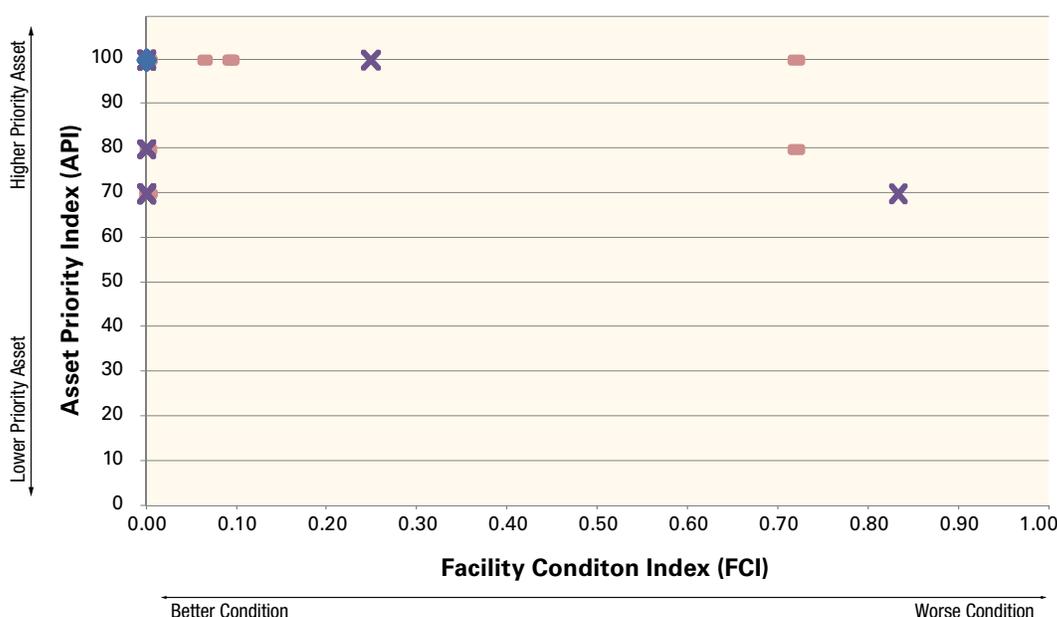


Access Methods and Locations	Cold Bay and King Cove via ferry, air, road via Cold Bay
Nearby Federal Land Management Agencies	Alaska Maritime NWR, Alaska Peninsula NWR
Alaska DOT Region and Borough	ADOT&PF Central Region; Aleutians East Borough
Gateway Communities	Anchorage, Cold Bay, and King Cove
Connections to State or National Trails	None
Scenic Byway	Alaska Marine Highway (State / National Scenic Byway)
Air Quality Non-Attainment Area	None

	Izembek NWR	Region 7 Total	All Other Regions Total
Acres	311,088	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	7,600	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - 1 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	8	35	3,610
Gravel Road (Lane Miles)	63	173	4,391
Parking Lot (Count)	17	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	4	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4

Identified Transportation Planning Needs	CCP Update; Izembek Land Exchange and Road Corridor EIS; Traditional use determination
Existing Partnerships	Alaska Fish and Game, USGS, FWS, Coast Guard, Aleutians East Borough
Alternative Transportation Opportunities	Trails, biking, kayaks
Climate Change Threats	Flooding, storm frequency and intensity, freeze and thaw cycles
Natural and Cultural Known Threats	Flooding; off-road vehicles (public use); and vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	None reported

Distribution of Core Transportation Assets by API vs. FCI



X Parking Lot
■ Roads (Gravel)
◆ Roads (Bridges)

API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

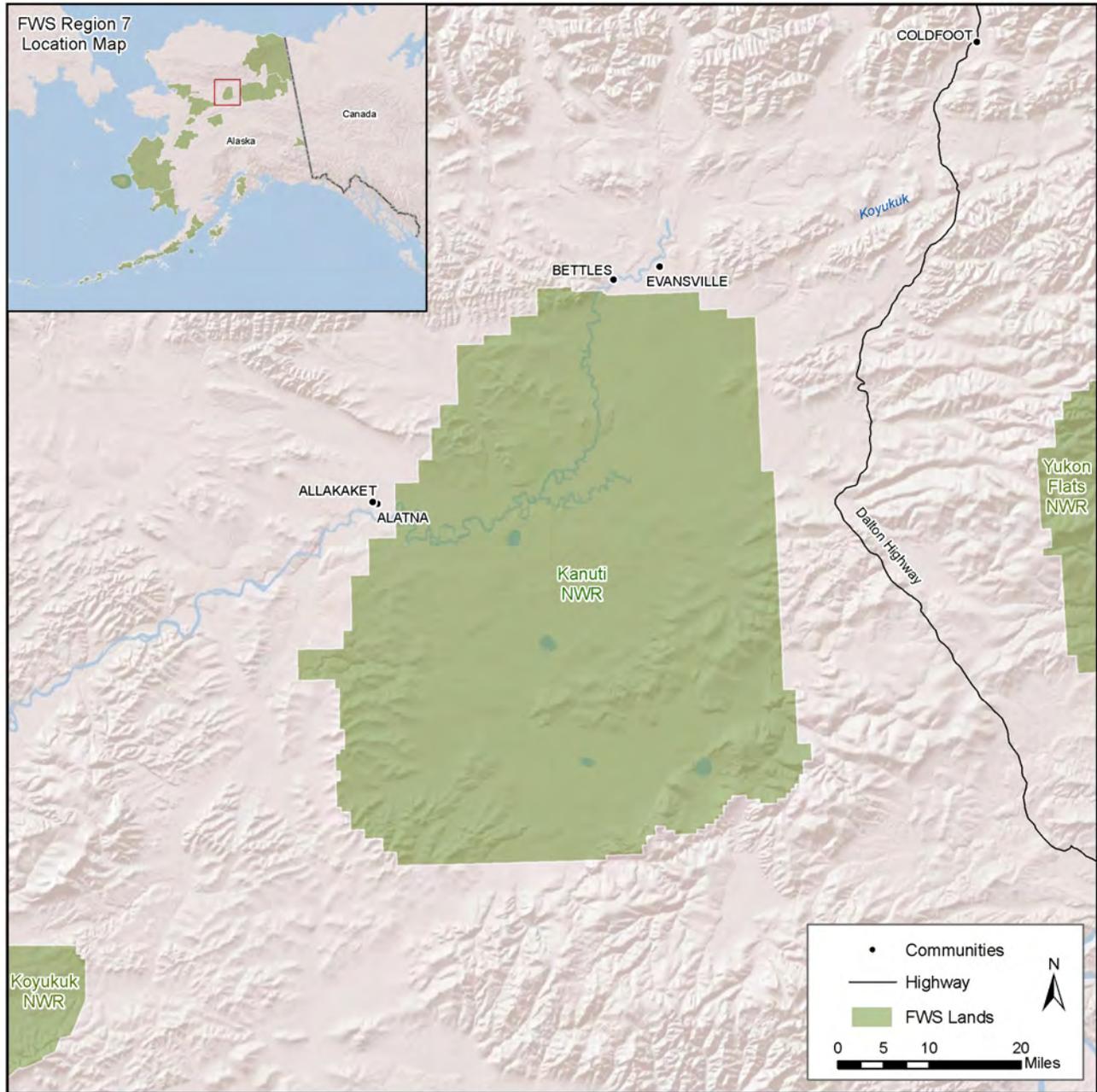
FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



U.S. Fish and Wildlife Service

National Wildlife Refuge Fact Sheet

Kanuti National Wildlife Refuge

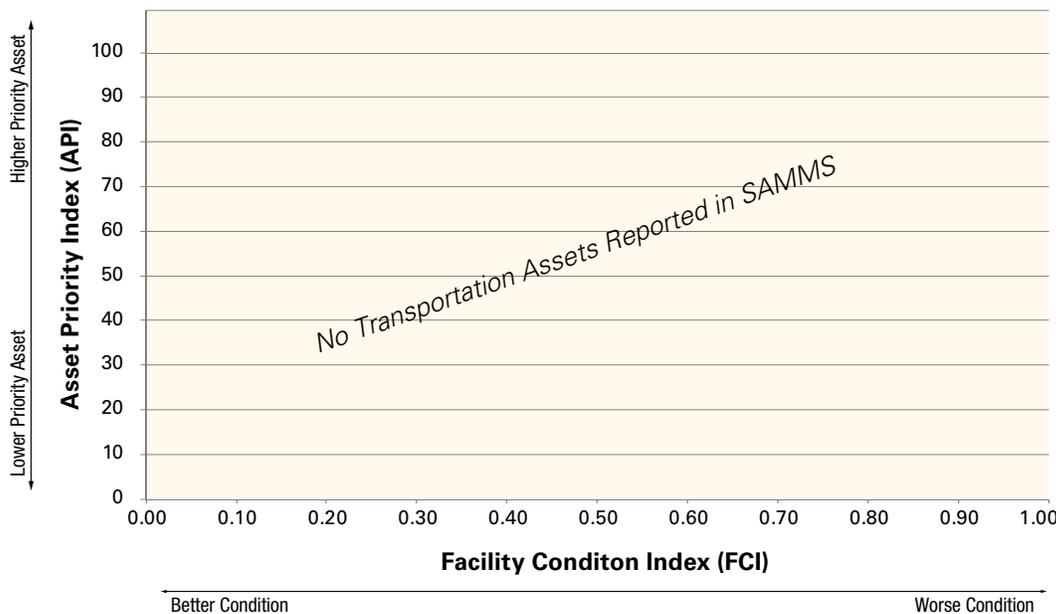


Access Methods and Locations	Bettles, Koyukuk River, Fairbanks, Alatna, Allakaket, and Bettles ice road
Nearby Federal Land Management Agencies	Gates of the Arctic National Park and Preserve, BLM lands
Alaska DOT Region and Borough	ADOT&PF Northern Region; Yukon-Koyukuk Borough
Gateway Communities	Alatna, Allakaket, Bettles, Coldfoot, Evansville
Connections to State or National Trails	None
Scenic Byway	Dalton Highway (State)
Air Quality Non-Attainment Area	None

	Kanuti NWR	Region 7 Total	All Other Regions Total
Acres	1,430,160	76,837,023	1331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	4,283	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - None reported (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	0	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4

Identified Transportation Planning Needs	Traditional use determination
Existing Partnerships	City of Bettles, Evansville Tribe, NPS, Friends of Alaska
Alternative Transportation Opportunities	Trails
Climate Change Threats	Flooding; freeze and thaw cycles, sea and lake level change
Natural and Cultural Known Threats	Flooding; roads (runoff, invasive species, etc); off-road vehicle (ORV); wildlife; and vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	On-site fuel storage, invasive species

Distribution of Core Transportation Assets by API vs. FCI



API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

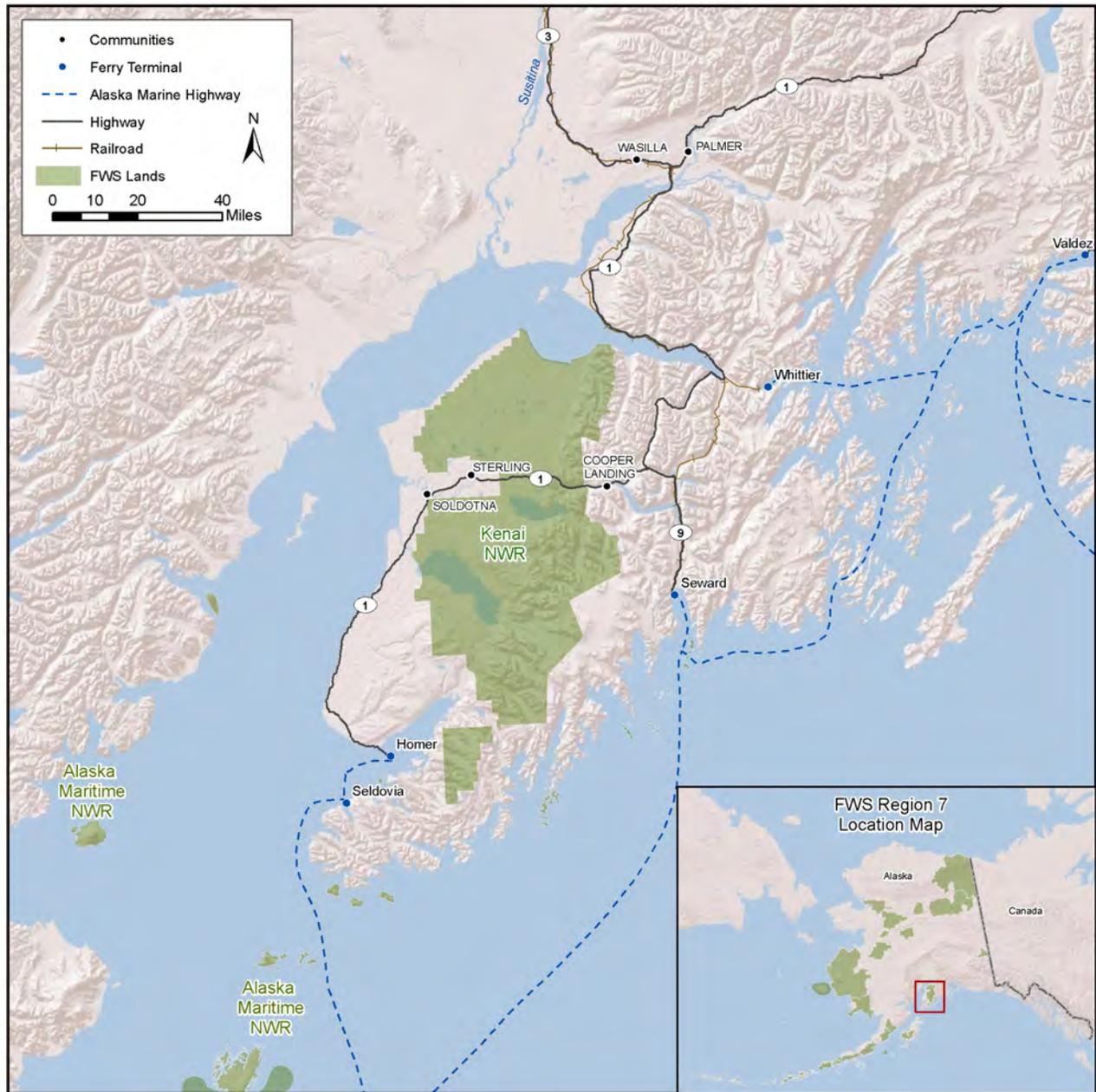
FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



U.S. Fish and Wildlife Service

National Wildlife Refuge Fact Sheet

Kenai National Wildlife Refuge

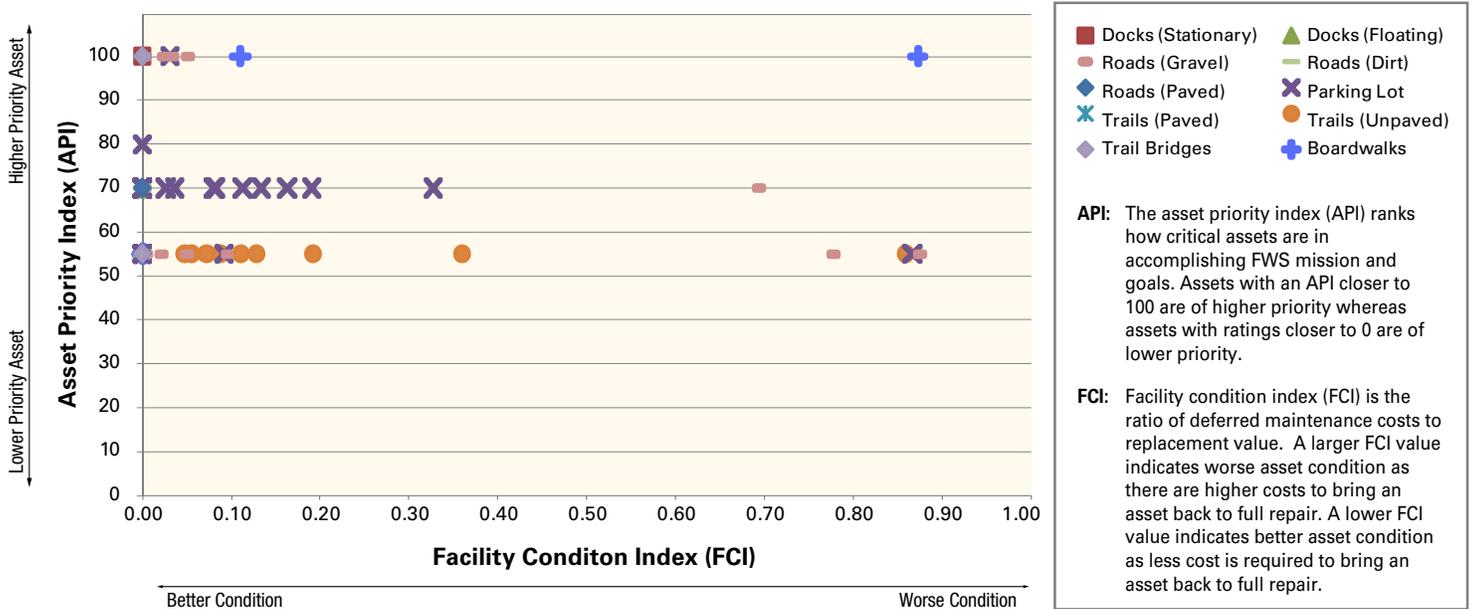


Access Methods and Locations	Sterling Highway, Swan Lake Road, Kenai River, Moose River, Swanson River, aircraft
Nearby Federal Land Management Agencies	Chugach National Forest, Kenai Fjords National Park
Alaska DOT Region and Borough	ADOT&PF Central Region; Kenai Peninsula Borough
Gateway Communities	Anchorage, Cooper Landing, Kenai, Homer, Ninilchik, Seldovia, Seward, Sterling
Connections to State or National Trails	None
Scenic Byway	Sterling Highway (State)
Air Quality Non-Attainment Area	None

	Kenai NWR	Region 7 Total	All Other Regions Total
Acres	1,912,425	76,837,023	330,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	1,074,379	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - 1,648 (2003 to 2007, ADOT&PF) Airplane - 10 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	7	8	595
Dirt Road (Lane Miles)	27	35	3,610
Gravel Road (Lane Miles)	102	173	4,391
Parking Lot (Count)	65	90	2,045
Paved Trails (Miles)	1	1	21
Unpaved Trails (Miles)	144	174	256
Boardwalks (Miles)	5	8	47
Trail Bridges (Count)	2	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	2	2	37
Stationary Docks (Count)	1	2	68
Airstrips (Count)	0	3	4

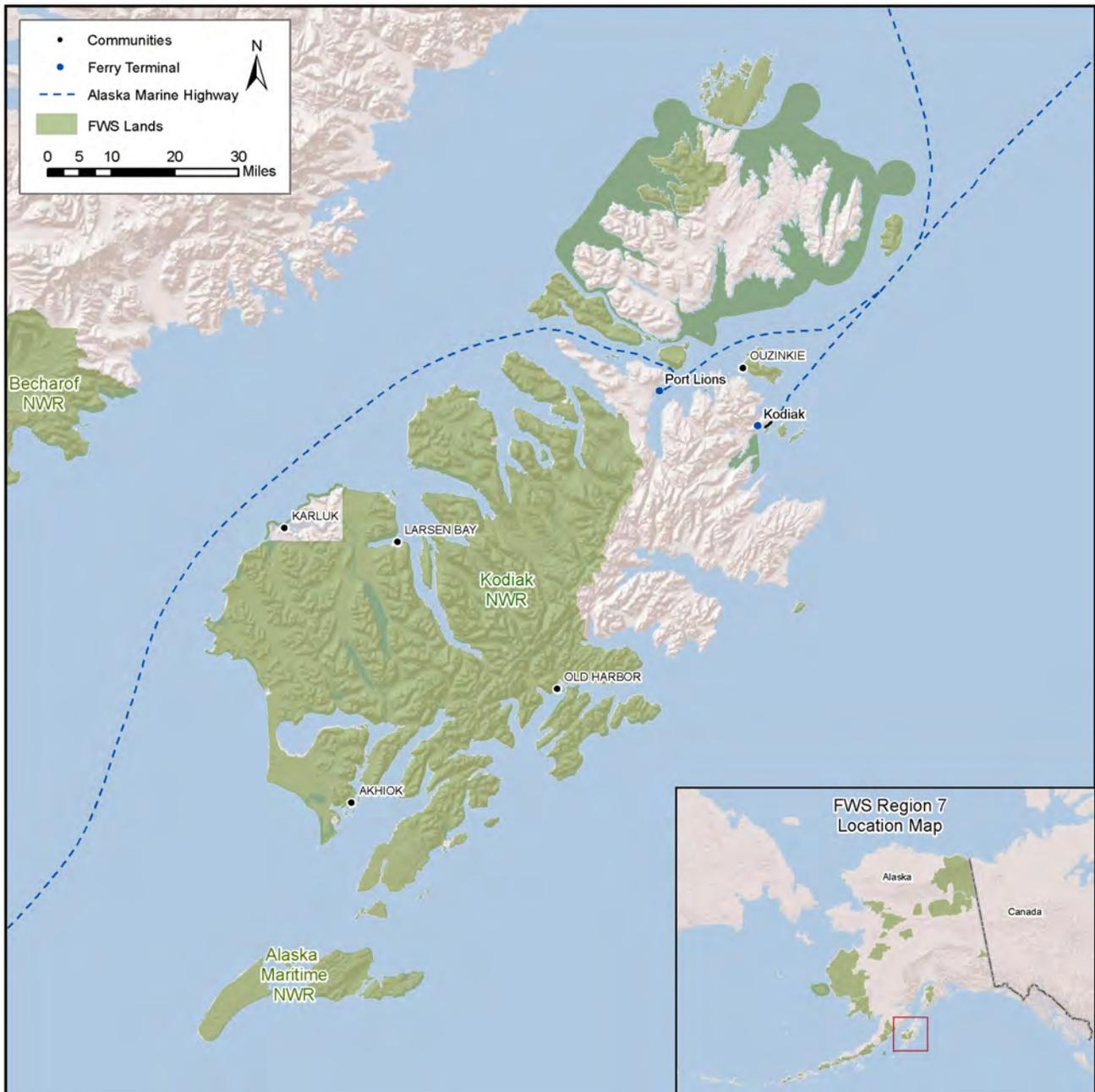
Identified Transportation Planning Needs	Road safety audit (RSA); Issue driven plan regarding parking; Traditional use determination
Existing Partnerships	ADOT&PF, Chugach National Forest, Kenai Watershed Forum, Kenai River Special Management Area, State Troopers
Alternative Transportation Opportunities	Trail connections
Climate Change Threats	Flooding
Natural and Cultural Known Threats	Flooding; wildlife; animal/vehicle collisions; coastal erosion; and vandalism, looting, trampling of archaeological sites
Natural and Cultural Possible Threats	Fuel spills, invasive species, vandalism, looting, trampling of archaeological sites

Distribution of Core Transportation Assets by API vs. FCI





Kodiak National Wildlife Refuge

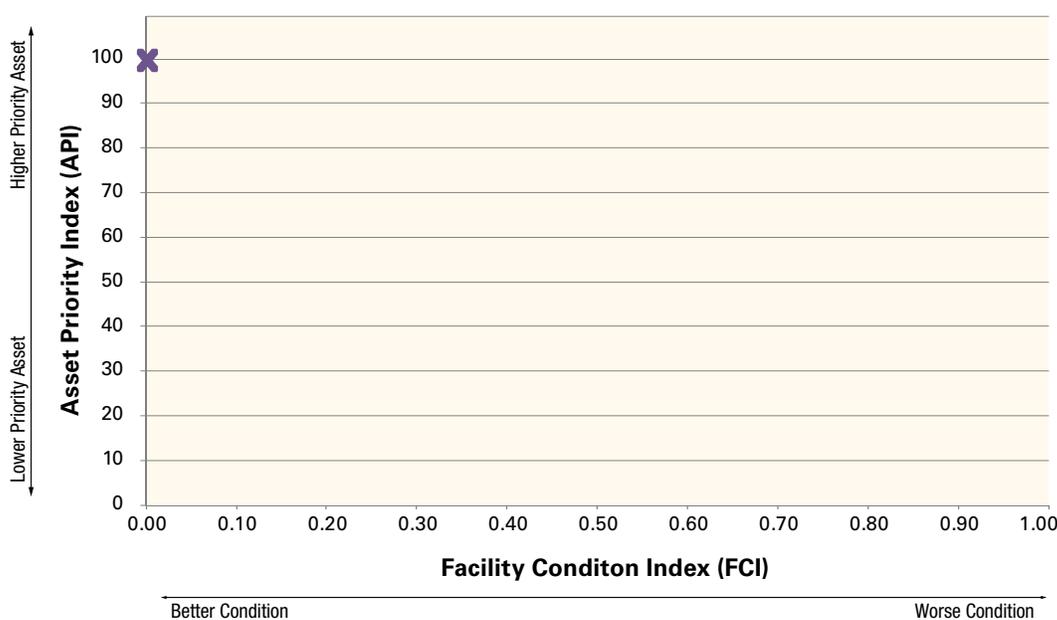


Access Methods and Locations	Akhiok, Karluk, Larsen Bay, Old Harbor, aircraft, ferry through Kodiak, boats from nearby towns
Nearby Federal Land Management Agencies	Alaska Maritime NWR, Becharof NWR, BLM lands
Alaska DOT Region and Borough	ADOT&PF Central Region; Kodiak Island Borough
Gateway Communities	Akhiok, Karluk, Kodiak, Larsen Bay, Old Harbor, Ouzinkie, and Port Lions
Connections to State or National Trails	None
Scenic Byway	Alaska Marine Highway (State / National Scenic Byway)
Air Quality Non-Attainment Area	None

	Kodiak NWR	Region 7 Total	All Other Regions Total
Acres	1,990,418	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	48,951	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - 5 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	1	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4

Identified Transportation Planning Needs	Traditional use determination
Existing Partnerships	Coast Guard, Kodiak Electric (Terror Lake Road)
Alternative Transportation Opportunities	More fuel efficient fleet
Climate Change Threats	Flooding, storm frequency and intensity, invasive species
Natural and Cultural Known Threats	Flooding; roads (runoff, invasive species, etc); hazardous materials spills; human-caused fires; and vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	Fuel barge spills (including hazardous material), other vehicle fuel and hazardous material spills, severe weather, invasive species, human-caused fires, ocean acidification

Distribution of Core Transportation Assets by API vs. FCI



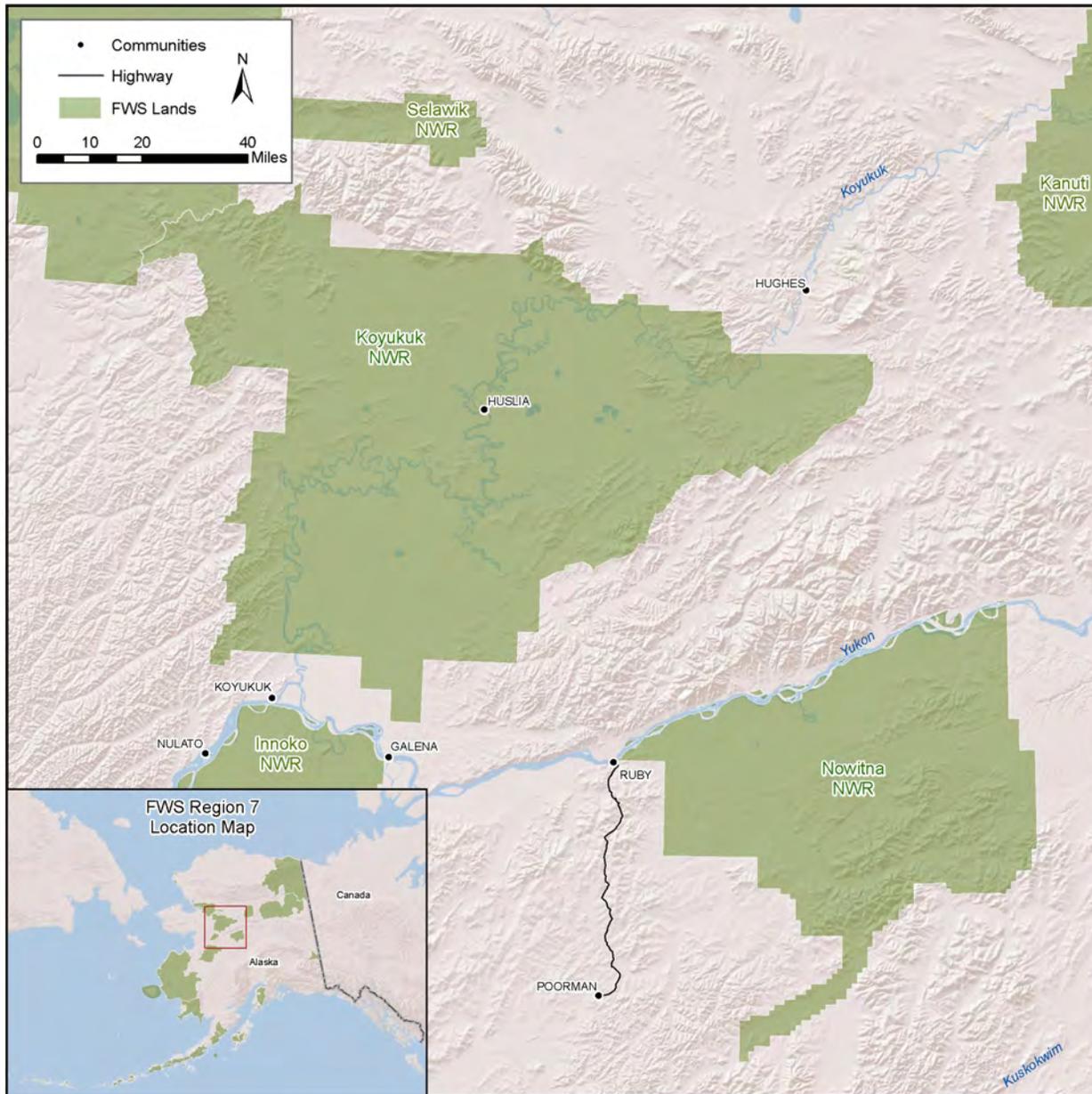
✘ Parking Lot

API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



Koyukuk/Nowitna National Wildlife Refuge

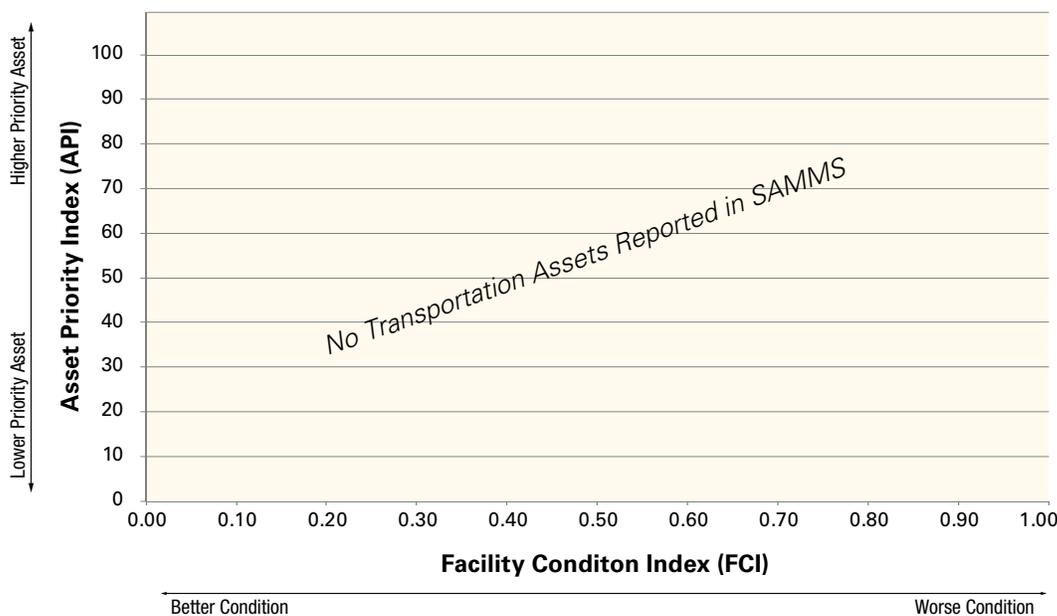


Access Methods and Locations	Air access from local villages, Anchorage, Fairbanks, Galena, Kotzebue, boat access on the Yukon and Koyukuk rivers as well as Ruby, Tanana, Nulato, Kaltag, Yuko, and Hughes
Nearby Federal Land Management Agencies	Selawik NWR, Innoko NWR, BLM lands
Alaska DOT Region and Borough	ADOT&PF Northern Region; Northwest Arctic Borough, Yukon-Koyukuk Borough
Gateway Communities	Tanana, Ruby, Galena, Koyukuk, Nulato, Kaltag, Huslia, Hughes
Connections to State or National Trails	None
Scenic Byway	None
Air Quality Non-Attainment Area	None

	Koyukuk and Nowitna NWR	Region 7 Total	All Other Regions Total
Acres	5,110,161	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	4,000	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - 2 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	0	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4

Identified Transportation Planning Needs	Traditional use determination
Existing Partnerships	BLM, Louden Tribe Youth Program, Friends Group
Alternative Transportation Opportunities	None reported
Climate Change Threats	Flooding
Natural and Cultural Known Threats	Flooding; roads (runoff, invasive species, etc.); public off-road vehicle (ORV) use; and vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	Fuel barge spills (including hazardous material), invasive species

Distribution of Core Transportation Assets by API vs. FCI



API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



U.S. Fish and Wildlife Service

National Wildlife Refuge Fact Sheet

Selawik National Wildlife Refuge

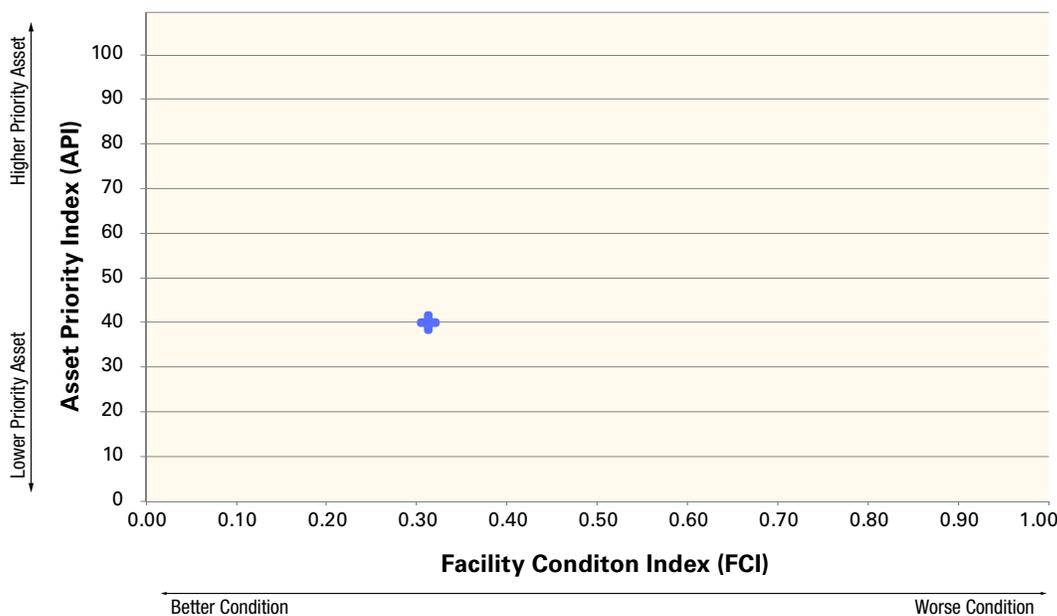


Access Methods and Locations	Selawik, Noorvik, Kiana, aircraft from Kotzebue, boat access on the Kobuk River, Hotham Inlet, and Selawik Lake
Nearby Federal Land Management Agencies	Koyukuk NWR, BLM lands, Kobuk Valley National Park, Noatak National Preserve
Alaska DOT Region and Borough	ADO&PF Northern Region; Northwest Arctic Borough
Gateway Communities	Ambler, Buckland, Kiana, Kobuk, Kotzebue, Noorvik, Selawik, Shungnak
Connections to State or National Trails	None
Scenic Byway	None
Air Quality Non-Attainment Area	None

	Selawik NWR	Region 7 Total	All Other Regions Total
Acres	2,150,162	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	4,342	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - 1 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	0	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	1	8	47
Trail Bridges (Count)	1	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4

Identified Transportation Planning Needs	Traditional use determination
Existing Partnerships	BLM, NPS, Northwest Arctic Borough (NWAB) , ADF&G, Native Village of Selawik
Alternative Transportation Opportunities	More fuel efficient fleet, bikes
Climate Change Threats	Sea and lake level change
Natural and Cultural Known Threats	Vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	None reported

Distribution of Core Transportation Assets by API vs. FCI



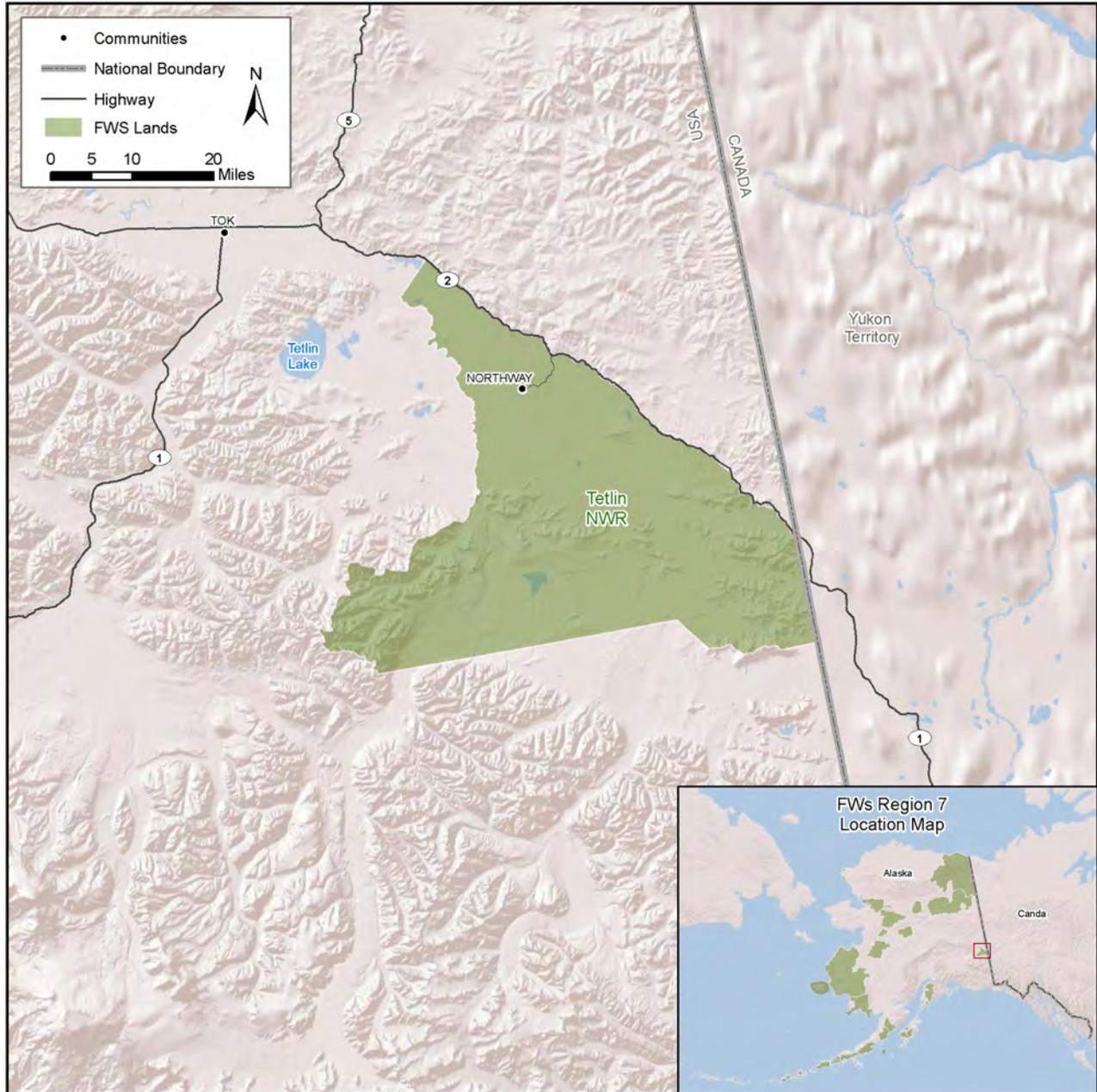
Boardwalks

API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



Tetlin National Wildlife Refuge



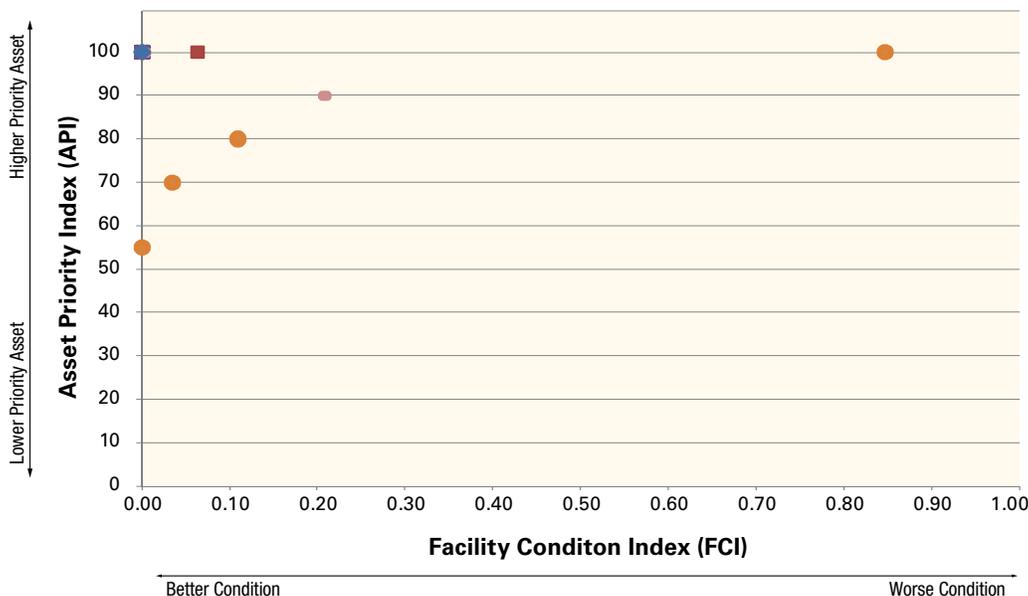
Access Methods and Locations	Alaska Highway 2, Northway, aircraft
Nearby Federal Land Management Agencies	BLM lands, Wrangell-St. Elias Preserve and Wilderness
Alaska DOT Region and Borough	ADOT&PF Northern Region; Southeast Fairbanks Borough
Gateway Communities	Northway, Tok, Tetlin
Connections to State or National Trails	None
Scenic Byway	None
Air Quality Non-Attainment Area	None

	Tetlin NWR	Region 7 Total	All Other Regions Total
Acres	700,059	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	38,168	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - 163 (2003 to 2007, ADOT&PF) Airplane - 3 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	1	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	6	173	4,391
Parking Lot (Count)	4*	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	26	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	2	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4

Identified Transportation Planning Needs	Road safety audit (RSA); Traditional use determination
Existing Partnerships	Department of Community and Economic Development, ADOT&PF, Native Corporations and Tribal Councils, Alaska Public Lands Information Center
Alternative Transportation Opportunities	Trail connections
Climate Change Threats	Flooding, freeze and thaw cycles on permafrost
Natural and Cultural Known Threats	Flooding; roads (run off, invasive species); off-road vehicles; wildfire; wildlife; and vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	Other vehicle fuel and hazardous material spill, invasive species

*Numbers updated based on Refuge input.

Distribution of Core Transportation Assets by API vs. FCI



- Docks (Stationary)
- ✕ Parking Lot
- Roads (Gravel)
- ◆ Roads (Paved)
- Trails (Unpaved)

API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



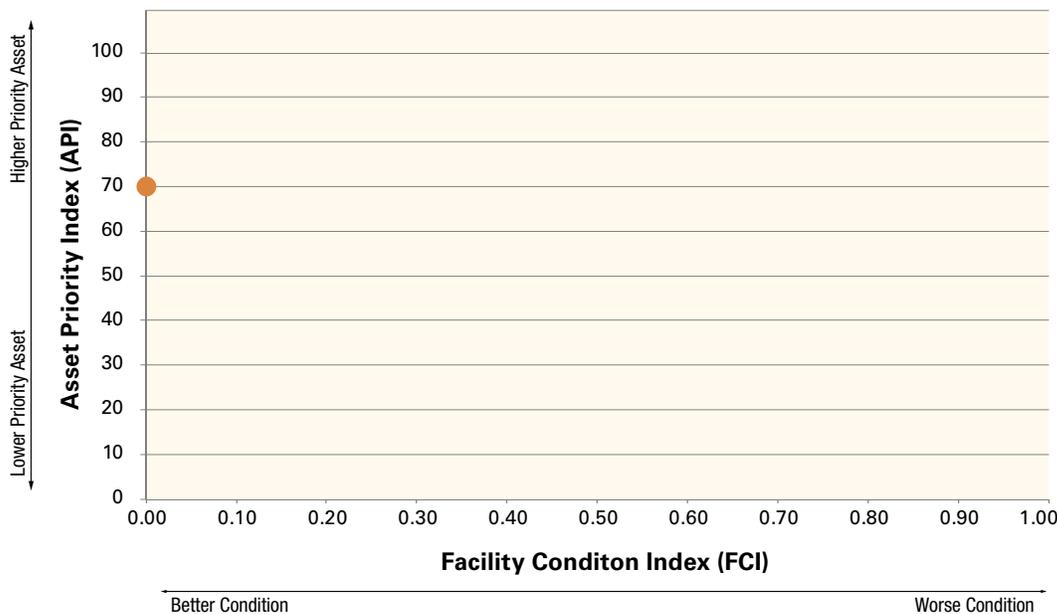
Togiak National Wildlife Refuge



Access Methods and Locations	Goodnews Bay, Quinhagak, Bethel, Dillingham, Togiak, aircraft, boat from Bristol Bay and Bering Sea
Nearby Federal Land Management Agencies	Yukon Delta NWR, BLM lands
Alaska DOT Region and Borough	ADOT&PF Central Region
Gateway Communities	Bethel, Dillingham
Connections to State or National Trails	None
Scenic Byway	None
Air Quality Non-Attainment Area	None

	Togiak NWR	Region 7 Total	All Other Regions Total
Acres	4,102,927	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	8,000	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - 11 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	0	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	4	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4
Identified Transportation Planning Needs	Traditional use determination		
Existing Partnerships	Alaska State Parks		
Alternative Transportation Opportunities	None reported		
Climate Change Threats	None reported		
Natural and Cultural Known Threats	Public off-road vehicle use, and vandalism, looting, and trampling of archaeological sites		
Natural and Cultural Possible Threats	Fuel barge spills (including hazardous material)		

Distribution of Core Transportation Assets by API vs. FCI



● Trails (Unpaved)

API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



U.S. Fish and Wildlife Service

National Wildlife Refuge Fact Sheet

Yukon Delta National Wildlife Refuge

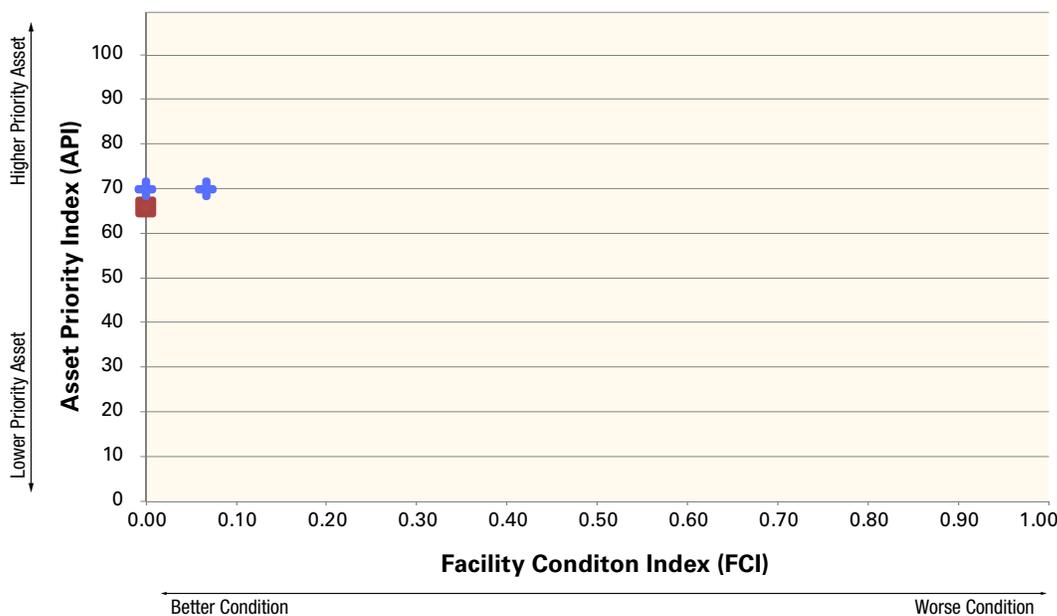


Access Methods and Locations	Hooper Bay, Tuntutuliak, aircraft from Bethel; boat from the Yukon and Kuskokwim rivers, and Bering Sea
Nearby Federal Land Management Agencies	Togiak NWR, Innoko NWR, BLM lands
Alaska DOT Region and Borough	ADOT&PF Central and Northern Regions; Wade Hampton Borough and Bethel Borough
Gateway Communities	Bethel, Chevak, Mary's Village, St. Mary's, St. Michaels
Connections to State or National Trails	None
Scenic Byway	None
Air Quality Non-Attainment Area	None

	Yukon Delta NWR	Region 7 Total	All Other Regions Total
Acres	19,163,016	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	64,000	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - 75 (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	0	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	2	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	1	3	4

Identified Transportation Planning Needs	CCP Updates; Traditional use determination
Existing Partnerships	Yukon Health Corporation, FAA
Alternative Transportation Opportunities	Sled dogs
Climate Change Threats	Storm frequency and intensity
Natural and Cultural Known Threats	Roads (runoff, invasive species, etc.); public off-road vehicle use; and vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	Fuel barge spills (including hazardous material)

Distribution of Core Transportation Assets by API vs. FCI



■ Airstrip
+ Boardwalks

API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

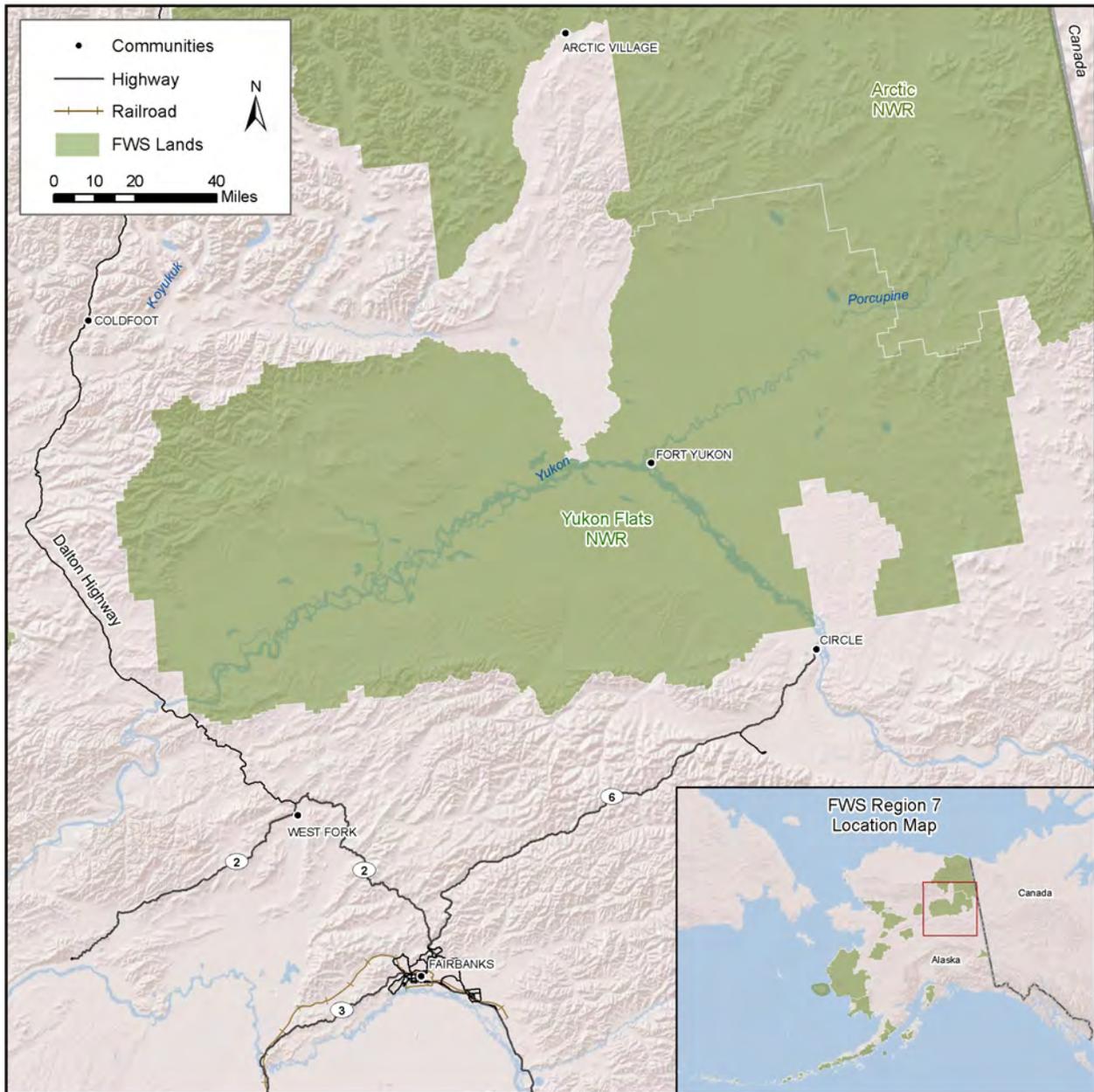
FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.



U.S. Fish and Wildlife Service

National Wildlife Refuge Fact Sheet

Yukon Flats National Wildlife Refuge

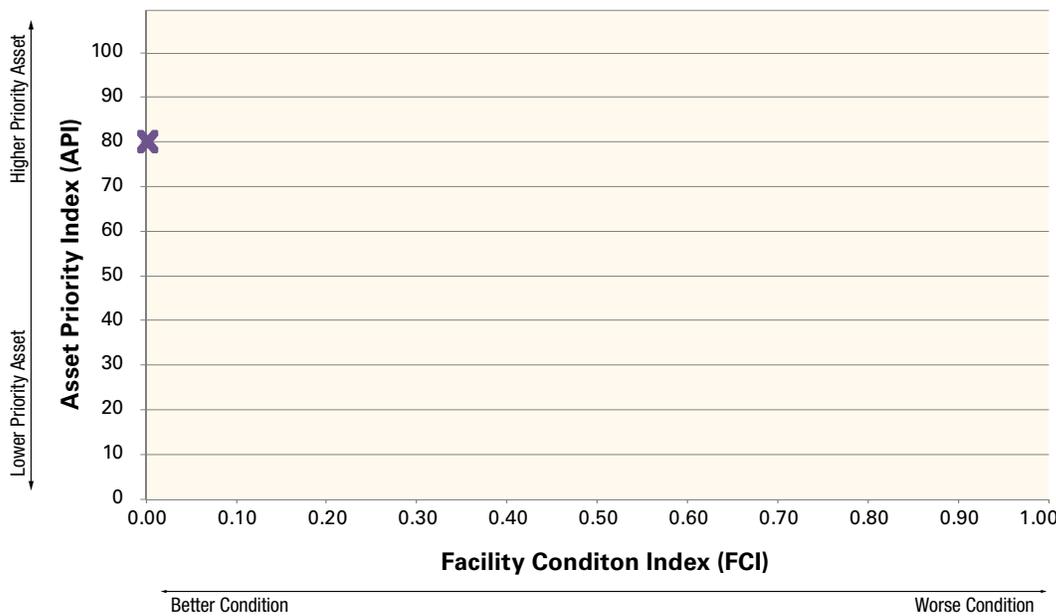


Access Methods and Locations	Dalton Highway, Fort Yukon, Fairbanks, boat on Yukon River, aircraft
Nearby Federal Land Management Agencies	BLM lands (Steese National Conservation Area, White Mountain National Recreation Area, and Trans-Alaska Pipeline Utility Corridor), NPS lands (Gates of the Arctic National Park, and Yukon Charley Rivers National Preserve)
Alaska DOT Region and Borough	ADOT&PF Northern Region; Yukon-Koyukuk Borough
Gateway Communities	Circle, Coldfoot, Fort Yukon
Connections to State or National Trails	None
Scenic Byway	Dalton Highway (State)
Air Quality Non-Attainment Area	None

	Yukon Flats NWR	Region 7 Total	All Other Regions Total
Acres	8,635,511	76,837,023	331,751,420
Traffic Counts	Not available	Not available	Not available
Visitation Count	10,537	1,407,698	43,074,701
Visitation Count Methodology	FWS Annual Performance Plan Workbook		
Safety - Reported Crashes	Vehicle - None reported (2003 to 2007, ADOT&PF) Airplane - None reported (1990 to 2011, FAA)	Vehicle - 1,811 (2003 to 2007, ADOT&PF) Airplane - 145 (1990 to 2011, FAA)	No comparable data available
Paved Road (Lane Miles)	0	8	595
Dirt Road (Lane Miles)	0	35	3,610
Gravel Road (Lane Miles)	0	173	4,391
Parking Lot (Count)	1	90	2,045
Paved Trails (Miles)	0	1	21
Unpaved Trails (Miles)	0	174	256
Boardwalks (Miles)	0	8	47
Trail Bridges (Count)	0	4	27
Culvert Bridges (Count)	0	2	52
Road Bridges (Count)	0	0	238
Floating Docks (Count)	0	2	37
Stationary Docks (Count)	0	2	68
Airstrips (Count)	0	3	4

Identified Transportation Planning Needs	CCP Updates
Existing Partnerships	BLM, ADOT&PF, Alaska Fire Service
Alternative Transportation Opportunities	None reported
Climate Change Threats	Flooding
Natural and Cultural Known Threats	Flooding; wildlife; and vandalism, looting, and trampling of archaeological sites
Natural and Cultural Possible Threats	None reported

Distribution of Core Transportation Assets by API vs. FCI



X Parking Lot

API: The asset priority index (API) ranks how critical assets are in accomplishing FWS mission and goals. Assets with an API closer to 100 are of higher priority whereas assets with ratings closer to 0 are of lower priority.

FCI: Facility condition index (FCI) is the ratio of deferred maintenance costs to replacement value. A larger FCI value indicates worse asset condition as there are higher costs to bring an asset back to full repair. A lower FCI value indicates better asset condition as less cost is required to bring an asset back to full repair.

U.S. Fish and Wildlife Service
Region 7 Long Range Transportation Plan

Appendix D

Transportation Planning Needs

This page intentionally left blank

Service Unit	Planning Needs						Non-Service Planning Jurisdictions		
	CCP	Transportation Safety Audit	Traffic Studies	Transportation Studies	Comprehensive	Traditional Use Defined in Plan	DOT Region	DOT Component Plans	DOT Corridor and / or Subregions
Alaska Maritime National Wildlife Refuge	S	Need Identified. See LRTP Table 22			Administrative access routes, military roads, etc	No	Central and Southeast	Southwest Alaska Transportation Plan	Pacific Coast Marine Corridor
Alaska Peninsula and Becharof National Wildlife Refuge	C					No	Central	Southwest Alaska Transportation Plan	Pacific Coast Marine Corridor, Alaska Peninsula Corridor and Cook Inlet to Bristol Bay Corridor
Arctic National Wildlife Refuge	I			Aviation, fuel availability	Visitor Use Step-Down Plan	Yes	Northern	Northwest Alaska Transportation Plan	North Slope Borough Subregion
Innoko National Wildlife Refuge (Southern Unit)	S			To be determined in upcoming CCP	Visitor Services Plan	Yes	Central/Northern	Yukon-Kuskokwim Delta Transportation Plan	Modal plans
Izembek National Wildlife Refuge	S	Need Identified. See LRTP Table 22		Identify priority transportation system Other studies to be in upcoming CCP	Need support during CCP development	No	Central	Southwest Alaska Transportation Plan	Pacific Coast Marine Corridor
Kanuti National Wildlife Refuge	C					No	Northern	Northwest Alaska Transportation Plan	Middle Yukon River Basin Subregion
Kenai National Wildlife Refuge	C	Need Identified. See LRTP Table 21	Need identified	Russian River congestion management		No	Central	Southwest Alaska Transportation Plan	(No overlapping corridor)
Kodiak National Wildlife Refuge	C					No	Central	Southwest Alaska Transportation Plan	Pacific Coast Marine Corridor
Koyukuk, Nowitna, and Northern Unit of Innoko National Wildlife Refuge	C			Non-Service proposed roads (ADOT&PF Roads to Resources)	Visitor Services Plan	No	Northern	Northwest Alaska Transportation Plan	Middle Yukon River Basin Subregion
Selawik National Wildlife Refuge	C	Winter route marking		Winter route marking, potential for proposed roads		No	Northern	Northwest Alaska Transportation Plan	Northwest Arctic Borough Subregion
Tetlin National Wildlife Refuge	C	Need Identified. See Table 21/22	Need identified			No	Northern	Interior Alaska Transportation Plan	Modal plans
Togiak National Wildlife Refuge	C				Need CCP amendment to address transportation	No	Central	Southwest Alaska Transportation Plan/ Yukon-Kuskokwim Delta Transportation Plan	Dillingham/Bristol Bay Area Corridor
Yukon Delta National Wildlife Refuge	S	Snow machine route		Snow machine, aviation use, moving communities	Need support during CCP development	No	Central/Northern	Southwest Alaska Transportation Plan/ Yukon-Kuskokwim Delta Transportation Plan	(No overlapping corridor)
Yukon Flats National Wildlife Refuge	S			Aviation, fuel availability, non-Service road proposals	Need support during CCP development	Yes	Northern	Interior Alaska Transportation Plan	Modal plans

C = Complete I = Complete, but update is in-progress S = Complete, but update is scheduled

This page intentionally left blank

U.S. Fish and Wildlife Service
Region 7 Long Range Transportation Plan

Appendix E

Partnership Review

This page intentionally left blank

Partnership Review

This document is a collection of partnership excerpts from published U.S. Fish and Wildlife Service, Region 7 documents and brief interviews conducted to support the development of the FWS Region 7 Long Range Transportation Plan. Documents include Comprehensive Conservation Plans, newsletters, and official web pages.

Table of Contents

Innoko NWR	3
Izembek NWR	4
Kanuti NWR	5
Kenai NWR	7
Kodiak NWR	9
Koyukuk NWR	11
Alaska Peninsula – Becharof NWR	12
Selawik NWR	14
Togiak NWR	15
Yukon Delta	17
Yukon Flats	17

Innoko NWR

CCP Information

Refuge biologists routinely cooperate with biologists from the ADF&G and Bureau of Land Management (BLM) to assess status and trends of moose on and near the refuge. The refuge has cooperated with the U.S. Geological Survey, Biological Resources Division, on regional projects ranging in subject from bird monitoring to goose loafing studies, and the U.S. Department of Agriculture Natural Resources Conservation Service on monthly snow depth surveys. A revised landcover map and report was developed for part of the refuge and surrounding areas in 2002 in cooperation with BLM and Ducks Unlimited (Bureau of Land Management et al. 2002). The refuge assists the Department of Defense (U.S. Air Force) by conducting annual breeding bird surveys at Tatilina Air Force Base. The refuge is an active participant in Boreal Partners in Flight, an organization comprised of bird biologists from agencies and organizations in Alaska and Canada. Boreal Partners in Flight provides a venue for biologists to share information on species of concern, discuss inventory and monitoring techniques, and pool resources and data to address questions about bird populations.

Interagency cooperation is crucial when undertaking fire management activities. The BLM Alaska Fire Service (AFS) provides suppression services for Department of Interior agencies and is in charge of detecting, monitoring, and when appropriate and requested, suppressing fires on Federal lands in Alaska. The refuge's fire management officer works closely with AFS when developing fire management plans, attends AFS briefings during the fire season, and coordinates with AFS on activities on the refuge. The refuge staff also works closely with fire personnel with the Alaska Department of Natural Resources, Division of Forestry, fire center in McGrath.

The refuge has worked cooperatively with faculty and students at the University of Alaska Fairbanks and at other universities, and with other agency biologists and tribal council representatives.

The refuge has been awarded Service challenge cost-share grants for activities on and near the refuge and in McGrath. Projects have included environmental education during Earth Week and a five-day summer science camp hosted by the refuge. Partners in McGrath-based cost-share projects included the Iditarod Area School District, Alaska Sealife Center, Alaska Bird Rehabilitation Center, Arctic Chapter of the Audubon Society, and ADF&G.

Wildlife research and public use are expected to increase on the refuge. Public and private partners will be routinely sought where mutual interests exist in research and monitoring topics and objectives. Such collaboration would be consistent with the tradition and pattern of cooperative research and monitoring used by the refuge since 1981.

Refuge Interview Information

Innoko NWR ensures that at least 80 percent of District K-12 students have an opportunity to participate in at least one environmental education program; and continuing to maintain and develop the partnership with the Alaska Geographic (formerly Alaska Natural History Association) and/or other cooperating associations to provide interpretive and environmental sales items on the natural and cultural history of the refuge and surrounding public lands.

Izembek NWR

Refuge Interview Information

A harbor proposal for the nearby town of Cold Bay is on the horizon for the Izembek NWR. This proposal would add a supply route and additional access to the refuge. Since the proposal would indicate more risk for fuel spills and invasive species, it would require refuge involvement.

The refuge partners with Aleutians East Borough for bus tours (19-seat bus). A lottery system held on the AMHS as there is not enough space for demand. FWS has 14-seat bus. There is also a naturalist on the ferry to provide visitor information. The Borough has a hovercraft (Tuesday, Thursday, and Saturday) – and now has naturalist on the hovercraft as well. From April-October there is a ferry system. It is a symbiotic relationship between all the agencies and departments involved.

- The following partner agencies include:
- AK Fish and Game, for wildlife surveys, etc.
- USGS for research (via boats)
- USGS for volcano observatory (via helicopter)
- Coastguard for exercises.
- FWS Migratory Birds (via planes)
- Biking community

Kanuti NWR

CCP Information

Refuge biologists routinely cooperate with biologists from the Alaska Department of Fish and Game (ADF&G), Bureau of Land Management (BLM), and National Park Service (NPS) to assess status and trends of moose on and near the refuge. They also cooperate on projects involving other species such as wolves and caribou. The refuge has cooperated with the U.S. Geological Survey on regional projects ranging from bird monitoring to heavy metals in snow. A landcover map and report were developed for the refuge and surrounding areas in 2002 in cooperation with BLM and Ducks Unlimited (BLM et al. 2002), and refuge staff assisted these partners with landcover mapping fieldwork elsewhere in interior Alaska. The map will be used as basis for evaluation of wildlife–habitat relationships and long-term, landscape level monitoring of vegetation resources.

The refuge is an active participant in Boreal Partners in Flight, an organization comprised of bird biologists from various agencies and organizations in Alaska and Canada. Boreal Partners in Flight provides a venue for biologists to share information on species of concern, discuss inventory and monitoring techniques, and pool resources and data to address questions about bird populations.

Interagency cooperation is crucial when undertaking fire management activities. The BLM Alaska Fire Service (AFS) provides suppression services for Department of Interior agencies and is in charge of detecting, monitoring, and—when appropriate—suppressing fires to protect identified values or meet land and resource management objectives on Federal lands in Alaska. The refuge’s fire management officer works closely with AFS when developing fire management plans, attends AFS briefings during the fire season, and coordinates with AFS on activities on the refuge.

The refuge is fortunate to have ready access to expertise at the University of Alaska Fairbanks (UAF). Refuge staff has worked cooperatively with researchers at UAF to develop research proposals. UAF research staff have participated in refuge field projects and provided insight on study design, data analysis, and interpretation of results. The refuge has developed contracts with the UAF Museum bird, mammal, invertebrate, and herbarium departments. Researchers from UAF and other universities have served as advisors for graduate studies conducted on the refuge, and along with other agency biologists and tribal council representatives, have participated in the refuge’s biological program reviews.

The BLM, NPS, and the Service are in partnership to manage and maintain the Arctic Interagency Visitor Center in Coldfoot. Since 1989, staffs from the three agencies have provided information to people traveling the Dalton Highway. The Alaska Natural History Association (now Alaska Geographic) financially supports interpretive and volunteer programs at the visitor center.

No permanent refuge staff members are stationed in Bettles year-round, although the need for that capability is documented in this Plan. The refuge shares an office and visitor center with the NPS in Bettles. The refuge cooperates with NPS to operate a small visitor contact station to provide information on both the Gates of the Arctic National Park and Preserve and the refuge. The NPS provides the refuge with exhibit space in their contact station.

Partners for Fairbanks-based Cost-Share projects have involved the Alaska Bird Observatory, Friends of Creamers Field, Arctic Audubon, ADF&G, and the UAF Student Activities Office. These projects have included International Migratory Bird Day events, Dragonfly Day at Creamer's Refuge, and co-hosting the Far North Conservation Film Festival as part of National Wildlife Refuge Week.

The refuge participates in Fairbanks-based activities that promote the role of the Service in conservation efforts and provide environmental education and outreach. These activities and the partners involved have included: Earth Day celebrations with local non-profit organizations, school group presentations during Outdoor Days and the Fifth Grade Bird Watch, and guest lecture presentations for groups such as the local Audubon chapter.

Wildlife research and public use are expected to increase on the refuge in the future. Public and private partners will be routinely sought where mutual interests exist in research and monitoring topics and objectives. Such collaboration would be consistent with the tradition and pattern of cooperative research and monitoring used by the refuge since 1992.

Refuge Interview Information

The following partner efforts are underway:

- Bettel nature trail efforts (City of Bettels, Evansville tribe, Park Service in Bettels)
- Tripods marking the trails (If DOT approached the refuge again, they would approve maintenance, which deals with the heavy equipment they would use)
- Partner: A lot of shared activities with the Park Service, and cooperation with BLM
- Partner: Invasive research work with Friends of Alaska

Kenai NWR

CCP Information

Cumulative Impacts: Although the Refuge has a well-developed Geographic Information System (GIS), it does not have the capability to forecast future impacts well. The Refuge recently partnered with several agencies and organizations to develop a model that is capable of projecting the cumulative effects of natural and anthropogenic processes in the boreal forest landscape on the Kenai Peninsula over 100 years. The Alaska Landscape Cumulative Effects Simulator (ALCES) is spatially stratified whereby GIS data are input by user-defined strata, and output is in tabular or graphic format for each spatial stratum. The user can track the number, area, and length of each land use footprint (e.g., seismic lines, roads) within each landscape stratum (e.g., coniferous forest, tundra).

Animal Conflicts: The Sterling Highway near mileposts 70 and 72 has some of the highest moose-vehicle collision rates for a rural road in the State. The Alaska Department of Transportation and Public Facilities proposed reconstructing the highway between mileposts 58 and 79, of which 18 miles occur within the Kenai Refuge. There is a growing national concern for reducing wildlife-vehicle collisions through wildlife crossing structures, signs, fencing, lighting, and other techniques.

Wildlife-vehicle collisions result in major financial costs in property damage, human injuries and/or fatalities, and wildlife losses. Moose—as the largest member of the deer family—cause the highest cost per accident. While moose make up 85 percent of the wildlife-vehicle collisions on this 21-mile stretch of highway, black and brown bears and caribou are also killed. The Refuge is working in partnership with the Federal Highway Administration, Alaska Department of Transportation and Public Facilities, Alaska Department of Fish and Game, Alaska Department of Public Safety, and the Alaska Moose Federation to reduce the number of wildlife-vehicle collisions while maintaining the permeability of the highway and enhancing habitat connectivity.

The Refuge is collecting three sets of data: movement data of GPS collared moose, wildlife-vehicle collision data and road kill reports, and data collected from a call-in wildlife hotline. These data, collected two years preconstruction, will be used to identify “hot spots” where significant crossings of the highway occur and use that to aid in the design and placement of wildlife crossing structures and other methods and techniques to reduce wildlife-vehicle collisions while maintaining wildlife corridors across the Sterling Highway. A postconstruction phase of the study will help determine the success of our cooperative effort.

Data: Refuge biologists and the Alaska Department of Fish and Game (ADF&G) routinely collaborate to assess status and trends of brown bear, moose, mountain goat, caribou, and Dall sheep populations. They also coordinate fisheries activities with the Kenai Fish and Wildlife Field Office and ADF&G. These activities range from management and research to gathering baseline data on fishery use on waters within the Refuge.

Christmas Bird Count Partnership: Refuge staff assists with the annual Audubon Christmas Bird Count.

Long-Term Ecological Monitoring Partnership: The Long-Term Ecological Monitoring Program (LTEMP) continues to be developed. The goal of LTEMP is to inventory and monitor biota on permanent points systematically distributed across the Refuge at five-kilometer intervals. Through a 2004 Memorandum of Understanding (MOU), LTEMP is formally linked with the U.S. Department of Agriculture Forest Inventory and Analysis program as an adjunct inventory.

Alaska Landscape Cumulative Effects Partnership Simulator: The Refuge continues to sponsor development of the Alaska Landscape Cumulative Effects Simulator (ALCES) through the nonprofit Kenai Watershed Forum (<http://www.kenaiwatershed.org/effectsmodel.html>). ALCES models the cumulative effects of natural processes and anthropogenic disturbances on the Kenai Peninsula (Peninsula). As a planning tool, ALCES can be used to evaluate future scenarios of management alternatives at the strategic level. An ALCES consortium was formally established among 11 partners with the signing of an MOU in 2005.

Invasive Species Partnership: The Refuge continues to expand its invasive species work through collaborative efforts with the National Wildlife Refuge System Invasive Species Program, U.S. Geological Survey-Biological Resources Division (USGS-BRD), National Institute of Invasive Species Science, and Burned Area Emergency Rehabilitation (BAER).

University Partnerships: Refuge biologists serve as adjunct faculty at the University of Alaska Fairbanks, Colorado State University, and the Alaska Pacific University, which furthers opportunities for graduate research in such topics as ecological constraints on marten distribution, climate change, arthropod taxonomy and distribution, rising tree line, and shrub invasion of drying wetlands.

Visitor Contact Partnerships: The Refuge Visitor Center, located in the headquarters area and operated in conjunction with the Alaska Natural History Association (ANHA), provides information and educational services highlighting natural and cultural resources and recreational opportunities on the Kenai Peninsula. In addition, the Visitor Contact Station located in the Skilak Wildlife Recreation Area—which is operated seasonally by volunteer Student Conservation Association interns—provides information and educational services to travelers along the Sterling Highway.

Environmental Education and Outreach Partnerships: Environmental education and outreach programs are conducted in coordination with the Kenai Peninsula School District, local homeschool groups, Scout groups, State agencies, other Federal agencies, local libraries, and other community organizations.

Refuge Interview Information

The following partner efforts are underway:

- Partners with Kenai Watershed Forum for issues related to boating, fishing, etc.
- Kenai River Special Management Area
- ADOT&PF on right-of-way in the Sterling and Hidden Creek Culvert, and the highway crossings
- The refuge also partners with non-profits for trail maintenance, volunteering, etc
- Troopers is a partner since they store helicopter at the Kenai hanger

Kodiak NWR

CCP Information

A Kodiak Archipelago Vegetation Cover Map, database, and report were completed in 2005. This information will be used as the basis for evaluating wildlife-habitat relationships and long-term, landscape-level monitoring of vegetation resources and human development. The project was initiated by Kodiak Refuge and the Alaska Geographic Science Center, U.S. Geological Survey. Partners who contributed funds necessary to complete the project included ADF&G, Kodiak Brown Bear Trust, Koniag, Inc., Rocky Mountain Elk Foundation, Bureau of Land Management, and the National Park Service.

The Kodiak Archipelago Bear Conservation and Management Plan, completed in winter 2002, was led by ADF&G and instrumentally supported by citizens of the Kodiak vicinity and by the Service. The plan recommends Refuge leadership and cooperation in a wide range of education, management, and research initiatives to benefit bears of the Archipelago. Because the Refuge supports many of the new initiatives, it incorporated them as objectives in the Conservation Plan.

Proposals to initiate Canada goose hunting in Game Management Unit 8 (Kodiak Island and vicinity) prompted population and genetic assessments. Objectives included determining the size of the winter resident goose population and subspecies type of birds using the Old Harbor vicinity for breeding and fall migration. Assessment results will guide decisions about goose hunting. Partners in the project include ADF&G, Alaska Maritime Refuge, Kodiak Refuge, Old Harbor citizens, and Alaska Biological Science Center, U.S. Geological Survey.

The Refuge, in cooperation with the Alutiiq Museum and Archaeological Repository, supports an active archaeological inventory program as well as a highly successful and expanding stewardship monitoring program to protect archaeological sites on Kodiak Refuge. The contributions of the Alutiiq Museum make these projects happen.

Refuge staff regularly assist with the annual Audubon Christmas Bird Count.

Refuge staff work with U.S. Coast Guard helicopters and crews to complete forward-looking infrared radar (FLIR) deer surveys.

The Refuge coordinates fisheries activities with ADF&G, several universities, National Marine Fisheries Service, and local Native village corporations. These activities range from management and research to gathering baseline data on fishery use on waters within the Refuge.

Wildlife research is expected to increase on the Refuge over the next 10 years. Public and private partners will be routinely sought where mutual interests exist in research topics and objectives. Such collaboration would be consistent with the tradition and pattern of cooperative research established by the Refuge during the last 15 years.

The Refuge visitor center provides information and education services highlighting natural and cultural resources and recreation opportunities on Kodiak Archipelago. It is operated in conjunction with the Alaska Natural History Association (ANHA).

Kodiak Summer Science and Salmon Camp offers week-long summer science camps. Camp sessions run throughout the summer and give local youth the opportunity to learn about Kodiak's most valuable resource—salmon. This camp is supported by a unique blend of public and private partners. A challenge cost-share agreement is made among the Service, the Alaska Natural History Association, and many private Kodiak contributors.

Environmental education and outreach programs are conducted in coordination with the Kodiak School District; village schools, councils, and elders; ANHA; Alaska Audubon; other state and federal agencies; and local museums.

Refuge Interview Information

The following partner efforts are underway:

- Partnership with the marine highway system
- Partnerships with some private corporation's land that they have easements
- The ferry system has plans for the entire length of their system and the refuge participated and had input in this process
- Local non-profit called Island Trails is discussing the development of a foot trail from town but the land ownership from village to refuge is mixed. The Refuge is contributing to this process.
- The refuge recalls proposals from adjacent communities to interconnect the villages on the island which would indicate new roads. Although the communities are of 100 people or less, the refuge is involved in these conversations.

Koyukuk NWR

CCP Information

Refuge biologists routinely cooperate with biologists from the Alaska Department of Fish and Game and the Bureau of Land Management (BLM) to assess status and trends of moose on and near the Refuge. The Refuge has cooperated with the U.S. Geological Survey, Biological Resources Division, on two regional projects (swan marking and banding and moose calf performance on winter range) and the Natural Resources Conservation Service (monthly snow depth surveys). A revised land cover map and report was developed for the Refuge and surrounding areas in 2002 in cooperation with BLM and Ducks Unlimited. The Refuge annually cooperates with the Boreal Partners in Flight and Friends of Alaska National Wildlife Refuges.

Interagency wildland fire cooperation is crucial when undertaking fire management activities. The BLM Alaska Fire Service (AFS) provides suppression services for all of the Department of Interior agencies in Alaska. AFS is in charge of detecting, monitoring, and suppressing fires on all federal and Native-owned lands.

The Refuge has been awarded Service Challenge Cost-Share Grants, which have focused on activities on and near the Refuge and in Galena. Cost-share projects have included Galena Science Camps, co-funding the UAF Interior-Aleutians Yukon-Koyukuk Center at Galena, a solar energy demonstration project housed at the Yukon-Koyukuk Center, a swan nesting ecological study, Nogahabara sand dunes cultural artifact and beetle surveys, oral history interviews with local trappers, and village invasive species workshops.

Wildlife research is not expected to increase considerably on the Refuge. Public and private partners will be routinely sought where mutual research interests exist and study objectives are similar.

From Refuge Interview

The following partner efforts are underway:

- Friends groups want to contribute to River Guide.
- BLM is a partner for invasive species along the river corridors and Poorman Road.
- Lauden Tribe youth program volunteers to pull weeds (takes place off site, but impacts refuge)
- One Road to Nome EIS alternative would bisect the refuges, so the refuge will participate in the process.
- The road to the dump that is along river will be gone soon because of erosion. The refuge is involved in the planning process for this.
- Also partnering with the tribe of Hossly for airport work because they want transportation through refuge. They managed to fill need without going through refuge.
- Hog River Mining company – getting ROW permit for existing road (not a traditional/official, SAMMS road or trail) for transferring equipment.

Alaska Peninsula – Becharof NWR

CCP Information

King Salmon Visitor Center, providing information and educational services highlighting the natural and cultural resources and recreation opportunities on the Alaska Peninsula; operated in conjunction with the National Park Service, Bristol Bay Borough, Lake and Peninsula Borough, and the Alaska Natural History Association (ANHA)

“Spirit of Becharof Lake” Ecosystem Science Camp, a week-long residential camp for rural high school students operated in partnership with U.S. Geological Survey (USGS) Alaska Science Center, Bristol Bay School District, Lake and Peninsula School District, Alaska Audubon Society, ANHA, and the Native American Fish and Wildlife Society.

Environmental education and outreach programs in coordination with Bristol Bay School District, Lake and Peninsula School District, scouting organizations, traditional village councils, village elders, Alaska Audubon Society, Ducks Unlimited, and Alaska Department of Fish & Game (ADF&G).

Moose trend surveys to determine population trends and composition conducted in conjunction with ADF&G and the National Park Service.

Design, development, and production of refuge-related interpretive education materials in cooperation with ANHA A creel survey of the sport fishery conducted at the Ugashik Narrows in conjunction with ADF&G

Annual spring breeding birds surveys conducted in conjunction with the National Park Service

Monitoring Avian Productivity and Survivorship (MAPS) continuing studies of bird populations conducted in conjunction with the Institute for Bird Populations

Bird counts conducted several times per year with the cooperation of partners, including the National Audubon Society, Partners in Flight, and USGS’s Biological Resources Division

Annual bird banding performed in conjunction with USGS’s Biological Resources Division

Participation in planning efforts with gateway communities, including the Bristol Bay Borough, the Lake and Peninsula Borough, and local villages (in recognition that the Refuges are important in the economic and social life of neighboring communities)

Ecoregional plans to identify key habitats and vegetation communities developed for all lands on the Alaska Peninsula, in the cooperation with the Nature Conservancy

Bristol Bay Native Corporation has suggested that the Ugashik Narrows is an area in which it could cooperate with the Service on studies and planning. The Service would be willing to participate in this. The State of Alaska would be included in any planning in this area because of the fishery resource and potential navigability issues.

Studies of archaeological sites at Ugashik Narrows conducted by the University of Oregon

Kanatak Trail Project: In all of Becharof National Wildlife Refuge's immensity, there are no designated hiking trails. The Kanatak Trail will become the first. For centuries, people have climbed over the mountains along the Pacific Coast to reach Becharof Lake and the Bering Sea. Every spring, the Alutiiq people who lived in Kanatak used the trail. In spring, they climbed over the mountains to reach Becharof Lake. In the fall, they returned to Fish Village, on the lakeshore, to prepare salmon. They went back over the mountains to Kanatak with their supplies of food to spend the winter where firewood was plentiful. The upper section of the trail is still there, with ancient rockpiles marking the way. But the lower sections of the route are now hard to find. The route is in danger of vanishing. The Student Conservation Association (SCA) has partnered with the U.S. Fish and Wildlife Service to rescue this historic trail.

During the month of June 2011, Student Conservation Association volunteers will work to clear the lower route of the trail, especially on the Becharof side. Work is expected to be completed by July 4, 2011.

The Kanatak Trail can be reached by airplane, landing on the Pacific Coast year-round, or by floats on Becharof and Ruth lakes. This limited access is a part of the appeal of the place, providing an experience of remoteness and solitude in a setting rich with wildlife.

Rather than provide signs along the trail, GPS points and maps will be available at the King Salmon Visitor Center and on the Refuge website. The Kanatak Trail is not intended to be highly developed. Visitors are expected to use their own good sense and route-finding abilities throughout the Refuge.

Telling the Story of Kanatak: The stories of people who know a place are part of what makes the landscape come to life. Refuge staff are interviewing former residents of Kanatak to capture their memories and pass them on. In written form and as video and audio podcasts, the stories of Kanatak will be available on the Refuge website and in the King Salmon Visitor Center. The Refuge is also collecting copies of old photos of the Kanatak area. Photos that have major landmarks in them can be retaken decades later, giving us a glimpse into how the landscape is changing over time.

From Refuge Interview

The following partner efforts are underway:

- Working with the DOI and coast guard on GRP
- NOAA and NPS are partners
- Togiak and Izembek are other refuges they coordinate with for the ferry
- Visitors center at the airport with NPS, Bristol Bay and Lake
- Canatik trail project
- ADFG (Alaska Department of Fish and Game) is another partner

Selawik NWR

CCP Information

Commercial guides and transporters for big game hunting provide public access to the Selawik refuge and wildlife resources on refuge lands. These services are regulated by the State of Alaska (i.e., Division of Occupational Licensing, Division of Natural Resources, Big Game Commercial Services Board, and Board of Game). It is essential that the refuge closely coordinate with each of these agency's respective programs when implementing program objectives and actions that involve harvest of wildlife on refuge lands.

The refuge is also adjacent to lands administered by the BLM and NPS. Guided clients and other hunters utilizing BLM lands adjacent to the Selawik refuge often harvest wildlife that regularly move in and out of the refuge. The refuge will work to benefit the public and the programs of both agencies by coordinating with the BLM when establishing numbers of guides and locations of base camps in drainages in and adjacent to the refuge.

The use of commercial guides and transporters for big game hunting has been a controversial topic in the region for a number of years (e.g., Georgette and Loon 1988; Jacobson 2008; Chapter 3, Section 3.4.2.3). There are numerous stakeholders involved in resolving the complex issues of access to wildlife resources and related social conflicts between non-local hunters and local subsistence hunters. The Game Management Unit 23 Working Group (Working Group), of which the Selawik refuge is a member, was formed in 2008 to collaboratively address these issues. The initial purpose of this group was to develop proposals and recommendations for ways to minimize user conflicts resulting from increasing numbers of hunters in GMU 23 through coordinated planning and management. The initial phase of this group's work has been completed. The group successfully established a one-time, mandatory training orientation for all commercial operators in the region that carry big game animals or their parts. The Selawik refuge intends to support the next phase of the Working Group as an active participant (Chapter 2, Goal 4, Objective 3). The next phase of the Working Group would serve as a way to monitor the effects of the preferred action alternative proposed in this Plan and a forum to address new issues on this topic as they arise.

In addition to the coordinated interagency efforts, a strong partnership with local village tribal councils and the private trespass officer program will remain paramount when making permit decisions, accurately analyzing the effect of the refuge's permitting program on subsistence users, and assisting in the enforcement of permit stipulations. Communication between the various law enforcement entities and those living within the refuge boundaries during the hunting seasons has many benefits. This is an example of improved communication that has resulted from the collaborative efforts of the Working Group and should continue to be encouraged and facilitated by the Selawik refuge and Service leadership.

From Refuge Interview

The refuge partners with BLM and NPS on trail marking projects.

Togiak NWR

CCP Information

Biologists of Togiak Refuge and the Alaska Department of Fish and Game (ADF&G) routinely collaborate to assess status and trends of Mulchatna caribou, moose, salmon, Dolly Varden, and other species for which shared concerns for management exist.

The Nushagak Peninsula caribou herd, which was reintroduced in 1988, is managed in partnership with the Nushagak Caribou Planning Committee with representatives from the six village councils that were instrumental in making the reintroduction successful. The committee meets to discuss herd management, harvest allocation, and other issues related to the herd.

The Mulchatna caribou herd occupies range that in recent years has encompassed parts of the Togiak Refuge Lake Clark National Park and Preserve, the Becharof and Yukon Delta National Wildlife Refuges, and BLM land interspersed throughout the region. In addition to cooperating with ADF&G in the status assessment and management of this herd, the refuge partners with the other affected Federal agencies and refuges that share this resource.

The Natural Resources Department of the Bristol Bay Native Association (BBNA) works with the Refuge in accomplishing a number of mutual objectives. Summer interns employed by BBNA provide valuable assistance on refuge projects each year. A traditional and ecological knowledge project undertaken by the Refuge with funding provided by the Office of Subsistence Management has received broad support from BBNA, including funding and staff time to complete the project. A partnership with BBNA to complete Office of Subsistence Management funded projects has been undertaken in the past and continues to be a component of any project for which the Refuge shares mutual objectives of information collection.

The Togiak Refuge serves as the setting for a number of Universities conducting studies on climate change. The Refuge has partnered with the University of Colorado, Northern Arizona University, Mount Holyoke College, and the University of Chicago to conduct analysis and long-term climate studies to help assess how flora and fauna may have changed over time in the region.

Education and outreach continues to be a central component essential to successful management of the Refuge. Partnerships with Southwest Regional Schools, Dillingham School District, and the Lower Kuskokwim School District, as well as all of the affected communities, allow this to be successful. Some of the elements of this partnership include the Bristol Bay Salmon Camp, Cape Peirce Marine Science and Yup'ik Culture Camp, and the Ecology and Outdoor Skills Camp held each summer. Classroom visits by refuge staff are made periodically during the school year to conduct environmental education programs, generate interest for the science camps, provide migratory bird calendar contest information, and other purposes.

A program of inholding acquisition has been taking place on the Refuge for a number of years. To implement this program, the Refuge works in partnership with the Southwest Alaska Conservation Coalition, which includes an array of Native interests, commercial operators, conservation groups, land managers, and others working together to protect natural resources of southwest Alaska.

The common occurrence of moose on many parts of the Refuge is a fairly recent phenomenon. Refuge staff work in partnership with ADF&G and the villages of Togiak, Twin Hills, Manokotak, and Dillingham through the Unit 17A Moose Management Working Group to monitor the status of the moose herd in that unit and develop management strategies. Work continues with the villages of Goodnews Bay, Platinum, and Quinhagak to develop management goals for expanding moose herds in drainages most used by those villages.

Refuge Interview Information

- The refuge is informed about what is happening in state planning projects.
- The refuge's visitor center is a joint effort with Alaska State Park. The land has been purchased and the design work is done.
- Dillingham floatplane facility will be working with ADOT&PF to study to improve the facility. Every two years STIP review for the region as it pertains to the Refuge.
- The refuge coordinates policy and procedures for travel with local Native corporations and Alaska State Park.

Yukon Delta

Refuge Interview Information

Yukon Delta is working with local villages regarding hardening trails for ATV use. FWS serves as a consultant on these efforts.

- Yukon Heath Corporation offers boating safety classes
- Regulations cover airport construction when birds are migrating
- FAA/refuge pilot testing equipment – “capstone project”

Yukon Flats

Refuge Interview Information

- Working with ADOT&PF on refuge roads issues. They are very receptive to the refuge needs.
- The refuge provided comments on an oil and gas exploration project in and around Steven’s Village

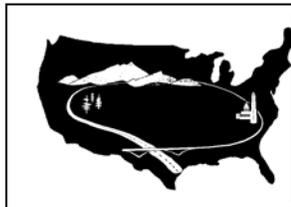
This page intentionally left blank

U.S. Fish and Wildlife Service
Region 7 Long Range Transportation Plan

Appendix F
*Federal Lands Highway Refuge Roads Program
Guidance*

This page intentionally left blank

**FEDERAL HIGHWAY ADMINISTRATION
&
U.S. FISH & WILDLIFE SERVICE**



**GUIDANCE ON THE
FEDERAL LANDS HIGHWAY
REFUGE ROADS PROGRAM**

September 14, 2005

INDEX

Background	1
Public Roads	1
Scope of Improvements	2
Roads	2
Bridges	2
Safety Projects	2
Design Standards	3
Program Effectiveness Measures	3
Project Selection Priorities	3
Appendix	4
Eligibility	4
Work Items Eligible for Funding	4
Work Items Generally Not Eligible for Funding	7
Work Items Not Eligible for Funding	8

Guidance Document For The Refuge Roads Program
Prepared by the Federal Highway Administration
in cooperation with the U.S. Fish and Wildlife Service
Revised September 14, 2005

Background:

The document provides guidance to help identify projects and project enhancements that may be funded under the Refuge Roads program (RRP) category. The basic eligibility requirements were established by the Transportation Equity Act for the 21st Century (TEA-21) and modified by Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The legislation is codified in Title 23 - United States Code (23 USC). Section 204 of 23 USC requires that funds made available for refuge roads shall be used only to pay the cost of:

- A) Maintenance and improvements of refuge roads.
- B) Maintenance and improvement of eligible enhancement projects noted below that are located in or adjacent to wildlife refuges:
 - 1) Adjacent vehicular parking areas,
 - 2) Interpretive signage,
 - 3) Provisions for pedestrians and bicycles and
 - 4) Roadside rest areas including sanitary and water facilities
- C) Administrative costs associated with such maintenance and improvements.

Examples of eligible items are included in the **Appendix**.

The construction of new roads is not authorized.

Title 23 USC 202(e) requires that the funds be distributed base upon relative need of the various refuges. In order to establish priorities, Title 23 USC 204(a)(6) requires that the Federal Highway Administration (FHWA) and Fish and Wildlife Service (FWS) develop and adopt by rule, safety, bridge, pavement, and congestion management systems as appropriate.

Public Roads:

Title 23 USC 101 (a) (28)) defines Refuge roads as public roads that:

- 1) Provide access to or within a unit of the National Wildlife Refuge System and,
- 2) Title and maintenance responsibility are vested in the United States Government.

Public roads are defined by 23 USC 101 (a) (27) as any road open to public travel. Because of the unique usage of refuge roads, this has to be further clarified by these guidelines. In order to be considered Public Roads, refuge roads must be opened to the general public during substantial parts of the year. Seasonal closures during nesting periods and inclement weather are permitted. However, roads only opened by permit to specific public interests, such as to hunters for

specified hunting periods or photographers to access photo blinds, are not considered public roads.

Scope of Improvements:

Roads:

The refuge road funds may only be used for rehabilitation to extend the service life of an existing road and enhance safety. Such work is also known as Resurfacing, Restoration, and Rehabilitation, (3-R). 3-R work includes the placement of additional surfacing materials and/or other work necessary to return an existing roadway including shoulders, the roadside, and appurtenances, to a condition of structural adequacy.

Most 3-R work occurs on the existing road bench. Refuge Roads work generally will not involve widening beyond the existing road bench or require the construction of new retaining walls, or cuts and fills. Exceptions where RRP projects could occur off of the road bench include work on drainage structures, existing retaining walls, slope failures, bridges, and spot traffic safety improvement work.

Construction of new roads is not authorized.

Bridges:

Eligible refuge road funded work on bridges includes approach fill rehabilitation, superstructure (deck, rails & girders) replacements, abutment and foundation repairs, abutment slope protection, foundation scour repair and protection work, and piling replacements. Small bridges or large box culverts may be replaced as part of a road improvement project.

Safety Projects:

Reconstruction of refuge roads for spot traffic safety improvement project work to correct identified safety problems at high accident locations may be undertaken with RRP funds. Such work is limited to specific sites (e.g. a curve or intersection) where a history of accidents have been documented, and where solutions have been developed to reduce accidents at the site. Studies of high accident sites may be funded out of a Region's RRP program.

Many of the limitations noted in this guidance do not apply to safety improvement work. Work could include roadway widening, realignments, new paving, new guardrails or walls, new sidewalks or bicycle paths for separation of traffic, street lighting, traffic signals or other improvements which can be expected to reduce the rate or severity of accidents at that location. In addition, needed safety work such as turning lanes on non-refuge roads intersecting with refuge roads may be included in RR funded projects. These projects must be coordinated with the agency having jurisdiction of the intersecting roadway and funding should be split with that agency if possible.

Design Standards:

Because this is a 3-R program and designers will be required to stay within the existing roadway prism, design standards for new construction and re-construction are typically not applicable. Since FWS has not developed 3-R design criteria, AASHTO design criteria should be the basis for development of design exceptions where traffic safety experience does not warrant improvements to full design criteria. Achievement of AASHTO standards usually will not be possible without demonstrated and documented safety deficiencies as noted above.

Program Effectiveness Measures:

The planned performance measure for refuge roads is the change in the condition of roads and bridges as measured by the Road and Bridge Inventory systems. Besides this degree of improvement shown for FWS Regions in the annual Road Inventory Program (RIP) condition surveys, the ratio of administrative costs to construction costs, and the average cost per mile for projects in each Region will be used by FWS and FHWA to measure how efficiently and effectively each Region operates its program.

Project Selection Priorities:

23 USC 202 (e) and 204 (k) (3) also provides guidance on criteria for selection of projects to be improved under the RR program. Projects shall be selected taking into consideration:

- (1) The comprehensive conservation plan for each refuge.
- (2) The need for access as identified through land use planning
- (3) The impact of land use planning on existing transportation facilities
- (4) The National Wildlife Refuge System Administration Act of 1966

Since 23USC requires funding to be eligible based upon the relative needs of the various refuges, the selection process should favor project items that improve the condition rating factors that help establish the needs. These factors include the road condition rating which considers the number of miles of fair, poor, and failed (deficient) roads.

23 USC 204(a)(6) also requires that roads in the Federal Lands Highway program develop asset management systems to help insure the efficient use of FLH funds. These include safety, bridge, pavement and congestion management systems as applicable. The guidelines for the Fish and Wildlife Service management systems are codified in 23 CFR 972.

The requirement for a bridge management system is being met by existing FWS bridge management program. The requirement for a pavement management system is being met by the FHWA inventory and condition assessment program for FWS managed public use roads. Given the limited number of areas with congestion and safety programs, these programs are not applicable to most refuges. The Regions will consider congestion and safety in project selection, and identify any areas of specific concern to the national refuge roads coordinator.

Appendix

Eligibility

Except when unusual safety concerns require, the following work that will not be funded under the RRP program:

- 1) constructing new parking areas or pullouts, widening off of the present road bench,
- 2) realigning and relocating roads (vertical or horizontal realignments), and
- 3) constructing new pedestrian trails or bicycle paths.
- 4) recurring maintenance practices such as grading roads and mowing roadsides.

Regions can obtain assistance for RRP project planning, design, compliance and construction contracting services from the Regional Engineering Offices, their respective Federal Lands Highways (FLH) Divisions, other Federal agencies (e.g. Corps of Engineers, Bureau of Reclamation, Forest Service, etc.) or consulting engineering firms. Such activities, including program formulation and coordination and project tracking, may be paid for out of available Regional RRP funds.

Project administrative costs such as travel for on-site reviews and meetings related to the RRP program may be included in estimated project costs. However, salaries of permanent staff in FWS Regions and Refuge field stations, who are base funded, can not be charged to the FLH Program project accounts. The only exception to this may occur to pay the overtime portion of force account work. However, this higher rate should have been used in the documentation justifying the use of force account work versus doing the work by contract.

The costs for any planning studies such as Road System Evaluations, or RRP Engineering Studies, will be the responsibility of each Region using their RRP funds.

As part of an overall RRP improvement project, Regions may use RRP funding for sign upgrades to meet the Manual of Uniform Traffic Control Devices standards. However, routine replacement due to wear and age is ineligible for FLH Program funding.

On a specific road improvement project, no more than 5% of the individual RRP improvement project funds may be used for non-roadway related improvements. Stand alone enhancement projects not associated with a specific road improvement project are not eligible for funding.

Specific Examples of Project Refuge Road Eligibility Criteria

The following lists provide general guidance as to what may be funded.

WORK ITEMS THAT ARE ELIGIBLE FOR FUNDING:

Project Support Items:

- Traffic engineering and safety studies.

- Identification and surveillance of accident locations.
- Road Inventories.
- Bridge, pavement, safety and congestion management systems.
- Necessary environmental studies and resource investigations confined to the general roadway construction limits.
- Project-related re-vegetation and control of invasive plants.
- Necessary architectural and landscape engineering services.
- Engineering design for roads, bridges, adjacent vehicle parking areas, provisions for pedestrian and bicycles, and roadside rest areas including sanitary and water facilities.
- Construction engineering for contract administration, inspection and testing.
- Necessary interagency program/project formulation meetings.
- Interagency program review meetings (per interagency agreement).
- Necessary interagency project coordination.
- Research part of coordinated technology implementation program.

Construction and Improvements Items:

- Resurfacing (milling, recycling and overlaying) existing pavements.
- Excavating and replacing failed base courses and poor subgrade materials.
- Replacing, upgrading or relocating deteriorated, undersized or poorly located drainage structures (aprons, inlets, culverts and headwalls etc.).
- Improvements to facilitate wildlife crossings, passage of aquatic organisms and habitat connectivity.
- Repair or upgrading existing guardrails or guardwalls.
- Minor widening of the roadway, realigning of intersections, adding of turn lanes, intersection islands, or pullouts, flattening of curves, or adjusting curve superelevation if the work can be accomplished on the existing road bench.

- Repairing, rehabilitating or replacing existing retaining walls if the estimated cost of a single wall or site is \$200,000 or less.
- Repairing and or stabilizing landslides, severely eroding or failing slopes if the estimated cost of a single site is \$200,000 or less.
- Projects off of the roadway bench may be allowed to widen or realign the road, construct new pullouts or add other features such as comfort stations and interpretive signage provided that they total no more than 5% of the project's construction costs.
- Removing or grinding existing pavement to convert a road to an aggregate surface.
- Replacing, upgrading or adding new pavement markings and signage to address changing traffic patterns, new uses or safety problems as well as to meet current standards if occurring in conjunction with an RR roadway project. Sign or marking replacement due to age, damage or deterioration is not eligible for funding, unless undertaken as part of a road rehabilitation project.
- Engineered pavement overlays that add structural value, design life or improved skid resistance.
- Double bituminous surface treatments and chip seals that are part of predefined stage construction or form final surface on low volume roads.
- Engineered rehabilitation or reconstruction of pavement structures, bridges and bridge decks.
- Engineered spot safety improvements resulting from safety studies.
- Upgrading of substandard traffic barriers and bridge rails to current standards.
- Replacement of nonstandard traffic regulatory and guide signs.
- Upgrading substandard or nonconforming traffic markings (one time only).
- A single refuge entrance sign if the sign conforms to FWS standards, is in a safe location, is part of an adjacent Refuge Roads project, and is of reasonable cost (\$10,000 maximum including design, materials and installation).
- Accommodating traffic and pedestrians through construction zones.
- Public approach roads and interchange ramps that are under the jurisdiction and responsibility of the FWS.
- Installation of warranted roadway lighting.
- Adjustment of utilities directly related to roadway work.

- Conduits crossing under the roadway to accommodate future planned utilities.
- Landscaping and native plant seeding of areas disturbed by the RRP program projects.
- Landscaping required to meet Environmental Impact Study mitigation measures resulting from roadway construction.
- Construction of erosion control and environmental mitigation measures directly related to roadway construction.
- Experimental features where there is a planned monitoring evaluation schedule.
- Public parking lots or pull-offs to trail heads adjacent to RRP projects, interpretive areas, public lodging, visitor center, (including necessary supporting retaining walls, protective railings and adjacent perimeter sidewalk).
- Provisions for pedestrians and bicyclists within/adjacent to roadway prism when warranted for safety reasons.
- Maintenance and improvement of existing recreational trails in accordance with the FHWA/FWS Recreational Trails Guidance with total funding not to exceed 5% of the national program funds.
- Restoration of borrow pits created by projects funded from the RRP program.
- Force account and day labor, including materials and equipment rental being performed in accordance with approved plans and specifications, that has been determined to be cost-effective (public interest).
- All the aforementioned work can be performed on existing parking areas, pullouts, sidewalks or bicycle paths if the work is incidental to a RRP roadway project.

WORK ITEMS THAT WILL GENERALLY NOT BE ELIGIBLE FOR FUNDING:

(Funding will be determined on a case-by-case exception basis taking into consideration overall relative Refuge Road program priorities)

Project Support Items:

- Acquisition of scenic easements and scenic or historic sites.
- Brochures for public use unless they are prepared for refuges with roads impacted by improvements.

Construction and Improvements Items:

- Acquisition of alternative transportation systems unless it would facilitate visitor access and improve usage of the roadway system.
- Bike paths, unless they are part of the refuge unit's approved Comprehensive Conservation Plan, constructed in conjunction with RR program projects, and are:
 - part of a roadway prism necessary for safety reasons and if bike traffic warrants.
 - independent paths used for transportation and safety reasons based on accident and traffic data analysis.
- Construction of visitor information centers and related items.
- Construction of roadside rest area including sanitary and water facilities.
- Bridge painting work on structures (painting of major large structures considered on a case-by-case exception basis).
- Public roads which provide access to areas under the jurisdiction and responsibility of the FWS but which are not owned by the Service and/or are not required to be maintained by the Service.

WORK ITEMS THAT ARE NOT ELIGIBLE FOR FUNDING:

Project Support Items:

- General refuge planning.
- Non-program specific conferences, field trips, or training conferences.
- Cultural resources investigations and work outside roadway construction limits

Construction or Improvements Items:

- Construction of new access roads, new campground roads and related parking areas.
- Cyclic roadway maintenance work including chip and slurry seals (seal coats), pavement patching, roadway grading, shoulder and ditch grading, cleaning culverts, snow removal, roadside mowing, vegetation control, normal sign repair and traffic markings.
- Seal coats on top of new asphalt concrete pavements.
- Cyclic bridge maintenance work including cleaning and repairing bridge joints, cleaning repairing bridge drainage, and repairing other bridge appurtenances.
- Landscaping and irrigation systems of areas not disturbed by refuge road construction.

- Landscaping of disturbed areas with non-native plant species.
- Utilities and buildings not disturbed by construction.
- Sanitation facilities not disturbed by construction.
- Walls and erosion protection that are not part of or support the roadway prism.
- Recreational boat launching facilities and ramps.
- General refuge development projects.
- Roads that serve only an administrative site such as refuge housing, maintenance area or refuge dormitory (or a combination of these).
- Roads that provide access to Refuge Headquarters which are not open to the general public (i.e., not a visitor center).
- Roads that are primarily used for administrative purposes and open to the public only for very limited periods during the year under restrictive conditions.
- Restoration of borrow pits (or portions of borrow pits) created by projects funded with non Refuge Road program funds.
- Repairs to or replacement of fences not disturbed by Refuge Road construction.

This page intentionally left blank

U.S. Fish and Wildlife Service
Region 7 Long Range Transportation Plan

Appendix G
*2011 Region 7 Transportation Partnership
Update Memorandum*

This page intentionally left blank



Memorandum

To: Seve Suder
National Coordinator, Refuge Transportation Program

From: Troy Civitillo
Region 7, Facilities Programs, Refuge Roads Coordinator

CC: *Region 7 Long Range Transportation Plan, Appendix E*

Date: 8/01/2011

Re: Region 7 Annual Transportation Partnership Update

In accordance with the partnership goal and communication objectives of the U.S. Fish and Wildlife Service Region 7 Long Range Transportation Plan's, the following partnership update memorandum has been prepared. This memorandum is intended to communicate the status of on-going activities and deliverables that relate to matters of partnership.

5-Year plan

The most recent 5-year transportation improvement plan was prepared in July 2011.

RIP / BIP data

RIP data was last collected in June of 2007 (Cycle 4). The next update is scheduled for 2012.

BIP data was last collected on June of 2007 (Cycle 4). The next update is scheduled for 2012.

Research Studies

No research studies have been recently completed or are currently underway.

Completed/Active Partnership Transportation Projects

No partnered transportation projects have been completed recently or are currently underway. Nevertheless, 13 of 14 Region 7 CCPs mention a desire for partnerships.

Performance Measure Reporting

Long range transportation performance measures are being reported in the *Region 7 Long Range Transportation Plan*. A draft of the plan will be released in the fall of 2011.