



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Office of the Governor

OFFICE OF MANAGEMENT AND BUDGET
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February 10, 2025

The Honorable Andy Josephson
Co-Chair, House Finance Committee
Alaska State Capitol Room 505
Juneau, AK 99801

The Honorable Calvin Schrage
Co-Chair, House Finance Committee
Alaska State Capitol Room 410
Juneau, AK 99801

The Honorable Neal Foster
Co-Chair, House Finance Committee
Alaska State Capitol Room 511
Juneau, AK 99801

Dear Co-Chairs Josephson, Schrage, and Foster,

Thank you for inviting the Office of Management and Budget (OMB) to present an overview of the Governor's FY2026 Budget to the House Finance Committee on January 24 and 27, 2025. This letter completes the responses to questions and requests for follow-up information from this hearing. All of the dollar figures presented in this document are in thousands unless otherwise noted.

1. How does this budget compare to former Governor Walker's cuts? Has the State surpassed or recovered from the budget during the Walker years?

The below table provides a comparison of the FY2026 Governor's Budget to the FY2019 Final Budget.

	FY2019 Final	FY2026 Governor	\$ Difference	% Change
Agency Operations	4,006,885.0	4,518,037.4	511,152.4	12.8%
Statewide Items	657,139.9	414,529.1	(242,610.8)	-36.9%
Total Operating Budget	4,664,024.9	4,932,566.5	268,541.6	5.8%
Capital Budget	167,960.9	282,398.7	114,437.8	68.1%

2. What percentage of the capital budget is spent on deferred maintenance over the years?

The deferred maintenance appropriations in the FY2026 Governor's Budget totals approximately one percent of all overall capital budget (all funds). Since FY2020, the amount has varied from year to year but averaged nine percent.

3. What percentage of the budget is the permanent fund dividend payment?

The permanent fund dividend total in the FY2026 Governor's Budget is 34 percent of the overall UGF operating budget total.

4. What will the impact on Medicaid be from permanent rate increases resulting from a rate study?

The Department of Health (DOH) would like to clarify the anticipated timeline for the Medicaid rate study. The DOH is currently engaged in phase 1 of the study, which includes a review of rate methodologies for behavioral health services, long-term services and supports, federally qualified health centers, and medical transportation. The final reports with rate recommendations for these areas are expected in July 2025. However, the DOH anticipates receiving preliminary information on potential impacts to behavioral health services in February 2025.

5. Was the veto last year in the Department of Corrections' (DOC) budget for \$700.0 for the same purpose that is being requested currently?

The funding that was vetoed in the DOCs FY2025 budget was specific to Toyo Stove Repair and Welding programs (start-up and on-going annual costs) and is not the same as what is currently requested in the FY2026 budget.

The funding currently being requested will focus on construction technologies, as well as coding/software development programs. This would include areas such as: electrical, plumbing, and computer coding programming with wrap-around services. These funds will be dedicated to the Goose Creek Correctional Center, Spring Creek Correctional Center, and Wildwood Correctional Center men's facilities, as well as the Hiland Mountain Correctional Center women's facility. The DOC will partner with trade unions, community contractors, local training centers, and universities to support these programs.

6. For the Department of Education and Early Development's (DEED) one-time items being added back in, what are the measurements/improvements made with this funding and why does it need to continue?

The funding provided to support Teacher Retention and Recruitment (TRR) has been targeted to address the chronic and acute educator turnover in Alaska through the implementation of strategies proposed in the Teacher Retention and Recruitment Playbook

(TRR Playbook). The one-time funding has allowed for foundational work, but continued progress will necessitate further investment.

The DEED has contracted with Adams Analytics to identify success metrics to track the efficacy of TRR initiatives, refine implementation activities, and identify targets for expanded impact. This includes support for an updated teacher and principal turnover report to update retention and turnover data and track impacts over time. This turnover report will be aligned to an exit and stay survey that the DEED has contracted with the Institute of Social and Economic Research (ISER) to develop as a longitudinal survey.

Key initiatives that have been launched this year with the use of the one-time TRR funds, and the continued funding will support over time, are as follows:

- Development and pilot launch of the Teacher Registered Apprenticeship
- Development of a Principal Registered Apprenticeship
- Future apprenticeship pathway model exploration
- Development of the Alaska Educator Retention and Recruitment Center (AERRC) designed to:
 - enhance statewide support districts in recruitment and retention strategies
 - support workforce planning
 - provide professional development in recruitment and retention
 - provide support for International Hiring
- Development of the Green to Teach Model as an alternative certification pathway for active military personnel, veterans, and their spouses.

With future funding, the DEED will invest in the full implementation of these best practice strategies identified in the TRR Playbook and continue to refine the TRR work based on success metrics.

Attached as additional information are two documents that highlight the work of the Teacher Retention and Recruitment program and the Alaska Teacher Apprenticeship program. See documents titled *TRR Brochure V10.pdf* and *AK Teacher Apprenticeship Program Handout V3.pdf*.

7. What are the impacts of not appropriating funds into the Disaster Relief Fund (DRF) through the FY2025 Fast-Track Supplemental?

Funding appropriated to the DRF can be generally categorized in two lines of effort: immediate response needs and longer-term recovery. Immediate response needs include funds utilized to address the immediate life/safety impacts of a disaster such as flood fighting, evacuation, sheltering and mass feeding operations for displaced survivors, and operational costs for municipal and tribal governments to effect immediate repairs (e.g. restoring downed power lines). Longer-term recovery includes the funding necessary to replace or repair disaster-caused damage to homes and public infrastructure.

When the Governor declares a disaster emergency under A.S. 26.23.020(c), the Department of Military and Veterans Affairs (DMVA) requests \$1,000.0 in immediate funding to address emergent and exigent needs associated with lifesaving and life-sustaining activities. Without sufficient funding available in the DRF, those activities would be significantly delayed, directly impacting the safety of Alaska residents and visitors in the declared area.

Longer-term recovery activities to replace, repair, or restore homes, subsistence structures and equipment, and public infrastructure require significant design, engineering, environmental reviews, permitting, and construction estimates in order to understand projected costs for bringing communities and services back to their pre-disaster form and function. Without sufficient funding in the DRF for State-declared disasters, or sufficient funding in the DRF for non-federal cost share obligations for federally declared disasters, communities with disaster-caused damage will remain at greater risk of additional damages from future events, and the community will not be able to function in the way it did prior to the disaster.

There is no way to predict the number of disasters that will be declared in a given year, or the intensity or cost of those disasters. This also includes the inability to predict which state disasters will be approved for federal funding. DMVA uses historical averages of declared disasters to estimate future year declarations. The current request supports the ability for the State to be “response ready” for the remainder of FY2025.

It's important to note that funding to be “response ready” addresses the immediate needs in the days and weeks following a disaster. It does not address the long-term needs for repair, replacement, and restoration. Those costs only become known after significant assessment, design, engineering, permitting, and construction estimates are developed by local, State, and federal agencies. The timeline associated with recovery activities is further lengthened when a disaster is federally declared, as agencies such as the Federal Emergency Management Agency or U.S. Army Corps of Engineers are involved in project review and approval.

8. Has there been contemplation of expanding VSO (Veteran Service Officers)?

The Alaska Veteran Service Officer (VSO) grant program was established in 1995 to support congressionally chartered Veteran Service Organizations who apply to support the federal Veterans Affairs (VA) accredited representative program. VA-accredited representatives are authorized to provide help with VA benefit claims for veterans and service members, as well as their dependents and survivors. Accredited VSO representatives must be recommended to the Office of General Counsel by a VA recognized Veteran Service Organization. As a federal program, the State Office of Veterans Affairs follows all federal rules and regulations relating to this program. The State of Alaska does not employ service officers but provides funding through a State grant to Veteran Service Organizations who elect to participate.

Currently, the DMVA has four organizations in Alaska who participate. The VSOs are assigned to service the following locations: Anchorage (8), Wasilla (2), Kenai (1), Fairbanks (4), Kodiak (1), and Juneau (1). Per legislative amendment to the FY2025 budget, funding was established for an additional VSO for Ketchikan, which has been filled, to help service the large Veteran population in Southeast Alaska.

Each Service Organization signs an agreement with the Alaska Office of Veterans Affairs authorizing use of grant funding to pay for wages, training, travel, computers, and supplies or other expenses approved for outreach or activities a VSO completes to carry out their mission in support of Veterans and their families. Service Organizations have flexibility based on their grant agreements on how funding is distributed in an organization. This is dependent on the organization's leadership.

Through a legislative amendment to the FY2025 budget, each organization was authorized to spend up to \$70.0 per VSO approved for their organization this fiscal year. The grant funds are put into a combined account in the State's accounting system at the start of the new year. The funds are then divided by organization, by the number of VSOs authorized. For example: Veterans of Foreign Wars (5 VSOs), Vietnam Veterans of America (4 VSOs), Disabled American Veterans (4 VSOs), and American Legion (4 VSOs). Organizations submit requests for reimbursement for eligible expenses throughout the year. Some organizations augment the VSOs' pay or pay for training and travel. Due to vacancies and augmented costs absorbed by the Service Organizations, there may be funds available at the end of the year. These funds do not move to DMVA; they are recombined and equally distributed to each Service Organization for a one-time distribution for use.

Because of the increase provided last year, there is not a request for additional funding in the FY2026 Governor's proposed budget.

9. What is the current trooper vacancy rate? What is the policy on allowing troopers/specialized positions to transfer posts?

The current trooper vacancy rate is 16 percent. The transfer policies for Alaska State Troopers, including those in specialized positions, are primarily governed by the collective bargaining agreement between the State of Alaska and the Public Safety Employees Association (PSEA). The agreement includes the terms and conditions of employment and transfers. The State's personnel rules and policies also provide guidelines on various employment actions, including transfers, to ensure they are conducted fairly and consistently. The Department of Public Safety does not have separate policies governing transfers.

10. Provide a breakdown of the positions, locations, vacancies over the last few years? What posts were closed in the past decade? Why specifically reopen the Talkeetna post as opposed to the others?

The attached document titled: *DPS BFY Vacancy Report by Location FY22-24.pdf* provides a breakdown of the positions, locations, and vacancies over the last few years.

The following posts were closed in the past decade: Cooper Landing; Galena AWT; Girdwood; Haines; Ninilchik; McGrath; Nenana (Re-opened); Northway; St. Mary's (Alaska Wildlife Trooper, AWT); Talkeetna; and Yakutat (AWT).

The decision to reopen the Talkeetna post, compared to other posts, is based on increasing public safety demands, call volume, and response time challenges in the Upper Susitna Valley, which includes Talkeetna, Willow, and Trapper Creek. Since the post's closure in 2016, law enforcement response for this area has relied on troopers from Wasilla and Palmer, requiring travel distances of over 70 miles, with the next nearest post in Cantwell 160 miles away. The region generates over 2,500 calls for service annually, including 421 vehicle collisions, 262 welfare checks, and 785 drug-related incidents in recent years. The area has also experienced significant recreational activity growth impacting resource protection and requiring additional trooper presence for hunting, fishing, and search and rescue operations. The Matanuska-Susitna Borough continues to experience substantial population growth, and law enforcement resources have not kept pace with increased demand. Unlike other closed posts, the geographic isolation and high incident volume in the Upper Susitna Valley create a critical need for dedicated law enforcement coverage. Reestablishing the Talkeetna post will improve response times, enhance public safety, and provide consistent enforcement in a region that currently lacks sufficient trooper presence.

11. Provide the decision/policy for clearing the woods/trees in Representative Galvin's district near the Seward Highway and Tudor Road.

The Department of Transportation and Public Facilities worked closely with the Municipality of Anchorage to determine the best course of action and clearing was necessary to mitigate recurrence.

12. For the Northern Region hardware/guardrail repairs, why is this only the Northern Region? What is currently spent in the Northern Region for this? What is the amount budgeted for in the other regions?

This is not necessarily only the Northern Region. The change record does specify, "The department will address repair needs statewide beyond what is recoverable through compensation efforts, ensuring ongoing roadway safety for the traveling public and maintaining a state of good repair." This request is also for any other roadside hardware needing repair, including signs and light poles.

The table below, in whole dollars, shows the amount of guardrail and other parts and supplies spend in the Central, Northern, and Southcoast Regions for FY2018 to current. These amounts do not include guardrails that were replaced as part of a capital project.

For the Northern Region, the annual spend on guardrail and other parts and supplies averages \$2.2 million annually. Currently in the Northern Region, this is an identified need of \$3.5 million for hardware and guardrail repairs.

	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025 - YTD
Central Region								
4025 - Signs and Markers	\$ 115,916.84	\$ 159,461.52	\$ 61,532.13	\$ 88,907.38	\$ 106,919.43	\$ 103,099.18	\$ 55,690.82	\$ 78,528.65
4028 - Guardrails	\$ 27,750.65	\$ 58,041.52	\$ 2,472.75	\$ 49,230.40	\$ 192,057.90	\$ 65,876.37	\$ 222,554.50	\$ 108,618.59
4029 - Culverts	\$ 4,520.44	\$ 17,047.48	\$ 14,161.30	\$ 69.99	\$ 8,004.00	\$ -	\$ -	\$ -
4034 - Parts and Supplies	\$ 830,465.46	\$ 627,665.86	\$ 714,028.05	\$ 1,135,776.46	\$ 812,425.14	\$ 1,178,933.22	\$ 1,084,603.86	\$ 850,428.45
Grand Total	\$ 978,653.39	\$ 862,216.38	\$ 792,194.23	\$ 1,273,984.23	\$ 1,119,406.47	\$ 1,347,908.77	\$ 1,362,849.18	\$ 1,037,575.69
Northern Region								
4025 - Signs and Markers	\$ 185,991.66	\$ 203,122.46	\$ 157,833.80	\$ 105,165.28	\$ 211,363.82	\$ 198,199.10	\$ 263,506.65	\$ 154,367.09
4028 - Guardrails	\$ 58,731.64	\$ 213,953.27	\$ 73,449.33	\$ 125,063.97	\$ 70,546.43	\$ 95,959.02	\$ 99,180.98	\$ 444,014.61
4029 - Culverts	\$ 25,185.62	\$ 207,063.25	\$ 6,876.40	\$ 23,033.90	\$ 4,015.86	\$ 18,999.50	\$ -	\$ 17,343.80
4034 - Parts and Supplies	\$ 1,688,676.34	\$ 1,178,753.15	\$ 2,033,332.34	\$ 2,752,533.91	\$ 2,493,324.22	\$ 907,949.88	\$ 2,567,254.17	\$ 1,088,395.23
Grand Total	\$ 1,958,585.26	\$ 1,802,892.13	\$ 2,271,491.87	\$ 3,005,797.06	\$ 2,779,250.33	\$ 1,221,107.50	\$ 2,929,941.80	\$ 1,704,120.73
Southcoast Region								
4025 - Signs and Markers	\$ 9,553.63	\$ 19,718.96	\$ 12,376.66	\$ 30,721.35	\$ 43,479.38	\$ 33,996.72	\$ 29,995.32	\$ 26,404.78
4028 - Guardrails	\$ 3,517.96	\$ 3,434.75	\$ 17,533.90	\$ 59,340.49	\$ 6,909.83	\$ 33,938.07	\$ 19,573.30	\$ -
4029 - Culverts	\$ 5,331.07	\$ -	\$ -	\$ 4,463.73	\$ -	\$ -	\$ 969.99	\$ -
4034 - Parts and Supplies	\$ 598,459.65	\$ 457,962.28	\$ 585,097.04	\$ 470,892.09	\$ 681,505.06	\$ 639,785.71	\$ 366,374.38	\$ 394,640.14
Grand Total	\$ 616,862.31	\$ 481,115.99	\$ 615,007.60	\$ 565,417.66	\$ 731,894.27	\$ 707,720.50	\$ 416,932.99	\$ 421,044.92

13. If clearing or addressing homeless encampments is a chronic problem does the State have the ability to send a bill to the municipality for this problem?

The \$500.0 Right of Way Clearing of Vacated Homeless Encampments request is a one-time increment, and the Department of Transportation and Public Facilities (DOT&PF) will reevaluate the need next year. Any billing arrangement would need to be arranged prior to the clearing through a memorandum of agreement. The DOT&PF does not have the authority or another mechanism to compel payment from a municipality. The DOT&PF strives to work collaboratively with local communities and governments.

14. Although it's on a state road, the Anchorage Police Department (APD) still has jurisdiction and still reimburses the state?

The Department of Transportation and Public Facilities (DOT&PF) is not enforcing a law or fining individuals. The DOT&PF is required to maintain and keep right of ways clear. The DOT&PF does not have a process or memorandum of agreement to request reimbursement from a local law enforcement agency for homeless camps. There is no plan to request reimbursement from the APD.

15. For the Child Care Assistance low participation, what was the number based on? Was it based on the current usage or was it based on growth?

With increased eligibility standards to 105 percent of the state median income, the Department of Health (DOH) anticipates that 18,000 additional children aged 12 and under will meet eligibility criteria. At current utilization patterns, an additional 1,200-1,300 additional children may use the Child Care Assistance Program. This number was based on the percentage of current utilization for the child care assistance program. According to the

state demographer, there are approximately 130,000 children under the age of 13. There are approximately 18,000 additional children that would become eligible by increasing the criteria from 85 percent to 105 percent of state median income. Using the same assumption of seven percent utilization, an additional 1,200-1,300 additional children may be served.

16. Provide the history of the Ocean Ranger Fund - collections and spending.

See the attached document titled *DEC Updated FY25 Ocean Ranger 12.13.24.pdf*.

17. Who is the owner of the Whittier dock (Private, Holland America) or City of Whittier? Provide copy of the terms of the agreement for this project.

The dock to be electrified in Whittier is owned by Holland America and Princess. The project has been funded by \$6 million in Ocean Ranger funds administered through the Alaska Energy Authority (AEA), \$6.5 million provided by Holland America and Princess, and \$1 million from Chugach Electric. The proposed appropriation of \$4.4 million in Ocean Ranger funds completes the funding need for this project. Terms of the previous AEA agreement are attached in the document titled *2024.01.11 Whittier Shore Power MOU-AEA-CEA-Princess.pdf*.

18. On the West Susitna Road Project, is this for the east side of the river or is the State now actively pursuing road development and permitting on the west side of the river?

This project funds work on the west side of the river.

19. For the Oil and Hazardous Response Fund, how much is generated annually? What is the balance of the fund?

For a list of what is generated annually, see attached document titled: *FY25 Prevention Account Projection 1.7.25.pdf*.

20. For the Department of Natural Resources' replacement of the Turbo Commander, is the \$2.5 million for a new or used aircraft? Is this a net cost or a new cost? What will happen to the old aircraft?

The \$2.5 million is for a used Turbo Commander and represents the funds required to acquire the replacement of the Turbo Commander. The retiring aircraft will be kept for parts to support the maintenance of the anticipated two "in service" Turbo Commanders. The retiring aircraft has roughly \$1 million in parts that are challenging to find quickly.

21. How many aircrafts does the Department of Public Safety (DPS) have? How many employees does DPS have for aircrafts?

The DPS has 48 aircraft. There are 18 civilian pilots and 26 commissioned trooper pilots.

22. Does the Department of Public Safety have a record of the call outs from the last year or two years? Has an analysis been done of when and where a new aircraft would have provided either the ability to land where previously unable to or a quicker response time? Is there an accounting for the last few years, or some period of time, of incidents so there is a better understanding of the need and benefit the new aircraft could provide?

The Department of Public Safety (DPS) has reviewed significant incidents from January 2024 through January 2025 where the proposed Pilatus aircraft would have provided a clear operational advantage (listed below). These incidents, which required Commissioner notifications under DPS policy, involved major crimes or emergencies necessitating an urgent law enforcement response, such as homicides, officer-involved shootings, and other serious events requiring multiple personnel.

In over 40 cases, existing aircraft limitations delayed response efforts due to the need for multiple connecting flights or the inability of the King Air to land at the nearest available airstrip. The Pilatus would have allowed direct deployment, reduced response times and ensured that patrol troopers, forensic technicians, investigators, SWAT (special weapons and tactics), and victim support personnel could arrive on scene more efficiently. Examples include a homicide in Noorvik, where multiple flights were needed to transport personnel; a major investigation in Togiak that required extensive travel coordination; and an emergency callout in St. Michael, where the available airfields could not accommodate the King Air, further delaying response.

The analysis excluded search and rescue operations, follow-up investigations, training, and administrative flights, though the Pilatus would also support those missions, as well. This review highlights the need for an aircraft capable of reaching remote locations without reliance on multiple flight legs and by improving direct access to crime scenes and critical incidents; the Pilatus would enhance the DPS's ability to respond swiftly and effectively, ensuring law enforcement resources are deployed with minimal delay.

JANUARY 2024 through JANUARY 2025

AK25008367	Death Investigation
AK25007158	Disturbance / Officer Involved Shooting (OIS)
AK25005092	OIS
AK25004361	Assault
AK24129785	SAM II/MICS III
AK25003622	Motor Vehicle Crash-Fatal
AK25002190	Death
AK25001413	Assault/Arson
AK25001223	Stabbing Death Investigation
AK25000574	Death Investigation/Sexual Assault Response
AK25001053	Death Investigation

AK25000987	Burglary/Sexual Assault
AK24122548	Sexual Assault 1
AK24128343	Suspicious Death Investigation
AK24126971	Sexual Abuse of a Minor
AK24122548	Sexual Assault 1
AK24091360	Sexual Abuse of a Minor x10 / Endangerment
AK24126390	Assault III- Police Officer, Assault IV
AK24124611	Sexual Assault I, Assault III
AK24119096	Death Investigation
AK24116768	Residence Fire, missing person
AK24115543	Homicide - Stabbing
AK24114112	Felony Assault, Misconduct Weapons, Child Endangerment, Active Shooter, SWAT Call Out
AK24109518	Felony Assault
AK24110072	Attempted Suicide - Juvenile
AK24109067	Arson/Death Investigation
AK24103671	Assault - Firearm
AK24100487	Homicide X2
AK24101638	Assault - Firearm
AK24099883	Kidnapping, Assault 3, Assault 4 Domestic Violence
AK24096629	Felony Assault/Barricaded Subject / SWAT response
AK24085511	Attempted Suicide - Adult
AK24082798	Homicide
AK24082297	Attempted Murder/OIS
AK24078247	Homicide / OIS / SWAT Response
AK24076556	Arson/House Fires
AK24067957	Multiple Victim Sexual Assault
AK24058265	Sexual Assault
AK24055958	Felony Assault/SWAT Activation
AK24051835	Drug Investigation, Human Smuggling, Wildlife Violations
AK24046710	OIS / Felony Assault
AK24045279	Death Investigation
AK24041756	Assault/Sexual Assault Investigation
AK24041398	Assault/Stabbing
AK24028385	Felony Assault / Shot Fired / SWAT response
AK24027416	Terroristic Threatening in the second degree, MIW- second degree, Felony Assault
AK24023916	Assault 1 DV, Assault 3, Reckless Endangerment, MIW 4, DUI
AK24012469	Assault 1st degree / Warrant Arrest / SERT call-out
AK24012205	DV Assault 2 / DV Assault 4 / SWAT response
AK24011468	Death Investigation/Shooting

23. Is the Dalton Highway slump/sliding area between Milepost 76 and 89?

The frozen debris lobe is not between Milepost 76 and 89, the lobe is located at Milepost 219.

24. Where is the Williamsport Intermodal Connector located and what is it connecting? Is it for the Village of Iliamna?

The Williamsport Intermodal Connector is connecting to a barge landing for the community to an area that can provide deeper water barge landing. It runs east-west from Williamsport Harbor to Pile Bay; it is the Williamsport-Pile Bay Road. It provides road access from the Knik Arm area over to Lake Iliamna and the villages on that lake and in that region.

25. Were all the Board of Regents' requests included in the Governor's Budget?

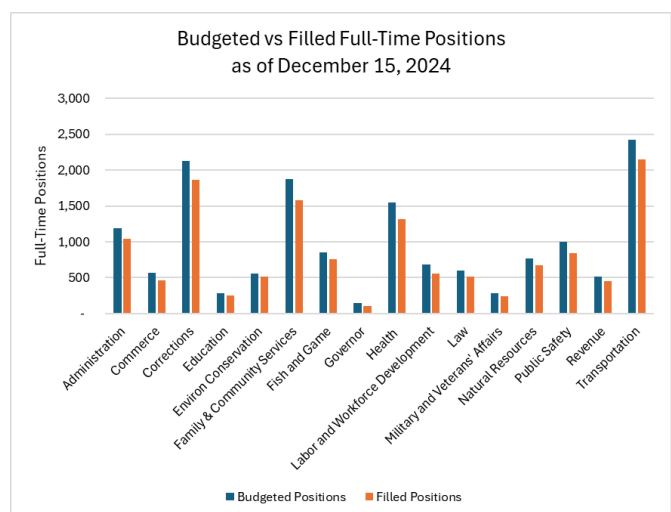
The attached document titled *UA FY2026 Budget Overview.pdf* provides a quick glance at what the Board of Regents' operating and capital requests were compared to the Governor's FY2026 Budget.

26. How is it that the Department of Fish and Game (DFG) and the Department of Natural Resources (DNR) have more filled than budgeted positions?

In the table and graph on budgeted versus filled full-time positions provided on slide 15 of the presentation, the DFG and DNR each showed more filled than budgeted positions. This was because of how the data pulled from the IRIS system into the Alaska Budget System and part-time positions inadvertently being counted in the full-time total.

The below table and graph corrects the filled full-time information.

Department	Budgeted Positions	Filled Positions
Administration	1,193	1,040
Commerce	567	458
Corrections	2,123	1,863
Education	281	247
Environ Conservation	556	519
Family & Community Services	1,870	1,578
Fish and Game	849	754
Governor	147	107
Health	1,552	1,314
Labor and Workforce Development	682	557
Law	602	515
Military and Veterans' Affairs	283	245
Natural Resources	767	668
Public Safety	1,003	838
Revenue	519	448
Transportation	2,426	2,145
Total	15,420	13,296



27. How many positions are full-time teleworking? How much money is it saving the department? How many times does the employee come into the office, if at all? Which were started based on COVID? Will they be returning to the office or not?

The *SOA Telework Summary 11-2024.pdf* document provides a count of the number of employees that are teleworking by department as of November 2024.

The Office of Management and Budget is unable to quantify how much teleworking is potentially saving departments. While some departments were able to decrease their office footprint, others are in the process of adding back space that was previously reduced, and others remain constant due to policies to have all staff in the office one or two days a week.

The majority of employees teleworking started with the COVID-19 pandemic. The exact number of full-time versus part-time teleworking is not immediately available and the policy varies depending on the department and position type.

28. For the positions within the State, how many have been vacant for 12 months, 24 months, 36 months, 48 months, and five years?

The following attached documents provide the information requested:

- *FY25Management_Plan_budgeted_vacant_12mo_as_of_1-15-25.pdf*
- *FY25Management_Plan_budgeted_vacant_24mo_as_of_1-15-25.pdf*
- *FY25Management_Plan_budgeted_vacant_36mo_as_of_1-15-25.pdf*
- *FY25Management_Plan_budgeted_vacant_48mo_as_of_1-15-25.pdf*
- *FY25Management_Plan_budgeted_vacant_60mo_as_of_1-15-25.pdf*

29. For long term vacant positions why are they still on the books? What are the leadership's thoughts on how they can fill them?

The attached document titled *Department Vacancy Analysis Feb2025.pdf* provides an analysis and responses on positions that have been vacant for two or more years within most of the departments.

Please contact my office if you have further questions.

Sincerely,



Lacey Sanders
Director

Enclosures

cc: Alexei Painter, Director, Legislative Finance Division
Jordan Shilling, Legislative Director, Office of the Governor