HB
341

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

3/16/81

(5)

Date: 4-10-81

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 341

"An Act making a special appropriation to the Department of Transportation and Public Facilities to remedy deficiencies in state buildings on the Kenai Peninsula; and providing for an effective date."

under consideration and reports it back as follows:

[ ] do pass [ ] do not pass

[X] do pass with attached amendments(s)

[ ] replace with CS for _____ [ ] same title [ ] new title

and recommends _____

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation

[ ] referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

CHAIRMAN

H 60 (Rev. 3/81)

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB 341

Title Special Appropriation to DOT/PF to remedy deficiencies in state Bldgs. in Kenai P

Requested by _____ Date _____

II. FISCAL DETAIL

Agency Affected DOT/PF

Program Category Affected _____

BRU, Program, or Subprogram(s) Affected _____

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY82	FY83	FY84	FY 85	FY 86
100 PERSONAL SERVICES		45				
200 TRAVEL						
300 CONTRACTUAL		955				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		1,000,000				

FUNDING (Thousands of Dollars)

GENERAL FUND		1,000,000				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Construction amount in	1980 dollars	$591,320
Escalate at 13%	1981 dollars	668,192
Escalate at 13%	1982 dollars	755,057
Project contingency 15%		113,258
		$868,315
Architectural/Engineering fees at 10%		$ 86,831
		$955,146
Administration and Assessment		45,000
	TOTAL	$1,000,146

IV. DATE 3/26/81 PREPARED BY AB

AGENCY _____

PHONE _____

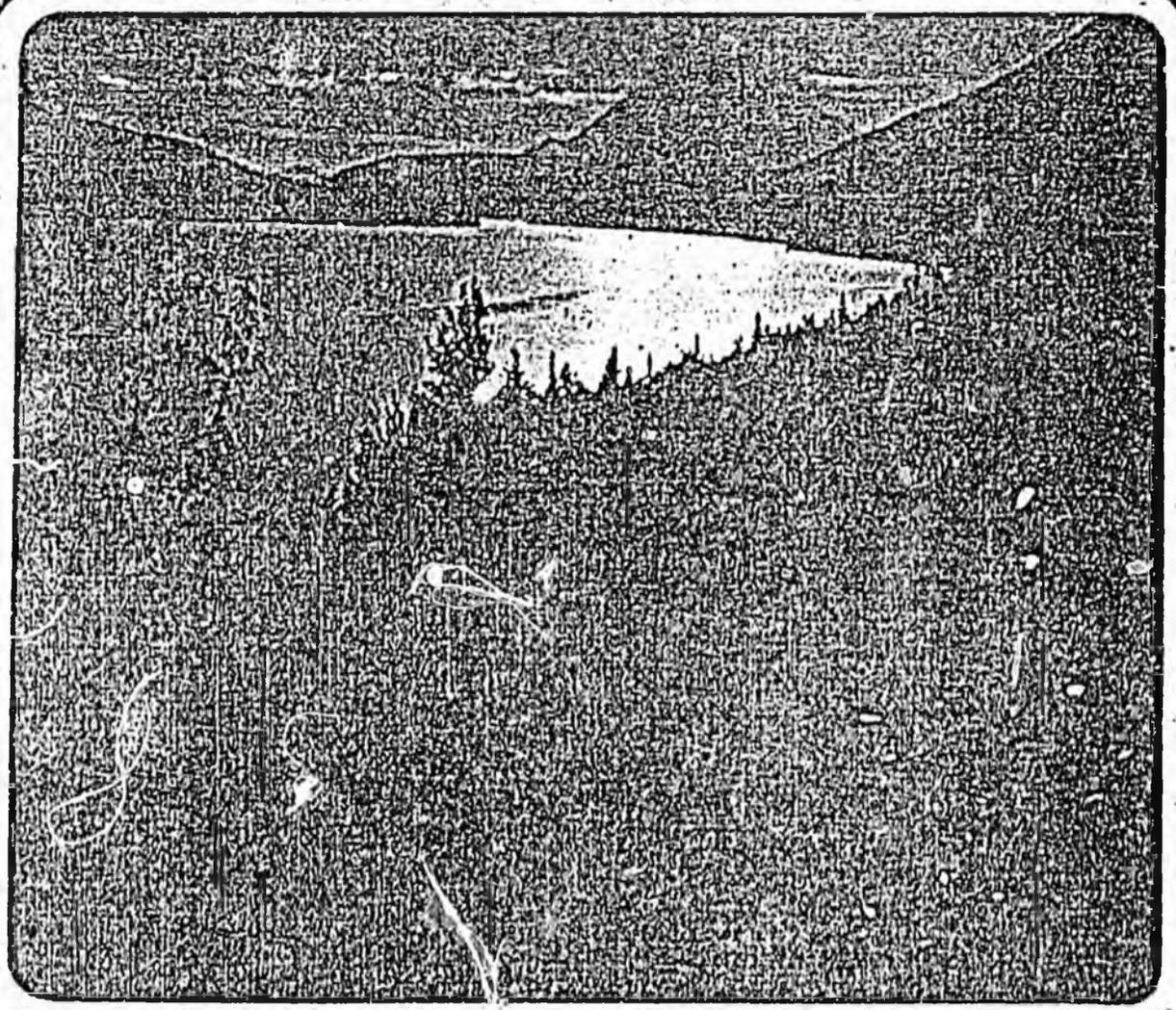
Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

AMENDMENT

On page one, line 15, delete ", Volume I" and insert a period after the word "Peninsula".

INVENTORY AND CONDITION SURVEY OF PUBLIC FACILITIES

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DIVISION OF FACILITY PROCUREMENT POLICY



KENAI PENINSULA

VOLUME 1

INTRODUCTION

The Alaska State Legislature mandated, by Chapter 168/78, that a current inventory of public facilities be completed and maintained. This includes a projection of serviceability of existing facilities and projections of replacements and additions to these facilities. This required that the Department of Transportation and Public Facilities inventory all public facilities and determine the condition of these facilities.

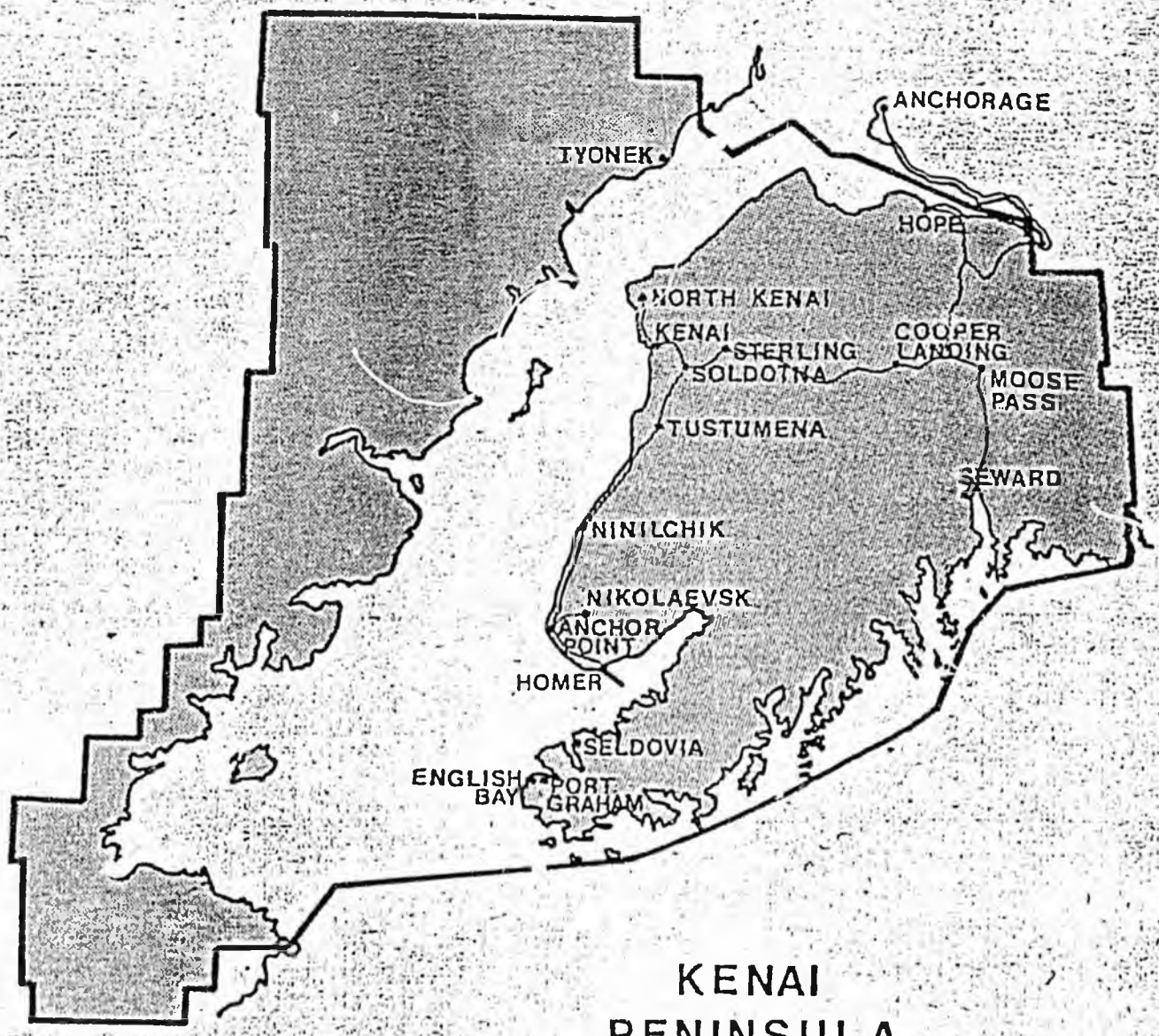
To accomplish this task, the Department contracted with WRAN-Kumin, Inc. who, along with thei sub-consultants (Hargis Engineers, Bomhoff & Associates Hanscomb Associates), inventoried State owned, leased, and financed buildings in the Kenai Region.

The consultant's field inspection teams visited the following villages furing the fall of 1979 and winter 1980: Anchor Point, Cooper Landing, English Bay, Homer, Hope, Kenai, Moose Pass, Nikolaevsk, Port Graham, Seldovia, Seward, Soldotna, Sterling, Tustumena, and Tyonek. The inspection team, made up of engineers and architects, collected inventory data on existing facilities to determine the extent to which facilities comply with handicap, building, electrical, mechanical, and fire/life safety codes. For those facilities found to be deficient, with regard to the above mentioned codes, statutes, and regulations, the cost of bringing them into compliance has been determined.

This summary volume contains an overview and summary of general data, recommendations, and cost estimates for the inventoried facilities within the Kenai region.

For more detailed information, including all field data collected, the Department of Transportation and Public Facilities has produced a limited number of "village volumes" - a separate volume for each village containing all data for each facility in that village. The Kenai District has sixteen village volumes.

STATE LOCATION MAP



KENAI PENINSULA BOROUGH

DISTRICT LOCATION MAP

KENAI PENINSULA REGION

Field work for these inventory and condition surveys was accomplished during the fall of 1979 and winter/spring 1980. During the course of work some recurrent conditions were observed which the inventory and condition survey format may not necessarily address in an overview. Althou close scrutiny of the numerous volumes might lead one to some conclusions, the field team felt that to briefly generalize here might e helpful towards pointing out areas of particular interest or concern which may be deserving of attention.

First of all, is the issue of energy. The Kenai Peninsula Borough owns all of the schools in its region and is currently evaluating their buildings for energy efficiency. They keep good records of fuel consumption and appear to be very conscientious. Other buildings owned or used by state agencies seldom tracted fuel consumption conscientiously and records were generally not available on site. Room for improvement exists as many of the buildings are old and not energy efficient for a variety of reasons.

The surprising thing is that relatively new buildings have not been designed to be especially energy efficient. New mechanical and electrical systems tend to respond to current trends in energy conservation, but building insulation is often no greater than amounts used 15 or 20 years ago.

It may benefit the Kenai Peninsula Borough and the State of Alaska to require energy analysis of new construction during design development

stages. Graphs demonstrating fuel consumption plotted against increased building insulation could be fairly easily plotted and increased building costs could be estimated and weighed against current and anticipated future fuel prices.

Although there is sometimes resistance to energy conserving construction along with vocal protests of enormous cost increases, actual practice is proving that in reality new construction can be very energy efficient with little overall cost increase.

The use of portable, modular spaces represents another area where energy is wasted. These isolated structures have relatively little usable floor space compared to exterior surface area and therefore lose disproportionate amounts of heat. Their lack of efficiency is often augmented by inferior construction and materials.

While it may be necessary for portables to be purchased to alleviate over crowded conditions from time to time, it is regretful that they tend to fall into extended use. Some are moved from site to site over the years at additional costs that distort the original estimated investment. Insurance rates on modulars can also be very high. They are seldom as functional or convenient as conventional construction designed for particular uses (educational, office, storage, etc.) although users usually accept this aspect of the modular simply because it is what is. Such acceptance of what may truly be an inferior space does have advantages in terms of flexibility.

Certainly, one would hope that the future purchase and extended use of modulars be discouraged, or at least that consideration first be given to a variety of factors such as: initial purchase price, moving and relocation cost, insurance costs, amenities provided compared to conventional space, convenience of use, maintenance costs and fuel

cost compared to conventional space, building life expectancy, compliance of construction to current codes and comparison of same construction to conventional construction, and how well needs of users are satisfied, relative to conventional construction.

Related to the issue of energy is a second area of concern, that of mechanical systems. If there was a universal complaint among users of buildings surveyed, it was that they worked in uncomfortably hot, cold, or fluctuating temperatures. A large part of the problem appears to stem from out of balance central heating systems. Sometimes, improper adjustments by unskilled personnel had aggravated problems, which were then compounded when throughout a school, for instance, users would purposefully block individual vents with cardboard to cut off an air supply or accidentlally cover horizontal duct grills with books or supplies. Sometimes systems are just not adequate to meet user expectations, but there does appear to be a real need for more regular maintenance by thoroughly trained, skilled personnel.

A third concern is that of building upgrading, maintenance and replacement. Some agencies are particularly aware of the political processes necessary to achieve funds for their structures, others less so. In the absence of a clear plan for building care, upgrading, replacement or additions, conditions vary widely from department to department. Some public agencies may work in crowded, outdated facilities that are grossly inadequate and even unsafe, while others may have adequate but poorly maintained space.

Leased spaces were often the chief offenders in terms of function and condition. Situations that should not be tolerated such as lack of safe egress, poor ventilation, faulty wiring or inadequate lighting can go unchanged in leased space, even upon contract renewal, for lack of proper procedures for evaluation.

There is an apparent need for better maintenance and custodial services in many existing buildings, as well as for methods by which the performance and suitability of facilities can be periodically evaluated.

While completed surveys should lead to improvements, additional work may be necessary to develope performance and maintenance standards to achieve greater uniformity in public facilities with respect to environmental, safety, and functional conditions.

Hanscomb
Associates Inc.
Registered in the State of Alaska
501 West Northern Lights Boulevard
Suite 201
Anchorage, Alaska 99503
(907) 274-7693

March 11, 1980

Wran-Kumin, Inc.
241 E. 5th Avenue
Suite 201
Anchorage, AK 99501

Dear Sir/Madam:

D.O.T. Inventories

In determining costs for individual villages we have based our geographic index essentially for three major areas: Bristol Bay, Kuskokwim Bay and Norton Sound. All other villages around these three major towns have been priced accordingly, due to additional transportation, subsistence, labor costs, etc.

As directed, we have priced every item individually and have assumed that all corrective and upgrading work will be done under one contract per facility. Therefore, keeping mobilization and overhead costs to the minimum. The costs also include design contingencies.

The costs are in current dollars and should be escalated to the effective date of the contract. We suggest that one percent (1%) per month escalation factor be used, provided that the present economic situation does not change substantially in the next two years.

Sincerely,

J. C. Chapman

Jim Chapman

JC/am

KENAI REGION

LOCATION	1980 CONSTRUCTION COST ESTIMATE						PROJECT* TOTAL
	Architecural	Fire & Life	Handicap	Mechanical	Electrical	SUB TOTAL	
Anchor Point	7,370	840	15,970	11,940	2,170	38,290	52,840
Cooper Landing	18,130	6,870	42,230	510	2,690	70,430	97,190
English Bay	70,210	17,400	71,270	3,360	7,320	169,560	233,990
Homer	37?,840 Alternate #1 1,2?0,500	36,760	241,560	60,810	16,970	729,940 Alternate #1 1,576,600	1,007,320 Alternate #1 2,175,690
Hope	505,450	19,510	14,400	13,750	0	553,110	763,290
Kenai	1,049,940 Alternate #1 1,643,170	250,340	356,170	142,690	9,940	1,809,080 Alternate #1 2,402,310	2,496,520 Alternate #1 3,315,180
Moose Pass	66,880	4,510	11,000	16,910	15,420	114,720	158,320
Nikolaevsk	2,137,180	12,300	26,760	0	5,470	2,181,710	3,010,760
Ninilchik	301,830	9,570	85,100	24,930	38,950	460,380	635,330
Port Graham	37,910	17,400	16,590	10,280	1,880	84,060	116,000

KENAI REGION

LOCATION	1980 CONSTRUCTION COST ESTIMATE						PROJECT* TOTAL
	Architecural	Fire & Life	Handicap	Mechanical	Electrical	SUB TOTAL	
Seldovia	245,350 Alternate #1 444,270	14,030	52,970	22,720	26,510	361,580 Alternate #1 560,500	498,980 Alternate #1 773,490
Seward	447,810 Alternate #1 519,610	106,010	97,670	102,650	311,330	1,065,470 Alternate #1 1,137,270	1,470,350 Alternate #1 1,569,430
Soldotna	1,323,100 Alternate #1 1,564,210	64,100	93,360	81,400	24,690	1,586,650 Alternate #1 1,827,760	2,189,570 Alternate #1 2,522,300
Sterling	71,010 Alternate #1 504,150	11,130	16,020	6,590	9,480	114,230 Alternate #1 547,370	157,640 Alternate #1 755,380
Continued Next Page							

KENAI REGION

LOCATION	1980 CONSTRUCTION COST ESTIMATE						PROJECT* TOTAL
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Tustema	61,850 Alternate #1 363,970	11,520	14,470	7,100	5,640	100,580 Alternate #1 402,700	138,800 Alternate #1 555,720
Tyonek	27,480 Alternate #1 230,120	9,030	24,840	3,420	11,270	76,040 Alternate #1 278,680	96,660 Alternate #1 384,580
TOTAL	6,745,340 Alternate #1 9,634,960	591,320	1,180,380	509,060	489,730	9,515,930 Alternate #1 12,405,540	13,124,910 Alternate #1 17,119,490
%							
TOTAL							
%							

Subtotal Includes Contractor Mobilization, General Conditions of 20% Office Overhead & Profit of 15% & Construction Contingency of 10%

Project Total Includes A/E Fees & Administration (20%) Project Contingency (15%)

*A 13% Escalation Cost Factor should be used for Each Year Beyond Base Year 1980

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TWELFTH LEGISLATURE

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AGENCY _____
PHONE _____

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/79)