

**S B**

**396**

SENATE COMMITTEE REPORT  
FIRST COMMITTEE OF REFERRAL

DATE: 1/19/90

FURTHER: Finance

Date of 5-Day Notice: 2-8-90  
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 2-13-90

Transportation Committee considered SENATE BILL NO. 396

"An Act making fiscal year 1990 supplemental operating appropriations to the Department of Transportation and Public Facilities, Dalton Highway and Aviation, and Dalton Facilities; and providing for an effective date."

and recommended:

- replace with \_\_\_\_\_ CS SB 396 (Trsp)  same title
- attached amendment(s)  new title
- \_\_\_\_\_ letter of intent adopted

- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to \_\_\_\_\_

ATTACHES NEW FISCAL NOTE(S):

Department(s)/Date:

Department(s)/Date:

fiscal note(s) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

zero fiscal note(s) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

appropriation-no fiscal note

Governor's bill w/fiscal note

SIGNING DO PASS:

OTHER RECOMMENDATIONS:

[Signature]  
[Signature]  
[Signature]  
[Signature]

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

[Signature]

Chair: Signature and Recommendation

FEB 10 1990

go0420sE ✓  
Utermohle  
2/8/90

Funding Information: General Fund \$7,690,000  
 Other Funds -0-  
 \$7,690,000

*See Jones*

Original sponsor(s): Rules/Governor

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE  
 2 CS FOR SENATE BILL NO. 396 (Transportation)  
 3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
 4 SIXTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making supplemental appropriations to the  
 7 Department of Transportation and Public Facilities,  
 8 Dalton Highway and Aviation, Dalton Facilities, and  
 9 Alaska marine highway system; and providing for an  
 10 effective date."

11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

12 \* Section 1. The sum of \$3,500,000 is appropriated from the general  
 13 fund to the Department of Transportation and Public Facilities, Dalton  
 14 Highway and Aviation, to replace unrealized program receipt revenue au-  
 15 thorized for expenditure by sec. 27, ch. 116, SLA 1989, page 77, line 10.  
 16 The appropriation made by this section lapses into the general fund  
 17 August 31, 1990.

18 \* Sec. 2. The sum of \$940,000 is appropriated from the general fund to  
 19 the Department of Transportation and Public Facilities, Dalton Facilities,  
 20 to replace unrealized program receipt revenue authorized for expenditure by  
 21 sec. 27, ch. 116, SLA 1989, page 77, line 10, for the fiscal year ending  
 22 June 30, 1990.

23 \* Sec. 3. The sum of \$3,250,000 is appropriated from the following  
 24 funding sources to the Department of Transportation and Public Facilities,  
 25 Alaska marine highway system, for vessel operations and vessel overhaul for  
 26 the fiscal year ending June 30, 1990:

27	General Fund	\$1,000,000
28	General Fund Program Receipts	<u>2,250,000</u>

29 \* Sec. 4. This Act takes effect immediately under AS 01.10.070(c).

STEVE COWPER

GOVERNOR

STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

June 17, 1989

The Honorable Sam Cotten  
Speaker of the House  
Alaska State Legislature  
P.O. Box V  
Juneau, AK 99811

Dear Representative Cotten:

On this date I have signed the following bill with line item vetoes and am transmitting the engrossed and enrolled copies to the Lieutenant Governor's Office for permanent filing:

CONFERENCE COMMITTEE SUBSTITUTE FOR  
HOUSE BILL NO. 100

(Making appropriations for the operating and loan program expenses of state government; and providing for an effective date.)

Chapter No. 116, SLA 1989

I have vetoed the legislative intent regarding establishment of a toll for the Dalton Highway. This is a proposal which this Administration previously endorsed and which was adopted by the legislature in their construction of the appropriation for the Northern Regional Maintenance and Operations appropriation to the Department of Transportation and Public Facilities. However, the proposal was made and adopted by the legislature in the context of a serious revenue shortfall and no new revenue generating measures to offset the projected deficit. With increasing oil prices and the modification of the economic limit factor (ELF), the revenue picture is much improved and no deficit is currently being projected for FY 90. A toll in the amount contemplated might well have serious economic consequences, and it is unlikely that the oil industry would voluntarily assume this additional financial burden after passage of the ELF modification. It is my intent, at the request and with the support of many members of the legislature, to request

Governor's Letter - Veto Funds

The Honorable Sam Cotten

Page 2

supplemental funding for the maintenance and operations of the Dalton Highway during FY 90. It is important that the legislature address this issue immediately upon convening the 1990 legislative session to assure adequate funding is available for Northern Region operations. Without a supplemental, Northern Region maintenance and operations of the transportation infrastructure will be completely shut down by March 1, 1990.

# MEMORANDUM

## STATE OF ALASKA Department of Transportation and Public Facilities

TO: Alison Elgee, Director  
Division of Budget Review  
Office of Management & Budget

DATE: February 5, 1990

FILE NO:

TELEPHONE NO: 465-3900

FROM: Max S. Hickey, Commissioner *M&B*  
Department of Transportation  
and Public Facilities

SUBJECT: AMHS Revised Supplemental Budget Request

In September, 1989, the AMHS was asked to calculate the amount of funding required to bring the M/V Columbia, M/V LaConte and M/V Tustumena out of lay up and back into service. The estimated cost for bringing these vessels into service is \$1,567,000. AMHS now has additional information that gives a clearer FY 90 financial picture of the entire system based on the first six months of operating expenditures/obligations and FY 89 actuals. It should be noted that because of the variable nature of certain costs in the AMHS (overhaul, leave usage, fuel) any estimate or projection is always subject to the impact of these variables.

Based on an analysis of this additional information, we now anticipate a need for supplemental funds in the amount of \$3,250,000. This supplemental includes \$1,000,000 for increased overhaul costs as a capital fund request for our FY 90 AMHS Improvements Appropriation. It also includes \$2,250,000 operating funds to cover increased operating costs and the service level mentioned above. These funds are needed in order to operate the currently published schedule, which is essentially the same level of service provided in FY 89.

We are confident that the vessel weeks of operation above those previously authorized for FY 90 will generate \$2,250,000 in revenues, thus our request is for this amount in program receipts authority and the balance of \$1,000,000 in CIP general funds. Again, this is a conservative projection of expenditures with the understanding there are still four vessel overhauls to be completed. While we have encumbered contract amounts, change orders for unpredictable serious problems could cause some added costs.

If these funds are not forthcoming we will be required to severely reduce our operating schedule accordingly. AMHS would be forced to keep the M/V Columbia and M/V Malaspina out of service until at

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Overhaul costs are defrayed through appropriations in the operating and capital budgets, depending on the nature of the respective expenditures which fall into each category.

AMHS Supp. Request FY90

least the first week in July. In addition both the M/V LeConte and the M/V Tustumena would be placed in lay-up until at least late April. These actions would have a serious effect on our revenues, the communities which benefit from our service, as well as the confidence of the travelling public.

As you know, the AMHS experiences a number of variable costs. While some of these may be characteristic of other operating units within the department, such as the cost of fuel, others, such as vessel overhaul and personal services, have a dramatic effect on the Marine Highway System and vary by hundreds of thousands of dollars.

Each year every vessel in the fleet must undergo an annual overhaul. This is necessary to meet Coast Guard and American Bureau of Shipping standards. Due to the age and complexity of the vessels it is not possible to predict accurately the cost of each overhaul. When conditions are found which require repair, the vessel cannot sail unless those are complete. This is further compounded by the pervasive presence of asbestos which increases the costs tremendously. It is the case that these overhaul expenditures that are now running grossly over budget will cause absorption of funds that would otherwise go to operations. Therefore, vessels will be repaired but without the supplemental there would be inadequate funds to sail.

Additionally, in most other agencies personnel who are on leave are not replaced; work is allocated among remaining staff. This is not possible in AMHS. Due to Coast Guard and service level manning requirements, personnel who are on leave must be replaced. The difficulty in predicting leave usage, combined with the high accrual rates in marine bargaining unit contracts, have an extreme effect on AMHS budget projections.

A comparison of the original authorizations and projected expenditures for each AMHS component follows. In addition we have shown a breakdown of the comparative costs of operation and overhaul of each vessel in the fleet between fiscal year 1989 and our published schedule for fiscal year 1990. Finally, we have shown the comparable weeks of service for FY 89, for our original authorization, and for the schedule that is currently published; along with the estimated additional revenues associated with this level of service.

As can be seen in the tables that follow, the anticipated shortfall is confined to the vessel operation components. Examples of the changes which have occurred to create these conditions are discussed in the paragraphs following the tables; however, it is important to note that a portion of these costs have been included in the original \$1,567,000 estimate of the amount needed to bring the Columbia, LeConte and Tustumena back into service.

**COMPARISON OF FY 89 ACTUALS, FY 90 AUTHORIZED & FY 90 PROJECTED**  
(figures are shown in \$000's)

Component	FY 89 ACTUALS	FY 90 AUTHORIZED	FY 90 PROJECTED	DIFFERENCE
Marine Admin	\$2,352.0	\$2,210.4	\$2,210.4	\$0.0
MFE Mngmnt	434.6	339.5	339.6	0.0
Cus Ser Mngmt	2,422.3	2,521.5	2,521.3	0.0
Ops Mngmnt	771.3	891.4	891.4	0.0
Marine CIP	1,261.5	1,387.9	1,387.9	0.0
<b>Sub-total</b>	<b>\$7,241.7</b>	<b>\$7,350.6</b>	<b>\$7,350.6</b>	<b>\$0.0</b>
SE Shore	\$2,567.4	\$2,620.0	\$2,618.4	\$1.6
SW Shore	680.2	789.5	790.3	(0.8)
SE Vssl Op/Ov	45,943.5	44,465.5	46,228.9	(1,763.4)
SW Vssl Op/Ov	9,359.7	8,717.6	9,205.0	(487.4)
<b>Sub-total</b>	<b>\$58,550.8</b>	<b>\$56,592.6</b>	<b>\$58,842.6</b>	<b>(\$2,250.0)</b>
Total Op Bdgt	\$65,792.5	\$63,943.2	\$66,193.2	(\$2,250.0)
Overhaul SIP	\$1,242.0	\$530.0	1,530.0	(\$1,000.0)
<b>Total Operating and SIP Supplemental Request.....</b>				<b>(\$3,250.0)</b>

**COSTS BY VESSEL (in \$000's)**

	FY 89 ACTUALS	FY 90 PROJECTED
TAKU	\$7,106.4	\$8,604.2
MALASPINA	8,548.9	7,647.1
CHILKAT	304.1	1.6
AURORA	4,251.0	4,718.9
COLUMBIA	6,175.9	7,013.1
LECONTE	5,014.9	4,809.7
MATANUSKA	8,856.9	9,206.5
ALL VESSELS*	5,685.4	4,227.8
<b>TOTAL SE</b>	<b>\$45,943.5</b>	<b>\$46,228.9</b>
TUSTUMENA	\$5,198.8	\$4,882.0
BARTLETT	3,329.0	3,662.0
ALL VESSELS*	831.9	661.0
<b>TOTAL SW</b>	<b>\$9,359.7</b>	<b>\$9,205.0</b>
<b>SE &amp; SW TOTAL</b>	<b>\$55,303.2</b>	<b>\$55,433.9</b>

\*Examples of "All Vessels" costs are risk management, certain benefits, and miscellaneous expenditures not attributable to a specific vessel, such as utility expenses at AMHS terminals. AMHS has improved the methods used to collect and allocate "All Vessels" expenditures by vessel (cost center). This change decreased "All Vessels" in FY 90 and appropriately spread costs to the respective vessels.

**WEEKS OF OPERATION**

	FY 89 ACTUAL <sup>2</sup>	FY 90 AUTHORIZED	FY 90 PUBLISHED SCHEDULE	ADDITIONAL REVENUE <sup>3</sup> (\$000's)
COLUMBIA	15.3	15.0	19.0	\$1,625.0
MATANUSKA	45.0	43.5	43.5	
MALASPINA	42.9	31.0	32.0	\$255.0
TAKU	33.6	43.0	43.0	
SE MAINLINE	136.8	132.5	137.5	\$1,880.0
AURORA	39.4	44.5	44.5	
LECONTE	44.9	38.5	44.0	\$150.0
CHILKAT	14.6	0.0	0.0	
SE FEEDER	98.9	83.0	88.5	\$150.0
SE VESSELS	235.7	215.5	226.0	\$2,030.0
TUSTUMENA	38.4	34.0	38.5	\$220.0
BARTLETT	42.5	43.5	43.5	
SW VESSELS	80.9	77.5	82.0	\$220.0
TOTAL AMHS	316.6	293.0	308.0	\$2,250.0

The following paragraphs provide examples of the changes which have occurred to contribute to the anticipated budget shortfall.

Vessel Overhaul

Actual and estimated overhaul costs have increased by approximately \$1,000,000 over budget. This estimate assumes FY 90 overhaul costs to be \$3,243,000 in operating funds, and an additional \$1,530,000 in System Improvement funds. This figure is subject to change due to the uncertainty associated with meeting Coast Guard and American Bureau of Shipping standards and operating requirements.

<sup>2</sup> These are the actual weeks of service in FY 89, as opposed to the original planned schedule which was altered due to overhaul problems.

<sup>3</sup> The actual FY 89 revenues were \$35.2 million. FY 90 revenues have been difficult to predict due to the impact of the oil spill and potential strike threats. However, confidence in this estimate is based on successful marketing by the Bellingham terminal, and the high level of interest and reservations to date for the schedules of the three additional vessels funded by this supplemental request.

### Health Benefit Premiums

The FY 90 budget passed by the Legislature assumed the monthly premiums for each marine bargaining unit to be substantially lower than that currently experienced. The estimated shortfall resulting from health benefit premiums is approximately \$810,000. (See the attached spreadsheet for details on the calculation of this shortfall.) The following table summarizes the difference in premium costs between budgeted and actual.

	AMOUNT BUDGETED PER PREMIUM -----	ACTUALS JUL-NOV PER PREMIUM -----	ACTUALS DEC-JUN PER PREMIUM -----
IBUP	\$308.14	\$432.00	\$386.19
MMP	322.47	449.07	386.19
MEBA	345.51	485.26	426.29

### Other Personal Services Items

-PERS increase from 9.65% to 10.02%

-Combined leave usage for IBUP in the Southeast System is up 12% from the same period in FY 89. Vacation leave has increased 11.8% and sick leave has increased 13.3%. Initial data indicates little change in leave usage for MEBA and MM&P, but complete information is not yet available due to programming changes currently underway.

-Leave and overtime are up in the Southwest System, although not at the same levels as Southeast, with the exception of MEBA, which is showing personal leave increases of 22.6% and overtime up 29.5%.

### Fuel

Although prices were lower than projected earlier in the year, they are now rapidly increasing. We expect them to exceed budget projections by a small margin.

### Summary

The variable nature of these expenses has combined to create a serious impediment to providing the level of ferry service expected by Alaskans. We feel these current estimates are as accurate as can be determined with the available information. Until there is a funding mechanism which allows for the significant swings experienced in vessel overhaul requirements, fuel costs, and leave usage, we will continue to see these variations in expenditures.

Therefore, we are requesting additional authorization for FY 90 as follows:

Operating funds as Program Receipts	\$2,250,000
AMHS Improvement funds as GF	<u>1,000,000</u>
Total request	\$3,250,000

DETAIL ON CALCULATION OF HEALTH PREMIUM BUDGETED SHORTFALL  
FY90 BUDGET PREMIUMS COMPARED TO FY90 ACTUAL & ESTIMATED PREMIUMS

BUDGETED HEALTH BENEFIT PAYMENTS

	-----IBUP-----			-----MEBA-----			-----MMP-----			TOTAL AMHS
	PREMIUM AMOUNT	NO. OF PREMIUMS	TOTAL IBUP	PREMIUM AMOUNT	NO. OF PREMIUMS	TOTAL MEBA	PREMIUM AMOUNT	NO. OF PREMIUMS	TOTAL MMP	
JUL	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
AUG	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
SEP	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
OCT	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
NOV	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
DEC	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
JAN	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
FEB	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
MAR	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
APR	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
MAY	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177
JUN	308.14	518	159,617	345.51	74	25,568	322.47	62	19,993	205,177

TOTAL BUDGETED HEALTH BENEFIT PAYMENTS > 2,462,129

ACTUAL PAYMENTS TO DATE (JUL-JAN) WITH ESTIMATE FOR FEB-JUN

	-----IBUP-----			-----MEBA-----			-----MMP-----			TOTAL AMHS
	PREMIUM AMOUNT	NO. OF PREMIUMS	TOTAL IBUP	PREMIUM AMOUNT	NO. OF PREMIUMS	TOTAL MEBA	PREMIUM AMOUNT	NO. OF PREMIUMS	TOTAL MMP	
JUL	432.00	486	209,952	485.26	73	35,424	449.07	68	30,537	275,913
AUG	432.00	561	242,352	485.26	75	36,395	449.07	71	31,884	310,630
SEP	432.00	588	254,016	485.26	75	36,395	449.07	70	31,435	321,045
OCT	432.00	582	251,424	485.26	74	35,909	449.07	68	30,537	317,870
NOV	432.00	578	249,696	485.26	74	35,909	449.07	68	30,537	316,142
DEC	386.19	542	209,315	426.29	74	31,545	386.19	68	26,261	267,121
JAN	386.19	496	191,550	426.29	76	32,398	386.19	69	26,647	250,595
FEB	386.19	509	196,571	426.29	74	31,545	386.19	68	26,261	254,377
MAR	386.19	502	193,867	426.29	74	31,545	386.19	68	26,261	251,674
APR	386.19	472	182,282	426.29	74	31,545	386.19	68	26,261	240,088
MAY	386.19	445	171,855	426.29	74	31,545	386.19	68	26,261	229,661
JUN	386.19	463	178,806	426.29	74	31,545	386.19	68	26,261	236,612

ACTUAL AND ESTIMATED ACTUAL HEALTH BENEFIT PAYMENTS > 3,272,530

DIFFERENCE BETWEEN BUDGETED AND ACTUAL > (810,401)

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES FY90 SUPPLEMENTAL REQUESTS (GOVERNOR AMENDED)

SUPPLEMENTAL TITLE	COMPONENT/REGION	GF	PROG REPT	TOTAL
DALTON HWY FUND SWITCH PR TO GF	DALTON HIGHWAY & AVIATION	3,500.0	(3,500.0)	0.0
DALTON FAC FUND SWITCH PR TO GF	DALTON FACILITIES	940.0	(940.0)	0.0
INTERIOR SNOW AND ICE	INTERIOR HIGHWAYS & AVIATION	250.0	0.0	250.0
DALTON SNOW AND ICE	DALTON HIGHWAY & AVIATION	250.0	0.0	250.0
WESTERN SNOW AND ICE	WESTERN HIGHWAYS & AVIATION	250.0	0.0	250.0
WESTERN AIRPORT MAINT. CONTRACTS	WESTERN HIGHWAYS & AVIATION	50.0	0.0	50.0
SOUTHCENTRAL SNOW AND ICE	SOUTHCENTRAL HIGHWAYS & AVIATION	308.0	0.0	308.0
CENTRAL SNOW AND ICE	CENTRAL HIGHWAYS & AVIATION	300.0	0.0	300.0
MARINE HIGHWAYS SERVICE INCREASE	AMHS VESSEL OPERATIONS AND OVERHAUL	1,000.0	2,250.0	3,250.0
	(OPERATIONS = \$2250.0, OVERHAUL = \$1000.0)			
	FY90 OPERATING SUPPLEMENTALS	6,848.0	(2,190.0)	4,658.0
FY89 OUTSTANDING BILLS	ALASKA MARINE HIGHWAY SYSTEM	0.0	238.3	238.3
MISCELLANEOUS CLAIMS FY85-FY88	ALL REGIONS	24.8	0.0	24.8
	PRIOR YEAR OPERATING SUPPLEMENTALS	24.8	238.3	263.1
JUNEAU SCHOOL REPAIRS TORA	SOUTHEAST REGION (CAPITAL)	136.0	0.0	136.0
SPRING CK PRISON CLAIM SETTLEMENT	CENTRAL REGION (CAPITAL)	2,325.0	0.0	2,325.0
	CAPITAL SUPPLEMENTALS	2,461.0	0.0	2,461.0
	TOTAL DOT&PF SUPPLEMENTALS	9,333.8	(1,951.7)	7,382.1

FEBRUARY 6, 1990

DOT/PF Supp. Requests FY 90

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
 DALTON HIGHWAY AND AVIATION FY90 SWITCH FUND SUPPLEMENTAL

AGENCY CONTACT/PHONE NUMBER:

DO4 LOWELL, 451-2295

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

Authorization is requested for a general fund supplemental to allow for a switch fund from program receipts to general funds in the FY90 Dalton Highway and Aviation Component. The amount that needs to be switched is \$3500.0.

In the FY90 operating budget, the legislature switched funding authorization from general funds to program receipts and included legislative intent regarding collection of these receipts. The intent stated that the Dalton Highway and Aviation and Dalton Facilities Components be partially funded with program receipts from a users' toll or a cost-recovery agreement with the North Slope oil producers. Since then, it has been determined that neither funding arrangement is acceptable at this time. Approval of this request, therefore, switches the program receipts back to general funds to allow for continued maintenance of the Dalton Highway in the absence of a method for collection of program receipts.

Without the switch fund or any method for collecting program receipts, building maintenance will be severely curtailed. The intended receipts of \$3500.0 are 59% of the FY90 funds for the Dalton Highway and Aviation Component.

We have also proposed switching back to a total general fund authorization on a FY91 C-5 increment request.

CODE	EXPENDITURE BY OBJECT	AGENCY REQ	GOV'S REQ
100	Personal Service		
200	Travel		
300	Contractual Services		
400	Supplies		
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
TOTAL		0.0	
I-A Transfer (NON ADD)			
1007	Federal Receipts		
1003	General Fund Match		
1004	General Fund	3500.0	
1005	GF/Program Receipts	<3500.0>	
1007	I-A Receipts		

POSITION INFORMATION	PFT		
	PPT		
	Non Permanent		
	Staff Months		

<input type="checkbox"/> Enhance Existing Service Compared to FY90	<input type="checkbox"/> Formula Program
<input type="checkbox"/> New Service Compared to FY90	<input type="checkbox"/> New Facility Oper.
<input checked="" type="checkbox"/> Continuation of FY90 Service Level	

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

C 5 INCREMENT/DECREMENT REQUEST

Agency Priority \_\_\_\_\_ of \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

AGENCY

INTERIOR DISTRICT MAINTENANCE AND OPERATIONS

BRU

DALTON HIGHWAY AND AVIATION

COMPONENT

PROJECT

FY 91

Page 1 of 1

Revised Date:

FY90 Supplemental

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
DALTON FACILITIES FY90 SWITCH FUND SUPPLEMENTAL

AGENCY CONTACT/PHONE NUMBER:

DON LOWELL, 451-2295

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

Authorization is requested for a general fund supplemental to allow for a switch fund from program receipts to general funds in the FY90 Dalton Facilities Component. The amount that needs to be switched is \$940.0.

In the FY90 operating budget, the legislature switched funding authorization from general funds to program receipts and included legislative intent regarding collection of these receipts. The intent stated that the Dalton Highway and Aviation and Dalton Facilities Components be partially funded with program receipts from a users' toll or a cost-recovery agreement with the North Slope oil producers. Since then, it has been determined that neither funding arrangement is acceptable at this time. Approval of this request, therefore, switches the program receipts back to general funds to allow for continued maintenance of the Dalton Highway in the absence of a method for collection of program receipts.

Without the switch fund or any method for collecting program receipts, building maintenance will be severely curtailed. The intended receipts of \$940.0 are 75% of the FY90 funds for the Dalton Facilities Component.

We have also proposed switching back to a total general fund authorization in the FY91 budget submittal.

CODE	EXPENDITURE BY OBJECT	AGENCY REQ	GOV'S REQ
100	Personal Service		
200	Travel		
300	Contractual Services		
400	Supplies		
500	Equipment		
600	Land, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
TOTAL		0.0	
I-A Transfer (NOW ADD)			
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	940.0	
1005	GF/Program Receipts	<940.0>	
1007	I-A Receipts		

POSITION INFORMATION	PFT		
	PPT		
	Non Permanent		
	Staff Months		

<input type="checkbox"/>	Enhance Existing Service Compared to FY90	<input type="checkbox"/>	Formula Program
<input type="checkbox"/>	New Service Compared to FY90	<input type="checkbox"/>	New Facility Oper.
<input checked="" type="checkbox"/>	Continuation of FY90 Service Level		

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

C 5      INCREMENT/DECREMENT REQUEST

Agency Priority \_\_\_\_\_ of \_\_\_\_\_

AGENCY      DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

BRU      INTERIOR DISTRICT MAINTENANCE AND OPERATIONS

COMPONENT      DALTON FACILITIES

PROJECT

F Y 9 1

Page 1 of 1

Revised Date:

FY90 Supplemental

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
 INTERIOR DISTRICT HIGHWAYS & AVIATION FY90 SNOW AND ICE SUPPLEMENTAL

AGENCY CONTACT/PHONE NUMBER:

DON LOWELL, 451-2295

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

Weather data for the Interior District is determined from National Weather Service records at the Fairbanks International Airport. For the period October through December 1989, the Interior District so far has had an above average winter in terms of snowfall. There have been 10.1 inches more snow for this period than for the 30-year average for the same period. Wind and temperature have thus far had minimal negative impacts.

Weather data is summarized below:

	OCT	NOV	DEC	TOTAL
SNOW, Inches	19.7	18.1	11.1	48.9
30-Year Average	11.3	14.1	13.4	38.8
WIND, mph	6.2	4.0	4.6	
30-Year Average	5.4	3.8	3.1	
HEATING DEGREE DAYS	1195	2164	1875	5234
8-Year Average	1259	1860	1985	5104

Thus far we estimate the shortfall to be \$250.0. If the trend for increased snowfall continues we estimate the shortfall could be as high as \$350.0. The shortfall project is based on FY89. In FY89, the Interior District had exactly an average winter based on snowfall of 67.5 inches and received a supplemental appropriation of \$219.2. Not including deferred maintenance, which is addressed in another increment, we believe the Highway and Aviation Component was shortfunded \$219.2 before the winter season even began.

This increment will fund overtime, season recalls, wet rental equipment usage to State Equipment fleet, rental of contractor-supplied equipment, and purchase of gravel and sand.

CODE	EXPENDITURE BY OBJECT	AGENCY REQ	GOV'S REQ
100	Personal Service	47.5	
200	Travel		
300	Contractual Services	180.0	
400	Supplies	22.5	
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
	TOTAL	250.0	
	I-A Transfer (NON ADD)		
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	250.0	
1005	GF/Program Receipts		
1007	I-A Receipts		

POSITION INFORMATION	PFT		
	PPF		
	Non Permanent		
	Staff Months		

- |  |   |
|--|---|
| <input type="checkbox"/> Enhance Existing Service Compared to FY90     | <input type="checkbox"/> Formula Program    |
| <input type="checkbox"/> New Service Compared to FY90                  | <input type="checkbox"/> New Facility Oper. |
| <input checked="" type="checkbox"/> Continuation of FY90 Service Level |   |

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

C 5 INCREMENT/DECREMENT REQUEST  
 Agency Priority \_\_\_\_\_ of \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 AGENCY  
 INTERIOR DISTRICT  
 BRU MAINTENANCE AND OPERATIONS  
 COMPONENT HIGHWAYS AND AVIATION  
 PROJECT

FY 91

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Revised Date:

FY90 Supplemental

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
 INTERIOR DISTRICT DALTON HIGHWAY & AVIATION FY90 SNOW AND ICE SUPPLEMENTAL

AGENCY CONTACT/PHONE NUMBER:

DON LOWELL, 451-2295

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

Weather data for the Interior District is determined from National Weather Service records at the Fairbanks International Airport. For the period October through December 1989, the Interior District so far has had an above average winter in terms of snowfall. There have been 10.1 inches more snow for this period than for the 30-year average for the same period. Wind and temperature thus far had minimal negative impacts.

Weather data is summarized below:

	OCT	NOV	DEC	TOTAL
SNOW, Inches	19.7	18.1	11.1	48.9
30-Year Average	11.3	14.1	13.4	38.8
WIND, mph	6.2	4.0	4.6	
30-Year Average	5.4	3.8	3.1	
HEATING DEGREE DAYS	1195	2164	1875	5234
8-Year Average	1259	1860	1985	5104

Thus far we estimate the shortfall to be \$250.0. If the trend for increased snowfall continues, we estimate the shortfall could be as high as \$350.0. The shortfall projection is based on FY89. In FY89, the Interior District had exactly an average winter based on snowfall of 67.5 inches and received a supplemental appropriation of \$223.5. Not including deferred maintenance, which is addressed in another increment, we believe Dalton Highway and Aviation Component was short-funded \$223.5 before the winter season even began.

Other severe weather conditions have impacted the Dalton area this year causing extensive repairs to be made.

On August 12, 1989, the Chandalar area, both north and south of Atigun Pass on the Dalton Highway, received a torrential rain storm. Approximately thirty miles of the Dalton Highway were damaged by swollen creeks that result from the storm. Culverts were washed out. Three major roadway dikes were broken and washed away. Roadway shoulders were eroded; and ditches and culverts were filled with mud

CODE	EXPENDITURE BY OBJECT	AGENCY REQ	GOV'S REQ
100	Personal Service	47.5	
200	Travel		
300	Contractual Services	180.0	
400	Supplies	22.5	
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
TOTAL		250.0	
I-A Transfer (NON ADD)			
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	250.0	
1005	GF/Program Receipts		
1007	I-A Receipts		

POSITION INFORMATION	PFI		
	PPT		
	Non Permanent		
	Staff Months		

- |  |   |
|--|---|
| <input type="checkbox"/> Enhance Existing Service Compared to FY90 | <input type="checkbox"/> Formula Program    |
| <input type="checkbox"/> New Service Compared to FY90              | <input type="checkbox"/> New Facility Oper. |
| <input type="checkbox"/> Continuation of FY90 Service Level        |   |

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

C 5 INCREMENT/DECREMENT REQUEST  
 Agency Priority \_\_\_\_\_ of \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 AGENCY  
 INTERIOR DISTRICT  
 BRU MAINTENANCE AND OPERATIONS  
 COMPONENT DALTON HIGHWAY AND AVIATION  
 PROJECT

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 FY90 Supplemental

INTERIOR DISTRICT DALTON HIGHWAY & AVIATION FY90 SNOW AND ICE SUPPLEMENTAL

and debris. Department of Transportation and Public Facilities (DOT&PF) crews worked round the clock to preserve the roadway and drainage facilities and to restore traffic. Although the road was opened to traffic 24 hours after the storm, DOT&PF crews spent another 30 days repairing the road, dikes, and culverts. The cost to repair the road was \$253.8.

Also, during late August and early September of 1989, the Deadhorse runway began to show signs of thaw degradation after an uncommonly warm and extensive summer. The problem was most noticeable in the first 2000' of runway 06 where there were numerous longitudinal cracks and crosswise dips up to four inches deep. This created an extremely hazardous condition for aircraft take-offs and landings. Since there is only one runway at Deadhorse Airport, it was vital that the repairs be made immediately. Also, the winter season was quickly approaching. Major temporary repairs were made to the runway in just one week. This required an intense effort in terms of equipment and staff time. It included transporting a belly dump, rollers, an asphalt distributor truck, and 28 loads of cold mix asphalt 500 miles up the gravel road. The cost to repair the runway was \$122.9.

Reimbursement from the DOT&PF non-routine maintenance fund was requested for both of these repairs. Only \$75.0 was received. The remaining \$301.7 has been absorbed by the Dalton Highways and Aviation budget.

Without additional funding the normal summer maintenance programs will not be accomplished on the Dalton Highway.

C-5

ADDITIONAL  
EXPLANATION  
FORM

AGENCY	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
BRU	INTERIOR DISTRICT MAINTENANCE AND OPERATIONS
COMPONENT	DALTON HIGHWAY AND AVIATION

F Y 9 1

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Revised Date:

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
 WESTERN DISTRICT HIGHWAYS & AVIATION SNOW AND ICE SUPPLEMENTAL

AGENCY CONTACT/PHONE NUMBER:

CHARLES M. COYLE, 443-3411

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

Weather data to date, October through December, 1989, shows the Western District is so far having an average winter. Snowfall in November was approximately twice the mean, but it came over a short period with the remainder of the month being relatively dry. Impact was minimal.

	OCT	NOV	DEC
SNOW, inches	4.8	22.2	8.4
Average	4.6	10.4	8.8
Wind, mph	11.1	10.1	10.6
Average	10.8	11.9	10.5
TEMPERATURE	30.1	9.7	12.5
Average	28.0	16.2	- 4.4

It is anticipated the Western District will have a shortfall of approximately \$250.0.

Snowfall data is based on National Weather Service's 1988 Local Climatological Data Annual Summary for Nome. The record mean snowfall of 55" is based on observations since 1947. Nome is largely representative of the Western District, with both heavier and lighter snowfall at various locations.

In FY88, with snowfall at the annual mean of 55", the maintenance budget was overspent by approximately \$100.0 (unpaid State Equipment Fleet bills). FY88 did not see extreme winds or numerous storms. The snow was spread evenly throughout the winter. Breakup was early and mild. Still, the winter costs impacted the summer operation and planned rehabilitation projects (repaving the Bourbon Creek area on the Nome-Teller Highway) were put on hold.

During FY89, the Western District experienced one of its most severe winters with snowfall approaching 80". High winds were the rule with some 44 storms from December through April. The costs for the winter's maintenance effort exceeded previous years by over \$500.0. Without a substantial budget supplemental, the Western District would have been out of money by June 1. The supplemental of \$500.0 allowed road opening and little else. Breakup was late and violent with severe destruction to large

CODE	EXPENDITURE BY OBJECT	AGENCY REQ	GOV'S REQ
100	Personal Service	50.0	
200	Travel		
300	Contractual Services	125.0	
400	Supplies	75.0	
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
TOTAL		250.0	
I-A Transfer (NOW ADD)		25.0	
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	250.0	
1005	GF/Program Receipts		
1007	I-A Receipts		

  

POSITION INFORMATION	PF?	
	PPT	
	Non Permanent	
	Staff Months	9

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Enhance Existing Service Compared to FY90 | <input type="checkbox"/> Formula Program    |
| <input type="checkbox"/> New Service Compared to FY90                         | <input type="checkbox"/> New Facility Oper. |
| <input type="checkbox"/> Continuation of FY90 Service Level                   |   |

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

C 5	INCREMENT/DECREMENT REQUEST
Agency Priority _____ of _____	

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 AGENCY  
 WESTERN DISTRICT  
 BRU MAINTENANCE AND OPERATIONS  
 COMPONENT HIGHWAYS AND AVIATION  
 PROJECT \_\_\_\_\_

F Y 9 1

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FY90 Supplemental

WESTERN DISTRICT HIGHWAYS & AVIATION SNOW AND ICE SUPPLEMENTAL

portions of the Western District's road system. Maintenance dollars available for FY90 are insufficient to fully repair damage, and many roads will not be resurfaced if emergency or supplemental funds are not received in FY90.

Winter is expensive and unpredictable. You cannot adequately program work from July through October as you never know what winter costs will be. It is incumbent upon managers to maintain a sufficient reserve to see them through winter. As a rule, this is possible but severely restricts meaningful summer work programs.

Especially stringent are the winter requirements on certificated airports, a major thrust of the Western District. Runways must be inspected for snow/ice and braking checked for air carriers, runways sanded, urea applied to remove ice, snow plowed, snow blown from berms at the edge of the runway, snow hauled off of airports as piles increase in height, etc. These requirements are continuous and must occur with as little as one inch of accumulation. Also, with the winds in Western Alaska, it doesn't need to snow continuously for it to be a constant problem. Ground blizzards and blowing snow have the same effect as snowfall from storms.

The supplemental will fund overtime, seasonal recalls and unfilled positions, wet rental equipment usage to State Equipment Fleet, rental of one of a kind equipment from contractors and the purchase of urea, calcium chloride, salt, sand, and replacement bristles for runway brooms.

Failure to fund the supplemental will mandate continued deferral of summer maintenance and resultant facility decline.

This approach to documenting the snow and ice shortfall is based on FY88. This was an average snowfall year, but we still overspent our budget by \$100.0, and we deferred an estimated \$160.0 of summer maintenance. This shows that in FY88 our winter maintenance was under funded by at least \$260.0. We, therefore, conclude that the current budget level is insufficient during a "normal" year by \$250.0 to \$300.0, and we request a supplemental of \$250.0.

C 5

ADDITIONAL  
EXPLANATION  
FORM

AGENCY	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
BRU	WESTERN DISTRICT MAINTENANCE AND OPERATIONS
COMPONENT	HIGHWAYS AND AVIATION

F Y 9 1

Page 2 of 2

Revised Date:

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
 WESTERN DISTRICT HIGHWAYS & AVIATION - VILLAGE AIRPORT CONTRACT SUPPLEMENTAL

AGENCY CONTACT/PHONE NUMBER:

CHARLES M. COYLE, 443-3411

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

The Western District is responsible for airport maintenance of 26 village airports. These airports provide the sole link to a regional center like Nome, Kotzebue, and Unalakleet. Residents are entirely dependent upon the airport for food, mail, catalog goods and most of all, medical attention. There is no road system, and no ferry system. Without exception, these airports are expected to be maintained to strict standards seven days a week. This includes daily inspections, snow and ice removal, general grading, equipment service and minor repairs and the replacement of damaged runway light components. The airports are maintained through contracts with either the local municipality or an individual contractor. In most cases, the individuals with whom we contract are the only bidders. As airports have increased in size, with runway lights added, maintenance requirements becoming more rigid, and increased daily flights, the contractor is tied to the airport. He cannot fully take advantage of the subsistence lifestyle and must depend more and more on a cash income. As our contractors become aware of this, the contract price increases. The contract total for FY88 was \$326.0, for FY89 \$372.7, and for FY90 \$421.7. Though the Western District asked for increments previously, none were forthcoming. These contract increases have continually been funded by deferring maintenance on the highway system, with subsequent deterioration to these facilities. We simply cannot continue to pull this money from road maintenance dollars.

The increase was 14% between FY88 and FY89, and 13% between FY89 and FY90 with only 8 of the 26 contracts re-bid. This supplemental asks for \$46.8 to cover the unfunded increase in FY89 and \$48.9 to cover the unfunded increase in FY90.

Funding this supplemental will allow for increased summer highway maintenance through equipment rental contracts and purchase of supplies, calcium chloride, asphalt, culverts, etc. Failure to fund this supplemental will have a devastating effect on the Western District's highway program. Roads will continue their slide toward oblivion as additional maintenance is deferred.

Historical Data	Total Contract Bid \$	Unfunded Increase
FY88	\$ 325,990	\$
FY89	372,745	46,800
FY90	421,670	48,925
	TOTAL UNFUNDED INCREASE	\$95,725

Annual Expenditure = 95.7, Account Code 300 = 95.7

CODE	EXPENDITURE BY OBJECT	AGENCY REQ	GOV'S REQ
100	Personal Service		
200	Travel		
300	Contractual Services	95.7	50.0
400	Supplies		
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
	TOTAL	95.7	50.0
	I-A Transfer (NON ADD)		
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	95.7	50.0
1005	GF/Program Receipts		
1007	I-A Receipts		

POSITION INFORMATION	PFT		
	PPT		
	Non Permanent		
	Staff Months		

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| <input type="checkbox"/> Enhance Existing Service Compared to FY90     | <input type="checkbox"/> Formula Program    |
| <input type="checkbox"/> New Service Compared to FY90                  | <input type="checkbox"/> New Facility Oper. |
| <input checked="" type="checkbox"/> Continuation of FY90 Service Level |   |

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

C 5 INCREMENT/DECREMENT REQUEST

Agency Priority \_\_\_\_\_ of \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

AGENCY

WESTERN DISTRICT

BRU MAINTENANCE AND OPERATIONS

COMPONENT HIGHWAYS AND AVIATION

PROJECT

FY 91

Page 1 of 1

Revised Date:

FY90 Supplemental

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
 SOUTHCENTRAL DISTRICT HIGHWAYS & AVIATION ADDITIONAL REQUEST FOR SNOW & ICE REMOVAL

AGENCY CONTACT/PHONE NUMBER:

GEORGE LEVASSEUR, 835-4322

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

Heavy snow received in the Southcentral District over the past four years has had a very significant impact on our budget. There is a definite trend of heavier snowfall in many areas. In 1987, Valdez received the most snowfall since 1928. 1988 and 1989 were also above average. At Thompson Pass, over 60 feet fell in both years of 1987 and 1988. The heavy snows, coupled with the coastal climate have produced massive avalanches. The Valdez-Glennallen electric transmission line has been destroyed twice (1987 and 1989) by avalanches after functioning without incident for several years. Large coastal storms have pounded the Chugach mountains. Last winter we had recorded sustained gusts of 150 mph in two separate storms at Thompson Pass. In the Glennallen-Gakona area, 1989 had the most snow in 25 years.

In Valdez, snow storage has become a serious problem. Crews use loaders, blowers, and dozers to stack snow 50 feet or more in height. Because of the oil spill, four lots previously used for snow storage now have structures on them. Snow will now have to be hauled away from the main street, increasing our expenditures.

This trend of heavy snow continues for the 89-90 winter. Snowfall in the mountain passes is twice the average at Valdez, Thompson Pass, Gulkana, and Paxson. Snowfall in the Slana-Mentasta Pass area is three times the average.

Because of the warmer temperatures, sand usage is up in all camps. The sand stockpiles must be mixed with road salt (sodium chloride) to keep the piles from freezing. Crews have used additional ice blades and tire chains in their snow and ice removal efforts.

With the heavy snows, avalanche control programs are extremely important to reduce road closures to a minimum. The short supply of 105 mm recoilless ammunition is of grave concern, as we only have two to three years supply of ammunition left. By re-fusing 3000 rounds of army ammunition, we would be assured of a reliable supply Statewide for years to come (1000 rounds at \$0.66 for \$66.0 total).

Part of the equipment used to maintain the Valdez Airport came from the Division of Aviation when the Department of Transportation and Public Facilities was created. This equipment was non-rental. These two pieces of equipment are old and worn out. Replacement of the Oshkosh plow truck is \$160.0 and the loader-mounted rotary snowblower is \$100.0.

CODE	EXPENDITURE BY OBJECT	AGENCY REQ	GOV'S REQ
100	Personal Service	20.1	
200	Travel		
300	Contractual Services	219.9	
400	Supplies	<del>134.0</del>	68.0
500	Equipment	<del>268.0</del>	0.0
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
TOTAL		<del>634.0</del>	308.0
I-A Transfer (NON ADD)		209.7	
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	<del>634.0</del>	308.0
1005	GF/Program Receipts		
1007	I-A Receipts		

POSITION INFORMATION	PFT		
	PPT		
	Non Permanent		
	Staff Months	4	

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|--|---|
| <input type="checkbox"/> Enhance Existing Service Compared to FY90     | <input type="checkbox"/> Formula Program    |
| <input type="checkbox"/> New Service Compared to FY90                  | <input type="checkbox"/> New Facility Oper. |
| <input checked="" type="checkbox"/> Continuation of FY90 Service Level |   |

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

C 5      INCREMENT/DECREMENT REQUEST

Agency Priority \_\_\_\_\_ of \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

AGENCY \_\_\_\_\_

SOUTHCENTRAL DISTRICT

BRU MAINTENANCE AND OPERATIONS

COMPONENT HIGHWAYS AND AVIATION

PROJECT \_\_\_\_\_

FY 91

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Revised Date: \_\_\_\_\_

FY90 Supplemental

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
 CENTRAL REGION M & O HIGHWAYS & AVIATION FY90 SUPPLEMENTAL

AGENCY CONTACT/PHONE NUMBER:

Richard Royal 266-1450

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

M & O Division's two programs are generally described as follows:

**MAINTENANCE**

The performance of those tasks that protect and preserve the State's equity investment in its highways, bridges, airports, harbors, buildings, and equipment fleet. Basic examples would be crack sealing, pothole patching, float replacement, roof repair, vehicle/equipment servicing.

**OPERATIONS**

Performing tasks, providing services, and paying fixed cost expenditures that allow the State's facilities to function on a daily basis. Some examples would be snow and ice control on highways, airports, parking lots, street sweeping and brush control, providing light, heat, and janitorial services for buildings, supplying fuel and repair parts for vehicles/equipment.

In Anchorage a total of 50.1 inches of snow has fallen between the first snowfall in October 1989 and January 5, 1990, requiring expenditures above the normal monthly operating cost for snow and ice control. The FY90 October-December snowfall (48.6") is 46% more than the 1969-1986 historic mean of 33.2" for the same months.

The following chart depicts the 20 year average snowfall, FY89 and FY88 snowfall for the Anchorage area. This information was obtained using publications prepared by the National Oceanic and Atmospheric Administration.

(chart on following page)

CODE	EXPENDITURE BY OBJECT	AGENCY REQ.	GOV'S REQ.
100	Personal Services	300.0	
200	Travel		
300	Contractual Services		
400	Supplies		
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
TOTAL		300.0	
I-A Transfer (NON-ADD)			
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	300.0	
1005	GF/Program Receipts		
1007	I-A Receipts		

POSITION INFORMATION	PFT		
	PPT		
	Non Permanent		
	Staff Months		

<input type="checkbox"/> Enhance Existing Service	<input type="checkbox"/> Formula Program New Facility Oper.
<input checked="" type="checkbox"/> Compared to FY 90	
<input type="checkbox"/> New Service Compared to FY 90	
<input checked="" type="checkbox"/> Continuation of FY 90 Service Level	

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

**C5** INCREMENT/DECREMENT REQUEST  
 Agency Priority \_\_\_\_\_ of \_\_\_\_\_

AGENCY Department of Transportation  
 & Public Facilities  
 Central Region  
 BRU Maintenance & Operations  
 COMPONENT Highways & Aviation  
 PROJECT \_\_\_\_\_

**FY 91**

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 Revised Date: \_\_\_\_\_

FY90 Supplemental (Highways & Aviation) continued

Anchorage snowfall (Inches)

MONTH	1969-1989			
	Mean	FY90	FY89	FY88
Oct.	8.5	20.4	8.6	-0-
Nov.	10.7	6.0	27.3	29.3
Dec.	14.0	22.2	29.8	26.3
Jan.	8.6	1.5*	0.1	4.7
Feb.	12.9		-0-	9.3
Mar.	9.0		2.3	8.5
Apr.	6.3		-0-	2.0
TOTAL	70.0"	50.1"*	78.1"	80.0"

\*Thru Jan. 5, 1990

Based on the fact of above-average snowfall, a supplemental for the Highways & Aviation and Facilities component appropriations totaling \$360.0 is requested. We feel a supplemental would reduce the need to implement severe cost reduction measures to stay within the FY90 appropriation, while allowing for completion of yearly maintenance activities as well as operational requirements. This supplemental would be distributed as follows:

Highways & Aviation Component  
 100.....\$300.0

Although the total supplemental is felt to be the most desirable we realize that there are alternatives. If we receive the full supplemental the Highway & Aviation component will recover unexpected expenditures in overtime and equipment utilized as a result of repeated snowfalls which have accumulated to above record levels within the region.

Receiving no supplemental (or some lesser amount than requested) will necessitate release of employees, severe restrictions on overtime, reduce operations of SEF equipment, reduce those basic maintenance functions to life/safety associated activities (road striping, selective brushing, regulatory sign replacement only, and minimal airport repairs) as well as reduce replacement of stock inventories. This is the least desirable alternative and would only serve to aggravate, extend, and compound deferred maintenance.

C5

**ADDITIONAL EXPLANATION FORM**

AGENCY Department of Transportation & Public Facilities  
Central Region  
 BRU Maintenance & Operations  
Highways & Aviation  
 COMPONENT \_\_\_\_\_

**FY 91**

Page 2 of 2  
 Revised Date: \_\_\_\_\_

THRU JAN 5 1990



INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
 Spring Creek Prison Claim Settlement Supplemental

AGENCY CONTACT/PHONE NUMBER:

Roger Head 266-1481

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

The department was project manager for the City of Seward on this project which was constructed by Samwhan America, Inc. Funding for the project was both city and state.

The initial contractor claim for \$7,500,833 alleged revisions to the contract caused substantial increased costs. Prior to the completion of arbitration hearings, a settlement for \$2.8 million in favor of the contractor was reached. Of this amount \$483,750 has already been paid. The balance is due interest-free before September, 1990.

The department believes that this settlement is in the best interest of the state based on the magnitude of the initial claim and what we believe was a very real potential award by an arbitrator.

CODE	EXPENDITURE BY OBJECT	AGENCY REQ.	GOV'S REQ.
100	Personal Services		
200	Travel		
300	Contractual Services		
400	Supplies		
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.	2,325.0	
800	Miscellaneous		
TOTAL		2,325.0	
1-A Transfer (NON-ADD)			
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	2,325.0	
1005	GF/Program Receipts		
1007	1-A Receipts		

POSITION INFORMATION	PFT		
	PPT		
	Non Permanent		
	Staff Months		

<input type="checkbox"/> Enhance Existing Service	<input type="checkbox"/> Formula Program New Facility Oper.
<input checked="" type="checkbox"/> Compared to FY 90	
<input type="checkbox"/> New Service Compared to FY 90	
<input type="checkbox"/> Continuation of FY 90 Service Level	

IMPACT FROM CAPITAL PROJECT (NAME)

Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

**C5** INCREMENT/DECREMENT REQUEST  
 Agency Priority \_\_\_\_\_ of \_\_\_\_\_

Department of Transportation and Public Facilities  
 AGENCY \_\_\_\_\_  
 BRU \_\_\_\_\_  
 COMPONENT \_\_\_\_\_  
 PROJECT Spring Creek Prison

**FY 91**

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 Revised Date: \_\_\_\_\_

Supplemental

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters)  
 Juneau School District TORA Supplemental

AGENCY CONTACT/PHONE NUMBER:  
 Jonathan W. Scribner 789-6261

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

The Department of Transportation and Public Facilities requests supplemental funds in the amount of \$136,000 to reimburse the City and Borough of Juneau for repairs completed on the Auke Bay School and other school facilities under a Transfer of Responsibility Agreement (TORA) initially approved by both parties in 1981. This project was closed in 1984 before the City had completed the project and requested final payment. This supplemental request would allow final payment to be made.

CODE	EXPENDITURE BY OBJECT	AGENCY REQ.	GOV'S REQ.
100	Personal Services		
200	Travel		
300	Contractual Services	136.0	
400	Supplies		
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
TOTAL		136.0	
I-A Transfer (NON-ADD)			
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	136.0	
1005	GF/Program Receipts		
1007	I-A Receipts		

POSITION INFORMATION	PFT		
	PPT		
	Non Permanent		
	Staff Months		

<input type="checkbox"/> Enhance Existing Service <input checked="" type="checkbox"/> Compared to FY 90	<input type="checkbox"/> Formula Program
<input type="checkbox"/> New Service Compared to FY 90	<input type="checkbox"/> New Facility Oper.
<input type="checkbox"/> Continuation of FY 90 <input checked="" type="checkbox"/> Service Level	

IMPACT FROM CAPITAL PROJECT (NAME)  
 \_\_\_\_\_  
 Chapter \_\_\_\_\_ SLA \_\_\_\_\_ Page/Line \_\_\_\_\_

**C5** INCREMENT/  
 DECREMENT  
 REQUEST  
 Agency Priority \_\_\_\_\_ of \_\_\_\_\_

AGENCY Department of Transportation and Public Facilities  
 BRU \_\_\_\_\_  
 COMPONENT \_\_\_\_\_  
 PROJECT Juneau School Repairs

**FY 91**

Page \_\_\_\_\_ of \_\_\_\_\_  
 Revised Date: \_\_\_\_\_