

OVERVIEW:

DEPT. OF

TRANS-

PORTATION

3/16/03

ALASKA STATE LEGISLATURE

REPRESENTATIVE BRUCE WEYHRAUCH



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STATE AFFAIRS COMMITTEE

Committee Schedule

March 6, 2003

Meeting time 8 a.m. – 10 a.m.
State Affairs Committee Room 102

Thursday, March 6

OVERVIEW – DEPARTMENT OF TRANSPORTATION – PUBLIC FACILITIES PORTION

- *+ HB 5 INSURANCE DISCRIMINATION
BY CREDIT RATING

- + = HB 18 PARENTAL LIABILITY FOR
CHILD'S DAMAGE

- *+ HB 92 CLERGY TO REPORT CHILD
ABUSE

BILLS PREVIOUSLY HEARD

ALASKA STATE LEGISLATURE
HOUSE STATE AFFAIRS STANDING COMMITTEE
March 6, 2003

COMMITTEE CALENDAR

Overview of Department of Transportation/Public Facilities

TAPE

01-, Sides A & B

CALL TO ORDER

REPRESENTATIVE BRUCE WEYHRAUCH, Chair, convened the House State Affairs Standing Committee meeting at 8:01 a.m.

PRESENT

Committee members present were Representatives Weyhrauch, Holm, Lynn, Dahlstrom, Berkowitz, Seaton and Gruenberg.

SUMMARY OF INFORMATION

JOHN MC KINNON, Deputy Commissioner of Transportation for Public Facilities (DOTPF), explained the definition of Public Facilities as those buildings in the state that are owned and operated by the State of Alaska. Presently the Court System, the Department of Administration and the Department of Transportation have jurisdiction over state owned facilities within Alaska.

REPRESENTATIVE HOLM initiated a discussion on whether the Court System maintains any of their own buildings. The response from Mr. McKinnon was that the Court System, though they own their buildings, quite often contract with Administration or DOTPF to manage them as they are not set up to maintain their buildings.

REPRESENTATIVE GRUENBERG'S questioned Mr. McKinnon as to whether DOTPF is in charge of the Capitol Building. Mr. McKinnon answered that the Capitol Building is managed by Legislative Affairs.

REPRESENTATIVE GRUENBERG asked if DOTPF is in charge of highway maintenance. Mr. McKinnon responded in the affirmative, he went on to clarify that highway maintenance is under his purview. He introduced Nancy Slagle and George LaVasser, acting statewide maintenance operations engineer from Valdez.

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To	John Manley	From	Brien Daugherty		
Co./Dept.	DOT	Co.	Leg. Ref. Lib.		
Phone #		Phone #	3808		
Fax #	586-8365	Fax #			

The mission of the statewide facilities maintenance and operations is to improve the quality of life for Alaskans by cost effectively providing environmentally sound and reliable public facilities. It is to benefit the traveling public in Alaska communities through sound and effective leasing of property management practices at the state's airports and harbors.

Mc KINNON went on to say that there are three separate regions in the state. Central, northern and southeast each region is responsible for the maintenance of their respective facilities. The facilities components furnish basic services, utilities such as electricity, water/sewer, waste disposal, janitorial. The facilities component also provides preventative and routine maintenance and repairs remodeling and major maintenance of all state owned facilities. DOT's component of this maintains and operates 618 state owned buildings with over 2.6 million sq. ft.. This square footage is only 37% - 39% of the total square footage of space used by the State of Alaska. Budget appropriations is approximately \$12 million annually with 79 employees to maintain and operate the facilities. In October of 2000 a number of unoccupied state-owned buildings were transferred to the Department of Administration for their use and maintenance. Admin. Contracts back to DOTPF for the routine as well as major maintenance for many of their buildings. Many of the buildings transferred to Admin. are multi-agency use. DOTPF administers over 200 contracts and work orders for construction, maintenance and janitorial projects. If there is not in-house expertise they contract all construction, maintenance and janitorial projects out. Compliance with the Americans With Disabilities Act and the Resource Conservation Recovery Act is a major part of DOTPF's workload.

The key issues for DOTPF are the maintenance of the facilities. Lack of maintenance in any facility results in condemnation: in the last two years 4 maintenance stations were condemned due to lack of major maintenance on an aging facilities. One of those is scheduled for replacement this year. The Department has identified \$45 - 55 million of a backlog of deferred maintenance. Door replacements, window replacements, roof replacements electrical upgrades, fuel tank replacements, installation of oil and water separators, safety issues such as the replacement of overhead cranes and hoists and repair and replacement of heating systems. Projects are prioritized by 1) Health and safety, 2) Code Compliance.

REPRESENTATIVE HOLM asked about the budget process that should include maintenance of their facilities but doesn't. He suggested that in DOTPF's budgeting process Mr. McKinnon add what monies are needed for repair and maintenance. Rep. Holm strongly expressed his opinion on the importance of asking the Legislature for annual maintenance and repair funding rather than letting the buildings fall into ruin and require replacement. Mr. McKinnon stated his agreement to Rep. Holm's statements and expressed a desire to have DOTPF begin now to include repair and maintenance in the budgeting process.

REPRESENTATIVE GRUENBERG commented that since both chairs of Transportation and State Affairs here today maybe now would be a good time to introduce legislation requiring repair and maintenance be included in the annual budgeting process.

An additional question pertaining to bonding for repair and maintenance was asked by Rep. Gruenberg. Mr. McKinnon responded that he thinks it would be good to include a certain amount in the budget for maintenance costs for facilities. After building facilities, it is the obligation of the state to maintain them, regardless of what department of the state being discussed. In the budget process when the departments and the legislature are looking for places to cut, repair and maintenance is an easy place to start. The public is not affected as much by low maintenance as are the employees who use the buildings. Bonding for repair and maintenance would be a call of the Legislature. In 1997/98 there was a deferred maintenance task force that identified a large number of needs for repair and maintenance throughout the state – largely for education facilities (rural and urban school, etc.) Due to the high cost of this item, nothing ever came of it.

REPRESENTATIVE GRUENBERG asked why there are so many departments owning buildings. Is it not more efficient to have one department in charge to standardize procedures, standardized personnel with expertise and get the economies of some scale and coordination. MR. Mc Kinnon replied that it would make a lot of sense to do something like that. DOTPF is in the business of building and maintaining highways and buildings. The largest issues facing DOTPF for not funding repair and maintenance are safety issues for employees and the public who enter the buildings. Most rural maintenance shops have had a safety assessment done in the recent past. It was discovered that 4 of them were in serious danger collapse, totally because of lack of maintenance. Some of the state maintenance shops date from the 1940s.

REPRESENTATIVE DAHLSTROM commented about the \$45 – 55 million in the deferred maintenance and inquired if Mr. McKinnon is aware of the dollar amount of work that needs to be done right now (buildings in a critical status) or is the dollar amount he quoted all inclusive for all facilities. His response was that the absolutely essential things that are life/safety issues are required by law such as ADA (Americans with Disabilities Act) are taken care of by DOTPF with funds they scrape up. The funding need reflected in the \$45 – 55 million is prioritized, cosmetic work is not a priority unless it also will extend the life of a facility.

REPRESENTATIVE DAHLSTROM also asked if the state was being fined for not maintaining facilities. Mr. McKinnon stated that safety issues such as boiler and furnace annual inspections are completed and rarely do they not pass inspections. Mr. McKinnon went on to discuss improvements that have been made to many public facilities including energy saving projects statewide. Replacing lighting fixtures in an office building with more efficient fixtures has about a 3 ½ year payback on the costs of materials and labor. There are several DOTPF buildings are in the process of receiving upgrades at this time.

REPRESENTATIVE GRUENBERG asked the chair's pleasure in looking into the idea of putting together some legislation or good public policy that would help this department along.

REPRESENTATIVE HOLM would like to reference a letter to Mr. McKinnon with further questions and then review the response. Rep. Holm offered to share that response with the rest of the committee members.

REPRESENTATIVE SEATON had a question on state equipment leases – the equipment lease arrangement is such that all heavy equipment is leased from the state for 10 years and at the end of that time they had paid for the entire unit in that 10 year period, but at the end of the 10 years, they do not have the piece of equipment to sell or do anything else with. There is also a \$40 per hour maintenance charge that the agencies pay to the state rather than the standard \$28 per hour. Seems to be very inefficient and costly for the departments to pay interdepartmentally. Is there a way to allow each region to purchase their own equipment or work it out to pay less for the maintenance. This makes for a large tap on their budget for no real gain. Davis-Bacon requirements dictate a higher rate be charged on equipment repair. Big drain on budgets regionally. Rep. Seaton also asked about a fuel contract for state vehicles in order for the state not to pay a higher rate due to pump prices being charged for a very large portion of the state fleet.

Mr. McKinnon's response was that the state equipment fleet is not a moneymaker, it is designed to be a break even program. Pay for the use of the equipment and build up a replacement fund to replace the equipment. Costs of new equipment currently exceed the money sitting in the lease account i.e., original cost of a grader is \$150,00 and the replacement cost 10 years later is \$220,000. By using a competitive bidding process, the state ends up with several different types of equipment and manufacturers and it is a difficulty in maintaining parts and training maintenance staff. Nancy Slagle, Director of Administrative Services, DOTPF. Responded to Rep. Seaton's comments: State Equipment Fleet Headquarters do contract with a fuel provider. It takes about \$.10 off of the pump price for state vehicles.

REPRESENTATIVE SEATON stated that last year state research vessels were not able to dovetail onto the contract that the Marine Highway System utilizes. Losses of about \$40,000 were realized due to the fact that those vessels were not able to use the same contract as the Marine Highway. Ms. Slagle responded that Rep. Seaton probably is correct that the contract is more than likely with a limited number of agencies. There is great concern about this and the department would look into utilizing the state contract with other departments.

GEORGE LAVASSER, Maintenance and Operations Manager for Southcentral Alaska was introduced to the Committee by Mr. McKinnon. Mr. LaVasser, worked the area from Cordova to Delta for almost 30 years is now filling in on an interim basis for the State Maintenance Engineer.

REPRESENTATIVE WEYHRAUCH thanked everyone for coming and speaking before the committee. He spoke to Rep. Gruenberg's comment about the possible need to have the committee get together and working on legislation that would be of benefit to DOTPF.

REPRESENTATIVE GRUENBERG suggested that the chairs of State Affairs and Transportation as well as the staff of the committee and their staff get together and see how we can help as a committee. Rep. Weyhrauch stated that he would prefer to work on this project as a committee as a whole before going to a sub-committee.

REPRESENTATIVE GRUENBERG listed several items he had concerns about 1) should there be one department in charge of public facilities 2) should there be a maintenance component as part of the budget requirements (revist the Deferred Maintenance Task Force)

REPRESENTATIVE WEYHRAUCH voiced his opinion that since Rep. Holm and Rep. Gruenberg both have concerns it is important to get these questions and responses to the committee so that we can get the information in front of the committee so it can move forward.

Adjourned

1 (b) The legislature intends to measure the success of the authority in achieving its
 2 mission by considering each of the following measures as compared to the previous five
 3 years:

4 (1) the amount of revenue from land and cash;

~~_____~~ income disbursed for mental health programs;

~~_____~~ and the amount of money from mental health trust

—Missions and Measures
 Department of Transportation – Public Facilities

8 **Article 14. Department of Transportation and Public Facilities.**

9 * **Sec. 140. Department of Transportation and Public Facilities.** The mission of the
 10 Department of Transportation and Public Facilities is to develop, operate, maintain, and
 11 manage facilities, vehicles, and transportation modes.

12 * **Sec. 141. DOT/PF - Office of the Commissioner.** (a) The mission of the Office of the
 13 Commissioner is to provide support and policy direction to the divisions within the
 14 department.

15 (b) The legislature intends to measure the success of the office in achieving its
 16 mission by considering the percentage of

17 (1) divisions that reach assigned performance measures;

18 (2) state national highway system lane miles of road that meet standards of the
 19 American Association of State Highway Transportation Officials;

20 (3) requested engineering firm audits and desk reviews completed in the
 21 previous fiscal year;

22 (4) required compliance reviews for responsiveness to disadvantaged business
 23 enterprise and on-the-job training contract requirements completed;

24 (5) the average time taken to respond to complaints and questions that have
 25 been elevated to the commissioner's office.

26 * **Sec. 142. DOT/PF - Division of Administrative Services.** (a) The mission of the
 27 Division of Administrative Services is to support the department's operations with
 28 administrative support and information technology.

29 (b) The legislature intends to measure the success of the division in achieving its
 30 mission by considering

31 (1) whether the average time for payment to vendors is 29 days or less;

1 (2) how long it takes the division to process a purchase request before the
2 order is placed;

3 (3) the percentage of protests and claims appealed to the commissioner that
4 courts overturned during the fiscal year;

5 (4) the percentage reduction in payroll calculation errors.

6 * **Sec. 143. DOT/PF - Division of Statewide Planning.** (a) The mission of the Division
7 of Statewide Planning is to optimize state and federal investment in transportation projects.

8 (b) The legislature intends to measure the success of the division in achieving its
9 mission by considering the

10 (1) percent and dollar value of planned projects that are constructed;

11 (2) percentage of required federal planning, programming, and data collection
12 completed and accepted by the United States Department of Transportation on a federal fiscal
13 year basis;

14 (3) number of motor vehicle crashes during the fiscal year at which serious
15 injury or fatality occurred.

16 * **Sec. 144. DOT/PF - Division of Statewide Design and Engineering Services.** (a) The
17 mission of the Division of Statewide Design and Engineering Services is to develop projects
18 that improve Alaska's transportation and public facilities infrastructure.

19 (b) The legislature intends to measure the success of the division in achieving its
20 mission by considering the

21 (1) percentage of federal highway funds obligated in the previous federal
22 fiscal year;

23 (2) percentage of projects in the capital budget that have been bid in the year
24 programmed;

25 (3) percentage of total project costs spent on project development by the
26 department and by private contractors performing design and engineering services;

27 (4) percentage difference between final project estimates and construction
28 bids;

29 (5) ratio of new projects bid to completed projects closed out during the fiscal
30 year, reported by region;

31 (6) percentage of the design and engineering work of the division that was

1 performed by private contractors;

2 (7) number of miles of roads that have a level of service rating of E or F
3 compared to the prior year.

4 * **Sec. 145. DOT/PF - Division of Construction and CIP Support.** (a) The mission of
5 the Division of Construction and CIP Support is to administer state construction projects.

6 (b) The legislature intends to measure the success of the division in achieving its
7 mission by considering the percentage of the total construction costs that were spent on

8 (1) contract administration;

9 (2) change orders.

10 * **Sec. 146. DOT/PF - Public facilities.** (a) The mission of the department with respect to
11 public facilities is to manage, operate, and maintain state public facilities.

12 (b) The legislature intends to measure the success of the department in achieving its
13 mission with respect to public facilities by considering

14 (1) whether the net value of facilities deferred maintenance increases or
15 decreases annually;

16 (2) the percentage of facility mechanical systems that pass safety inspections
17 each year;

18 (3) the percentage of rural airport leases that are renewed or newly leased at
19 fair market value during the fiscal year;

20 (4) the transfer of state-owned ports and harbors to local control.

21 * **Sec. 147. DOT/PF - Equipment fleet.** (a) The mission of the department with respect to
22 the equipment fleet is to allocate, maintain, and manage state-owned vehicles, equipment, and
23 attachments for safe and appropriate use.

24 (b) The legislature intends to measure the success of the department in achieving its
25 mission with respect to the equipment fleet by considering

26 (1) whether 85 percent of the fleet wet rentals are returned to the division as
27 scheduled for preventive maintenance on or before June 30 of the fiscal year;

28 (2) the average down time for light duty, actively used equipment in urban
29 areas;

30 (3) the number of locations of the state equipment fleet whose rates are equal
31 to or less than the rental rates published in industry guide books.

1 * **Sec. 148. DOT/PF - Division of Measurement Standards and Commercial Vehicle**
 2 **Enforcement.** (a) The mission of the Division of Measurement Standards and Commercial
 3 Vehicle Enforcement is to protect the traveling public, preserve the state's transportation
 4 infrastructure, and protect consumers' interests in weight and measurement transactions.

5 (b) The legislature intends to measure the success of the division in achieving its
 6 mission by considering

7 (1) safety inspections per full-time-equivalent employee of the division;

8 (2) weighing and measuring device inspections conducted per full-time-
 9 equivalent employee of the division.

10 * **Sec. 149. DOT/PF - Highway maintenance and operations.** (a) The mission of the
 11 department with respect to highway maintenance and operations is to maintain, protect, and
 12 control the state's highway system.

13 (b) The legislature intends to measure the success of the department in achieving its
 14 mission with respect to highway maintenance and operations by considering

15 (1) the number of miles of gravel roads that are surfaced with chip seal, hot
 16 mix, or high float asphalt for the first time, reported regionally;

17 (2) the percentage of highway and airport lane miles per full-time-equivalent
 18 employee compared to the average of member states of the Western Association of State
 19 Highway and Transportation Officials;

20 (3) the number of miles of road maintenance for which responsibility is
 21 transferred to local governments;

22 (4) whether the department fully implements the maintenance management
 23 system statewide by June 30, 2003.

24 * **Sec. 150. DOT/PF - Aviation.** (a) The mission of the department with respect to
 25 aviation is to improve, maintain, and operate state and international airports.

26 (b) The legislature intends to measure the success of the department in achieving its
 27 mission with respect to aviation by considering

28 (1) the percentage of applicable rural airports that maintain the pavement
 29 condition index (PCI) at 70 for runways and 60 for taxiways and aprons;

30 (2) whether the department completes the environmental impact statement
 31 phase on the Ketchikan Airport Access by December 31, 2002;



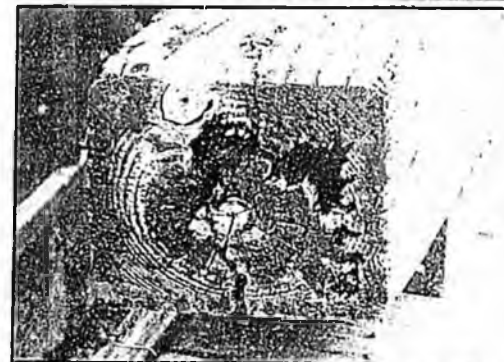
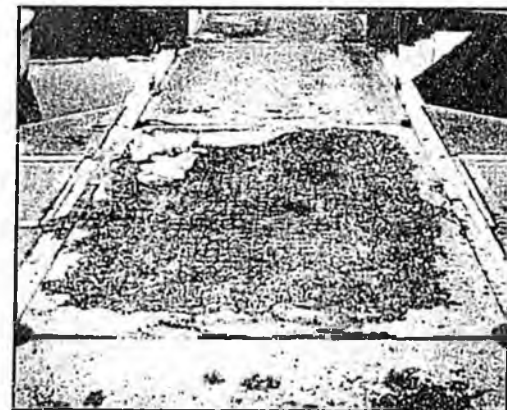
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State assets in decline

A report on deferred maintenance

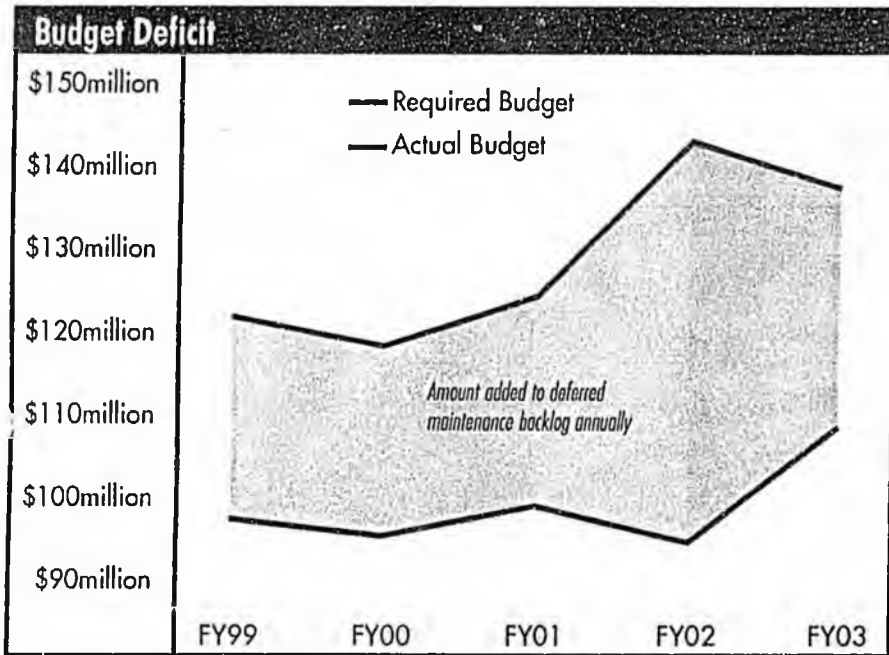


Alaska Department
of Transportation &
Public Facilities



Overview

For many years now, the Alaska Department of Transportation and Public Facilities (DOT&PF) received approximately \$98 million a year to maintain all of the state-owned highways, airports, harbors and buildings under its control. The true cost of maintaining all of those assets to keep their condition at current levels is about \$127 million per year. This short funding of maintenance requires the department to defer much needed maintenance until the next year. Over time, this backlog has grown to the point that some of these assets are deteriorating beyond economical repair.



The result of deferring maintenance is, in the worst case, the closing of four maintenance stations due to structural integrity and foundation failure, and in the best case, inconvenience to the traveling public.

The statewide deferred maintenance needs for highways, airports, harbors and buildings totals \$375,431,200. Since the department's

operating budget is insufficient to cover the annual need, nothing can be committed toward the deferred maintenance, and the list grows bigger each year. To provide an acceptable level of safety and service on

the National and State transportation system the department needs more funds to address the infrastructure and facility needs.

Alaska has a wide range of climates from rain forest in the Southeast to arctic desert north of the Brooks Range. Weather is a major factor in deterioration and destruction of the infrastructure and facilities. Icy conditions, heavy snowfall, the use of traction devices like tire chains and studs coupled with movement of the subsurface due to frost heaving accelerates the destruction of our infrastructure. Continuing to defer maintenance will result in a significantly reduced level of service to the traveling public, noncompliance with safety standards and ultimately more infrastructure failure.

Routine preventative maintenance has proven to reduce operating cost and extend the lifecycle of infrastructure and facilities. Routine preventative maintenance benefits to the public can be measured by improvements in quality of life, safety and the inter mobility of the transportation system.

The following pages depict statewide, regional and specific deferred maintenance needs.

Total Deferred Maintenance	
Highways	\$ 218,784.8
Aviation	\$ 39,722.3
Public Facilities	\$ 69,186.6
Harbors	\$ 37,953.5
Total	\$ 365,647.2
	<i>Thousands of Dollars</i>

Joseph L. Perkins, P.E.
Commissioner, Alaska DOT&PF

highways

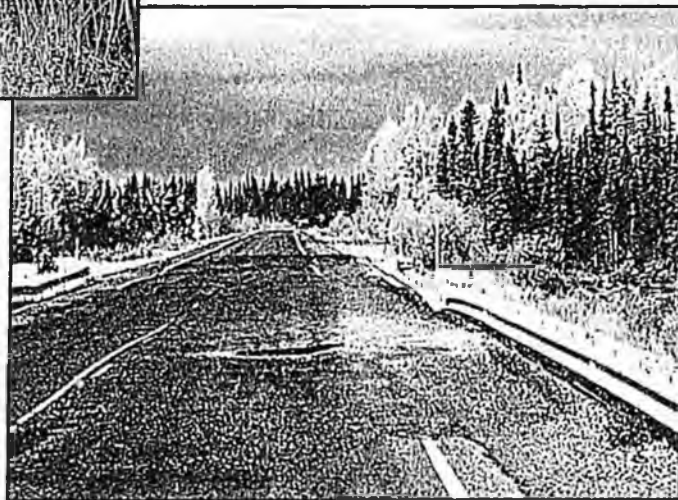
Highways deferred maintenance is something that most people get to experience first-hand everyday. From major rutting and potholes to bare gravel roads and damaged guardrail, the signs of deferred maintenance are all along Alaska's roads.

This deferred maintenance has direct costs to the public – reduced safety, increased travel times, and increased need for automobile repairs. These factors also affect the cost of goods. It costs more for commercial trucks that transport goods to drive poorly maintained roads. That means that you pay more for everything from groceries to gasoline.



Above: Typical sign damage along an Alaska highway

Right: Frost heave damage on Richardson Highway



Deferred maintenance along Alaska's highways includes all of the following restoration and preservation efforts:

- pavements repairs
- bridge repairs
- gravel surfaces
- guardrails/fences/barriers
- shoulders/slopes/ditches
- drainage
- signs
- paint striping
- lighting
- vegetation management (brush clearing)
- facilities
- environmental management

In the past few years, the federal government has increased the amount of money available to the department to spend on preventative maintenance activities like bridge repair and pavement rehabilitation. These activities have allowed the department to repair some of the worst deferred maintenance.

However, these funds fall short of the amount needed to keep Alaska's highways from deteriorating beyond current levels.

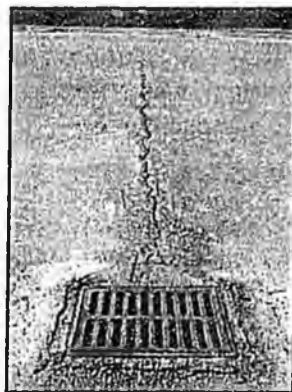
Top Three Most Expensive Highway Deferred Maintenance Activities	
Northern	
Bridges Repairs	\$ 52,557.9
Pavement Repairs	\$ 28,791.5
Environmental Management	\$ 18,517.6
Central	
Pavement Repairs	\$ 57,594.9
Bridges Repairs	\$ 14,553.8
Environmental Management	\$ 8,459.6
Southeast	
Pavement Repairs	\$ 6,265.9
Shoulders/Slopes/Ditches	\$ 2,434.0
Gravel Surfacing	\$ 2,423.1

Thousands of Dollars

aviation

Another component of Alaska's transportation system that has suffered from a lack of maintenance is Alaska's airports. Many Alaskans don't routinely notice this. However, for those who live in rural Alaska and rely on Alaska's aviation system for basic services, maintenance is critical to their health and that of their communities.

Poor maintenance also affects the safety and security of Alaska's airports. Runways with drainage problems, potholes, and poorly maintained runway lighting directly affect the safety of pilots and passengers. Damaged security fencing allows humans and animals, such as moose, to inadvertently wander onto runways. Improper vegetation management affects the usefulness of the full length of the runway.



Runway drainage damage at Haines Airport

Maintaining airports, particularly runways, is similar to maintaining highways. It is critical that surfaces be kept drained and dry, that potholes are properly patched, and that brush is cleared on a routine basis.

Top Three Most Expensive Airport Deferred Maintenance Activities

Northern

Pavement Repairs	\$	6,646.4
Environmental Management	\$	4,274.7
Drainage	\$	2,475.3

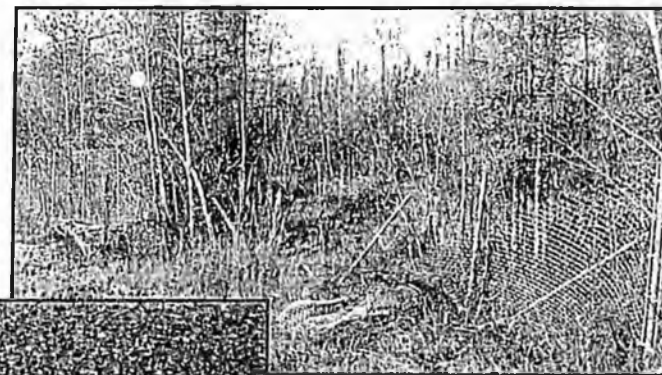
Central

Pavement Repairs	\$	13,509.9
Fencing	\$	3,997.3
Environmental Management	\$	1,984.4

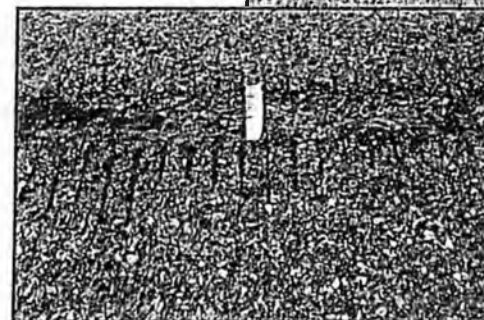
Southeast

Pavement Repairs	\$	740.5
Shoulders/Slopes/Ditches	\$	287.6
Gravel Surfacing	\$	286.4

Thousands of Dollars



Above: Damaged airport security fencing



Left: Runway crack at Yakutat Airport

public facilities

In addition to roads, airports and harbors, the department is responsible for maintaining 603 facilities ranging from sand storage sheds to ferry terminals. The bulk of these buildings are airport and highway maintenance facilities. These facilities are critical to the department's mission to provide safe, efficient transportation systems.

A prime example of the effect of deferred maintenance of facilities is the unsafe conditions at four maintenance stations: Chandalar, East Fork, Willow and Nome. A recent structural evaluation of all four buildings determined they are unsafe to occupy due to structural integrity and foundation failure. As a result, the department has moved operations to temporary structures at or near those sites.

Deferred Maintenance By Region	
Northern	\$ 37,460.4
Central	\$ 21,685.0
Southeast	\$ 10,041.2
Thousands of Dollars	

Right: Foundation and floor settlement at Chandalar Maintenance Facility

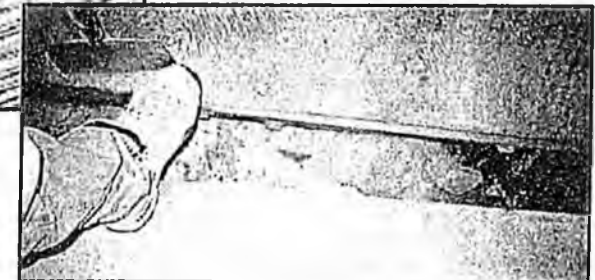


Facilities Closed Due To Safety			
Station Name	Date Vacated	Reason Vacated	Replacement Cost
Chandalar	Aug-01	Foundation Failure	\$ 5,598.4
East Fork	Aug-01	Structural Integrity	\$ 6,187.9
Nome	Spring-02	Structural Integrity	\$ 5,150.0
Willow	Aug-01	Structural Integrity	\$ 4,386.9
			Thousands of Dollars



Above: Major roof damage at East Fork Maintenance Facility

Right: Foundation failure at Willow Maintenance Facility



harbors

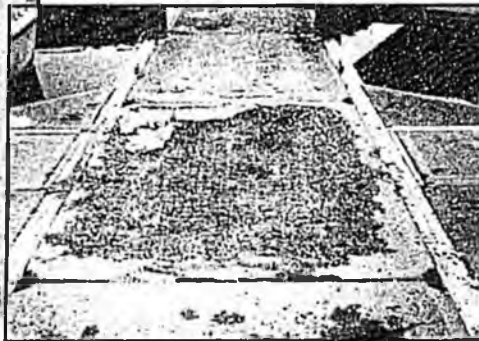
Alaska's harbors constructed in the '60's and '70's, and '80's are in need of replacement or major renovations. The \$48 million backlog of deferred maintenance grows by about \$3.2 million each year.

Alaska's harbor users pay \$6 million per year to the State through the marine fuel tax. The marine fuel tax is an appropriate source of funding for harbor deferred maintenance.

DOT&PF supports the preservation of existing facilities through the transfer of state facilities to local ownership. If a local community is willing to accept ownership, DOT&PF will evaluate the condition of the facility, prepare an estimate, and support an appropriation for sufficient funds for the community to make the needed repairs and renovations.

The DOT&PF also receives a small appropriation for deferred maintenance statewide to preserve and maintain remote and functionally deficient facilities.

Together this focus has made significant improvements to the overall condition of the public's harbors and has transferred 21 facilities to local control.



Above: Concrete damage at Valdez Harbor
Left: Damaged Harbor Piling

Harbors with funding in proposed Harbor Deferred Maintenance Bill

Location	Cost
Whittier (1 harbor)	\$ 2,449.0
Valdez (1 harbor)	\$ 3,212.0
Seldovia (1 harbor)	\$ 2,628.0
Petersburg (3 harbors)	\$ 3,729.0
Ketchikan (5 harbors)	\$ 3,938.0
Sitka (3 harbors)	\$ 2,234.5
Cordova (1 harbor)	\$ 4,876.0
Klawock (1 harbor)	\$ 896.0
Juneau (7 harbors)	\$ 7,119.0
Wrangell (5 harbors)	\$ 3,492.0
Yakutat (1 harbor)	\$ 526.0
Hoonah (2 harbors)	\$ 2,854.0
TOTAL	\$ 37,953.5

Thousands of Dollars

This proposal, if approved, will complete the transfer of 31 of Alaska's public harbor assets from state to local government and make the facilities safe and functional for many years to come.