

ALASKA LEGISLATURE

1892

HOUSE and SENATE FINANCE COMMITTEE FILES, 1999 - 2000

Glossary of Terms

AMHS - Alaska Marine Highway System - The department's system of vessels, terminals and routes that link most of Alaska's coastal communities from the Aleutians to Southeast.

AMATS - Anchorage Metropolitan Area Transportation Study - An organization of the Municipality of Anchorage, designated as the Municipal Planning Organization or MPO, and charged with developing a Transportation Improvement Program for the Anchorage urbanized area in compliance with surface transportation program law (ISTEA).

Apportionments(s) - The division among the many States of program funding levels authorized by ISTEA from the federal Highway Trust Fund. These amounts are calculated annually for each state and are available for use for four years. Expenditures of apportionment balance are limited by obligation authority. Programs designated in ISTEA include those shown on pp. 7-9.

ATIB - Alaska Transportation Infrastructure Bank - A new FHWA program, seeded with \$2.5 million for Alaska. After depositing the seed funding, match funding, federal-aid highway funding, and possibly other state funds into the bank, the State of Alaska can use the bank to make loans, back bond issues, and accelerate State federal-aid highway projects.

CTP - Community Transportation Program - A program of the Alaska Department of Transportation and Public Facilities that addresses a wide range of community transportation modes including rural and urban roads, transit, and ferry routes.

FFY - Federal Fiscal Year - The period October 1 - September 30. For example, FFY 1998 is the period October 1, 1997 - September 30, 1998.

FHWA - Federal Highway Administration - The federal agency of the US Department of Transportation responsible for funding highways, trails and ferries projects.

FTA - Federal Transit Administration - The federal agency of the US Department of Transportation responsible for funding transit related projects.

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991 - An act of Congress providing funding authorizations for highways, safety, and mass transportation for a six-year period for federal fiscal years 1992 through 1997.

MPO - Metropolitan Planning Organization - The forum for cooperative transportation decision making for an urbanized area. In Alaska, Anchorage is the only MPO. AMATS (Anchorage Metropolitan Area Transportation Study) is the Anchorage MPO.

Needs List - Transportation Needs and Priorities in Alaska - A document of the Alaska Department of Transportation and Public Facilities that lists all transportation and facilities needs in the state, including highways, ferries, trails, transit, airports, harbors, and buildings.

NHS - National Highway System - The most important highways and ferry routes in the United States. Congress must approve NHS designations based on recommendations by the FHWA.

Obligation Authority - The total amount of federal highway funds which can be authorized for projects in a given year. This amount results from annual Congressional appropriations and has historically been less than the annual total apportionments authorized by ISTEA.

PEB - Project Evaluation Board - The board empowered to evaluate projects; it is comprised of six managers from the Alaska Department of Transportation and Public Facilities. There is one board for surface transportation and another board for aviation.

SIP - State Implementation Plan - A plan which shows how the State will meet air quality standards as required by the 1977 Clean Air Act and amendments thereto.

STIP - State Transportation Improvement Program - A staged, multi-year, statewide, intermodal program of surface transportation projects which is governed by surface transportation regulations and funded primarily with surface transportation program funds.

SWTP - Statewide Transportation Plan - The official, statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

TIP - Transportation Improvement Program - Also known as the AMATS-TIP, a subset of the STIP developed by AMATS in Anchorage.

TRAAK - Trails and Recreational Access for Alaska - A program of the Alaska Department of Transportation and Public Facilities that addresses trails, scenic highways, recreational access points and interpretive facilities.

**Alaska Department of Transportation
and Public Facilities**
3132 Channel Drive, Room 200
Juneau, AK 99801-7898

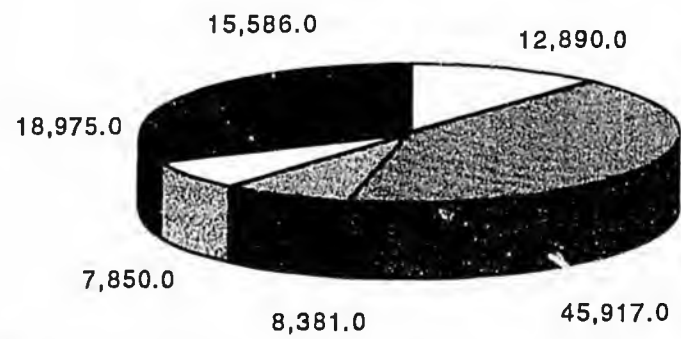


This document contains a proposed spending plan for surface transportation projects covering a 3 year horizon, with an outlook for three additional years. It applies to highway, road, ferry, trails and transit projects. Comments may be sent or additional copies of the document obtained by contacting the department. See the inside of the front cover for contact information.

TO:

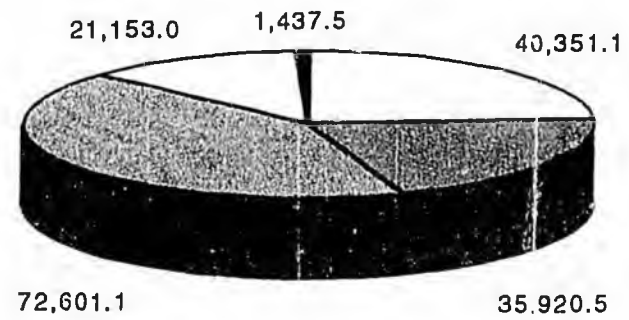
1998

Community Transportation Program



□ NEW □ Rehabilitation □ Reconstruction □ Maintenance ■ AMATS ■ Other

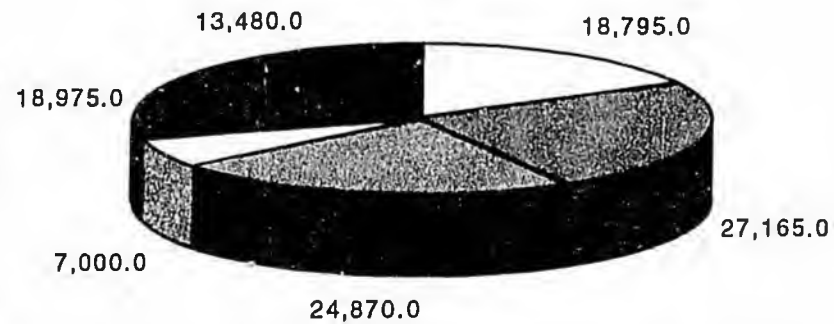
National Highway System



□ NEW □ Rehabilitation □ Reconstruction □ Maintenance ■ Other

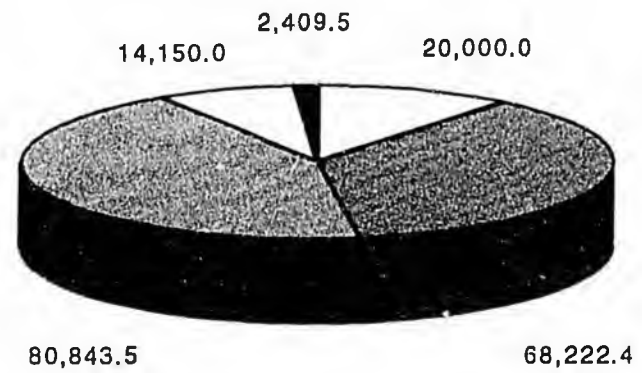
1999

Community Transportation Program



□ NEW ■ Rehabilitation ■ Reconstruction □ Maintenance ■ AMATS ■ Other

National Highway System



□ NEW ■ Rehabilitation ■ Reconstruction □ Maintenance ■ Other

ARCTIC OCEAN

ALASKA

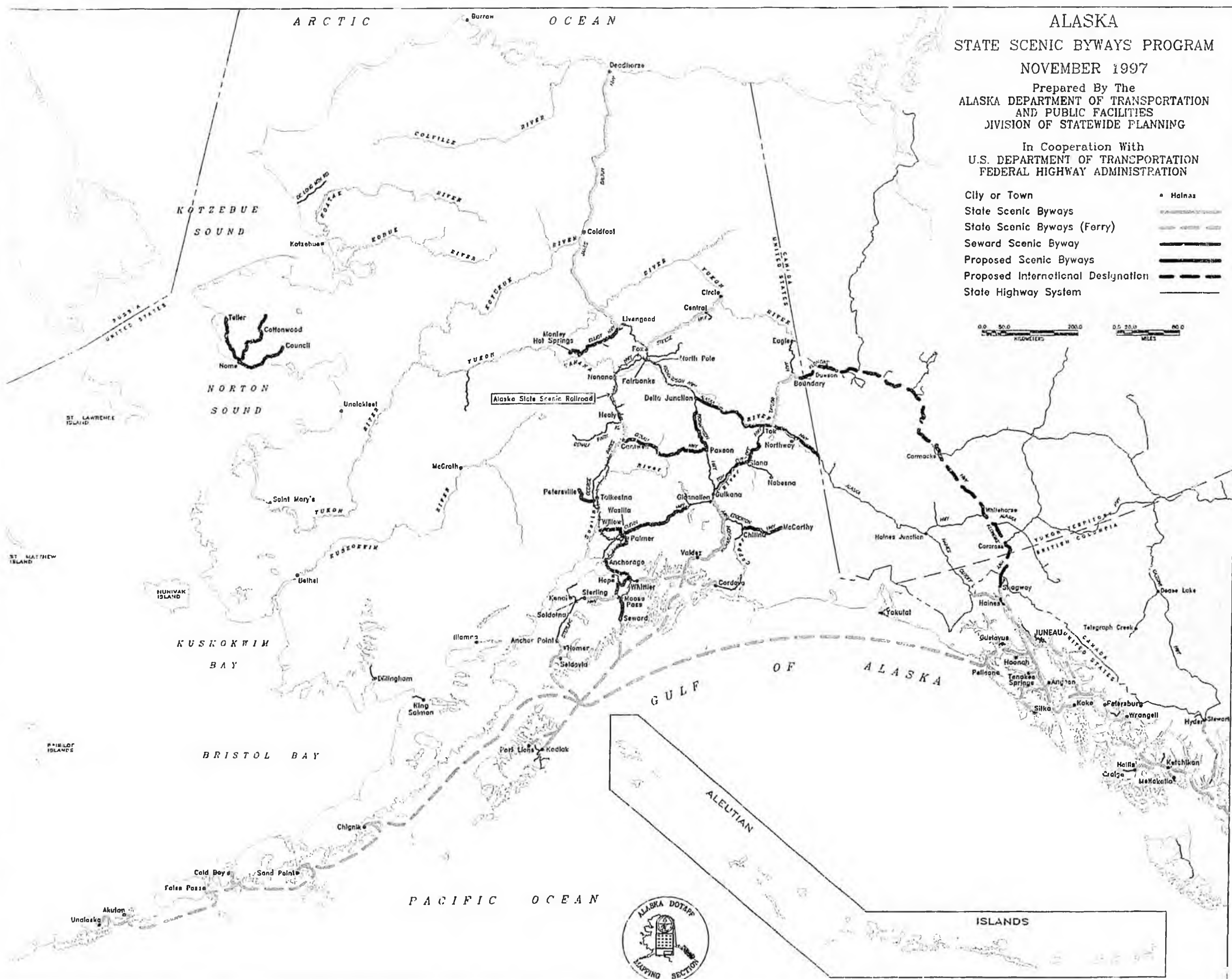
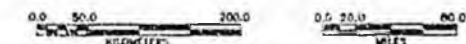
STATE SCENIC BYWAYS PROGRAM

NOVEMBER 1997

Prepared By The
ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
DIVISION OF STATEWIDE PLANNING

In Cooperation With
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

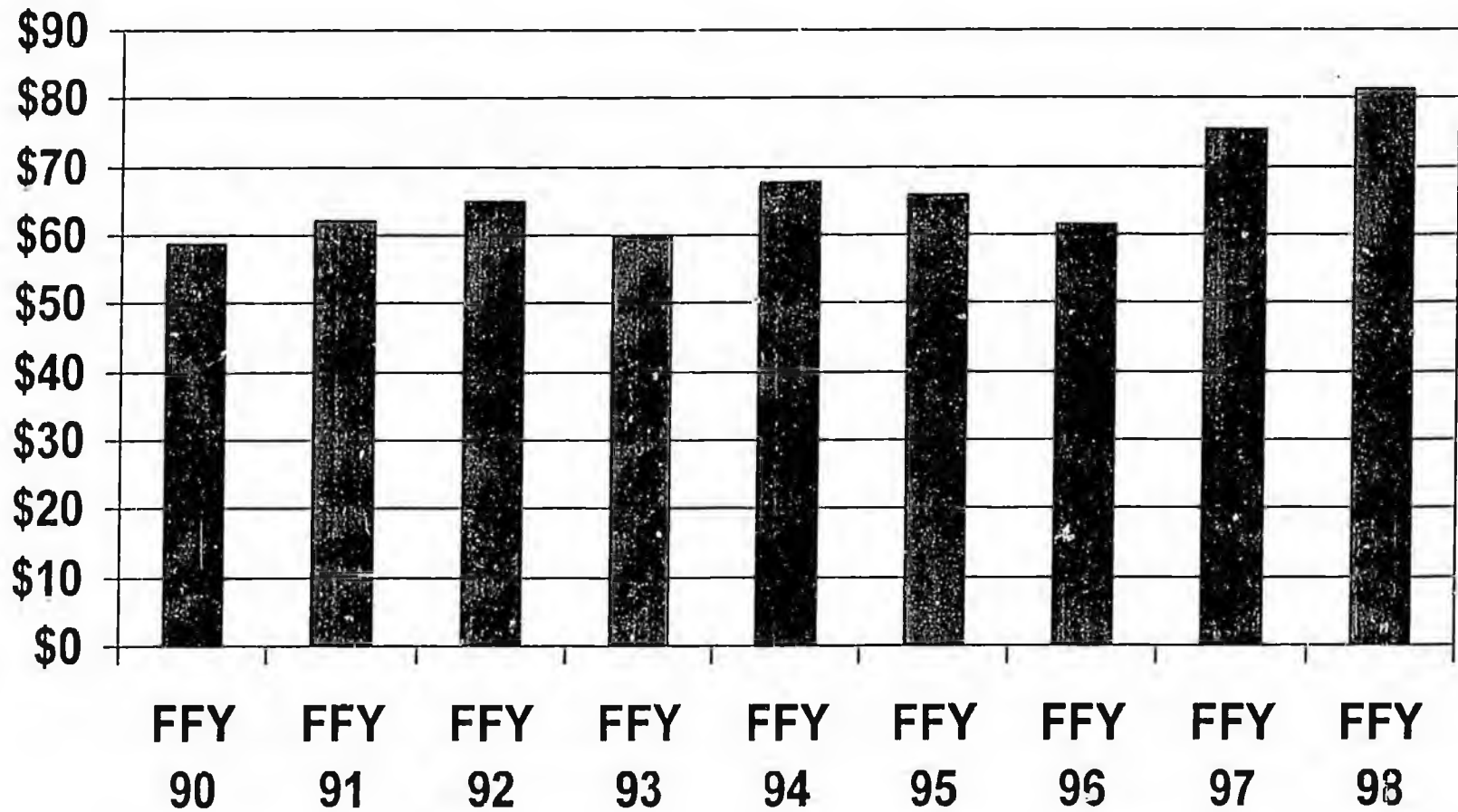
- City or Town • Haines
- State Scenic Byways —————
- State Scenic Byways (Ferry) - - - - -
- Seward Scenic Byway —————
- Proposed Scenic Byways —————
- Proposed International Designation —————
- State Highway System —————



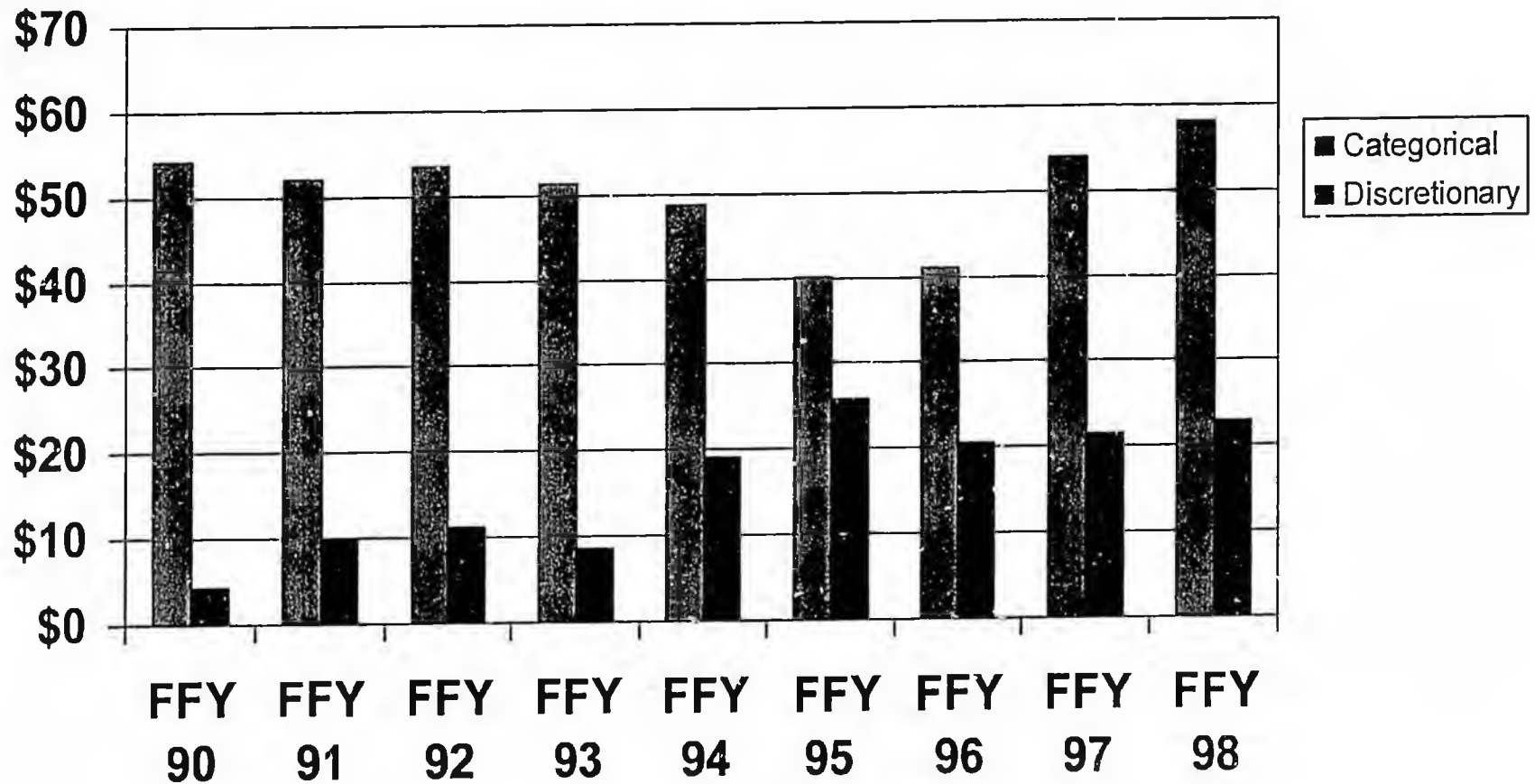
Airport Improvement Program

Annual Federal Funding

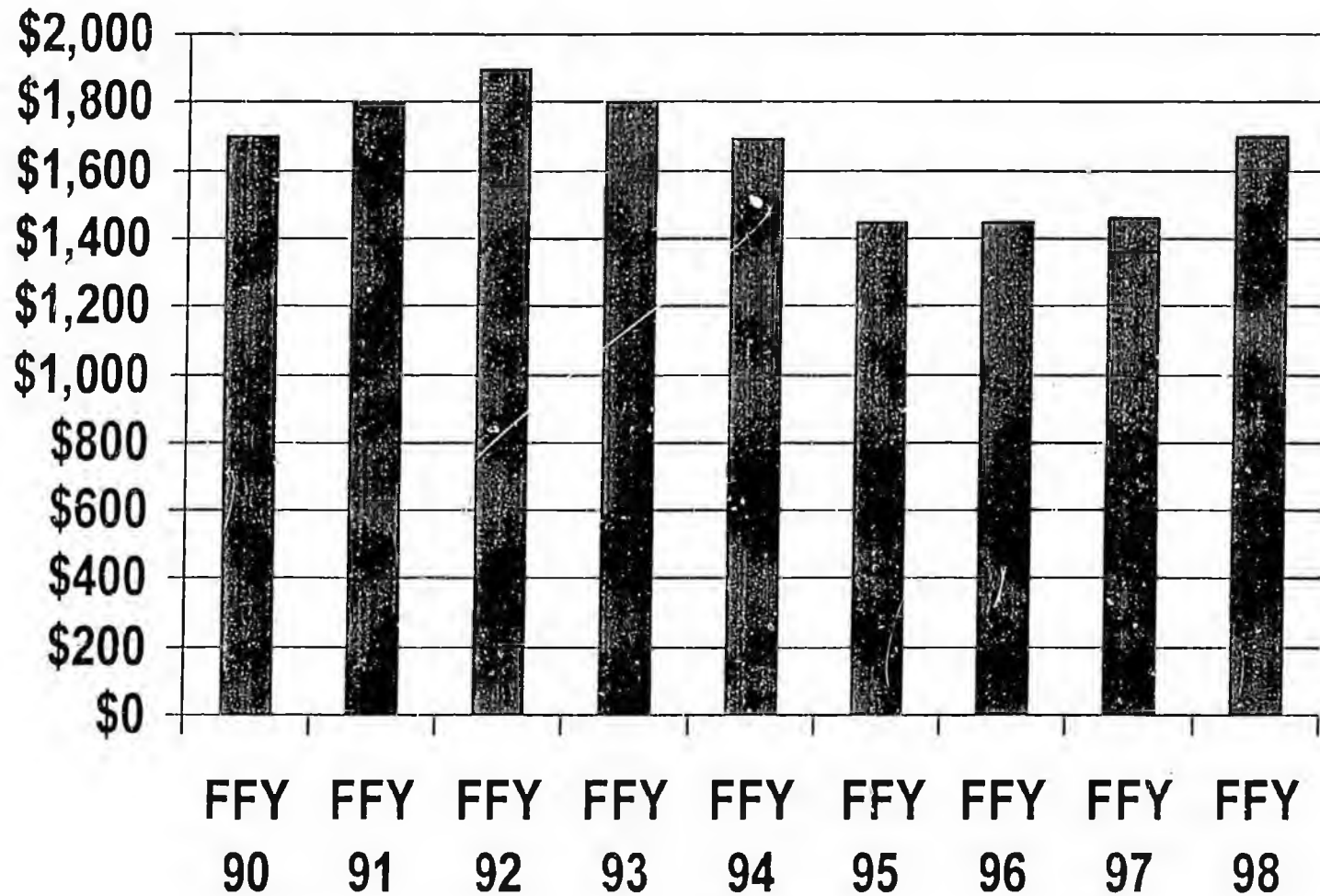
(Alaska Program In Millions)



Airport Improvement Program Categorical and Discretionary Funding (Alaska Program in Millions)



Airport Improvement Program National Funding Level (Annual Appropriations in Millions)



ALASKA

SUBSTANDARD AIRPORTS

FEBRUARY 1997

Prepared By The
ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
DIVISION OF STATEWIDE PLANNING

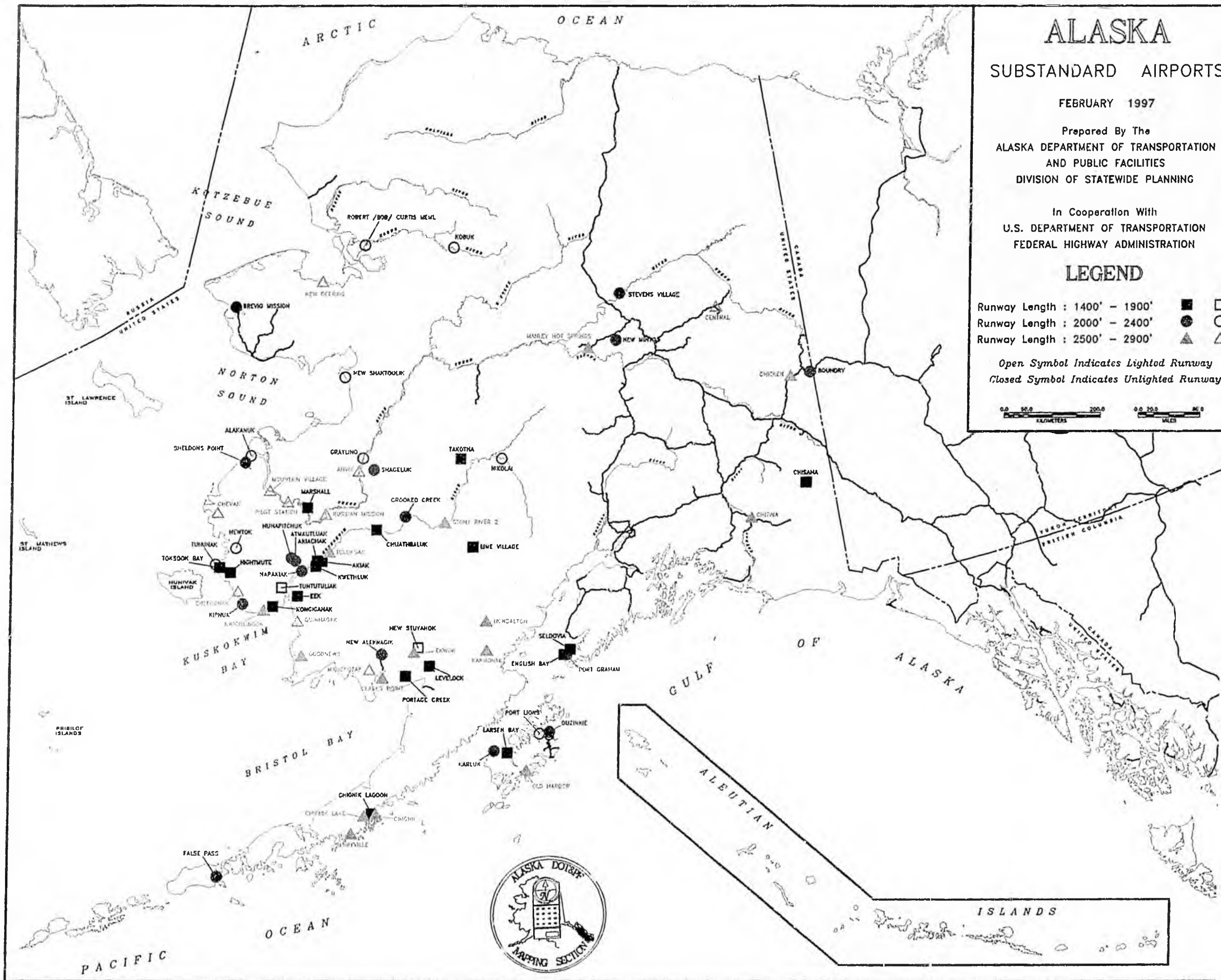
In Cooperation With
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LEGEND

Runway Length : 1400' - 1900' ■ □
Runway Length : 2000' - 2400' ● ○
Runway Length : 2500' - 2900' ▲ △

Open Symbol Indicates Lighted Runway
Closed Symbol Indicates Unlighted Runway

0.0 50.0 100.0 200.0 0.0 20.0 40.0
KILOMETERS MILES



**Draft FY'98-'02 AIP Spending Plan
February 3, 1998**

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
International Airport System								
ANC Air Cargo Terminal Apron LOI **	0	2,4						
ANC Airfield Blast Protection Stg. 1 ***	0	2,4		\$ 1,530,000				
ANC Airfield/Cargo Master Plan--Stg. 2	0	8	\$ 500,000					
ANC Cargo Apron Reconst. Stg. 1	0	2,4		\$ 1,800,000				
ANC Cargo Fueling Apron Expansion	0	2,4	\$ 4,680,000					
ANC Entitlement*	0				\$ 5,915,227			
ANC Entitlement*	0					\$ 5,915,227		
ANC Entitlement*	0						\$ 5,915,227	
ANC Noise/Flight Monitoring System ***	0	2,4		\$ 1,080,000				
ANC Radio Equipment	0	4		\$ 398,000				
ANC RWY 6L-24R Reconst.-- Stg. 2 ***	0	2,4		\$ 9,349,000				
ANC RWY 6L-24R Reconstruction--Stg. 1 ***	0	2,4	\$ 5,951,000					
ANC RWY 6R-24L & Lighting Rehab	0	4	\$ 306,000					
ANC Sand Storage Building (Alt)	0	2,4		\$ 420,000				
ANC Terminal Apron Reconstruction	0	2,4	\$ 728,000					
FAI Extend TWY "D" - Stg. 1	0	2,4	\$ 1,050,000					
FAI ARFF Truck Rebuild	0	4		\$ 290,812				
FAI Entitlement*	0				\$ 1,704,578			
FAI Entitlement*	0					\$ 1,704,578		
FAI Entitlement*	0						\$ 1,704,578	
FAI Environmental Mitigation & Drainage	0	2,4	\$ 1,100,000					
FAI SRE- Broom	0	4	\$ 300,000					
FAI Terminal Area Roads & Parking (Alt)	0	2,4	\$ 710,000					
FAI Terminal Improvement	0	2,4		\$ 1,600,000				
FAI Terminal Roads & Parking	0	2,4		\$ 710,000				
Lake Hood Sfty Area & Tie Downs (C) #	53	2,4		\$ 900,000				

* Specific projects to be determined by the airport.

** Letter of Intent (LOI) being pursued with FAA for additional discretionary funding.

**Note: Draft Spending Plan contains both entitlement and potential discretionary funded projects.
C=Contingency; LS=Local Sponsor project; Alt=International Airport Alternate Project; MYr=Multi-year project**

Draft FY'98-'02 AIP Spending Plan February 3, 1998

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
*** Differences for Anchorage International Airport projects between AIP funding amounts and the funding in the Governor's budget are due to the inclusion of International Airport Revenue Funds (IARF) in the Governor's budget.								
# Contingent on FAA's determination that Lake Hood Airport is eligible for the requested amount of Passenger Entitlement funding.								
Primary Airports								
Primary Airfield Projects								
Aniak Airport Apron Expansion	69	2,4						\$ 1,500,000
Barrow Apron, TWY & Fencing	82	2,4			\$ 1,500,000			
Bethel Air Taxi Apron Expansion	102	2,4	\$ 2,000,000					
BETHEL GA APRON EXPANSION	62	2,4						\$ 2,000,000
Bethel Heavy Apron Construction	94	2,4			\$ 4,500,000			
Bethel Partial Parallel TWY--Stg 2	90	2,4					\$ 2,000,000	
Bethel Partial Parallel TWY-Stg 1	118	2,4	\$ 4,000,000					
Bethel Runway Stabilization	100	2,4	\$ 1,000,000					
Cold Bay Crosswind RWY Resurf.	85	2,4			\$ 1,500,000			
Cordova Runway Rehabilitation	110	2,4	\$ 4,500,000					
Deadhorse Fencing & Safety Area Expansio	61	2,4						\$ 8,000,000
Dillingham Partial Parallel TWY Const	76	2,4					\$ 2,000,000	
Dillingham Runway Rehabilitation	84	2,4			\$ 3,500,000			
Gustavus Install Security Fencing	69	2,4	\$ 1,200,000					
Homer Airport Improvements	98	2,3,4			\$ 2,000,000			
Hoonah Airport Perimeter Fence	62	2,4						\$ 700,000
Hoonah Apron Expansion & Lease Lots	54	2,4						\$ 800,000
Hoonah Runway Lighting Installation	71	2,4					\$ 450,000	
Ketchikan Ferry Term. Improv-Ph2 MYr	99	4	\$ 798,331					
KETCHIKAN LOWER APRON OVERLAY	57	2,4						\$ 1,600,000
Ketchikan Airport Ferry Replacement (C)	84	4	\$ 1,500,000					
Ketchikan Airport Ferry Replacement	84	4		\$ 1,500,000				
Ketchikan West Taxiway Construct	78	2,4					\$ 13,000,000	

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**Draft FY'98-'02 AIP Spending Plan
February 3, 1998**

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
King Salmon Parallel TWY Const.	79	2,3,4				\$ 13,300,000		
Kodiak RWY 10-28/Apron/TWY Rehab.	89	2,4		\$ 5,400,000				
Kotzebue Apron Expansion & Fence	81	2,4			\$ 1,500,000			
Nome GA Parking Apron & Support Area	51	2,4						\$ 1,500,000
Nome Apron & TWY Improve	80	2,4				\$ 2,000,000		
Nome Rehab TWYs/Aprons -Ph 2 MYr	70	4	\$ 734,934					
Northern Region Security Fencing	0	2,4	\$ 1,000,000					
PETERSBURG WEST APRON EXP.	46	2,4						\$ 1,200,000
Sitka Apron Reconst. & Lease Lot Dev.	97	2,4		\$ 4,700,000				
Sitka Partial Parallel Taxiway Const	78	2,4					\$ 1,825,000	
Sitka Seawall/Safety Area Rehab	103	2,4			\$ 3,000,000			
Skagway Airport Reconstruction	130	2,3,4		\$ 8,800,000				
VALDEZ APRON REHAB & RWY-SA CONS	60	2,4						\$ 2,500,000
Wrangell Cargo Apron & Lease Lot Develop	60	2,4						\$ 3,500,000
Wrangell Runway Overlay	78	2,4				\$ 3,000,000		
Yakutat RWY/Apn. Resur & TWY Const.	88	2,4		\$ 5,650,000				
Yakutat RWY/TWY Lighting Rehab	102	2,4		\$ 2,000,000				
Primary Airport Buildings								
Barrow Construct SRE Bldg.	71	2,4	\$ 1,500,000					
Cordova (M. Smith) SRE Bld Const (C)	53	2,4		\$ 650,000				
Cordova (M. Smith) SRE Bld. Const	53	2,4			\$ 650,000			
Deadhorse Const. ARFF/SRE Bld	22	2,4	\$ 4,000,000					
Homer Sand Storage Bld	59	2,4		\$ 215,000				
Ketchikan SRE Building Construction	31	2,4				\$ 2,500,000		
Ketchikan Terminal Improvements	31	2,4						\$ 2,500,000
Kodiak Const. SRE/Sand Storage Bldg. (C)	59	2,4	\$ 2,000,000					
Kodiak Const. SRE/Sand Storage Bldg.	59	2,4		\$ 2,000,000				
Nome ARFF Building Construction	28	2,4					\$ 3,500,000	
Nome SRE Building Expansion	35	2,4				\$ 2,800,000		
Sitka Sand & Chem Storage Bld	62	2,4		\$ 1,700,000				

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**Draft FY'98-'02 AIP Spending Plan
February 3, 1998**

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Valdez Const. ARFF Bld	51	2,4	\$ 1,100,000					
Wrangell Sand & Chemical Bld (C)	47	2,4		\$ 1,700,000				
Wrangell Sand & Chemical Bld.	47	2,4			\$ 1,700,000			
Primary Airport Equipment								
Barrow SRE (Blade/ Brm/Bukt/Fks) (C)	54	4		\$ 400,000				
Barrow SRE (Blade/Brm/Buckt/Forks)	54	4			\$ 400,000			
Cordova SRE (Deicing Equipment)	56	4	\$ 90,000					
Deadhorse SRE (Snow Push Blade)	51	4			\$ 20,000			
Dillingham SRE (Snowblower)	106	4	\$ 440,000					
Gustavus ARFF Vehicle	65	4	\$ 500,000					
Homer ARFF Vehicle (C)	38	4		\$ 300,000				
Ketchikan SRE (Truck with Sander & Tank)	97	4	\$ 300,000					
Kodiak SRE (Broom)	98	4	\$ 147,000					
Kotzebue SRE (Grader)	30	4				\$ 180,000		
Nome SRE (Dozer)	61	4			\$ 275,000			
Nome SRE (Dozer) (C)	61	4		\$ 275,000				
Petersburg SRE (Towed Broom)	77	4		\$ 300,000				
Petersburg SRE (Towed Broom)(C)	77	4	\$ 300,000					
Sitka ARFF Vehicle (C)	41	4		\$ 550,000				
Sitka SRE (Truck w Plow & Tank) (C)	64	4	\$ 300,000					
Sitka SRE (Truck with Plow & Tank)	64	4		\$ 300,000				
Unalaska SRE (Truck with Plow)	59	4			\$ 135,000			
Unalaska SRE (Truck with Plow) (C)	59	4		\$ 135,000				
Valdez SRE (Grader)	27	4				\$ 180,000		
Wrangell SRE (Towed Broom)	75	4		\$ 300,000				
Wrangell SRE (Towed Broom) (C)	75	4	\$ 300,000					
Yakutat SRE (Deicing Truck)	109	4		\$ 310,000				
Yakutat SRE (Deicing Truck)(C)	109	4	\$ 310,000					
Yakutat SRE (Towed Broorn)	67	4	\$ 290,000					

Note: Draft Spending Plan contains both entitlement and potential discretionary funded projects.
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**Draft FY'98-'02 AIP Spending Plan
February 3, 1998**

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Primary Airport Planning								
Barrow Airport Master Plan	0	8	\$ 375,000					
Cordova Master Plan Update	0	8	\$ 375,000					
Haines Airport Master Plan Update	0	8					\$ 300,000	
Hoonah Airport Master Plan Update	0	8				\$ 300,000		
Ketchikan Airport Master Plan Update	0	8		\$ 450,000				
King Salmon Master Plan Update	0	8	\$ 350,000					
Kodiak Airport Master Plan Update	0	8	\$ 360,000					
Petersburg Airport Master Plan Update	0	8					\$ 300,000	
Sitka Master Plan Update	0	8	\$ 300,000					
State Aviation System Plan Update	0	8	\$ 300,000					
State Aviation System Plan Update	0	8		\$ 300,000				
State Aviation Systems Plan Update	0	8			\$ 300,000			
State Aviation System Plan Update	0	8				\$ 300,000		
State Aviation System Plan Update	0	8					\$ 300,000	
Unalaska Airport Master Plan	0	8		\$ 350,000				
Valdez Airport Master Plan Update	0	8		\$ 375,000				
Wrangell Airport Master Plan Update	0	8			\$ 300,000			
Yakutat Airport Master Plan Update	0	8				\$ 300,000		
Local Sponsor Primary Airports								
Juneau Entitlement* (L S)	0			\$ 1,383,697				
Juneau Entitlement* (L S)	0				\$ 1,383,697			
Juneau Entitlement* (L S)	0					\$ 1,383,697		
Juneau Entitlement* (L S)	0						\$ 1,383,697	
Juneau N. Terminal Acc. Reh. (L S)	0	2,4	\$ 140,000					

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Draft FY'98-'02 AIP Spending Plan
February 3, 1998

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Juneau Rehab. RWY PH II (L S)	0	2,4	\$ 505,888					
Juneau RWY Safety Area Design (LS)	0	2	\$ 55,000					
Juneau Security Fencing (L S)	0	2,4	\$ 750,000					
Juneau SRE Bldg. Design (L S)	0	2,4	\$ 400,000					
Juneau SRE-Plow Trucks-II (L S)	65	4	\$ 270,000					
Kenai ARFF Training Facility Ph 2 (LS)	0	2,4	\$ 2,877,747					
Kenai Entitlement* (L S)	0			\$ 677,747				
Kenai Entitlement* (L S)	0				\$ 677,747			
Kenai Entitlement* (L S)	0					\$ 677,747		
Kenai Entitlement* (L S)	0						\$ 677,747	
(* specific projects to be defined by the airport)								
Non-Primary Airports								
Non-Primary Airfield Projects								
Akiak Runway Reconstruction	136	2,3,4	\$ 3,860,000					
Alakanuk Airport Reconst/Relocate	127	2,3,4			\$ 7,000,000			
Anvik Airport Rehabilitation	92	2,3,4				\$ 2,000,000		
Atmoutluak Reconstruct--Stg. 2	??	2,4				\$ 2,400,000		
Atmoutluak Rehab/Extend RWY--Stg. 1	88	2,3,4	\$ 3,800,000					
Bettles Float Plane Base Improvement	89	2,3,4				\$ 1,500,000		
Big Lake Apron Expansion	67	2,4					\$ 800,000	
Buckland ROW Acquisition	0	3	\$ 200,000					
Chandalar Shelf RWY Rehab/SRE Bld	57	2,4					\$ 2,500,000	
Chefornak Airport Relocation	150	2,3,4		\$ 7,000,000				
Chefornak Airport Relocation (C)	150	2,3,4	\$ 7,000,000					
Chenega Bay Airport Lighting Install.	83	2,4				\$ 300,000		
Chevak Airport Relocation	125	2,3,4		\$ 7,000,000				
Chevak Airport Relocation (C)	125	2,3,4	\$ 7,000,000					
Chignik Airport Lighting Installation	84	2,4				\$ 350,000		

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Draft FY'98-'02 AIP Spending Plan February 3, 1998

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Chignik Lagoon Interim Improvements	116	2,4		\$ 1,000,000				
Chignik Lake RWY Resurf & Lighting	104	2,4			\$ 1,350,000			
Clark Bay Seaplane Float Construction	60	2,3,4					\$ 900,000	
Clarks Point Airport Relocation	114	2,3,4		\$ 4,200,000				
Eek Airport Relocation--Stg. 2	173	2,4					\$ 2,800,000	
Eek Airport Relocation--Stg. 1	173	2,3,4	\$ 2,300,000					
Ekwook Interim Improvements	96	2,4				\$ 1,100,000		
Elim Runway Rehabilitation	66	2,4					\$ 1,500,000	
Emmonak Airport Improvements	95	2,4				\$ 3,000,000		
Excursion Inlet Seaplane Float Replacement	79	2,3,4					\$ 800,000	
Galena Taxiway & Apron Improve	65	2,4					\$ 1,900,000	
Girdwood Apron Expansion	85	2,4				\$ 1,900,000		
Goodnews Bay Reconstruction	100	2,3,4			\$ 2,500,000			
Grayling Runway Extension	91	2,3,4				\$ 1,500,000		
Holy Cross Resurfacing & Lighting	81	2,4					\$ 1,000,000	
Huslia Airport Relocation	102	2,3,4			\$ 4,000,000			
Iliamna Paving & Fencing	96	2,4				\$ 4,000,000		
Kake Apron Expansion & Service Rd	55	2,4						\$ 2,300,000
Kake Obstruction Removal	84	2,3,4				\$ 8,800,000		
Kake Runway Extension	46	2,3,4						\$ 3,000,000
Kake Seaplane Float Replacement	84	2,4				\$ 600,000		
Kalskag Airport Improvements	121	2,3,4		\$ 2,000,000				
Karluk Airport Runway Reconstruction	111	2,3,4		\$ 2,500,000				
Kipnuk Airport Reconstruction--Stg. 2	148	2,3,4						\$ 2,500,000
Kipnuk Reconst/Realign--Stg. 1	148	2,3,4			\$ 3,000,000			
Klawock Airport Access Taxiway	48	2,4						\$ 600,000
Kobuk Airport Reconstruction	95	2,3,4				\$ 3,500,000		
Kokhanok Interim Improvements	98	2,4			\$ 1,300,000			
Kongiganak Airport Reconstruction	131	2,3,4						\$ 3,780,000
Kwethluk Airport Relocation	150	2,3,4		\$ 4,500,000				
Kwigillingok Airport Reconstruction	139	2,3,4						\$ 3,000,000
Lake Hood Float Ramp/Rd/TWY Sep	63	2,4					\$ 1,200,000	

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Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Lake Louise Runway Rehabilitation	97	2,3,4			\$ 1,500,000			
Lake Minchumina RWY Rehab/Ac Rd	65	2,3,4					\$ 1,500,000	
Levelock Airport Relocation	133	2,3,4		\$ 3,000,000				
Levelock Airport Relocation (C)	133	2,3,4	\$ 3,000,000					
Lime Village Erosion Cont. Interim Imp	100	2,3,4			\$ 500,000			
Marshall Airport Relocation	140	2,3,4	\$ 7,500,000					
McCarthy ROW Acquisition	0	3	\$ 937,500					
McGrath Airport Runway Reconst	109	2,4		\$ 6,226,000				
Minto Runway Rehabilitation	106	2,3,4			\$ 3,500,000			
Mountain Village Runway Rehab.	49	2,4						\$ 2,500,000
Naknek Airport Improvements	107	2,3,4			\$ 3,500,000			
Nanwalek Airport Interim Improvements	132	2,4		\$ 1,500,000				
Napakiaak Rehab/Extend/Widen RWY	99	2,3,4	\$ 3,400,000					
New Stuyahok Airport Relocation	147	2,3,4			\$ 3,500,000			
Nightmute Airport Reconstruction	131	2,3,4			\$ 3,500,000			
Nikolai Airport Improvements	108	2,3,4		\$ 3,200,000				
Noorvik Airport Relocation--Stg. 2	132	2,4	\$ 2,525,534					
Old Harbor Lighting Installation	70	2,4					\$ 300,000	
Ouzinkie Airport Reconst/Relocate	83	2,3,4					\$ 8,500,000	
Perryville Airport Improvements	100	2,3,4			\$ 2,500,000			
Pilot Point Airport Relocation	124	2,3,4		\$ 4,500,000				
Pilot Point Airport Relocation (C)	124	2,3,4	\$ 4,500,000					
Platinum Interim Improvements	76	2,3,4					\$ 1,000,000	
Port Graham Airport Relocation	122	2,3,4						\$ 4,000,000
Port Heiden Runway Resurfacing	83	2,4				\$ 2,250,000		
Prospect Creek ROW Acquisition	0	3	\$ 100,000					
Quartz Creek Runway Resurfacing	75	2,4					\$ 500,000	
Rampart RWY & Safety Area Rehab	101	2,4			\$ 2,000,000			
Red Devil Airport Improvements	80	2,4					\$ 1,500,000	
Russian Mission Runway Rehab	112	2,4		\$ 3,500,000				
Sand Point Runway Extension	81	2,4					\$ 4,100,000	
Sand Point Runway Rehabilitation	70	2,4					\$ 1,500,000	

Note: Draft Spending Plan contains both entitlement and potential discretionary funded projects.
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**Draft FY'98-'02 AIP Spending Plan
February 3, 1998**

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Scammon Bay Culvert Replacement	85	2,4				\$ 1,000,000		
Selawik Rehab. RWY Safety Area	89	2,3,4	\$ 1,274,077					
Seward Airport Lighting Replacement	76	2,4					\$ 350,000	
Shageluk Airport Reconstruction (C)	125	2,3,4	\$ 4,000,000					
Shageluk Airport Reconstruction	125	2,3,4		\$ 4,000,000				
Shaktolik Airport Relocation	119	2,3,4	\$ 4,300,000					
Sheldon Point RWY Exten/Light--Stg 2 (C)	104	2,4	\$ 2,000,000					
Sheldon Point RWY Exten/Light-Stg. 2 (C)	104	2,4		\$ 2,000,000				
Sheldon Point RWY Extension--Stg. 2	104	2,4			\$ 2,000,000			
Shungnak Airport ROW Acquisition	0	3	\$ 110,000					
St Marys Cross Wind RWY Rehab	86	2,4				\$ 2,500,000		
Stony River Airport Rehabilitation	103	2,3,4			\$ 3,000,000			
Tanana Apron	46	2,3,4						\$ 1,900,000
Teller Airport ROW Acquisition	0	3		\$ 1,100,000				
Teller Airport ROW Acquisition (C)	0	3	\$ 1,100,000					
Tok Airport ROW Acquisition	0	3	\$ 630,000					
Toksook Bay Airport Relocation	143	2,3,4						\$ 3,900,000
Tuluksak Airport Relocation	126	2,3,4						\$ 3,500,000
Tuntutuliak Airport Relocation--Stg. 1	143	2,3,4	\$ 2,450,000					
Tuntutuliak Airport Relocation--Stg. 2	143	2,4					\$ 2,750,000	
Tununak Airport Reconstruction	139	2,3,4		\$ 4,100,000				
Various Minor Runway Rehabilitation	0	2,4	\$ 80,000					
Willow Runway Resurfacing (Gravel)	73	2,4					\$ 350,000	
Non-Primary Buildings								
Chicken SRE Building Upgrade	9	2,4					\$ 140,000	
Chitna SRE Building Construction	30	2,4		\$ 650,000				
Cordova (Eyak Lk) SRE Bld Upgrade	11	2,4				\$ 480,000		
Holy Cross SRE Building Const.	27	2,4			\$ 600,000			
Iliamna ARFF Building Expan. (C)	49	2,4	\$ 1,100,000					
Iliamna ARFF Building Expansion	49	2,4		\$ 1,100,000				

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Draft FY'98-'02 AIP Spending Plan
February 3, 1998

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Kobuk SRE Building Construction	50	2,4	\$ 600,000					
Russian Mission SRE Bld Const	22	2,4			\$ 540,000			
Shishmaref SRE Building Upgrade	45	2,4	\$ 170,000					
Talkeetna Sand Storage Building	20	2,4				\$ 215,000		
Willow SRE Building Construction	33	2,4		\$ 430,000				
Willow SRE Building Construction (C)	33	2,4	\$ 430,000					
Non-Primary Equipment								
Aleknagik SRE (Grader) (C)	49	4		\$ 198,000				
Aleknagik SRE (Grader)	49	4			\$ 198,000			
Anvik SRE (Dozer)	45	4				\$ 100,000		
Atka SRE (Grader) (C)	64	4	\$ 198,000					
Atka SRE (Loader)	64	4		\$ 198,000				
Atmautluak SRE (Loader/Boss Plow)	41	4					\$ 175,000	
Beaver SRE (Dozer)	72	4	\$ 110,000					
BIRCH CREEK SRE (GRADER)	6	4						\$ 158,000
Chevak SRE (Grader)	37	4					\$ 200,000	
CHIGNIK SRE (WHEEL LOADER - 3Cy)	30	4						\$ 155,000
CHUA'HBALUK SRE (GRADER)	-6	4						\$ 175,000
Eek SRE (Loader with Boss Plow)	79	4					\$ 175,000	
Ekwok SRE (Grader)	35	4					\$ 198,000	
Elim SRE (Grader)	33	4						\$ 160,000
EMMONAK SRE (GRADER)	15	4						\$ 158,000
GALENA SRE (WING & BOSS PLOW--8 cy)	24	4						\$ 190,000
GAMBELL SRE (LOADER)	31	4						\$ 95,000
Hooper Bay SRE (Loader) (C)	50	4		\$ 300,000				
Hooper Bay SRE (Loader)	50	4			\$ 300,000			
Hooper Bay SRE (Snowblower) (C)	50	4		\$ 150,000				
Hooper Bay SRE (Snowblower)	50	4			\$ 150,000			
HUGHES SRE (GRADER)	20	4						\$ 170,000
HUSLIA SRE (DOZER)	25	4						\$ 158,000

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**Draft FY'98-'02 AIP Spending Plan
February 3, 1998**

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Iliamna SRE (Grader)	77	4	\$ 275,000					
Kalskag SRE (Dozer)	58	4			\$ 90,000			
Kalskag SRE (Dozer) (C)	58	4		\$ 90,000				
Kalskag SRE (Grader) (C)	49	4		\$ 198,000				
Kalskag SRE (Grader)	49	4			\$ 198,000			
KALTAG SRE (GRADER)	12	4						\$ 158,000
Kiana SRE (Dozer)	36	4					\$ 100,000	
KIVALINA SRE (GRADER)	29	4						\$ 158,000
KONGIGANAK SRE (GRADER)	21	4						\$ 175,000
Kwethluk SRE (Grader)	42	4				\$ 175,000		
Little Diomedea SRE (Dozer)	40	4					\$ 175,000	
MANAKOTAK SRE (GRADER)	12	4						\$ 198,000
MINCHUMINIA SRE (DOZER)	22	4						\$ 85,000
Napakiak SRE (Grader)	56	4			\$ 175,000			
Napakiak SRE (Grader) (C)	56	4		\$ 175,000				
Nelson Lagoon SRE (Grader)	79	4	\$ 220,000					
Nightmute SRE (Grader)	74	4				\$ 175,000		
Noorvik SRE (Grader)	66	4		\$ 210,000				
Noorvik SRE (Grader)(C)	66	4	\$ 210,000					
Pilot Station SRE (Grader)	45	4				\$ 158,000		
Port Graham SRE (Grader)	43	4				\$ 165,000		
Port Heiden SRE (3 CY Loader)	35	4					\$ 155,000	
RED DEVIL SRE (GRADER)	27	4						\$ 220,000
Red Devil SRE (Loader with Bucket)	33	4						\$ 161,000
RUSSIAN MISSION SRE (DOZER)	4	4						\$ 100,000
Shaktoolik SRE (Grader)	43	4				\$ 210,000		
Shishmaref SRE (Grader)	37	4					\$ 160,000	
Sleetmute SRE (Grader)	34	4						\$ 175,000
St. Paul SRE (Snowblower)	70	4		\$ 300,000				
St. Paul SRE (Snowblower)(C)	70	4	\$ 300,000					
Stony River SRE (Grader)	43	4				\$ 198,000		
STONY RIVER SRE (DOZER)	27	4						\$ 155,000

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**Draft FY'98-'02 AIP Spending Plan
February 3, 1998**

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
TANANA SRE (LOADER)	26	4						\$ 185,000
Tatitlek SRE (Loader)	64	4		\$ 120,000				
Tatitlek SRE (Loader) (C)	64	4	\$ 120,000					
Togiak SRE (Grader)	33	4						\$ 220,000
Tuluksak SRE (Loader w attachments)	58	4						\$ 167,000
Tuntutuliak SRE (Loader)	61	4					\$ 175,000	
TUNUNAK SRE (LOADER)	24	4						\$ 175,000
UGASHIK SRE (GRADER)	20	4						\$ 193,000
Unalakleet SRE (Loader)	41	4					\$ 160,000	
Various Airports Communication Equip	0	4	\$ 100,000					
WALES SRE (GRADER)	-4	4						\$ 153,000
Non-Primary Planning								
Cook Inlet Regional GA System Plan--Stg. 2	0	8	\$ 250,000					
Kantishna Master Plan	0	8	\$ 375,000					
Kivalina Airport Master Plan	0	8	\$ 375,000					
Lime Village Airport Master Plan	0	8			\$ 320,000			
New Stuyahok Airport Master Plan	0	8	\$ 320,000					
Ouzinkie Airport Master Plan	0	8		\$ 320,000				
Saint Marys Airport Master Plan	0	8		\$ 375,000				
State Aviation System Plan Update	0	8	\$ 400,000					
State Aviation System Plan Update	0	8		\$ 400,000				
State Aviation System Plan Update	0	8			\$ 400,000			
State Aviation System Plan Update	0	8				\$ 400,000		
State Aviation System Plan Update	0	8					\$ 400,000	
Takotna Airport Master Plan	0	8		\$ 320,000				

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Draft FY'98-'02 AIP Spending Plan
February 3, 1998

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Local Sponsor Non-Primary Airports								
Airfield Improvements								
Akiachak Airport Relocation (LS)	174	2,3,4						\$ 4,000,000
Anaktuvuk Pass Rehab. Rnwy Stg. 1 (L S)	104	2,4	\$ 4,000,000					
Anaktuvuk Pass Rehab. Rnwy Stg. 2 (L S)	104	2,4		\$ 3,000,000				
Anch-Merrill Fld Const TWY B Stg. 1 (LS)	0	2,4	\$ 800,000					
Anch-Merrill Fld Rehab RWY 6-24 Light (LS)	0	2,4	\$ 950,000					
Anch-Merrill Fld Relocate TWY G (LS)	0	2,4	\$ 500,000					
Anch-Merrill Fld Safety Fencing (LS)	0	2,4	\$ 500,000					
Anch-Merrill Fld Obstruction Removal (LS)	71	2,3,4					\$ 500,000	
Anch-Merrill Fld Apron Q Construction (LS)	60	2,4					\$ 1,200,000	
Anch-Merrill Fld TWY G & R Const (L S)	60	2,4					\$ 1,100,000	
Anch-Merrill Fld. TWY "B" Stg. 2 (LS)	65	2,4					\$ 746,670	
Arctic Village Runway Rehab (L S)	77	2,4					\$ 2,000,000	
Palmer Lg Cargo Apron Expansion (LS)	52	2,4						\$ 1,443,600
Palmer Obstruction Removal (L S)	71	2,3,4					\$ 225,000	
Palmer RWY 15/33 P-TWY Con (LS)	64	2,4					\$ 1,450,000	
Quinhagak Airport Relocation--Stg 1 (LS)	137	2,3,4		\$ 4,860,000				
Quinhagak Apt Relocation--Stg 2 (LS)	137	2,4				\$ 1,900,000		
Stevens Village Airport Relocation (LS)	118	2,3,4						\$ 4,600,000
Tetlin Airport Rehabilitation (LS)	133	2,3,4						\$ 2,000,000
Wasilla Airport Paving (L S)	78	2,4		\$ 1,500,000				
Equipment								
Anch-Merrill Fld SRE (Trucks) (LS)	52	4	\$ 250,000					
Arctic Village SRE (Grader) (LS)	0	4	\$ 180,000					

Note: Draft Spending Plan contains both entitlement and potential discretionary funded projects.
C=Contingency; LS=Local Sponsor project; Alt=International Airport Alternate Project; MYr=Multi-year project

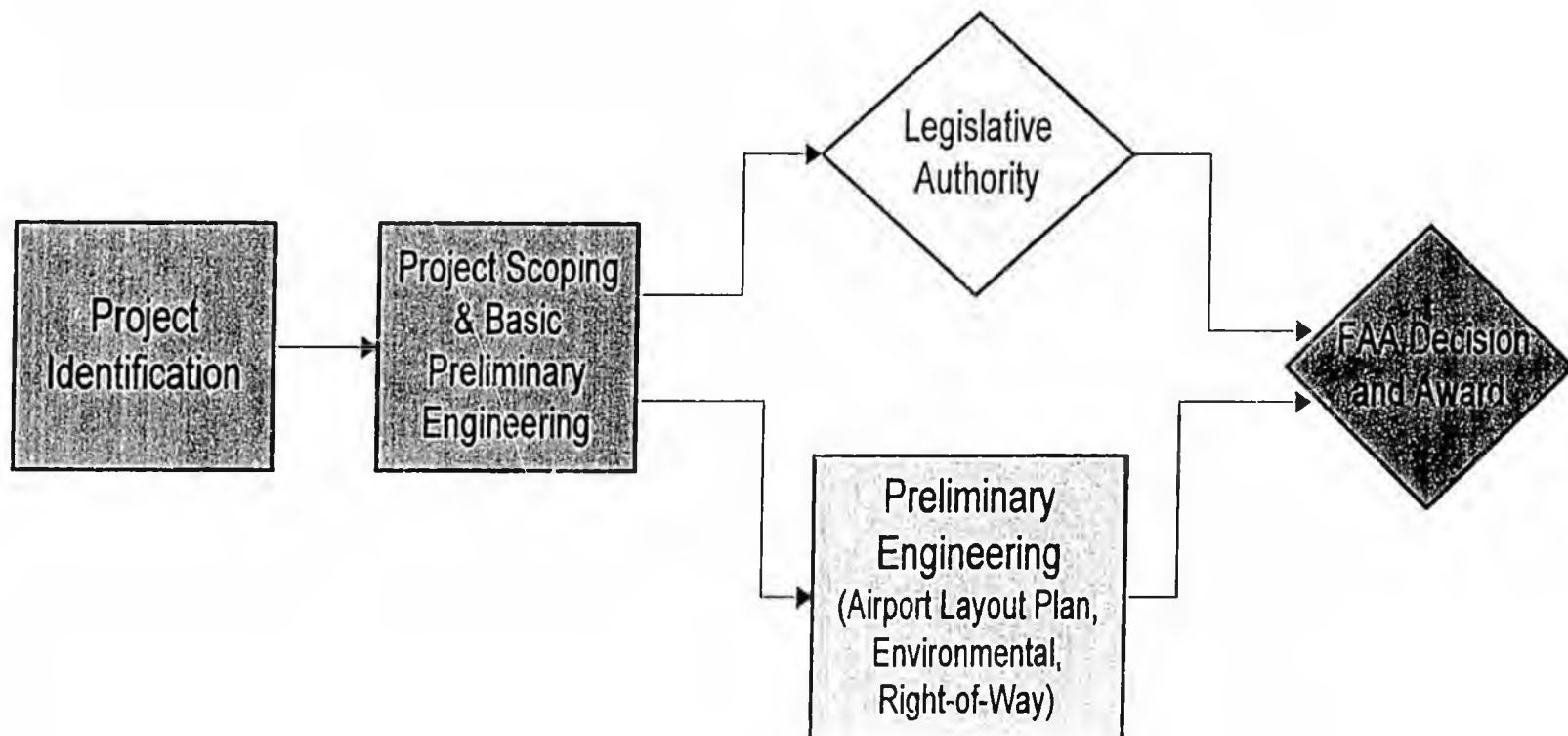
**Draft FY'98-'02 AIP Spending Plan
February 3, 1998**

Project	APEB Score	Phase	FFY '98	FFY '99	FFY '00	FFY '01	FFY '02	>5 Years
Planning								
Akiachak Airport Master Plan (L S)	0	8	\$ 375,000					

Note: Draft Spending Plan contains both entitlement and potential discretionary funded projects.
C=Contingency; LS=Local Sponsor project; Alt=International Airport Alternate Project; MYr=Multi-year project

Airport Improvement Program

Discretionary Project Funding Process



2/3/99

Overview:

Bargain.

Units...

SFIN

FILE

1998/1999 CONTRACT NEGOTIATIONS

The State of Alaska has twelve contracts covering state employees:

Bargaining Unit	Contract Expires	Negotiations
General Government (GGU) Approximately 7745 employees	6/30/99	Met 1/11-1/13/99 1/21-1/22/99 Sked 2/9-2/11/99 2/22-2/24/99 3/30-4/1/99 4/12-4/14/99 4/26-4/28/99
Supervisory (SU) Approximately 1143 employees	6/30/99	Interest Based Bargaining (IBB) Training 2/24 & 2/25
Labor, Trades & Crafts (LTC) Approximately 1596 employees	6/30/99	Mutual IBB Training Met 11/9-11/13/99 12/9-12/11/99 1/5-1/6/99 1/25-27/99 Sked 2/28-3/2/99
PSEA Troopers Approximately 312 employees	12/31/98	"Talks" req for 12/21 or 12/22/98
PSEA Correctional Officers Approximately 724 employees New Bargaining Unit & Contract	6/30/99	Met 10/27/98 12/8-12/10/98 1/5-1/6/99 1/19-1/21/99 Sked 3/9-3/11/99 3/24-3/26/99 4/1-4/2/99 4/12-4/15/99 5/3-5/5/99 5/17-5/19/99

Bargaining Unit	Contract Expires	Negotiations
Inlandboatmen's (IBU) Unlicensed personnel of the Alaska Marine Highway System). Approximately 582 employees	5/31/99	Met 12/14-12/17/98 1/8-1/11/99 Sked 2/3-2/21/99
Masters, Mates & Pilots (MMP) Licensed Deck Officers of the Alaska Marine Highway System Approximately 72 employees	5/31/99	Not Requested
Marine Engineers (MEBA) Licensed Engineers of the Alaska Marine Highway System Approximately 74 employees	10/31/99	Not requested to date. MEBA does have reopener provision after 10/98
Confidential (CEA) Approximately 188 employees	6/30/99	Interest Based Bargaining (IBB) Training 2/24 & 2/25/99
Alyeska Central School (ACSEA) (Correspondence School) Approximately 26 employees	6/30/99	
Alaska Vocational Tech (AVTECTA) (Seward) Approximately 32 employees	6/30/99	
Mt. Edgecumbe (TEAME) Approximately 16 employees	6/30/98	Met 12/4-12/5/99 Sked 2/12-2/13/99(tent)

Bargaining Unit Summary of Negotiations

Unit	Expires	Status
1. General Government (GGU)	6/30/99	<p>Current agreement effective July 1, 1996, through June 30, 1999. Effective July 1, 1996, the salary schedules were increased by 1.4%. Effective July 1, 1997, the salary schedules were increased by 1.5%. Effective July 1, 1998, the salary schedules were increased by 0.6%. The State's monthly health insurance contribution increased to \$488.50 and the employees' contribution to \$84.40 on July 1, 1998. Martin Luther King, Jr. Day will be observed by Class One employees also. January 1, 1997, the employee's birthday is no longer observed. February 1999, Lincoln's Birthday will no longer be observed. Overtime after 37.5 hours of <u>work</u> in a workweek, versus 37.5 in <u>pay status</u>.</p> <p>A request to bargain a successor agreement has been received, asking for six days per month, December through April.</p> <p>Effective July 1, 1996, Correctional Officers converted to a system of personal leave, with a 60% conversion of sick leave hours to personal leave. Correctional Officers became a separate bargaining unit effective January 21, 1998. (See unit 12 below.)</p>
2. Labor, Trades and Crafts (LTC)	6/30/99	<p>Current agreement effective July 1, 1996, through June 30, 1999. Effective July 1, 1996, the wage schedules were increased by 1.4%. Effective July 1, 1997, the wage schedules were increased by 1.5%. Effective July 1, 1998, the wage schedules were increased by 0.6%. Tool allowance increased by \$10 per month. The State's monthly contribution to the Public Employees Local 71 Health and Welfare Trust increased by \$10 per month effective July 1, 1997. The increase was matched by an increase in payroll deductions from employees. The State's monthly contribution increased by \$16 per month effective July 1, 1998. The increase was matched by an increase in payroll deductions from employees. Employees in the bargaining unit during the pay period July 1 through July 15, 1996, received a one-time addition of two days of leave to their personal leave accounts. Holidays proclaimed by the president of the United States will no longer be recognized.</p>
3. Supervisory (SU)	06/30/99	<p>Current agreement effective July 1, 1996, through June 30, 1999. Includes salary schedule adjustment for overtime eligible employees of 1.4% on July 1, 1996. Effective July 1, 1997, the salary schedules were increased by 1.5%. Effective July 1, 1998, the salary schedules were increase by 0.6%. The salary schedule for overtime ineligible bargaining unit members was increased by 1.5% on July 1, 1996, again on July 1, 1997, and again on July 1, 1998. \$50,000 is allocated for supervisory training each year of the agreement. The standby rate of pay for overtime ineligible employees is increased from .75 hours pay per standby day to 1.25.</p>
4. Inlandboatmen (IBU)	5/31/99	<p>Current agreement effective June 9, 1996, through May 31, 1999. Effective July 1, 1996, the salary schedules were increased by 1.4%. Effective July 1, 1997, the salary schedules were increased by 1.5%. Effective July 1, 1998, the salary schedules were increase by 0.6%. A</p>

Note: Negotiations generally are scheduled so that contract ratification is accomplished in time for submission of monetary terms to the Legislature. Interest arbitration is possible in all units with Class 1 employees: GGU, SU, PSEA, LTC, CEA, Correctional Officers.

Updated 11/10/98, MPM

CORRECTION

THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
ASSURE LEGIBILITY OR PAGINATION



Rev. 6/98

Central Microfilm Services
Department of Education & Early Development
State of Alaska

Bargaining Unit Summary of Negotiations

Unit	Expires	Status
1. General Government (GGU)	6/30/99	<p>Current agreement effective July 1, 1996, through June 30, 1999. Effective July 1, 1996, the salary schedules were increased by 1.4%. Effective July 1, 1997, the salary schedules were increased by 1.5%. Effective July 1, 1998, the salary schedules were increased by 0.6%. The State's monthly health insurance contribution increased to \$488.50 and the employees' contribution to \$84.40 on July 1, 1998. Martin Luther King, Jr. Day will be observed by Class One employees also. January 1, 1997, the employee's birthday is no longer observed. February 1999, Lincoln's Birthday will no longer be observed. Overtime after 37.5 hours of <u>work</u> in a workweek, versus 37.5 in <u>pay status</u>.</p> <p>A request to bargain a successor agreement has been received, asking for six days per month, December through April.</p> <p>Effective July 1, 1996, Correctional Officers converted to a system of personal leave, with a 60% conversion of sick leave hours to personal leave. Correctional Officers became a separate bargaining unit effective January 21, 1998. (See unit 12 below.)</p>
2. Labor, Trades and Crafts (LTC)	6/30/99	<p>Current agreement effective July 1, 1996, through June 30, 1999. Effective July 1, 1996, the wage schedules were increased by 1.4%. Effective July 1, 1997, the wage schedules were increased by 1.5%. Effective July 1, 1998, the wage schedules were increased by 0.6%. Tool allowance increased by \$10 per month. The State's monthly contribution to the Public Employees Local 71 Health and Welfare Trust increased by \$10 per month effective July 1, 1997. The increase was matched by an increase in payroll deductions from employees. The State's monthly contribution increased by \$16 per month effective July 1, 1998. The increase was matched by an increase in payroll deductions from employees. Employees in the bargaining unit during the pay period July 1 through July 15, 1996, received a one-time addition of two days of leave to their personal leave accounts. Holidays proclaimed by the president of the United States will no longer be recognized.</p>
3. Supervisory (SU)	06/30/99	<p>Current agreement effective July 1, 1996, through June 30, 1999. Includes salary schedule adjustment for overtime eligible employees of 1.4% on July 1, 1996. Effective July 1, 1997, the salary schedules were increased by 1.5%. Effective July 1, 1998, the salary schedules were increase by 0.6%. The salary schedule for overtime ineligible bargaining unit members was increased by 1.5% on July 1, 1996, again on July 1, 1997, and again on July 1, 1998. \$50,000 is allocated for supervisory training each year of the agreement. The standby rate of pay for overtime ineligible employees is increased from .75 hours pay per standby day to 1.25.</p>
4. Inlandboatmen (IBU)	5/31/99	<p>Current agreement effective June 9, 1996, through May 31, 1999. Effective July 1, 1996, the salary schedules were increased by 1.4%. Effective July 1, 1997, the salary schedules were increased by 1.5%. Effective July 1, 1998, the salary schedules were increase by 0.6%. A</p>

Note: Negotiations generally are scheduled so that contract ratification is accomplished in time for submission of monetary terms to the Legislature. Interest arbitration is possible in all units with Class 1 employees: GGU, SU, PSEA, LTC, CEA, Correctional Officers.

Bargaining Unit Summary of Negotiations

Unit	Expires	Status
		request to bargain beginning after November 23, 1998, has been received.
5. Marine Engineers (MEBA)	10/31/99	Current agreement effective November 1, 1996 through October 31, 1999. Effective July 1, 1997, the wage schedules were increased by 1.5%. Effective July 1, 1998, the wage schedules were increased by 0.6%. The wage schedules will be adjusted by one half of the increase in the Anchorage Consumer Price Index (CPI-U), not to exceed 1.5%, in 1999; a 4.5% increase is guaranteed if the CPI should exceed 9% over the term of the agreement. Lincoln's Birthday will be treated as a floating holiday. Personal leave accrual for M/V BARTLETT AND TUSTUMENA increased to 14.75 days per month. The union may request a bargaining reopener except for wages after November 1, 1998.
6. Masters, Mates & Pilots (MM&P)	5/31/99	Current agreement effective June 1, 1996, through May 31, 1999. Effective July 1, 1996, the wage schedules were increased by 1.4%. Effective July 1, 1997, the wage schedules were increased by 1.5%. Effective July 1, 1998, the wage schedules were increase by 0.6%. Southwest Deck Officers will be paid for the 31st day of the month if worked. Lincoln's birthday will be treated as a floating holiday.
7. Public Safety (PSEA)	12/31/98	Current agreement effective January 1, 1996, to December 31, 1998. Effective July 1, 1996, the salary schedules were increased by 1.5%. Effective July 1, 1997, the salary schedules were increased by 1.5%. Effective July 1, 1998, the salary schedules were increase by 1.5%. Effective July 1, 1996, the State's health insurance contribution was increased to \$495. Effective July 1, 1997, the State's health insurance contribution increased to \$520. A request to bargain a successor agreement was received October 9, 1998.
8. Correspondence Teachers	6/30/99	Current agreement effective July 1, 1996, through June 30, 1999. Effective July 1, 1996, the salary schedule was increased by 1.4%. Effective July 1, 1997, the salary schedule was increased by 1.5%. Effective July 1, 1998, the salary schedule was increased by 0.6%. The unit choose to join a health trust with the State's contribution rate fixed at \$423.50, the employees paying any balance.
9. Alaska Vocational Technical Center (AVTEC)	06/30/99	Current agreement effective July 1, 1996, through June 30, 1999. Effective July 1, 1997, the salary schedule was increased by 1.5%. Effective July 1, 1998, the salary schedule was increased by 0.6%. The state's monthly health insurance contribution increased to \$450 per month for each eligible employee the employer provided health plan changed to a flexible benefits plan.
10. Confidential (K)	06/30/99	Current agreement effective July 1, 1998, through June 30, 1999. There was no pay increase on July 1, 1998, The State's contribution to health insurance increased to \$500 per month. A reopener clause for September, 1998, was not exercised.

Note: Negotiations generally are scheduled so that contract ratification is accomplished in time for submission of monetary terms to the Legislature. Interest arbitration is possible in all units with Class 1 employees: GGU, SU, PSEA, LTC, CEA, Correctional Officers.

Updated 11/10/98, MPM

Bargaining Unit Summary of Negotiations

Unit	Expires	Status
11. Mt. Edgecumbe Teachers	06/30/98	Expired agreement effective July 1, 1994. Extended through June 30, 1998. Salary schedule increased 1.6%, 2%, and 3% July 1, 1994, 1995, and 1996 respectively; unit was moved to the employer's health insurance plan, with the option to convert to a health trust on or after July 1, 1996 at \$450 per month; leave accrual capped at the five year rate; teacher sabbatical at state's sole discretion available after seven years. Negotiations for successor to begin December 4, 1998.
12. Correctional Officers	06/30/99	New unit effective January 21, 1998. Represented by Public Safety Employees Association. Interim agreement in place until June 30, 1999, or earlier if a successor agreement is reached. Request to bargain successor has been received, ground rules negotiating session completed, substantive negotiations to start in December.

Note: Negotiations generally are scheduled so that contract ratification is accomplished in time for submission of monetary terms to the Legislature. Interest arbitration is possible in all units with Class 1 employees: GGU, SU, PSEA, LTC, CEA, Correctional Officers.

2/5/99

25 year

General

Fund...

SFIN

FILE

25 Year General Fund History

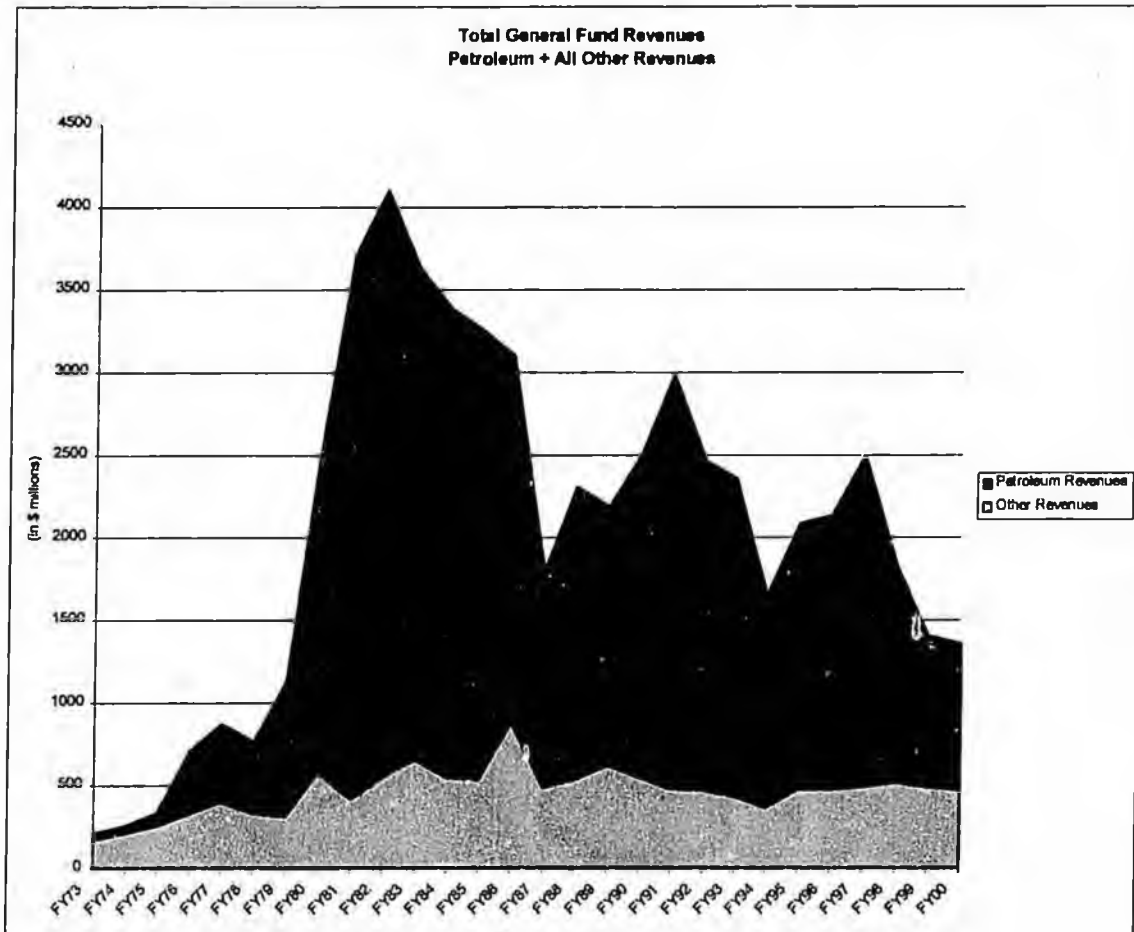
Presented to the Senate Finance Committee
February 5, 1999

Legislative Finance Division
David Teal, Legislative Fiscal Analyst
Ginger Blaisdell, Fiscal Analyst

Oil Revenues as Part of Alaska's Overall Revenue

The following graph (Figure 1) illustrates the volatility of oil and gas property taxes, severance taxes, corporate income tax, and rents and royalties on Alaska's total revenue.

Figure 1



The small spikes in the "other revenues" line are attributed to:

- 1980 Investment earnings
- 1983 Investment earnings
- 1986 Settlement payments

The greatest peak in 1981-1982 was due to extraordinarily high world oil prices that occurred at the same time Alaska's production came onto the market. Alaska was producing 2million barrels per day at that time. Alaska's production level is currently about half and the price per barrel is less than half of the 1982 levels; 1982 = \$34.92/bbl x 2million, 1999 = \$11.58/bbl x 1.17million.

Observations: 1. oil revenue is not stable, 2. downward trend in oil revenue, and 3. concern with stability is no surprise. Various proposals surfaced during the low revenue years - 1987-Permanent Fund Earnings split; 1994-Cremo and Long Range Planning Commission plans; 1999-we are now considering other plans. Attempts to cut off peak revenue by creating "savings" accounts - 1986 the Statutory Budget Reserve was formally created (old rainy day fund); 1990 the Constitutional Budget Reserve

Oil Forecast - Price and Production

In general, Alaska's oil forecasts have been close to actual earnings over the past 15 years. Overall, the Department of Revenue has under-projected oil revenues by \$.82/bbl. (See Figure 2 on the following page.)

Figure 2

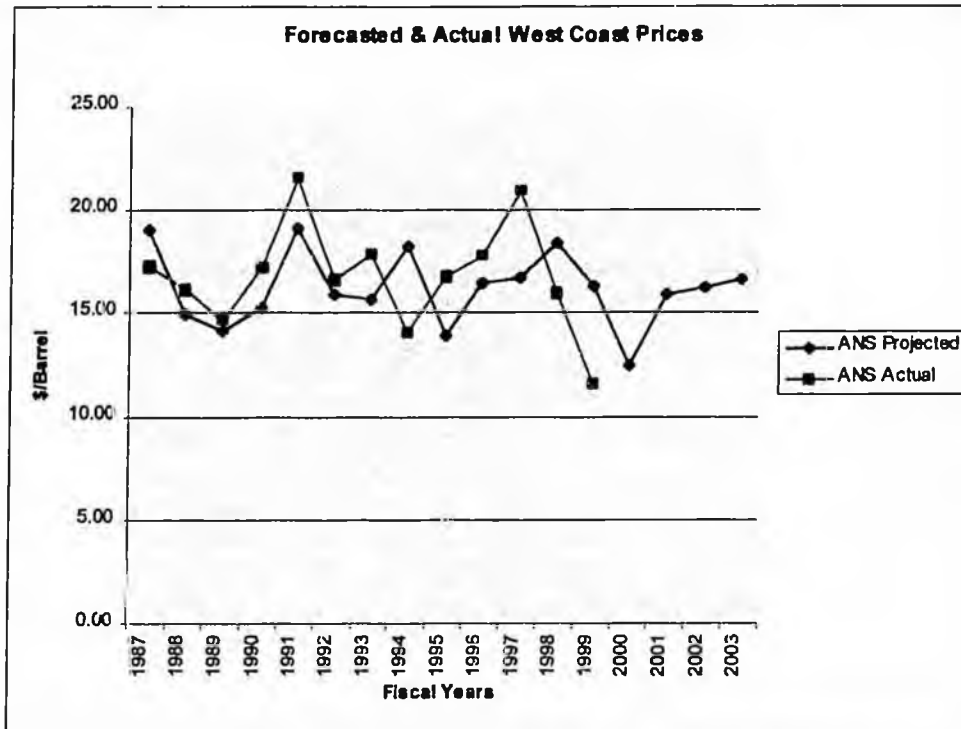


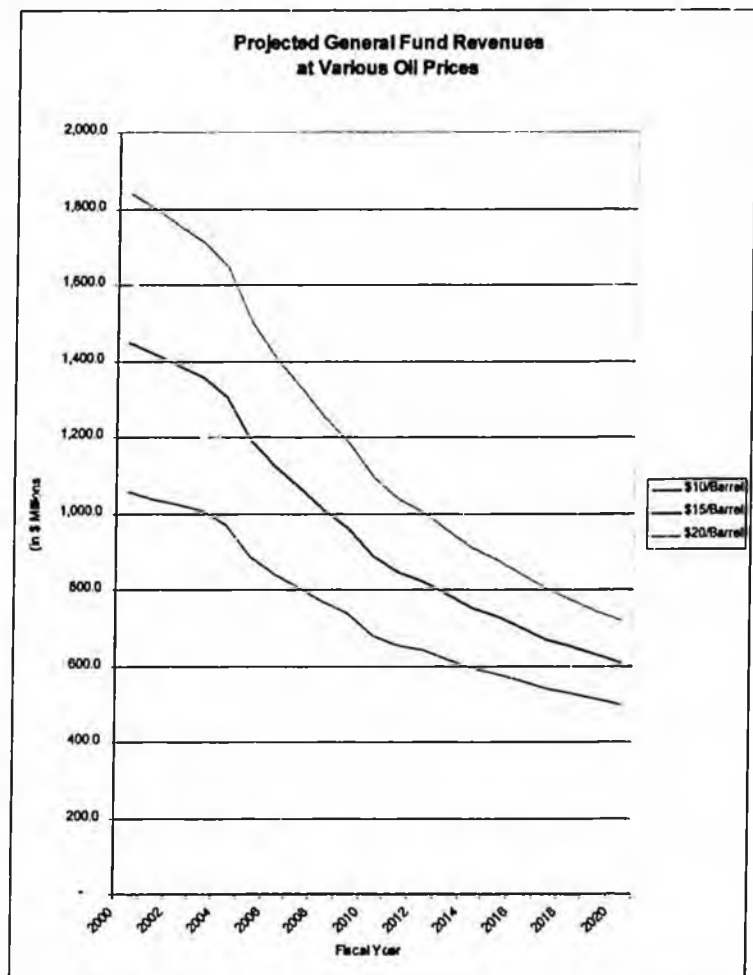
Figure 3

Projected General Fund Revenues at Various Oil Prices (Figure 3) shows the impact on the general fund as oil prices fluctuate between \$10.00/bbl and \$20.00/bbl. The narrowing distance between lines shows that with lower production, the price per barrel has a lesser effect on oil revenues.

You may note that the span between \$10.00/bbl and \$20.00/bbl appears smaller than the span between \$0/bbl and \$10.00/bbl. Other oil revenues, such as corporate income tax, property tax and severance taxes provide additional "oil-related" revenues to Alaska.

The oil projections are based on a sensitivity model provided by the Department of Revenue and are based on the current oil fields life and production expectancy.

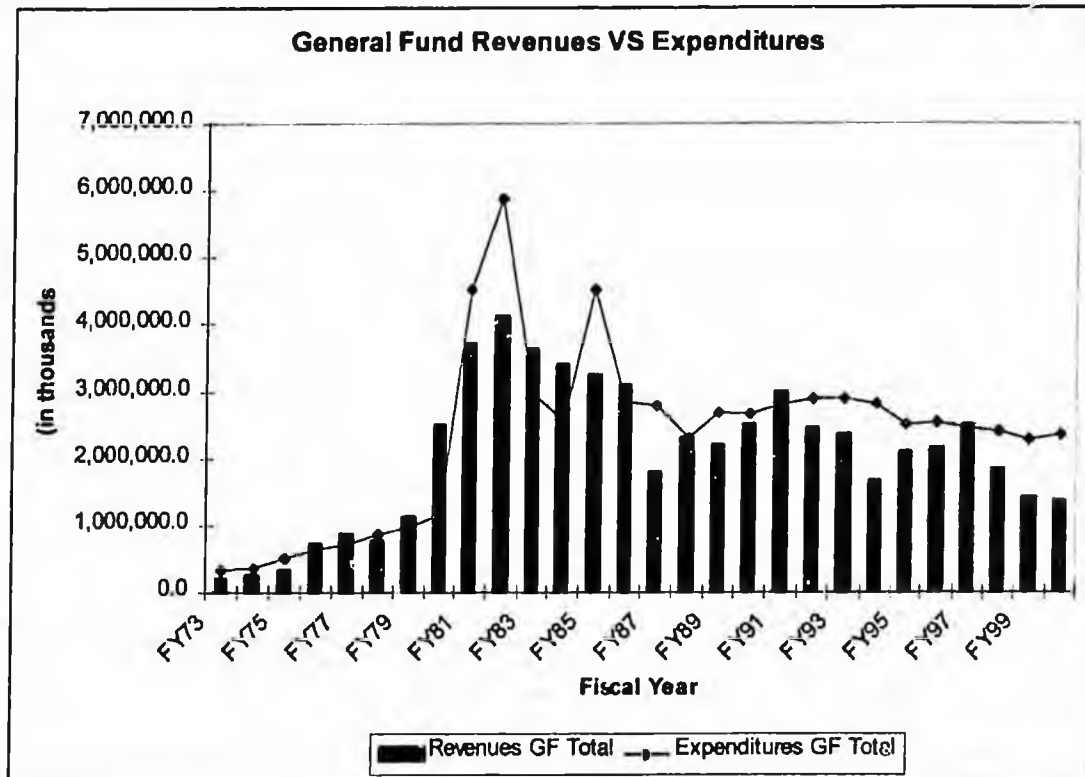
To make \$1.257billion in year 2020, oil prices would have to be \$91.00/bbl as adjusted for 30% inflation (\$45.00/bbl in today's dollars).



General Fund Revenues VS Expenditures

In general, Alaska's spending has followed the pattern of its revenues. As revenue increases so does spending. As revenue decreases, so does spending, but at a slightly lower rate.

Figure 4



Note: General Fund Program Receipts are counted as general fund expenditures but are not included in the state's revenue total.

The **REVENUE** peaks and valleys shown on Figure 4 are almost solely attributable to oil fluctuation.

- **1979- 1982** Oil production increased rapidly from the previous years and extremely high prices
- **1986** Oil prices "crashed" from a projected \$24.64/bbl to \$22.03/bbl. With high production, the slight price drop caused a significant drop in Alaska's revenues
- **1991** The Gulf War brought projected oil prices from \$19.15/bbl to \$21.57/bbl
- **1992** Tax Settlement payments from oil producers increased revenues
- **1994** Oil prices "crashed" from a projected \$18.25/bbl to \$14.05/bbl
- **1997** Unexpected high oil prices from projected \$16.72/bbl to \$20.90/bbl
- **1998** Iraq exports are allowed that drive prices down from projected \$18.44/bbl to \$16.03/bbl
- **1999** Price "crash" brings oil to a new low average price of \$11.58/bbl

The following activities are shown by **EXPENDITURE** peaks and valleys on Figure 4

- **1980** Alaska's first \$1billion operating budget plus \$100million supplemental. Capital budget increased from \$23million to \$86million in 1980
- **1981** Alaska's operating budget increases to \$1.5billion, capital expenditures jump from \$86million to \$900million in general fund spending. Special appropriations of \$2billion are added to 1981's peak.
- **1982** Alaska's operating budget grows by another \$400million and the capital budget declines slightly. Special appropriations are approximately \$3billion (including a \$1.8billion transfer to the Alaska Permanent Fund deposited over four years).
- **1983 and 1984** Drop significantly due to decline in special appropriations spending, however, the operating and capital budgets stay at around \$1.9billion and \$400million respectively
- **1985** Operating budget increases to \$2.3billion and capital jumps to \$1.8billion
- **1986** Oil revenues drop due to a price crash. Overall spending stays relatively stable but drops in FY88 and rebounds in FY89. During this time 1,300 positions were eliminated from the state work force. By 1991 state positions were back to the "pre-layoff" level and have stabilized with minimal growth.
- **1987** The operating budget stayed relatively the same, the capital budget increase \$200million and special appropriations increased \$150million from 1986
- **1988 to 1994** Expenditure peaks and valleys have leveled off
- **1994** Alaska draws from the Constitutional Budget Reserve to offset the decline in revenues
- **1997** An unexpected increase in revenues creates a \$70million general fund surplus
- **1998 to 2000** The Constitutional Budget Reserve is depended upon to "balance" the state's expenditures with its declining revenue source

2/5/99

Univ.

Capital

Budget

SFIN

FILE

**Senate Finance Committee Handout
For University Capital Budget Presentation
February 5, 1999**

UNIVERSITY OF ALASKA
FY00-FY04 Capital Budget Request

FY00 Priority	FY00 Priority			FY01-FY04			Total FY00-FY04					
	General Funds	NGF	Total FY00 Request	General Funds	Non-GF	Total Funds	General Funds	Non-GF	Total Funds			
1 Deferred Maintenance/Code Compliance	\$139,604.6		\$139,604.6		\$0.0	\$0.0	\$139,604.6	\$0.0	\$139,604.6			
2 Renewal and Replacement	\$15,426.0		\$15,426.0	\$73,546.5	\$0.0	\$88,972.5	\$88,972.5	\$0.0	\$88,972.5			
3 Instructional Equipment and Telecommunications	\$7,500.0		\$7,500.0	\$37,500.0	\$0.0	\$37,500.0	\$45,000.0	\$0.0	\$45,000.0			
New Construction, Major Renovation and Other												
4 UAF			Hutchison Center expansion	5,520.0		\$5,520.0		0.0	5,520.0			
5 UAA			Anchorage Campus Consortium Library facility	30,470.0		\$30,470.0		0.0	30,470.0			
6 UAF			NOAA/UAF fisheries facility	5,000.0		\$5,000.0		0.0	5,000.0			
7 UAF			UAF Dining Facilities*	7,000.0		\$7,000.0		0.0	7,000.0			
8 UAS			Egan Bldg. classroom wing addition	7,210.0		\$7,210.0		0.0	7,210.0			
9 UAF			Dristol Day - classroom addition	900.0		\$900.0		0.0	900.0			
10 UAS			Sitka classroom laboratory expansion	762.2		\$762.2		0.0	762.2			
11 UAA			Small Business Development programs	450.0		\$450.0		0.0	450.0			
12 UAS			Student recreation center - receipt authority	0.0	800.0	\$800.0		0.0	800.0			
UAF			UA Museum			\$0.0	500.0	20,121.6	20,621.6			
UAA			Improve signage and circulation			\$0.0	1,700.0	0.0	1,700.0			
UAA			Acquire lands adjacent to UAA			\$0.0	2,000.0	0.0	2,000.0			
UAA			North Parking Lot, Phase I			\$0.0	500.0	0.0	500.0			
UAA			Kodiak Consortium Library			\$0.0	1,000.0	0.0	1,000.0			
UAF			West Ridge infrastructure planning and upgrade			\$0.0	2,000.0	0.0	2,000.0			
UAF			KUC- Food Storage facility			\$0.0	300.0	0.0	300.0			
UAS			KEC - Remodeling for multipurpose & tech labs and learning center			\$0.0	1,094.0	0.0	1,094.0			
UAS			Planning/designing/land acquisition/equipment			\$0.0	500.0	0.0	500.0			
UAA			Atwood Chair			\$0.0	1,000.0	0.0	1,000.0			
UAA			Homer facility			\$0.0	6,150.0	0.0	6,150.0			
UAF			Equipment matching funds			\$0.0	1,800.0	0.0	1,800.0			
New Construction, Major Renovation and Other												
	\$57,312.2	\$800.0		\$58,112.2	\$18,544.0	\$20,121.6	\$38,665.6	\$75,856.2	\$20,921.6	\$96,777.8		
Residential Housing (AHFC Funding)												
UAA			Anchorage Campus student housing phase II			0.0	20,000.0	20,000.0	0.0	20,000.0		
UAF			Fairbanks Campus student apartment housing			0.0	10,000.0	10,000.0	0.0	10,000.0		
UAS			Jureau dorm - residence hall - 2nd addition			0.0	3,600.0	3,600.0	0.0	3,600.0		
UAS			Ketchikan Campus student housing			0.0	900.0	900.0	0.0	900.0		
Residential Housing (AHFC Funding)												
				\$0.0	\$34,500.0	\$34,500.0	\$0.0	\$34,500.0	\$34,500.0	\$34,500.0		
Total FY00-FY04 Deferred Maintenance and Capital Needs				\$219,842.8	\$800.0	\$220,642.8	\$129,590.5	\$54,621.6	\$199,638.1	\$349,433.3	\$55,421.6	\$404,854.9

* In previous version this was presented for AHFC funding. The proposed request has been moved to GP pending a business plan analysis.

University of Alaska

FY00-FY04 Capital Budget Summary

Systemwide Deferred Maintenance and Code Compliance.

\$139,604.6 GF

This request represents the amount needed to eliminate the backlog of deferred maintenance on university facilities, based on November 1998 estimates. Building on the momentum of FY99's \$42.5m appropriation, over the next five years, the university anticipates three additional appropriations of similar magnitude to completely eliminate the deferred maintenance backlog.

Systemwide Renewal and Replacement (R&R).

\$15,426.0 GF

This request addresses the scheduled replacement of worn-out major building components, the retrofitting or replacement of obsolete and/or inefficient building systems and renewal and replacement of campus infrastructure. R&R funding maintains, and in some instances extends, the useful life of facilities. The unfunded amount of R&R in one year adds to the deferred maintenance backlog the next year. The R&R request is calculated using the Sherman-Dergis model developed at the University of Michigan. The Sherman-Dergis model is used throughout the United States and is based on the age and value of facilities. The modeled R&R amount for UA in FY00 is \$15,426,100. Based on the age, value and number of facilities at each MAU, the distribution of FY00 R&R funding is \$4.2m at UAA, \$10.0m at UAF, \$1.0m for UAS and \$0.2m for Statewide.

Instructional Equipment and Telecommunications.

\$7,500.0 GF

The instructional equipment and telecommunications funding request, coupled with similar requests through FY04, will allow the university to replace worn and defective classroom and laboratory equipment on all campuses, upgrade classrooms and laboratories with video and audio-conferencing capabilities, and supplement media equipment.

New Construction, Major Renovation and Other, FY00.

\$57,312.2 GF

New construction and major renovation projects were prioritized based on the following five criteria: 1) how well the project supports a strategic initiative; 2) the demonstrated need of the project; 3) the partnership potential the project creates; 4) the degree to which the project will be self-supporting; and 5) the degree to which there is a developed plan for the project.

The highest priority new construction and major renovation projects in the FY00 request are:

- \$5,520.0 for renovation and expansion of the Tanana Valley Campus Hutchison Career Center in Fairbanks. This project is a shared needs/shared costs partnership between the Tanana Valley Campus (TVC) and the Fairbanks North Star Borough School District (FNSBSD) to expand and renovate the Hutchison Career Center.
- \$30,470.0 for a library/classroom facility at the Anchorage Campus. The Anchorage Campus Consortium Library, which serves the needs of both the University of Alaska Anchorage and Alaska Pacific University, was constructed more than twenty years ago and no longer meets the diverse needs of this growing institution.
- \$21,000.0 to meet UAF School of Fisheries and Ocean Sciences (SFOS) space needs in Juneau. These funds in addition to the planning funds appropriated in FY99 will allow SFOS to partner with the U.S. National Marine Fisheries Service (NMFS) in developing a fisheries center in Juneau.
- \$6,000 for major renovation, deferred maintenance and renewal and replacement for the UAF residential dining facilities.

University of Alaska

FY00-FY04 Capital Budget Summary (con't)

- \$7,210.0 for construction of a classroom wing addition at the Juneau Campus. This project provides funds for construction of an extension "wing" to the existing Egan Library. Continued enrollment increases over the last six years have put a strain on existing facilities at the Juneau Campus, resulting in overcrowding and necessitating limitations on course offerings.
- \$900.0 for a classroom addition at the Bristol Bay Campus. The existing facility limits the ability of the Bristol Bay Campus to meet the growing demand for service in the region. This request provides funding to complete a campus master planning document and construct additional classroom/office space.
- \$762.2 at Sitka Campus for the construction of a biology/chemistry lab within the Japonski Island hangar facility. The Sitka Campus does not have a science laboratory to support the delivery of science classes. Currently, UAS uses facilities at the two local high schools. These facilities are limited in size, are not equipped to enhance the delivery of college level courses, and are available only during evening hours.
- \$450.0 in matching funds for the university's small business development programs. These programs, which have historically been funded through the capital budget are highly leveraged and attract approximately \$5 in direct external funding for every \$1 invested by the state.
- \$800.0 of university receipt authority for a physical education facility at Juneau Campus. \$4,000.0 of university receipt authority was approved in FY99. Based on new estimates an additional \$800.0 is needed for the project.

New Construction, Major Renovation and Other, FY01 and Later.

\$18,544.0 GF

- \$20,000.0 UA Museum, Non-GF.
- \$1,700.0 UAA Campus signage, GF.
- \$2,000.0 UAA land purchase, GF.
- \$500.0 UAA Campus parking, GF.
- \$1,000.0 Kodiak Consortium Library, GF.
- \$2,000.0 West Ridge infrastructure, GF.
- \$300.0 Kuskokwim Campus food storage facility, GF.
- \$1,094.0 Ketchikan Campus Lab Remodeling, GF.
- \$500.0 Juneau land acquisition, GF.
- \$1,000.0 UAA Atwood Chair, GF.
- \$6,150.0 Homer classroom facility, GF.
- \$1,800.0 UAF equipment matching funds, GF.

Residential Housing, FY01 and Later.

\$0.0 GF

- \$34,500.0 in university receipt authority for construction/renovation of student housing facilities.
- \$20,000.0 Anchorage Campus student housing facility- non-general fund authority.
- \$10,000.0 Fairbanks Campus student apartment housing- non-general fund authority.
- \$3,600.0 Juneau Campus student housing facility- non-general fund authority.
- \$900.0 Ketchikan Campus student housing- non-general fund authority.

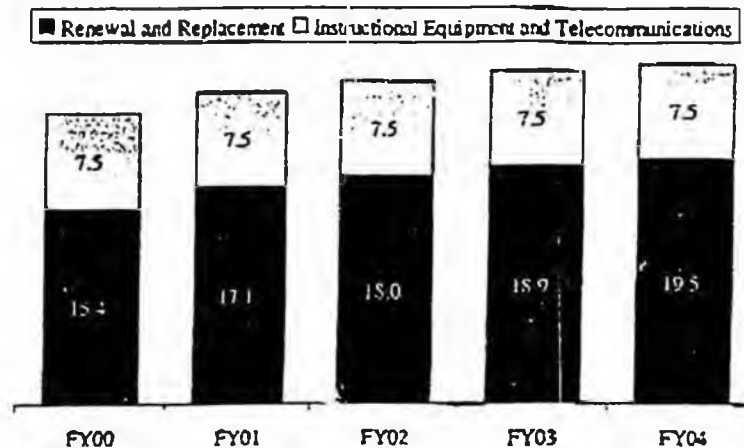
University of Alaska Systemwide

Executive Summary

Capital Budget

The FY00 Board of Regents' capital budget request emphasizes a base requirement for funding on-going facility renewal and replacement (R&R) and instructional equipment and telecommunication improvements. The university sees this on-going R&R and instructional equipment and telecommunication funding as the primary capital budget need for the next five years. In addition to this base requirement, the university requests funding for deferred maintenance and highest priority new construction and major renovation projects.

University of Alaska's
On-Going Base Capital Budget Requirements
(in millions)



Renewal and Replacement and Deferred Maintenance/Code Compliance (page 85):

On-going capital funding for facility R&R addresses the scheduled replacement of worn-out major building components, the replacement of obsolete and inefficient building systems (heating and air-conditioning, plumbing, etc.), and renewal and replacement of campus infrastructure. R&R funding maintains, and in some instances extends, the useful life of facilities. The unfunded amount of R&R in one year adds to the deferred maintenance backlog the next year. Over the next five years, with on-going funding for R&R and three additional appropriations similar to FY99's deferred maintenance package, the university can eliminate its deferred maintenance backlog and prevent it from recurring.

Immediate need for R&R funding has been identified for the UA Museum, The UAA Science Facility and the UAA Cuddy Center. Deferred Maintenance funding is essential for the UAA swimming pool, the UA Museum, UAA Campus Center and Cuddy Center Food Services Area.

Instructional Equipment and Telecommunications

Understanding and using computer technology has become a necessity in virtually every profession. Correspondingly, equipment and telecommunications infrastructure play an increasingly critical role in the university's ability to provide a quality education to its students, maintain accreditation standards, and to attract Alaska's top high school graduates to the University of Alaska.

In recent years, funding to replace or upgrade equipment has been severely curtailed in the operating budget and at best sporadic in the capital budget. As a result, students in too many instances must cope with equipment that is barely operational, let alone sufficiently advanced to support current curriculum and distance delivery needs. The university is also significantly behind national standards for computer access and availability. On-going capital funding for information technology will allow the university to replace worn and defective classroom and laboratory equipment, upgrade classrooms and laboratories with video and audio-conferencing capabilities, and supplement library and media equipment.

Executive Summary

New Construction, Major Renovation and Other (page 85):

New construction and major renovation projects were prioritized based on five criteria:

- how well the project supports a strategic initiative;
- the demonstrated need of the project;
- the partnership potential the project creates ;
- the degree to which the project will be self-supporting; and
- the degree to which there is a developed plan for the project.

The highest priority new construction and major renovation projects included in the FY00 request are: Tanana Valley Campus Hutchison Career Center, Anchorage Campus library/classroom facility, UAF School of Fisheries and Ocean Science facility partnership with the U.S. National Marine Fisheries Service, Fairbanks Campus renovation of residential dining facilities, Juneau Campus Egan Library classroom wing addition, Bristol Bay Campus classroom expansion, Small Business Development programs, and the Juneau Campus student recreation center.

Funding Requirements for Maintaining University Facilities:

Renewal and Replacement, Deferred Maintenance and Routine Maintenance and Repair

Annual funding requirements for the upkeep of facilities include: routine maintenance and repair (M&R) and regular renewal and replacement (R&R). M&R is the day-to-day scheduled preventative maintenance work required to keep buildings operational. R&R is the scheduled replacement of worn out or out-of-date building components and systems. When M&R and/or R&R is neglected a backlog of deferred maintenance is accumulated.

Since FY94 the university has taken aggressive steps to maintain and revitalize its aging facilities. In FY94 the Board of Regents adopted a policy to fully fund M&R. The annual funding directed to M&R increased 84%, reallocating \$7.6m from university programs and services to facilities maintenance. This reallocation happened during the same time that state funding decreased by \$3.0m. When the policy was established, full funding of R&R through the operating budget was also expected. R&R is nationally recognized as a capital budget item. Given the lack of state operating budget support, it became obvious that meeting the R&R funding requirements through internal reallocations was unrealistic. In FY99 the Board of Regents revised the policy to require full funding of M&R only and established R&R as a priority for the university's capital budget request.

Consistent and adequate state funding of M&R and R&R requirements is vital to stop the build-up of deferred maintenance. The university owns 41.6% of state facilities and 54% percent of buildings older than 20 years old. The university, ahead of all state agencies, took the steps to meet the M&R requirements though reallocation of operating funds. It is necessary, through capital appropriations, that annual R&R is fully funded. R&R that is not funded in one year will result in deferred maintenance the next.

Within the fixed cost component of the operating budget, the university is requesting an increment of \$179,000 to meet the M&R policy requirement, that cannot be covered by additional internal reallocations. In addition, the university is also requesting \$15.4m in FY00 to fully fund the annual R&R requirement. The current M&R and R&R requirements increase approximately \$800,000 annually. The funding requirements for M&R and R&R are formula driven and based on nationally accepted facility standards. M&R calculations are based on building value, while R&R formulas are based on building value and age. The R&R requirements are low for new facilities, however, as buildings age, the R&R increases dramatically. The graph on Page 23 shows M&R and R&R funding requirements from 1993-2000 and the effort the university has made in reallocating funds to meet these requirements.

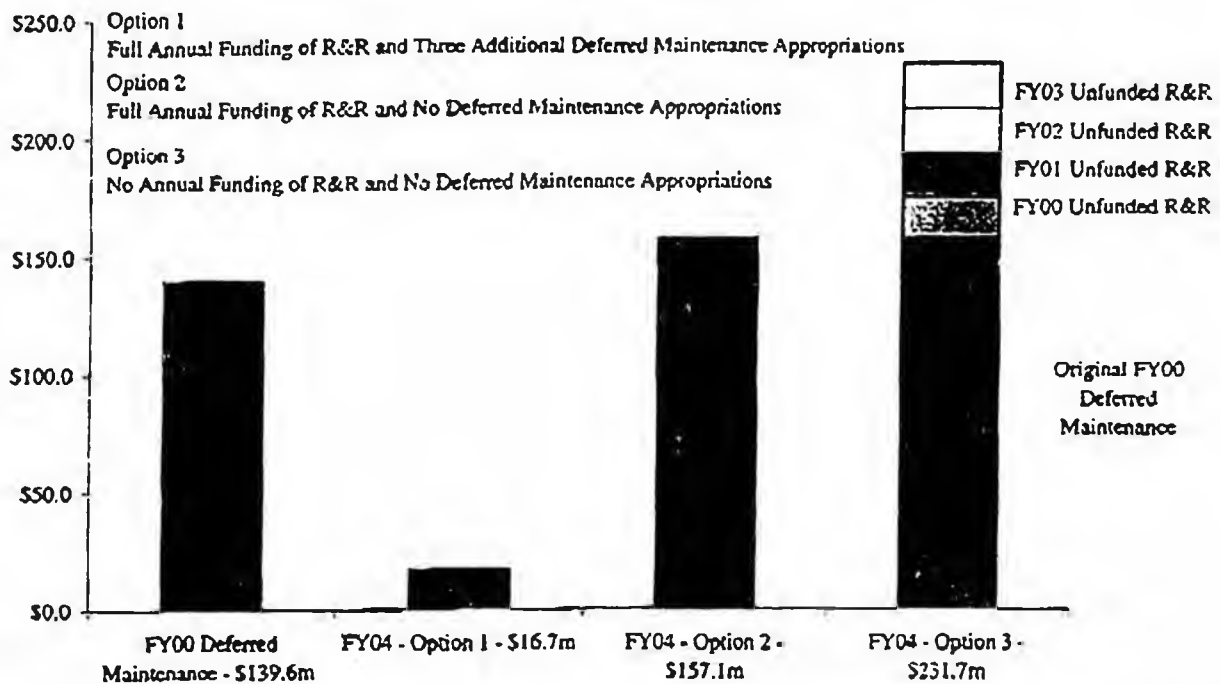
In spite of the monumental reallocations to facilities upkeep and sizable legislative appropriations specific to addressing deferred maintenance, the university currently has a deferred maintenance backlog of \$140m. Consistently, the Board of Regents' highest priority

Funding Requirements for Maintaining University Facilities: (cont'd)

need for the last several years has been funding to reduce and ultimately eliminate the backlog of deferred maintenance. However, because there as been no annual appropriations for R&R, and only modest contribution to R&R through internal reallocation of operating funds, UA's current deferred maintenance backlog is only \$12.1m less than in FY94.

Therefore it is evident that the deferred maintenance backlog can only be eliminated through a systematic approach as illustrated by "Option 1" in the graph below. The graph demonstrates the cumulative effect of funding decisions on UA's deferred maintenance backlog. Option 1 illustrates the effect of full annual capital funding for R&R and three deferred maintenance appropriations similar to the one received from the 1998 legislature. Option 2 shows full annual capital funding for R&R with no deferred maintenance funding. Option 3 shows the result of no annual R&R and no deferred maintenance funding.

**University of Alaska Deferred Maintenance
The Estimated Effect in FY04 of Various Funding Decisions**



Option 1 provides the legislature and the university an achievable funding plan to eliminate deferred maintenance. However, this funding plan would not be within reach today without the action taken in recent years by the Board of Regents and legislature to educate the public and focus funding to this critical issue. The following section provides a brief history of deferred maintenance at the university and demonstrates the steps taken to reduce it.

Funding Requirements for Maintaining University Facilities: (cont'd)

Deferred maintenance of university facilities developed over a number of years and for a number of reasons. These include:

- The 1980s and early 1990s marked a period of rapid capital expansion for the university. Operating budgets, on the other hand, remained relatively flat and there were few incremental increases for new structures coming on-line. Increased operating costs for new facilities coupled with fixed cost increases for existing facilities reduced the amount available for maintenance and repair (M&R).
- Concurrently, existing university facilities continued to age. As buildings age, the amount needed for R&R climbs rapidly as components require increased maintenance. For example, a building constructed twenty years ago requires 60 percent more in annual expenditures for R&R than does a building constructed ten years ago for the same cost.
- In FY86, approximately \$1.4 million was removed from maintenance budgets and reallocated into maintaining the academic programs at UAF. This was quickly rectified and by FY87 the maintenance budget was back to pre-FY86 levels. State support to the university over this same two-year period decreased by over \$24 million or 14%.
- Deferred maintenance results not just from lack of adequate annual M&R, but also from the natural deterioration of facilities which is exacerbated by the extreme climates in Alaska. While replacement of shorter-term facility components should be incorporated into the operating budget, replacement of major components such as roofs, electrical and mechanical systems, and building exteriors generally require capital funding. Capital appropriations for R&R projects, however, have been limited and sporadic. The absence of adequate capital appropriations for renewal and replacement (R&R) during the 1980s and early 1990s contributed greatly to the accumulated deferred maintenance problem at the university.
- The methods of quantifying and linking operating M&R and R&R to deferred maintenance are still relatively new. It was not until the early 1990s that a formulaic approach was adopted to estimate the "right" amount of funds that should be spent annually on M&R and R&R to prevent the backlog of deferred maintenance.

In 1994 the university compiled its first comprehensive assessment of the problem, identifying over \$150 million in specific deferred maintenance needs. The original list is periodically updated to reflect inflation, current information, removal of funded projects, and additions of new facilities in critical need of major maintenance. The current list is updated as of Nov. 1998 and is available upon request. Since FY94, the legislature has provided five deferred maintenance appropriations to address the highest priority projects on the deferred maintenance list. The appropriations ranged from \$5.6m to the most recent \$42.5m :

Funding Requirements for Maintaining University Facilities: (cont'd)

Many high priority projects have been addressed with these appropriations. Below are just a few examples:

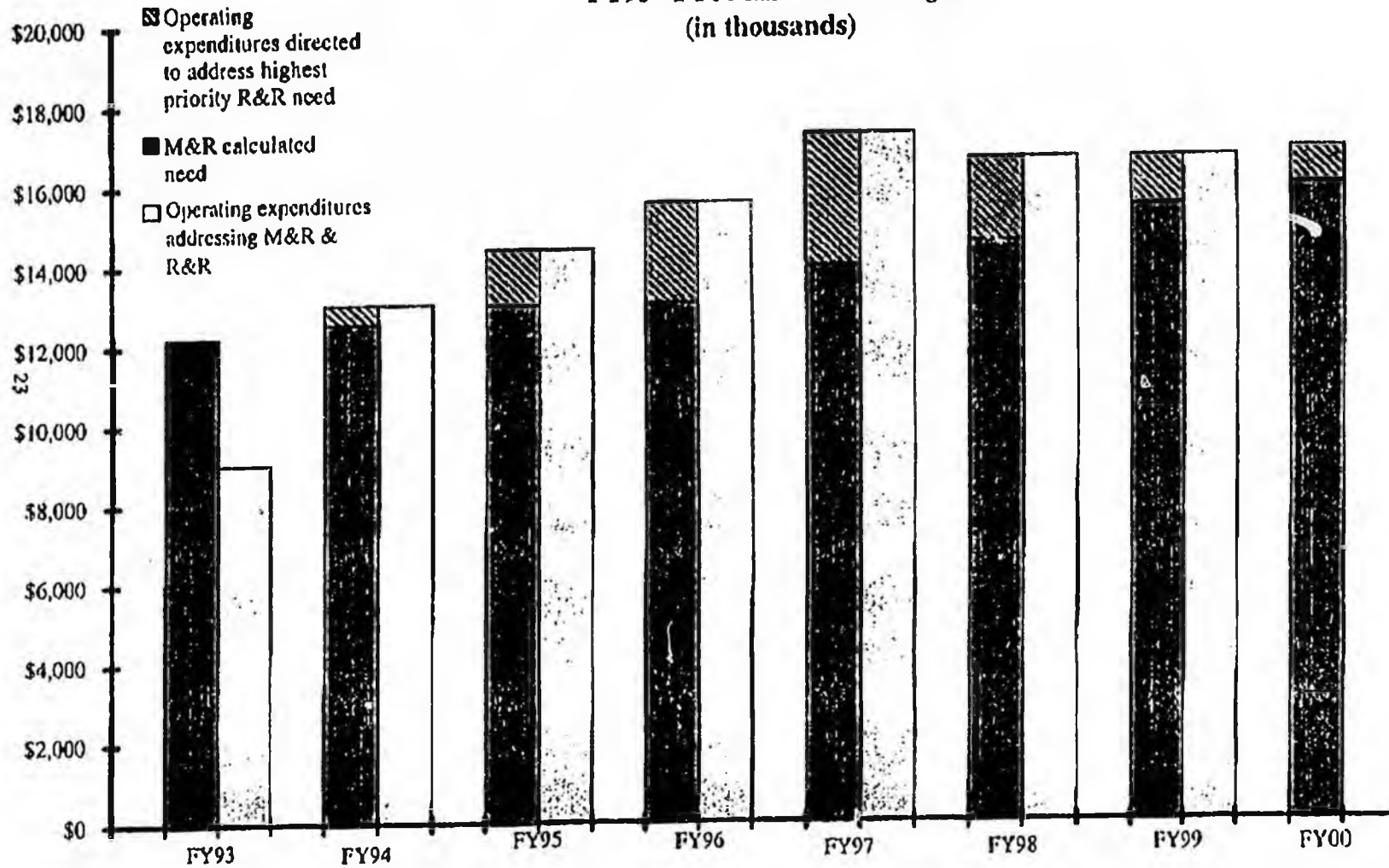
UAF-Deferred Maintenance for: Duckering Building; Rasmusson Library; Fine Arts Complex; Brooks Building; and Arctic Health Research Center.

UAS-Juneau Deferred Maintenance- Hendrickson Roof

UAS-Sitka Deferred Maintenance- Sitka Classroom Roof

UAS-Ketchikan Deferred Maintenance- HVAC

University of Alaska
Maintenance & Repair - Calculated Need vs. Expenditures
FY93 - FY00 Minimum Budget
 (in thousands)



University Investment in University Facilities
Maintenance & Repair/Renewal & Renovation as % of State Support
FY93 Actuals - FY00 Request
(In thousands)

	FY93	FY94	FY95	FY96	FY97	FY98	FY99 Budget*	FY00 Requested Budget	\$ Change FY93-FY00	% Change FY93-FY00
State Appropriation*	\$169,041.3	\$174,728.8	\$172,633.5	\$171,580.0	\$170,343.6	\$166,934.5	\$168,963.0	\$185,226.2	\$16,184.9	9.6%
Actual Operating Expenditures for M&R/R&R	\$9,021.4	\$13,037.0	\$14,394.7	\$15,570.3	\$16,741.1	\$17,054.8	\$16,594.3	\$16,773.2	\$7,751.8	85.9%
M&R/R&R Expenditures as % of State Appropriation	5.3%	7.5%	8.3%	9.1%	9.8%	10.2%	9.8%	9.1%		
Calculated/Formula Need:										
M&R	\$12,215.4	\$12,542.2	\$13,002.9	\$13,035.5	\$13,935.9	\$14,514.2	\$15,377.0	\$15,871.6	\$3,161.6	29.9%
R&R	9,570.5	9,685.3	10,343.9	11,331.1	12,480.2	13,618.6	15,272.2	16,327.6	\$5,701.7	70.6%
	<u>Projected Need</u>									
	FY01	FY02	FY03	FY04						
M&R	\$16,665.2	\$17,498.5	\$18,373.4	\$19,292.1						
R&R	17,144.0	18,001.2	18,901.2	19,846.3						

* State appropriations include general funds, general fund match, Alaska Science & Technology Foundation (ASTF) funds, and GF/Mental Health Trust Funds.
The FY99 GF/ASTF authorized budget is \$168,963.0, an increase of \$2.0 million or 1.2% over FY98.
The Board of Regents directed that FY99 minimum budgets for M&R and R&R not be reduced below FY97 minimum budget levels. However, the Board deferred for a second year the incremental amount that would have been reallocated under FY99 Board policy and changed that policy to eliminate the R&R portion from the operating budget. In FY00 and beyond, R&R will be requested in the capital budget.

**Deferred Maintenance Capital Requests and Appropriations
FY93 - FY00
(in thousands)**

Notes		<u>Total Deferred Maintenance Need</u>	<u>Board of Regents' Request</u>	<u>Legislative Appropriation</u>
(1)	FY93	139,640.0	25,877.5	2,275.0
(1)	FY94	127,455.4	33,737.0	14,239.6
(2)	FY95	157,452.0	10,404.3 75,000.0	0.0
(3)	FY96	133,210.2	75,000.0	29,500.0
(4)	FY97	165,113.7	133,200.0	6,125.0
(1)	FY98	160,834.1	35,000.0	5,600.0
(4)	FY99	160,800.0	160,834.1	42,500.0
(5)	FY00	139,604.6	139,604.6	
Total Legislative Appropriation FY93-FY99:				<u><u>\$100,239.6</u></u>

- (1) BOR requests in FY93, FY94 and FY98 proposed spreading full funding for deferred maintenance over six years. This approach has not been favorably accepted by the Legislature.
- (2) The FY95 BOR request included funding for code compliance and annual renewal and replacement. In addition, the Governor submitted legislation on behalf of the university to bond \$75 million for university deferred maintenance. No funding was received for either code compliance or deferred maintenance in FY95.
- (3) Bonding bills submitted by the Governor in 1994 were carried over to the 1995 legislature. The legislature did not approve the bonding proposals, but did appropriate \$29.5 million from Alaska Housing Finance Corporation reserves for university deferred maintenance.
- (4) The amounts requested in FY97 and FY99 represent the full amount of the university's deferred maintenance needs based on best estimates at that time. In FY99 the legislature passed an AHFC bond issue of \$193 million focused on the maintenance backlog of the state. The bill included \$55.5 million for University of Alaska, comprised of \$42.5 for deferred maintenance projects and \$13.0 for other projects.
- (5) The amount requested in FY00 represents the full amount of the university's deferred maintenance, code compliance needs. Deferred maintenance and code compliance remain high priority for the university. The university proposes consistent funding of renewal & replacement to stop the build up of deferred maintenance.

Instructional Equipment and Telecommunications in FY00.

Understanding and using computer technology has become a necessity in virtually every profession. Correspondingly, equipment and telecommunications infrastructure play an increasingly critical role in the university's ability to provide a quality education to its students, maintain accreditation standards, and to attract Alaska's top high school graduates to the University of Alaska. In recent years, funding to replace or upgrade equipment has been severely curtailed in the operating budget and at best sporadic in the capital budget. As a result, students in too many instances must cope with equipment that is barely operational, let alone sufficiently advanced to support current curriculum and distance delivery needs. The university is also significantly behind national standards for computer access and availability. This request, coupled with a similar request through FY04, will allow the university to replace worn and defective classroom and laboratory equipment on all campuses, upgrade classrooms and laboratories with video and audio-conferencing capabilities, and supplement media equipment. Schedule B details current components of FY00's request. Based on a more strategic approach to distance delivered instruction and program priorities these components may be modified prior to final submission of the FY00 budget.

• **Enhance UA's Distance Delivery Capabilities and Effectiveness**

Following is a breakout of funding requested by category systemwide:

A) UAA-Anchorage	Start-up equipment for technology based teaching and learning, including the capability to transmit a second audio and/or data channel through the FM radio station and add captioning to cable access channel 42.	\$2,143.0
B) UAS- Ketchikan	Audio-video distance delivery equipment-Moveable satellite dish to facilitate distance delivered programming.	\$ 61.8
C) UAS-Fairbanks	Audio-video distance delivery equipment	\$ 200.0
D) Systemwide	Systemwide distance education priorities.	\$1,000.0
	Total	<u>\$3,404.8</u>

• **Provide Access to Technology Enhanced Classrooms -- "Smart Classrooms"**

These projects will provide access to technology enhanced classrooms, "Smart Classrooms" at Fairbanks and Nome. The breakout of finding is as follows:

UAF - Provide students access to technology enhanced delivery of courses.	\$ 300.0
NWC-Northwest Campus "Smart Classroom" facility.	\$ 180.0
	<u>\$ 480.0</u>

University of Alaska

- University of Alaska - Equipment Matching Funds for Instruction, Enrollment and Research

Provide up-to-date science, engineering and instructional equipment for quality program delivery. Funding would be distributed as follows:

Fairbanks Campus	1,700.0	
Sitka Campus	62.0	
Total	<u>1,762.0</u>	\$1,762.0

- University of Alaska - Build a Satisfactory Level of Electronic Library Holdings

This project requests funding to build a satisfactory level of electronic library holdings at UAA, UAF and UAS. The breakout of requested funding by MAU is as follows:

UAA	\$200.0	
UAF	\$200.0	
UAS	\$100.0	
Total	<u>\$500.0</u>	\$ 500.0

Common statewide library - public and university networked information system	<u>\$ 400.0</u>
	\$ 900.0

- University of Alaska - Systemwide Vocational-technical Educational Equipment

This project would provide up-to-date vocational technical equipment to train workers for Alaska's industries. \$ 953.4

Total FY00 Instructional Equipment and Telecommunications Request \$7,500.0

Measures

+

Missions

2/10/99

SFIN

FILE



Alaska State Legislature

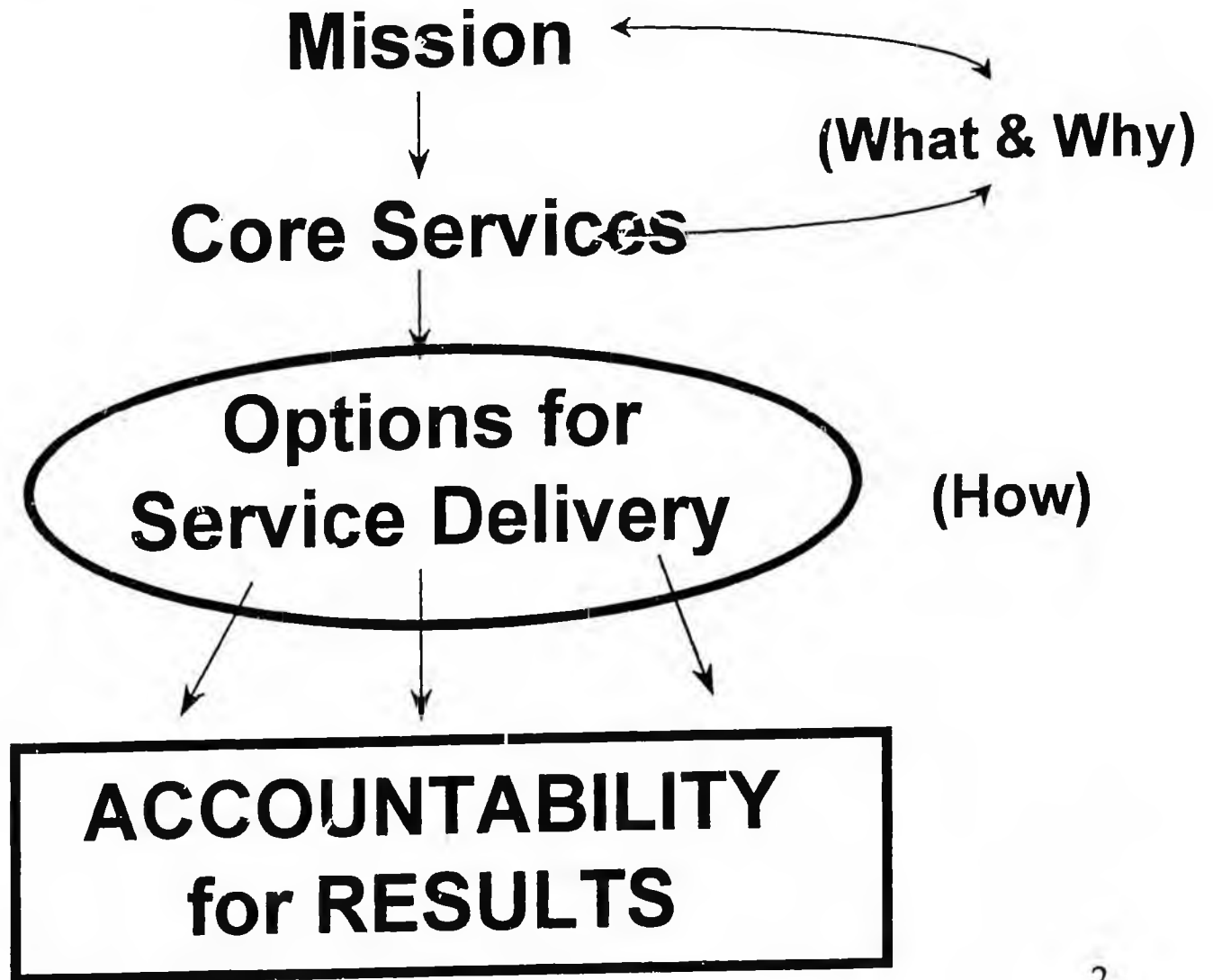
February 10 -11, 1999

Investing in Results

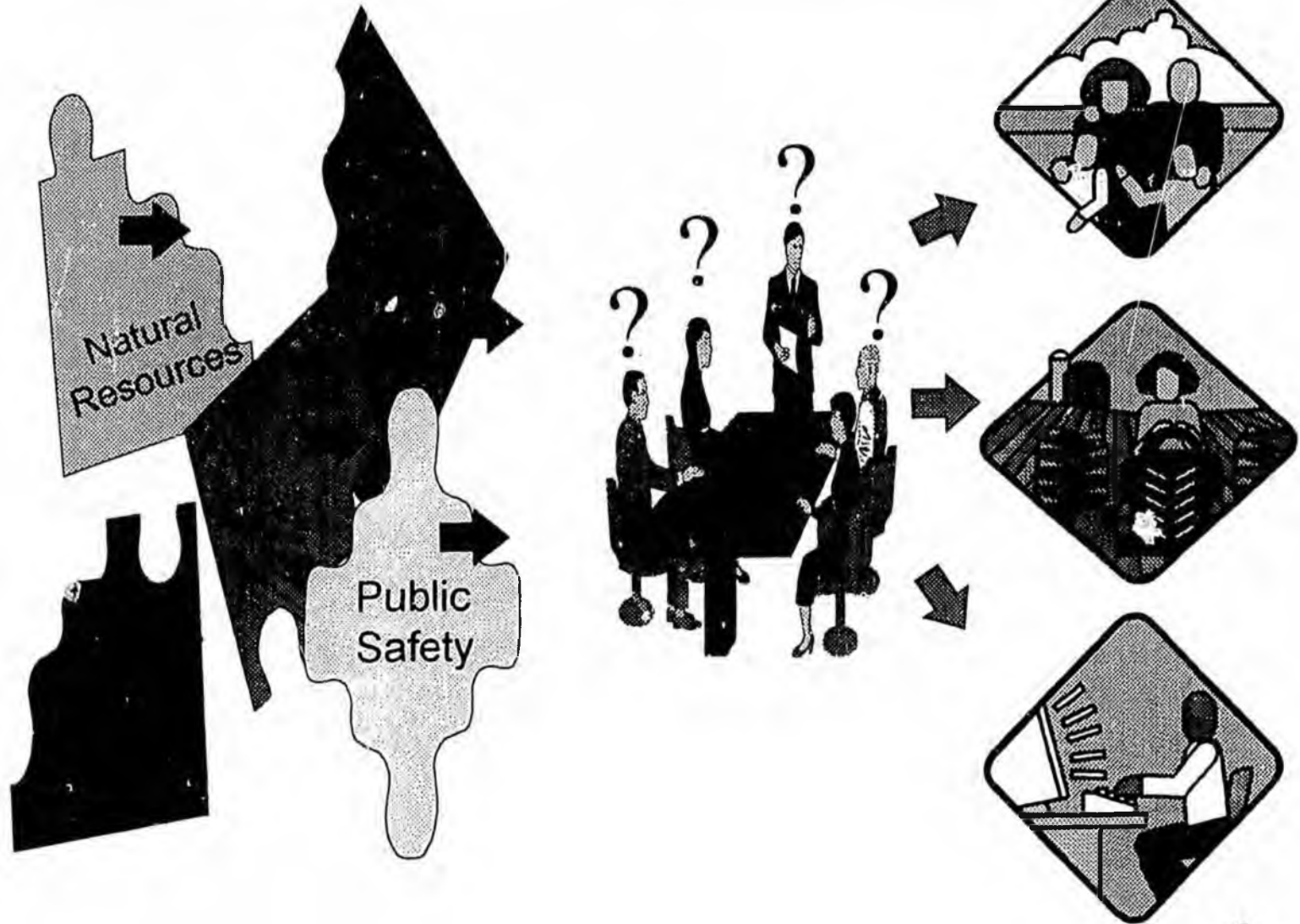
Presented by:
Craig L. Holt, President
MTP Inc.

MTP

Improvement "Framework"



Investing in Results / NOT Government



Results Investment - Organization Budgeting

Organizational Structure	Results			\$is
	Safe Neighbor.	Active/Involved	Clean, Useable.	
Parks	X	X	X	Program
Neighborhood	X		X	Program
Recreation		X	X	Program
Planning	X	X	X	Program
Support	X		X	Program
Etc.		X	X	Program

Performance Measures

TERMINOLOGY

Input: Resource(s) provided to be used to develop an end result

Output: The end result, product/service, delivered to a customer

Results: Goal or objective that a program/agency desires to accomplish.

Performance Measure: Measure of efficiency or effectiveness, for a product or service.

Baseline: Historical performance upon which actuals are compared

Potential: Historically the 'best' actual results achieved.

Mission/Purpose: Fundamental reason Why an organization exists.

What's IMPORTANT to measure?

Results.....not Activities

Result: The intended goal of the effort.

Activities: The things done to accomplish the result

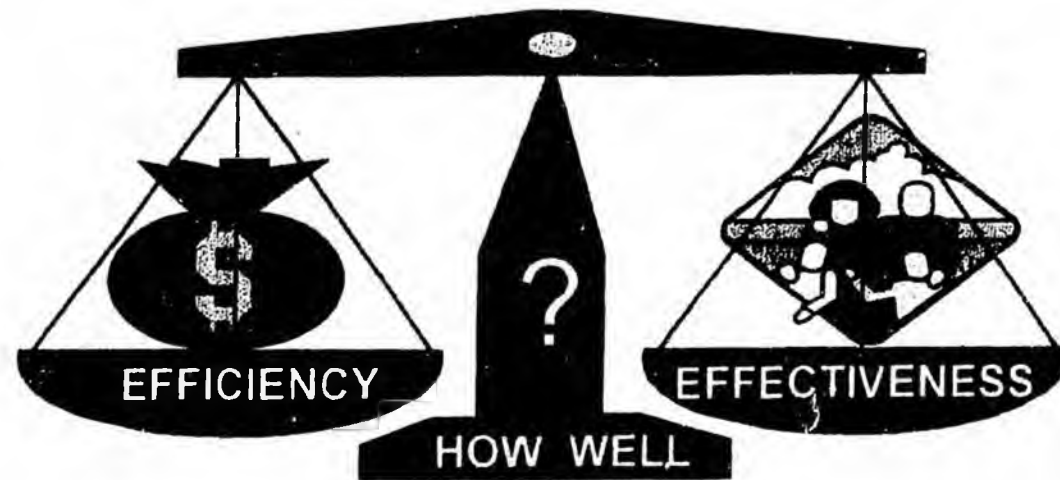
EXAMPLE - JOBS Training

Result = Person get's a Job

Activities =
Person's case is established
Person is trained
Person receives child care assistance
Person is taught interviewing skills
etc.....



Balanced Set of Measures



- ✓ Cost
- ✓ Volume
- ✓ Output
- ✓ Quality
- ✓ Customer Satisfaction
- ✓ Result

Performance Measurement is...



Efficiency & Effectiveness



Efficiency=Making the BEST use of resources

- How much service did deliver?
- What did it cost to deliver?

Effectiveness=How WELL did we deliver our services

- How well did we deliver our services?
- Customer perception of our services?

NOTE: The assumption above is that you are doing the RIGHT THINGS- Mission Matters!

Performance Measurement: EFFICIENCY

Example PROGRAM LEVEL Measures*:

- Truck safety Inspections per FTE -PUC
- Agency Costs per Job placement - AFS
- Child abuse crimes investigated per FTE - OSP
- Food and Dairy Inspections per FTE-AGRICULTURE
- Administrative Cost as % of TOTAL Revenue -DOT
- Direct case management time per long term care client-SDS
- Disability Determination clearances per Total FTE - VRD
- Small Energy Loan Program costs per Loan \$'s - ENERGY
- Number of Industry Reviews per FTE - DIF
- Cost of Processing/Servicing a file - DVA



* *State of Oregon*