

ALASKA LEGISLATURE

2162

HOUSE and SENATE FINANCE COMMITTEE FILES,

2001 - 2002



Cash Funding Vs. GARVEEs

Cash Funded (current STIP program)

- X Cash funded projects are stretched out over time.
- X Large cash funded projects reduce the amount of dollars available each year for other needed statewide projects
- X Cost of construction will be greater if project construction is stretched out over a longer period of time.
- X General Fund match requirement.

GARVEEs

- X GARVEE funded projects can be built in shorter period of time.
- X Projects will be built within approximately 5 years with only a 10-12% reduction in the annual highway program for debt service payments.
- X Financing structured for no fiscal impact on current STIP
- X Investment earnings to meet match requirement should eliminate need for General Funds.

States Issuing GARVEEs

Accelerated Transportation Program

Issuer	Moody's Rating	Pledged Revenues	Amount
New Mexico	A3	Future Federal funds	\$295 million total (\$100.2 million initial issuance)
Arkansas	Aa2	Future Federal Funds	\$175 million
Arizona	Aa3	Future Federal Funds	\$40 million
Colorado	Aa3	Future Federal Funds (expect 1/2 of debt service payments from state gas tax)	\$536.9 million (\$1.7 billion authorized)
Ohio	Aa3	Future Federal funds	\$70 million
Mississippi	Aa1	Future Federal funds, Oil Tax, Contractor Tax, Fuel Tax, Tag Fees	\$200 million
New Jersey Transit Authority	A1	Future Federal funds, (FTA), Motor Fuel Tax, Registration Fees and Toll Fees	\$1 billion authorized
Massachusetts	Aa3	Future Federal funds Gas Tax	\$1.5 billion total (\$600 million initial issuance)

Other states considering GARVEEs: Florida, Maryland, Missouri, Virginia, Oklahoma

How GARVEEs are used to finance projects

Accelerated Transportation Program

- ✗ Used to finance a specific Federal-eligible project or projects.
- ✗ State seeks approval for advance construction, preserving ability to seek reimbursement for debt service.
- ✗ State DOT submits the debt service schedule in application for FHWA approval.
- ✗ Proceeds spent on the project or projects that were approved.
- ✗ State DOT submits a requisition to FHWA for reimbursement shortly before each principal/interest payment.

State DOT applies for specific project through FHWA project application process



State issues bonds



State DOT builds Federal-eligible project



FHWA obligates funds based on annual debt service requirements



FHWA reimburses State DOT for debt service



Project List

Accelerated Transportation Program

Project Criteria

- X Projects that address safety, capacity, and economic development
- X Projects that can be completed within five to six years
- X Large projects that may otherwise not be done for many years because of their size
- X Project list developed with extensive community involvement

Anchorage

C Street, Phase III (Dimond to O'Malley)	\$ 28,750,000
Glenn Hwy (Gambell St. to McCarrey St.)	\$ 58,000,000
Seward Hwy/International Airport Crossing	\$ 15,000,000
Seward Hwy at 92 Ave / Connect Abbott Rd to Old Seward Hwy.	\$ 12,500,000
Seward Hwy West frontage (Dimond to O'Malley)	\$ 9,000,000
A/C Couplet, 6th to 40th Aves.	\$ 6,250,000
Bragaw - Glenn Hwy to Debarr	\$ 625,000
Dimond Blvd, Jewel Lake Rd. to New Seward Hwy.	\$ 6,500,000
Lake Otis - Abbott to O'Malley & Debarr to Northern Lights Blvd.	\$ 2,600,000
Mt. View Drive - Commercial to Glenn Highway	\$ 500,000
9th Ave - L Street to Ingra	\$ 800,000
Northern Lights/Bensen Blvds., Forest Park Dr. to Lake Otis	\$ 3,000,000
Old Seward Hwy, Huffman Rd to Potter Valley Rd.	\$ 2,000,000
Spenard Road - McRea to Fireweed	\$ 1,500,000

Subtotal \$ 147,025,000

Mat-Su

Glenn Highway State Fairgrounds Access Improvements	\$ 500,000
Palmer Wasilla Highway Expansion	\$ 17,850,000
Mat-Su: Old Glenn Highway Rehabilitation	\$ 13,225,000
Mat-Su: Petersville Road MP 3-14	\$ 5,400,000
Mat-Su: Seward Meridian Rd, Parks to Seldon	\$ 7,525,000
Mat-Su: Trunk Road Reconstruction	\$ 9,150,000
Mat-Su: Bogard Road Extension East	\$ 6,530,000
Mat-Su: Bogard Road Wasilla High/Wasilla Middle School Grade Crossing	\$ 1,430,000
Glenn Hwy MP 34 to 42 Reconst. - Parks to Old Glenn Hwy	\$ 1,500,000
Parks Hwy. Corridor Alternative (Wasilla area)	\$ 1,700,000
Palmer: East Eagle Ave. and Gulkana Street Upgrade	\$ 1,200,000
Wasilla Local Gravel-to-Asphalt Program	\$ 1,000,000

Subtotal \$ 67,010,000

Project List (cont.)

Accelerated Transportation Program

Fairbanks

Illinois/Barnette Street Reconstruction	\$	18,700,000
Downtown Fairbanks Street Improvements	\$	8,000,000
Richardson Hwy: North Pole Interchange	\$	16,100,000
Richardson Highway: MP 352 to 361 Rehab	\$	11,100,000
FNSB Roads and Trails	\$	10,000,000
South Cushman Street Improvements	\$	3,100,000
Subtotal	\$	67,000,000

Southeast Alaska

Two High Speed Ferries	\$	70,000,000
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Kotzebue

Shore Ave Rehab and Erosion	\$	11,450,000
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Nome

Seppala and Front Street Rehabilitation	\$	5,090,000
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Dillingham

Aleknagik Lake Road MP 8-23 Paving	\$	9,900,000
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Rural

Village Road Surfacing (Fort Yukon, Kaltag, Galena, Emmonak, St. Mary's, McGrath, Aniak, Bethel)	\$	15,000,000
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Bethel

Akakeek	\$	880,000
Ptarmigan Street Improvements	\$	1,480,000
H-Marker Road Improvements	\$	480,000
Chief Eddie Hoffman Highway	\$	4,000,000
Subtotal	\$	6,840,000

Barrow

Road surface treatment	\$	10,000,000
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Kenai

Soldotna: East Redoubt Ave. Rehabilitation	\$	5,073,000
North Kenai Spur Road MP 22-29.7 Repave	\$	10,612,000
Subtotal	\$	15,685,000

Total \$ 425,000,000

2001 GARVEE
Project List

2001 GARVEE Project List

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Dillingham

Aleknagik Lake: Road MP 8-23 Paving	\$ 9,900,000
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Village Road Surfacing	\$ 15,000,000
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Subtotal	\$ 6,840,000

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Road surface treatment	\$ 10,000,000
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Kenai

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Total \$ 425,000,000

2001 PROPOSED GARVEE BOND PROJECTS

NORTHERN REGION

Fairbanks: Downtown Street Improvements: Upgrade city streets and sidewalks in the Fairbanks downtown area based upon the recommendations of the Fairbanks Downtown Transportation Study. The initial project will include Noble Street from Wendell to 12th Ave, Lacey Street from 1st Ave to 5th Ave, Cushman from 1st Ave to 5th Ave, and portions of 1st, 3rd, and 4th Ave from Noble to Barnette Street.

Proposed funding: \$8,000,000

Fairbanks: Illinois-Barnette and Bridge: Construction of a new Chena River Bridge at Barnette; upgrade of Barnette between 1st and 7th Avenues, Reconstruction of Illinois; between the Chena River and Phillips Field Road, and Rehab of Illinois between Phillips Field Road and College Road.

Proposed funding: \$18,700,000

Kotzebue: Shore Avenue Rehab and Erosion Protection: Reconstruct, widen, and pave Shore Ave and provide erosion protection. Develop appropriate enhancements including lighting, overlooks, benches, and interpretation.

Proposed funding: \$11,450,000

Nome: Bering, Seppala & Front Street Rehabilitation and Front Street Safety and Enhancements: Rehabilitate and repave Bering, Front and Seppala Streets, including minor drainage improvements. This project will also include enhancements along Front Street such as widening the sidewalks, installation of period lighting, and improvement of intersection pedestrian crosswalks along Front Street at Hunter Street and Federal Way. This project also includes a scenic overlook with historic and cultural interpretive exhibits along the beach near the Perkins Plaza.

Proposed funding: \$5,090,000

Richardson Highway: MP352 to 361 Rehabilitation: Level and repave the first nine miles of the Richardson Highway starting at the intersection of Airport Way and Richardson Highway in Fairbanks.

Proposed funding: \$11,100,000

Richardson Highway: North Pole Area Interchange: Construct a grade separated intersection at North Pole on the Richardson Highway between Badger Road and Laurance Road. Complete the frontage road system in this area to develop full access control.

Proposed funding: \$16,100,000

Borough Area Roads and Trails: This project will rehabilitate Borough Area Roads and Trails based upon the priority of the FNSB.

Proposed funding: \$10,000,000

South Cushman Street Improvements, Phase 1: The total project runs from Airport Road to Van Horn Road. This will begin either with Mitchell Expressway to Van Horn or begin Right of way acquisition near Airport Road.

Proposed funding: \$3,100,000

Rural: Village Road Surfacing: The gravel roads within larger communities of western Alaska are creating a serious health and economic burden on the people living in these communities. During summer months the road surfaces dry out and become a major source of dust. The dust is pervasive and affects the quality of life for everyone and everything in the village. This project will construct a bituminous surface treatment (BST) to reduce dust, seal the road, and provide a long-lasting, firm driving surface.

Proposed funding: \$15,000,000

Barrow Surface Treatment: The gravel roads in Barrow are a serious health and economic burden on the people living there. During summer months the road surfaces dry out and become a major source of dust. This project will construct a bituminous surface treatment (BST) to reduce dust, seal the roads, and provide a long-lasting, firm driving surface.

Proposed funding: \$10,000,000

TOTAL Northern Region \$108,540,000

CENTRAL REGION

ANCHORAGE PAVEMENT REHABILITATION PROGRAM:

This program will provide a funding source for several pavement overlay and/or replacement projects. Improvements are also expected to include ADA and some existing curb and sidewalk repair.

A/C Couplet, 6th Ave. to 40th Ave.: Resurface all north and southbound lanes, curb to curb. Pavement rehabilitation will improve traffic flow for a couplet that carries between 28,000 to 36,000 vehicles per day.

Proposed funding: \$6,250,000

Bragaw - Glenn Highway to Debarr: Overlay or replace pavement on approximately 4,000 LF of a 4-lane major arterial. Includes minor road, curb, and sidewalk reconstruction as well as ADA upgrades. Pavement cracking and rutting makes this road segment a high maintenance priority. Project will improve safety and reduce maintenance costs. This facility carries over 18,000 vehicles per day.

Proposed funding: \$625,000

Dimond Blvd., Jewel Lake Rd. to New Seward Highway: Resurface from curb to curb this divided six-lane major arterial carrying over 40,000 vehicles per day. Severe rutting makes this project a priority.

Proposed funding: \$6,500,000

Lake Otis - Abbott to O'Malley & Debarr to Northern Lights Blvd: Replace pavement on approximately 9,700 LF of roadway. Includes minor road, curb and sidewalk reconstruction; ADA upgrades and neighborhood trail connections. This facility carries over 18,000 vehicles per day.

Proposed funding: \$2,600,000

Mt. View Drive - Commercial to Glenn Highway: Overlay or replace pavement on approximately 3,100 LF of a 4-lane minor arterial. Includes minor road, curb, and sidewalk reconstruction as well as ADA upgrades. Pavement cracking and rutting make this project a high maintenance priority. This facility carries over 11,000 vehicles per day.

Proposed funding: \$500,000

9th Avenue - L Street to Ingra: Overlay or replace pavement on approximately 6,400 LF of a 4-lane minor arterial. Includes minor road, curb, and sidewalk reconstruction as well as ADA upgrades. Reconstruction may be required between Gambell Street and Ingra Street. Pavement cracking and rutting make this project a high maintenance priority. Project will improve safety and reduce maintenance costs on a road with over 11,000 vehicles per day.

Proposed funding: \$800,000

Northern Lights/Benson Blvds., Forest Park Dr. to Lake Otis Parkway (Couplet): Resurface this minor arterial couplet (four westbound lanes and four eastbound lanes) from curb to curb. Severe rutting makes this project a maintenance priority. Project will improve traffic flow on this facility, which carries over 50,000 vehicles per day.

Proposed funding: \$3,000,000

Old Seward Hwy. Huffman Rd. to Potter Valley Road: Resurface severely rutted minor arterial to improve traffic flow of over 11,000 vehicles per day.

Proposed funding: \$2,000,000

Spenard Road - McRea to Fireweed: Overlay or replace pavement on approximately 7,000 LF of 4-lane minor arterial, including minor road, curb, and sidewalk reconstruction as well as ADA upgrades. Pavement cracking and rutting make this project a high maintenance priority. Project will improve safety and reduce maintenance costs. This facility carries over 22,000 vehicles per day.

Proposed funding: \$1,500,000

Subtotal Pavement Rehab Costs \$23,775,000

C Street Phase II. Dimond Blvd. to O'Malley Rd., including interchange at O'Malley Rd. and a grade separation for the Alaska Railroad near 68th Ave. and C Street:

Extend C Street to O'Malley Road. Construct 4-lanes, 2 lanes each direction separated by depressed median along with 10-foot separated pathway on west side and detached 8-foot sidewalk on east side. Project includes interchange at C Street and O'Malley Road and grade-separated rail crossing near 68th Avenue and C Street. Provides needed access to industrially-zoned land and improves traffic flow with alternative north/south travel corridor. Extension expected to carry over 20,000 vehicles per day.

Proposed funding: \$28,750,000

Glenn Highway, Gambell St. to McCarrey St. (6 laning with interchanges at Airport Heights and Bragaw Street:

Project implements recommendation(s) of Major Investment Study to address traffic congestion. Options include widening 5th Avenue, analyzing a complex to eliminate a bottleneck, and analyzing interchanges at Airport Heights and Bragaw Street. Project will eliminate bottleneck, improve traffic flow, and improve air quality. Facility currently carries over 40,000 vehicles per day.

Proposed funding: \$58,000,000

Seward Highway at International Airport Rd Grade Separated Crossing: Provide grade-separated crossing of the New Seward Highway by International Airport Road with connections to frontage road on both sides of the New Seward Highway. Project will facilitate critical east to west traffic movement. The New Seward Highway at International Airport Road carries over 60,000 vehicles per day.

Proposed funding: \$15,000,000

Seward Highway at 92nd Avenue Grade Separation and connection to Old Seward Highway and Abbott Road: Provide grade-separated crossing of the New Seward Highway on the 92nd Avenue alignment, connecting Old Seward Highway with Abbott Road. Project will relieve congestion on the Old Seward Highway and other arterials including Lake Otis Parkway. The New Seward Highway carries over 40,000 vehicles per day at this location.

Proposed funding: \$12,500,000

Seward Highway reconstruction of frontage roads including an extension of West Frontage Road - Dimond to O'Malley: Extend the west frontage road of the Seward Highway from Dimond Boulevard to O'Malley Road providing alternative access to land uses adjacent to controlled access highway and convert one-way traffic to two-way traffic flow. Rehabilitate pavement as necessary.

Proposed funding: \$9,000,000

Subtotal Anchorage (including Pavement Rehab Program) \$147,025,000

BETHEL

Bethel: Akakeek Street Improvements: Reconstruct and resurface Akakeek Street, a distance of approximately 2,900 feet, with asphalt. Project does not include separated pathways or illumination. Road constructed with poor soils with minimal surfacing. Silty soils used for original construction produce significant dust during dry weather causing air quality problems. Project is high maintenance priority and will improve safety and air quality. Akakeek Street provides access to area of highest residential density in Bethel.

Proposed funding: \$880,000

Bethel: Chief Eddie Hoffman Highway: Rehabilitate the Chief Eddie Hoffman Highway from Mile 0.0 to 4.3. Project will stabilize the embankment of the road that currently settles every year due to differential thaw, reducing annual maintenance costs.

Proposed funding: \$4,000,000

Bethel: H-Marker Road Improvements: Reconstruct and resurface H-Marker Road, a distance of about 1,260 feet, with asphalt. Project does not include a separated pathway or illumination. Silty soils used for original construction produce significant dust during dry weather causing air quality problems. Project is high maintenance priority and will improve safety and air quality.

Proposed funding: \$480,000

Bethel: Ptarmigan Street Improvements: Reconstruct and resurface Ptarmigan Street from Ridgecrest Drive to Tundra Ridge, a distance of about 10,000 feet, with asphalt. Project does not include separated pathways or illumination. Silty soils used for original construction produce significant dust during dry weather causing air quality problems. Project is high maintenance priority and will improve safety and air quality. Ptarmigan Road provides access to area of highest residential density in Bethel.

Proposed funding: \$1,480,000

Subtotal Bethel \$6,840,000

KENAI PENINSULA

North Kenai Spur Road MP 22-29.7 Repave: Repave the existing roadway, provide wider shoulders, improve the site distance at the Tesoro Refinery (MP 22.2), and provide pedestrian pathway between Nikiski Elementary School/Recreation Center and Nikiski High School. Project is a high maintenance priority as pavement exceeds 20 years and is failing. Project will improve safety by providing shoulders, turn pockets and pedestrian pathway.

Proposed funding: \$10,612,000

Soldotna: East Redoubt Ave. Rehabilitation: Rehabilitate East Redoubt Avenue between the MP 2 and end of road at MP 5. Work includes adding to road base to support hard surfacing and other improvements. Road serves as only access to residences, a recreation area, and two public boat docks along the Kenai River east of Soldotna. Project is a maintenance priority and will improve air quality.

Proposed funding: \$5,073,000

Subtotal Kenai Peninsula Borough \$15,685,000

MAT-SU BOROUGH

Glenn Highway MP 34 to 42 Reconst. - Parks to Old Glenn Hwy (Palmer): Complete design phase for project to reconstruct Glenn Highway to four lanes, including pathway and shoulders. Cost estimate is to only complete design phase. Level of service (LOS) analysis indicates that the existing two-lane road will not provide the LOS desirable for a suburban arterial and that four lanes will be necessary to sustain the desired LOS.

Proposed funding: \$1,500,000

Glenn Highway State Fairgrounds Access Improvements: Construct additional dedicated right turn lanes for access to State Fairgrounds to relieve congestion and improve safety.

Proposed funding: \$500,000

Parks Highway Corridor Alternative (Wasilla area): Develop an alternative Parks Highway route for through traffic, relieving congestion along portions of the Parks Highway. Cost estimate is for the EIS only.

Proposed funding: \$1,700,000

Mat-Su: Bogard Road Extension East: Extend Bogard Road to Scott Road to connect with the Glenn Highway. Includes 2 miles of new road construction and reconstruction of 1.0 mile of Scott Road. Pave the route and provide pedestrian facilities, turn pockets, and intersection lighting. Project will realign and widen Scott Road, improve safety, and provide alternative east-west access between Palmer and Wasilla.

Proposed funding: \$6,530,000

Mat-Su: Seward Meridian Rd. Parks to Seldonv: Upgrade Seward Meridian Road to four lanes from Parks Highway to Seldon Road. Intersection improvements will be needed at the Palmer-Wasilla Highway, including turn lanes and signal upgrades. Project will improve safety and ease congestion as well as create a continuous corridor between the Parks Highway and Seldon Road.

Proposed funding: \$7,525,000

Mat-Su: Trunk Road Reconstruction: Rehabilitate Trunk Road from Parks Highway to Palmer Fishhook Road. The Preliminary Design Project is also scoping several construction alternatives including a new alignment that is preferred by the Matanuska-Susitna Borough. Project will construct shoulders, drainage improvements including culvert replacements, and hard surfacing. A separated trail is being considered. Project will improve safety by eliminating sharp curves and upgrading road to arterial standards.

Proposed funding: \$9,150,000

Palmer: East Eagle Avenue and Gulkana Street Upgrade: Pave East Eagle Avenue including curb and gutter. Project extends from Glenn Highway east to Gulkana Street and south on Gulkana Street to end of pavement (elementary school). City of Palmer intends to design and construct these improvements and agrees to contribute additional funding to complete project. (Cost estimate does not complete project.) Project will improve air quality and safety and reduce maintenance costs.

Proposed funding: \$1,200,000

Wasilla Local Gravel-to-Asphalt Program: Pave locally-owned Wasilla streets with asphalt (streets to be identified by City of Wasilla). Projects will pave existing gravel roads that are high maintenance priorities and reduce maintenance costs.

Proposed funding: \$1,000,000

Mat-Su: Bogard Road Wasilla High/Middle Schools Pedestrian Crossing: Construct a handicap accessible pedestrian crossing of Bogard Road in Wasilla to provide a direct connection between Wasilla High and Wasilla Middle Schools and improve safety.

Proposed funding: \$1,430,000

Old Glenn Highway MP 0-18.6 Rehabilitation: Rehabilitate Old Glenn Highway from Palmer to the Glenn Highway. Includes separated pathway and widened shoulders from Palmer to Plumley Road. Repaving only from Plumley Road to the Glenn Highway Interchange. Project is a high maintenance priority and will reduce maintenance costs.

Proposed funding: \$13,225,000

Palmer-Wasilla Highway Expansion: Complete environmental document, design, and purchase right-of-way for expansion of Palmer-Wasilla Highway to five lane facility. Project will increase capacity as traffic volumes exceed 13,000 vehicles per day in the rapidly growing Mat-Su Borough.

Proposed funding: \$17,850,000

Petersville Road MP 3-14: Rehabilitate and hard surface Petersville Road from the existing end of the pavement to the end of winter maintenance at Kroto Creek and construct a separated path from the Parks Highway to Trapper Creek Elementary School. Enlarge/improve the parking area at Kroto Creek. Project will improve safety, provide enhanced recreational access, and reduce maintenance costs.

Proposed funding: \$5,400,000

Subtotal Mat-Su \$67,010,000

SOUTHWEST

Dillingham Aleknagik Lake Road, MP 8-23 Paving: Pave in place MP 8-23 of the Dillingham to Aleknagik Road with minor reconditioning of the existing road. Project does not include widening, realignment, drainage work, separated pathways, or illumination. Project will reduce maintenance costs, provide reliable access for local residents, and meet increasing demands for tourism opportunities at the Wood-Tikchik State Park (largest state park in Alaska). Project will also increase tourist-related commercial development in the region.

Proposed funding: \$9,900,000

Subtotal Southwest \$9,900,000

TOTAL Central Region \$246,460,000

SOUTHEAST REGION

Two Fast Ferries:

Proposed funding: \$70,000,000

TOTAL Southeast Region \$70,000,000

TOTAL GARVEE BOND PROJECTS \$425,000,000

FHWA LETTER



U.S. Department
of Transportation

**Federal Highway
Administration**

Alaska Division

www.fhwa.dot.gov/akdiv

P.O. Box 21648
Juneau, Alaska 99802
907-586-7418

February 8, 2001

HDA-AK
Adm-F&A 1

Ms. Nancy Slagle
Director, Administrative Services Division
Alaska Department of Transportation
and Public Facilities
3132 Channel Drive
Juneau, Alaska 99801-7898

Dear Ms. Slagle:

During the last legislative session, the Alaska Federal Highway Administration's (FHWA) Division Office had numerous meetings and phone conferences with personnel from the Alaska Department of Transportation, the Department of Revenue's Municipal Bond Bank, and FHWA's Innovative Finance Office, on the subject of Grant Anticipation Revenue Vehicles, or GARVEE bonds. As an outcome of these discussions, the Governor sought legislation for a \$350 million program of projects to be funded with GARVEE bond proceeds.

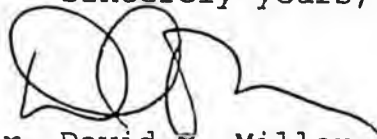
Discussions with our office centered on the potential for applying a present value calculation to the Federal-aid match requirements on the \$350 million program of projects. The Alaska Department of Transportation planned to use a portion of investment earnings on bond sale proceeds and wanted to apply such earnings to debt service payments using a present value calculation in lieu of all standard non-Federal match requirements.

During this process, FHWA's National Innovative Finance personnel concluded that investment earnings on bond proceeds could be used to meet the non-Federal match. They also felt that the application of a present value calculation to the initial debt service payment using non-Federal funds, had substantial merit. Some variations of this methodology have received case-by-case approval on other recent GARVEE issuances, though under distinctly different circumstances.

Prior to making an eligibility determination on the present value concept, the Alaska Department of Transportation will need to prepare and submit to our office for approval, a formal application under FHWA's Test and Evaluation Project (TE-045). In addition to describing the projects to be financed using GARVEE bond proceeds, and identifying the innovative techniques to be deployed under TE-045, the application must demonstrate the necessity for waiving standard Federal-aid finance procedures. This necessity may be substantiated by showing how innovative finance techniques either expedite the project(s) completion dates, reduce total costs for producing projects, or leverage non-Federal funds.

If you have any questions concerning this matter, please contact Dave Bruce, Financial Manager, at (907) 596-7413.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'DC Miller', with a long horizontal flourish extending to the right.

For: David C. Miller
Division Administrator

PUBLIC SUPPORT

ALASKA TRUCKING ASSOCIATION, INC.

3443 Minnesota Drive • Anchorage, Alaska 99503 • PHONE (907) 276-1149 • FAX (907) 274-1946

Statement Of Support For GARVEE Bond Concept

February 23, 2001

My name is Frank Dillon. I am employed as executive vice president of Alaska Trucking Association. Alaska Trucking Association is a 42-year-old trade association comprised of transportation companies throughout the state of Alaska.

Alaska Trucking Association strongly supports the GARVEE Bond Financing concept. GARVEE Bonds are a mechanism allowed by the federal government and currently being used in other states, in which federal highway funds are essentially advanced to the state that would normally come in outlying years.

The use of GARVEE Bonds will allow for expedited construction of much needed transportation infrastructure projects. Many of these projects will enhance the safety, efficiency, and productivity of the trucking industry.

Alaskans depend on trucks for food, construction materials, and virtually all consumer items. Prudhoe Bay and the oil and gas industry throughout Alaska depend on trucks for supplies to continue their production. GARVEE Bonds will allow for the completion of much needed transportation infrastructure sooner than the normal process. Therefore, affording Alaskans the benefits of these projects in a timelier manner.



Introduced by: James C. Hayes, Mayor
Date: February 5, 2001

RESOLUTION NO. 3898

A RESOLUTION IN SUPPORT OF THE "GARVEE" BOND PACKAGE INCLUDING THE RICHARDSON HIGHWAY NORTH POLE INTERCHANGE, THE RICHARDSON HIGHWAY MP352 - MP361 REHABILITATION, THE FAIRBANKS DOWNTOWN STREET IMPROVEMENTS, THE FAIRBANKS ILLINOIS-BARNETTE AND BRIDGE, THE FAIRBANKS NORTH STAR BOROUGH ROADS AND TRAILS (\$10,000,000), THE SOUTH CUSHMAN STREET IMPROVEMENTS, UNIVERSITY AVENUE WIDENING - SOUTH SEGMENT (AIRPORT), UNIVERSITY AVENUE WIDENING - CENTER SEGMENT (GEIST), AND CHENA HOT SPRINGS/CIRCLE LOOP, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Fairbanks, City of North Pole, and Fairbanks North Star Borough has traffic problems that are in need of solutions; and

WHEREAS, the State of Alaska Department of Transportation and Public Facilities (AKDOTPF) may be able to provide for earlier funding of the following projects through the Guaranteed Anticipated Revenue Vehicle (GARVEE) Bond process:

- Richardson Highway - North Pole Area Interchange**
- Richardson Highway - MP352 - MP361 Rehabilitation**
- Fairbanks - Downtown Street Improvements**
- Fairbanks - Illinois-Barnette and Bridge**
- Fairbanks North Star Borough Roads and Trails (\$10,000,000)**
- South Cushman Street Improvements**
- University Avenue Widening - South Segment (Airport)**
- University Avenue Widening - Center Segment (Geist)**
- Chena Hot Springs/Circle Loop**

WHEREAS, AKDOTPF has stated they would be able to accommodate the increased project load through contracting with private consultants; and

WHEREAS, early funding of these project will result in potential decreased right-of-way costs, earlier safety solutions, and better access within the Fairbanks North Star Borough.

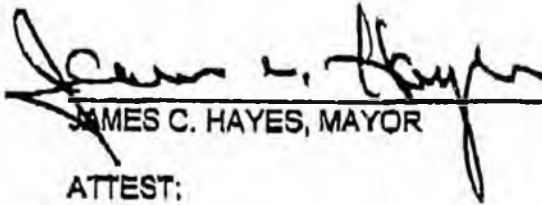
NOW THEREFORE BE IT RESOLVED, that the Mayor and the City Council of the City of Fairbanks, Alaska, support the proposed GARVEE bond package including the Richardson Highway - North Pole Area Interchange, the Richardson Highway - MP352 - MP361 Rehabilitation, the Fairbanks - Downtown Street Improvements, the Fairbanks - Illinois-Barnette and Bridge, the Fairbanks North Star Borough Roads and Trails (\$10,000,000), the South Cushman Street Improvements, the University Avenue Widening - South Segment (Airport), the University Avenue Widening - Center Segment (Geist), and the Chena Hot Springs/Circle Loop project.

BE IT FURTHER RESOLVED that the Fairbanks City Council recommends that in the event these projects are funded by the sale of GARVEE Bonds, an equivalent amount of project funding be made available for City of Fairbanks, City of North Pole, and Fairbanks North Star Borough projects in the Statewide Transportation Improvement Program.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Fairbanks North Star Borough Assembly, the City Council of North Pole, the Honorable Governor Tony Knowles, and the Interior Delegation.

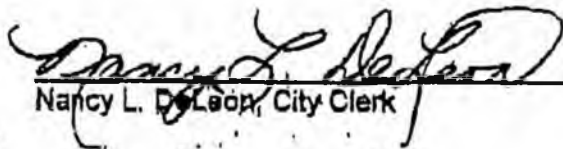
This resolution will become effective immediately following its adoption.

ADOPTED BY THE CITY OF FAIRBANKS OF FAIRBANKS, ALASKA this 5th day of January, 2001.



JAMES C. HAYES, MAYOR

ATTEST:



Nancy L. DeLeon, City Clerk

Introduced by:
Date:
Action:
Vote:

*SA
Kunt*

Mayor
11/21/00
Adopted
9 Yes, 0 No

**KENAI PENINSULA BOROUGH
RESOLUTION 2000-107**

**A RESOLUTION SUPPORTING ACCELERATED TRANSPORTATION GENERAL
OBLIGATION BONDS FOR TRANSPORTATION PROJECTS USING FUTURE
FEDERAL HIGHWAY FUNDS TO REPAY THE DEBT**

- WHEREAS,** the National Highway System Designation Act of 1995 expanded the types of bond-related costs that could be financed with federal highway funds; and
- WHEREAS,** the federal Transportation Equity Act for the 21st Century (TEA-21) increased annual funding for states and states can now use a portion of those funds for debt-financing; and
- WHEREAS,** projects which are eligible for federal highway funds and contained in the State Transportation Improvement Program (STIP) are eligible for bond financing;
- WHEREAS,** bond financing allows a project to be built sooner which is more cost-effective by avoiding cost increases resulting from inflation;
- WHEREAS,** by delivering a project earlier than would otherwise be possible, bond financing also provides greater benefit to the public (e.g., increased safety, less traffic congestion and delays, and increased economic output); and
- WHEREAS,** such bonding may eliminate the need for general funds by using investment earnings on bond proceeds to meet federal match requirements; and
- WHEREAS,** such transportation bonding will maintain Alaska and the peninsula's construction industry's capacity to design and build; and
- WHEREAS,** an improved road system has been a consistent high priority to the Kenai Peninsula Borough Assembly; and
- WHEREAS,** DOTPF has indicated \$15 million of the bond package would be spent on the Kenai Peninsula;

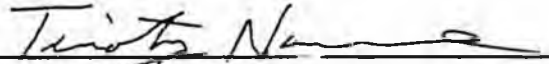
NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. The Kenai Peninsula Borough Assembly supports the legislature placing on the ballot the question of use of general obligation accelerated transportation bonding for projects qualifying for federal aid to expedite highway construction projects and the associated benefits within the State of Alaska and the Kenai Peninsula Borough.

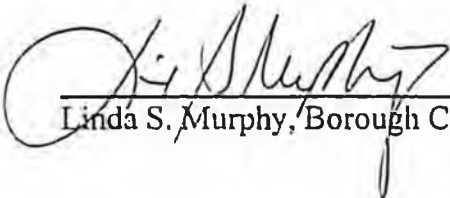
SECTION 2. That a copy of this resolution shall be forwarded to the Alaska Department of Transportation and Public Facilities

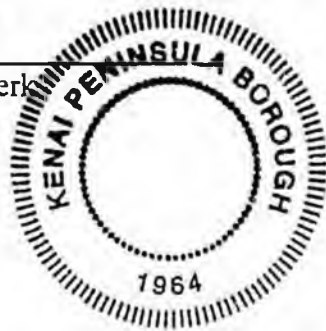
SECTION 3. That this resolution takes effect immediately upon adoption.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 21ST DAY OF NOVEMBER, 2000.


Timothy Navarre, Assembly President

ATTEST:


Linda S. Murphy, Borough Clerk



Submitted By: Mayor Jacobson and Mr. McGhee
Introduced and Possible Approval: December 18, 2000

City of North Pole

Resolution 00-36

A RESOLUTION IN SUPPORT OF GUARANTEED ANTICIPATED REVENUE VEHICLE (GARVEE) BONDS FOR TRANSPORTATION PROJECTS

WHEREAS, the City of North Pole, the City of Fairbanks and the Fairbanks North Star Borough have transportation problems that are in need of a solution; and

WHEREAS, early funding may be possible by the State of Alaska Department of Transportation and Public Facilities (AKDOTPF) through Guaranteed Anticipated Revenue Vehicle (GARVEE) Bonds; and

WHEREAS, AKDOTPF has stated they would be able to accommodate the increased project load through contracting with private consultants; and

WHEREAS, early funding of projects will result in potential decreased right-of-way costs, earlier safety solutions, and better access within the City of North Pole, the City of Fairbanks and the Fairbanks North Star Borough.

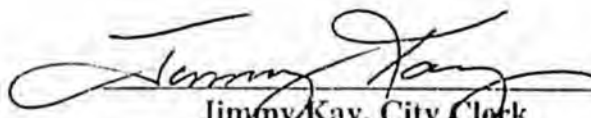
NOW THEREFORE BE IT RESOLVED that the City of North Pole supports the use of GARVEE Bonds.

BE IT FURTHER RESOLVED that the North Pole City Council recommends that in the event projects are funded by the sale of GARVEE Bonds, an equivalent amount of project funding be made available for the Fairbanks North Star Borough projects in the Statewide Transportation Improvement Program.

Passed and approved by a duly constituted quorum of the North Pole City Council on December 18, 2000.


JEFFREY JAMES JACOBSON, Mayor

ATTEST:


Jimmy Kay, City Clerk

ALASKA MUNICIPAL LEAGUE

RESOLUTION 2001-06

**A RESOLUTION URGING THE LEGISLATURE AND
GOVERNOR TO ACCELERATE COMPLETION OF
TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS**

WHEREAS, Alaska's identified transportation needs exceed 7 billion dollars; and

WHEREAS, Grant Anticipation Revenue Vehicles (GARVEE bonds) are authorized by Section 311 of the National Highway System Designation Act of 1995 and offer states a new way to assemble up-front capital on the basis of a pledge of the receipt of future Federal funds; and

WHEREAS, GARVEE bonds would allow Alaska to build up to \$400 million in highway projects in 3 to 5 years with only a 12-14% reduction in the annual highway program for debt service payments over 15 years; and

WHEREAS, pay-as-you-go financing of costly projects takes longer and leaves little additional revenues for other important projects; and

WHEREAS, bond financing allows a project to be built sooner and avoid cost increases resulting from inflation; and

WHEREAS, bond financing provides more immediate transportation project benefits to the public like increased safety, less traffic congestion, and increased economic output; and

WHEREAS, Arizona, New Mexico, Colorado, Arkansas, and Ohio have already funded transportation projects by issuing GARVEE bonds similar to those being considered in Alaska; and

WHEREAS, investment earnings on the upfront bond proceeds held prior to payout for construction will reduce the need for state General Fund match by several million dollars; and

WHEREAS, federal studies show that transportation projects generate approximately 8 full-time jobs per \$1 million of investment; and

WHEREAS, the accelerated federal projects will be well within the Alaska construction industry's capacity to design and build and will benefit the economy;

NOW, THEREFORE, BE IT RESOLVED that the Alaska Municipal League and the Alaska Conference of Mayors urge the Legislature and Governor to support Grant Anticipation Revenue Vehicle (GARVEE) bonds, requiring local government approval, through resolution, of the projects for the bonds, or a similar financing plan using future federal grants, to accelerate completion of transportation infrastructure improvements.

Presented by:
City Manager
Action Taken:
Yes 6 No 2
Abstain 0

CITY OF NOME, ALASKA

RESOLUTION NO. R-01-01-7

**A RESOLUTION IN SUPPORT OF THE BERING STREET,
SEPPALA DRIVE, AND FRONT STREET REHABILITATION AND THE
FRONT STREET SAFETY AND ENHANCEMENTS
THROUGH THE GUARANTEED ANTICIPATED REVENUE VEHICLE
(GARVEE) BOND PROCESS**

WHEREAS, the City of Nome is experiencing a growing number of residents and tourists each year; and

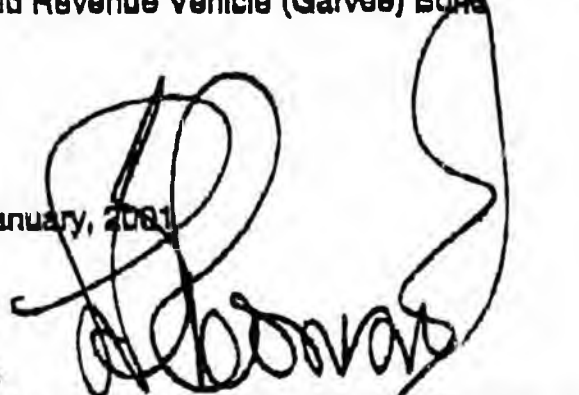
WHEREAS, continued growth of the Nome community and Bering Straits Region has resulted in substantial increases in motor vehicle traffic; and

WHEREAS, the existing sidewalks and lighting are inadequate and in failing condition; and,

WHEREAS, the surface drainage system of the roadway is failing and poses a hazard to vehicular traffic and pedestrians.

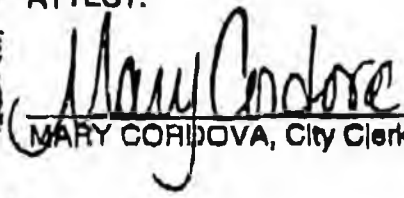
BE IT THEREFORE RESOLVED that the City of Nome supports the funding of the Bering Street, Seppala Drive and Front Street Rehabilitation and the Front Street Safety and Enhancements through the Guaranteed Anticipated Revenue Vehicle (Garvee) Bond process.

APPROVED and SIGNED this 8th day of January, 2001



LEO B. RASMUSSEN, Mayor

ATTEST:



MARY CORIDOVA, City Clerk

By: Karen Parr
Nancy Webb
Introduced: 01/25/01
Adopted: 01/25/01

RESOLUTION NO. 2001-05

A RESOLUTION OF THE FAIRBANKS NORTH STAR BOROUGH ASSEMBLY IN SUPPORT OF THE GARVEE BOND PACKAGE INCLUDING THE RICHARDSON HIGHWAY NORTH POLE INTERCHANGE, THE RICHARDSON HIGHWAY MP352 - MP361 REHABILITATION, THE FAIRBANKS DOWNTOWN STREET IMPROVEMENTS, THE FAIRBANKS ILLINOIS-BARNETTE AND BRIDGE, THE FAIRBANKS NORTH STAR BOROUGH ROADS AND TRAIL (\$10,000,000), THE SOUTH CUSHMAN STREET IMPROVEMENTS, UNIVERSITY AVENUE WIDENING - SOUTH SEGMENT (AIRPORT), UNIVERSITY AVENUE WIDENING - CENTER SEGMENT (GEIST), AND CHENA HOT SPRINGS/CIRCLE LOOP

WHEREAS, the Fairbanks North Star Borough has traffic problems that are in need of solutions; and

WHEREAS, the State of Alaska Department of Transportation and Public Facilities (AKDOTPF) may be able to provide for earlier funding of the following projects through the Guaranteed Anticipated Revenue Vehicle (GARVEE) Bond process:

Richardson Highway - North Pole Area Interchange
Richardson Highway - MP352- MP361 Rehabilitation
Fairbanks - Downtown Street Improvements
Fairbanks - Illinois-Barnette and Bridge
Fairbanks North Star Borough Roads and Trails (\$10,000,000)
South Cushman Street Improvements
University Avenue Widening - South Segment (Airport)
University Avenue Widening - Center Segment (Geist)
Chena Hot Springs/Circle Loop

WHEREAS, AKDOTPF has stated they would be able to accommodate the increased project load through contracting with private consultants; and

WHEREAS, early funding of these projects will result in potential decreased right-of-way costs, earlier safety solutions, and better access within the Fairbanks North Star Borough.

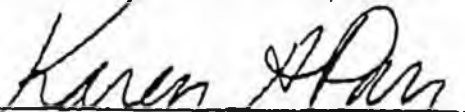
NOW, THEREFORE, BE IT RESOLVED, that the Fairbanks North Star Borough supports the proposed GARVEE bond package including the Richardson Highway - North Pole Area Interchange, the Richardson Highway - MP352- MP361 Rehabilitation, the Fairbanks - Downtown Street Improvements, the Fairbanks - Illinois-Barnette and Bridge, the Fairbanks North Star Borough Roads and Trails (\$10,000,000), the South Cushman Street Improvements, the University Avenue Widening - South Segment (Airport), the University Avenue Widening - Center Segment (Geist), and the Chena Hot Springs/Circle Loop project.

BE IT FURTHER RESOLVED that the Fairbanks North Star Borough Assembly recommends that in the event these projects are funded by the sale of GARVEE Bonds, an equivalent amount of project funding be made available for Fairbanks North Star Borough projects in the Statewide Transportation Improvement Program.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the City Council of Fairbanks, the City Council of North Pole, the Honorable Governor Tony Knowles, and the Interior Delegation.

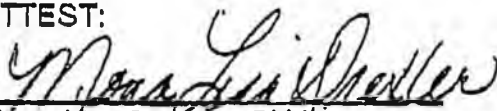
This resolution will become effective immediately following its adoption.

PASSED AND APPROVED THIS 25th OF JANUARY, 2001.



Karen H. Parr
Presiding Officer

ATTEST:



Mona Lisa Drexler, CMC
Municipal Borough Clerk

Ayes: Williams, Webb, Foote, Sattley, Beck, Cummings, Hutchison, Holm, Solle, Veazey, Parr
Noes: None

By: J. Duffy
Amended: 11/21/00
Adopted: 11/21/00

**MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 00-081**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY IN SUPPORT OF THE GARVEE BOND PACKAGE INCLUDING THE PALMER-WASILLA HIGHWAY EXPANSION, THE SEWARD MERIDIAN ROAD UPGRADE, THE BOGARD ROAD WASILLA HIGH/MIDDLE SCHOOL PEDESTRIAN CROSSING, THE BOGARD ROAD EXTENSION TO THE GLENN HIGHWAY, THE GLENN HIGHWAY FROM THE PARKS TO OLD GLENN HIGHWAY UPGRADE, OLD GLENN HIGHWAY REHABILITATION, PALMER'S EAGLE AVENUE AND GULKANA STREET UPGRADES, WASILLA SOUTHERN CORRIDOR ROUTE, THE WASILLA LOCAL GRAVEL TO ASPHALT PROGRAM, THE GLENN HIGHWAY STATE FAIRGROUNDS ACCESS IMPROVEMENTS, PETERSVILLE ROAD MP 3-14, TRUNK ROAD RECONSTRUCTION, AND THE HATCHER PASS ROAD UPGRADE MP 25-39.

WHEREAS, the Matanuska-Susitna Borough has traffic problems that are in need of a solution; and

WHEREAS, the State of Alaska Department of Transportation and Public Facilities (AKDOTPF) may be able to provide for earlier funding of the following projects through the Guaranteed Anticipated Revenue Vehicle (GARVEE) Bond process:

Palmer-Wasilla Highway Expansion	21,000,000
Seward Meridian Road Upgrade	7,525,000
Bogard Road Wasilla High/Middle School Pedestrian Crossing	1,430,000
Bogard Road Extension East	6,530,000
Glenn Highway MP 34-42 Reconstruction	1,500,000
Old Glenn Highway Rehabilitation	13,225,000
Palmer Eagle Avenue and Gulkana Street Upgrades	1,200,000

Wasilla Southern Corridor Route	1,700,000
Wasilla Local Gravel to Asphalt Program	1,000,000
Glenn Highway State Fairgrounds Access Improvements	500,000
Petersville Road MP 3-14	5,400,000
Trunk Road Reconstruction	9,150,000
Hatcher Pass Road Upgrade MP 25-39	5,400,000

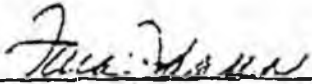
WHEREAS, AKDOTPF has stated that they would be able to accommodate the increased project load through contracting with private consultants; and

WHEREAS, the earlier funding of these projects will result in potential decreased right-of-way costs, earlier safety solutions, and better access within the Matanuska-Susitna Borough.

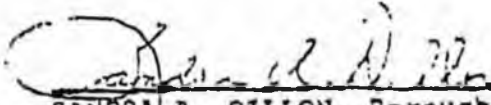
NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Assembly supports the proposed GARVEE bond package including the Palmer-Wasilla Highway Expansion, the Seward Meridian Road Upgrade, the Bogard Road Wasilla High/Middle School Pedestrian Crossing, the Bogard Road Extension to the Glenn Highway, the Glenn Highway Upgrade from the Parks to the Old Glenn Highway, the Old Glenn Highway Rehabilitation, Palmer's Eagle Avenue and Gulkana Street Upgrades, Wasilla Southern Corridor Route, the Wasilla Local Gravel to Asphalt Program, the Glenn Highway state fairgrounds access improvements, Petersville Road MP 3-14, Trunk Road reconstruction, and the Hatcher Pass Road upgrade MP 25-39.

BE IT FURTHER RESOLVED that the Matanuska-Susitna Borough Assembly recommends that in the event these projects are funded by the sale of GARVEE bonds, an equivalent amount of project funding be made available for Matanuska-Susitna Borough projects in the Statewide Transportation Improvement Program.

ADOPTED by the Matanuska-Susitna Assembly this 21 day of November, 2000.


SARA JANSEN Deputy Borough Mayor

ATTEST:


SANDRA A. DILLON, Borough Clerk
(SEAL)

**A RESOLUTION IN SUPPORT OF THE GARVEE BOND FUNDING OF THE
SOUTHEAST ALASKA TRANSPORTATION PLAN (SATP) AND UPDATES
THERE TO
(Resolution 01-26)**

WHEREAS the Southeast Conference has long had as a major goal the operation and maintenance of a ferry transportation network which is capable of meeting the needs of the people and communities of the region, and

WHEREAS Southeast Alaska requires a ferry system which provides the capability for daily connectivity, convenient hours of arrival and departure, and an economical cost of operation, and

WHEREAS the ferry system envisioned by the Southeast Alaska Transportation Plan satisfies all of those expectations while it retains the best features of the present "long-haul" system, and

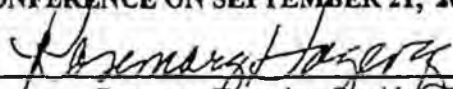
WHEREAS the authorization and funding of the Southeast Alaska Transportation Plan has not yet been completed by the Alaska State Legislature,

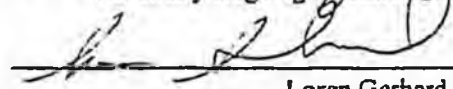
NOW, THEREFOR^D BE IT RESOLVED THAT:

Southeast Conference hereby urges the Governor and the Legislature to support implementation of the Southeast Alaska Transportation Plan and further urges

The Alaska State Legislature to authorize the use of GARVEE bonds (Grant Anticipation Revenue Vehicle) to fund the construction of additional shuttle ferries.

ADOPTED BY SOUTHEAST CONFERENCE ON SEPTEMBER 21, 2000.

Witness: 
Rosemary Hagevig - President Southeast Conference

Attest: 
Loren Gerhard - Executive Director



P.O. Box 46
Kotzebue, Alaska 99752

City Hall
442-3401

Police Dept.
442-3351

Fire Dept.
442-3404

Public Works
442-3401

**CITY OF KOTZEBUE
RESOLUTION NO. 01-17**

A RESOLUTION OF THE CITY COUNCIL, FOR THE CITY OF KOTZEBUE, ALASKA, IN SUPPORT OF THE GARVEE BOND PACKAGE INCLUDING THE KOTZEBUE SHORE AVENUE REHABILITATION AND EROSION PROTECTION PROJECT.

WHEREAS, the City of Kotzebue has serious traffic and erosion problems along Shore Avenue that are in need of a solution;

WHEREAS, the State of Alaska Department of Transportation and Public Facilities (AKDOTPF) may be able to provide for earlier funding of the following project through the Guaranteed Anticipated Revenue Vehicle (GARVEE) Bond process:

Kotzebue Shore Avenue Rehabilitation and Erosion Protection Project	\$11,450.00
Total:	\$11,450.00

WHEREAS, AKDOTPF has stated that they would be able to accommodate the increased project load through contracting with private consultants; and,

WHEREAS, the earlier funding of those projects will result in potential decreased right-of-way costs, earlier safety and erosion solutions, and better access within the City of Kotzebue,

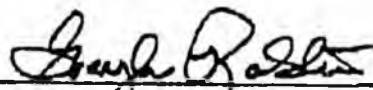
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Kotzebue hereby supports the proposed GARVEE Bond process which includes the Kotzebue Shore Avenue Rehabilitation and Erosion Protection Project.

BE IT FURTHER RESOLVED that the City Council of the City of Kotzebue requests that in the event this project is not funded by the sale of GARVEE bonds, an equivalent amount of project funding be made available for the City of Kotzebue project in the Statewide Transportation Improvement Program.

Resolution 01-17
Page Two

PASSED AND APPROVED by City Council for the City of Kotzebue this 4th day of
January, 2001.

CITY OF KOTZEBUE:



Gayle Raston, Vice Mayor

ATTEST:

(Seal)



Nancy Mercer, Interim City Clerk

Introduced by: Mayor
Date: 11/21/00
Action: Adopted
Vote: 9 Yes, 0 No

**KENAI PENINSULA BOROUGH
RESOLUTION 2000-107**

**A RESOLUTION SUPPORTING ACCELERATED TRANSPORTATION GENERAL
OBLIGATION BONDS FOR TRANSPORTATION PROJECTS USING FUTURE FEDERAL
HIGHWAY FUNDS TO REPAY THE DEBT**

WHEREAS, the National Highway System Designation Act of 1995 expanded the types of bond-related costs that could be financed with federal highway funds; and

WHEREAS, the federal Transportation Equity Act for the 21st Century (TEA-21) increased annual funding for states and states can now use a portion of those funds for debt-financing; and

WHEREAS, projects which are eligible for federal highway funds and contained in the State Transportation Improvement Program (STIP) are eligible for bond financing;

WHEREAS, bond financing allows a project to be built sooner which is more cost-effective by avoiding cost increases resulting from inflation;

WHEREAS, by delivering a project earlier than would otherwise be possible, bond financing also provides greater benefit to the public (e.g., increased safety, less traffic congestion and delays, and increased economic output); and

WHEREAS, such bonding may eliminate the need for general funds by using investment earnings on bond proceeds to meet federal match requirements; and

WHEREAS, such transportation bonding will maintain Alaska and the peninsula's construction industry's capacity to design and build; and

WHEREAS, an improved road system has been a consistent high priority to the Kenai Peninsula Borough Assembly; and

WHEREAS, DOTPF has indicated \$15 million of the bond package would be spent on the Kenai Peninsula;

**NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI
PENINSULA BOROUGH:**

SECTION 1. The Kenai Peninsula Borough Assembly supports the legislature placing on the ballot the question of use of general obligation accelerated transportation bonding for projects qualifying for federal aid to expedite highway construction projects and the associated benefits within the State of Alaska and the Kenai Peninsula Borough.

SECTION 2. That a copy of this resolution shall be forwarded to the Alaska Department of Transportation and Public Facilities

SECTION 3. That this resolution takes effect immediately upon adoption.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 21ST DAY OF NOVEMBER, 2000.

*JR.
Kmt -*

CITY OF PALMER, ALASKA
RESOLUTION NO. 1217

A RESOLUTION SUPPORTING THE GARVEE BOND PROGRAM FOR FUNDING OF STATE HIGHWAY CONSTRUCTION PROJECTS.

WHEREAS, Federal legislation has authorized the use of a Guaranteed Anticipated Revenue Vehicle (GARVEE) bond program to finance highway construction projects by allowing States to issue bonds for construction projects and to repay the bonds with a portion of the annual Federal Highway Administration revenues received by the State of Alaska; and,


WHEREAS, there is a need in the State of Alaska to improve the transportation system by construction or reconstruction of major highways; and,

WHEREAS, the funding required for many of these projects exceeds the annual allocation of Federal Highway Administration funding to the State of Alaska; and,

WHEREAS, the Guaranteed Anticipated Revenue Vehicle bond program, if approved by the Alaska Legislature, will supplement available federal highway construction funds and will provide additional funding for needed transportation improvements in the Palmer area and throughout the State.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Palmer urges the Alaska Legislature to approve the use of Guaranteed Anticipated Revenue Vehicle bonds to finance the construction of transportation projects in the State of Alaska.

Passed and approved this 8th day of August, 2000.


Henry P. Guinotte, Mayor


Thomas Healy, City Clerk

Copies to: Comm. Perkins, DOT/PF
D. Eberle, M. O'Brien DOT/PF
Representative Ogan
Senator Green

Submitted by: Chair of the Assembly at
Prepared by: the Request of the Mayor
Community Planning and
Development
For reading: SEPTEMBER 12, 2000

CLERK'S OFFICE

APPROVED

Date: 10-3-00

Anchorage, Alaska
AR No. 2000- 267

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A RESOLUTION OF THE ANCHORAGE MUNICIPAL ASSEMBLY SUPPORTING
A STATEWIDE GRANT ANTICIPATED REVENUE VEHICLE (GARVEE) BOND
FOR TRANSPORTATION IMPROVEMENTS

THE ANCHORAGE ASSEMBLY RESOLVES:

WHEREAS, Governor Knowles proposes a program that recommends a \$350-
\$400 million bond package be put forward to the voters to speed up needed
transportation projects across the State. Improvements already scheduled for
future construction will be built two to three years ahead of schedule by selling
statewide bonds secured by promised federal funds; and

WHEREAS, an estimated 40% of the total bond would be for projects in the
Anchorage area; and

WHEREAS, the Municipal Assembly understands that the AMATS allocation will
not be reduced by the full bond amount, but rather the statewide allocation will be
reduced by a small amount each year to pay back the bonds; and

WHEREAS, the Municipal Assembly understands that the anticipated repayment
amount will come off the top of the State's Federal Highway Administration
allocation, most of which will come from the National Highway System portion of
the State's allocation; and

WHEREAS, the Municipal Assembly understands that the allocation to AMATS
for the Non-National Highway System would be reduced only slightly, if at all.

NOW, THEREFORE, the Anchorage Assembly resolves:

Section 1. The Municipal Assembly supports the Governor's proposed GARVEE
bond package to accelerate needed transportation projects across the State, and
that it include the attached list of projects.

Post-it® Fax Note	7671	Date	12/4/00	# of pages	4
To	Knifler	From			
Comp	DOT	Co.	MOA/CLIC		
Phone #		Phone #	347-4311		
Fax #	269-0521	Fax #			

AR No. 2000- 267
Page 2

1 Section 2. This resolution shall become effective immediately upon passage and
2 approval by the Anchorage Assembly.
3

4 PASSED AND APPROVED by the Anchorage Assembly this 3rd
5 day of October, 2000.
6

7
ATTEST: Gay Von Hennigan
Chair

Lizene Ferguson
Municipal Clerk

Attachment: GARVEE Bond Projects for Anchorage, 1 page.

GARVEE Bond Projects for Anchorage

Project Name	Description	Total Estimated Cost	Earliest Construction Date	Current Schedule
1 C Street Extension, Phase III, - Dimond Blvd to O'Malley Road w/ Interchange at O'Malley	Construct a new road link south of Dimond to O'Malley including lighting, drainage, pedestrian facilities.	\$29,250,000	2003	2004 & 2006
2 Glenn Highway Reconstruction - Gambell Street to McCarrey.	Implement the recommendation(s) of the Major Investment Study to address traffic congestion.	\$60,000,000	2004*	2006
5 Seward Highway Reconstruction and Grade Separation Improvements	International Airport Road grade separated crossing 92nd Ave Grade Separation and Connection to Old Seward Hwy & Abbott Road West Frontage Road Extension, Dimond to O'Malley and convert all frontage roads to a 2-lane, 2-way system.	\$15,000,000 \$12,000,000 \$9,000,000	2004 2004 2004	2004 Phased In 2005, 2006 and beyond Phased In 2005, 2006 and beyond
4 High Priority Pavement Management Needs	MOA Roads Lake Otis - Abbott to O'Malley & DeBarr to N. Lights Blvd. Mt. View Drive - Commercial to Glenn Highway 9th - L to Ingra Bragav - Glenn Highway to DeBarr Spennard Road - McCrea to Fireweed <i>sub-total for priority MOA new pavement projects</i>	 \$2,600,000 \$500,000 \$800,000 \$825,000 \$1,500,000 <u>\$6,025,000</u>	 2002 2003 2003 2003 2004	 2002 2003 2003 2004 2006
	SOA Roads Dimond Blvd - Jewel Lake to New Seward No. Lights/Benson Blvd - Forrest Park to Lake Otis AC Ccuptel - 6th to 40th <i>sub-total for priority SOA new pavement projects</i>	 \$6,500,000 \$3,000,000 \$6,250,000 <u>\$16,750,000</u>	 2002 2002 2003	 2004 2005 2004 & 2005
	Total Recommended New Roadway Pavement funding for Anchorage	\$21,775,000		
Mayor's Recommended GARVEE Bond projects	Total Recommended GARVEE Bond Package for Anchorage	\$147,025,000		

*It seems very unlikely that construction will actually occur in 2004 for this project

11/14/00 THU 15:46 FAX 907 3434313 MOA CLERK 11/04/00 003



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 871-2000

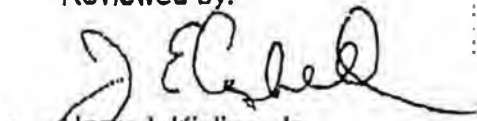
Meeting Date: SEPTEMBER 12, 2000

From: Mayor

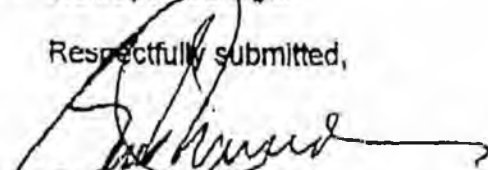
Subject: AR No. 2000-267, Grant Anticipated Revenue Vehicle
(GARVEE) Bond

- 1 The Alaska Department of Transportation and Public Facilities (ADOT&PF) is
 2 coordinating an effort across the state to develop a package of transportation
 3 improvements to be funded through a \$350-\$400 million dollar statewide bond
 4 initiative. The Grant Anticipated Revenue Vehicle (GARVEE) Bond would be
 5 secured with future federal funding received by the State from the Federal
 6 Highway Administration.
 7
 8 The ADOT&PF's Central Region Office contacted the Municipality in early August
 9 to present the concept of this program to the Administration. The Municipality was
 10 asked to review the proposal and develop a list of transportation improvements for
 11 consideration in the GARVEE Bond by the end of August. Municipal staff from the
 12 Community Planning and Development - Transportation Planning Division, Public
 13 Works - Traffic Engineering and Project Management & Engineering Divisions,
 14 Public Transportation Department and staff from the Municipal Office of
 15 Management and Budget reviewed a preliminary list of projects suggested by
 16 ADOT&PF.
 17
 18 A revised list of projects was completed and presented by Municipal staff to the
 19 Administration for review and support. The Administration has asked that the list
 20 be presented to the Municipal Assembly and the AMATS Policy Committee for
 21 their review and support of the GARVEE Bond proposal and the list of roadway
 22 improvements to be included in that bond.
 23
 24 The general schedule for the bond proposal is for the ADOT&PF to draft a
 25 statewide proposal and present it to the Governor and the Alaska Legislature this
 26 coming session for review and inclusion on the November 2003 ballot.

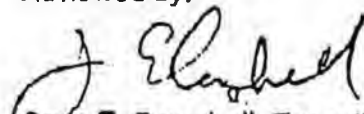
Reviewed by:


 Henry J. Kieling, Jr.
 Municipal Manager

Respectfully submitted,


 George P. Wuerch
 Mayor

Reviewed by:


 Craig E. Campbell, Executive Director
 Community Services and Development

Prepared by:


 Susan R. Fison, Acting Director
 Community Planning and Development

AR 2000-267

Bid RESULTS



[Tentative Advertising Schedule](#) | [Bid Calendar](#) | [Bid Results](#) | [Status of Award](#) | [DOTPF Home](#) |

Certified Bid Results for

RICHARDSON HIGHWAY MP 115-129 REHABILITATION

Bids Opened January 30, 2001

Contractors are listed by Bid Total in *Ascending* order with the Engineer's Estimate first. Non-reponsive bidders appear at the end of listing.

- **ENGINEER'S ESTIMATE** Bid Total: \$4,635,133.50
Basic Bid: \$4,635,133.50
Additive Alternates: none
- **SOUTHCOAST, INC. (KETCHIKAN)** Bid Total: \$4,893,915.30
Basic Bid: \$4,893,915.30
Additive Alternates: none
- **QAP** Bid Total: \$4,933,860.00
Basic Bid: \$4,933,860.00
Additive Alternates: none
- **WILDER CONSTRUCTION CO.** Bid Total: \$5,304,824.30
Basic Bid: \$5,304,824.30
Additive Alternates: none
- **GOODFELLOW BROTHERS, INC.(AK)** Bid Total: \$5,377,078.00
Basic Bid: \$5,377,078.00
Additive Alternates: none
- **KIEWIT PACIFIC CO. (VANCOUVER)** Bid Total: \$5,530,424.50
Basic Bid: \$5,530,424.50
Additive Alternates: none
- **GREAT NORTHWEST, INC.** Bid Total: \$6,325,029.00
Basic Bid: \$6,325,029.00
Additive Alternates: none





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Certified Bid Results for

ARCTIC BOULEVARD, DIMOND BOULEVARD TO RASPBERRY ROAD

Bids Opened February 16, 2001

Contractors are listed by Bid Total in *Ascending* order with the Engineer's Estimate first. Non-responsive bidders appear at the end of listing.

- **ENGINEER'S ESTIMATE** Bid Total: \$7,880,336.10
 Basic Bid: \$7,880,336.10
 Additive Alternates: none

- **Q A P** Bid Total: \$6,949,818.30
 Basic Bid: \$6,949,818.30
 Additive Alternates: none

- **WILDER CONSTRUCTION CO.** Bid Total: \$7,200,859.70
 Basic Bid: \$7,200,859.70
 Additive Alternates: none

- **KIEWIT PACIFIC CO. (VANCOUVER)** Bid Total: \$7,716,263.80
 Basic Bid: \$7,716,263.80
 Additive Alternates: none

- **GLACIER STATE CONTRACTORS** Bid Total: \$8,234,660.72
 Basic Bid: \$8,234,660.72
 Additive Alternates: none

 [Return](#)



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Certified Bid Results for

STERLING HWY: SOLDOTNA URBAN ROADWAY IMPROVEMENTS

Bids Opened January 26, 2001

Contractors are listed by Bid Total in *Ascending* order with the Engineer's Estimate first. Non-reponsive bidders appear at the end of listing.

- **ENGINEER'S ESTIMATE** Bid Total: \$2,752,592.50
 Basic Bid: \$2,752,592.50
 Additive Alternates: none

- **Q A P** Bid Total: \$3,068,028.50
 Basic Bid: \$3,068,028.50
 Additive Alternates: none

- **ALASKA ROADBUILDERS, INC** Bid Total: \$3,281,764.05
 Basic Bid: \$3,281,764.05
 Additive Alternates: none

- **FOSTER CONSTRUCTION** Bid Total: \$3,498,974.00
 Basic Bid: \$3,498,974.00
 Additive Alternates: none

- **ZUBECK, INC.** Bid Total: \$3,509,939.00
 Basic Bid: \$3,509,939.00
 Additive Alternates: none





[Tentative Advertising Schedule](#) | [Bid Calendar](#) | [Bid Results](#) | [Status of Award](#) | [DOTPF Home](#)

Unchecked Bid Results for

DALTON HIGHWAY MP 111-144 REHABILITATION

Bids Opened February 6, 2001

Contractors are listed by Bid Total in *Ascending* order with the Engineer's Estimate first. Non-responsive bidders appear at the end of listing.

- **ENGINEER'S ESTIMATE** Bid Total: \$14,646,115.45
Basic Bid: \$14,646,115.45
Additive Alternates: none
- **KIEWIT PACIFIC CO. (VANCOUVER)** Bid Total: \$13,499,730.00
Basic Bid: \$13,499,730.00
Additive Alternates: none
- **QAP** Bid Total: \$15,471,426.00
Basic Bid: \$15,471,426.00
Additive Alternates: none
- **GREAT NORTHWEST, INC.** Bid Total: \$15,742,164.80
Basic Bid: \$15,742,164.80
Additive Alternates: none
- **WILDER CONSTRUCTION CO.** Bid Total: \$16,091,165.70
Basic Bid: \$16,091,165.70
Additive Alternates: none
- **GOODFELLOW BROTHERS, INC.(AK)** Bid Total: \$18,953,173.00
Basic Bid: \$18,953,173.00
Additive Alternates: none



[Return](#)

1/15/02
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FILE

**State of Alaska
FY2003 Governor's Operating Budget**

**Department of Military and Veterans Affairs
Performance Measures**

Contents

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Alaska National Guard Budget Request Unit 7
 Key Performance Measures for FY2003 7
Alaska National Guard Benefits Budget Request Unit 18
 Key Performance Measures for FY2003 18
BRU/Component: Veterans' Services 10
 Key Performance Measures for FY2003 19

BRU/Component: Disaster Planning & Control

(There is only one component in this BRU. To reduce duplicate information, we did not print a separate BRU section.)

Contact: David Liebersbach, Director

Tel: (907) 428-7058 Fax: (907) 428-7009 E-mail: dave_liebersbach@ak-prepared.com

Key Performance Measures for FY2003

Measure:

Preparedness as measured by the "after-action" reports.
Sec 100(b)(1) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Currently, Alaska is on track with this measure. All incidents during SFY01 and SFY02 have resulted in After Action Reports. These reports have resulted in improvements in our ability to be prepared for response activities, and in internal and external communications. Revisions to procedures and the identification of potential team members from state and federal agencies for future events have also occurred due to After-Action Reports.

Benchmark Comparisons:

Due to no other available comparison, Alaska's benchmark will be to conduct an initial after action review of all SECC activation's within one week of completion of initial response actions. Then if directed by DES management, schedule and conduct a formal review with all participants and publish a written document within 90 days covering what went well and what needs improvement.

Background and Strategies:

The Division of Emergency Services always conducts an after action review of every event that requires expansion of the State Emergency Coordination Center. For the smaller events, the review may consist of a meeting with the key participants to discuss problem areas and processes that worked well. Larger events (normally those which result in a State and/or Federal disaster) involve both an initial conference immediately following the event and a written report outlining the - what went well and what needs improvement.

Measure:

Whether the division closed out disasters within an average of 18 months.
Sec 100(b)(2) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

At the present time the Division is working with FEMA to close the 1995 Southcentral Flood Disaster by December 2001 and 1996 Millers Reach Fire Disaster by April of 2002. The 2000 Central Gulf Coast Storm Disaster will be closed within an estimated 18 months. The Division of Emergency Services is simultaneously working to closeout all existing State Disasters. We anticipate closing five State Disasters by the end of SFY02.

Benchmark Comparisons:

There is no current benchmark for disaster close-outs to use as a comparison; however, the State is currently on track with this Legislative measure for the 2000 Central Gulf Coast Storm Disaster.

Background and Strategies:

Each Disaster will have a different time frame for close-out depending on the size of the disaster and the number of people and communities impacted. The overall objective is to close disasters as soon as possible so the impacted parties will have closure and any remaining funds will be returned to the Federal Government or to the Disaster Relief Fund.

Measure:

The number of persons assisted during actual events.
Sec 100(b)(3) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Through a variety of methods, the Division of Emergency Services assists every citizen throughout the State. The State Emergency Operations Plan covers statewide responses and is applicable to every community, organization or group needing State assistance.

Benchmark Comparisons:

There is no comparison available for this performance measure. Direct assistance to specific individuals will vary from year to year depending on the number of disasters.

Background and Strategies:

The Division works with communities statewide to plan for and respond to many types of threats. The Division also maintains and exercises on a routine basis emergency alert systems that have the capability to reach nearly every citizen. It is very difficult to categorically state that the Division of Emergency Services only assisted those individuals who suffered from a disaster each year or received State funding assistance as a result of a disaster.

Measure:

The state funds expended during actual events.
Sec 100(b)(4) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

A total of \$2,795,720 was expended in State Funds during SFY01 on disasters or events requiring assistance.

In SFY01 \$1,232,809 was expended on active State Disasters; \$12,763 of State funds were expended for events occurring that were not declared disasters but for which assistance was required; \$750,149 in State funds were expended as match for federal disasters that were still active during SFY01; and finally \$800,000 was loaned to communities to purchase bulk fuel (\$759,000 has been repaid.)

Benchmark Comparisons:

There is no benchmark for this measure only a report of State dollars year to year for event responses.

Background and Strategies:

This measure will allow a comparison of State dollars expended year to year in response to events. Over time this may show benefits of local and state mitigation efforts to reduce disaster costs. However, there will always be potential higher costs during years of higher natural or man-made disasters.

Measure:

The number of lives saved or protected.
Sec 100(b)(5) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

As mentioned in the "Measure: Number of persons assisted", through a variety of methods, the Division of Emergency Services assists every citizen throughout the State. The State Emergency Operations Plan covers statewide responses and is applicable to every community, organization or group needing State assistance.

Benchmark Comparisons:

There is no comparison available for this performance measure. It is difficult to determine how many lives the Division saves because the Division is not responsible for the initial emergency response phase of any event. Community level response agencies (police, fire fighters, VPSOs, mayors, city managers, etc) have the responsibility to save lives at the local level. Only when their capabilities are exceeded can the State provide assistance to the communities.

Background and Strategies:

This is a very difficult measure to quantify and report on, as the Division is not in the direct life saving process. Our mission is to work with the communities to assist them in planning and preparing for response, recovery and mitigation actions. The communities are responsible for carrying out actions to provide assistance to their community members.

Measure:

The number of updates to the State Emergency Plan.

Sec 100(b)(6) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The State Emergency Operations Plan (EOP) was promulgated in 1994. Although in use and serving the people of Alaska well since then, it needs to be updated/revised to make it more consistent with current emergency management practices, lessons learned from previous State and Federal disasters, reorganization of State Departments and emerging National threats. The Division has made the revision of the State EOP a high priority and will develop a draft revised EOP in SFY02. Coordination of the draft EOP will occur in SFY03 with the appropriate State, Federal, local, private sector and volunteer agency partners.

Benchmark Comparisons:

The Federal Emergency Management Agency (FEMA) Capability Assessment for Readiness (CAR) includes detailed guidelines for State Emergency Operations Plans. Alaska is currently on track with this benchmark.

Background and Strategies:

The Division of Emergency Services will need to include lessons learned, where appropriate, from the 94 Fall Flood Disaster, the 95 South Central Storm Disaster, the 96 Miller's Reach Disaster, the Western Alaska Fisheries Disaster, the 2000 Yukon-Kuskokwim-Norton Sound Fishery Disaster, the 2000 Central Gulf Coast Storm and the 2001 Middle Yukon Flood Disaster.

Measure:

Successfully apply Alaska Emergency Management System to two actual or simulated incidents involving State and borough offices including the activation of State Interagency Incident Management Teams.

Alaska's Target & Progress:

DES used AEMS extensively during the Y2K Millennium Turnover and made revisions to the draft guidelines based on that experience. In addition during, SFY 00, AEMS procedures were used during the Cordova Avalanche and Central Gulf Coast Storm Disasters. In SFY 01, DES used AEMS again for the Middle Yukon Flood Disaster and several non-disaster incidents where DES supported other State agencies in their response efforts. Currently in SFY 02, the September 11th Terrorism Event was another significant use of AEMS principles in the State, Federal and local response efforts.

Benchmark Comparisons:

The Draft National Emergency Management Association recommendation for the exercising of state emergency management systems is twice yearly and Alaska is on track with that recommendation.

Background and Strategies:

During SFY 01, DES has revised the AEMS guidelines to reflect inputs and comments from local emergency managers and LEPCs. Further effort has gone into developing the resource ordering/logistics portions of AEMS, but much more work needs to be done.

Measure:

Develop an emergency warning system that is incorporated into the State Emergency Operations Plan with a regular schedule for testing and maintenance of the system.

Alaska's Target & Progress:

Currently Alaska does regularly scheduled testing and maintenance of the Emergency Alert System across the State of Alaska. This system can deliver alert and warning notifications for any event as needed.

Benchmark Comparisons:

The FEMA, State Capability Assessment for Readiness (CAR) identifies benchmarks recommended for all State Emergency management systems. The CAR indicates that all states should have emergency warning addressed in the State Plan with a regular schedule for testing and maintenance of the system. Alaska is currently on track with this benchmark.

Background and Strategies:

The State applies Tsunami Mitigation Funding to improve tsunami warning and preparedness for its number one warning hazard. The program offers tsunami warning signs, tsunami preparedness planning, and outreach presentations at no cost to all at-risk communities in Alaska. Tsunami run-up modeling and mapping is available for selected communities, based on funding availability. The State also collaborates with the West Coast and Alaska Tsunami Warning Center to promote the Tsunami-Ready Program, which enhances alert warning capabilities in participating communities.

Measure:

Develop deployment procedures for a Weapons of Mass Destruction (WMD) Response Team and identify State agency and local jurisdiction's response resource capabilities.

Alaska's Target & Progress:

The 103rd Civil Support Team (CST) was activated in 2001. This team will form the nucleus of Alaska's response capability to WMD events. The team is fully manned and has most of its individual team member equipment. Its major equipment shortfall is receipt of their mobile laboratory and communications vans. The 103rd CST has developed deployment procedures and is working with the major cities in Alaska on response plans.

The Alaska Department of Health and Social Services state public health laboratories and the Alaska State Police have both upgraded their WMD response capabilities in 2001. The public health laboratories obtained the in-house capability to test for the most probable biological threats. Previously, any collected threat specimens had to be flown down to the continental United States for analysis. State and city police agencies have coordinated the process for collecting biological threat specimens and transporting them to state laboratories for analysis. In most cases the Anchorage or Fairbanks fire department hazmat teams would respond to credible biological or chemical threats. These hazmat teams are on contract to the Alaska Department of Environmental Conservation to deploy to any community in Alaska.

Benchmark Comparisons:

The FEMA State Capability Assessment for Readiness (CAR) identifies benchmarks recommended for all State Emergency Management systems. The CAR indicates that all states should have deployment procedures for a WMD Response Team and have adequate resources at the State and local jurisdictions to respond to a WMD incident.

Background and Strategies:

With the increase in domestic terrorist events the federal government has encouraged State's to improve their capabilities to respond and recover from WMD events in the future. The Division of Emergency Services obtained funding for WMD individual protective equipment for first responders using grant funds from the Department of Justice State Domestic Preparedness Equipment grant program.

In 2001, Alaska developed a significant capability to respond to WMD events.

Alaska National Guard Budget Request Unit

Contact: Carol Carroll, Director

Tel: (907) 465-4730 Fax: (907) 465-3886 E-mail: carolc@dnr.state.ak.us

Key Performance Measures for FY2003

Measure:

Military Headquarters - Whether the guard meets military efficiency and readiness ratings.
Sec 101(b)(1) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The Army National Guard has reported meeting the required level of readiness for each of the reporting periods since the last report to the Legislature.

Benchmark Comparisons:

The military efficiency and readiness ratings are specified by the Department of Defense.

Background and Strategies:

We report back to the Department of Defense. Although the reports are classified, the DMVA can generally report that there are no problems in this area.

Measure:

Military Headquarters - The adequacy of response time for each emergency.
Sec 101(b)(2) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The Alaska Air National Guard Rescue Coordination Center (RCC) serves as the coordinating agency for aviation-related search and rescue. Aircraft are available to respond from 3 locations in the state. The 210 Rescue Squadron maintains rescue-ready assets at Kulis ANG Base in Anchorage and at Eielson AFB near Fairbanks. The 68th Medical Detachment, US Army Alaska, also maintains a response asset. The rescue assets are tasked with the primary mission of support search and rescue of military aircraft in the state. Because of this federally funded mission, response time for RCC-controlled assets varies. Three response postures exist. Short response can launch within 30 minutes of notification. Medium response can launch within 1 hour and 45 minutes from notification. Long response will launch no later than 3 hours and 30 minutes from notification.

The Army National Guard responded to 51 search or medevac requests during SFY01 and last Quarter SYF00. All requests meeting minimum safety of flight envelope were flown, totaling 120 flight hours, with a launch time ranging from under 15 minutes to 2 hours depending on varied circumstances.

The 210th Rescue Squadron and the Rescue Coordination Center also participated in 289 rescue missions resulting in 100 lives saved.

Benchmark Comparisons:

This varies by incident.

Background and Strategies:

The RCC mission is federal. A side benefit to the state is the availability of the 24-hour capabilities of the RCC. National Guard and Active air assets can be used in support of state search and rescue as outlined in federal and state guidelines. Response times are designed primarily for federal missions. However, assets in short, medium, or long response postures can also launch for state missions. As long as air rescue assets respond within the appropriate window, response times are not tracked.

Measure:

Military Headquarters - The number of persons assisted during actual events.
Sec 101(b)(3) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Eighteen search missions and thirty-three medevacs were requested. Sixty-four people were saved/assisted.

The 210th Rescue Squadron and the Rescue Coordination Center also participated in 289 rescue missions resulting in 100 lives saved.

Benchmark Comparisons:

This varies by incident.

Background and Strategies:

The National Guard stands by and is ready to respond to incidents when called upon. The Air Guard is prepared to perform Search & Rescue Missions in Alaska and stand by in support of our nation's defense. The Army Guard ensures that units are trained to meet the federal mission requirements to provide security, long range communication and aviation mission support.

All 613,000 Alaskans and indirectly all US citizens are covered under the umbrella of the National Guard.

Measure:

Military Headquarters - Whether the guard meets recruitment and retention goals established by the National Guard.
Sec 101(b)(4) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The National Guard Bureau recruiting goal for FY00 was 300; Alaska Army National Guard production was 329.

The National Guard Bureau retention goal was a loss rate equal to or less than 18% of assigned strength. Alaska Army National Guard's loss rate was 18.4%.

Benchmark Comparisons:

The National Guard Bureau provides the targets.

Background and Strategies:

It is important for the Alaska National Guard to meet its recruitment and retention goals in order to have a viable program. One of the initiatives which has helped the Alaska National Guard is the Educational Benefits program with the state funding for the tuition credits at Univ. of Alaska. This allows guard members to meet educational requirements for promotion.

Measure:

Military Headquarters - Whether the guard acquires new missions while minimizing the cost to the state.
Sec 101(b)(5) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The Army National Guard fielded the 103rd Civil Support Team of 22 full-time Army and Air National Guard men and women with state of the art Weapons of Mass Destruction detection equipment at no cost to the state.

Space and missile defense facilities in Alaska are not yet fielded. However, the outlook for Alaska is positive.

Benchmark Comparisons:

No benchmark exists.

Background and Strategies:

The National Guard has worked hard to remain relevant since the end of the Cold War. Since that time, guard units

have transitioned to security missions and space and missile defense. New missions are being pursued in space surveillance and security at Clear Air Station; a role in the Alaska North American Aerospace Defense Command (NORAD) operations center; strategic airlift; and domestic preparedness against weapons of mass destruction. These new missions will bring jobs and economic activity to the state but will not require a general fund outlay for facilities operation and maintenance.

Measure:

Commissioner's Office - The percentage of divisions that meet assigned performance measures.
Sec 102(b)(1) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The department will meet 100% of its 33 performance measures' reporting requirements.

Benchmark Comparisons:

There is no benchmark for this measure.

Background and Strategies:

The department has federal performance measures and some of these are classified, but we reported against the legislative measures in each BRU.

Measure:

Commissioner's Office - The average time taken to respond to complaints and questions that have been elevated to the commissioner's office.
Sec 102(b)(2) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The department tracks its correspondence, and for the 2001 calendar year-to-date the average time to respond to formal inquiries was 32 days; our target is to respond immediately and to stay within a two week time frame. Some of our responses require us to perform tasks which may take a couple of months, and given that we report the average of all responses, the average appears higher than our target.

We respond to telephone inquiries immediately.

Benchmark Comparisons:

There is no benchmark for this measure.

Background and Strategies:

This is a new measure and the department did not have any formal tools to track performance, other than the Correspondence Tracking System (CTS). This CTS logs in when the correspondence is received and when formal responses were completed.

After the Board-of-Inquiry into complaints from the public in 1995 the agency established a 1-800 number for the public to call in any concerns. Initially this 1-800 was used regularly but for the past couple of years we have not received any calls on this number. Any other calls directly to the Commissioner's Office are dealt with on an expedited fashion, and most often we can satisfy the caller immediately.

Measure:

Commissioner's Office - The percentage of costs applicable to administrative services as compared to the total personnel costs for the department.
Sec 103(b)(1) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

In FY01 the total actual expenditures were \$27.9 million in the Operating Budget excluding the Disaster Relief Funding, of which \$1,098.0 was spent in the Administrative Services Section. Of the total \$28.0 million operating cost \$13.3 million was for personnel services cost, which means the percentage of administrative services cost as compared to the total personnel services was 8%.

Benchmark Comparisons:

There is no benchmark for this measure.

Background and Strategies:

A standard way to measure the level of administrative services is its cost in relation to the department's personnel services cost. In a department like DMVA this will fluctuate because of the emergency response responsibilities and its related cost. Large emergency response projects such as Miller Reach and the Western Alaska Fisheries Disaster require a significant amount of extra work and staff, which will impact the results from year to year.

Our overall strategy is to keep our administrative services cost as low as possible and provide the best quality of service with the funding and staffing provided. The division's statistics are FY 96, 9%; FY 97, 8%; FY 98, 9%; FY 99, 7%; FY 2000, 9%, and FY2001 8%.

Measure:

Commissioner's Office - The percentage of late penalties compared to total payroll payments
Sec 103(b)(2) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

There were no late penalties in FY01.

Benchmark Comparisons:

The ideal is NO late penalties for payroll, which result in high morale for the workforce.

Background and Strategies:

The single most important function the administrative services section performs is to pay the employees their paychecks timely and accurately. The union contracts require us to pay a penalty for any late paychecks. A good measure of the quality of the payroll services is the lack of late penalties for payroll.

Measure:

Commissioner's Office - The average vendor payment time.
Sec 103(b)(3) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The average vendor payment time for FY2001 was 20 days.

Benchmark Comparisons:

The standard for average vendor payment time is 30 days before late charges and penalties are assessed.

Background and Strategies:

The department standard is to pay vendors within 30 days after receipt of invoice.

Measure:

Commissioner's Office - The number of audit exceptions.
Sec 103(b)(4) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The department did not have any audit exceptions in FY01.

Benchmark Comparisons:

The ideal is NO audit exceptions.

Background and Strategies:

An independent measure of the Administrative Services functions success is a "clean" audit by Legislative Audit. The department standard is to have all accounting, payroll, and procurement actions comply with state rules and regulations and generally acceptable accounting and business practices.

Measure:

Air Guard & Army Guard - The percentage reduction in accrued deferred maintenance projects.
Sec 104(b)(1) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:**Air Guard:**

SFY 01 maintenance requirements were \$10.8 million. 20 projects totaling \$734,200 were completed during the fiscal year. In addition, \$454,485 in new projects were added to the maintenance requirements, resulting in a net reduction in deferred maintenance of 2.6%.

Army Guard:

The deferred maintenance backlog is \$21.8 million as of September 2001. With available resources, it is unlikely DMVA will achieve a 5% reduction in the backlog.

Benchmark Comparisons:

Warranty and manufacturers' guides to replace, repair, maintain and renew building components.
Reduce Deferred Maintenance Backlog by 5%.

Background and Strategies:**Air Guard:**

The Air Guard Facility Maintenance Division's deferred maintenance program amounts to \$10.8 million. The combined effects of aging buildings and insufficient repair resources have caused this amount to increase yearly. We are operating much as do consumers who make only minimum payments on high-interest rate credit cards - their balance never decreases. More significantly, an adequate nexus between actual projects and funding has not been established. If a Capital Improvement Project is significant enough in size, the possibility exists that it will not be accomplished because it would use up most or all of the state funds allocated for that FY. For example, there are three projects on our current deferred maintenance list that total \$4.3 million. None of these projects can be completed, because sufficient state match does not exist. A one-time appropriation for large (in excess of \$600,000) projects would result in an immediate and dramatic reduction in the size of the deferred maintenance amount.

At Eielson 16 of the 18 structures were built since 1990. The average age of these facilities is 6.8 years. The remaining two structures are 1950's vintage; one of which was remodeled in 1998 and the other which has very little modification. The average facility age at Kulis, in contrast, is 19 years. This 12-year difference is reflected in the share of deferred maintenance at each base. 94% of ANG deferred maintenance is at Kulis.

The contractual agreement between the State of Alaska and the federal government requires the State to provide matching funds for operation and maintenance (O&M) of federal National Guard facilities. This is calculated at a rate of one state dollar to every three federal dollars. The federal government provides matching funds on the expectation that the state will match the federal contribution. All state portion funding will result in federal matching funds and any funding below a maintenance level causes deferred maintenance of these facilities to increase. Deferred maintenance results in accelerated deterioration and obsolescence of these facilities.

Scheduled renewal items are those that assist the building in meeting current requirements, whether for increased personnel, updating to current standards or complying with new codes. Examples include providing more electrical outlets for current computer needs, energy upgrades, and modifications for code compliance i.e., ADA & fuel tank upgrades, GFI circuit breakers; and upgrading building insulation.

Army Guard:

The Deferred Maintenance, Replacement and Renewal list continues to grow for the Army Guard facilities. With the completion of various on-going construction projects, upgrades and new Federal Scout Armories, the deferred maintenance backlog of Army Guard Facilities is currently \$21.8 million for FY01.

Based upon our 2000 Facility Statistical report the average age of the Alaska Army Guard buildings is 30 years. The oldest buildings are Training Sites. There are 63 Training Site buildings with the average age of 34 years.

Scheduled Replacement deals with the life expectancy of a part or building. Included are the following: roofs - life

expectancy 20 years, boiler - life 25 years, carpets - life 7 years. Many of these items also involve preventative maintenance to reach that specific life expectancy.

With regards to buildings, NGB regulations inform us that if a project exceeds 50% of the buildings replacement value, NGB will not fund it.

The Air and Army Guard's strategies for meeting our goal:

Performing Preventative Maintenance in accordance with manufacturers' recommendations. By doing this, DMVA is able to extend the life expectancy of various buildings, components and machinery. Preventative Maintenance reduces the possibility of costly emergency repairs or replacements.

Review the Project Inventory and Evaluation Report (PIER) and address the most damaging projects on the maintenance, renewal or replacement list. With the Alaska terrain and weather, the most costly of the maintenance projects are usually foundations, roofs and insulation. With the age of the buildings, more of these items need attention each year.

At the time it becomes more expensive to replace or renew facility components, the facility is removed from the PIER and placed on the major construction list for replacement of the total facility.

Measure:

Air Guard & Army Guard - The change in the number of days lost due to facility-related accidents.
Sec 104(b)(2) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Zero lost days due to facility related accidents.

The Alaska Air National Guard experienced no lost work due to facilities-related injuries in FY01. This is largely a result in aggressive safety programs at both ANG Wings.

Benchmark Comparisons:

There is no benchmark for this measure.

Background and Strategies:

The ideal is no lost days due to facility related accidents which we achieve yearly. This may warrant further definition.

Measure:

Air Guard & Army Guard - Expenditures and estimated cost savings related to energy efficiency measures applied to state and federal facilities.
Sec 104(b)(3) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Army Guard: During State FY 2001 \$1,062.5 was spent on energy projects. As some of these projects are on-going, we should see a savings associated with FY03 actuals.

Air Guard:

The Air Guard's goal is to have all structures meet the federally mandated guidelines by 2005.

Kulis Air National Guard Facility implemented several energy saving programs over the last three years with documented results. The information utilized for this conclusion comes from the Defense Utility Energy Reporting System (Duers), which takes several factors into consideration including Megawatt hours used (MWH), cost, gross sq. ft., and facility population.

The numbers will show for FY00/01 an increase in MWH used, cost, population, gross sq ft, and at Kulis from previous years, however the cost to heat these facilities decreased. Cost per sq ft/person showed promising figures, but the MWH per sq ft would be the best figure to show actual energy savings. The amount of energy needed to heat a facility has drastically decreased with substantial energy savings realized. One-more factor that needs to be

addressed was the price per barrel of oil. Although the price per barrel increased during this time period (FY00/01) energy savings still occurred. If the price per barrel remained at the FY 98/99 price, Kulis would have experienced 30-40 percent higher savings.

The cost per sq.ft. dropped from \$3.21 in FY98/99 to \$2.31 for FY00/01

The cost per person dropped from \$5.87 in FY98/99 to \$3.83 for FY00/01

Total Megawatt Hour Usage (MWH) increased from FY98/99 to FY00/01 from 3,348 to 4,465, but because total sq.ft. increased from 355,082 to 404,555 the cost per sq.ft. for MWH changed from \$106.05 in FY98/99 to \$90.60 in FY00/01.

Benchmark Comparisons:

Army Guard: Actual Cost of Utilities from prior years compared to the national utility rate increase per year. As an example Army Guard had a 12% increase in fuel cost for FY 2001, but the national average fuel increase was 30%. Therefore Army Guard actually saved 18% in fuel cost.

Background and Strategies:

Army Guard:

As defined in the Cooperative Agreement, the Facilities and Maintenance Division is required to expend 2.5% of federal funding towards energy related projects. This amount plus special funding that FMD acquired from the National Guard came to approximately \$1,062.5 for FFY01. This increase provided a 17.4% expenditure on Energy related projects. Regarding State Armories, Logistical Facilities, Training Sites and Federal Scout Armories, we are seeing a 12% increase in overall utility cost. The rising fuel, electrical and natural gas cost easily defines the 12% increase. Some rural areas have increased cost up to 30%. The overall rising cost have been offset by the energy program. The Army Guard is currently implementing a Utility Management program that will provide more accurate data for future fiscal years.

Air Guard:

The Energy Policy Act of 1992 first established energy savings mandates for U.S. Federal agencies. Executive Order 12902 established the more aggressive mandate that by 2005, all U.S. Federal agencies must use 30 percent less energy per square foot in their buildings than they consumed in 1985. The Air Guard operates facilities at both ends of the energy-efficiency spectrum.

The average age of all ANG facilities at Eielson AFB is 11.2 years (including the two 1950's vintage buildings). The majority of structures at Eielson were built in the 1990's. Because of this, they incorporate energy-efficient design practices. New energy-savings modifications are evaluated for cost-effectiveness prior to implementation.

At Kulis ANGB, the average structure age is 19 years. All newer structures meet the same energy-efficiency design requirements as those at Eielson. Kulis has implemented several energy-savings programs, among which are the Green Light program (replacement of high-energy lamps with 34-watt bulbs and reduced-energy ballast, and Direct Digital Control (DDC) of heating, ventilating, and HVAC systems). New technology lighting has reaped savings of up to 42% in buildings similar to those at Kulis.

Winter extremes in Alaska hinder our ability to accurately interpret the effectiveness of cost-saving measures. In addition, Eielson does not purchase utilities from commercial providers. Because of this, the cost-per-unit of energy does not necessarily correlate with that experienced by Kulis.

Measure:

Air Guard & Army Guard - The cost per square foot to operate and maintain Alaska National Guard facilities during a federal fiscal year.

Sec 104(b)(4) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Army Guard: It depends on the type of facility and location, but on an average \$6.64 is a statewide cost per square foot.

Air Guard:
Actual Cost:

Installation	Utility	Maintenance	Total
Kulis	\$1.45	\$3.39	\$4.84
Eielson	\$1.37(app)	\$3.80	\$5.17

Benchmark Comparisons:

Army Guard: The number of square footage per facility type as compared to the actual expenditures for that fiscal year.

Background and Strategies:

Army Guard: The cost of square foot is based upon the availability of funds. If additional funds were provided, a reduction to the Deferred Maintenance Backlog would occur, thus increasing the amount spent per square foot.

Measure:

Alaska Military Youth Academy - Percentage of cadets who receive their high school diplomas or equivalencies by completion of Phase III.

Sec 105(b)(1) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Out of the 100 graduates from Class 01-1, 83.0% received their GED. Class 00-2 had 78% of its graduates receive a GED.

Benchmark Comparisons:

Nationwide average is 64.0% as reported in the National Guard Youth Challenge Program Annual report, 2000.

Background and Strategies:

The primary focus of the educational portion of the Academy is to achieve educational excellence by utilizing a focused curriculum in writing skills, social studies, science, literature & arts, and mathematics. This is accomplished by using our certified military instructors, our partnership with the State certified teachers of the Alyeska Central School, and the use of our computer based learning programs.

Measure:

Alaska Military Youth Academy - Percentage of cadets increasing English comprehension a minimum of one grade level at the completion of Phase II

Sec 105(b)(2) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Out of the 100 graduates from Class 01-1, 80% of the students increased their English comprehension by at least 1 year. On average, English comprehension increased by 1.5 grade levels over the period of 20 weeks.

Out of the 94 graduates from Class 00-2, 80% of the students increased their English comprehension by at least 1 year. On average, English comprehension increased by 1.8 grade levels over the period of 20 weeks.

Benchmark Comparisons:

Nationwide average is 1.4 grade levels for English as reported in the National Guard Youth Challenge Program Annual report, 2000.

Background and Strategies:

Students are measured for both English and math comprehension levels upon enrollment to the Academy at the beginning of week 3, using the Test of Adult Basic Education (TABE) examination. Students are measured again at

week 22 utilizing the same test. Besides a curriculum in social studies and science, the Academy specifically focuses on writing skills, literature & arts, and mathematics. Through the dedication of our certified teachers and military instructors, as well as our partnership with the State certified teachers of the Alyeska Central School, and the use of our computer based learning programs, the Academy is making significant inroads towards increasing both the English and math skills of its' graduates.

Measure:

Alaska Military Youth Academy - Percentage of cadets increasing math comprehension a minimum of one grade level at the completion of Phase II.
 Sec 105(b)(3) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Out of the 100 graduates from Class 01-1, 78% of the students increased their Math comprehension by at least 1 year. On average the math comprehension increased 1.5 grade levels over the period of 22 weeks. Out of the 94 graduates from Class 00-2, 80% of the students increased their Math comprehension by at least 1 year. On average the math comprehension increased 2.1 grade levels over the period of 22 weeks.

Benchmark Comparisons:

Nationwide average is 1.7 grade levels for math as reported in the National Guard Youth Challenge Program Annual report, 2000.

Background and Strategies:

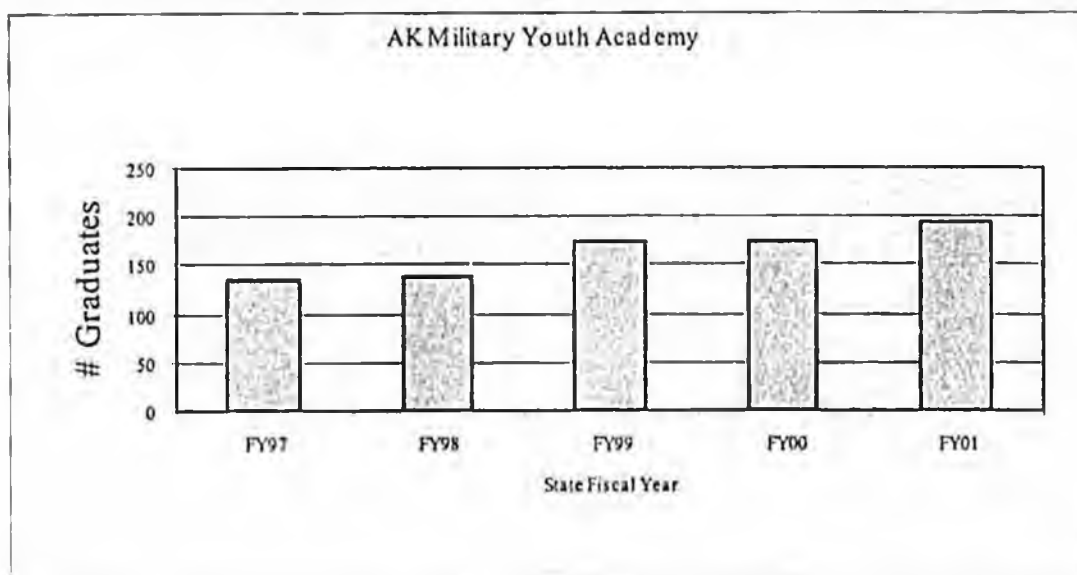
Students are measured for both English and math comprehension levels upon enrollment to the Academy at the beginning of week 3, using the Test of Adult Basic Education (TABE) examination. Students are measured again at week 22 utilizing the same test. Besides a curriculum in social studies and science, the Academy specifically focuses on writing skills, literature & arts, and mathematics. Through the dedication of our certified teachers and military instructors, as well as our partnership with the State certified teachers of the Alyeska Central School, and the use of our computer based learning programs, the Academy is making significant inroads towards increasing both the English and math skills of its' graduates.

Measure:

Alaska Military Youth Academy - Percentage of Cadets who graduate from Phase II.
 Sec 105(b)(4) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The August 2001 graduation of Class 01-1 equaled the highest number of graduates in the history of the Academy, 100. 80% of the enrolled cadets graduate. Class 00-2 had 85% of its enrolled cadets graduate.



Benchmark Comparisons:

The graduation target for the Alaska Challenge Program, as established by the Cooperative Funding Agreement between the National Guard Bureau and the State of Alaska, dated October 1998, establishes a target graduation of 100 students per class.

Background and Strategies:

In order to graduate 100 students we register around 150 applicants in the 2 week Pre-Challenge program, and of those an estimated 110 will remain in the program and are enrolled in the 20-week residential Challenge Program. The number of graduates has increased to 100 over the 7 year history of the Academy. However, in order to maintain our goal of 100 graduates per class we need to increase our enrollment in the female platoon from 23 to its' full capability of 35, and increase our retention rate over the 20-week residential phase of the program.

Measure:

Alaska Military Youth Academy - The percentage of cadets who are working or in school, including continuing education, one year after completion of Phase II.
Sec 105(b)(5) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Classes 99-3 and 00-01 have completed their 12-month post residential after care program phase and have an 83.0% and 95.0% success rate respectively. Class 00-2 graduated the residential phase March 9, 2001 and Class 01-01 graduated the residential phase August 24, 2001. Both classes are in their post residential after care program phase and success rate statistics are not yet available.

Benchmark Comparisons:

Nationwide average is 83.0% as reported in the National Guard Youth Challenge Program Annual report, 2000.

Background and Strategies:

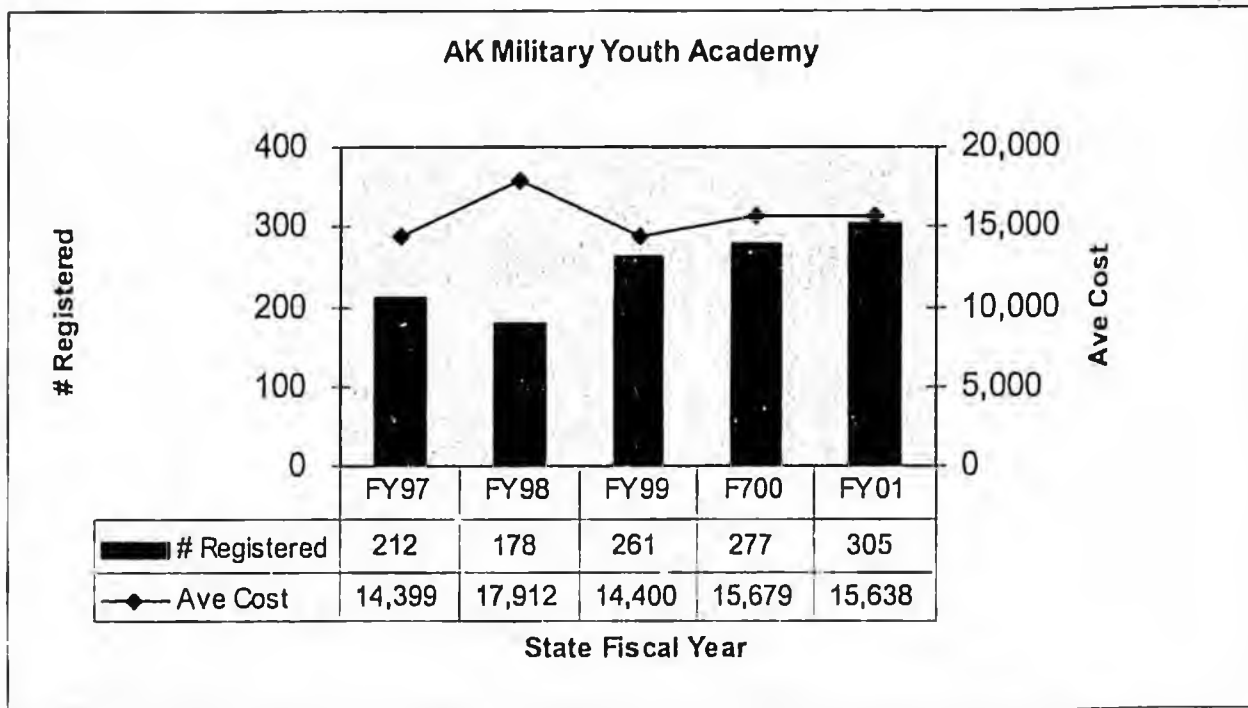
Stressing the program eight core components during the 22 week residential phase, our interactive computer learning tools, the continued partnership with Alyeska Central School, and the introduction of the Workforce Investment Act program along with the Alaska Works Partnership program have provided excellent tools and means to enhance the graduates' ability to maintain the initial success level well beyond their post residential program phase. These programs are critical to the placement of cadets into meaningful careers or employment.

Measure:

Alaska Military Youth Academy - Cost of the program per registered cadet.
Sec 105(b)(6) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

A total of 305 cadets registered during FY01 at a total cost per cadet of \$15,638

**Benchmark Comparisons:**

Mt. Edgecumbe Boarding School is the only other state operated residential high school in Alaska. Mt. Edgecumbe runs on a traditional semester system and has students in-residence for about nine months out of the year. They graduate about 50 students per year and enroll approximately 200 students at the beginning of the school year. Mt. Edgecumbe's operating budget is \$4,400,800 (As reported by the Mt. Edgecumbe Registrar's office). This is an approximate cost of \$22,000 per registered student.

Background and Strategies:

When the federal funds from the Department of Defense for the base ChalleNGe grant were capped at a \$2,100,000 federal contribution, with a 60%/40% funding split, the Alaska Youth Academy knew it needed to look for other funding sources to have a viable program in Alaska and to lower the cost per cadet. Over the past several years the strategy has been to solicit funding from various sources to supplement the base grant.

Examples of additional funding sources are:

Starting in FY2000 the AMYA qualified for Alyeska Central School contributions from the State Department of Education. The original base grant was for \$200,000 and for FY2003 it is estimated at \$385,000.

AMYA entered into an agreement with the Municipality of Anchorage to receive funding through the Workforce Investment Act (WIA) program which commenced in FY2001 at a \$300.0 funding level.

AMYA qualified for the USDA's lunch program in FY00, and for FY03 the estimated budget for this program is \$166.0.

In FY2001 the AMYA received funds totaling \$125,000 in I/A receipts from the Alaska Works Partnership Inc., Step-Up Initiative Program. This apprentice-training program will mesh with the Cooperative Work Experience Program currently in place at the Academy. Students will be able to enter a specific apprentice program while at the Academy and upon graduation, immediately continue into that career field that they have chosen. Programs that will be initiated beginning with Class 01-02 are; A+ Computer Certification, Culinary Arts, and Industrial Arts which comprise Carpentry and Electrical skills. Projected funding for FY2002 and FY2003 is expected to be \$125,000 in I/A receipts.

Funding from the State of Alaska, Department of Health and Social Services for an Alcoholism and Drug Abuse

Prevention Grant totaled \$25,000 in FY01 and is projected for \$25,000 I/A for FY2002 and FY03.

Although there are new program requirements with some of these funding sources the combined effect is that we can share our fixed cost and reduce the cost per registered cadet, as with the extra funding we can take in more cadets.

Alaska National Guard Benefits Budget Request Unit

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Key Performance Measures for FY2003

Measure:

Increase Guard members' educational level.

Alaska's Target & Progress:

Provided \$250,000 educational credits in FY 2002 from the University of Alaska and \$28,500 tuition assistance for the Guard and Naval Militia.

Benchmark Comparisons:

No benchmark exists.

Background and Strategies:

Educational benefits are a successful recruiting and retention tool. During the two years that the educational program has had access to the University credits program, 324 Guard members have attended the University (126 in FY 2001 and 198 in FY 2002). Both Army and Air National Guard members are actively pursuing educational opportunities. With the availability of the University credits program, more members in the rural areas are able to take advantage of this benefit. In FY 2002, five from Bethel, one from Ninilchik, one from Nulato, one from Hooper Bay and one member from Nome have enrolled in the program.

In addition, 132 Guard and Naval militia members received tuition assistance from the state (70 in FY 2001 and 62 in FY 2002). This program reimburses members for classes taken at institutions other than the University of Alaska.

The strategies to reach our goal of increased educational levels within the Guard are to:

Improve recruitment, retention and education levels through a partnership with the University of Alaska, full use of military education tools and distance learning capabilities.

Encourage Guard members to pursue their educational goals by providing information on military and civilian education opportunities available to Guard members.

Facilitate expansion of Junior ROTC programs into rural schools to instill awareness of and a desire for education.

BRU/Component: Veterans' Services

(There is only one component in this BRU. To reduce duplicate information, we did not print a separate BRU section.)

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Key Performance Measures for FY2003

Measure:

The number of contacts with persons seeking information about veterans' benefits.
Sec 106(b)(1) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Contacts through phone, office walk-ins, e-mail and outreach briefings.

American Legion: 9400

VFW: 7000

DAV: 5200

State DMVA: 5000

Benchmark Comparisons:

There is no benchmark for this measure.

Background and Strategies:

The main purpose of this program is to connect Alaskan Veterans with the agencies that can assist them with their benefits.

Measure:

The number of trips to assist rural veterans.
Sec 106(b)(2) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

American Legion: 48 (4 per month)

VFW: 51

DAV: 80 (includes Fairbanks office)

Benchmark Comparisons:

There is no benchmark for this measure.

Background and Strategies:

The grantee is required to provide services statewide. Statistics are provided to DMVA by the grantee on the number of visits to rural areas to assist rural veterans

Measure:

The change in the number of veterans served each year.
Sec 106(b)(3) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Collectively there has been a significant increase. In some areas as much as 75% (Kenai Peninsula), but as low as 20% (Western Alaska). The largest increase is Southcentral Alaska (primarily the Anchorage bowl @ 43% of the veterans population base). The aging population of veterans also has to be considered.

Benchmark Comparisons:

There is no benchmark for this measure.

Measure:

The change in the estimated monetary value of benefits obtained.
Sec 106(b)(4) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

The recovery of benefits has continually increased over the 17 years of the programs existence:

American Legion: \$ 5.8 million

VFW: \$14.0 million

DAV: \$10.0 million

Benchmark Comparisons:

There is no benchmark for this measure.

Background and Strategies:

Reporting of this statistic provides important information in determining whether the state is receiving a fair return for the money allocated to this service. Each year the Grantee provides information to DMVA on the total amount of benefits provided to Alaska veterans through the VSO's. Numbers for FY 2001 will be reported at the end of the year.

Measure:

The ratio of cost to estimated value of monetary benefits obtained.
Sec 106(b)(5) Ch 90 SLA 2001(HB 250)

Alaska's Target & Progress:

Collective benefit vs. cost:

Service grant: \$540,000

Recovery in benefits: \$29 million

An average benefit obtained is \$53 for each state dollar spent.

Benchmark Comparisons:

There is no benchmark for this measure.

**State of Alaska
FY2003 Governor's Operating Budget**

**Department of Administration
Performance Measures**

1/15/01

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Governor's Key Department-wide Performance Measures for FY2003

Measure:

Improve telecommunications services for state agencies and provide increased telecommunications access to all Alaskan communities.

Alaska's Target & Progress:

The department set out to develop a partnership with the private sector that would provide cost effective telecommunications services to all state agencies, enable the state to take advantage of technological changes, and that would ultimately lead to improved telecommunications services for all Alaskan communities by providing for a statewide telecommunications infrastructure.

A five year telecommunications partnering contract with Alaska Communications Services Group (ACS) was signed on December 10, 2001. ACS will invest more than \$29 million in telecommunications technology and equipment for state agencies, at no additional cost to the state.

Benchmark Comparisons:

Alaska is the only state to have entered into a partnership agreement with a private vendor to provide virtually all telecommunications services for state business.

Background and Strategies:

State agencies have not been able to take full advantage of telecommunications technology changes for a variety of reasons, including long lag times between technology changes and the appropriations process, lack of funding for infrastructure and equipment, and many services not being available in rural areas.

Private enterprise is better able to quickly respond to technology changes, and may be better able to provide telecommunications infrastructure if the state is available as an anchor tenant.

Making the same level of services available to all state offices may mean a significant increase in technology available to rural areas that are currently underserved by the telecommunications industry.

By combining many types of services in one contract, Alaska can leverage savings in some services into overall technology improvements at no net cost to the state budget.

Measure:

Employee disputes resolved at the lowest level of the contractual grievance process.

Alaska's Target & Progress:

Employee/employer disputes are inherent to any large organization. The objective for both parties is to reduce the number of disputes and resolve any grievances at the lowest possible level in the organization. The target is to reduce by 50% the number of grievances advancing to the Commissioner of the Department of Administration and to reduce by 50% the number of grievances that ultimately go to arbitration.

The Alaska State Employees Association (AFCSME/ASEA Local 52) reports that initial filings are down 30% over the past year.

Benchmark Comparisons:

Grievances filing statistics from 1996-2000 will be used as benchmarks.

Background and Strategies:

Over the years the relationship between the state and its largest employee union, AFCSME/ASEA Local 52, was so adversarial that employee grievances and complaints could not be effectively resolved and contract negotiations were measured in years not months. This dysfunctional relationship affected employee productivity, employee retention, and the quality of services to the public.

In January, 2001 the state and the union committed to establishing a working relationship built on mutual respect and understanding of the respective roles and responsibilities of both parties under the terms of the collective bargaining agreement, state law and the policies of the Employer. State labor relations staff, state agency human resource managers, union staff, and the Federal Mediation and Conciliation Service (FMCS) met and developed a "Labor Relations Covenant of Good Faith" which lays out this commitment. The objective of this covenant is to assure that employee disputes are resolved at the lowest possible level.

Recognizing that the project could not be successful without the commitment of all players in the business of employee dispute resolution, the covenant calls for joint training of all state supervisors and union stewards. Some 600 state supervisors and union stewards have been trained since then, and another 1,400 will be trained in joint sessions throughout the state over the next 16 months. These training sessions are being held in various locations throughout the state and are partially funded by a grant from the FMCS.

Annual training/workshops will be held with union staff, state labor relations staff, and human resource managers, the parties to the original covenant, to keep the relationship on track.

Measure:

Protect the state's investment in facilities by performing timely maintenance of state-owned buildings in the Public Buildings Fund.

Alaska's Target & Progress:

The department intends to schedule and perform routine maintenance on state-owned facilities to minimize the amount of deferred maintenance issues and associated risk of building or building-systems failure.

The Public Buildings Fund has been established and is used to cover the management and maintenance costs for eight buildings in Juneau, Anchorage, and Fairbanks. Responsibility for management and maintenance of the other state-owned facilities in Juneau was transferred from the Department of Transportation and Public Facilities (DOT/PF) to the Department of Administration (DOA) during 2001 by agreement between the two agencies. This transfer was included in the FY2002 budget approved by the legislature. Although these additional buildings are not yet part of the Public Buildings Fund, DOA has proposed including them in the fund.

DOA and DOT/PF are working to transfer responsibility for all other state-owned buildings throughout the state from DOT/PF to DOA beginning in FY2003.

As a result of these initiatives, DOA has been able to begin to proactively address some facilities needs, such as exterior cleaning, renewing vapor seals, non-emergency roof repair and renewal, and proactive maintenance on elevators.

Benchmark Comparisons:

Comparisons with other states are not available at this time. However, we do know that many other states use an internal services fund and cost allocation plan methodology similar to the Public Buildings Fund to provide ongoing funding for maintenance and facilities management.

Background and Strategies:

Funding for routine building maintenance and management has been very difficult to obtain in the past because the source of funds has been primarily requested from the general fund which has a host of other, higher priority programs to support. As a result, the deferred maintenance backlog at state-owned buildings has grown to the point that the state has identified hundreds of millions of dollars of deferred maintenance needs in our facilities. This need has been confirmed and reiterated many times by all branches of government and was the subject of a legislative task

force several years ago.

The state developed the plan to fund ongoing maintenance by using a cost allocation plan methodology whereby all tenant agencies pay occupancy costs, much as they would if they were leasing space from a private vendor. This allows the state to charge a significant amount of the cost to non-general fund programs, including federally funded programs, thereby leveraging the few general fund dollars available.

Although this program addresses ongoing maintenance issues, the huge list of deferred maintenance problems cannot be resolved without additional funding. To address this, the Governor is proposing to take care of the most significant problems by using Certificates of Participation as a funding mechanism. This takes advantage of the current low interest rates to fund more than \$100 million of repairs without requiring a huge, one-time outlay of general funds. This funding or some other means of addressing the deferred maintenance backlog is urgently needed. Even though we now have in place a means to fund routine maintenance, this will not long defer the failure of outdated, badly worn out, or seriously damaged building components.

Office of the Commissioner

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Sec 4 Ch 90 SLA 2001(HB 250)

Measure:

Percentage of divisions within the department that reach the assigned performance measures.

Alaska's Target & Progress:

Most of the performance measures for the Department of Administration do not include benchmarks or clear indicators of success or failure. As a result, we are unable to report on this performance measure.

Background and Strategies:

We are currently unable to report on this performance measure.

Measure:

The average time taken to respond to complaints and questions that have been elevated to the Commissioner's Office.

Alaska's Target & Progress:

During the period July 1, 2001 through September 30, 2001 the Commissioner's Office responded to 305 complaints and questions. The average response time was 9.2 days.

Background and Strategies:

The Department of Administration will continue to respond to complaints and questions in as timely a manner as possible.

Office of Tax Appeals

Contact: Shelley Higgins, Administrative Law Judge

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Measure:

The average cost for each appeal.

Alaska's Target & Progress:

The average cost, as measured by the number of hours of spent on each appeal, of each appeal during the period January 1, 2001 through June 30, 2001 is as follows:

Tax appeals - 30 hours;
Insurance/Securities appeals - 21.5 hours;
Procurement and other DOA appeals - 24 hours.

For the period July 1, 2001 through September 30, 2001 the average cost is as follow:

Tax appeals - 26 hours;
Insurance/Securities - 15 hours;
Procurement and other DOA appeals - 24 hours.

Background and Strategies:

The Office of Tax Appeals will continue to handle appeals in a timely manner.

Measure:

The average time for each appeal.

Alaska's Target & Progress:

During the period January 1, 2001 through June 30, 2001 the average time for each appeal was as follows:

Tax appeals--12.2 months;
Insurance/Securities appeals--2.5 months;
Procurement and other DOA appeals--3.2
months. (Based on appeals that were resolved by decision or final order
during this period.)

For the period July 1, 2001 through September 30, 2001 the average time for each appeal was as follows:

Tax appeals--11.5 months;
Insurance/Securities appeals--4.5 months;
Procurement and other DOA appeals--3.2
months. (Based on appeals that were resolved by decision or final order
during this period.)

Background and Strategies:

The Office of Tax Appeals will continue to handle appeals in a timely manner.

Administrative Services

Contact: Dan Spencer, Director

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Measure:

The cost of Administrative Services divided by the total personnel costs for the department.

Alaska's Target & Progress:

The actual cost of Administrative Services for FY2001 was \$1,572.3; total personal services costs for the department for FY2001 was \$78,100.3. The cost of Administrative Services represents 2.01% of the department's personal services costs.

Measure:

The number of departmental employee grievances divided by all state department grievances.

Alaska's Target & Progress:

The number of employee grievances filed for the period of January 1, 2001 through June 30, 2001 for the Department of Administration was 9; the number for all state departments was 216. Grievances filed by DOA employees accounted for 4.16% of total grievances for this period.

The number of employee grievances filed for the period of July 1, 2001 through September 30, 2001 for the Department of Administration was 10; the number for all state departments was 196. Grievances filed by DOA employees accounted for 5.1% of total grievances for this period.

Measure:

The number of late payments for total payroll and vendor payments per year.

Alaska's Target & Progress:

The number of late payroll payments for the period of January 1, 2001 through June 30, 2001 for the Department of Administration was 1. During this period, payment time for vendor payments averaged 21 days.

There were no late payroll payments for the period of July 1, 2001 through September 30, 2001 for the Department of Administration. During this period, payment time for vendor payments averaged 24 days.

Background and Strategies:

The Division of Administrative Services will continue to process payroll and vendor payments in a timely manner.

Measure:

The response time for desktop support.

Alaska's Target & Progress:

For the period January 1, 2001 through June 30, 2001 the response times for desktop support were as follows: 1,496 work requests were completed. 55% were completed the same day the request was received, 24% were completed in one to five days, and 21% were completed in six days or more.

For the period July 1, 2001 through September 30, 2001 the response times were as follows: 861 work requests were completed. 51% were completed the same day the request was received, 25% were completed in one to five days, and 24% were completed in six days or more.