

ALASKA LEGISLATURE SPECIAL COMMITTEE / SUBJECT FILES 8672

2705 SCOMM 122: COMMISSION ON PRIVATIZATION. . . , 1999

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**Commission on Privatization and
Delivery of Government Services**

**Subcommittee Report on the
Department of Natural Resources**

Appendix T

Bid #200010001431

Dear Sir,

The Division of Forestry has just issued a bid (#200010001431) for two aircraft to be lease/purchased and to be based at the new forestry complex in Palmer. The bid request is very disturbing (inappropriate) based on the following content:

1. The bid is restricted to a specific make and model of airplane with specific equipment.
2. The airplane is of foreign manufacture.
3. The airplane is a military trainer by design and limited to two occupants restricting its use.
4. There are numerous American airplanes that could be utilized.
5. Why is the state buying and manning airplanes that could be leased from and manned by private contractors?

There are other considerations also:

Why is the state leasing the entire multimillion dollar facility at Palmer from the city of Palmer? (A million dollar hangar is included to house the anticipated fleet of state owned aircraft).

As you look into this a can of worms will no doubt surface. Ie; the bid is so specific that it could have only been built around two existing airplanes. HMMMMMM.

Thank you for taking the time to look into this matter.

This letter is from a concerned citizen

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**Commission on Privatization and
Delivery of Government Services**

**Subcommittee Report on the
Department of Natural Resources**

Appendix U

Draft of Forest Stewardship Agreement (FSA)



DRAFT OF FOREST STEWARDSHIP AGREEMENT (FSA)

This draft agreement is presented as a discussion draft. It is a compilation of thinking forwarded over several years by persons involved with Forest Management Agreements (FMAs) in three Canadian provinces (British Columbia, Alberta and Ontario) as well as Americans concerned with the concept of forest stewardship.

The draft reflects concerns posed by the Alaskan public during past Legislative debates over long term forest management agreements, including assurance that public lands would remain under the public's ultimate control, public access to public lands, provisions for resources other than commercial timber, protection of

small logging and forest product firms concerns over limited resources not being available to them, etc.

The major strengths of this draft lie in creating, through contract, the resolution of land protections expressed in past concerns, while adhering to the letter and the spirit of the Alaska Constitution, and natural resource statutes ... while at the same time providing the private sector with the tenure required to secure financing and markets.

The draft agreement clearly requires a contracting company to engage in continuous planning and monitoring, so that the latest technology can be considered and resource protection and enhancement activities can be quickly amended if they are not fully effective.



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"Environmental Assessment" means "The act of assessing ... further meaning to estimate or determine the significance of ... the results of certain actions or non-actions that can alter a natural environment." An Environmental Assessment is not a plan, nor is it an Environmental Impact Statement within the meaning of U.S. federal law.

"Evergreen" means a clause in this Agreement to grant Company first right of refusal to negotiate for extensions of the initial period or this contract for five year periods, so long as the remaining term does not exceed 25 years (per AS 38.05.118), provided Company meets terms of this Agreement, subject to Public Review as set forth in Section 10 of this Agreement.

"Final felling" means the removal of the last seed or shelter trees after regeneration has been affected under a shelterwood system or the removal of trees under a clear cut system prior to regeneration. There shall be no "final felling" under a select cut system.

"Forest Certification" shall mean any of the systems developed and in use by either the Forest Stewardship Council (FSC), the International Organization for Standardization (ISO) 14000 criteria, the Sustainable Forestry Initiative (SFI) of the American Forest and Paper Association (AF&PA) or, The Tree Farm System.

"Forest Management Manual" means any manual of Best Management Practices or equivalent prepared by the Alaska Division of Forestry effective in the specific Agency Region.

"Forest Stewardship Plan(s)" shall include a generalized plan, or plan for results, based on strategies and goals, for a period of 100 years following the effective date of this Agreement. Operations periods of the Forest Stewardship Plan(s) are twenty (20), five (5) and one (1) years, as defined in Section 6 of this Agreement.

"Forest Practices and Resources Act" means the most current version of AS 47.17.010 et seq. (as amended) or a successor statute adopted by the Alaska Legislature, signed by the Governor, and made the law of Alaska. "Forest Protection Act" means the most current version of AS 41.15.010 et seq. (as amended) or a successor statute adopted by the Alaska Legislature, signed by the Governor, and made the law of Alaska.

"General Plan" shall be synonymous with the long term "Forest Stewardship Plan" noted in 10 above.

"Ground Rules" means a set of operating criteria made part of this Agreement, as amended from time to time, to meet specific goals, as defined in Section 8 of this Agreement, and set forth in Schedule "D" attached.

"Nursery Stock" means viable tree seedlings, or other plant materials, ready for outdoor transplanting, germinated and grown under a qualified forester's or agronomist's direction, in an artificial situation. Nursery Stock may be of any plant species, including woody trees, known to be able to survive and prosper within the geographic area in question under outdoor and near natural conditions.

"Operating Plan" means one of the Forest Stewardship plans, being a forest operations plan having a term of five (5) years (Five Year Plan) or an annual forest operations plan having a term of one (1) year (Annual or One-Year Plan) that is prepared under Section 6 of this Agreement. The Operating Plan(s) shall run concurrent with a set of Ground Rules, defined in 6 above.

"parties" means the Agency and Company.

"Production Forest Land" means the portion of the Agreement Area that is designated for timber harvesting and regeneration activities.

"Sustainable Yield" means the growth of timber, or other forest resources, that a forest can produce from a given area of land, that can be harvested or utilized to achieve an approximate continuous balance between growth and mortality. The principal of sustainability shall not be calculated on an annual even flow method. The Sustainable Yield estimate, for a given time period (1-5-20 years) calculated as an element of the planning process, shall be the "AAC" for a given time period. Extraordinary mortality, resulting from fire, insect attack, disease or the purposeful removal from the Production Forest Land or any otherwise productive acreage, may lower the Sustainable Yield estimate. This definition comports with the definition of "sustained yield", found in AS 38.04.910. Definitions (12) "sustained yield" and AS 41.17.950. Definitions (17) "sustained yield"

"Riparian Zone" refers to an area along a lake, swamp or spring, or watercourse where the vegetation is recognized (plant ecology) as riparian, or as determined in the laws of the State of

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Alaska..

"Silvicultural System" means:

- 1- The "High Forest System" which produces stands originating from seed, whether the seed sprouts in a forest or under controlled nursery conditions.
- 2- "Coppice or Low Forest Systems" which produces stands from vegetative sprouting.

The High Forest System is further divided into Even-aged and Uneven-aged stand manipulation. Depending on the subsystem and Stewardship goals, which must take silvics and other biological factors (i.e. wildlife management, etc.) into consideration, there are different harvesting methods to be considered.

For the Even-aged system they are:

- 1- Clearcutting Method
- 2- Seed Tree Method
- 3- Shelterwood Method

For the Uneven-aged system:

- 1- Selection Method

There are also intermediate cutting methods to be considered for both the Even and Uneven-aged systems, or combinations thereof. They are:

- 1- Release Cutting
- 2- Improvement Cutting
- 3- Thinnings
 - a- Low Thinning
 - b- Crown Thinning
 - c- Selection Thinning
 - d- Geometric or Mechanical Thinning
- 4- Salvage Cutting
- 5- Sanitation Cutting

"treatment" means any silvicultural exercise exclusive of final felling.

"working group" means an aggregate of forest stands, including potential forest areas assigned to this category, having the same predominant species, and managed under the same rotation and silvicultural system.

"year" means a period commencing with the date of execution of this Agreement and terminating, in the first instance, with the 31st day of March following, and thereafter means a period commencing with the 1st day of April and terminating with the 31st day of March next following.

"yield" means the volume of timber, or other resource, that is harvested or otherwise quantitatively utilized, over a given time period.

In the event of misunderstanding of terminology used in this Agreement, the above listing shall be used in the first instance. If there is continuing disagreement, then the latest edition of the dictionary *Terminology of Forest Science, Technology, Practice and Products*, published by the Society of American Foresters shall be used. If there is any conflict with this dictionary and definitions established by law, then the law shall prevail.

2. PERIOD AND AREA

1) Subject to other provisions of this Agreement, the parties agree that this Agreement shall have a term of twenty (20) years commencing with the day of subject to "Evergreen" renewal as provided in Section 10.

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2) The parties agree that this Agreement applies in respect of the Agreement Area, defined in Schedule "A" that is comprised of:

- acres of Production Forest Land, and
- acres of Non-production Forest Land, for a total of
- acres of Forest Stewardship Agreement Land.

The following types of land are explicitly removed from current Production Forest Land, subject to this Agreement, and shall be classified as Non-Production Forest Land and noted on Schedule "A".

- 1) areas which are currently subject to any timber or other material removal contract.
- 2) areas currently removed from forest Stewardship for other Agency purposes.
- 3) areas within the boundaries of Forest Stewardship Agreement lands owned or controlled by parties other than the Agency.
- 4) areas currently known to contain habitat that cannot, or should not, be manipulated, when such habitat is critical to the species survival of federally classified rare, endangered or threatened species of animals or plants, as provided by law.

Further, Agency may, subject to this Agreement (Section 11) remove from the Productive Forest Land;

- 1) any land determined "Sensitive" which later research indicates cannot be silviculturally treated without causing substantial harm to the water table, or to lakes, or streams.
- 2) any land later learned to be critical habitat for any threatened or endangered species of plant or animal, and which changes to that area may effect said threatened or endangered species of plant or animal.
- 3) any land deemed by Agency to be required for rights-of-way, or other purpose deemed essential for other desired uses within the Agency, subject to Agency allowing a single-time liquidation timber harvest for lands to be taken from the Productive Forest Land base, or substitution of like volume and quantity of forest from other areas, or the payment to Company of liquidated damages from such removal.

Note: Sensitive land, critical habitat land, and Agency purpose land noted in this section are lands that meet the above criteria after the Company submits and Agency approves initial operating and forest Stewardship plans. Such lands known at time of initial planning effort shall be noted in Schedule "A" and recorded herein as Non-Production land.

3. RIGHTS, RESPONSIBILITIES AND OWNERSHIPS

This Agreement does not destroy any rights guaranteed Company, or individuals so associated, under the Constitutions of the United States or of The State of Alaska. Neither does the Agreement create any rights for the Company, or individuals so associated, beyond those spelled out in this Agreement. Specifically, this Agreement does not create for Company any right of ownership to Agency land, or other special use of Agency Land beyond that contemplated in this Agreement, nor does it absolve Agency of any responsibilities vested in Agency to protect (See AS 41.15.010, et seq.) and enhance said land, or protection of the populace thereof. Transfer of title to timber or other materials to be removed shall be based on severance from the estate and full payment of any fees due and other terms of this Agreement. Land identified in Schedule "A" shall only be used by Company as set forth in this Agreement, and Stewardship and enhancement of the

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land and its natural resources thereof shall ultimately be for the account of the Agency.

4. AUTHORITY TO HARVEST

1) Subject to approval by Agency, of Company's Forest Stewardship, Five-Year and One-Year Operating Plans, and other terms of this Agreement, Company is authorized to harvest and regenerate all the species of Agency owned timber, being trees native to the region. In addition, Company may harvest and regenerate any hybrids between these species, or any exotic species introduced as part of an approved Forest Stewardship Plan.

Further, Company, upon notification to and approval of the Agency, may harvest other plant materials, including leaves, stems, roots, berries and fruits, found within the Forest Stewardship Agreement area, noted in Schedule "A". Such approval shall not be arbitrarily denied. This does not include fish or wildlife.

2) Authority of harvest is subject to Company being current in its financial obligations to Agency and is current with all governmental bodies in its legal obligations for licensing, reporting, fees, taxes, etc. as prescribed by law. These obligations are binding on Company, its contractors and sub-contractors, as the case may be.

5. PRICES

The prices Company pays Agency for materials removed from the Forest Stewardship Lands, subject to terms of this Agreement, and approved Stewardship plans, shall initially be set forth in attached Schedule "B" for the initial five (5) year period, subject to reappraisal, by Agency each five (5) years. Reappraisal shall be by any agreed method that takes into consideration the general marketing conditions for the species and location described herein. Reappraisal shall not be based on the success or failure of Company during the preceding period of this Agreement.

6. FOREST STEWARDSHIP PLANS

A Preliminary Forest Stewardship Plan is attached as Schedule "C". Within six (6) months (180 calendar days) from the effective date of this Agreement, and before Company is allowed to proceed with operations on Agency land, Company shall submit to Agency, for public hearing and Agency approval:¹

1) a General Plan containing:

a) Goals, and expected results of Strategies to reach such Goals for the Forest Stewardship Area during the 100 year period immediately following the implementation of this Agreement.

b) a physical/ecological Environmental Assessment of results of silvicultural activities on the Forest Stewardship Area and its associated natural resources, during the most current Stewardship period, with learned projections for the entire 100 year period. This assessment shall consider itself with the vegetation, the fisheries, the wildlife, the soils, and recreation

¹ Company prepared Forest Stewardship Plans, at a minimum, must conform to criteria set forth in AS 38.05.112. Forest land use plans, and be subject to approval for Forest Certification pursuant to recognition by either the Forest Stewardship Council (FSC), the International Organization for Standardization (ISO) 14000 criteria, the Sustainable Forestry Initiative (SFI) of the American Forest and Paper Association (AF&PA) or, the Tree Farm System. The choice of which system to utilize shall be made by cooperation of Company and Agency. Such cooperation shall not be arbitrarily withheld or delayed. The cost of initial certification shall be shared equally by parties.

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potentials for the Forest Stewardship Area, and predict physical changes that could occur using current Forest Management BMP's.

c) a General Plan of proposed operations during the twenty (20) year period following the implementation of this Agreement, such plan to be based on current inventory of the resources found on the Forest Stewardship Area, silvicultural systems to be used and treatments to followed on the land, plans to reforest or afforest currently non or sub-stocked lands on soils that have the capability of supporting a crop of trees, plans to protect against fire, insect and diseases, and mitigation methods to protect and/or enhance resources associated with the forest land, during and immediately after the initial twenty (20) year period.

2) a Five-Year (5-year) Plan, of greater detail than the General Plan noted in 1) above, noting specific tracts for silvicultural applications, noting the parameters of such silvicultural applications and treatments to be conducted, subject to the "Ground Rules" set forth in Schedule "D" attached. The Five-year (5-Year) Plan shall note mainline and key secondary road systems, bridges and other physical facilities required to implement the plan. Timber cruising and related engineering planning for the areas to be affected shall be more intensive and of greater detail than in the General Plan, and must be accomplished by ground truthing as well as aerial photo or imagery interpretation conducted by qualified personnel.

3) a One Year (1-Year) Plan, where harvest areas, treatment systems and transportation routes for the upcoming year will be marked on the ground, subject to on-site inspection and approval by the Agency.

If such General, Five-year and One-year Plans are not timely submitted then this Agreement shall be considered terminated. Submission must be proven by a receipt signed by the Agency Manager (Commissioner the Department of Natural Resources) or authorized representative.

4) Updates of Five-year and One-Year Plans.

The Five-year and One-year Plans shall be considered a "progressive plans" where the subsequent Five-Year and One-Year plans are updated on an annual basis, for the remaining term of this Agreement. These plans, based on then contemporary knowledge or conditions, may amend, subject to approval of the Agency, the goals and strategies of the General Plan. The initial Five-year and One-Year update shall be submitted to Agency at the end of the first 10-month operational period, and the first of each 12 month period thereafter.

5) Agency shall review, and if necessary, hold public hearings on all original and updated plans, within a two month period of submission. In the event Agency requests changes in the Plans, then Company shall have two months to make such changes, and re-submit the plans, for review and public hearing as noted, which gives the Agency another two-month period to conduct hearings and make an approval. In the event approval is not given then this Agreement shall be submitted for binding arbitration as provided herein. If the changes are requested for updated (not original plans) then Company may proceed with original plans pending the outcome of the actions on the requested changes. In no event shall Company proceed with original plans without Agency approval and a letter to proceed issued by the Agency Manager or authorized representative. Agency shall not withhold such letter without cause.

6) All required Forest Stewardship Plans shall be made and overseen by persons with recognized credentials and experience in appropriate fields commensurate with the needs of this Agreement. At a minimum these shall be forestry, wildlife management, fisheries management, land surveying, geology, archaeology and recreation. Each professional shall have a resume on file with the Agency and shall sign and date finished planning documents for which he/she has responsibility.

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(7) At a minimum the General Plan will be depicted on USGS 1:250,000 quadrangles; Five-Year Plans will be on a minimum USGS 1:63,000 quadrangles; and the One-Year Plans shall be at a scale of 1":1,000' or greater. One-Year Plan harvesting units, road systems and other infrastructure shall be on maps of 20' or less contour. Maps showing vegetation, soils, watercourses, known geologic formations, fish/wildlife habitat and human influences shall be prepared, and periodically updated on a computerized Geographic Information System (GIS) readily understandable by peers of comparable training and experience. Work of this nature if also routinely conducted by Agency will be shared and made available to Company for integration into planning documents.

7. ANNUAL REPORTS

- 1) Company shall prepare for Agency, and submit to Agency, at the time One-Year Plans are submitted, an Annual Environmental Audit, noting, at the minimum:
 - a) the physical locations of silvicultural and transportation activities,
 - b) the volume and species and size classes of timber and other vegetation removed from the Forest Stewardship Area, or used within the area,
 - c) the location and volume of other resources removed from the area, or used within the area,
 - d) the forest regeneration activities of the previous year.

- 2) Company shall prepare for the Agency, and submit to Agency, at the time One-Year Plans are submitted, an audited financial statement of costs and revenues resulting from Company's direct silvicultural activities, and related activities in the Forest Stewardship Area.

8. GROUND RULES

Company agrees to perform and observe the provisions of the Ground Rules as set forth in Schedule "D" attached. The Ground rules may be amended and updated depending on pertinent statutes, and other conditions, based on mutual agreement of the parties hereto.

9. UTILIZATION

This Agreement contemplates Company constructing and managing, or causing to be constructed and managed, forest products conversion facilities within the State of Alaska, that will utilize, under some form of manufacturing, the timber output from the Forest Stewardship Area. A preliminary plan for such facility or facilities, is attached hereto as Schedule "E". Within six (6) months (180 calendar days) of the execution of this Agreement Company shall submit to Agency documentary evidence that such a facility or facilities, meeting the enclosed utilization standards, has adequate financing and a business plan in place. Failure to do so will negate this Agreement. Pursuant to AAC 71.055 (a) (2), Company shall have two years from the date of time tolling (See Paragraph 23) of this Agreement to construct and begin operating a timber conversion facility meeting standards established by this regulation.

10. EVERGREEN

Agency agrees to determine at the end of each term of five consecutive years of the period of this Agreement whether or not the obligations of this Company under this Agreement have been

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performed satisfactorily in such term, and,

1) where in the Agency's opinion such obligations have been performed and where the parties have agreed to an operating plan and ground rules for the next following term of five consecutive years, the Agency agrees to grant Company first right of refusal to negotiate and extend the remaining period of this Agreement (so long as it does not exceed 25 years) a further term of five consecutive years, and

2) where in the Agency's opinion such obligations have not been performed the Agency agrees to specify a time within which the Company may perform the obligations in default, and the Company agrees to perform such obligations within the specified time frame, and

3) where in the Agency's opinion such last mentioned obligations have been performed within the specified period of time the Agreement can be extended for an additional five consecutive year period, and

4) where in the Agency's opinion, such obligations have not been performed or completed in the specified time, then Agency, on written notice, may terminate this agreement, as provided herein.

11. WITHDRAWALS

Agency agrees that within the Agreement period the total withdrawal of production capacity of land from the productive forest land, for any purposes, shall not exceed the product of 20 times 5 per cent of the initial AAC as determined for the first year of production, unless Agency is able to replace such excess taking with comparable production capacity, either from other lands with no greater operations costs, or at Agency's expense, the capacity of remaining lands is increased to make up for the production shortfalls caused by said removal.

Agency may withdraw from this agreement at any time lands from within the Forest Stewardship Area deemed non-productive lands.

Lands that Agency has classified as agriculture lands, prior to the exaction of this Agreement, but not yet disposed of or placed into short-term rotation crops, and made part of the production forest lands of this agreement, may be withdrawn from this agreement at any time, subject to six months advance notice to Company. During this period Company, with agreement by Agency, may accelerate harvest from such lands, and such harvest will not be counted against the current AAC.

12. INCREASED PRODUCTIVITY

Agency agrees that Company may increase the AAC, and pay 50% of the agreed stumpage fee to Agency, for any excess over initial AAC caused by silvicultural treatment conducted solely at Company's expense, such costs to be reported to Agency in annual financial reports.

Agency agrees that Company may harvest increased AAC, at regular stumpage rates, for additional AAC caused by treatments by Company, when such are funded by Agency.

13. INSURANCE

(INSERT INSURANCE CLAUSES)

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14. LIABILITIES

(INSERT LIABILITY CLAUSES)

15. RIGHT OF PUBLIC ACCESS

Nothing in this Agreement curtails the right of the public to use lands within the Forest Stewardship Agreement area for recreation, hunting, fishing, trapping, berry-picking, etc., provided that Company, as part of a One-year Plan, may restrict uses of certain roads and active harvesting sites, during periods of Company use, for safety sake, and shall have the right to declare these areas off-limits to the general public. Such areas must be conspicuously posted and notice must be made in legal columns of newspapers of general circulation in the affected area. No areas may be closed by Company for more than one-year, but may be closed by Agency for any period, subject to authority of the Agency.

16. SMALL OPERATOR SET-ASIDE

The Agency, at its options, may declare up to 20 per cent of the current AAC (excluding increased production caused solely by Company's silviculture treatments) as "small operator" set asides, to be sold under regular outcry auctions, from time to time, according to Agency procedures.

Company shall have the right to charge such "small operators," on a "break-even," pro rata basis, approved by Agency, for use of Company roads and infrastructure, and shall be indemnified from any actions, of a personal or property nature, taken against Agency or "small operators" resulting from such third party activities, including but not limited to infractions of the Alaska forest practices and Alaska forest protection acts by such "small operators."

Personal use firewood gathering shall be included in this "small operator" category.

17. ALASKA FOREST PRACTICES ACT, ALASKA FOREST PROTECTION ACT

Company certifies it is familiar with AS 41.17. Forest resources and practices and AS 41.15. Forest protection acts and their most current amendments, and agrees to abide by the terms of said acts. Company will allow authorized Agency and other State of Alaska personnel unhindered access to all harvest and treatment areas for lawful purposes to review consistency with said acts.

18. DEFAULTS

Agency may find Company in default of this Agreement if,

- (1) Company fails to fulfill time requirement of this Agreement,
- (2) Company is found guilty, in a court of law, of violation of state or federal statutes carrying criminal penalties.

19. REMEDIES

Agency may cancel this Agreement if Company is found in default. Admitting to guilt or being found guilty of a felony, in a court of law, is prima facie of being in default.

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However, procedural defaults can only be remedied following arbitration. Once a default is perfected, then Agency can order this Agreement canceled, immediately, by delivery, by U.S. Mail, of a certified letter, setting forth charges and remedies.

20. ARBITRATION

If Agency accuses Company of breaking any of the procedural agreements contained in this document, and attempts to hold Company in default of same, Company has the right to submit this matter to binding arbitration, and both Company and Agency agree to be bound by such arbitration. This Agreement shall continue in full force while such arbitration is underway. The results of such arbitration can be enforced in any court of competent authority.

21. PROFESSIONAL PERSONNEL

Company agrees it will maintain in its employee, or under contract, in the form of one or more persons, professionally recognized by peers based on education and experience, familiar with the forestlands of the Agency region, trained in the following professions, for the planning and oversight of this Agreement,

- 1) A Silviculturist
- 2) A Forest Engineer
- 3) A Wildlife Biologist
- 4) A Hydrologist
- 5) A Land Surveyor

22. COOPERATIVE AGREEMENTS

Nothing in this Agreement shall arbitrarily preclude Company from entering into any cooperative research or applied science cooperative agreement designed to have planned positive effects on the forest ecosystems of Alaska, and in fact such agreements are encouraged by Agency, but in any case such cooperative agreement shall be approved by Agency, and made a part of this Forest Stewardship Agreement.

23. EFFECTIVE DATE

This Agreement shall be effective upon the signing of this Agreement by qualified persons representing each party. However, the date for tolling time requirements will not begin until Agency has approved Company's General, first Five-Year and first One-Year Stewardship/Operating Plans.

24. ADDRESSES FOR NOTICES

Other material as required, etc.

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25. INCLUSION OF SCHEDULES

Schedules "A" through "D" noted in the body of this agreement are hereby attached and made a part of this agreement.

Signatures, Seals, Etc.

PUBLIC SAFETY

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SUBCOMMITTEE REPORT

ON THE

DEPARTMENT OF PUBLIC SAFETY

November 24, 1999

Subcommittee Members

**Deborah Luper, Chairman
Dick Barrett, Victor Gunn, Brian Horner, Hal Hume, Chuck Rollins,
Don Valesko, Dave Williams, Jay Yakopatz,
Deputy Commissioner Del Smith**

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COMMISSION ON PRIVATIZATION

Subcommittee on Alaska Department of Public Safety

I. Committee Make-up, Findings and Methodology

Committee Findings

The Subcommittee on Privatization considering the Alaska Department of Public Safety (referred to in report as "the Department" or "DPS") met on a weekly basis beginning mid-September 1999.

The Subcommittee's findings are that the Department is currently doing an admirable job of privatizing those areas within its law enforcement parameters which can be contracted to the private sector. These areas include, among others, rural housing, and the village public safety officer program, as well as marine/aircraft repair and maintenance.

The Subcommittee was successful in identifying several areas which could be improved upon to enhance the efficient and effective delivery of services at the lowest cost possible to Alaskans. These areas include reworking how the Department acquires and maintains its vehicle equipment fleet, law enforcement information systems, and federal reimbursement for enforcement services performed in federal waters.

In addition, the Subcommittee worked to identify areas which the Legislature should consider in order to improve the effectiveness of the Department; and to provide long-term cost savings. Ensuring that the Department's crime lab remains state-of-the-art and is adequately staffed is one example.

Report Format

This report is formatted so that separate BRU's and related components are examined individually. Major recommendations are listed in the back of the report, and accompanying back-up is attached.

Committee Membership and Participation

Active members of the Subcommittee were Deborah Luper, Dick Barrett, Jay Yakopatz, Chuck Rollins, Dave Williams, Victor Gunn, and Hal Hume. Brian Homer was listed as a subcommittee member and provided with documentation and notices, but did not actively participate.

The Subcommittee enjoyed excellent cooperation from the Department representative on the subcommittee, Deputy Commissioner Del Smith, and those he designated to respond to the Subcommittee's questions. All requests for information that could not be handled within the confines of the weekly meetings were promptly addressed and sent out to Subcommittee members via email.

Local 71 was represented on the Subcommittee by Don Valesko. However, although he was notified via email of meetings, and sent all documents pertaining to the work of the Subcommittee, Mr. Valesko did not participate or communicate with the Subcommittee.

Decisions in regard to findings and recommendations were reached by consensus rather than an up or down vote.

II. Department of Public Safety Overview

Constitutional Powers

The United States Constitution has limited provision under the Commerce Clause governing police powers and under the 10th Amendment reserves the bulk of those powers to the states.

"The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people."
[10th Amendment to the Constitution of the United States]

Attempts by Congress and lower courts trying to establish the primacy of federal police powers have been rebuffed by the U.S. Supreme Court which said that this would eliminate "any distinction between what is truly national and what is truly local," would convert Congress' commerce power into "a general police power of the sort retained by the States," and would undermine the "first principle" that the Federal government is one of enumerated and limited powers.

Alaska Constitutional Provisions

Article III The Executive

Section 16

GOVERNOR'S AUTHORITY. The governor shall be responsible for the faithful execution of the laws. He may, by appropriate court action or proceeding brought in the name of the State, enforce compliance with any constitutional or legislative mandate, or restrain violation of any constitutional or legislative power, duty, or right by any officer, department, or agency of the State or any of its political subdivisions. This authority shall not be construed to authorize any action or proceeding against the legislature.

Section 22

EXECUTIVE BRANCH. All executive and administrative offices, departments, and agencies of the state government and their respective functions, powers, and duties shall be allocated by law among and within not more than twenty principal departments, so as to group them as far as practicable according to major purposes. Regulatory, quasi-judicial, and temporary agencies may be established by law and need not be allocated within a principal department.

Agency Mission, Goals and Objectives

The Department of Public Safety is Alaska's primary law enforcement agency for federal and state laws (except for organized municipalities which have assumed police powers). The mandate of the Department is to prevent loss of life and property as a result of illegal or unsafe acts. The Department enforces criminal and traffic laws, provides criminal investigation and forensic services, enforces state fish and game regulations, provides public protection programs for fire and traffic safety, search and rescue, and other public safety duties.

Technology Used to Perform Mission

Advanced technology is used by the Department in all phases of its operation, including but not limited to, state-of-the-art navigational tools for marine and aircraft, infrared receivers for search &

rescue, and genetic classification in the Anchorage crime lab. Consensus is that use of advanced technology saves money and time, both in the delivery of services and in the judicial arena.

In keeping with that finding, all the state-of-the-art equipment in the world is useless without well-trained staff to utilize that equipment. For example, the Department's crime lab has DNA equipment on site, but may lose the forensic scientist who operates that equipment if federal funding does not come through to pay for that position in the coming year.

Methodology should be put in place to record the effectiveness of evidence processed by the crime lab in regard to trials shortened by conclusive evidence, or cases which plead out due to same. It is the opinion of the Subcommittee that use of state-of-the-art technology is key to making the judicial side of cases more efficient in time and cost savings, as well as saving manpower and money in pursuit of a case.

Agency Contracts

The Department maintains hundreds of contracts with private businesses throughout the state, ranging from housing for rural employees to marine and aircraft repair and maintenance.

A listing of Department contracts is attached as Appendix A at end of report.

III. Department of Public Safety BRU's

Fish and Wildlife Protection

Components:

This budget request unit is comprised of 4 units: Enforcement/Investigations Services, Director's Office, Aircraft Section and the Marine Enforcement unit. FWP provides resource protection and enforcement.

Total Budget

Enforcement/Investigations Services	11,220.6
Director's Office	247.8
Aircraft Section	1,629.8
Marine Enforcement	2,928.0
AK F&W Safeguard	15.0
Total	16,041.2

Enforcement / Investigations Services

Personal Services	8,818.6
Travel	492.7
Contractual	1,638.5
Commodities	259.2
Equipment	11.6
Total Expenditures	11,220.6

General Fund	10,632.3
Inter-Agency Receipts	39.2
Fish/Game	549.1
Total Revenue	11,220.6

Recommendations

See statement regarding reimbursement for patrol and enforcement in federal waters in the recommendation section of this report.

Director's Office

Personal Services	223.4
Travel	7.8
Contractual	12.9
Commodities	3.7
Total Expenditures	247.8

General Fund	247.8
Total Revenue	247.8

Recommendations

No recommendations.

Aircraft Section

Personal Services	556.4
Travel	28.0
Contractual	684.3
Commodities	361.1
Total expenditures	1,629.8

General Fund	1,427.3
Inter-Agency Receipts	92.0
Fish/Game	110.5
Total Revenue	1,629.8

Recommendations

Further efforts should be made to privatize repair, maintenance and annual inspections of aircraft where possible and feasible.

Marine Enforcement

Personal Services	1,953.9
Travel	55.4
Contractual	360.6
Commodities	558.1
Total Expenditures	2,928.0

General Fund	2,526.9
Fish/Game	401.1
Total Revenue	2,928.0

Recommendations

See recommendations section, as well as Appendix B, at end of report.

Alaska Fish & Wildlife Safeguard

Grants	15.0
Total Expenditures	15.0

General Fund	15.0
Total Revenue	15.0

Recommendations

No recommendation.

Constitutional and Statutory Provisions Governing Agency Operations

Number of F&WP Employees

- There are approximately 85 Fish & Wildlife Protection Troopers.
- Total permanent full-time positions number 142 for FY00, with 25 permanent part-time positions.

Departmental goals are to prevent violations and apprehend those who break the laws and regulations governing resource users in Alaska, with emphasis on commercial violations.

The Department also works to increase citizen involvement and to maintain the highest standards of professional excellence.

Existing Privatization Practices

Historically, the Department looked at part-time, seasonal enforcement officers, perhaps using retired police officers or troopers. The State of Alaska was unsuccessful in convincing labor unions to allow this policy to take place, and it would have required a statutory change to implement.

There are approximately 85 FWP troopers, sometimes the only law enforcement in their respective areas. They do use seasonal aides. It would be difficult to privatize this segment of DPS.

Dalton Highway Protection

Components:

This budget request unit is comprised of one (1) F&WP trooper stationed at Coldfoot.

Total Budget

Personal Services	90.2
Total Expenditures	90.2
General Fund	90.2
Total Revenue	90.2

Recommendations

No recommendations.

Fire Prevention

Total Budget

Personal Services	1581.1
Travel	137.3
Contractual	264.2
Commodities	98.3
Equipment	5.1
Total	2,086.0

Inter-Agency Receipts	56.1
General Fund	1,474.7
GF Program Receipts	313.9
Designated Program Receipts	201.3
Total Revenue	2,086.0

Recommendations

No recommendations.

Highway Safety Planning Agency

Total Budget

Personal Services	245.5
Travel	35.2
Contractual	44.2
Commodities	6.0
Grants	1,269.1
Total	1,600.0

General Fund Match	74.8
Federal Receipts	1,525.2
Total Revenue	1,600.0

Recommendations

No recommendations.

Alaska State Troopers

Components:

This budget request unit is comprised of 9 units: Special Projects, Criminal Investigations Bureau, Directors Office, Judicial Services-Anchorage, Prisoner Transportation, Search and Rescue, Rural Trooper Housing, Narcotics Task Force, and Commercial Vehicle Enforcement.

Total Budget

Special Projects	1,385.3
Criminal Investigations Bureau	3,211.7
Directors Office	651.8
Judicial Services-Anchorage	1,985.2
Prisoner Transportation	1,476.7
Search and Rescue	283.1
Rural Trooper Housing	625.2
Narcotics Task Force	3,224.9
Commercial Vehicle Enforcement	89.9
Total	12,933.8

Special Projects

Personal Services	68.1
Travel	44.8
Contractual	1,050.1
Commodities	67.0
Equipment	155.3
Total Expenditures	1,385.3

Federal Receipts	1,385.3
Total Revenue	1,385.3

Recommendations

No recommendations.

Criminal Investigations Bureau

Personal Services	2,440.8
Travel	109.3
Contractual	599.3
Commodities	62.3
Total Expenditures	3,211.7
General Fund	3,136.5
Inter-Agency Receipts	75.2
Total Revenue	3,211.7

Recommendations

Methodology should be put in place to record the effectiveness of evidence processed by the crime lab in relation to enhancing criminal investigation, and in regard to trials shortened by conclusive evidence, or cases which plead out due to same. It is the opinion of the Subcommittee that use of state-of-the-art technology is key to making the judicial side of cases more efficient in time and cost savings, as well as saving manpower and money in pursuit of a case.

Director's Office

Personal Services	589.8
Travel	14.4
Contractual	33.3
Commodities	14.3
Total Expenditures	651.8
General Fund	651.8
Total Revenue	651.8

Recommendations

No recommendations.

Judicial Services - Anchorage

Personal Services	1,788.9
Travel	0.0
Contractual	161.4
Commodities	34.9
Total expenditures	1,985.2
General Fund	1,933.4
Program Receipts	51.8
Total Revenue	1,985.2

Recommendations

No recommendations.

Prisoner Transportation

Personal Services	0.0
Travel	1,401.7

Contractual	65.0
Commodities	10.0
Total Expenditures	1,476.7

General Fund	1,476.7
Total Revenue	1,476.7

Recommendations

No recommendations.

Search & Rescue

Personal Services	0.0
Travel	66.6
Contractual	99.3
Commodities	117.2
Total Expenditures	283.1

General Fund	283.1
Total Revenue	283.1

Recommendations

No recommendations.

Rural Trooper Housing

Personal Services	61.9
Travel	9.0
Contractual	549.3
Commodities	5.0
Total Expenditures	625.2

General Fund	252.8
Designated Program Receipts	310.0
Inter-Agency Receipts	62.4
Total Revenue	625.2

Recommendations

No recommendations.

Narcotics Task Force

Personal Services	1,317.8
Travel	53.2
Contractual	1,233.3
Commodities	15.0
Claims / Grants	605.6
Total Expenditures	3,224.9
Federal Receipts	2,785.3
General Fund Match	439.6
Total Revenue	3,224.9

Recommendations

It is recommended that the Department utilize federal funds currently funded for counter-narcotics operations available through the U.S. Civil Air Patrol. The CAP in Alaska has not fully utilized all available funds in the past.

Commercial Vehicle Enforcement

Personal Services	89.9
Travel	0.0
Contractual	0.0
Total Expenditures	89.9
Inter-Agency Receipts	89.9
Total Revenue	89.9

Recommendations

No recommendations.

Constitutional and Statutory Provisions Governing Agency Operations

Number of AST Employees

- There are approximately 237 Alaska State Troopers.

Departmental goals are to prevent violations and apprehend those who break the laws and regulations in Alaska, in addition to providing search and rescue operations, crime lab, prisoner transport, judicial services, and other functions. The Department works to increase citizen involvement and to maintain the highest standards of professional excellence.

Alaska State Trooper Detachments

Total Budget

Personal Services	26,438.3
Travel	1,052.1
Contractual	6,113.4
Commodities	764.5
Equipment	89.9
Total Expenditures	34,425.0
Federal Receipts	14.0
General Fund	32,741.2
Program Receipts	167.4
Inter-Agency Receipts	1,453.1
Inter-Agency Oil Haz	49.3
Total Revenue	34,425.0

Village Public Safety Officer Program

Components:

This budget request unit is comprised of three units: Contracts, Support, and Administration.

Total Budget

Contracts	5,523.5
Support	1,721.0
Administration	253.5
Total	7,498.0

Contracts

Personal Services	0.0
Travel	0.0
Contractual	0.0
Grants / Claims	5,523.5
Total	5,523.5
General Fund	5,523.5
Total Revenue	5,523.5

Recommendations

No recommendations.

Support

Personal Services	1,162.3
Travel	136.7
Contractual	354.1
Commodities	67.9
Total	1,721.0
General Fund	1,721.0
Program Receipts	1,721.0

Recommendations

No recommendations.

Administration

Personal Services	238.1
Travel	7.0
Contractual	6.2
Commodities	2.2
Total	253.5
General Fund	253.5
Program Receipts	253.5

Recommendations

No recommendations.

Constitutional and Statutory Provisions Governing Agency Operations

There are approximately 84 village public safety officers employed in the State of Alaska under this program.

Existing Privatization Practices

DPS contracts to private sources the village public safety officer (VPSO) aspect of its services. Candidates receive training funded by the Department, and thereafter, the majority of VPSO expenses, including payroll, benefits, and housing are administered through private contracts, funded by the Department.

Alaska Police Standards Council

Total Budget

Personal Services	238.2
Travel	30.7
Contractual	569.1
Commodities	6.4
Equipment	2.0
Miscellaneous	(128.4) *
Total Expenditures	718.0
Program Receipts	718.0
Total Revenue	718.0

Recommendations

No recommendations.

Violent Crimes Compensation Board

Total Budget

Personal Services	192.9
Travel	23.5
Contractual	48.6
Commodities	5.9
Equipment	3.0
Grants / Claims	1,083.0
Total	1,356.9
Federal Receipts	310.4
Permanent Fund Receipts	1,046.5
Total Revenue	1,356.9

Recommendations

Only 16% of this budget does not go directly to grants or contractual services. However, the cost for three full-time positions averages \$56,000 per year per position for payroll and benefits. The administration of this budget should be reviewed closely to see if it can be managed more cost-effectively by a private sector firm.

Council on Domestic Violence & Sexual Assault

Total Budget

Personal Services	309.8
Travel	225.3
Contractual	218.8
Commodities	11.2
Equipment	6.0
Grants / Claims	8,061.7 *
Total	8,832.8
Federal Receipts	2,833.8
General Fund	3,729.1 *
Inter-Agency Receipts	282.4
Permanent Fund Receipts	1,987.5
Total Receipts	8,832.8

* CDVSA also received a Special Appropriation of \$125.0 in FY2000.

Recommendations

Only 4% of this budget does not go directly to grants or contractual services. However, the cost for full-time positions average more than \$65,000 per year per position for payroll and benefits. The administration of this budget should be reviewed closely to see if it can be managed more cost-effectively by a private sector firm.

Batterer's Intervention Program

Total Budget

Personal Services	0.0 *
Travel	0.0
Contractual	0.0
Equipment	0.0
Grants / Claims	320.0
Total	320.0
Federal Receipts	120.0
PFD Fund	200.0
Total Revenue	320.0

Recommendations

This BRU appears to be 100% privatized; therefore no recommendations are necessary. It should be noted that the administration of this BRU is staffed by the Council on Domestic Violence and Sexual Assault.

Statewide Support

Components:

This budget request unit is comprised of 7 units: Commissioner's Office, Training Academy, Administrative Services, Alaska Wing Civil Air Patrol, Laboratory Services, APSIN, and Alaska Criminal Records & ID.

Total Budget

Commissioner's Office	632.6
Training Academy	1,374.4
Administrative Services	1,815.1
Alaska Wing Civil Air Patrol	503.1
Laboratory Services	2,103.0
APSIN	1,920.7
Alaska Criminal Records & ID	2,760.9
Unallocated Reduction	(410.0)
Total	10,699.8

Commissioner's Office

Personal Services	526.0
Travel	39.1
Contractual	61.3
Commodities	6.2
Total Expenditures	632.6
 General Fund	 632.6
Total Revenue	632.6

Recommendations

No recommendations.

Training Academy

Personal Services	646.1
Travel	249.2
Contractual	300.0
Commodities	127.6
Equipment	51.5
Total Expenditures	1,374.4
 General Fund	 817.2
Program Receipts	20.5
Inter-Agency Receipts	536.7
Total Revenue	1,374.4

Recommendations

No recommendations.

Administrative Services

Personal Services	1,546.9
Travel	19.4
Contractual	203.7
Commodities	43.1
Equipment	2.0
Total Expenditures	1,815.1
General Fund	1,714.7
Inter-Agency Receipts	100.4
Total Revenue	1,815.1

Recommendations

See statement regarding development of the Department's computer information resources and software contained in the Recommendations section of this report.

Alaska Wing - Civil Air Patrol

Personal Services	0.0
Travel	0.0
Contractual	503.1
Commodities	0.0
Total Expenditures	503.1
General Fund	503.1
Total Revenue	503.1

Recommendations

No recommendations.

Laboratory Services

Personal Services	1,670.0
Travel	46.0
Contractual	237.8
Commodities	147.2
Equipment	2.0
Total Expenditures	2,103.0

Federal Receipts	97.6
General Fund	1,952.4
General Fund Match	12.9
Inter-Agency Receipts	40.1
Total Receipts	2,103.0

Recommendations

Consensus is that use of advanced technology saves money and time, both in the delivery of services and in the judicial arena. In keeping with that finding, all the state-of-the-art equipment in the world is useless without well-trained staff to utilize that equipment. For example, the Department's crime lab has DNA equipment on site, but may lose the forensic scientist who operates that equipment if federal funding does not come through to pay for that position in the coming year.

Methodology should be put in place to record the effectiveness of evidence processed by the crime lab in regard to trials shortened by conclusive evidence, or cases which plead out due to same. It is the opinion of the Subcommittee that use of state-of-the-art technology is key to making the judicial side of cases more efficient in time and cost savings, as well as saving manpower and money in pursuit of a case.

Alaska Public Safety Information Network

Personal Services	1,248.4
Travel	22.3
Contractual	516.2
Commodities	42.6
Equipment	91.2
Total Expenditures	1,920.7

Federal Receipts	131.0
General Fund	922.2
Program Receipts	56.5
Inter-Agency Receipts	811.0
Total Receipts	1,920.7

Recommendations

The Department is currently engaged in a complete rewrite of APSIN. See statement regarding development of the Department's computer information resources and software contained in the Recommendations section of this report.

Alaska Criminal Records & Identification

Personal Services	1,201.0
Travel	58.8
Contractual	1,323.2
Commodities	39.8
Equipment	138.1
Total Expenditures	2,760.9

Federal Receipts	994.7
General Fund	965.3
Program Receipts	524.2
Inter-Agency Receipts	276.7
Total Receipts	2,760.9

Recommendations

This BRU represents the State's repository for criminal records and history. See statement regarding development of the Department's computer information resources and software contained in the Recommendations section of this report.

Unallocated Reduction

Personal Services	(410.0)
Total Expenditures	(410.0)

General Fund	(410.0)
Total Revenue	(410.0)

The Unallocated Reduction was taken in Fish & Wildlife (\$77.5), AST (\$282.5. and Victims for Justice (\$50.0).

Facility Maintenance

Contractual	551.0
Commodities	57.8
Total Expenditures	608.8

Inter-agency Receipts	608.8
Total Revenue	608.8

Recommendations

No recommendation.

Victims for Justice

Total Budget

Personal Services	0.0
Travel	0.0
Contractual	0.0
Equipment	0.0
Grants / Claims	200.0
Total	200.0
General Fund	200.0
Total Revenue	200.0

Recommendations

This BRU appears to be 100% privatized; therefore no recommendations are necessary.

RECOMMENDATIONS

IV. Overall Recommendations and Suggestions for New Legislation

Vehicle Acquisition and Maintenance.

The Committee recommends that legislation be passed to remove vehicle fleet management responsibilities from the Department of Transportation and Public Facilities (DOT/PF) under the Highway Capital Working Fund, and to allow each department to manage the acquisition and maintenance of their own vehicles. In remote locations where DOT/PF is the only resource available, they should continue to provide service.

It is also recommended that the Legislature reauthorize an audit of the Highway Capital Working Fund.

Reimbursement for Patrol & Enforcement in Federal Waters

It is the recommendation of the Subcommittee that the federal government be notified by resolution of the Alaska Legislature that the State of Alaska be reimbursed for patrol and enforcement currently performed by DPS in federal waters outside of the three mile limit. All possible efforts be expended to ensure that Congress appropriates funds to reimburse DPS for these expenditures.

Computer Systems and Information Delivery

The Subcommittee recommends that the Legislature work with the Department to develop a comprehensive plan for more effective use of the Department's computer information resources. It is also recommended that appropriate software be acquired and utilized to provide instant and continuing information for analysis.

V. Rationale for Each Recommendation – Votes

Vehicle Acquisition and Maintenance

In a Legislative Budget & Audit study of the Vehicle Fleet Management program, dated March 24, 1995, it stated, *"With few exceptions, in our opinion, the State of Alaska is not achieving effective fleet management or realizing the full economic benefits available through consolidation of responsibilities and authority."*

The Highway Working Capitol Fund/State Equipment Fleet (HWCF/SEF) is a system designed to create substantial funds for the Department of Transportation & Public Facilities (DOT/PF), while providing all motor vehicles to state departments. This includes the Department of Public Safety for all of the varied law enforcement missions required of the Alaska State Troopers and Fish & Wildlife Protection divisions. Fees for maintenance and replacement are included in this system, creating substantial funds for DOT/PF that have not been returned to DPS either in maintenance or in replacement of vehicles.

The HWCF/SEF is based in statute (AS 44.68.210-250) which establishes the authority for DOT/PF to establish and manage the fund and fleet of vehicles. Enabling language also exists under AS 36.30.005 which reads: *"...all rights, powers, duties, and authority relating to the procurement of construction and procurement of equipment or services for the state equipment fleet and the control over construction of state facilities and the state equipment fleet."* These statutes should be amended or repealed to allow for the recommended change.

In practice this system is not effective, efficient or cost effective for the using agencies.

As budgets have been cut across the board, DOT/PF through these enabling statutes have passed on additional charges to the Department of Public Safety, and extending the term life of the vehicles. This has resulted in DPS spending more funds on vehicles and too many vehicles with excessive mileage that have become very difficult to maintain and are not reliable police, emergency response units.

Historically, as the DOT/PF budget went down, they increased all user fees, replacement costs, shop over-head, and reduced the maintenance of the vehicles. This has forced DPS to expend additional funds to maintain vehicles that were previously maintained under the much lower user fees.

DPS currently operates approximately 387 vehicles statewide. AST operates approximately 260 of these units, while F&WP operates approximately 105 units. Vehicles were initially acquired by DPS at a cost of around \$20,000 per unit. Once purchased, these vehicles were leased back to DPS by DOT/PF. In exchange for the lease payments, DOT/PF provided maintenance and repair, and set funds aside for replacement vehicles. Non-standard repairs and maintenance were charged separately.

During questioning about this program, DPS officials expressed concern over rising costs associated with the current vehicle acquisition and maintenance program. Fuel was originally provided under the monthly lease payment, but must now be purchased separately. Costs to change tires or oil are far above that found in the private sector. Internal mechanisms apparently require expensive procedures. In a review of a DOT/PF print-out for winter tire changes, it was found by the vehicle coordinator that two DOT/PF personnel and shop overhead was billed, resulting in several hundred dollars in charges for this service. This service is available for around \$40 in the private sector. DOT/PF refused subsequent requests by the DPS vehicle coordinator to provide further computer print-outs.

For DOT/PF to purchase and maintain vehicles in the state it is necessary to build and maintain a service organization that directly parallels private sector businesses. It would make much more sense and be far less costly to privatize this acquisition and maintenance procedure.

A more reliable method that will offer significant cost savings to the user Departments is recommended. Leasing directly from dealerships is more closely aligned with the "privatization" concept, and has the potential to save the DPS substantial funds. It would allow the Department to manage the fleet in the best interest of law enforcement and emergency service to Alaskan citizens, rather than earning high fees for DOT/PF.

DPS presently has a fleet manager on staff who also manages the housing units for repairs. This employee could become the focal point for the entire fleet acquisition, management and repair, service and replacement on a more reliable matrix.

Lease arrangements currently used by the Fairbanks Police Department, the Fairbanks North Star Borough School District, and other local government entities appear to be significantly less expensive than the arrangement with DOT/PF through the Highway Capital Working Fund. Savings are projected to be as much as \$1-2 million dollars if the State moves to utilizing leasing and maintenance provisions offered through local dealerships.

The vehicles could be leased as fully equipped law enforcement units, for specific prices based on long term bid contracts, and replaced at appropriate intervals for the safety of the officers and public served.

The enabling statutes would have to be changed to allow the DPS or other user agencies to no longer use the HWCF/SEF concept and go to the private sector in open competitive bids in the best interest of the state, funding and with due consideration for the law enforcement mission.

These basic concepts and the repeal of AS 44.68.210-250 and AS 36.30.005 should be reviewed by the appropriate auditing state agency to determine feasibility and implementation, after-review of the DOT/PF computer reports on all DPS vehicles, and the budget analysis of the vehicles by DPS on the State Equipment Fleet.

Reimbursement for Patrol & Enforcement in Federal Waters

The federal government is not providing certain aspects of patrol and enforcement in waters beyond the three mile limit, specifically in regard to shellfish such as king crab. In compliance with the provisions of the Stevens-Magnuson Act, DPS has assumed patrol and enforcement in waters beyond the three mile limit, resulting in an unreimbursed financial burden to the State of Alaska.

The State of Alaska should be reimbursed for this expense. The cost to Alaskans last year was a half million dollars, and that number appears to be rising. Substantial time, money, and effort by DPS is involved in patrol and enforcement in these outer waters. The responsibility falls squarely in the lap of the federal government, and can be more properly handled by the U.S. Coast Guard and other federal agencies, or reimbursed by a direct appropriation from Congress for that purpose.

If the federal government assumes financial responsibility, DPS can be expected to reallocate funds to vital public safety functions within state boundaries.

Computer Systems and Information Delivery

At present, extensive criminal information contained within the Department's computer systems is not utilized for the purpose of analyzing the significance of that data. It would be a significant aid to management if this data were collated in a manner that would present the Department with intelligence on the who, what, where, when and why contained within computer records.

It is believed by members of the Subcommittee that the expected increase of position(s) necessary to facilitate the analysis of this sort of information would more than pay for itself with increased awareness by management of the times, places and types of crimes committed geographically, and to increase the ability to manage the results of crime more effectively.

Upgrading the Department's computers with appropriate software would provide an effective tool for management to monitor, on a continuous basis, geographic and statistical data on crime, and enable the Department to respond in a more timely manner by shifting its limited resources to deal with problems in those areas more effectively. Selected data can be made available to local communities to help them with community planning, educational and crime fighting needs.

Information from these improvements could be used by the Department and the Legislature to measure the effectiveness of the DPS in various geographical areas, and to provide the Legislature with intelligent and demonstrative evidence of the effectiveness of the Department's manpower measures, as well as the Department's overall effectiveness in dealing with crime within the state.

VI. Problems or Barriers to Proposed Implementation

Vehicle Acquisition and Maintenance

It can be expected that DOT/PF will attempt to maintain the status quo.

Reimbursement for Patrol & Enforcement in Federal Waters

It can be expected that pressure will be brought by the federal government to maintain DPS patrols in federal waters without a reimbursable services agreement or funding.

VII. Department of Public Safety Response

The following pages contain the Department's response to the Subcommittee's work and report.

STATE OF ALASKA

DEPARTMENT OF PUBLIC SAFETY

OFFICE OF THE COMMISSIONER

TONY KNOWLES, GOVERNOR

P.O. BOX 111200
JUNEAU, ALASKA 99811-1200
PHONE: (907) 485-4322
FAX: (907) 485-4362

November 17, 1999

The Commission on Privatization
DPS Subcommittee

ATTN: Deborah Luper, Chair

Dear Ms. Luper,

I appreciate the efforts you and the other members of DPS' privatization subcommittee have put into working with the Department over the past several weeks culminating in the recommendations listed below. I have provided the Department's response to each of the listed recommendations.

Fish and Wildlife Protection BRU

Recommendations

See statement regarding reimbursement for patrol and enforcement in federal waters in the recommendation section of this report.

Aircraft Section

Recommendations

Further efforts should be made to privatize repair, maintenance and annual inspections of aircraft where possible and feasible.

DPS response:

As indicated during sub-committee discussions, DPS utilizes the private sector for a substantial amount of the aircraft maintenance effort. The Department will continue to make every effort to expand that utilization consistent with the Department's needs. In our experience, it is sometimes more cost effective to accomplish tasks with Department personnel because of timeliness and the rates charged by private sector vendors for certain aircraft services.

Marine Enforcement

Recommendations

See recommendations section, as well as Appendix B, at end of report.

DPS response:

See overall recommendations section

Alaska State Troopers BRU

Criminal Investigations Bureau

Recommendations

Methodology should be put in place to record the effectiveness of evidence processed by the crime lab in relation to enhancing criminal investigation, and in regard to trials shortened by conclusive evidence, or cases which plead out due to same. It is the opinion of the Subcommittee that use of state-of-the-art technology is key to making the judicial side of cases more efficient in time and cost savings, as well as saving manpower and money in pursuit of a case.

DPS response:

The Department absolutely agrees that utilization of state of the art technology is critical to an efficient criminal justice system. Possible methods for documenting the effectiveness of the crime lab relative to guilty pleas and shortened trials may be facilitated by the upcoming increased integration between criminal justice computer systems and will be considered. However, the Department feels that any savings from high tech investigations are unlikely to accrue to the Department, but rather to the prosecution and court system as we will still have to invest in thorough and complete investigations to assure that physical evidence is admissible in the search for justice.

Narcotics Task Force

Recommendations

It is recommended that the Department utilize federal funds currently funded for counter-narcotics operations available through the U.S. Civil Air Patrol. The CAP in Alaska has not fully utilized all available funds in the past.

DPS response:

The Department currently receives extensive support from the Alaska National Guard Counter Drug Program which satisfies our current requirements for counter drug air support. As the Department's need in this area increases we will certainly consider utilizing support from the CAP where appropriate.

Violent Crimes Compensation Board BRU

Recommendations

Only 16% of this budget does not go directly to grants or contractual services. However, the cost for three full-time positions averages \$56,000 per year per position for payroll and benefits. The administration of this budget should be reviewed closely to see if it can be managed more cost-effectively by a private sector firm.

DPS response:

Recommendation will be forwarded to the VCCB for review and comment.

Council on Domestic Violence & Sexual Assault BRU

Recommendations

Only 4% of this budget does not go directly to grants or contractual services. However, the cost for full-time positions average more than \$85,000 per year per position for payroll and benefits. The administration of this budget should be reviewed closely to see if it can be managed more cost-effectively by a private sector firm.

DPS response:

Recommendation will be forwarded to the CDVSA for review and comment

Batterer's Intervention Program BRU

Recommendations

This BRU appears to be 100% privatized; therefore no recommendations are necessary. It should be noted that the administration of this BRU is staffed by the Council on Domestic Violence and Sexual Assault.

DPS response:

No comments

Statewide Support BTU

Administrative Services

Recommendations

See statement regarding development of the Department's computer information resources and software contained in the Recommendations section of this report.

DPS response:

See overall recommendations sections.

Laboratory Services

Recommendations

Consensus is that use of advanced technology saves money and time, both in the delivery of services and in the judicial arena. In keeping with that finding, all the state-of-the-art equipment in the world is useless without well-trained staff to utilize that equipment. For example, the Department's crime lab has DNA equipment on site, but may lose the forensic scientist who operates that equipment if federal funding does not come through to pay for that position in the coming year.

Methodology should be put in place to record the effectiveness of evidence processed by the crime lab in regard to trials shortened by conclusive evidence, or cases which plead out due to same. It is the opinion of the Subcommittee that use of state-of-the-art technology is key to making the judicial side of cases more efficient in time and cost savings, as well as saving manpower and money in pursuit of a case.

DPS response:

The Department agrees with the recommendation regarding staffing and provides comments elsewhere regarding the effectiveness of the crime lab.

Alaska Public Safety Information Network

Recommendations

The Department is currently engaged in a complete rewrite of APSIN. See statement regarding development of the Department's computer information resources and software contained in the Recommendations section of this report.

DPS recommendation:

See overall recommendations section.

Alaska Criminal Records & Identification

Recommendations

This BRU represents the State's repository for criminal records and history. See statement regarding development of the Department's computer information resources and software contained in the Recommendations section of this report.

DPS response:

See overall recommendations sections

Victims for Justice BRU

Recommendations

This BRU appears to be 100% privatized; therefore no recommendations are necessary.

DPS response:

No comments

Overall Recommendations and Suggestions for New Legislation

Vehicle Acquisition and Maintenance. The Committee recommends that legislation be passed to remove vehicle fleet management responsibilities from the Department of Transportation and Public Facilities (DOT/PF) under the Highway Capital Working Fund, and to allow each department to manage the acquisition and maintenance of their own vehicles.

It is also recommended that the Legislature reauthorize an audit of the Highway Capital Working Fund.

DPS response:

As indicated in the recommendation, any change from the current system will require action by the legislature. Further effort will also have to be put into determining whether in fact cost savings will actually accrue from such a change. Even if the provision and maintenance of

Trooper vehicles is privatized in most locations, there may be remote areas where maintenance of vehicles at DOT/PF facilities will be a cost effective arrangement.

Reimbursement for Patrol & Enforcement in Federal Waters. It is the recommendation of the Subcommittee that the federal government be notified by resolution of the Alaska Legislature that the State of Alaska be reimbursed for patrol and enforcement currently performed by DPS in federal waters outside of the three mile limit. All possible efforts be expended to ensure that Congress appropriates funds to reimburse DPS for these expenditures.

DPS response:

The Department feels that an adequately funded fisheries patrol effort is absolutely essential to sustaining these important renewable resources for the good of all Alaskans. The Department does not have a position on the appropriate source of that funding.

Computer Systems and Information Delivery. The Subcommittee recommends that the Legislature work with the Department to develop a comprehensive plan for more effective use of the Department's computer information resources. It is also recommended that appropriate software be acquired and utilized to provide instant and continuing information for analysis.

DPS response:

The Department is currently engaged, along with the other state and local criminal justice agencies, in an effort to integrate criminal justice system computers. An integral part of that effort is the updating and modernizing of APSIN (Alaska Public Safety Information Network). Not only is it critical to update APSIN for the reasons outlined in the sub-committee's recommendation but it is necessary to ensure this states ability to exchange information with other states and the FBI in the future.

Sincerely,



Del Smith
Deputy Commissioner

October 25, 1999

To: Deborah Luper

From: Del Smith

Subject: DPS privatization sub-committee request

In regard to the request for information on the Governor's office and other agency use of DPS' aircraft, specifically the King Air, please see below:

King Air hourly rate information for FY00 is based on 600 hours of anticipated use for all purposes during the year. This formula to determine the cost of operating the King Air has been used for the past three-(3) years. Hourly rates of operation for each of the department aircraft are reached by similar formulas.

Pilot refresher per diem/travel (8 pilots)	\$ 10,200
Hangar rental at FAA	\$ 5,100
Pilot recurrency/simulator training (8 pilots)	\$ 16,000
Insurance	\$ 4,992
200 hour inspection	\$ 36,000
Starter overhaul (yearly cost)	\$ 4,800
5 yr landing gear overhaul (yearly cost)	\$ 1,800
Avionics repairs/sat phone	\$ 8,250
Navigation data card subscriptions	\$ 1,100
5 year prop overhaul (yearly cost)	\$ 2,500
Jet A (\$200/hour)	\$120,000
Charts	\$ 90
Oil	\$ 750
Replacement aircraft parts	\$ 25,500
 Total direct cost	 <u>\$237,082</u>
 Direct cost per hour (600 hours)	 <u>\$ 395</u>

In FY99 DPS received \$60,192 from the Office of the Governor for use of state aircraft, specifically the King Air, Cessna 404, Navajo and Caravan. The total includes aircraft hours (119.4) plus overtime, per diem, etc.

Other agencies use of DPS operated aircraft during FY99 amounted to 21.5 hours. The agencies are:

Department of Administration-Information Technology Group
Department of Transportation-Airport Security

Department of Commerce
Civil Air Patrol
U.S. Marshals Office
Wasilla Police Department

I asked Colonel Glass about the use of our aircraft by agencies outside of state government and collecting funds for that use. Colonel Glass provided the following information:

"As we spoke on Friday I wanted to remind you of the Federal Law (PL 103-11) which became law about 5 years ago after a plane crash in which a U.S. Senator was killed in South Dakota.

This law makes it near impossible to receive monies from any outside source to assist in the operation of our aircraft. This means that the only money we can take is from a common treasury. i.e.: another state agency may pay us but a Municipality or Federal agency may not. The rationale behind this thinking is that if we take money from another outside agency then we are a Part 135 operation. We are then competing against the private sector. The real problem with a Part 135 operation is the training that would be required to stay current under the regulations. I do not recall the exact number of hours that would be required but it is substantial for the King Air. It made it so cost prohibitive that we decided not to continue trying to obtain Part 135 certification. In a Part 135 operation you are also required to do crew rests, etc that really do not fit our operation at all."

It appears the use by other Departments was very limited and the creation of reimbursable services agreements (RSA) with each of those agencies would not have been cost effective.

Information

As an aside, I mentioned in one of the earlier meetings that two years ago, the King Air was involved in a case involving early crab fishing which resulted in \$200,000 seizure and forfeiture to the state.

Again, this year the aircraft has proved pivotal to our enforcement efforts on the crab fisheries. The King Air just completed a crab fishery patrol in the Aleutians this past Friday, October 22, where it was instrumental in making a case for fishing early which will likely amount to at least \$150,000 or more going into the State of Alaska's coffers.

APPENDICES

APPENDIX A

Contracts with the Private Sector

DEPARTMENT OF PUBLIC SAFETY SUBCOMMITTEE

**COMMISSION ON PRIVATIZATION AND
DELIVERY OF GOVERNMENT SERVICES**

**Department of Public Safety
CONTRACTS WITH THE PRIVATE SECTOR**

NAME	EN #	TOTAL AMT. PAID
ARCTIC RESEARCH AND EVALUATION	1290811	\$3,000.00
C & C CUSTODIAL	1290253	\$8,769.60
DJ EXCAVATION	1290003	\$41,407.64
DILLON & FINDLEY	1290775	\$4,808.31
FRONTIER COMMUNITY SERVICES	1290252	\$4,387.79
GEORGE'S STORAGE	1290015	\$5,355.00
I EVEN DO WINDOWS	1290249	\$5,400.00
INTELIANT	1290543	\$-
JENSEN YORBA LOTT, INC	1290184	\$1,470.00
KAMINSKY & ASSOC	1290717	\$-
KAGISTA JANITORIAL SERVICES	1290254	\$10,992.84
KNIGHTWATCH SECURITY	1290255	\$5,734.20
LAW ENFORCEMENT PSYCHOLOGICAL	1290250	\$31,380.00
MTG. MANAGEMENT CONSULTANTS	1290363	\$178,925.00
MATANUSKA TOWING & RECOVERY	1290033	\$9,000.00
MCKENZIE & ASSOC	1290183	\$2,000.00
NATIONAL LAW ENFORCEMENT TELE	1290091	\$18,000.00
NETWORK BUSINESS SYSTEMS	1290147	\$6,850.00
SOFTWARE NORTH	1290008	\$64,380.00
TYLER RENTAL	1290199	\$9,180.00
VALERIE VAN BROCKEIN	1290335	\$8,000.00
WESTERN IDENTIFICATION NETWORK	1290022	\$313,929.00
WORKSAFE	1290001	\$3,388.00
WORKSAFE	1290014	\$386.94
WOODRUFF & ASSOC	1290002	\$2,400.00
ASSOC OF VILLAGE COUNCIL PRESIDENTS	1290102	\$1,480,651.51
BRISTOL BAY NATIVE ASSOC	1290187	\$706,178.44
BRISTOL BAY NATIVE ASSOC	1290690	\$20,000.00
CHUGACHMIUT	1290142	\$65,248.21
KAWERAK	1290139	\$677,776.09
KODIAK AREA NATIVE ASSOC	1290104	\$232,277.45
MANIILAQ MANPOWER	1290103	\$433,542.36
TANANA CHIEFS CONFERENCE	1290097	\$703,024.43
CENTRAL COUNCIL TLINGIT-HAIDA	1290105	\$401,557.80
		\$5,459,400.61

APPENDIX B

APPENDIX B

Fish & Wildlife Protection FY99 Operating Dollars Spent in Enforcement Efforts in the Bering Sea Region

As of November 12, 1999

DEPARTMENT OF PUBLIC SAFETY SUBCOMMITTEE

**COMMISSION ON PRIVATIZATION AND
DELIVERY OF GOVERNMENT SERVICES**

**Fish & Wildlife Protection
FY99 Operating Dollars Spent in Enforcement Efforts
in the Bering Sea Region
As of November 12, 1999**

This analysis considers direct costs identified to operate patrol aircraft and vessels to enforce commercial fishing laws outside the 3-mile limit in the Bering Sea:

Aircraft Section:

King Air

Flight hours for "C" Detachment - Western Alaska = 177 Hours
(Assumption 90% of all hours 196.7 applicable to Bering Sea)
\$397 cost per hour wet rate in FY99

\$70,269

2 Pilots' time to fly King Air
(Assumption 177 hours: 71.4% = 126.4 hrs. straight time and
28.6% = 50.6 hrs. overtime) Troopers Cooper and Kmiecik
as primary pilots

\$15,016

1 FLIR Operator

(Assumption 177 hours: 71.4% = 126.4 hrs. straight time and
28.6% = 50.6 hrs. overtime)
FWA Wortman as FLIR Operator

\$2,608

Total King Air Cost:

\$87,893

Marine Enforcement:

PV Stimson

Sea Days for vessel 73

Sea Pay per Day

(Assumption 73 days: 71.4% = 52 on duty days and
28.6% = 21 days regular days off)

Crew Wages

176,622

Other Line Items Operating Rate: \$1,543 per day

112,639

PV Stimson Cost:

289,261

PV Woldstad

Sea Days for vessel 29

Sea Pay per Day

(Assumption 29 days: 71.4% = 21 on duty days and
28.6% = 8 days regular days off)

Crew Wages

63,104

Other Line Items Operating Rate: \$1,168 per day

33,872

PV Woldstad Cost:

96,976

Combined Costs:

\$474,130

APPENDIX C

*Statewide Equipment Fleet Department of Public Safety by Collocode Fleet Assignment and Usage**

*Not available in electronic format. To see original, please contact one of the following:

Senator Jerry Ward
(907) 465-4940; Senator Jerry Ward@legis.state.ak.us
Room 423, State Capitol, Juneau, AK 99801-1182

Representative John Cowdery
(907) 465-3879; Representative John Cowdery@legis.state.ak.us
Room 204, State Capitol, Juneau, AK 99801-1182

After the end of the 2nd Session of the 21st Legislature in the year 2000, contact:
(907) 465-3808; Legislative Reference Library, State Capitol, Juneau, AK 99801-1182

DEPARTMENT OF PUBLIC SAFETY SUBCOMMITTEE

COMMISSION ON PRIVATIZATION AND
DELIVERY OF GOVERNMENT SERVICES

10/22/1999 08:08

Statewide Equipment Fleet
DEPARTMENT OF PUBLIC SAFETY BY COLLOCODE
Fleet Assignment and Usage

600 Page: 1

Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage

Collocode: 12100004 FWP A DETACHMENT										
0801	022	1988 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	1,071	60,850
30034	022	1991 CHV PU STD RCAB 4X2 1/2T	WZ	144	17	0.00	0.00	M	0	41,125
30037	022	1991 CHV PU STD RCAB 4X2 1/2T	WZ	144	8	0.00	0.00	M	0	34,630
30828	022	1993 CHV PU STD RCAB 4X2 1/2T	WZ	144	3	0.00	0.00	M	2,272	24,862
30829	022	1993 CHV PU STD RCAB 4X2 1/2T	DX	0	0	0.00	0.00	M	0	30,015
30830	022	1993 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	0	35,797
30370	028	1992 CHV UTIL WAGON MID 4X4	WX	144	0	0.00	0.00	M	0	32,909
2325	055	1990 FRD PU STD RCAB 4X4 3/4T	WZ	252	23	0.00	0.00	M	0	29,740
30870	055	1993 CHV PU STD RCAB 4X4 3/4T	WZ	252	11	0.00	0.00	M	0	38,366
32075	055	1995 CHV PU STD RCAB 4X4 3/4T	W05	252	469	0.00	0.00	M	0	38,494
2393	055	1990 FRD PU STD XCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	2,065	52,175
2918	055	1991 CHV PU STD XCAB 4X4 3/4T	DX	0	0	0.00	0.00	M	0	24,653
30031	055	1991 CHV PU STD XCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	0	57,728
32803	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	2,489	9,008
32804	055	1998 CHV PU STD XCAB 4X4 3/4T	D05	0	350	0.00	0.00	M	0	2,575
32813	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	347	0.00	0.00	M	2,840	12,604
32883	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	241	0.00	0.00	M	0	3,763
33215	055	1999 FRD PU STD XCAB 4X4 3/4T	D05	0	323	0.00	0.00	M	0	30
33216	055	1999 FRD PU STD XCAB 4X4 3/4T	D05	0	323	0.00	0.00	M	0	28
90423	108	1998 FRD SEDAN MID	N07	0	0	0.00	0.00	M	3,079	10,133
31227	109	1994 FRD SEDAN STD	W07	144	227	0.00	0.00	M	1,049	44,527
31922	155	1981 FRD PU STD RCAB 4X4 3/4T	N07	0	0	0.00	0.00	M	0	31,981
31111	921	1991 EEL TRLR BOAT	NX	0	0	0.00	0.00	H	0	0
50036	921	1996 CKM TRLR BOAT	N20	0	0	0.00	0.00	H	0	0
6957	921	1980 EEL TRLR BOAT	N20	0	0	0.00	0.00	H	0	0
CC 12100004 Totals: 25 Vehs 3,024 2,692										

Collocode: 12110004 FWP B DETACHMENT

1162	022	1981 CHV PU STD RCAB 4X2 1/2T	N05	0	0	0.00	0.00	M	0	1,027
30541	022	1992 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	0	97,678
31234	022	1994 CHV PU STD RCAB 4X2 1/2T	WZ	144	21	0.00	0.00	M	0	87,361
31235	022	1994 CHV PU STD RCAB 4X2 1/2T	WZ	144	14	0.00	0.00	M	3,558	55,149
31247	022	1994 CHV PU STD RCAB 4X2 1/2T	WZ	144	18	0.00	0.00	M	4,526	63,079
31304	022	1994 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	11,987	62,151
2314	022	1990 CHV PU STD XCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	0	86,556
32072	055	1995 CHV PU STD RCAB 4X4 3/4T	W05	252	353	0.00	0.00	M	3,784	71,999
32074	055	1995 CHV PU STD RCAB 4X4 3/4T	W05	252	351	0.00	0.00	M	0	46,752
32575	055	1997 FRD PU STD RCAB 4X4 3/4T	W05	252	413	0.00	0.00	M	463	30,488
5393	055	1981 DDG PU STD RCAB 4X4 3/4T	DX	0	0	0.00	0.00	M	0	84,939
30001	055	1991 CHV PU STD XCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	72	47,562

10/22/1999 08:08

Statewide Equipment Fleet
DEPARTMENT OF PUBLIC SAFETY BY COLLOCODE
Fleet Assignment and Usage

600 Page: 2

Veh No	Bill Class	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
30063	055	1991 CHV PU STD XCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	3,665	75,882
30801	055	1993 CHV PU STD XCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	927	104,526
31941	055	1995 FRD PU STD XCAB 4X4 3/4T	W05	252	535	0.00	0.00	M	0	65,695
31942	055	1995 FRD PU STD XCAB 4X4 3/4T	W05	252	527	0.00	0.00	M	7,245	95,388
31943	055	1995 FRD PU STD XCAB 4X4 3/4T	W05	252	457	0.00	0.00	M	6,323	81,641
31944	055	1995 FRD PU STD XCAB 4X4 3/4T	W05	252	528	0.00	0.00	M	0	69,415
31956	055	1995 FRD PU STD XCAB 4X4 3/4T	W05	252	461	0.00	0.00	M	0	61,080
32578	055	1997 FRD PU STD XCAB 4X4 3/4T	W05	252	479	0.00	0.00	M	0	24,334
32794	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	6,238	12,658
32795	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	0	10,428
32798	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	12,503	23,773
32799	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	0	4,190
32800	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	7,559	22,336
32801	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	0	22,393
32805	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	4,474	10,050
32806	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	0	14,991
32815	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	342	0.00	0.00	M	3,893	6,140
33143	055	1999 FRD PU STD XCAB 4X4 3/4T	W05	252	311	0.00	0.00	M	0	34
30821	108	1993 CHV SEDAN MID	W07	144	112	0.00	0.00	M	4,155	57,257
90481	108	1999 FRD SEDAN MID	N02	0	0	0.00	0.00	M	0	10
90482	128	1999 FRD UTIL WAGON MID 4X4	N02	0	0	0.00	0.00	M	0	15
90484	152	1999 FRD UTIL WAGON STD 4X4	N02	0	0	0.00	0.00	M	0	12
2725	155	1987 FRD PU STD RCAB 4X4 3/4T	N07	0	0	0.00	0.00	M	0	67,902
50019	921	1996 CKN TRLR BOAT	N20	0	0	0.00	0.00	H	0	0
50050	921	1996 KAR TRLR BOAT	N20	0	0	0.00	0.00	H	0	0
50083	921	1996 KAR TRLR BOAT	N20	0	0	0.00	0.00	H	0	0
50084	921	1996 CKN TRLR BOAT	N20	0	0	0.00	0.00	H	0	0

CC 12110004 Totals: 39 Vehs 6,552 7,722

Collocode: 12120004 FWP C DETACHMENT

30010	022	1991 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	1,513	46,007
30792	022	1993 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	0	31,248
30803	022	1993 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	0	65,996
30819	022	1993 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	2,133	53,608
30823	032	1993 CHV PU STD XCAB 4X2 3/4T	WZ	144	7	0.00	0.00	M	0	14,337
2403	052	1990 CHV UTIL WAGON STD 4X4	WX	252	0	0.00	0.00	M	0	66,403
30811	055	1993 CHV PU STD RCAB 4X4 3/4T	WZ	252	6	0.00	0.00	M	0	6,732
31279	055	1994 FRD PU STD RCAB 4X4 3/4T	WZ	252	29	0.00	0.00	M	0	39,462
32332	055	1996 CHV PU STD RCAB 4X4 3/4T	W05	252	397	0.00	0.00	M	2,064	22,116
32572	055	1997 FRD PU STD RCAB 4X4 3/4T	W05	252	412	0.00	0.00	M	0	10,940
32574	055	1997 FRD PU STD RCAB 4X4 3/4T	W05	252	465	0.00	0.00	M	0	1,680
32576	055	1997 FRD PU STD RCAB 4X4 3/4T	W05	252	380	0.00	0.00	M	3,018	11,433
2421	055	1990 CHV PU STD XCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	495	42,175

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Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
30009	055	1991 CHV PU STD XCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	1,100	63,357
32577	055	1997 FRD PU STD XCAB 4X4 3/4T	W05	252	410	0.00	0.00	M	0	4,552
32583	055	1997 FRD PU STD XCAB 4X4 3/4T	W05	252	476	0.00	0.00	M	434	6,194
32620	055	1997 FRD PU STD XCAB 4X4 3/4T	W05	252	448	0.00	0.00	M	0	19,466
32792	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	0	8,360
32796	055	1998 CHV PU STD XCAB 4X4 3/4T	D05	0	350	0.00	0.00	M	0	13
32802	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	0	3,000
32807	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	1,218	7,043
32808	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	0	5,563
33212	055	1999 FRD PU STD XCAB 4X4 3/4T	W05	252	311	0.00	0.00	M	245	263
31246	108	1994 BCK SEDAN MID	W07	144	176	0.00	0.00	M	2,728	73,610
31421	108	1994 BCK SEDAN MID	W07	144	180	0.00	0.00	M	0	43,405
31685	108	1995 FRD SEDAN MID	W07	144	194	0.00	0.00	M	3,033	41,278
7168	122	1984 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	0	17,380
30000	128	1991 CHV MINIVAN, AMD	WX	144	0	0.00	0.00	M	0	50,332
30006	155	1991 CHV PU STD XCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	3,686	44,214
32957	055	1998 FRD PU STD XCAB 4X4 3/4T	W05	252	376	0.00	0.00	M	0	300
50082	610	1992 CCH TRLR CARGO	N15	0	0	0.00	0.00	H	0	0
1927	846	1991 WST A SNOWFLOW LT TRK	N07	0	0	0.00	0.00	H	0	0
2867	921	1991 CKN TRLR BOAT	NX	0	0	0.00	0.00	H	0	0
50018	921	1980 EZL TRLR BOAT	N20	0	0	0.00	0.00	H	0	0
50032	921	1997 EZL TRLR BOAT	N20	0	0	0.00	0.00	H	0	0

CC 12120004 Totals: 35 Vehs 6,228 6,017

Collocode: 12130004 FWP D DETACHMENT

31248	022	1994 CHV PU STD RCAB 4X2 1/2T	WZ	144	13	0.00	0.00	M	3,129	56,431
31949	055	1995 CHV PU STD XCAB 4X4 3/4T	W05	252	453	0.00	0.00	M	2,996	62,576
31951	055	1995 CHV PU STD XCAB 4X4 3/4T	W05	252	456	0.00	0.00	M	4,093	73,731
31953	055	1995 CHV PU STD XCAB 4X4 3/4T	D05	0	459	0.00	0.00	M	3,559	52,879
32793	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	2,245	17,866
32810	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	352	0.00	0.00	M	3,016	9,903
32811	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	351	0.00	0.00	M	3,836	12,600
32812	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	352	0.00	0.00	M	1,816	10,916
33145	055	1999 FRD PU STD XCAB 4X4 3/4T	W05	252	318	0.00	0.00	M	1	34
32123	062	1995 CHV PU STD CDSL 4X4 3/4T	W05	252	506	0.00	0.00	M	3,853	51,431
32778	108	1998 FRD SEDAN MID	W07	144	176	0.00	0.00	M	0	7,367
50080	921	1984 CKN TRLR BOAT	N20	0	0	0.00	0.00	H	0	0

CC 12130004 Totals: 12 Vehs 2,304 3,786

Collocode: 12160004 FWP CCB

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Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
32129	032	1996 CHV PU STD XCAB 4X2 3/4T	W05	144	363	0.00	0.00	M	0	20,478
90449	028	1998 FRD UTIL WAGON MID 4X4	N03	0	0	0.00	0.00	M	0	43
31438	108	1994 BCK SEDAN MID	W07	144	174	0.00	0.00	M	5,841	63,343
31692	108	1995 FRD SEDAN MID	W07	144	192	0.00	0.00	M	0	47,735
90410	108	1998 FRD SEDAN MID	N07	0	0	0.00	0.00	M	0	30
90409	152	1998 FRD UTIL WAGON STD 4X4	N07	0	0	0.00	0.00	M	0	30
CC 12160004 Totals:				6 Vehs	432	749				
Collocode: 12200004 FWP DIRECTOR'S OFFICE										
33049	109	1998 PON SEDAN STD	W07	144	192	0.00	0.00	M	4,000	15,425
CC 12200004 Totals:				1 Vehs	144	192				
Collocode: 12200104 FWP STATEWIDE SUPPORT										
30824	108	1993 CHV SEDAN MID	W07	144	106	0.00	0.00	M	2,646	52,565
31709	108	1995 FRD SEDAN MID	W07	144	217	0.00	0.00	M	4,467	54,615
31912	108	1995 FRD SEDAN MID	W07	144	210	0.00	0.00	M	1,490	33,637
0437	921	1986 CKN TRLR BOAT	N20	0	0	0.00	0.00	H	0	0
CC 12200104 Totals:				4 Vehs	432	533				
Collocode: 12220004 FWP AIRCRAFT SECTION										
33142	055	1999 FRD PU STD XCAB 4X4 3/4T	W05	252	310	0.00	0.00	M	0	24
31263	108	1994 BCK SEDAN MID	W07	144	175	0.00	0.00	M	6,789	95,193
50066	610	1998 SHP TRLR CARGO	N15	0	0	0.00	0.00	H	0	0
CC 12220004 Totals:				3 Vehs	396	485				
Collocode: 12240004 FWP MARINE ENFORCEMENT										
2236	022	1989 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	439	41,768
31857	022	1995 FRD PU STD RCAB 4X2 1/2T	W05	144	294	0.00	0.00	M	0	25,361
30110	062	1991 CHV TRK FLATBED 4X2 1T	WZ	252	21	0.00	0.00	M	0	32,333
30816	055	1993 CHV PU STD RCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	0	83,253
CC 12240004 Totals:				4 Vehs	792	315				

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Veh No	Bill Class	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
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Collocode: 12300117 FIRE PROTECTION - ADMIN

7500	022	1984 CHV PU STD RCAB 4X2 1/2T	N05	0	0	0.00	0.00	M	0	117,694
31306	028	1994 CHV VAN 4X2 1/2T	WZ	144	25	0.00	0.00	M	1,513	48,072
31863	028	1995 CHV VAN 4X2 1/2T	W05	144	367	0.00	0.00	M	0	47,222
31869	028	1995 CHV VAN 4X2 1/2T	W05	144	367	0.00	0.00	M	0	42,178
2416	052	1990 CHV UTIL WAGON STD 4X4	WZ	252	24	0.00	0.00	M	7	57,818
30832	108	1993 CHV SEDAN MID	W07	144	110	0.00	0.00	M	0	34,133
30896	108	1993 CHV SEDAN MID	W07	144	106	0.00	0.00	M	2,025	36,597
31703	108	1995 FRD SEDAN MID	W07	144	218	0.00	0.00	M	1,000	54,153
5049	195	1981 EMO ARFF VEHICLE	NX	0	0	0.00	0.00	H	0	13,518
5670	195	1981 EMO ARFF VEHICLE	NZ	0	0	0.00	0.00	H	0	19,483

CC 12300117 Totals: 10 Vehs 1,116 1,217

Collocode: 12300305 FIRE PROTECTION - FIRE SVC TNG

0416	108	1986 CHV SEDAN MID	N07	0	0	0.00	0.00	M	0	79,489
30100	128	1986 DDG MINIVAN, AWD	N07	0	0	0.00	0.00	M	0	83,084
32450	128	1986 CHV UTIL WAGON MID 4X4	N07	0	0	0.00	0.00	M	0	131,808

CC 12300305 Totals: 3 Vehs 0 0

Collocode: 12433039 A HWCFF

33217	055	1999 FRD PU STD XCAB 4X4 3/4T	W05	252	323	0.00	0.00	M	0	29
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CC 12433039 Totals: 1 Vehs 252 323

Collocode: 12433099 C HWCFF

1324	022	1989 CHV PU STD RCAB 4X2 1/2T	WX	144	0	0.00	0.00	M	1,880	51,073
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CC 12433099 Totals: 1 Vehs 144 0

Collocode: 12510041 AST - CIB ADMIN

30863	109	1993 CHV SEDAN STD	W07	144	237	0.00	0.00	M	0	40,270
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CC 12510041 Totals: 1 Vehs 144 237

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Veh No	Bill Class	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
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Collocode: 12510141 AST - CIB SCIU

31916	028	1995 CHV VAN 4X2 1/2T	W05	144	504	0.00	0.00	M	0	38,448
33010	052	1998 FRD UTIL WAGON STD 4X4	W05	252	488	0.00	0.00	M	0	6,802
30336	109	1992 LCN SEDAN STD	N07	0	0	0.00	0.00	M	0	55,701
30862	109	1993 CHV SEDAN STD	W07	144	232	0.00	0.00	M	0	39,881
31180	109	1994 FRD SEDAN STD	W07	144	234	0.00	0.00	M	0	66,325
31184	109	1994 FRD SEDAN STD	W07	144	226	0.00	0.00	M	3,140	50,312
31188	109	1994 FRD SEDAN STD	W07	144	215	0.00	0.00	M	2,763	45,200
31190	109	1994 FRD SEDAN STD	W07	144	222	0.00	0.00	M	3,650	47,637
31191	109	1994 FRD SEDAN STD	W07	144	221	0.00	0.00	M	0	43,089
31198	109	1994 FRD SEDAN STD	W07	144	220	0.00	0.00	M	0	45,740
31226	109	1994 FRD SEDAN STD	W07	144	220	0.00	0.00	M	0	31,179
30598	116	1992 FRD POLICE SECURITY	WZ	270	-11	0.00	0.00	M	0	77,413
31825	116	1995 FRD POLICE SECURITY	W05	270	427	0.00	0.00	M	0	31,297
31895	128	1995 CHV MINIVAN, AWD	W07	144	304	0.00	0.00	M	2,179	46,679
32317	190	1980 FRD AMBULANCE	NX	0	0	0.00	0.00	M	0	29,110

CC 12510141 Totals: 15 Vehs 2,232 3,502

Collocode: 12510341 AST - SDEU

0985	037	1988 FRD VAN 4X2 3/4T	DX	0	0	0.00	0.00	M	0	19,422
32984	037	1983 FRD VAN 4X2 3/4T	N05	0	0	0.00	0.00	M	0	24,000
31253	052	1994 FRD UTIL WAGON STD 4X4	DZ	0	34	0.00	0.00	M	0	67,388
2328	055	1990 FRD PU STD RCAB 4X4 3/4T	DX	0	0	0.00	0.00	M	0	94,406
2376	055	1990 FRD PU STD XCAB 4X4 3/4T	DX	0	0	0.00	0.00	M	0	129,142
2497	052	1990 CHV SUBURBAN 4X4 3/4T	DX	0	0	0.00	0.00	M	0	56,896
7597	108	1984 CHV SEDAN COM	N07	0	0	0.00	0.00	M	0	90,839
30814	108	1993 CHV SEDAN MID	W07	144	105	0.00	0.00	M	0	69,173
30837	108	1993 CHV SEDAN MID	D07	0	112	0.00	0.00	M	0	60,801
30895	108	1993 CHV SEDAN MID	D07	0	108	0.00	0.00	M	0	56,286
31708	108	1995 FRD SEDAN MID	D07	0	217	0.00	0.00	M	0	53,251
32982	155	1991 TOY PU STD XCAB 4X4 1/2T	N07	0	0	0.00	0.00	M	0	86,782
90486	128	1999 FRD UTIL WAGON MID 4X4	N02	0	0	0.00	0.00	M	19	34
30586	155	1983 CHV PU STD RCAB 4X4 1/2T	N07	0	0	0.00	0.00	M	0	26,783
32348	155	1993 FRD PU STD RCAB 4X4 1/2T	NX	0	0	0.00	0.00	M	0	90,178
7463	221	1977 CMC TRK VAN 16000#	NX	0	0	0.00	0.00	M	443	65,560

CC 12510341 Totals: 16 Vehs 144 576

Collocode: 12510410 ANC Airport Detail

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Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
90424	128	1998 FRD UTIL WAGON MID 4X4	N07	0	0	0.00	0.00	M	0	17,203
CC 12510410 Totals:				1 Vehs	0	0				
Collocode: 12510430 AST - FAIRBANKS METRO										
90443	028	1998 FRD UTIL WAGON MID 4X4	N03	0	0	0.00	0.00	M	0	6,571
90445	028	1998 FRD UTIL WAGON MID 4X4	N03	0	0	0.00	0.00	M	0	10,936
CC 12510430 Totals:				2 Vehs	0	0				
Collocode: 12510440 JUNEAU METRO/SEANET										
90455	028	1998 FRD UTIL WAGON MID 4X4	N03	0	0	0.00	0.00	M	0	4,162
CC 12510440 Totals:				1 Vehs	0	0				
Collocode: 12510450 AST - PALMER SDEU										
90444	028	1998 FRD UTIL WAGON MID 4X4	N03	0	0	0.00	0.00	M	0	10,681
90453	052	1998 FRD UTIL WAGON STD 4X4	N03	0	0	0.00	0.00	M	0	11,293
90425	128	1998 FRD UTIL WAGON MID 4X4	N07	0	0	0.00	0.00	M	0	16,732
CC 12510450 Totals:				3 Vehs	0	0				
Collocode: 12520011 DO BASE PROGRAM										
90467	109	1999 DDG SEDAN STD	N02	0	0	0.00	0.00	M	0	120
CC 12520011 Totals:				1 Vehs	0	0				
Collocode: 12520041 AST - DIRECTOR'S OFFICE										
33011	052	1998 FRD UTIL WAGON STD 4X4	W05	252	484	0.00	0.00	M	1	9,657
CC 12520041 Totals:				1 Vehs	252	484				
Collocode: 12530041 AST - JUDICIAL SERVICES										
31251	028	1994 CHV VAN 4X2 1/2T	WZ	144	23	0.00	0.00	M	0	28,043

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Veh No	Bill Class	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
31310	028	1994 CHV VAN 4X2 1/2T	WZ	144	44	0.00	0.00	M	1,999	46,568
31311	028	1994 CHV VAN 4X2 1/2T	WZ	144	46	0.00	0.00	M	0	38,498
31864	028	1995 CHV VAN 4X2 1/2T	W05	144	393	0.00	0.00	M	1,294	27,468
31915	028	1995 CHV VAN 4X2 1/2T	W05	144	626	0.00	0.00	M	0	28,541
32327	028	1996 CHV VAN 4X2 1/2T	W05	144	491	0.00	0.00	M	0	36,103
32328	028	1996 CHV VAN 4X2 1/2T	W05	144	486	0.00	0.00	M	6,322	50,349
31701	037	1995 CHV VAN 4X2 3/4T	W05	144	396	0.00	0.00	M	1,615	35,368
31713	037	1995 CHV VAN 4X2 3/4T	W05	144	404	0.00	0.00	M	1,876	30,194
31183	109	1994 FRD SEDAN STD	W07	144	242	0.00	0.00	M	2,021	48,077
31185	109	1994 FRD SEDAN STD	W07	144	229	0.00	0.00	M	3,854	76,686
31187	109	1994 FRD SEDAN STD	W07	144	216	0.00	0.00	M	0	52,400
31199	109	1994 FRD SEDAN STD	W07	144	216	0.00	0.00	M	974	59,425
31200	109	1994 FRD SEDAN STD	W07	144	212	0.00	0.00	M	5,504	70,534
31393	109	1994 FRD SEDAN STD	W07	144	218	0.00	0.00	M	0	48,707
30898	115	1993 FRD POLICE INTERCEPTOR	WZ	270	-20	0.00	0.00	M	5,153	89,915
32110	116	1996 FRD POLICE SECURITY	W05	270	487	0.00	0.00	M	1,645	49,183
30415	137	1992 FRD VAN CARGO/W 4X2 3/4T	WX	144	0	0.00	0.00	M	0	134,500

CC 12530041 Totals: 18 Vehs 2,844 4,709

Collocode: 12572000 AST- NTF/SDEU

90442	028	1998 FRD UTIL WAGON MID 4X4	N03	0	0	0.00	0.00	M	0	9,440
90454	052	1998 FRD UTIL WAGON STD 4X4	N03	0	0	0.00	0.00	M	631	13,888
90439	128	1998 FRD UTIL WAGON MID 4X4	N07	0	0	0.00	0.00	M	0	13,955
90471	128	1999 FRD UTIL WAGON MID 4X4	N02	0	0	0.00	0.00	M	0	13

CC 12572000 Totals: 4 Vehs 0 0

Collocode: 12600041 AST A DETACHMENT

30843	028	1993 CHV VAN 4X2 1/2T	WZ	144	34	0.00	0.00	M	35,288	85,116
31495	028	1994 FRD VAN 4X2 1/2T	WZ	144	106	0.00	0.00	M	0	71,458
31894	028	1995 CHV VAN 4X2 1/2T	W05	144	519	0.00	0.00	M	0	67,406
31906	028	1995 CHV VAN 4X2 1/2T	W05	144	552	0.00	0.00	M	890	16,840
31758	052	1995 FRD UTIL WAGON STD 4X4	W05	252	437	0.00	0.00	M	0	28,027
32597	052	1997 FRD UTIL WAGON STD 4X4	W05	252	694	0.00	0.00	M	3,039	25,911
32848	052	1998 FRD UTIL WAGON STD 4X4	W05	252	451	0.00	0.00	M	1,196	4,151
31431	052	1994 CHV SUBURBAN 4X4 3/4T	WZ	252	91	0.00	0.00	M	4,687	100,000
32324	052	1996 CHV SUBURBAN 4X4 3/4T	W05	252	741	0.00	0.00	M	2,438	44,693
2777	115	1992 CHV POLICE INTERCEPTOR	WZ	270	-7	0.00	0.00	M	0	60,169
2809	115	1991 CHV POLICE INTERCEPTOR	WZ	270	39	0.00	0.00	M	2,365	52,707
31790	115	1995 FRD POLICE INTERCEPTOR	WZ	270	164	0.00	0.00	M	3,450	56,434
31828	115	1995 FRD POLICE INTERCEPTOR	WZ	270	184	0.00	0.00	M	3,334	58,821

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Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
32125	115	1996 FRD POLICE INTERCEPTOR	W04	270	577	0.00	0.00	M	3,228	23,888
32126	115	1996 FRD POLICE INTERCEPTOR	W04	270	607	0.00	0.00	M	0	39,505
32127	115	1996 FRD POLICE INTERCEPTOR	W04	270	607	0.00	0.00	M	34,328	77,860
32128	115	1996 FRD POLICE INTERCEPTOR	W04	270	645	0.00	0.00	M	0	37,430
32481	115	1997 FRD POLICE INTERCEPTOR	W04	270	565	0.00	0.00	M	1,242	10,673
31831	116	1995 FRD POLICE SECURITY	W05	270	602	0.00	0.00	M	3,669	46,942
2708	610	1989 TPK TRLR CARGO	NX	0	0	0.00	0.00	H	0	0

CC 12600041 Totals: 20 Vehs 4,536 7,608

Collocode: 12610041 AST B DETACHMENT

31892	028	1995 CHV VAN 4X2 1/2T	W05	144	452	0.00	0.00	M	2,116	36,259
32326	028	1996 CHV VAN 4X2 1/2T	W05	144	489	0.00	0.00	M	4,258	30,330
32775	028	1998 CHV VAN 4X2 1/2T	W05	144	359	0.00	0.00	M	6,291	26,383
32777	028	1998 CHV VAN 4X2 1/2T	W05	144	373	0.00	0.00	M	6,328	39,790
30051	037	1991 CHV VAN 4X2 3/4T	WZ	144	25	0.00	0.00	M	0	26,149
32013	028	1995 FRD UTIL WAGON MID 4X4	W05	144	527	0.00	0.00	M	1,193	43,749
32841	052	1998 FRD UTIL WAGON STD 4X4	W05	252	543	0.00	0.00	M	4,161	21,375
32842	052	1998 FRD UTIL WAGON STD 4X4	W05	252	397	0.00	0.00	M	0	8,172
32843	052	1998 FRD UTIL WAGON STD 4X4	W05	252	432	0.00	0.00	M	0	11,666
32853	052	1998 FRD UTIL WAGON STD 4X4	W05	252	555	0.00	0.00	M	10,434	20,910
30836	108	1993 CHV SEDAN MID	W07	144	107	0.00	0.00	M	3,782	74,676
31189	109	1994 FRD SEDAN STD	W07	144	221	0.00	0.00	M	2,123	64,701
31570	115	1994 FRD POLICE INTERCEPTOR	WZ	270	35	0.00	0.00	M	5,847	83,808
31575	115	1994 FRD POLICE INTERCEPTOR	WZ	270	32	0.00	0.00	M	5,124	112,595
31576	115	1994 FRD POLICE INTERCEPTOR	WZ	270	61	0.00	0.00	M	3,218	72,735
31584	115	1994 FRD POLICE INTERCEPTOR	WZ	270	64	0.00	0.00	M	5,363	102,266
31585	115	1994 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	980	95,374
31586	115	1994 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	0	90,222
31789	115	1995 FRD POLICE INTERCEPTOR	WZ	270	85	0.00	0.00	M	6,175	79,089
31801	115	1995 FRD POLICE INTERCEPTOR	WZ	270	43	0.00	0.00	M	6,541	55,701
31802	115	1995 FRD POLICE INTERCEPTOR	WZ	270	116	0.00	0.00	M	5,614	107,396
31805	115	1995 FRD POLICE INTERCEPTOR	WZ	270	180	0.00	0.00	M	9,404	84,905
31806	115	1995 FRD POLICE INTERCEPTOR	W04	270	238	0.00	0.00	M	7,151	91,230
31809	115	1995 FRD POLICE INTERCEPTOR	W04	270	347	0.00	0.00	M	5,208	99,190
31810	115	1995 FRD POLICE INTERCEPTOR	WZ	270	89	0.00	0.00	M	6,975	99,046
31812	115	1995 FRD POLICE INTERCEPTOR	WZ	270	45	0.00	0.00	M	966	101,228
31813	115	1995 FRD POLICE INTERCEPTOR	W04	270	181	0.00	0.00	M	5,534	70,529
31814	115	1995 FRD POLICE INTERCEPTOR	WZ	270	46	0.00	0.00	M	5,556	81,228
32103	115	1996 FRD POLICE INTERCEPTOR	W04	270	588	0.00	0.00	M	2,216	87,382
32104	115	1996 FRD POLICE INTERCEPTOR	W04	270	523	0.00	0.00	M	329	91,954
32105	115	1996 FRD POLICE INTERCEPTOR	W04	270	558	0.00	0.00	M	5,636	60,601
32468	115	1997 FRD POLICE INTERCEPTOR	W04	270	599	0.00	0.00	M	0	37,306
32472	115	1997 FRD POLICE INTERCEPTOR	W04	270	620	0.00	0.00	M	2,927	58,092

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Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
32473	115	1997 FRD POLICE INTERCEPTOR	W04	270	757	0.00	0.00	M	10,158	58,794
32474	115	1997 FRD POLICE INTERCEPTOR	W04	270	617	0.00	0.00	M	5,632	49,332
32475	115	1997 FRD POLICE INTERCEPTOR	W04	270	543	0.00	0.00	M	6,008	52,331
32483	115	1997 FRD POLICE INTERCEPTOR	W04	270	677	0.00	0.00	M	6,533	26,287
32510	115	1997 FRD POLICE INTERCEPTOR	W04	270	592	0.00	0.00	M	5,566	29,480
32511	115	1997 FRD POLICE INTERCEPTOR	W04	270	612	0.00	0.00	M	3,800	41,064
32512	115	1997 FRD POLICE INTERCEPTOR	W04	270	641	0.00	0.00	M	8,348	40,192
32781	115	1999 FRD POLICE INTERCEPTOR	W04	270	578	0.00	0.00	M	4,039	7,857
32782	115	1999 FRD POLICE INTERCEPTOR	W04	270	553	0.00	0.00	M	5,659	7,907
32870	115	1998 FRD POLICE INTERCEPTOR	W04	270	440	0.00	0.00	M	3,148	12,648
31822	116	1995 FRD POLICE SECURITY	W05	270	388	0.00	0.00	M	5,153	60,187
31823	116	1995 FRD POLICE SECURITY	W05	270	558	0.00	0.00	M	6,143	78,123
31826	116	1995 FRD POLICE SECURITY	W05	270	384	0.00	0.00	M	0	42,186
31827	116	1995 FRD POLICE SECURITY	W05	270	419	0.00	0.00	M	0	52,324
31833	116	1995 FRD POLICE SECURITY	W05	270	464	0.00	0.00	M	2,200	25,865
32109	116	1996 FRD POLICE SECURITY	W05	270	528	0.00	0.00	M	5,783	62,129
0276	137	1986 DDG VAN CARGO/W 4X2 3/4T	N07	0	0	0.00	0.00	M	0	12,356
30421	163	1992 CHV PU RCAB W/UTIL 4X4	W07	252	542	0.00	0.00	M	0	21,019
50088	610	1998 KAR TRLR CARGO	N15	0	0	0.00	0.00	K	0	0
50102	610	1998 RNG TRLR CARGO	N15	0	0	0.00	0.00	H	0	0
50087	921	1998 KAR TRLR BOAT	N20	0	0	0.00	0.00	H	0	0
CC 12610041 Totals:			54 Vehs	12,402	18,223					

Collocode: 12620041 AST C DETACHMENT

30856	028	1993 CHV VAN 4X2 1/2T	WZ	144	29	0.00	0.00	M	0	25,500
31231	028	1994 CHV VAN 4X2 1/2T	WZ	144	27	0.00	0.00	M	1,493	25,488
31249	028	1994 CHV VAN 4X2 1/2T	DZ	0	44	0.00	0.00	M	0	12,603
31250	028	1994 CHV VAN 4X2 1/2T	WZ	144	26	0.00	0.00	M	679	23,334
31312	028	1994 CHV VAN 4X2 1/2T	WZ	144	46	0.00	0.00	M	1,162	31,695
31313	028	1994 CHV VAN 4X2 1/2T	WZ	144	46	0.00	0.00	M	2,129	42,488
32545	037	1997 FRD VAN 4X2 3/4T	W05	144	651	0.00	0.00	M	3,065	18,898
32010	028	1995 FRD UTIL WAGON MID 4X4	W05	144	659	0.00	0.00	M	0	21,150
32011	028	1995 FRD UTIL WAGON MID 4X4	W05	144	562	0.00	0.00	M	0	34,214
32012	028	1995 FRD UTIL WAGON MID 4X4	W05	144	533	0.00	0.00	M	0	20,320
32175	028	1996 CHV UTIL WAGON MID 4X4	W05	144	509	0.00	0.00	M	0	24,450
32333	028	1996 CHV UTIL WAGON MID 4X4	D05	0	621	0.00	0.00	M	0	671
1075	052	1988 DDG UTIL WAGON STD 4X4	DX	0	0	0.00	0.00	M	0	69,679
32648	052	1997 FRD UTIL WAGON STD 4X4	W05	252	818	0.00	0.00	M	0	4,010
32838	052	1998 FRD UTIL WAGON STD 4X4	D05	0	431	0.00	0.00	M	0	87
32839	052	1998 FRD UTIL WAGON STD 4X4	W05	252	432	0.00	0.00	M	1,992	5,048
32840	052	1998 FRD UTIL WAGON STD 4X4	W05	252	422	0.00	0.00	M	1,300	3,636
32845	052	1998 FRD UTIL WAGON STD 4X4	W05	252	432	0.00	0.00	M	773	2,932
32849	052	1998 FRD UTIL WAGON STD 4X4	W05	252	431	0.00	0.00	M	0	1,888

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Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
32851	052	1998 FRD UTIL WAGON STD 4X4	W05	252	431	0.00	0.00	M	0	1,822
33176	052	1999 FRD UTIL WAGON STD 4X4	W05	252	494	0.00	0.00	M	0	27
2381	055	1990 FRD PU STD XCAB 4X4 3/4T	WZ	252	31	0.00	0.00	M	0	32,917
2390	055	1990 FRD PU STD XCAB 4X4 3/4T	WX	252	0	0.00	0.00	M	0	36,800
30405	055	1992 CHV PU STD XCAB 4X4 3/4T	WZ	252	6	0.00	0.00	M	624	24,924
30789	055	1993 CHV PU STD XCAB 4X4 3/4T	WZ	252	13	0.00	0.00	M	516	43,345
30917	055	1993 CHV PU STD XCAB 4X4 3/4T	WZ	252	39	0.00	0.00	M	0	40,838
32797	055	1998 CHV PU STD XCAB 4X4 3/4T	W05	252	350	0.00	0.00	M	870	3,011
32965	055	1998 FRD PU STD XCAB 4X4 3/4T	D05	0	575	0.00	0.00	M	99	126
31558	062	1994 FRD PU STD RCAB 4X4 1T	W05	252	91	0.00	0.00	M	801	21,565
30756	108	1993 CHV SEDAN MID	WX	144	0	0.00	0.00	M	0	27,357
31913	108	1995 FRD SEDAN MID	W07	144	214	0.00	0.00	M	3,485	34,295
30861	109	1993 CHV SEDAN STD	W07	144	233	0.00	0.00	M	0	45,766
2788	115	1992 CHV POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	3,766	80,879
31578	115	1994 FRD POLICE INTERCEPTOR	WZ	270	65	0.00	0.00	M	1,227	71,794
31792	115	1995 FRD POLICE INTERCEPTOR	WZ	270	95	0.00	0.00	M	450	58,226
31793	115	1995 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	2,193	82,970
31808	115	1995 FRD POLICE INTERCEPTOR	WZ	270	176	0.00	0.00	M	1,450	78,800
31820	115	1995 FRD POLICE INTERCEPTOR	W04	270	297	0.00	0.00	M	2,736	117,228
30637	159	1992 GMC VAN 12PASS 4X4 3/4T	W07	252	287	0.00	0.00	M	0	29,291
0398	921	1987 EZL TRLR BOAT	N20	0	0	0.00	0.00	H	0	0
6978	921	1984 SHP TRLR BOAT	N20	0	0	0.00	0.00	H	0	0

CC 12620041 Totals: 41 Vehs 7,272 10,116

Collocode: 12630041 AST D DETACHMENT

31391	028	1994 CHV VAN 4X2 1/2T	WZ	144	47	0.00	0.00	M	1,434	64,528
32325	028	1996 CHV VAN 4X2 1/2T	W05	144	566	0.00	0.00	M	3,428	37,407
32773	028	1998 CHV VAN 4X2 1/2T	W05	144	386	0.00	0.00	M	1,829	8,760
32774	028	1998 CHV VAN 4X2 1/2T	W05	144	359	0.00	0.00	M	3,612	15,847
32776	028	1998 CHV VAN 4X2 1/2T	W05	144	367	0.00	0.00	M	3,792	10,463
2924	052	1991 FRD UTIL WAGON STD 4X4	DX	0	0	0.00	0.00	M	0	15,956
31878	052	1995 FRD UTIL WAGON STD 4X4	D05	0	521	0.00	0.00	M	0	1
32599	052	1997 FRD UTIL WAGON STD 4X4	W05	252	903	0.00	0.00	M	0	21,800
32846	052	1998 FRD UTIL WAGON STD 4X4	W05	252	436	0.00	0.00	M	3,417	17,833
32847	052	1998 FRD UTIL WAGON STD 4X4	W05	252	436	0.00	0.00	M	808	10,233
33178	052	1999 FRD UTIL WAGON STD 4X4	D05	0	426	0.00	0.00	M	39	74
33188	052	1999 FRD UTIL WAGON STD 4X4	W05	252	424	0.00	0.00	M	1,033	1,148
33189	052	1999 FRD UTIL WAGON STD 4X4	W05	252	426	0.00	0.00	M	227	247
33190	052	1999 FRD UTIL WAGON STD 4X4	W05	252	426	0.00	0.00	M	0	33
33191	052	1999 FRD UTIL WAGON STD 4X4	W05	252	426	0.00	0.00	M	0	57
33192	052	1999 FRD UTIL WAGON STD 4X4	W05	252	426	0.00	0.00	M	0	20
33193	052	1999 FRD UTIL WAGON STD 4X4	D05	0	426	0.00	0.00	M	1	20
33194	052	1999 FRD UTIL WAGON STD 4X4	W05	252	426	0.00	0.00	M	0	20

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Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
31278	055	1994 FRD PU STD RCAB 4X4 3/4T	WZ	252	28	0.00	0.00	M	0	57,273
32947	055	1989 CHV PU STD XCAB 4X4 3/4T	NX	0	0	0.00	0.00	M	0	71,744
31981	062	1995 FRD PU STD CDBL 4X4 3/4T	W05	252	746	0.00	0.00	M	5,530	66,394
2413	052	1990 CHV SUBURBAN 4X4 3/4T	WX	252	0	0.00	0.00	M	2,413	78,784
31202	109	1994 FRD SEDAN STD	W07	144	217	0.00	0.00	M	0	47,077
31203	109	1994 FRD SEDAN STD	W07	144	216	0.00	0.00	M	2,573	47,453
30298	115	1992 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	2,457	80,565
31513	115	1994 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	6,536	113,780
31781	115	1995 FRD POLICE INTERCEPTOR	W04	270	226	0.00	0.00	M	7,490	65,339
31782	115	1995 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	7,934	107,753
31783	115	1995 FRD POLICE INTERCEPTOR	W04	270	262	0.00	0.00	M	3,451	55,747
31784	115	1995 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	5,398	90,392
31785	115	1995 FRD POLICE INTERCEPTOR	WZ	270	44	0.00	0.00	M	3,322	91,329
31786	115	1995 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	3,836	100,730
31811	115	1995 FRD POLICE INTERCEPTOR	WZ	270	47	0.00	0.00	M	9,269	108,028
32114	115	1996 FRD POLICE INTERCEPTOR	W04	270	780	0.00	0.00	M	2,413	67,267
32115	115	1996 FRD POLICE INTERCEPTOR	W04	270	806	0.00	0.00	M	0	67,100
32116	115	1996 FRD POLICE INTERCEPTOR	W04	270	807	0.00	0.00	M	11,410	61,423
32117	115	1996 FRD POLICE INTERCEPTOR	W04	270	587	0.00	0.00	M	6,305	40,876
32118	115	1996 FRD POLICE INTERCEPTOR	W04	270	506	0.00	0.00	M	5,157	76,521
32119	115	1996 FRD POLICE INTERCEPTOR	W04	270	541	0.00	0.00	M	8,643	70,750
32120	115	1996 FRD POLICE INTERCEPTOR	W04	270	474	0.00	0.00	M	5,519	42,228
32484	115	1997 FRD POLICE INTERCEPTOR	W04	270	580	0.00	0.00	M	5,517	38,817
32485	115	1997 FRD POLICE INTERCEPTOR	W04	270	700	0.00	0.00	M	0	25,028
32486	115	1997 FRD POLICE INTERCEPTOR	W04	270	652	0.00	0.00	M	7,967	31,045
32487	115	1997 FRD POLICE INTERCEPTOR	W04	270	636	0.00	0.00	M	8,844	53,182
32488	115	1997 FRD POLICE INTERCEPTOR	W04	270	612	0.00	0.00	M	4,229	51,511
32489	115	1997 FRD POLICE INTERCEPTOR	W04	270	573	0.00	0.00	M	3,094	40,815
32490	115	1997 FRD POLICE INTERCEPTOR	W04	270	501	0.00	0.00	M	7,140	40,478
32491	115	1997 FRD POLICE INTERCEPTOR	W04	270	541	0.00	0.00	M	5,571	31,437
32492	115	1997 FRD POLICE INTERCEPTOR	W04	270	816	0.00	0.00	M	3,998	38,131
32493	115	1997 FRD POLICE INTERCEPTOR	W04	270	630	0.00	0.00	M	4,351	17,227
32494	115	1997 FRD POLICE INTERCEPTOR	W04	270	669	0.00	0.00	M	10,270	77,742
32612	115	1997 FRD POLICE INTERCEPTOR	W04	270	507	0.00	0.00	M	4,005	23,141
32783	115	1998 FRD POLICE INTERCEPTOR	W04	270	621	0.00	0.00	M	4,754	15,930
32784	115	1998 FRD POLICE INTERCEPTOR	W04	270	613	0.00	0.00	M	5,577	16,334
2852	116	1991 CHV POLICE SECURITY	WX	270	0	0.00	0.00	M	712	78,991
30301	116	1994 FRD POLICE SECURITY	WZ	270	-17	0.00	0.00	M	0	82,189
31821	116	1995 FRD POLICE SECURITY	W05	270	410	0.00	0.00	M	4,162	62,611
31829	116	1995 FRD POLICE SECURITY	W05	270	479	0.00	0.00	M	5,086	39,501
31830	116	1995 FRD POLICE SECURITY	W05	270	460	0.00	0.00	M	0	51,027
30422	163	1992 CHV PU RCAB W/UTIL 4X4	W07	252	232	0.00	0.00	M	0	25,305
1898	221	1975 CHV TRK VAN 16000#	WZ	71	29	0.00	0.00	M	0	19,468
50127	921	1999 CKN TRLR BOAT	N20	0	0	0.00	0.00	H	0	0

CC 12630041 Totals: 62 Vehs

13,805

23,958

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Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
Collocode: 12640041 AST E DETACHMENT										
31870	028	1995 CHV VAN 4X2 1/2T	W05	144	424	0.00	0.00	M	0	63,533
32772	037	1998 CHV VAN 4X2 3/4T	W05	144	377	0.00	0.00	M	0	5,132
4479	037	1980 FRD VAN 4X2 3/4T	WX	144	0	0.00	0.00	M	0	53,776
1097	052	1988 DDG UTIL WAGON STD 4X4	WZ	252	23	0.00	0.00	M	162	38,645
30528	052	1992 DDG UTIL WAGON STD 4X4	WZ	252	12	0.00	0.00	M	0	48,390
32662	052	1997 FRD UTIL WAGON STD 4X4	W05	252	644	0.00	0.00	M	5,444	33,000
32844	052	1998 FRD UTIL WAGON STD 4X4	W05	252	569	0.00	0.00	M	6,090	20,426
32850	052	1998 FRD UTIL WAGON STD 4X4	W05	252	432	0.00	0.00	M	0	14,031
33184	052	1999 FRD UTIL WAGON STD 4X4	W05	252	421	0.00	0.00	M	0	38
33186	052	1999 FRD UTIL WAGON STD 4X4	W05	252	419	0.00	0.00	M	1,200	1,228
2321	055	1990 FRD PU STD RCAB 4X4 3/4T	WZ	252	-14	0.00	0.00	M	0	46,370
31181	109	1994 FRD SEDAN STD	W07	144	260	0.00	0.00	M	0	49,509
31186	109	1994 FRD SEDAN STD	W07	144	250	0.00	0.00	M	3,029	64,300
31794	115	1995 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	9,626	97,840
31795	115	1995 FRD POLICE INTERCEPTOR	WX	270	0	0.00	0.00	M	0	79,905
31796	115	1995 FRD POLICE INTERCEPTOR	WZ	270	115	0.00	0.00	M	5,616	83,413
31797	115	1995 FRD POLICE INTERCEPTOR	WZ	270	180	0.00	0.00	M	7,852	65,040
31798	115	1995 FRD POLICE INTERCEPTOR	WZ	270	171	0.00	0.00	M	5,923	81,105
31799	115	1995 FRD POLICE INTERCEPTOR	W04	270	237	0.00	0.00	M	7,916	80,378
31800	115	1995 FRD POLICE INTERCEPTOR	W04	270	295	0.00	0.00	M	10,665	89,304
31807	115	1995 FRD POLICE INTERCEPTOR	WZ	270	43	0.00	0.00	M	0	63,854
31815	115	1995 FRD POLICE INTERCEPTOR	W04	270	240	0.00	0.00	M	3,816	68,343
31819	115	1995 FRD POLICE INTERCEPTOR	W04	270	287	0.00	0.00	M	6,120	80,631
32107	115	1996 FRD POLICE INTERCEPTOR	W04	270	350	0.00	0.00	M	0	49,118
32108	115	1996 FRD POLICE INTERCEPTOR	W04	270	350	0.00	0.00	M	6,691	62,984
32469	115	1997 FRD POLICE INTERCEPTOR	W04	270	704	0.00	0.00	M	8,089	50,114
32470	115	1997 FRD POLICE INTERCEPTOR	W04	270	742	0.00	0.00	M	1,149	35,081
32471	115	1997 FRD POLICE INTERCEPTOR	W04	270	598	0.00	0.00	M	7,128	46,086
32476	115	1997 FRD POLICE INTERCEPTOR	W04	270	599	0.00	0.00	M	0	35,104
32479	115	1997 FRD POLICE INTERCEPTOR	W04	270	666	0.00	0.00	M	4,546	27,724
32480	115	1997 FRD POLICE INTERCEPTOR	W04	270	657	0.00	0.00	M	5,635	32,152
32482	115	1997 FRD POLICE INTERCEPTOR	W04	270	680	0.00	0.00	M	6,763	42,857
31824	116	1995 FRD POLICE SECURITY	W05	270	460	0.00	0.00	M	0	34,823
31832	116	1995 FRD POLICE SECURITY	W05	270	444	0.00	0.00	M	0	33,123
31834	116	1995 FRD POLICE SECURITY	W05	270	446	0.00	0.00	M	6,191	43,839
50012	610	1995 RNG TRLR CARGO	N15	0	0	0.00	0.00	H	0	0
50013	610	1995 KAA TRLR CARGO	N15	0	0	0.00	0.00	H	0	0
50042	610	1976 HOM TRLR CARGO	N15	0	0	0.00	0.00	H	0	0
CC 12640041 Totals: 38 Vehs 8,676 12,081										

Collocode: 12650041 AST ANCHORAGE SERVICE UNIT

10/22/1999 08:08

Statewide Equipment Fleet
DEPARTMENT OF PUBLIC SAFETY BY COLLOCODE
Fleet Assignment and Usage

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Veh No	Bill Clas	Veh Description	Bill Stat	Op Rate	Repl Rate	FUR Rate	IFUR Rate	Mi Hr	YTD Usage	LTD Usage
33213	055	1999 FRD PU STD XCAB 4X4 3/4T	W05	252	310	0.00	0.00	M	0	17
31791	115	1995 FRD POLICE INTERCEPTOR	WZ	270	47	0.00	0.00	M	0	77,297
CC 12650041 Totals:		2 Vehs		522	357					
Collocode: 12700011 GENERAL ADMINISTRATION										
90462	109	1999 LCN SEDAN STD	N03	0	0	0.00	0.00	M	0	6
90440	128	1998 FRD UTIL WAGON MID 4X4	N07	0	0	0.00	0.00	M	0	21
CC 12700011 Totals:		2 Vehs		0	0					
Collocode: 12700032 ANCHORAGE RECRUITING										
7589	108	1990 FRD SEDAN MID	WX	144	0	0.00	0.00	M	2,462	70,413
CC 12700032 Totals:		1 Vehs		144	0					
Collocode: 12700041 Support Services										
32889	052	1999 CHV UTIL WAGON STD 4X4	W05	252	422	0.00	0.00	M	5,757	13,942
31707	108	1995 FRD SEDAN MID	W07	144	217	0.00	0.00	M	2,508	55,824
31710	108	1995 FRD SEDAN MID	W07	144	217	0.00	0.00	M	0	35,619
31937	108	1995 FRD SEDAN MID	W07	144	207	0.00	0.00	M	0	28,287
31192	109	1994 FRD SEDAN STD	W07	144	291	0.00	0.00	M	0	44,885
32921	109	1996 OLD SEDAN STD	W03	144	538	0.00	0.00	M	0	39,969
1278	115	1989 CHV POLICE INTERCEPTOR	NX	0	0	0.00	0.00	M	0	78,986
32477	115	1997 FRD POLICE INTERCEPTOR	W04	270	631	0.00	0.00	M	3,062	15,544
32895	128	1998 CHV MINIVAN, AWD	W07	144	225	0.00	0.00	M	0	35
32897	128	1998 CHV MINIVAN, AWD	W07	144	221	0.00	0.00	M	0	1,508
CC 12700041 Totals:		10 Vehs		1,530	2,969					
Collocode: 12700052 Intelligence Unit										
90487	152	1999 FRD UTIL WAGON STD 4X4	N02	0	0	0.00	0.00	M	0	12
CC 12700052 Totals:		1 Vehs		0	0					
Collocode: 12750041 AST - VPSO SUPPORT										