

SCOMM

122:60

442 shops
160 + people

1. Does SEF get price break for
fleet?

2. PROCUREMENT METHOD

3. PRICE VS. SPECS

4. CREDIT CARDS

**DEPARTMENT OF TRANSPORTATION AND PUBLIC
FACILITIES**

5. How much REVENUES?

STATE EQUIPMENT FLEET

- sold
plan is to 50%
of private sector units

PRESENTATION TO

* Rent/lease by M/O
circumstances

THE

STATE OF ALASKA

WET/DRY DECISION
IS REALLY SEF'S & NOT
USER -

COMMISSION ON PRIVATIZATION

AUGUST 27, 1999

**A Short History
of the
State Equipment Fleet
and
The Highway Working Capital Fund**

Mission: To allocate, maintain and manage state-owned vehicles, equipment and attachments for safe and appropriate use.

The Highway Equipment Working Capital Fund (HEWCF) and State Equipment Fleet (SEF) were established in 1960 by AS 44.68.210-250. At that time they were part of the old Department of Public Works.

In 1962 by Executive Order No. 18 HEWCF and SEF were transferred to the newly created Department of Highways. The Departments of Highways and Public Works were combined in 1977 into a single Department of Transportation and Public Facilities by Executive Order No. 39. Since that time they have been part of DOT&PF. In 1988 authority to purchase fleet assets was moved from the Department of Administration to SEF.

SEF is composed of four groups. The three regional maintenance delivery sections are under the administrative control of the DOT&PF Maintenance and Operations divisions in Anchorage, Fairbanks, and Juneau. The headquarters section, which is part of the department's Administrative Services Division, is located in Anchorage. It has primary responsibility for asset procurement, internal and federal rate development, finances, fleet information systems, and statewide policy.

SEF operates 44 shops and has more than 160 employees. There are 6,600 assets under SEF control. Its annual operating and capital budgets are approximately \$19 million and \$10 million respectively.

Up until 1986 asset replacement was operated as a sinking fund. During the mid 1980s more than \$60 million in cash was transferred out of HEWCF to the General Fund to help out with the State's budget problems. Since that time, HEWCF replacement has operated as a revolving fund.

OMB annually approves the SEF replacement and operating rates. SEF is audited by DOT&PF's Internal Review, Legislative Audit, and on occasion by the federal government. It uses generally accepted accounting procedures and is required to produce annual income and balance statements.

Over/under adjustments are made to the rates to produce a zero net profit status.

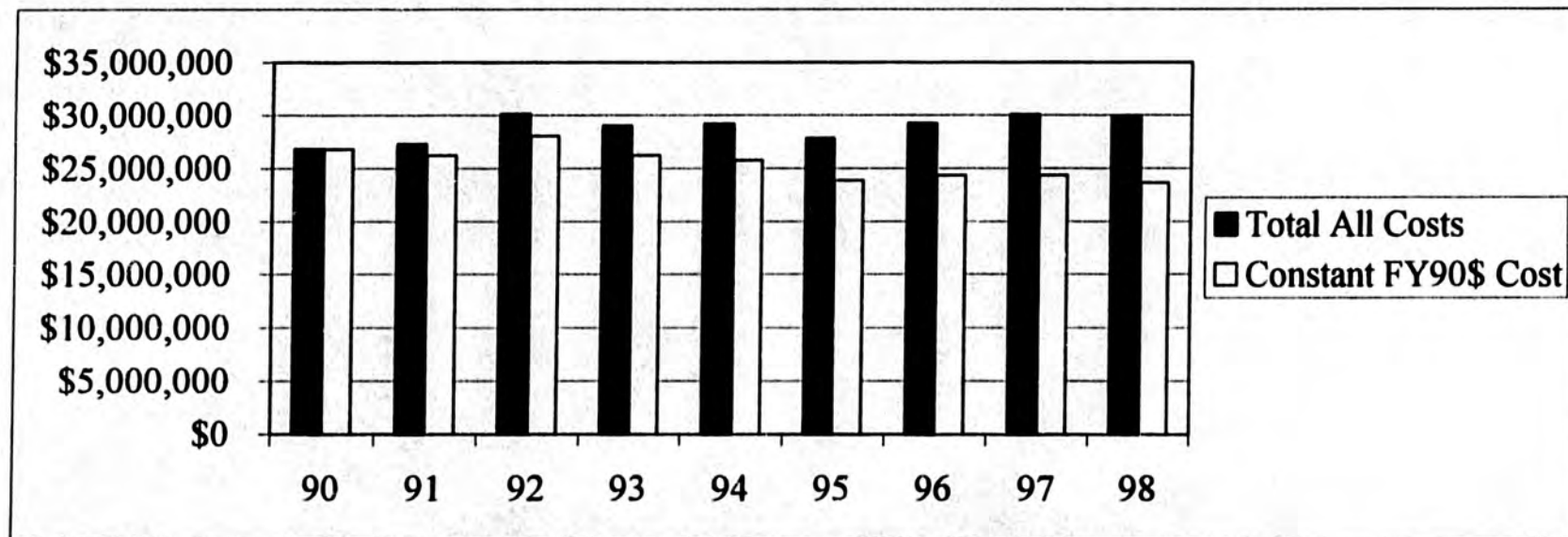
**Department of Transportation and Public Facilities
State Equipment Fleet**

BRU	Component	FY00 Budget Authorization	Fund Source	Amount
Administration and Support	State Equipment Fleet Administration	2,274.3	Highway Working Capital Fund	2,259.0
			Interagency Receipts	15.3
State Equipment Fleet	Central Region State Equipment Fleet	7,702.7	Highway Working Capital Fund	7,552.3
			Interagency Receipts	150.4
State Equipment Fleet	Northern Region State Equipment Fleet	10,723.4	Highway Working Capital Fund	10,256.3
			Interagency Receipts	467.1
State Equipment Fleet	Southeast Region State Equipment Fleet	1,892.5	Highway Working Capital Fund	1,659.4
			Interagency Receipts	233.1
Total		22,592.9	Highway Working Capital Fund	21,727.0
			Interagency Receipts	865.9

credit card operation

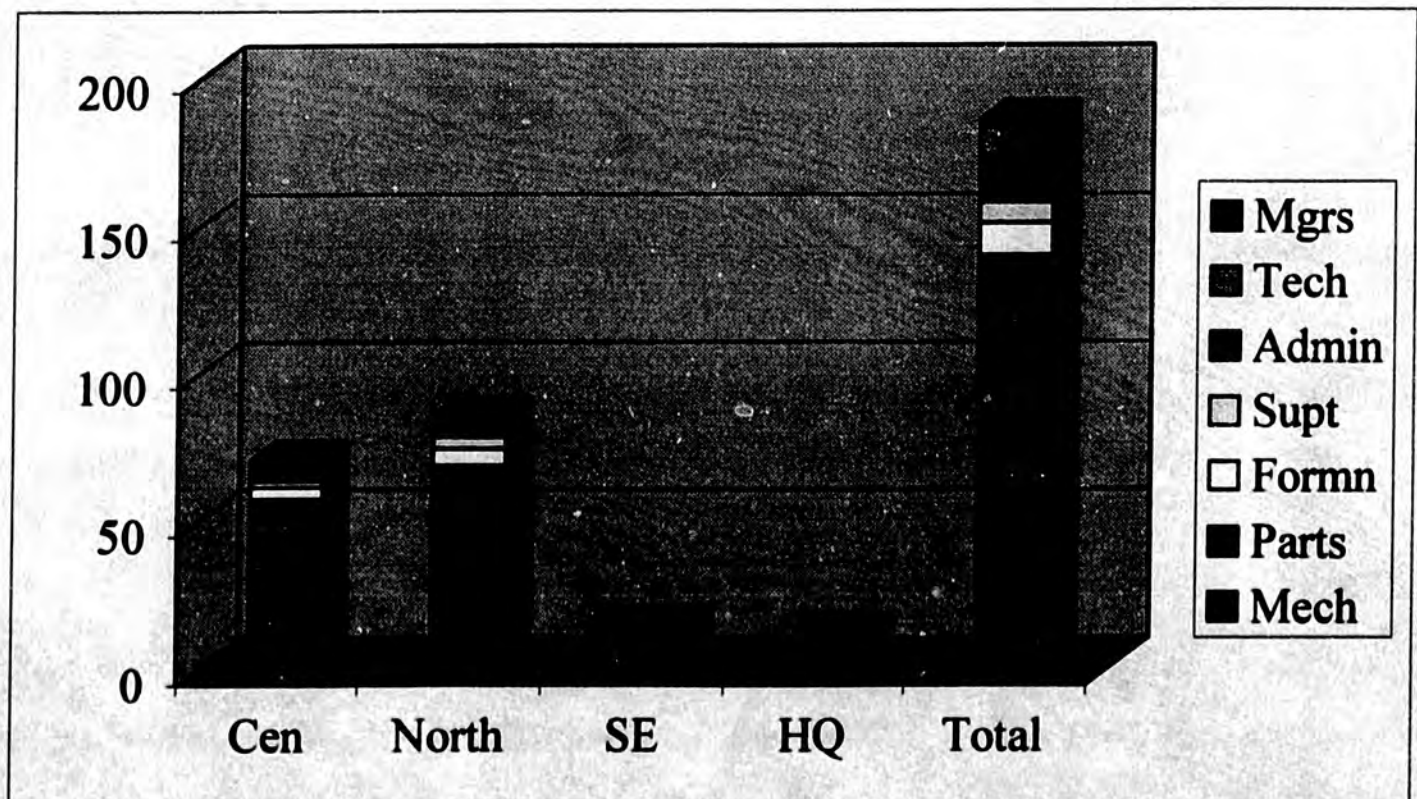
**State Equipment Fleet
Cost Trends (Audited)
FY 1990 thru FY 1998**

<u>Account</u>	<u>90</u>	<u>91</u>	<u>92</u>	<u>93</u>	<u>94</u>	<u>95</u>	<u>96</u>	<u>97</u>	<u>98</u>	<u>% Change 90 to 98</u>
Personal Services	\$9,472,055	\$10,124,369	\$10,619,846	\$10,689,295	\$10,891,435	\$11,074,855	\$11,777,837	\$11,317,571	\$11,070,372	16.9%
Expenses	10,180,280	10,215,020	9,949,645	9,786,720	10,049,152	9,213,287	9,593,710	9,949,811	10,063,382	-1.1%
Non SEF Overhead	630,200	662,087	684,700	701,070	700,600	704,000	680,800	688,300	655,700	4.0%
Total Operating	\$20,282,535	\$21,001,476	\$21,254,191	\$21,177,085	\$21,641,187	\$20,992,142	\$22,052,347	\$21,955,682	\$21,789,454	7.4%
Depreciation	\$6,991,492	\$7,049,373	\$8,445,231	\$7,455,170	\$7,709,046	\$6,877,802	\$7,757,792	\$7,880,660	\$8,216,460	17.5%
(Gain) or Loss on Sale of Vehicle	(436,324)	(742,533)	419,111	373,769	(163,922)	(239,280)	(980,607)	(183,996)	(378,603)	NA
Interest	0	0	0	0	0	169,466	422,179	414,358	218,842	NA
Net Capital Costs	\$6,555,168	\$6,306,840	\$8,864,342	\$7,828,939	\$7,545,124	\$6,807,988	\$7,199,364	\$8,111,022	\$8,056,699	22.9%
Total All Costs	\$26,837,703	\$27,308,316	\$30,118,533	\$29,006,024	\$29,186,311	\$27,800,130	\$29,251,711	\$30,066,704	\$29,846,153	11.2%
Constant FY90\$ Cost	\$26,837,703	\$26,207,597	\$28,062,662	\$26,238,925	\$25,732,956	\$23,843,180	\$24,357,427	\$24,306,853	\$23,632,275	-11.9%
Inflation Index	1.000	1.042	1.073	1.105	1.134	1.166	1.201	1.237	1.263	26.3%



**State Equipment Fleet
FY2000 Authorized Positions by Region**

<u>Region</u>	<u>Mech</u>	<u>Parts</u>	<u>Formn</u>	<u>Supt</u>	<u>Admin</u>	<u>Tech</u>	<u>Mgrs</u>	<u>Total</u>	<u>Vacant</u>
Central									
Positions	50	8	4	2	5	1	1	71	10
Percent	70%	11%	6%	3%	7%	1%	1%	100%	14%
Northern									
Positions	60	9	6	4	6	0	1	86	9
Percent	70%	10%	7%	5%	7%	0%	1%	100%	10%
Southeast									
Positions	11	2	1	1	1	0	0	16	2
Percent	69%	13%	6%	6%	6%	0%	0%	100%	13%
Headquarters									
Positions	0	0	0	0	4	8	1	13	2
Percent	0%	0%	0%	0%	31%	62%	8%	100%	15%
Total									
Positions	121	19	11	7	16	9	3	186	23
Percent	65%	10%	6%	4%	9%	5%	2%	100%	12%
APWA Survey	64%	6% ncl in Mgr ncl in Mgr			8%	6%	16%	100%	

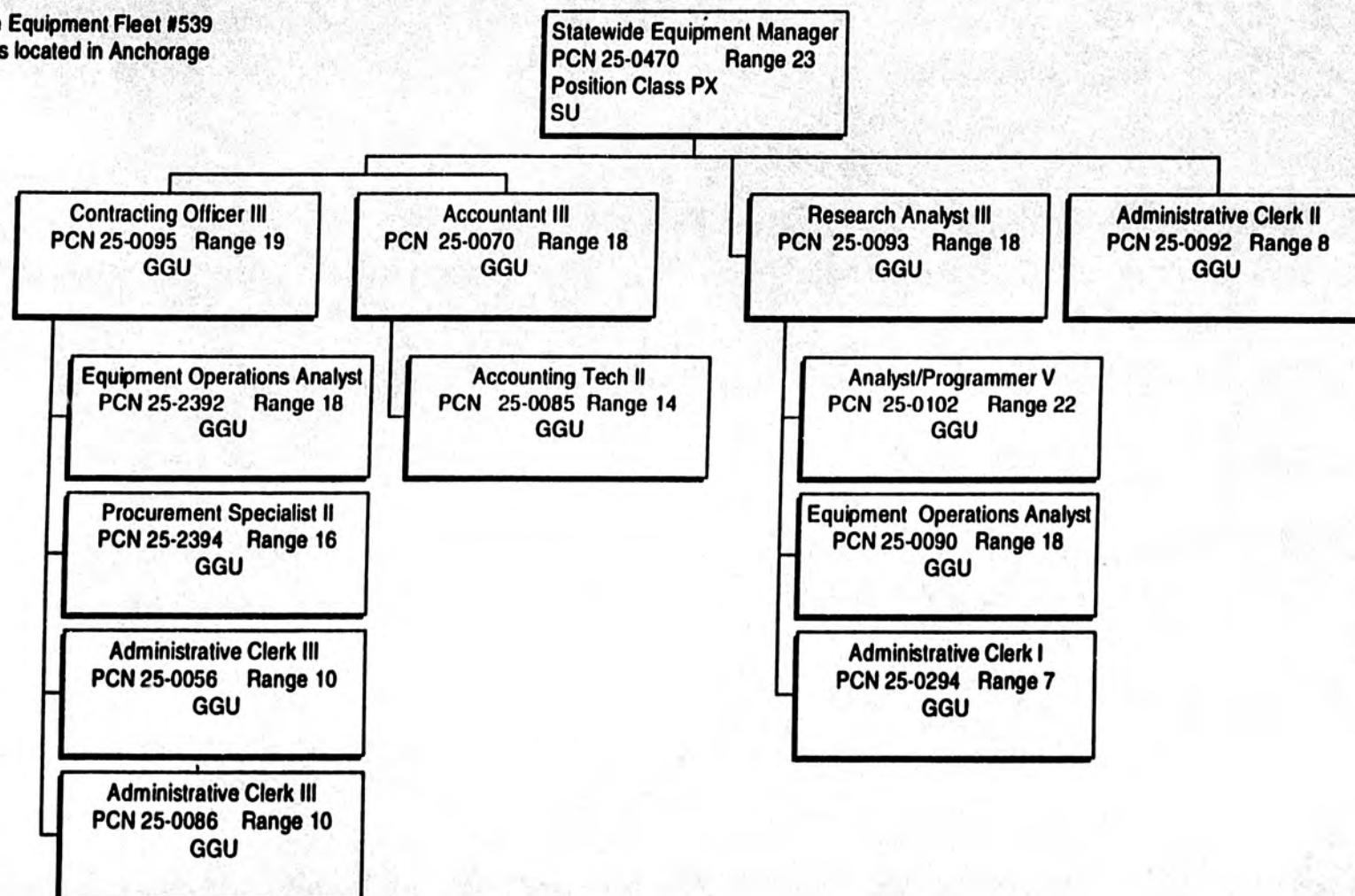


Agency: Department of Transportation & Public Facilities

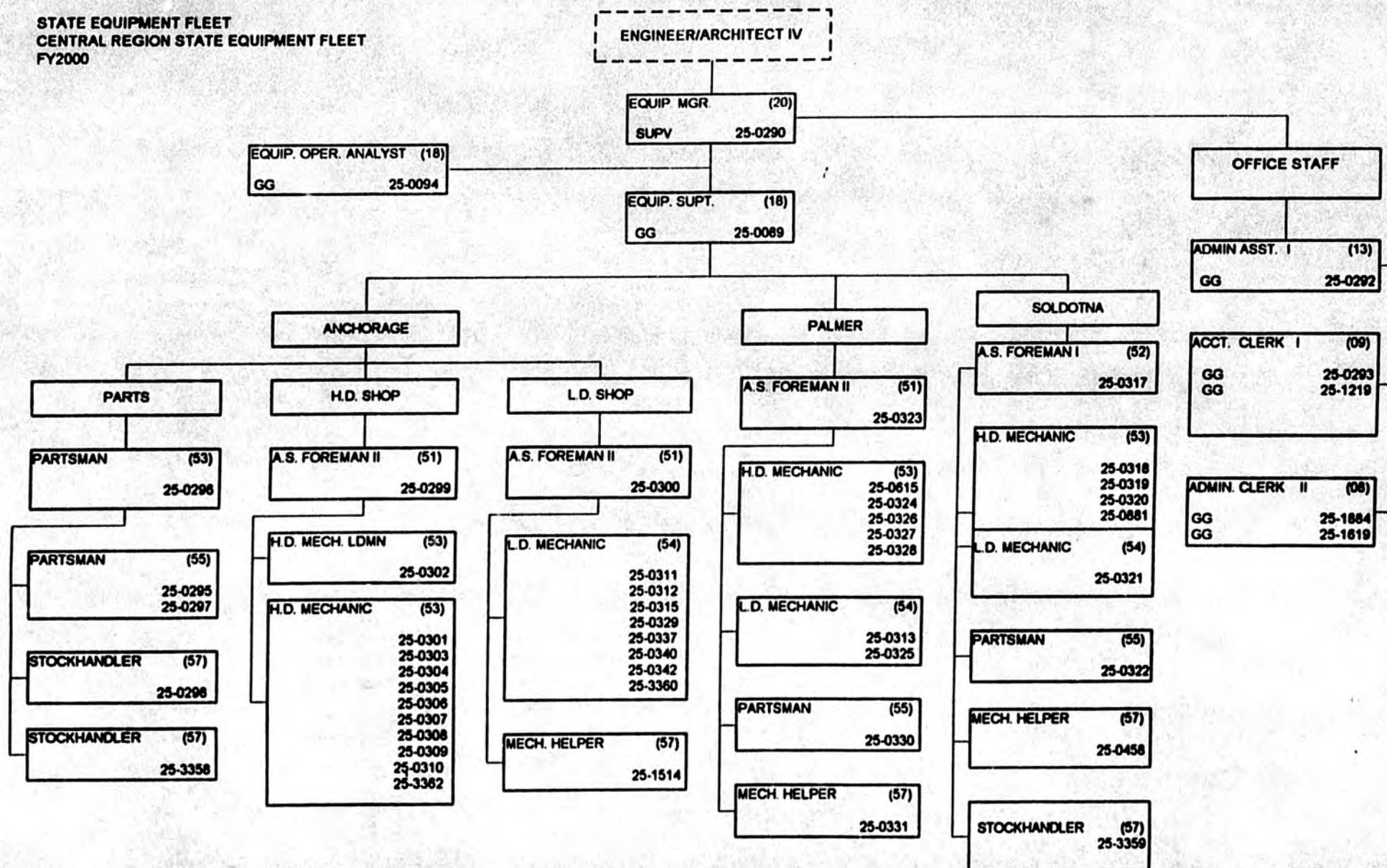
BRU: Statewide Administrative Services

COMPONENT: State Equipment Fleet #539

FY2000 - All positions located in Anchorage



STATE EQUIPMENT FLEET
CENTRAL REGION STATE EQUIPMENT FLEET
FY2000



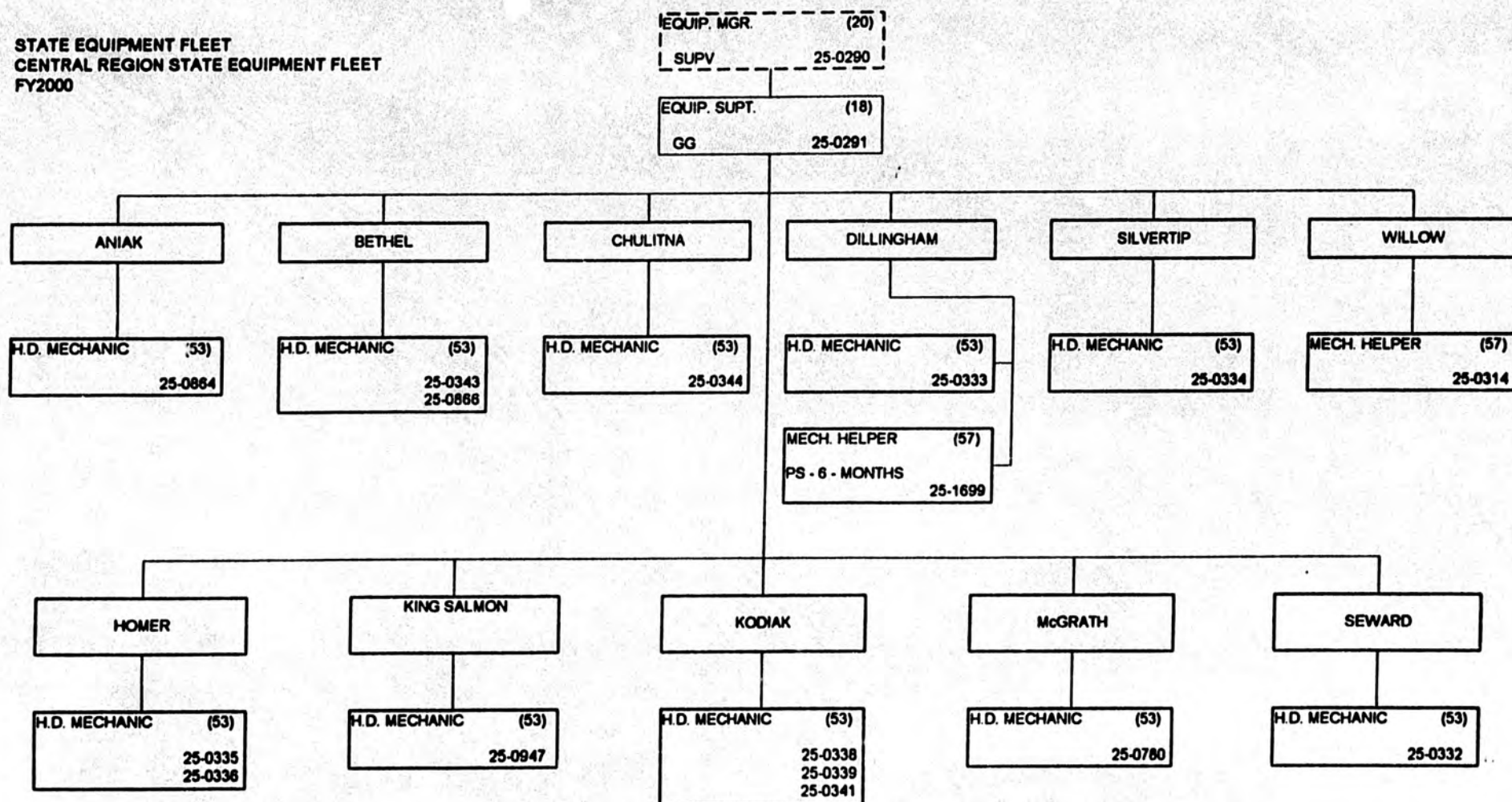
Footnotes:
All positions in Anchorage
unless otherwise noted

All positions are LTC
unless otherwise noted

TOTAL POSITIONS THIS DISTRICT 71

FULL TIME POSITIONS 70 SEASONAL POSITIONS 1

STATE EQUIPMENT FLEET
CENTRAL REGION STATE EQUIPMENT FLEET
FY2000

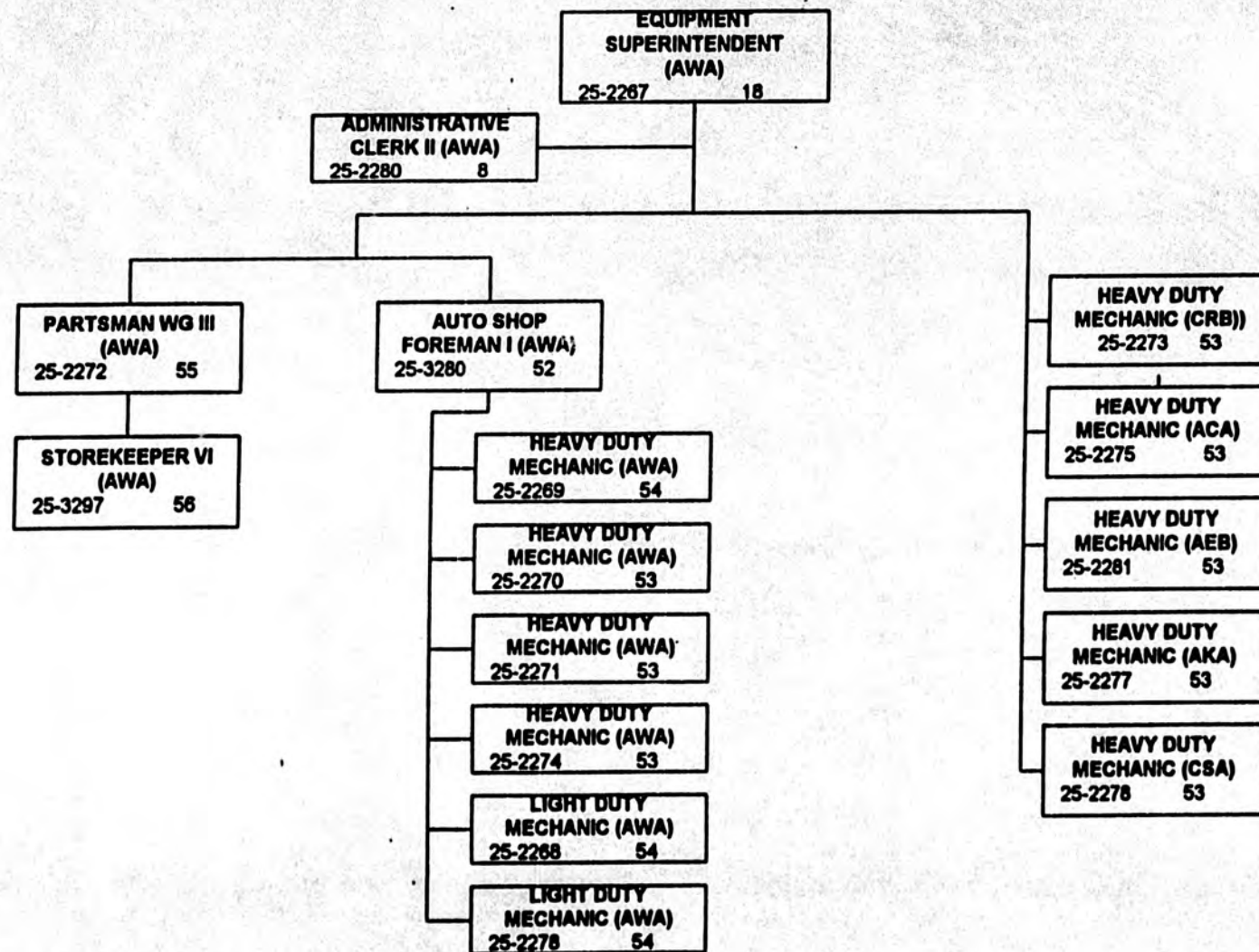


DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
STATE EQUIPMENT FLEET
NORTHERN REGION STATE EQUIPMENT FLEET

[illegible]

FY 00 STAFFING PLAN

BRU: State Equipment Fleet
 COMPONENT: Southeast Region State Equipment
 Fleet
 # 596



State Equipment Fleet
Fleet Assets by Department and Model Year
Excluding AHFC and U of A
(Status 'A' Assets Only)

<u>Department</u>	<u>Model Year</u>								<u>Total</u>	<u>Percent</u>
	<u><=64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85-89</u>	<u>90-94</u>	<u>95-99</u>		
01 Governor								2	2	0.0%
02 Administration	1	2	3	4	6	12	25	15	68	1.0%
03 Law				1		1	3	2	7	0.1%
04 Revenue							2	3	5	0.1%
05 Education	2	4	5	8	5	9	13	4	50	0.8%
06 H&SS				2	4	17	67	72	162	2.4%
07 Labor						6	11	30	47	0.7%
08 Commerce		1	1	3	11	13	19	9	57	0.9%
09 M&VA	5	3	2	7	4		8	17	46	0.7%
10 DNR	24	18	19	44	65	124	130	75	499	7.5%
11 F&G	11	10	29	80	131	153	181	115	710	10.7%
12 DPS				4	18	20	152	281	475	7.1%
16 SEF & Pools	4	4	12	48	71	141	107	59	446	6.7%
18 DEC				3	1	18	33	19	74	1.1%
20 Corrections	9	14	17	35	40	43	51	66	275	4.1%
21 C&RA					2	2		1	5	0.1%
25 DOT&PF	36	23	95	179	472	581	1266	1065	3717	55.9%
Total	92	79	183	418	830	1140	2068	1835	6645	100.0%
Percent	1.4%	1.2%	2.8%	6.3%	12.5%	17.2%	31.1%	27.6%	100.0%	

**State Equipment Fleet
Fleet Assets by Group and Model Year
Excluding AHFC and U of A
(Status 'A' Assets Only)**

<u>Group</u>	<u>Model Year</u>								<u>Total</u>	<u>Percent</u>
	<u><=64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85-89</u>	<u>90-94</u>	<u>95-99</u>		
Light Duty	9	5	12	78	159	498	911	905	2577	38.8%
Medium Trucks	4	8	21	30	63	60	44	39	269	4.0%
Heavy Trucks	6	8	9	20	39	70	114	86	352	5.3%
Heavy Equipment	10	11	39	72	158	123	348	235	996	15.0%
Trailers	54	38	56	101	169	119	164	144	845	12.7%
Support Equipment	5	5	14	48	102	83	76	81	414	6.2%
Miscellaneous	2		5	3	6	1		5	22	0.3%
Attachments	2	4	27	66	134	186	411	340	1170	17.6%
Total	92	79	183	418	830	1140	2068	1835	6645	100.0%
Percent	1.4%	1.2%	2.8%	6.3%	12.5%	17.2%	31.1%	27.6%	100.0%	

State Equipment Fleet Asset Categories

I. Billing Status.

1. **Wet Rental.** Assets that are eligible for replacement with HEWCF funds and have maintenance performed by SEF. They are charged replacement and operating rates. Some examples are:

W07	Seven year amortization period.
W12	Twelve year amortization period.
WZ	Fully amortized asset but not yet replaced. Replacement rate is reduced to amount that recovers inflation.

2. **Dry Rental.** Assets that are eligible for replacement with HEWCF funds and any maintenance done by SEF is billed when performed. They are charged replacement rates only. These units are usually at locations where SEF does not have any maintenance capabilities. Some examples are:

D04	Four year amortization period.
D15	Fifteen year amortization period.
DZ	Fully amortized asset but not yet replaced. Replacement rate is reduced to amount that recovers inflation.

3. **Non Rental.** Assets that are not eligible for replacement with HEWCF funds and any maintenance done by SEF is billed when performed. They are not charged any operating or replacement rates. These units include those that are leased, acquired from federal surplus, AIA and FIA assets, and those belonging to the University and the Housing Authority. Some examples are:

N05	Five year depreciation period.
N10	Ten year depreciation period.
NZ	Fully depreciated asset.

4. **Wet Non Rental.** Assets that are not eligible for replacement with HEWCF funds but have maintenance performed by SEF. They are charged operating rates only. Typical units are snow removal and ARFF assets at rural airports that were purchased with AIP funds. The billing status code for all units in this category is WN.

5. **X Status.** Units that have been replaced but are kept in service as spares or for seasonal use. They are not eligible for replacement with HEWCF funds. They are not charged replacement rates. There are two examples in this category:

WX	Units that are charged operating rates.
DX	Units that are not charged operating rates.

II. Asset Status.

1. **Active in Service—AIS.** Assets that are assigned full time to the operating department.

2. **Active Daily Pool—ADP.** Assets that are rented to the departments on a daily basis.
3. **Active Rental Pool—ARP.** Assets that have been turned in by the using agency and are awaiting reassignment to another agency.
4. **Active Awaiting Assignment—AAA.** Assets that have been received and are being shipped to their assigned location or are in the process of being made ready for assignment.

III. Classes and Groups.

1. **Classes.** Categories of assets that are of the same size and type. Classes are used to determine operating rates. There are more than 300 classes in the fleet. Some examples are

108	Intermediate sedans.
115	Police Interceptors.
122	Pickup, 4x2, ½ Ton.
155	Pickup, 4x4, ¾ Ton.
158	Suburban, 4x4, ¾ Ton.
217	Dump Truck, 6x4, 8CY.
286	Dump Truck, 6x6, 8CY.
338	Wheel Loader, 4CY.
357	Grader, 37000 Lb.
566	Sander, 8CY.
626	Trailer, Lowboy, 50 Ton, Folding Gooseneck.
726	Snow Blower, Loader Mounted, 1200+ TPH
737	Snow Blower, Truck Mounted, 3000+ TPH.
840	Belly Blade, Truck.
856	Snow Wing, Grader

2. **Groups.** Classes are aggregated into groups. There are a total of eight. They are:

01	Light Duty. Sedans, interceptors, pickups, vans, SUVs.
02	Medium Trucks. Wreckers, flat bed trucks, utility trucks.
03	Heavy Trucks. Fifth wheel tractors, dump trucks, tank and distributor trucks.
04	Heavy Equipment. Graders, loaders, snow blowers, dozers, compactors, forklifts, sweepers, traffic liners.
05	Trailers. All types.
06	Support Equipment. Compressors, welders, generators, drills, steam boilers, road repair, sanders.
07	Miscellaneous. Crushers, conveyors.
08	Attachments. Brush cutters, snow wings and plows, belly blades, u-blades, loader buckets, rippers, mowers, cranes.

**State Equipment Fleet
Fleet Assets by Group and Billing Status
Excluding AHFC and U of A
(Status 'A' Assets Only)**

<u>Billing Status</u>	<u>Group</u>						<u>Misc</u>	<u>Attach</u>	<u>Total</u>	<u>Percent</u>
	<u>Light Duty</u>	<u>Medium Trucks</u>	<u>Heavy Trucks</u>	<u>Heavy Equip</u>	<u>Trailers</u>	<u>Support</u>				
Wet	1078	54	183	309	50	215	4	567	2460	37.0%
Wet Z	340	36	10	36	11	30	1	81	545	8.2%
Wet X	459	45	34	87	24	39	4	154	846	12.7%
Wet N	7		14	176	2	12		139	350	5.3%
Sub-Total	1884	135	241	608	87	296	9	941	4201	63.2%
Dry	55		10	26	3	20		24	138	2.1%
Dry Z	30	2	2	5	1	6		6	52	0.8%
Dry X	80	7	22	36	6	6	1	33	191	2.9%
Sub-Total	165	9	34	67	10	32	1	63	381	5.7%
Non	528	125	77	321	748	86	12	166	2063	31.0%
Total	2577	269	352	996	845	414	22	1170	6645	100.0%
Percent	38.8%	4.0%	5.3%	15.0%	12.7%	6.2%	0.3%	17.6%	100.0%	

State Equipment Fleet
Fleet Assets by Group and Amortization Period
Excluding AHFC and U of A
(Status Type = 'A' and Billing Types = 'D' and 'W')

<u>Amortization Period</u>	<u>Light Duty</u>	<u>Med Trucks</u>	<u>Hvy Trucks</u>	<u>Hvy Equip</u>	<u>Trailers</u>	<u>Supp Equip</u>	<u>Misc Equip</u>	<u>Attach</u>	<u>Total</u>	<u>Percent</u>
5 Years or Less	246	1							247	5%
6 to 9 Years	888	9	3	14		7		45	966	21%
10 Years or More	6	44	190	322	52	228	4	546	1,392	30%
Sub-Total	1,140	54	193	336	52	235	4	591	2,605	57%
Fully Amortized	361	38	12	41	12	36	1	87	588	13%
DX or WX Status	551	52	56	123	30	45	5	186	1,048	23%
WN Status	7		14	176	2	12		139	350	8%
Total	2,059	144	275	676	96	328	10	1,003	4,591	100%
Percent	45%	3%	6%	15%	2%	7%	0%	22%	100%	

State Equipment Fleet Rate Methodologies

I. Replacement Rates.

Each fleet asset that is eligible for Highway Equipment Working Capital Fund replacement has its own rate. It is based on the following:

1. The original cost of the asset.
2. An inflation adjustment to the original cost using the Anchorage CPI.
3. Capitalized costs, if any.
4. The book salvage value of the asset.
5. Net replacement fees paid to date.
6. The remaining amortization life of the asset.
7. Replacement overhead including interest and adjustments for gain or loss on sale of assets and prior year over or under replacement overhead recovery.

The initial purchase of the asset is funded by the operating agency. Subsequent replacements of the asset are funded by HEWCF. At replacement time any over payment on an asset is returned to the agency. Conversely, the agency is required to make up any under payment. If the asset is turned in and not replaced, all net replacement fees paid to date are returned to the agency.

II. Operating Rates.

Operating rates are based on the three-year average asset maintenance cost by class or group of classes by department. Across the board adjustments to the averages are made to reflect prior year operating surpluses or deficits.

The averages do not include the costs of repairs due to damage or accidents. Those costs are billed directly to the operating agency if the repairs were performed by SEF. The cost of a repair that is capitalized, such as a major overhaul, is recovered in the asset's replacement rate.

Only wet-rental assets have operating rates. Any repair made to a dry-rental or non-rental asset is billed directly to the asset's owner.

**State Equipment Fleet
Operating Rate Example
DOT&PF Class 217 Plow/Dump Trucks**

<u>Fiscal Year</u>	<u>Three Year Adjusted Maintenance Cost</u>	<u>Vehicles In Class</u>	<u>Average Cost/Vehicle</u>	<u>Average Cost Vehicle/Year</u>	<u>Average Cost Vehicle/Month</u>
FY2000	\$8,488,728	166	\$51,137	\$17,046	\$1,420
FY2001	\$8,129,232	166	\$48,971	\$16,324	\$1,360

State Equipment Fleet Equipment Management System (EMS)

The equipment management system (EMS) is a computer system that tracks asset costs, computes asset operating and replacement rates, manages parts and asset inventories, measures labor productivity, bills SEF's customers via the state accounting system (AKSAS), assists customers in managing their assets, and interfaces with the fuel credit card vendors.

The hardware and software for the EMS was purchased in 1991. The EMS software has been extensively modified since that time. It runs on a Wang mini computer. EMS is currently being moved to an IBM RS/6000. Completion date for the move is October 1999. This move was necessary to reduce overall support requirements, broaden the system's data handling capabilities, and to deal with Y2K non-compliance issues.

State Equipment Fleet Recent Cost Reduction Actions

1. Remove Fuel from the Operating Rates.

Starting in FY1999 fuel was removed from the operating rates. This change parallels the pricing strategy that rental car companies use. This is seen as a cost reduction action. When fuel was contained in the rates, the direct connection between fuel usage and costs was not evident. Users are now responsible for payment of their fuel and hopefully will reduce any excess consumption accordingly.

2. New Fuel Credit Card Contracts.

Prior to this change the use of the state fuel credit card was billed at the posted pump price and included federal taxes. New credit card contracts were negotiated in 1997 with Tesoro, Williams (Mapco), Delta Western, and Crowley Marine that removed those federal taxes from the bill. Three of the contracts have additional discounts from the posted pump price. Transactions are now sent to SEF electronically. This eliminates the cost of entering them into the equipment management system for cost accounting and billing purposes. The estimated cost reduction is more than \$250,000 per year.

3. Non Omaha Orange DOT&PF Light Duty Vehicles.

DOT&PF no longer purchases Omaha orange light duty vehicles. This lowers the initial purchase cost and increases the sale price at disposal. Lifetime savings are projected to be \$1,000 per affected vehicle.

4. Departmental Operating Rates.

In FY1998 and earlier operating rates were composed of averages by class across all departments. Any savings that a department would make would accrue in part to the other departments reducing the incentive to make any changes. High cost vehicles in one department were averaged with low cost ones in another. Costs were shifted between departments. With the operating rates implemented in FY1999 each department stands on its own.

5. Individual Asset Replacement Rates.

Up until FY1999 replacement rates were statewide averages by class across all departments. Within a single class even in the same department there were large differences in mounted equipment and accessories. The new rate strategy allocates the costs where they occur. Each asset now stands on its own.

6. Multi Year Procurement Contract.

Starting in 1998 multi year procurement contracts were implemented where appropriate. This saves the vendors the cost of having to prepare a bid each year. SEF saves by not having to issue as many invitations to bid.

*Reduced
costs
allegedly*

7. Posting of Bids on the Internet.

SEF now posts its invitations to bid on the Internet. Local vendors and lower 48 manufacturers have immediate access to the bid and its specifications. Bid printing costs have been reduced by 90 percent.

8. Concept Plow/Dump Trucks.

Recently three concept plow/dump trucks were purchased. They have different hydraulic systems and controls from those we have been using. It is an attempt to find a more operator friendly and less costly to maintain and operate vehicle. A different body vendor supplied one of the units. If the latter unit proves to be effective we will have increased competition in the next round of plow /dump truck procurement.

Appendix A

Chapter 44.42. DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Sec. 44.42.020. Powers and duties.

(a) The department shall

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(11) supervise and maintain all state automotive and mechanical equipment, aircraft, and vessels, except vessels and aircraft used by the Department of Fish and Game or the Department of Public Safety; for state vehicles maintained by the department, the department shall annually evaluate the cost, efficiency, and commercial availability of natural gas for automotive purposes, and the purpose for which the vehicles are intended to be used, and convert or purchase vehicles to utilize natural gas whenever practicable; the department may participate in joint ventures with public or private partners that will foster the availability of natural gas for all automotive fuel consumers;

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44.68 STATE PROPERTY

Article 01. USE OF STATE-OWNED VEHICLES

Sec. 44.68.010. Authorized uses.

State-owned vehicles may be used only in the conduct of state business. A state officer or employee may not use or permit the use of a state-owned vehicle except in the conduct of state business.

Sec. 44.68.020. Regulations.

The Department of Transportation and Public Facilities shall adopt regulations that

- (1) define what is the use of state-owned automotive and mechanical vehicles in the conduct of state business and distinguish this use from misappropriation for private use;
- (2) prescribe use governing the storage of state-owned vehicles in those locations where storage space, under the jurisdiction of the Department of Transportation and Public Facilities, is available for storage of state-owned vehicles;

(3) provide for the marking of state-owned vehicles as property of the state and for the use of distinctive license tags for state-owned vehicles.

Sec. 44.68.030. Exemptions.

AS 44.68.010 - 44.68.040 do not apply to the use of vehicles by the governor.

Sec. 44.68.040. Violations.

A state officer or employee who violates AS 44.68.010 - 44.68.040 or a regulation adopted under AS 44.68.010 - 44.68.040 is subject to dismissal from state employment upon hearing as provided for other dismissals for cause.

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Sec. 44.68.210. Fund established.

The highways equipment working capital fund is established as an intragovernmental service fund for the use of the Department of Transportation and Public Facilities.

Sec. 44.68.220. Use of fund.

The Department of Transportation and Public Facilities shall use the highways equipment working capital fund for necessary expenses resulting from the centralization of equipment maintenance and for the operation of supply depots. The annual estimated balance in the fund may be used by the legislature to make appropriations to the department to carry out the purposes of this section.

Sec. 44.68.230. Rental fees and charges.

(a) Receipts from rental fees and surcharges to the various departments for equipment rental, repair and supplies shall be deposited in the highways equipment working capital fund. The departments of the state government shall include in their annual budgets the rental fees, equipment repairs and supplies.

(b) Rental and surcharge rates charged by the department are subject to annual review and approval by the governor.

Sec. 44.68.240. Records of fund.

The Department of Transportation and Public Facilities shall maintain cost accounting records showing the income and expenses of the highways equipment working capital fund.

Sec. 44.68.250. Additions and replacements to fund.

Additions to capital equipment, replacements of capital equipment, or improvements paid from the highways equipment working capital fund are subject to annual appropriation by the legislature and must be detailed in the executive budget.

Sec. 44.68.270. Transfer of equipment to political subdivisions.

- (a) The commissioner of transportation and public facilities may transfer directly to a political subdivision of the state, including a village organized under 25 U.S.C. 461 - 479 or 48 U.S.C. 362, the title to automotive and construction equipment that can be used in the maintenance or construction of roads and airports.
- (b) Equipment may not be transferred unless it is in excess of known state requirements in the major senatorial district and is intended for use, to some extent, to maintain and construct airports or roads.
- (c) The commissioner may transfer equipment that in the commissioner's judgment is not economically repairable or is obsolete, without regard to (b) of this section.
- (d) The commissioner shall determine how the equipment is to be allocated in the best interests of the state. The commissioner may adopt necessary regulations to implement this section and AS 44.68.280.

Sheet1

State Commission on Privatization and Delivery of Government Services
Department of Transportation & Public Facilities Subcommittee
Attendance Roster

	8/20/99	8/27/99	9/3/99	9/10/99	9/17/99	9/24/99	10/1/99	10/8/99	10/15/99	10/22/99 ²⁹
Dillon, Frank	x	x	x	x						
Aho, John										
Ashton, Jim	x	x		x	x					
Beedle, Joe	x	x	x							
Beese, Rick		x								
Christopherson, Alan					x	x	x			✓
DesJarlais, Jerry	x	x	x		x		x			✓
Fink, Tom	x									
Glenzer, Glen	x	x	x				x			
Griffin, Bob	x	x	x	x	x	x	x			
Hamilton, Mike										
Hochstein, Spence					x	x	x		✓	✓
Kito, Sam	x	x	x		x	x	x		✓	✓
Lindahl, Andy	x	x					x		✓	✓
Maloney, Tom	x	x	x	x	x	x	x		✓	✓
Meehan, Tom	x	x	x	x	x	x	x		✓	✓
Parkan, Kurt	x	x	x	x	x	x	x		✓	
Poshard, Dennis										
Prosser, Bill										
Richins, Rick										
Ross, Kim										
Ryan, Pat	x	x	x							
Springer, Henry	x	x		x	x	x			✓	✓
Wells, Steve	x	x	x	x	x	x			✓	
Wilson, Marie		x		x		x	x			
Young, Thomas				x	x	x	x			

Braxton, AL

x

✓

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

**SUBCOMMITTEE –
TRANSPORTATION AND PUBLIC FACILITIES**

I. Department of Transportation and Public Facilities.

Listed below are only the active Components in FY 1999

- a. Administration and Support
- b. Equal Employment and Civil Rights
- c. Internal Review
- d. Administrative Services
- e. Regional Support Services
- f. Statewide Aviation
- g. Planning
- h. Design and Engineering Services
- i. Construction and CIP Support
- j. Statewide Facility Maintenance and Operations
- k. State Equipment Fleet
- l. Measurement Standards & Commercial Vehicle Enforcement
- m. Central Region Highways and Aviation
- n. Northern Region Highways and Aviation
- o. Southeast Region Highways and Aviation
- p. International Airports
- q. Anchorage International Airport
- r. Fairbanks International Airport
- s. Marine Highway System
- t. Marine Vessel Operations
- u. Front Section

II. BRU and Component Names as Listed in State Budget

- a. Administration and Support
 - I.
- b. Equal Employment and Civil Rights
- c. Internal Review
- d. Administrative Services
- e. Regional Support Services
- f. Statewide Aviation
- g. Planning
- h. Design and Engineering Services
- i. Construction and CIP Support
- j. Statewide Facility Maintenance and Operations
- k. State Equipment Fleet

- I. Measurement Standards & Commercial Vehicle Enforcement**
- m. Central Region Highways and Aviation**
- n. Northern Region Highways and Aviation**
- o. Southeast Region Highways and Aviation**
- p. International Airports**
- q. Anchorage International Airport**
- r. Fairbanks International Airport**
- s. Marine Highway System**
- t. Marine Vessel Operations**
- u. Front Section**

- III. Total Budget, All Funds**
- IV. Total Revenue derived**
- V. Identify Constitutional and Statutory Provisions Governing Agency Operation**
- VI. Agency Mission, Goals and Objectives**
- VII. Number of Employees**
- VIII. Describe Technology Used to Perform Mission**
- IX. List Existing Agency Contracts including amount, contractor, prupose, term, and procurement method**
- X. Identify Existing Privatization practices, if any. Evaluate them for effectiveness and public accountability**
- XI. Make Recommendations per Section 5 in SB 33, including suggestions for new legislation**
- XII. Explain rationale for each recommendation, the number of votes for and against it**
- XIII. List problems or barriers to implementing proposed privatization**

Appendix

Andy Lindahl

October 15, 1999

To: Subcommittee, Privatization Taskforce Alaska DOT

Dear Subcommittee:

Our assignment is to focus on the State of Alaska DOT State Equipment Fleet. Our responsibility is to review possible areas of privatization that will have substantial real dollar cost savings, improve efficiency, productivity and services for the state equipment fleet.

One area that has real dollar cost savings to the state is the privatization of parts supply system, commonly referred to as integrated supply or an onsite store. Listed below are some of the real, measurable advantages of forming an onsite parts supply system for all light and heavy-duty parts and supplies for the state equipment fleet. The program must be flexible and designed to fit the needs of the state equipment fleet to accommodate demographics and any other special needs. It must fit the needs of the state.

- 1) **Savings: Cost of Funds:** The onsite store would own and manage the inventory, freeing up millions of dollars. The existing inventory would be issued and depleted at no charge to the state equipment fleet. The state would no longer have 2.6 Million dollars tied up in inventory.
- 2) **Savings: Cost of Obsolescence:** Obsolescence is a huge cost that would be eliminated and diverted to the onsite store (Normally, around 10% of inventory is obsolete). Furthermore, the risk of losses due to shrinkage would be eliminated and will be the responsibility of the onsite store.
- 3) **Savings: Part Acquisition Costs:** The State currently does not require a bid process for purchases under \$2500. Also, the State only bids on a state wide basis a few commodity items such as tire chains, oil products, nuts and bolts, etc. This is a token amount of what is purchased by the State equipment fleet. Are they really getting the best value (service, quality, and availability) for their buck? Onsite stores have a proven record of accomplishment for substantially reduced part acquisition costs.
- 4) **Savings: Administrative:** The onsite store would be responsible for all accounts payable and purchasing. The state would only cut one check to the onsite supplier. This would reduce a huge amount of accounts payable and purchasing expense to the state. The 1998 NIGP survey gives an average cost of \$100 to \$160 for government agencies to process a purchase order.

*Keep
since it
purchase out there
limits of different
schedule in DOT/AF.*

This results in real cost savings of \$15,000 to \$24,000 per month for a vehicle fleet of 500 vehicles. The administrative cost for the DOT was huge and way above the national average

- 5) **Savings: Data Processing:** The onsite supplier would be responsible for computerized inventory management and possibly fleet management maintenance software.
- 6) **Productivity Improvements: Mechanics:** An onsite supplier should be able to improve off the shelf demand up to 85% and next day service should be up to 95%. (Currently not measured by the state.) This increase in the service level will improve mechanic productivity (currently not tracked by the state) and efficiency in turn reducing equipment down times and other consequential costs. Improved productivity of in house resources may also reduce the number of outside repair jobs.
- 7) **Productivity Improvements: Miscellaneous:** Onsite supplier will provide disposal of used tires, batteries, motor oil, hydraulic fluid and antifreeze. In addition, the supplier should be able to provide free or low cost training to the mechanics to improve productivity. The supplier should provide all MSDS sheets.

An onsite store has tremendous cost savings and improved service to the State of Alaska. The results are higher quality parts and supplies at reduced prices delivered to the mechanics to improve shop productivity and efficiency.

Actual dollar savings can be researched for the State of Alaska equipment fleet for each of the above categories and be submitted. There are many existing onsite store locations operating throughout the country that can be visited or contacted for validation of effectiveness. In addition, there is numerous articles supporting onsite suppliers that are available for reference. Examples of requests for proposals are available to expedite the process.

Sincerely,

Andy Lindahl

Alan C.

October 4, 1999

Committee on Privatization

Recommendations for privatization of Alaska DOT/PF:

DOT/PF consists of over 3,000 persons with an estimated 750-persons in Design and Construction groups. DOT/PF is responsible for one of the largest budget sectors in the State. Historical information shows that DOT/PF costs to develop design and construction projects are in many cases over two times higher than skilled and knowledgeable Alaskan technical consultants. It is the opinion of many businesspersons that DOT/PF should be downsized to provide consistent leadership and expertise in the following technical areas:

- Historical documentation
- Record keeping
- Planning
- Management of bridge and road inspection
- Overall C.I.P. Project Management

It has also been suggested that DOT/PF should redefine their role in terms of actual FHWA requirements. The proposed procedure to perform this reorganization would be to form a core group acceptable to FHWA. The proposed approach would be as follows:

1. Define which FHWA functions must be supported by DOT/PF and those that can be out sourced.
2. Identify the minimal number of DOT/PF employees required to support the FHWA highway regulations and key State needs.. DOT/PF C.I.P. program staffing levels are expected to reduce from the current level of about 750 persons to possible one-half that level and yet continue to provide quality and necessary services to the State.

3. Set up qualifications for key DOT/PF personnel. Carefully check personnel backgrounds to prevent intrusion of unqualified personnel and fraud.

MEMORANDUM**State of Alaska**

Department of Transportation & Public Facilities
Statewide Design & Engineering Services Division

TO: Kurt Parkan
Deputy Commissioner

DATE: October 14, 1999

FILE NO:
TELEPHONE NO: 465-2960
FAX NUMBER: 465-2460
TEXT TELEPHONE: 465-3652

FROM: Michael L. Downing, P.E.
Director

SUBJECT: Professional Services
Contracts

We have a standing question from the Privatization Commission Subcommittee for the Department of Transportation and Public Facilities on how our professional services contracts breakdown by type and percentage. I have listed below the types of professional services that we contract for in the Design and Engineering Services Division:

The major disciplines:

Civil Engineering
Geotechnical Engineering
Traffic Engineering
Structural Engineering
Environmental Engineering
Architecture
Landscape Architecture
Mechanical Engineering
Electrical Engineering

Facility types:

Highways
Airports
Buildings
Bridges
Harbors
Marine terminals

Primary Design Contracts:

Highway design
Airport design
Building design
Bridge design
Harbor design
Marine terminal design

Specialty Contracts:

Design elements for the facilities listed above
Surveying
Aerial surveying and mapping
Aerial photography
ROW appraisals
Traffic engineering
Traffic data collection
Traffic studies
Geotechnical investigation and reporting
Materials testing

**Contracting Signature Log for Steve Van Horn, Preconstruction Engineer
July 1-31, 1999**

Type of Item Signed	Project Title	AKSAS Project No.	Federal Project No.	RFP/PSA No.	Date Item Signed	Final Signature (Y/N)	Contractor Name	Dollar Amount	Brief Description of Services
RONs & Amd 1	O'Malley Road Reconstruction	53935	STP-0512(5)	92051	7/1/99	Y	Lounsbury & Assoc. Inc.	\$67,000	Traffic Analysis of Hillside
SP Contractor Selection Package	Palmer-Wasilla Hwy Ext, Knik Goose Bay Rd to Parks Hwy	52921	Not yet assigned	36892112	7/1/99	Y	Not yet selected	Estimate \$25,000 to \$50,000	Appraisal Services
RONs & CSP Agreement	Parks Highway, MP 35.5 to 40, Glenn Hwy to Seward Meridian (ROW)	52497	NH-OA4-1(13)	36892101	7/1/99	Y	Diane Black-Smith	\$49,300	Appraisal Services
SP Contractor Selection Package	Parks Hwy, 57-67	59163	Not yet assigned	36892111	7/2/99	Y	Not yet selected	Estimate \$50,000 to \$100,000	Appraisal Services
SP Contractor Selection Package	Nikolai Airport	51807	Not yet assigned	36892114	7/2/99	Y	Not yet selected	Estimate <\$25,000	Appraisal Services
ITA	Huffman Rd Reconstruction, Old Seward to Lake Otis Parkway	53933	STP-0534(1)	92052	7/2/99	Y	DOWL Engineers	\$311,414.00	Preliminary engineering & Environmental services
ASPS Modification	Bethel Boardwalk / Chief Eddie Hoffman Pathway	53461 / 53927	MGS-001(171) / MGS-6208(9)	36892109	7/8/99	Y	Not yet selected	Estimate \$301,135.00	Design services for pathways
NTP 5 / RONs	Aldak Airport Improvements	51828	3-02-0005-01	82091	7/9/99	Y	Tryck Nyman Hayes, Inc.	\$37,197.34	Record of Survey
NTP 6 / RONs	New Koliganek Airport Relocation	59941	3-02-0424-01	82091	7/9/99	Y	Tryck Nyman Hayes, Inc.	\$28,284.58	Record of Survey
PSA/Rons	Huffman Rd Reconstruction, Old Seward to Lake Otis Parkway	53933	STP-0534(1)	92052	7/9/99	Y	DOWL Engineers	\$311,414.00	Preliminary engineering & Environmental services
Amd 1	Palmer-Wasilla Hwy Ext Traffic Analysis	52921	STP-044-1(1)	92104	7/12/99	Y	Rader Econometrics & Engineering	\$0.00	Extend Period of Performance Ending Date

Legend: Amd = Amendment NTP = Notice to Proceed ITN = Intent to Negotiate ITA = Intent to Award
RON = Record of Negotiation SP = Small Procurement ASPS = Authority to Seek Professional Services

**Contracting Signature Log for Steve Van Horn, Preconstruction Engineer
July 1-31, 1999**

Type of Item Signed	Project Title	AKSAS Project No.	Federal Project No.	RFP/PSA No.	Date Item Signed	Final Signature (Y/N)	Contractor Name	Dollar Amount	Brief Description of Services
RONs & AMD 6	Port Access A-C Couplet to Port of Anchorage	51243	STP-0529(1)	61-082-12	7/12/99	Y	VEI Consultants	\$ 79,666.00	Additional environmental, surveying & engineering services
ITN	Bethel Boardwalk / Chief Eddie Hoffman Pathway	53461 / 53927	MGS-001(171) / MGS-6208(9)	36892109	7/14/99	Y	ASCOG, Inc.	Estimate \$301,135.00	Design services for pathways
PSA/Rons	Midtown Segment of the North South Trail	52509	TEA-0001(159)	92054	7/15/99	Y	CRW Engineering Group	\$294,900	Design services for trail
RONs & AMD 5	Kalifornsky Beach Road, MP 18.4 to 22.4	51618	STP-0463(14)	61-037-12	7/19/99	Y	CH2M Hill, Inc.	\$21,364	amendment for additional work to final PS & E
RONs & PSA	Nikolai Apt Appraisal Services	51807	Not Assigned Yet	92114	7/20/99	Y	Alan G. Olson	\$ 9,150.00	Appraisal Services
ASPS Modification	Spenard Rd, 36th to Fireweed Lane	53986	HRO-0001(172)	36892113	7/22/99	Y	Not yet selected	Estimate \$150,000 - \$250,000	Channelization & Pedestrian Facilities Improvement
SP Contractor Selection Package	Eagle River Loop-Hiland Road Appraisal Services	56508	FM-0551(1)	36802001	7/23/99	Y	Not yet selected	\$ 8,995.00	Appraisal Services
RONs & PSA	Eagle River Urban	53834	STP-0558(4)	92074	7/26/99	Y	CRW Engineering Group	\$ 257,329.00	Design Study Report, Plans Specifications & Estimate
NTP 5/RONs	Parks Pedestrian Bridges Design Survey	53930	TEA-OA4-1(16)	82092	7/26/99	Y	Lounsbury & Assoc. Inc.	\$45,144.42	Land Surveying
RONs & AMD #6	15th Ave. Safety Imp. L St. to Orca St.	50624	FA-HHE-0530(001)	61-046-12	7/27/99	Y	DOWL, LLC	\$ 38,894.00	Additional Schedules & Coordination, Environmental Activities, and ROW
ASPS	Knik-Goosebay Rd Rehabilitation - Photogrammetric Services	Not yet assigned	Not yet assigned	36802006	7/27/99	Y	Not yet selected	Estimate \$150,000 - \$250,000	Planimetric mapping and digital terrain model data
ITN	Kenai Spur Road Unity Trail Pedestrian / Bike Path	53928	MGS-022-1(12)	36892108	7/30/99	Y	R&M Consultants, Inc.	Estimate \$250,000 - \$500,000	Land Surveying & Engineering Services
Amd #1	Boniface Parkway land Scape Design	52513	STP-0543(3)	92092	7/30/99	Y	Land Design North	\$0.00	Extend Period of Performance

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**Contracting Signature Log for Steve Van Horn, Preconstruction Engineer
August 1-31, 1999**

Type of Item Signed	Project Title	AKSAS Project No.	Federal Project No.	RFP/PSA No.	Date Signed	Final Sign. (Y/N)	Contractor Name	Dollar Amount	Brief Description of Services
Amd 2	Term Agreement for Land Surveying	n/a	n/a	82092	8/2/99	Y	Lounsbury & Associates		Amendment to update IDCR and billing rates
ITN	Spanard Rd, 36th to Fireweed Lane	53986	HRO-0001(172)	36892113	8/2/99	Y	Not yet selected	Estimate \$150,000 - \$250,000	Traffic Safety Analysis & Report
Amd 8	Dowling Rd-Old Seward to Lk Otis Pkwy	59599	NH-0532(4)	82019	8/4/99	Y	Lounsbury & Associates	1,110,925	IDCR Change
Amd 2	O'Malley Rd Reconstruction	53935	STP-0512(5)	92051	8/4/99	Y	Lounsbury & Associates	594,468	IDCR Change
SP Selection	Concrete Retaining Wall Standard Drawing Review & Comment	n/a	n/a	2004	8/6/99	Y	Golder Assoc.	Estimate <\$25,000	Review & Comment - Special Circumstance - M Downing authorized SVH to sign due to schedule.
Amd #6 & RONS	Old Seward Highway Dimond to Dowling	53178	RS-M-0537(1)	82031	8/9/99	Y	Thomas R. Dunagan MAI dba Affiliated Appraisers of AK	3,000	Appraisal Report
PSA & RONS	Parks Hwy MP 57-67	59163	I-OA4-1(6)	92111	8/10/99	Y	Alan G. Olson, MAI	42,800	Appraisal Services
Amd # 2	Project Closeout (ROW)	53036	FM-0523(1)	82014	8/10/99	Y	Grace E. Hartley dba	0	Add projects to be closed
Amd 2	Huffman Road Reconstruction: Old Seward Hwy to Lk Otis Pkwy	53933	STP-0534(1)	92099	8/13/99	Y	Crazy Mountain JV	0	Photogrammetric Mapping Services - Amd is to Extend Period of Performance Ending Date
Amd 6 /Rons	Bragaw Safety Improvements, DeBarr Road to 20th Avenue	51681	HRO-0001-(85)	71-006-12	8/19/99	Y	R&M Consultants, Inc.	44,947	PS&E Modification, etc.
PSA& RONS	Palmer-Wasilla Hwy Ext., Knik Goose Bay Rd to Parks Hwy	52921	STP-044-1(1)	92112	8/20/99	Y	Robert G. Ameen, MAI dba Valley Appraisal and Analysis, Inc.	33,000	Appraisal Services

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**Contracting Signature Log for Steve Van Horn, Preconstruction Engineer
August 1-31, 1999**

Type of Item Signed	Project Title	AKSAS Project No.	Federal Project No.	RFP/PSA No.	Date Signed	Final Sign. (Y/N)	Contractor Name	Dollar Amount	Brief Description of Services
Amd 9 / Rons	Dowling Rd - Old Seward Hwy to Lake Otis Pkwy	59599	NH-0532(4)	82019	8/20/99	Y	Lounsbury & Associates, Inc.	18,334	Public Information Services
NTP 7 / RONS	New Kolliganek Airport Relocation	59941	3-02-0424-01	82091	8/26/99	Y	Tryck Nyman Hayes, Inc.	38,692	Surveying Services
SP Award & RONS	Eagle River Loop, Hiland Road Appraisal Services	56508	FM-0551(1)	P02001	8/26/99	Y	Franklin M. King Jr. MAI	8,975	Appraisal Serices
ITN	DeArmoun Rd. Reconstruction	53987	STP-0510(2)	36802005	8/31/99	Y	Not yet selected	Estimate \$250,000 - \$500,000	Design services (Westwind to E. 140th Avenue)

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SK3

Privatization summary

What should DOT be doing?

Maintain state highways and all components of the designated National Highway System.

Transfer responsibility of maintenance of other roadways and roadway facilities to the local communities where practical.

Consolidate all building functions either within DOT/PF or another department (possibly Administration).

Enter into agreements with regional non-profits, or borough governments to provide maintenance support for highways, aviation and public facilities to communities within those regions.

Work towards total project management. One project manager assigned to each project to carry a project all the way from planning, to environmental, to ROW acquisition and through design and construction.

Transfer airports to local port authorities or municipalities to the greatest extent possible.

Transfer harbor and port facilities to local port authorities or municipalities to the greatest extent possible.

Increase state gas tax from the current \$0.07/gal to \$0.20/gal for maintenance of the roads on a statewide and local level.

Pass legislation placing a priority on public interest and not union contracts.

Consider only subsidizing the Alaska Marine Highway System routes that are included in the state National Highway System inventory.

Look into privatizing, as a pilot project, a remote maintenance station and the stations responsible functions.

Restructure bridge design section to include only a chief bridge engineer and one or two project managers.

The General Fund budget to DOT/PF is approximately \$128 Million with \$28 Million going to the Alaska Marine Highway System. With only \$100 Million to

work with, decreases in spending by privatization, increased efficiency and/or decreases in department responsibility will create a limited amount of General Fund savings.

By far the biggest impact will be a transfer of the Category III roads to the communities in which they exist. While this appears to be a shifting of responsibility, placing an undo burden on the municipalities, in actuality, it is recognition that we as Alaskans are going to have to take responsibility for our roads at a local level. Federal funds do not go very far for maintenance, and if the existing situation lingers, we will find ourselves paying a statewide sales tax, gas tax and/or income tax to provide these local services. One way or another, eventually we will pay for maintenance of our roads.

Regardless of whether or not Alaskans choose to accept responsibility on a local level for roads, ports and airports. A recommendation is made to pursue an increase in the state gasoline tax and commit the revenue to maintenance of the state road system, with some sharing with local governments for maintenance of local roads.

We encourage the department to continue efforts in privatizing ROW services, design services, and to consider privatization of construction management services.

We encourage the department to reduce the size and scope of the bridge design section and retain the chief bridge design engineer, and one or two staff engineers to maintain the state bridge database and administer contracts for bridge inspection services, for bridge design services. Bridge design section should be based out of either Anchorage or Fairbanks to provide easier, less expensive access to the majority of state bridges.

We encourage the department to perform an efficiency review of the State Equipment Fleet to insure that the public interest is protected with respect to charges levied against other departments for vehicle rental and service rates. A mechanism should be established to accurately reflect the costs per vehicle for purchase, maintenance and operations for easy comparison with the private market. The department should consider letting a contracts for specific portions of fleet management or maintenance functions.

We also encourage the legislature to consider legislation that would permit the department more flexibility in privatization with respect to union contracts.

All of these recommendations are provided to assist the department in providing services to the state. The General Fund budget is currently inadequate to provide for the maintenance and operations of the basic infrastructure. Therefore, if no decrease in responsibility is directed by the legislature, the

departments General Fund budget should be reviewed for possible increases to provide adequate service to the residents of Alaska.

--

UNIFIED ROAD MAINTENANCE STUDY

AUGUST 21, 1992

FINAL REPORT

PREPARED FOR:

**MR. ROBERT A. BOYD, DIRECTOR
MAINTENANCE & OPERATIONS
CENTRAL REGION
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA**

PREPARED BY:

**MANAGEMENT ANALYSIS COMPANY
3201 C STREET, SUITE 302
ANCHORAGE, AK 99503
(907) 562-6005**



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EXECUTIVE SUMMARY

The State of Alaska and the Municipality of Anchorage are investigating the feasibility and desirability of the Municipality maintaining specific State transportation facilities within Municipal boundaries. Facilities under consideration for transfer include all State roadways, drainage, illumination, bridges, vehicular equipment and buildings. The State has proposed transfer of the Girdwood and Birchwood Airports as well, but the Municipality has thus far declined these facilities. The transfer of responsibilities would be effected by means of a negotiated Unified Road Maintenance (URM) Contract setting forth the details of the maintenance responsibilities, compensation methods and other contract provisions. This study is to evaluate the feasibility and desirability of a URM Contract, including an analysis of the infrastructures, operational budgets, methods and equipment, identification of specific issues to resolve and to prepare recommendations to facilitate implementation.

There are important differences in the infrastructure maintained by the State and the Municipality that affect operations and costs. Of the State's 1,137 lane-miles of maintained roadway, approximately 1,000 lane-miles are classified as freeway or arterial streets. Also included in the State's maintained infrastructure are approximately 37 miles of underground storm drains, less than 500 street lights, and approximately 90 maintenance vehicles. By comparison, the Municipality's 1,385 lane-miles of maintained roadway consist of approximately 1,100 lane-miles of local subdivision and collector streets, 5,500 street lights, 200 miles of storm drain and 210 maintenance vehicles. It is evident, that although the total maintained lane-mileage of the State and the Municipality is similar, there is a substantial difference in roadway classification and complexity of maintained facilities.

The State roadways are spread throughout the Municipality and are in close proximity to, and frequently intersect Municipal roadways. The State operates from maintenance stations in East Anchorage and in Girdwood. The City operates out of three stations: one each in West and South Anchorage and near downtown. It is clear that considerable effort and cost could be saved if the roadway systems were integrated under one agency and use of the maintenance stations was optimized.

A comparison of operations indicates significant differences in numbers of personnel and types of equipment used by the State and the Municipality. Although both have personnel of similar expertise, the state has approximately 56 people compared to the Municipality's approximately 112 people. The State's equipment fleet has a larger percentage of higher speed equipment, such as dump trucks with belly-blades, for roadway maintenance compared to the Municipality's predominant use of slower road graders. The State's freeway and arterial system allows faster equipment speeds and fewer speed transitions. The Municipality's roadway system consist mostly of low speed local subdivision streets and frequent starts and stops where use of road graders is appropriate.

Variations in operational methods and costs also result from a differences in the State's and the Municipality's philosophy of pavement maintenance. The Municipality, which has relied more heavily on local funding for all types of maintenance and

reconstruction, has found that an emphasis on preventative maintenance, such as crack sealing, local patching and overlays, instead of major reconstruction, results in a lower overall expenditure of capital and maintenance funds. Because of the Federal capital construction funding available for most State roadways, the State relies less on preventative maintenance and more heavily on complete reconstruction of pavement surfaces. However, both approaches to maintaining roadway surfaces are acceptable.

State and Municipal winter snowplowing operations provide similar levels of service, although some differences were noted. The Municipality plans the plow-out of a typical snowfall from Municipal Streets within 84 hours. Initial priorities are designated snow routes which include most Municipal arterial and collector streets. The State's initial efforts focus on plowing the Seward and Glenn Highways followed by the remaining freeways, arterial and collector streets. As a result, the Municipality may be ahead of the State in the initial plowing of arterial and collector streets, but within the first 18 to 24 hours of a snowfall, both agencies have plowed out their major roadways. Both approaches effectively utilize manpower and equipment.

Operational differences result in significant differences in costs the State and the Municipality incur for road maintenance. For this analysis, adjustments were made to each agency's budget to assure comparison of total costs for similar facility maintenance responsibilities. After adjustments, the State's annual budget is approximately \$7.5 million and the Municipality's annual budget is approximately \$18.5 million. This works out to approximately \$6,600 per lane-mile for State roadways and approximately \$13,400 per lane-mile for Municipal roadways. These cost figures are accurate representations of the actual costs that are incurred by each agency.

Combining maintenance operations under the URM Contract will result in potential overall improvement in service levels and economies of operation. Specific major benefits identified in the study include the following:

Route Efficiencies - Integration of road systems will allow optimal equipment routing to minimize non-working travel time. This is estimated to result in operational savings of approximately 1% to 3% of the State and Municipal combined annual budgets, or approximately \$250,000 to \$750,000.

Administrative Savings - Elimination of duplicate responsibilities will save approximately \$145,000 per year.

Maintenance Station Location - Combining all four Anchorage Bowl State and Municipal maintenance stations will reduce travel time to and from work locations by at least 50%, a savings of approximately \$120,000 per year.

Public Perception - Performance of all road maintenance by one agency will be a very beneficial public relation action. Public confusion about whom to call with road maintenance problems will be eliminated.

The potential total savings identified in manpower and equipment utilization resulting from a URM Contract is approximately \$550,00 to \$1,050,000. Alternatively, this savings could be used to improve overall service levels or minimize the differences between State and Municipal operations.

Based on analysis of the differences in infrastructure and operations, the State's annual budget of \$7,457,742, adjusted to include only road maintenance responsibilities, is an appropriate starting point for development of a URM Contract annual budget. Making adjustments for responsibilities not transferred, liability claims loss payments, and duplicate administrative position savings recommended to remain with the State (\$145,000), results in a URM Contract budget of approximately \$6,663,000. The balance of the prospective administrative and operational savings (\$405,00 to \$905,000) should be retained by the Municipality to minimize service level differences and as yet undetermined operational impacts.

Based on the analysis contained in this study, it is recommended that the State and the Municipality continue negotiation and implementation of a Unified Road Maintenance Contract. Having two separate agencies responsible for similar, overlapping road systems in Anchorage is inherently inefficient and an unnecessary waste of public funds. In addition, a potential \$550,000 to \$1,050,000 in administrative and operational savings will be realized from a URM Contract. Public confusion about road maintenance responsibilities will be eliminated. Finally, the citizens of Anchorage will likely perceive the URM Contract as a desirable action saving their taxpayer dollars and resulting in improved service.

Several issues remain to be resolved during negotiation of the URM Contract. They include resolution of the differences in pavement management philosophy and perceived differences in services levels and funding for abnormal weather conditions, among others. Each is resolvable if the State and Municipality commit to realize the potential benefits of a Unified Road Maintenance Contract.

I. INTRODUCTION

Management Analysis Company (MAC) has been retained by the Central Region of the State of Alaska Department of Transportation and Public Facilities (State) to analyze aspects of contracting with the Municipality of Anchorage to perform routine maintenance on specific State-owned and maintained transportation facilities within Anchorage Municipal boundaries. A primary goal of the Study was development of conclusions about the feasibility and desirability of the proposed transfer of maintenance responsibility. In addition, the draft Unified Road Maintenance (URM) Contract was reviewed to assess the appropriateness of the proposed budget, the costs to be charged the State by the Municipality, and to identify specific problems areas in the terms of the Contract or its implementation. The results of this analyses were used to prepare recommendations to facilitate implementation.

To develop an understanding of the requirements of the proposed URM Contract, it was first necessary to analyze and compare the State and Municipality's annual expenditure budgets and operational programs for similarities and differences affecting performance and associated costs under the proposed Contract. Major cost components including personnel, equipment, supplies, contracts and indirect costs were reviewed. Methods of cost determination and allocation used by the two agency's were compared. Operational differences, particularly those resulting from differences in the types and functions of facilities maintained, were investigated. This information and analyses helped explain the differences in cost and methods between each agency's performance of the responsibilities proposed for transfer. The combined operations were also reviewed to determine the potential cost savings and efficiencies resulting from a combined responsibility.

For the required analyses, MAC's Study Team obtained copies of the draft URM Contract, budget and expenditure documents and program descriptions for both the State's Maintenance and Operations Division (M&O) and the Municipality's Street Maintenance Division, and the proposed combined responsibility maintenance budget documents and program description prepared by the Municipality. Our Team also

interviewed selected individuals from the staffs of both agencies to develop further understanding of budget information, program descriptions, maintenance methods and requirements, overhead allocation methods, efficiencies/deficiencies of a combined program, and potential cost savings or level of service improvements.

A. Proposed Unified Road Maintenance Contract

For a number of years, the State and Municipality have entered into agreements to transfer the responsibility for maintenance of specific roadways from one agency to the other. These agreements, commonly referred to as "exchange of responsibility agreements", are intended to require approximately equivalent amounts of effort and cost by each agency for the exchanged roadways. Operational efficiencies have resulted for both agencies including lower costs and improved maintenance service levels. Approximately 80 lane-miles of each agency's roadway have been exchanged. In addition, under existing agreements, the Municipality maintains all Municipal and State traffic signals within Anchorage Municipal boundaries and approximately 15 lane-miles of State roadways in the Eagle River/Birchwood area. The State reimburses the Municipality its costs to perform the agreed maintenance.

In recognition of continually reduced funding and increased costs for road maintenance by the State and Municipality, steps must be taken to increase efficiency. Otherwise, service levels have to be lowered. Based on previous exchange or transfer of responsibility agreement experience, it was decided to explore the feasibility of the State contracting with the Municipality for maintenance of State roadways in Anchorage to determine if desirable efficiencies could be achieved. The proposed URM Contract would transfer all road maintenance responsibilities to the Municipality with funding provided by the State. The Municipality would maintain all State roadways between the intersection of the New and Old Glenn Highways near the Knik River Bridge to the north of Anchorage and the south side of the Placer River Overflow Bridge to the south of Anchorage. All State roads, drainage, illumination,

bridges, vehicular equipment and buildings would also be transferred. The Municipality would obtain existing stockpiles of sand, salt, signs lighting parts and other materials. Transfer of the responsibility for maintenance of the Girdwood and Birchwood Airports was also proposed but declined by the Municipality. The State would retain administration of seasonal weight restrictions, road conditions reporting, permitting of roadway work, and bridge inspection and structural maintenance. In consideration for this transfer of responsibility, the State proposes to pay the Municipality an amount equal to the State Maintenance and Operations Anchorage District FY 92 annual budget, less amounts for responsibilities not transferred and prospective administrative savings. The preliminary amount suggested for reimbursement to the Municipality is \$6,339,000.

B. Issues and Questions

A key objective in the present study is to provide information and analysis to resolve the major issues and questions that have arisen during preliminary negotiation of the proposed URM Contract. These issues and questions are believed to be the following:

1. What differences exist between the annual budgets of the State and Municipal agencies by major categories such as personnel, equipment, overhead, contracted services, supplies and materials in total and on a per lane-mile cost basis? Why do the differences exist?
2. What differences exist between the service levels of each agency?
3. What efficiencies would result from the URM Contract in cost savings or service level improvements?
4. Will the efficiencies to be gained by the URM Contract be sufficient to meet the

precondition requirements of the State/Public Employees Local 71 Labor Agreement for subcontracting for services?

5. Is the URM Contract budget proposed by the State appropriate? If not, what adjustments are recommended?
6. Can the different service levels provided on similar Municipal and State roadways be continued by the Municipality under the URM Contract?
7. How will weather-affected cost variations be handled?

Because certain types of records which would be useful to the required analysis are not kept by either the State or Municipality, the information and analyses in the following sections provide varying levels of satisfaction to the questions and issues raised. In addition, there are some differences in record keeping between the organizations which limit the confidence of the analysis. The limitations are pointed out where pertinent.

II ANALYSIS

An overall understanding of the similarities and differences between the State and Municipal road maintenance programs is necessary to establish a basis for any analysis. The primary components that make up each program are the infrastructure, operational costs and budgets, and maintenance operations methods and policies. The following paragraphs describe the results of the component analysis. The conclusions derived are subsequently used to analyze the URM Contract.

A. Infrastructure Comparisons

There are important differences in the infrastructure maintained by the State and Municipality. The following table shows those most significant by category and amount:

Table 1
INFRASTRUCTURE COMPARISON

Category	State	Municipality
Freeways and Frontage Roads (lane-miles)	353.99	0
Arterial Streets (lane miles)	708.87	163.65
Collector Streets (lane-miles)	73.96	148.52
Local Roads and Streets (lane-miles)	0	1072.89
Total	1136.82	1385.06
Paved Roadway (lane-miles)	1109.53	1250.65
Gravel Roadway (lane-miles)	27.29	134.41
Underground Storm Drains (miles)	37	200
Oil and Grease Separators(each)	20	40
Street Lights(number)	< 500	5500
Bridges/Overcrossings(each)	93	8
Maintenance Vehicles(units)	90	210
Equipment Operational or Fleet		
Maintenance Facility Centers (each)	3	4

The Municipal roadway mileage is taken from the field physical inventory measurements obtained during the Summer of 1991 and is presented here by the general functional classifications listed in the Anchorage Official Street and Highway Plan (OS&HP). The State roadway mileage is taken from the physical inventory prepared as part of the database for the State's Pavement Management System.

Each category of streets and related structures listed in Table 1 requires different maintenance methodology and resultant costs. By inspection, it is readily apparent that the State and Municipal roadway systems vary significantly in composition by category. For example, whereas more than 1000 lane-miles or 90% of State roadways are freeways, frontage roads and arterial streets, less than 165 lane-miles or 15% of the Municipal system falls in this category. The balance of more than 1000 lane-miles of the Municipal system are local roads. The State pays the energy cost and maintains less than 500 street lights compared to more than 5,500 for the Municipality. Substantial differences also occur in the underground storm drainage systems. The impact of these infrastructure differences on each agency's budget and operations is analyzed in the following sections of this Study.

B. Analysis and Reconciliation of Budgets

To develop or analyze a budget for the proposed URM Contract, it was first necessary to understand the maintenance and operation costs incurred by the State and the Municipality for their present programs. Because of important differences in budgeting and cost allocation methods, some adjustments were required to each agency's cost and budget information to assure an "apples-to-apples" comparison. Once this was done, a comparative cost per lane-mile was computed and analyzed for each agency's program. This information in combination with an analysis of the infrastructure and operational differences becomes the basis for development of the URM Contract budget.

The following analysis is based on a review of the budgets for the State and Municipal organizations which are currently responsible for maintenance of roadways and related structures. To validate the budgets, they were compared to actual expenditure records for the current year-to-date and two prior years. The budgets reflect actual expenditures except for cost overruns due to abnormal weather conditions which is discussed in more detail under Part II, Section C - Operational Analysis and Comparisons.

1. State Maintenance and Operations Budget - The total amount of the State's FY 92 budget for the Anchorage Maintenance and Operation District is \$7,845,600. Exhibit I shows adjustments to this budget to remove amounts for responsibilities not related to maintenance of roadways and appurtenances, and for geographic responsibilities outside the Municipality. These are the deductive adjustments that appear in Exhibit I. Also, additive adjustments were necessary for functions supporting the Anchorage District operations for which budgets are kept separately, and for other identified costs not included in the Anchorage District M&O budget for roadway and appurtenance maintenance. These adjustments result in a budget totalling \$7,457,742. This amount was used as the basis for development of the State per lane-mile costs described later. It has also been used as a basis to develop the recommended URM Contract amount described in Part II, Section E - URM Contract Budget Analysis

2. Municipal Maintenance and Operations Budget - Appropriate portions of the Municipal FY 92 budgets for Public Works Street Maintenance and Traffic Engineering Divisions were used for this portion of the analysis. Because the responsibility for line striping, pavement markers and signs on State roadways would most likely be performed by the Traffic Engineering Division of Public Works, applicable portions of that budget have also been included. The total adjusted Municipal budget is shown in Exhibit II. The total budget amount of \$18,584,310 was used as the basis for the Municipal per lane-mile costs described later.

Exhibit I

State of Alaska Anchorage District Station Maintenance & Operations FY 92 Adjusted Budget To Include Only Anchorage Road Maintenance Responsibilities

Anchorage District FY92 Budget **\$7,845,600**

Additive and deductive adjustments (See notes below)

1.	Whittier Airport	-14,866
2.	Birchwood Airport	-135,364
3.	Girdwood Airport	-56,470
4.	Silvertip Station	-792,584
5.	Portion of Regional Signal/Luminaire Crewman	-30,150
6.	Restricted Program Receipts	-50,000
7.	Proration of M&O Administration	160,000
8.	Proration of Personnel Support	14,738
9.	Proration of Supply Support	16,603
10.	Proration of Financial Support	25,235
11.	Self-Insured Losses	<u>475,000</u>

Total Adjusted Budget **\$7,457,742**

Notes:

1. Whittier airport is outside the Municipality and not subject to transfer.
- 2.&3. Preliminary URM contract planning does not include transfer of the Birchwood or Girdwood airports.
4. Silvertip is outside Municipal boundaries.
5. This individual also services the Matsu and Peninsula Maintenance Districts.
6. This amount is budgeted reimbursable funds for third party damage to State facilities.
7. This is a proration to the Anchorage District of the Director's Office administrative support and supervision.
8. Proration of personnel support including payroll, leave accounting, recruitment, labor relations and general personnel services.
9. Proration of supply support including procurement of requested commodities and property items, inventory control, and contract awards.
10. Proration of financial support including processing vendor invoices, travel related claims, support for reimbursable agreements, processing and collecting damage claims, and other financial assistance.
11. From July 1989 until June 1992, the State has incurred losses totalling \$1,207,081 for claims due to design and operational liability. This equates to approximately \$413,856 annually. If claim adjustment costs are added, the loss is closer to \$475,000 per year.

Exhibit II
Municipality of Anchorage
FY 92 Road Maintenance Budget

	<u>Traffic (Paint/ Signs)</u>	<u>Street Maint.</u>	<u>Total</u>
Direct Costs:			
Personnel	\$562,470	\$5,883,950	\$6,446,420
Supplies	137,530	990,000	1,127,530
Other Services	1,140	5,704,570	5,705,710
Capital	<u>0</u>	<u>5,000</u>	<u>5,000</u>
TOTAL DIRECT	701,140	12,583,520	13,284,660
Indirect Costs:			
Facility Maint.	63,830	426,320	490,150
Equipment Maint.	59,300	4,060,350	4,119,650
Admin.	39,540	802,950	842,490
Other	<u>39,530</u>	<u>444,040</u>	<u>483,570</u>
TOTAL INDIRECT	202,200	5,733,660	5,935,860
Less:			
Charges to Other Departments	-103,000	-166,010	-269,010
Contract Reim- bursements	<u>-78,700</u>	<u>-288,500</u>	<u>-367,200</u>
TOTAL	<u>721,640</u>	<u>17,862,670</u>	<u>18,584,310</u>

3. Indirect Cost Allocation Methodology Differences - There are significant differences in the allocation of indirect costs between the State and Municipal budgets. Under the State budget process, only costs directly incurred by an organization are included in the organization's budget. Costs incurred by other organizations in support of the serviced organization are not included. For instance, costs for payroll, personnel, engineering, design and computer services, and allocation of the Commissioner's office's supervision do not appear in the District budget, but are considered direct costs within the servicing organization.

The Municipality, however, budgets both direct costs and indirect support costs within the serviced unit. The Municipality road maintenance budget reflects, then, the direct costs and all overhead and support organization costs necessary for performance of the required services.

To develop an all inclusive State budget comparable to the Municipality's, indirect support costs that can be practically identified have been included in the State budget. These are shown in Exhibit I as the costs for M&O Administration and Personnel, Supply, and Financial Support.

4. Per Lane-Mile Cost Comparisons - The adjusted budgets were used to develop the comparison of the per-lane mile costs for the State and Municipality as shown in Exhibit III. The costs were developed from each agency's adjusted FY 92 budget, prorated to specific maintenance activities based on actual FY 91 expenditures.

The cost per lane mile for maintenance of Municipal roadways is approximately twice that of State roadways. This is due to the difference in complexity of the roadway auxiliary features, such as street lights and storm drains, and because of the difference in maintenance methods and equipment required for different types of roadway classifications. This is explained in more detail under Part II, Section C - Operational Analysis and Comparisons.

Exhibit III

MAINTENANCE PROGRAM ANALYSIS

<u>SEASONAL ACTIVITY</u> (Description)	<u>STATE</u> (FY91 Actual)	<u>MUNICIPALITY</u> (FY92 Proposed)
Summer Maintenance - Includes asphalt leveling course, blading and dust control, crack seal and seal coat, ditching and storm drain repair and maintenance, litter and trash control, mowing and vegetation control, striping, and sweeping.	\$815,994	\$4,363,064
Winter Maintenance - Includes snow removal, ice control and avalanche control and removal.	\$1,584,217	\$7,118,327
Year Round Maintenance - Includes pavement repair and patching, pathway and sidewalk maintenance, signs, delineators and markers, inspections, fence and guardrail repairs, street lighting, bridge maintenance, utility payments, administration and leave, operator maintenance/equipment repair.	\$5,057,531	\$7,102,919
TOTAL BUDGET, FY91 ACTUAL	\$7,457,742	\$18,584,310
AVERAGE \$/LANE MILE , ANCHORAGE DISTRICT	\$6,560	\$13,418

It would be most beneficial to the present analysis if the costs per lane-mile for different functional classifications of State and Municipal roadway were available. Comparisons could then be performed on streets that are similar in classification and function to both agencies (most collector and arterial streets). Unfortunately, neither agency currently keeps such records. There has not been a need previously for this information and it is arguably impractical to keep such records when equipment operations may pass over numerous different classifications during a work shift.

The MAC Study Team investigated the synthesis of costs per lane-mile by roadway classification, but found available information inadequate. The Municipal Public Works Department expended considerable effort in developing such a synthesis. It includes considerable cost detail for each type of roadway. However, the assignment of a specific amount to each cost category for a roadway functional classification is not supported by equally detailed operational analysis or cost records. It is questionable whether any such detailed synthetic analysis using available information would yield the necessary confidence in the results.

While it was not possible to develop a cost per lane mile comparison for similar State and Municipal roadways, the foregoing budget analysis provides a sound basis for understanding budget methodologies and identifying significant differences in costs which are necessary for preparation of a URM Contract budget.

C. Operational Analysis and Comparisons

This section provides an analysis of the various elements and issues that affect the road maintenance functions of both the State and the Municipality. However, before the individual elements and issues can be analyzed, it is important to develop a thorough understanding of how the infrastructure and the current roadway classification systems affect these elements and issues.

The current State and Municipal roadway classification systems are not compatible and make it difficult to compare the overall maintenance programs. Consequently, we have converted the current State roadways into classifications that match the classifications used by the Municipality. This allows us to group similar types of roadways into categories and permits a reasonable assessment of the similarities and differences between the State and Municipal roadways. The results of this reclassification have been summarized and appear in Part II, Section A, Table 1 - Infrastructure Comparison. Furthermore, Appendix A provides a detailed tabulation of the reclassified State roadways. In addition, Appendices B and C provide narrative descriptions of the physical characteristics of State and Municipal roadways, the major levels of infrastructure development, and a description of the frequency and level of seasonal maintenance activities.

These documents are the basis from which we performed our analysis of the elements and issues affecting road maintenance. Clearly, there are obvious and significant differences in the types of roadways maintained by the State and the Municipality. These differences are the driving force that dictates the type of personnel and equipment utilized, short and long term maintenance approaches, service levels and, ultimately, overall costs. Although these differences in infrastructure exist, the requirement to perform certain types of maintenance tasks are essentially identical, i.e. snow must be plowed, ditches must be maintained, pavement must be repaired, and street lights must be maintained.

These differing and similar conditions have been incorporated into our analysis of the elements and issues affecting roadway maintenance. We have addressed each significant element and issue independently in the following pages.

1. Personnel - Personnel costs, no matter which agency is reviewed, is the largest line item in the budget. Each agency's organization chart has similar functional work

units with only minor differences appearing in the area of the Street Lighting/Signs function. Each agency's mix of position skills and responsibility requirements is also similar.

An analysis of the impact of the proposed URM Contract on personnel costs indicates labor costs will not be significantly different for the Municipality to perform the transferred program with the same staff, methods and equipment. Conversion of State employees to the Municipal payroll would result in minor increases in labor cost for certain positions. However, because of differences in the standard hours per week worked by the State and Municipality, fewer Municipal positions are required which minimizes the cost increase due to transferred personnel. We estimate that three fewer Municipal positions will be required to achieve the same total manhours included in the State budget. Balancing the increase in labor costs against the need for three fewer positions results in an overall increase in annual personnel costs of about \$70,000.

Under the initial URM Contract, the State indicated there were four positions, two management and two administrative, that would be unnecessary to transfer to the Municipality. Funds for these four positions were not included in the initial URM Contract and represented potential cost savings resulting from the consolidation. We agree the two management positions are duplicative and do not need to be transferred. However, we feel the two administrative positions will be required since the administrative tasks associated with these positions will continue, regardless of which entity is providing maintenance services. Thus we feel it is inappropriate to withhold the funds for these positions. If the State chooses not to transfer the employees themselves to the Municipality as a part of the URM Contract, then they should agree at least to transfer appropriate funding to allow the Municipality to hire the necessary administrative personnel.

On an annual basis, the Municipality incurs more overtime cost (as a percentage of

total personnel costs) than the State. The State has maintenance crews scheduled to work seven days per week, whereas the Municipality has only five days per week coverage. As result, if a weekend response is required due to environmental events, such as snowplow or drainage control, the Municipality must incur overtime. The State may not have to incur this additional cost if scheduled crews are sufficient to respond. Although both approaches appear to have served each organization quite well in the past, the incompatible nature of the work schedules will need to be resolved prior to effecting the transfer to the Municipality. We understand the Municipality is currently experimenting with alternate work schedules and we believe this is an issue that can be easily resolved.

2. Equipment Utilization - The State equipment utilization is based upon the premise that the number of "rolling stock" units is kept to a minimum, and each base unit's platform utilization is maximized by the application of different seasonal attachments. For example, a heavy-duty truck chassis is used as a dump truck during the summer season, but is converted to a sander/belly blade unit for the winter season. Similar utilization is made of light and medium duty trucks, such as flatbed/boiler thaw truck conversions.

By applying these principals to the maintenance equipment fleet, the State has kept its costs to a minimum. The Anchorage District has about 90 pieces of "rolling stock" (trucks, trailers, graders, loaders, etc) plus numerous seasonal attachments, which cost approximately \$ 104,000 per month for amortization and operating expenses. The Municipality's Street Maintenance Division, on the other hand, has over 200 similar pieces of "rolling stock" at a monthly cost of about \$305,000.

Several factors must be considered when analyzing the differences between State and Municipal equipment fleets. The types of roadway each maintains must be reviewed to understand the specific equipment requirements for maintenance. Issues such as traffic volumes, operating speeds, hours available for routine operations, and even

political pressures make some routes inherently more expensive to maintain, no matter which agency performs the work.

Equipment utilization efficiencies should be similar since the types and even brands of equipment actually used are similar. Comparison of the unit costs for similar units between the State and Municipality does not indicate a significant price difference, yet the Municipality has higher average costs associated with its own fleet. (Average cost per State "rolling unit" is \$1,155 per month while the average cost per Municipal "rolling unit" is \$1,452 per month.) This price difference appears to be a result of the Municipality utilizing a greater proportion of higher priced equipment in its fleet than does the State. The following table reflects that observation.

Table 2
COMPARISON OF EQUIPMENT MIX

CLASSIFICATION	STATE		Municipality	
	Number	%	Number	%
Grader	6	7	29	14
Dump truck	14	16	50	24
Light/medium duty trucks	33	43	44	21
Snow blower	1	1	11	5
Asphalt distributor	2	2	5	2
Boiler unit	4	4	11	5
Loader	7	8	10	5

The difference in operating characteristics of the roads is also a major factor effecting the equipment fleet's mix. The Municipality has approximately 12% of its network with operating speeds under 30 MPH, while the State has more than 90% of its roads with

operating speeds of over 30 MPH. The State has almost no on-street parking to contend with, while the Municipality has a significant portion of its routes with on-street parking.

A review of the work tasks each agency performs also emphasizes the need for the Municipality to have a higher percentage of more expensive, slower speed units in order to adequately perform. Summer grading, dust oiling and other gravel road maintenance activities require more effort with graders and oil distributor trucks. The State has only 27 lane miles of roads with gravel surfaces which require grading and dust control efforts, whereas the Municipality has 134 lane miles of roads with gravel surfaces. Consequently, the Municipality has a need for more pieces of equipment, which work effectively at low speeds, to produce the desired result. As a result of the speed at which many of its operations occur, the State is able to provide an adequate level of maintenance at a lower cost per mile than the Municipality, which impacts the equipment fleet's vehicle mix and subsequent costs.

It is apparent that the existing State equipment fleet is adequate to serve the State highway system under the URM Contract at the same level of service it presently receives. The actual determination as to whether or not the existing equipment fleet is sufficient for the Municipality to maintain the State system depends upon whether the Municipality is willing to accept the current service level established by the State. If the Municipality doesn't make any significant changes to the current level of service being provided, then the equipment identified to be transferred would be appropriate for the work to be performed. If, however, there are significant changes, the Municipality would have to change the fleet size and composition commensurate with the proposed service level changes.

Currently, the Municipality does not have capacity to handle any additional heavy equipment maintenance at its Bering Street maintenance facility. Due to a recent fire, the State is using the Alaska Army National Guard maintenance facility on East Tudor

Road for heavy duty maintenance. The State is in the process of design and reconstruction of the fire-destroyed facility. The new facility will provide adequate maintenance capacity.

In summary, we believe the current equipment fleets, equipment utilization and maintenance programs, and operating costs are appropriate to support the overall road maintenance program. With the exception of possible reassignment to alternate home base locations to take advantage of route efficiencies, we believe the transfer of the State's equipment fleet and program to the Municipality will support the ongoing needs of the Anchorage roads and will provide added opportunities to improve on the current overall program.

3. Supplies - Initially, the existing supply budgets for State and Municipality appear to result in different per lane- mile costs for supplies. However, upon further analysis, and reconciliation of cost categories that appear in one budget but not the other, the actual total supply budget for the State and the Municipality is almost equal on a per lane-mile cost basis. Both the State and the Municipality use similar supplies and application rates.

4. Contracted Services - Both the State and Municipality use contracted services to supplement their own maintenance efforts. In fact, many of the tasks performed by each agency is based upon contracted services. Contract services such as snow haul are considered to be a critical element in the program effort by both the State and Municipality. The State contracts snow removal on its Hillside roads and supplements its efforts with contractors in Southwest Anchorage as its primary response strategy. The State contracts the majority of its sweeping effort annually while the Municipality contracts sweeping as an enhancement to an intensive scheduled effort. These efforts should be continued under the URM Contract and pose no problems or concerns.

5. Rehabilitation/Reconstruction Programs - The basic philosophy as to when a roadway is to be "rehabilitated" or when it is to be "reconstructed" is inherent in the level of maintenance performed on a preventative basis, such as crack sealing, chip sealing, and other maintenance efforts which extend the service life of the pavement. Notwithstanding a difference in these philosophies between the State and Municipality, both have significant programs in place to identify and incorporate major rehabilitation and reconstruction projects. Identification of the needs, securing funding for these needs, and actually completing the projects occur over a substantial period of time.

The primary method by which the State funds these projects is through the Federal Highway Administration (FHWA) matching program, whereby the State pays for only about 10% of the actual road costs. Through the AMATS process, the State relies upon the Legislature for the capital project monies, in conjunction with the FHWA match program. The State receives very little State-only monies for road construction for the Anchorage area.

Also, under the AMATS program, the Municipality receives some monies as pass-through from the State and FHWA, but the bulk of the Municipality's capital project monies are received from the State Legislature and combined with local bond funds. The actual percentage expended varies depending upon the price of oil and the largess of the Legislature.

State programs have included such items as simple overlay projects on some highways, major reconstruction of existing roads, and construction of new facilities, such as the Glenn Highway. The Municipality has spent much of its capital monies in the last two years on chip seal, overlay and reconstruction projects on local streets. State and Municipal scheduled projects for the next several years include items ranging from simple intersection safety projects and pavement rehab projects in the Anchorage bowl area, to major construction projects such as the \$50 million Seward Highway realignment project.

There is a direct correlation between pavement surface condition and the cost of routine pavement maintenance and riding comfort. Preventative measures such as crack-sealing and drainage maintenance have a major impact on the life of the roadway surface. If this preventative maintenance is deferred, pavement life is shortened and major maintenance such as pothole patching, section replacement and pavement overlays become necessary at considerable additional cost. In addition, as the surface nears failure, riding comfort is seriously degraded. Eventually, major reconstruction, including base replacement in many instances, becomes necessary much sooner than with adequate maintenance. For the most part the State subscribes to the use of deferred maintenance with the resulting shortened pavement life. This policy results, in part, from the difficulty in obtaining adequate funds for preventative maintenance activities. The policy is further encouraged because preventative maintenance activities are 100% State funded while pavement reconstruction projects are generally eligible for 95% Federal funding. Recent changes in Federal Law may result in some funds for preventative maintenance, but this program is not yet in effect.

Because the cost of pavement maintenance drastically increases with reductions in preventative maintenance activities, the condition of State paved roadways transferred under the URM Contract is of major concern to the Municipality. Significant future decreases in pavement condition will greatly increase maintenance costs. Assurance that the State will provide sufficient capital funding for reconstruction of deferred maintenance roadways to maintain or improve current system conditions is essential.

Through its Coordinated Data System (CDS), the State keeps an inventory of surface conditions for all paved roadways in the State. The inventory includes critical performance parameters and pavement conditions such as surface cracking, deformation, and riding comfort, among others. Surfaces are rated on the following scale:

<u>Relative Pavement Condition</u>	<u>Rating</u>
Very good	.9 - 1.0
Good	.8 - .89
Fair	.65 - .79
Poor	.4 - .64
Very Poor	< .4

With recent capital improvement projects in the Anchorage District, overall pavement condition has risen from Fair to Good. The goal of the proposed State 6-year Capital Improvement Program is to maintain an overall system rating of .85 (Good).

In order to ensure that adequate maintenance is performed on State roadways the State must be willing to continue to provide adequate capital funding for reconstruction/rehabilitation programs. Furthermore, the mechanism utilized to determine when reconstruction/rehabilitation should occur must be incorporated into the URM Contract. We recommend that the State's relative pavement condition inventory program be continued and utilized as a control mechanism. In addition, no portion of roadway exceeding one-half mile in length should have a rating of less than .75. If below minimum ratings occur in either of the above situations, the State should contribute additional funds for maintenance of the substandard roadways. Further, the present biennial inventory frequency should be increased to an annual function to provide an early warning of problems.

6. Abnormal Weather Impact - Abnormal weather conditions such as unusually dry or wet weather over a lengthy period or large snow accumulations, such as occurred this past winter, can result in significant maintenance cost overruns. Because of continuing pressure to reduce budgets, neither organization can afford to budget for weather contingencies. As a result, the State and the Municipality must seek additional appropriations or reduce services to keep from exceeding budgeted funds.

The Municipality received from the Municipal Assembly in 1991 and again this year additional maintenance funds to cover winter maintenance budget overruns. These supplemental appropriations were approximately \$800,000 or 5% of each years original budget.

The State budget suffers the same weather impacts. The state has overrun its Anchorage and Girdwood overtime/premium time budget for FY 92 by more than \$240,000. Similar overruns have occurred in contract plow and hauling activities. The State has received an appropriation from the State Legislature to cover the overruns.

Because of the State and Municipal policy of funding for the average seasonal weather-activity levels, the need to look for additional funds will occur frequently. To effect the URM Contract, the State must commit to a process which allows the Municipality access to supplemental State appropriations to cover the cost of dealing with abnormal weather impacts. This will be an ongoing requirement that must be incorporated in the URM Contract.

7. Service Level Comparisons

A review of the operation and maintenance plans for the State and Municipality reveal differences in services levels for certain maintenance activities. Winter snowplows and surface maintenance are the key activities.

Because of the differing priorities regarding initial plowing of a roadway, some differences may be observed on comparable State and Municipal roadways. The State's initial focus is on snowplowing of the Seward and Glenn Highways, whereas the Municipality's priority is on their arterial and collectors, most of which are "snow routes.". Except when heavier snow conditions warrant and plowing contractors are called out, State maintained arterial and collector streets may be 5 to 10 hours behind Municipal operations on similar streets. It does not appear that this difference is

significant except when snow continues to accumulate for several days or at high rates. Typically, the State improves its response in these situations through additional contract equipment and manpower. In most cases, all major roadways are plowed out in 18 to 24 hours, which has been a generally acceptable time frame. Although some Municipal personnel argue that the State's current level of service is inadequate, our observation is that both the Municipality's and the State's service levels are acceptable and can be maintained or improved under the URM Contract.

Surface maintenance by the State relies on major capital reconstruction projects to rejuvenate roadway surfaces. This is evidenced by less frequent crack sealing, no major patching funds, and generally less intensive surface preventative maintenance efforts. As was discussed previously, this policy is likely the result of inadequate budgets and a heavy reliance on Federal matching grant funds for reconstruction. Unfortunately, such roadways typically are near failure in the few years before a scheduled reconstruction project, with more frequent failure-response maintenance activities required. Although this program may not be considered ideal, it certainly can be maintained under the URM Contract if the State continues to provide funding. We do not consider the resulting service level to be unacceptable.

During 1990 and 1991, the Municipality commenced and completed most of the planned surface reconstruction projects it began. These projects are designed to provide an ongoing preventative maintenance program which produces an acceptable level of service for road surfaces. Based upon the current program, the Municipality is generally keeping up with pavement surface requirements. We believe that, although the service level may vary over time, both the State and Municipal approaches to surface maintenance are acceptable and can be continued under the URM Contract.

D. Efficiencies of a Combined Responsibility

A number of benefits will accrue to the State, the Municipality and the residents of Anchorage by implementation of the proposed URM Contract. These benefits include the potential for overall improvement in service levels and economies of operation. In addition, a consolidated operation will reduce confusion about road maintenance responsibilities and improve the response to public inquiries. Specific benefits include the following:

1. Route Efficiencies - Presently, State maintained routes are intermixed with Municipality maintained streets. This is inefficient, particularly during winter snow removal and sanding, because frequently one organization's equipment must travel over the other's routes, which may also be in need of attention, to get to its work area. The term "high-blading" is commonly used to describe this activity. Inspection of an Anchorage area map showing State and Municipal maintained roads will discover numerous high blade routes for both agencies. Combining road maintenance responsibility under one organization will greatly reduce high-blading, by allowing efficient maintenance route planning. An exact determination of the potential savings requires a detailed analysis (which is beyond the scope of our contract) of the operations of each organization and the combined operations. In lieu of a detailed analysis, we estimate that operational savings between 1% and 3% of the combined annual budgets of both organizations or \$250,000 to \$750,000 will be realized from route efficiencies if the URM Contract is implemented.

2. Administrative Efficiencies - Transfer of maintenance responsibilities to the Municipality would result in some immediately identifiable administrative personnel savings. It will not be necessary to transfer the State Anchorage District Maintenance Superintendent to the Municipality. This function will now be performed by the Municipal ARDSA Superintendent. In addition, other functions for which the Anchorage District Superintendent is responsible can be transferred to other districts

or functional units without significant impact. The vacant Assistant District Superintendent position reporting directly to the Anchorage District Superintendent is surplus and can be eliminated. The personnel savings alone to the State for elimination of these positions is more than \$145,000.

3. Maintenance Station Locations - The State currently operates and maintains its equipment for Anchorage operations at the State Army National Guard complex on East Tudor Road near Boniface Road. The Girdwood station maintains all roadways south of the Potter Way Station. The Municipality operates out of the Metro station at 3rd Avenue and Post Road, the Kleop station at Northwood Drive and International Airport Road, and at the Klatt Station on Klatt Road at Lang Drive. Combining all four Anchorage Bowl facilities will provide optimum coverage within the Bowl and significantly reduce travel/high blade time. In general, travel to and from work locations would be reduced by at least 50% for State routes. Assuming a reduction in travel time lost each day by one-half hour would yield an annual labor savings of approximately \$120,000.

4. Work Hours - Maintenance crews for the State and the Municipality both work a four day week. However, State crews currently work a 37.5-hour week, whereas Municipal crews work a 40-hour week. Conversion of State personnel to the Municipal 40-hour work week will result in an approximate \$34,000 annual savings because a smaller percentage of the work week is lost to non-productive equipment startup and travel time to and from work locations.

5. Public Perception - Though not significant financially, the performance of all road maintenance by one agency will be a very beneficial public relations action. Public confusion about whom to call with road maintenance problems will be eliminated. In addition, we believe most taxpayers would view combining the operations as an obvious cost effective decision.

In the foregoing paragraphs, most of the efficiencies have been described as resulting in some cost savings, the total of which is \$550,000 to \$1,050,000. Reduction in manpower and equipment utilization would be required to effect this savings. An alternative is to utilize this same manpower and equipment to increase services levels. Additional manpower and/or equipment can be used, for instance, to improve response time for snow removal or for additional required crack sealing. Doing so would also help mitigate the Municipality's concerns about the feasibility of a combined operation with differing service levels for certain types of operations on State and Municipal roadways. For example, the additional capacity could be used to speed up snow removal on State arterial and collector streets to more closely match the scheduling on similar Municipal streets. From a practical standpoint, some combination of reduced manpower/equipment and increase in service levels will prove to be the most optimal approach to implementation. Regardless of the exact approach, the fact remains that either costs will be reduced and/or service levels will improve and that the public will benefit in either case.

E. URM Contract Budget Analysis

Reconciliation of the differences between the Municipal and State budgets to perform the URM Contract is critical to the future of the URM concept. The State's preliminary budget is \$6.3 million and the Municipality's is approximately \$18.3 million, a difference of nearly \$12 million. These budgets include funds for all road maintenance activities described in the proposed URM Contract, not including the Birchwood and Girdwood Airports. Although these budgets appear to have significant differences, once they are broken down into comparable elements and the methodologies are analyzed, the majority of the differences disappear. In the following paragraphs the basis for the two budgets are analyzed and a reconciled budget amount is proposed.

Over the last several years the Municipality has developed a model for estimating the cost per lane-mile to operate and maintain Municipal roadways. This same model was

used by the Municipality for estimating the costs to operate and maintain URM Contract roadways. Using the model, the Municipality estimated that it would cost over \$18 Million to maintain the State roadways. This results in an average cost of about \$15,000 per lane mile. The Municipality's actual cost to maintain the current municipal roadways is about \$13,500 per lane mile. In comparison, the State's actual cost to maintain state roadways is about \$6,600 per lane mile. The actual costs incurred by both the State and the Municipality strongly suggest that the Municipality's estimated cost to maintain State roadways is excessive. Furthermore, we believe the use of the Municipality's cost model is an inappropriate method to arrive at a realistic cost estimate. This conclusion is further supported by a number of observations and analyses.

First, based on our analysis of the differences in infrastructure and operations discussed in previous paragraphs, it is not reasonable to expect the State roadways to have a higher per lane-mile cost than Municipal roadways. In fact, one would expect the State roadways to cost considerably less in unit maintenance costs. There is simply not as much infrastructure (street lights and storm drains, for instance) per lane-mile to maintain. Second, as noted previously, State roadways allow much higher equipment operating speeds, with less expensive equipment, compared to Municipal roadways. We believe the per lane mile cost developed by the Municipality for State roadways is overstated in part because of a lack of information about the details of the equipment and methods used by the State. Finally, neither agency keeps records with the detail necessary to determine with reasonable certainty the per lane-mile costs for different functional categories of roadway, such as freeway, arterial, collector, or local streets. In summary, we believe these issues make it inappropriate to use the Municipal model to realistically estimate the cost of maintaining State roadways.

We believe that the actual costs incurred by the State to maintain roadways is a more appropriate basis from which to develop a realistic URM contract budget. Although

some adjustments are required to fully estimate the cost of transferred responsibilities, the actual costs are a much more reliable base from which to work than the Municipal model.

The State FY 92 budget adjusted to include only roadway related maintenance in the Anchorage District is \$7,457,742. This amount was computed as shown in Exhibit I. Adjusting for responsibilities not transferred, the URM Contract budget becomes \$6,807,842 as shown in Exhibit IV. This figure assumes that the State will pay design and maintenance claim losses directly as they occur and thus funds will not be transferred to the Municipality. Although there will be additional costs associated with conversion of State personnel to Municipal pay scales and additional indirect costs, both totaling approximately \$200,000, they could be offset by the portion of the combined administrative and operational efficiency savings (\$550,000 to \$1,050,000). We recommend that the \$145,000 in savings available by not transferring two State management personnel remain with the State as it's share of the overall savings. The resulting URM Contract budget of approximately \$6,663,000 would be sufficient.

It is recommended the balance of the prospective savings (\$405,000 to \$905,000) be retained by the Municipality to minimize service level differences and other as yet undetermined operational impacts.

F. Contracting Preconditions of Union Agreement

Nearly all State positions whose functions would transfer under the URM Contract are represented by the Public Employees Local 71 (AFL-CIO). Contracting of these functions by the State to the Municipality is subject to satisfying specific provisions of the current labor agreement between the State and Local 71.

Article 7 of the labor agreement requires a contractor engaged by the State to pay the hourly wage rates and minimum benefits established in the agreement. The article

Exhibit IV

State of Alaska Anchorage District Maintenance & Operation FY 92 Budget Adjusted for URM TORA Responsibilities

**Anchorage District FY 92 Adjusted Budget
(from exhibit I)**

\$7,457,742

Deductions for Retained Program Responsibilities:

1.	Avalanche Management	(65,800)
2.	Avalanche Ammo/Equipment/Gun Lease	(35,000)
3.	Railroad Crossing Maintenance/Permit	(40,000)
4.	Risk Management	(29,100)
5.	Right of Way Management	(5,000)
6.	Self-Insured Losses	<u>(475,000)</u>

Deductions Subtotal

(649,900)

Total Adjusted Budget

\$6,807,842

Adjustments rationale (numbers correlate to above line item numbers):

- 1.&
2. Avalanche management and operation functions will remain with the State.
3. This is a chargeback to the State for Alaska Railroad crossing maintenance Payments will continue to be budgeted and paid by the State.
4. These are funds necessary to adjust claims against the State for facility design and maintenance liability. To avoid split liability for design and maintenance responsibilities and because URM TORA costs are to be paid by the State, this amount is deducted from the budget.
5. This is budgeted funding for right-of-way permit issuance and management. This function is to remain with the State.
6. These are funds to pay claims described in 4.

also stipulates a cost-efficiency study be conducted and "unless such study shows that the work can be performed by the contractor or subcontractor with less cost to the Employer, no probationary/permanent employee shall be laid off and replaced by contracted or subcontracted work."

Both of these preconditions for the URM Contract would be met. Conversion of the transferred State personnel to the Municipal system would result in the same or in many cases increased hourly wage rates and benefits. As described previously in Section II-E, URM Contract Budget Analysis, the recommended URM Contract compensation to the Municipality is approximately \$145,000 less than the State's cost to perform the transferred responsibilities. This satisfies the requirement to show a cost savings resulting from contracting the services.

G. Funding of URM Contract

Future security of funding sources for payment of the annual URM Contract budget is important. Currently, the Anchorage District M&O budget is part of the Department of Transportation Southcentral Region overall operating budget. As such, it must compete with other Department operations for a share of the continually shrinking total annual legislative appropriation for operations. Changes in priorities and an overall decrease in funding has reduced the Anchorage District M&O budget over the years.

In recognition of the importance of future funding of the URM Contract, the State plans to seek funds for the Contract under a separately identified line item in the Department budget. This increased visibility should improve future funding security. Furthermore, with the understanding that the appropriation will be to fund a contract and contract payments must be made to avoid a breach of the contract, the state should be more committed to ensuring the continuity of funding.

In addition, there is a proposal under consideration to create a Dedicated Fund which

would provide additional monies for transportation maintenance, operations and improvements to the State and local governments. These additional amounts would come from transportation user taxes (such as motor fuel taxes), and would be restricted to transportation maintenance, operations and improvements. These "dedicated" funds would provide improved funding security for transportation programs in the State, including the URM Contract.

III. CONCLUSIONS AND RECOMMENDATIONS

Based on our Study Team's review of available information, discussion with knowledgeable State and Municipal road maintenance personnel, and the foregoing analysis, MAC recommends continued negotiation and implementation of the proposed Unified Road Maintenance Contract. First of all, it makes good economic sense. Having two separate agencies responsible for similar, overlapping road systems in Anchorage is inherently inefficient and an unnecessary waste of public funds. We have identified \$550,000 to \$1,050,000 in administrative and operational savings to be gained through the URM Contract. Further, response to service requests from the public will be improved by removing the confusing separation of road maintenance responsibility. The citizens will also likely perceive the URM Contract as a desirable action saving their taxpayer dollars and resulting in improved service.

In our analysis, we found minimal differences in service levels provided by the State and Municipality. These differences will likely be corrected and absorbed through the efficiencies to be gained by consolidation of the operations. Based on the assessment that the current personnel, equipment, supplies and method of operation by the State Maintenance and Operations for the Anchorage District is satisfactory, a preliminary URM Contract initial annual budget of \$6,663,000 is recommended. This budget will require adjustments for inflation to adjust to fiscal year 1993 and future years.

The recommended budget of \$6,663,000 is approximately \$145,000 less than the estimated cost for the State to perform the URM Contract work. As such, it satisfies the precondition for contracting the work stipulated in the State's agreement with Public Employees Local 71. The key requirement of this precondition is that unless a "... study shows that the work can be performed by the contractor or subcontractor with less cost to the Employer, no probationary/permanent employee shall be laid off and replaced by contracted or subcontracted work."

The State has proposed transfer of the Birchwood and Girdwood airports to the Municipality under the URM Contract. However, the Municipality has declined this transfer. We recommend the Municipality take a second look at this situation. We believe it would be most efficient to maintain the two airports under the URM Contract. State M&O personnel currently maintain roadways and airports as a combined responsibility. With only a few differences, the manpower, equipment and methods are identical in maintaining the two types of facilities. It would be inefficient for the State's Anchorage Maintenance and Operations District to be left with just two airports to maintain.

ISSUES TO BE RESOLVED

There are a number of issues identified during the study that must be resolved during negotiation of the URM Contract. Failure to resolve these issues will most likely stop negotiations. These issues and recommendations for their resolution, are described in the following paragraphs.

Timely Rehabilitation/Reconstruction of State Roadways. The State's deferred maintenance policy results in roadways having generally shorter lives than Municipal roadways. These deteriorating roadways must be rehabilitated in a timely manner to avoid extraordinarily high maintenance costs. It is recommended that the State's

pavement management system be used to monitor road conditions and specific roadways to assure reconstruction and rehabilitation efforts are keeping up with deteriorating conditions. Minimum standards described earlier for roadways must be achieved through timely reconstruction by the State. The process will require the State and the Municipality to establish an ongoing Capital Improvement Program funded by the State to maintain roadways in an acceptable condition. This process presently exists through the Anchorage Metropolitan Area Transportation System (AMATS) and technical committees. AMATS allows the State and the Municipality to jointly decide on the priorities and amounts for public funded roadway construction and reconstruction throughout Anchorage's transportation system.

Perception of Differences in Service Levels. There has been considerable concern expressed by the Municipality regarding differences in service levels on specific activities between the State and the Municipality. We agree that some differences in levels of service exist on pavement surface maintenance and snow and ice removal between the Municipality and the State. The State performs less routine preventative pavement maintenance, relying more on major rehabilitation or total reconstruction. The Municipality, on the other hand, has an extensive program of maintenance to extend the life of the pavement structure. However, as long as the State agrees to rehabilitate or reconstruct the roadways as required, we believe either approach is acceptable and the difference in service levels will not adversely affect the overall goal of having functional roadways.

A similar situation exists for snow and ice removal. The Municipality normally completes this activity on its arterial and collector streets as part of its snow route system some time before the state has completed these same activities on its collector and arterial streets. Our observations indicate that the actual differences in time, on a system wide basis, are usually only a matter of a few hours. We are confident there will be sufficient operational efficiencies realized by combining these responsibilities under the URM Contract to accelerate snow removal on State routes

and thus reduce any perceived differences in service levels.

Abnormal Weather Conditions. The State and the Municipality typically budget for operations associated with average weather conditions. If unusual conditions occur, such as the heavy snowfall this past winter, expenditures may exceed budgeted amounts for activities associated with those conditions and may cause an overall budget shortfall. In such cases, the State and Municipality typically seek supplemental appropriations from their respective legislative bodies. Under the URM Contract, it will be necessary for the State to seek supplemental appropriation to cover such budget overruns by the Municipality. Appropriate mechanisms and controls will have to be established to deal with abnormal weather conditions.

URM Contract Termination. Both the State and the Municipality have expressed concern regarding termination of the URM Contract at some future time. Under the URM Contract, selected State personnel, equipment, and supply stockpiles would be transferred to the Municipality. The State would be left without the capacity to perform roadway maintenance work if the contract were terminated. Termination of the contract would require transfer of personnel, equipment and supplies back to the State, which would be at least as involved and time consuming as negotiating and implementing the original transfer. Importantly, the required budget would be as large or larger than the URM Contract budget and service levels would likely decline on State routes. As a result, we do not believe it is practical to consider termination of the URM Contract once the initial transfer to the Municipality has been made. Both the State and the Municipality should enter into this agreement with the understanding that it is a "one way street" and that contract termination and transfer of road maintenance responsibility back to the State is not a viable option.

Each of the foregoing described issues can be resolved through negotiation and an increased understanding by each organization of the other's methods of operations and costs. All our contacts with both staffs indicated a positive attitude and a

willingness to continue with resolution of differences. We are confident that with this shared attitude, and concerted efforts by the State and the Municipality, that a successful Unified Road Maintenance Contract will be negotiated.

APPENDICES

STATE ROUTE INVENTORY, BY CLASSIFICATION

FREEWAYS, RAMPS AND FRONTAGE ROADS

<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>EQUIVALENT LANE MILES (12' WIDE X 5280' LONG)</u>	
			<u>Gravel</u>	<u>Paved</u>
New Seward Hwy	Rabbit Creek Rd I/C	36th Av		70.60
Minnesota Drive	O'Malley/Old Sewar	Int'l Airport Rd		32.13
Glenn Hwy	Bragaw St	Knik River Bridge		<u>251.26</u>
Total lane miles			<u>0.00</u>	<u>353.99</u>
Total lane miles				<u>353.99</u>

MAJOR ARTERIALS, CBD

<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>EQUIVALENT LANE MILES (12' WIDE X 5280' LONG)</u>	
			<u>Gravel</u>	<u>Paved</u>
A Street	3rd Ave	15th Ave		3.75*
C Street	3rd Ave	15th Ave		3.75*
I Street	5th Ave	15th Ave		3.13*
L Street	5th Ave	15th Ave		3.00*
Ingra Street	5th Ave	15th Ave		3.00*
Gambell Street	5th Ave	15th Ave		3.00*
5th Ave	Medfra	L Street		5.25*
6th Ave	Medfra	L Street		<u>5.25*</u>
Total lane miles			<u>0.00</u>	<u>30.13</u>
Total lane miles				<u>30.13⁽¹⁾</u>

* Owned by State, Maintained by MOA under Exchange of Route agreement, winter maintenance only

** Owned by MOA, Maintained by State under Exchange of Route agreement, winter maintenance only

⁽¹⁾Includes 30.13 lane miles * roads, 0 lane miles ** roads

STATE ROUTE INVENTORY, BY CLASSIFICATION

MAJOR ARTERIALS, NON-CBD

ROUTE	FROM	TO	EQUIVALENT LANE MILES (12' WIDE X 5280' LONG)	
			Gravel	Paved
New Seward Hwy	Ingram Creek	Rabbit Creek I/C		140.82*
A/C Bridge	3rd Ave	Oceandock Rd		2.39*
Oceandock Rd	A/C Bridge	Gull Ave (Port)		2.13*
15th Ave	Orca St	L Street		5.25**
A Street	15th Ave	Tudor Rd		9.06
C Street	15th Ave	Tudor Rd		9.06
C Street	Tudor Rd	Dimond Blvd		9.56
Minnesota Dr	15th Ave	Int'l Airport Rd		29.12
Ingra/Gambell	15th Ave	20th Ave		2.60
New Seward Hwy	20th Ave	36th Ave		8.50
Arctic Blvd	Fireweed Ln	Raspberry Rd		11.50**
Arctic Blvd	Raspberry Rd	Dimond Blvd		2.68**
Airport Hts Rd	Glenn Hwy	DeBarr Rd		2.43
Lake Otis Pkwy	15th Ave	Northern Lights		3.25**
Lake Otis Pkwy	Northern Lights	Tudor Rd		5.58
Boniface Pkwy	Elmendorf AFB	Glenn Hwy		1.76
Boniface Pkwy	Glenn Hwy	Tudor Rd		16.56*
Muldoon Rd	Elmendorf AFB	Glenn Hwy		1.23
Muldoon Rd	Glenn Hwy	36th Ave		12.04
Tudor Rd	Muldoon Rd (36th Ave)	Minnesota Dr		36.14
5th Ave	Medfra	Airport Hts		5.40
Glenn Hwy	Airport Hts	Bragaw		3.68
15th Ave	Orca	Airport Hts		2.08**
Debarr Rd	Airport Hts	Muldoon Rd		16.80
Northern Lights Blvd	Muldoon Rd	Lake Otis Pkwy		16.70**
Northern Lights Blvd	Lake Otis Pkwy	LaTouche		5.00
Northern Lights Blvd	LaTouche	LaHonda		13.21*
Benson Blvd	LaTouche	Lois Dr		9.20
Fireweed Ln	New Seward Hwy	Spenard Rd		5.25*
Dimond Blvd	Hartzell Rd	Sand Lake Rd		28.74
Raspberry Rd	Minnesota Dr	Jewel Lake Rd		5.50
Loop Rd	A/C Bridge	Elmendorf AFB		3.00*
Bragaw Rd	Tudor Rd	University Dr		2.97*
International Airport Rd	Homer Dr	AIA		25.56
Reeves Blvd	5th Ave	Post Rd		4.10*
Post Rd	3rd Ave	Elmendorf AFB		6.80*
Jewel Lake Rd	Dimond Blvd	Int'l Airport Rd		10.56
Old Seward Hwy	New Seward Hwy	Dowling Rd		37.29
Old Seward Hwy	Dowling Rd	32nd Ave		8.82**
Old Glenn Hwy	New Glenn Hwy	N. ER access		6.88
Total lane miles			0.00	529.20
Total lane miles				529.20***

*** Includes 21.39 lane miles * roads; 50.28 lane miles ** roads

* Owned by State, Maintained by MOA under Exchange of Route agreement, winter maintenance only

** Owned by MOA, Maintained by State under Exchange of Route agreement, winter maintenance only

(1) Avalanche control work performed by State; all snow removal to be performed by MOA under proposed TORA

(2) Roadways normally have snow hauled as first response-not adequate storage area.

STATE ROUTE INVENTORY BY CLASSIFICATION

MINOR ARTERIALS

ROUTE	FROM	TO	EQUIVALENT LANE MILES (12' WIDE X 5280' LONG)	
			Gravel	Paved
Alyeska Rd	Seward Hwy	Lodge		8.79
Abbott Rd	Hillside Rd	Lake Otis Pkwy		8.29
Abbott Rd	Lake Otis Pkwy	Hartzell		2.00**
Abbott Loop Rd	Abbott Rd	E. 68th Ave		3.00
Birch Rd	Huffman Rd	Abbott Rd		4.23
Birchwood Loop Rd	Old Glenn Hwy (South)	Old Glenn Hwy (North)		18.45
Bragaw Rd	Huffman Rd	O'Malley Rd		2.75
DeArmoun Rd	Seward Hwy	Hillside Dr		10.23
Dowling Rd/Potter Dr	Arctic Blvd	Lake Otis Pkwy		5.60
E 68th Ave	Lake Otis Pkwy	Abbott Loop Rd.		3.17
Eagle River Rd	Old Glenn Hwy	Visitor's Center		30.88
Eagle River Loop Rd	Old Glenn Hwy	Eagle River Rd		4.39
Hartzell Rd	Lake Otis Pkwy	88th Ave (Dimond)		3.20**
Hiland Rd	Glenn Hwy	MF 3.7	8.51****	
Hillside Dr	DeArmoun Rd	Abbott Rd		7.89
Huffman Rd	Old Seward Hwy	Birch Rd		10.00
Klatt Rd	Old Seward Hwy	End of Rd		6.00*
Northern Lights Blvd	LaHonda	Detox Center (AIA)		16.03**
O'Malley Rd	Old Seward Hwy	Hillside		13.55
Old Glenn Hwy	N. ER Access Rd	Ski Rd		21.49
Old Seward Hwy	Rabbit Creek Rd	Potter Valley Rd		4.60
Rabbit Creek Rd	New Seward Hwy	Hillside (DeArmoun)		14.10
Raspberry Rd	Jewel Lake Rd	Sand Lake Rd		3.42
Sand Lake Rd	Jewel Lake Rd	Dimond		5.13
Victor Rd	Dimond Blvd	100th Ave		1.16*
W 100th Ave	Victor Rd	Bayshore		4.19*
Total lane miles			8.51	211.54
Total lane miles				221.05 ⁽¹⁾

- * Owned by State, Maintained by MOA under Exchange of Route agreement, winter maintenance only
- ** Owned by MOA, Maintained by State under Exchange of Route agreement, winter maintenance only
- *** Owned by State, Contracted to ERRRS D for Maintenance, winter and summer

⁽¹⁾Includes 11.35 lane miles * roads; 21.23 lane miles ** roads; 8.51 lane miles *** roads

STATE ROUTE INVENTORY BY CLASSIFICATION

COLLECTORS:

<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>EQUIVALENT LANE MILES</u> <u>(12' WIDE X 5280' LONG)</u>	
			<u>Gravel</u>	<u>Paved</u>
Portage Glacier Rd	Seward Hwy	Visitor's Center		18.00
Portage Glacier Loop	Portage Glacier Rd	End of Route		1.10
Crow Creek Rd	Alyeska Rd	End of Maintenance	3.51	
72nd Ave/Spruce/Lore Rd	Lake Otis Pkwy	Abbott Loop Rd		2.58*
Birchwood Spur/Airport	Birchwood Loop Rd	Birchwood Airport		4.70
Chawa Cir/Clark's Rd	Rabbit Creek Rd	End of Rd		5.26
E 80th Ave	LakeOtisPkwy	Nadine		0.50*
E 88th Ave	Abbott Loop Rd	End of Rd		0.88*
E 88th Ave	LakeOtis Pkwy	Hartzell		1.30
Eklutna Lake Rd	Old Glenn Hwy	Water Treatment Plant		5.00
Eklutna Lake Rd	Water Treatment Plant	Park/Campgrounds	9.97	
Eklutna Village Rd	Glenn Hwy	ARR		1.08
Fish Hatchery Rd	Old Glenn Hwy	Knob Hill Rd	0.70	
Homestead Rd	Ski Rd (Old Glenn Hwy)	Settlers Dr	1.00***	
Indian Rd	Seward Hwy	End of Route	1.50	
Jayhawk Dr	Birchwood Loop	Newton St		0.10***
Jayhawk Dr	Birchwood Loop	Sunset Dr		1.14
Johns Rd	Klatt Rd	Highview		3.32*
Lore Rd	Lake Otis Pkwy	Dead end	0.29*	
Old Eagle River Rd	Old Glenn Hwy	Dead end		1.69
Mirror Dr	Glenn Hwy (N.Peters Creek)	Dead end	0.73***	
Mirror Lake Dr	Glenn Hwy (Mirror Lake)	Parking Lot	2.86***	
Old Glenn Hwy	4-Wheel Dr	Darn Ave		0.37***
Old Rabbit Creek Rd	Hillside	Rabbit Creek Rd	2.38	
Settlers Dr	Homestead Rd	N. Peters Creek		0.48***
Storage Bin Rd	Artillery Rd	End	0.43***	
Upper Huffman Rd	Hillside Dr	Park entrance		2.64
VFW Rd	Eagle River Rd	Hidden Haven		0.45***
W Dimond/Kincaid/Jodphur	Dimond Blvd(Sand Lk)	Sand Lake Rd	5.85**	
Total lane miles			18.78 ..	61.03
Total lane miles			79.81 ⁽ⁿ⁾	

- * Owned by State, Maintained by MOA under Exchange of Route agreement, winter maintenance only
- ** Owned by MOA, Maintained by State under Exchange of Route agreement, winter maintenance only
- *** Owned by State, Contracted to ERRSD for all winter and summer maintenance

⁽ⁿ⁾Includes 7.57 lane miles * roads; 6.42 lane miles *** roads; 5.85 lane miles ** roads

APPENDIX B

OPERATION/MAINTENANCE ACTIVITIES

FREEWAYS, RAMPS, FRONTAGE ROADS

STATE ROUTES

Description:

Freeway Routes are described as four or more lane roadways with controlled access to the right-of-way, constructed to current design standards for base and subbase. The roadway has a strip-paved surface width of 88' for 4-lane roads and 112' for 6-lane roads. The standard design includes two roadbeds, each with 12' lanes and 10' shoulders on each side of the roadway. (Note -- The Seward Highway and the Glenn Highway, Eagle River to Eklutna, do not have 10' shoulders). Urban freeways include one-way multiple-lane frontage roads for surface access. The roads have grassed medians between directional roadbeds, no curb and gutter, and drainage structures are primarily limited to cross-culverts and ditches alongside the roadways. All intersections are grade-separated, with some ramp intersections terminating at signalized cross-streets. All interchanges are illuminated; some sections of freeway have continuous lighting (Glenn Highway, Bragaw to Hiland Road). There is a mixture of high-level lighting and standard roadway lighting fixtures. Fencing is normally installed along all urban sections of freeway for pedestrian access and control; some areas have additional fencing for wildlife control (Glenn Highway, Muldoon to Fort Richardson).

Summer Maintenance Activities:

Line restriping is accomplished twice per year; once in the spring and again in the fall. Pavement cleaning is performed by use of flush trucks prior to restriping. No other road sweeping activities are scheduled. Crack sealing is performed every other year as needed. Pavement patching, culvert cleaning, sign repair, and drainage repair/chasing is done as needed. Street light maintenance is done on an as-needed basis only - not scheduled. Medians and shoulders are mowed once per season, normally on contract. Trails within the freeway corridors are cleaned monthly. Brushing, sweeping and pavement repairs to trails are performed only on an as-needed basis.

Winter Maintenance Activities:

Under Municipal designation, these roads are snow routes, and are cleared of snow within 6-8 hours. Snow hauling is not necessary as median and shoulder areas are normally sufficient for snow storage. Bridge decks and other guardrail areas require extra attention when removing snow. Sanding is done as needed. Trails within the freeway corridor are cleared by others, if done at all. Snow plowing is accomplished by use of belly-blade sander/trucks and nose-plow sander trucks on the first response, and by use of graders with wings for clean-up activities after all roadways are plowed. Snow routes are designated to include all ramps during the second run. Frontage

roads are lower priority than ramps. Plowing is done at high speeds (>40 mph). Sanding is augmented by use of a 20-yd flowboy sander as required.

Capital Improvement Activities:

Pavement overlays are scheduled on a 10-year cycle.

MOA ROUTES

The Municipality does not have any roads of this classification.

OPERATION AND MAINTENANCE ACTIVITIES

ARTERIAL, CBD

STATE ROUTES

Description:

Central Business District arterials are normally 3 or 4-lane roadways, primarily one-way traffic, and constructed to urban arterial standards. The streets are paved with asphalt, widths of normally 60', and with parking lanes on one or both sides of the street. They have curb and gutter, storm drains, continuous illumination, traffic signals (connected to master signal system), and most have on-street parking. Sidewalks are constructed adjacent to the curb section.

Summer Maintenance Activities:

Line restriping is accomplished twice per year; once in the spring and again in the fall. Pavement cleaning is performed with sweepers prior to restriping and additional sweeping is done to maintain clean downtown streets throughout the summer months as money is allocated. Pavement crack sealing is done every other year as required. Pavement patching, storm drain cleaning, catch basin maintenance and cleaning, sign repair and street light repair are done as needed (for those facilities not maintained by the Municipality under the signal maintenance TORA). Traffic signals are maintained by the Municipality through an existing TORA. Sidewalks are cleaned by either private property owners or Municipality of Anchorage Parks and Recreation Department.

Winter Maintenance Activities:

Due to heavy traffic volumes, snow plowing activities are concentrated during night operations. Some sanding operations with belly blade plows can occur during the day. All snow must be hauled from these streets at night. Sidewalks are cleared by others (same as summer). Clearing/hauling operations include plowing, racking, blowing into

trucks (normally contracted), and hauling to snow dump. A dozer is used at the snow dump to maintain the area. Some sanding after cleanup may be necessary. Normal equipment consists of two graders, a blower, and a pickup with an arrow board. Snow route designation requires constant contact with towing operators to keep streets open for maintenance. Snow plowing operations are conducted at low speeds (<25 MPH).

Capital Improvement Activities:

Pavement overlays are scheduled at 10 year intervals. Coordination with Municipal utilities is necessary to keep pavement repair work to a minimum.

MOA ROUTES:

Description:

Urban CBD Arterial Roads in this discussion are defined as 3-lane roads with a road base constructed to municipal standards. The road has an asphalt pavement surface 60 feet wide including a parking lane and curb and gutter on each side. Storm drains exist with catch basins in the curb at 600 foot spacing. Lighting is installed on each side at 150 foot spacing. Signals are connected with the signal system and are also actuated by detector loops in the pavement. Signal spacing is every 1/8 mile. Sidewalks are constructed adjacent to curbs on each side of the roadway.

Summer Maintenance Activity:

Pavement crack sealing is done every year when needed. Line restriping is done once a year. Road sweeping is accomplished ten times a year throughout the spring, summer and fall. Pavement patching, storm drain cleaning, catch basin cleaning, street light repair, sign repair, signal repair, and drainage chasing are done as needed.

Winter Maintenance Activity:

Roads are cleared of snow in night operations because of the amount of traffic and parking downtown. All snow is hauled and the clearing operations include plowing, racking, blowing into trucks, and hauling. Sanding, and storm drains are done as needed. Clearance of adjacent sidewalks is done by others. Snow plowing is accomplished using three graders working in tandem.

Capital Improvement Activity:

Pavement overlays are scheduled every 10 years

OPERATIONS AND MAINTENANCE ACTIVITIES

MAJOR ARTERIAL - NON CBD

STATE ROUTES:

Description:

Major arterials are normally 4 or 5-lane roadways, two-directional traffic with raised channelization for turn movements at major intersections, and are (for almost all roadways) constructed to urban arterial standards. The streets are paved with asphalt, with widths of normally 60 feet with no parking lanes on the street. They have curb and gutter, storm drains, continuous illumination, actuated traffic signals (connected to master signal system). Sidewalks and/or bike trails are constructed behind the curb section. In addition to these multi-lane roadways, the New Seward Highway from Rabbit Creek I/C south to Ingram Creek qualifies as a major arterial. It is nominally 40 feet wide, with ditches and culverts for drainage. Extensive areas of guardrail exist along Turnagain Arm.

Summer Maintenance Activities:

Line restriping is done twice a year; once during the spring and again during the fall. Pavement cleaning is normally performed with sweepers prior to restriping, flush trucks are utilized to assist; with some additional sweeping done to maintain clean streets occasionally during the summer months as money is allocated. Pavement crack sealing is done every other year as required. Pavement patching, storm drain cleaning, catch basin maintenance and cleaning, sign repair and street light repair are done as needed (for those facilities not maintained by the Municipality under a signal maintenance TORA). Traffic signals are maintained by the Municipality through an existing TORA. Sidewalks are cleaned by sweepers, or by the Municipality of Anchorage Parks and Recreation Department.

Winter Maintenance Activities:

Under Municipal designation, these roads would be snow routes. They are cleared of snow within 12 hours. Snow hauling is generally not necessary as areas behind the curb sections, or in non-curb and gutter sections, the areas behind the shoulders, are normally sufficient for snow storage. Snow is allowed to accumulate for several snowfalls prior to hauling to areas necessary for further snow storage. Bridge decks and other guardrail areas require extra attention to remove snow from shoulders and/or walks. Sanding is done as needed. Signalized intersections are given high priority for sanding due to high volumes of traffic. Walkways immediately adjacent to the roadway are cleared during routine wing-back operations; trails within the arterial corridor not adjacent to the roadway are cleared by others if done at all. Snow plowing is accomplished by use of belly-blade/sander trucks and nose-plow/sander

trucks on first the response then using graders with wings for clean-up activities after all roadways are plowed. Plowing is done at moderate to high speeds (30 > 40 mph) depending upon the time of day and traffic volumes.

Capital Improvement Activities:

Pavement overlays are scheduled on a 10-year cycle.

MOA ROUTES:

Description:

Urban major arterial roads in this discussion are defined as 5-lane roads with a road base constructed to municipal standards. The road has an asphalt pavement surface 60 feet wide with a curb and gutter on each side. Medians separate traffic and provide channelization for left turns. Storm drains exist with catch basins in the curb at 600 foot spacing. Lighting is installed on each side at 150 foot spacing. Signals are connected with the signal system and are also actuated by detector loops in the pavement. Signal spacing is every 1/2 mile. A separated sidewalk and trail are constructed behind the curb on each side.

Summer Maintenance Activity:

Pavement crack sealing is done every year when needed. Line restriping is done once a year. Road sweeping is accomplished three times a year, in the spring, summer and fall. Pavement patching, storm drain cleaning, catch basin cleaning, street light repair, sign repair, signal repair, and drainage chasing are done as needed.

Winter Maintenance Activity:

Roads are designated as snow routes and are cleared of snow within 6-8 hours. Snow hauling, sanding and storm drain thawing are done as needed. Clearing of adjacent sidewalks is done by others. Snow plowing is accomplished using three trucks with belly blades working in tandem. Plowing occurs at speeds around 20 mph.

Capital Improvement Activity:

Pavement overlays are scheduled every 10 years.

OPERATION/MAINTENANCE ACTIVITIES

MINOR ARTERIAL

STATE ROUTES:

Description:

Minor arterials are normally 2 to 4-lane roadways, two-directional traffic with raised channelization for turn movements at major intersections, and are constructed to Municipal standards. The streets are paved with asphalt, with widths normally 32'-40' wide for two-lane roadways. Generally, they do not have curbs and gutters, storm drains, or continuous illumination. They do have actuated traffic signals (connected to master signal system) at major intersections. Bike trails/pathways may be constructed in the right-of-way.

Summer Maintenance Activities:

Line restriping is accomplished once per summer season. Pavement cleaning is normally performed with flush trucks and brooms prior to restriping. Pavement crack sealing is done every other year as required. Pavement patching, storm drain cleaning, catch basin maintenance and cleaning, sign repair and street light repair is done as needed (for those facilities not maintained by the Municipality under a signal maintenance TORA). Traffic signals are maintained by the Municipality through an existing TORA. Pathways are generally cleaned by the Municipality of Anchorage Parks and Recreation Department.

Winter Maintenance Activities:

Under Municipal designation these roads would be snow routes. They are cleared of snow within 6-12 hours after snow ceases falling. Snow hauling is not necessary as areas behind shoulders are normally sufficient for snow storage. Snow is allowed to accumulate for several snowfalls prior to hauling to areas necessary for further snow storage. Bridge decks and other guardrail areas require extra attention to remove snow from shoulders. Sanding is done as needed. Hills, curves and signalized intersections are given high priority for sanding due to high volumes of traffic. Walkways immediately adjacent to the roadway are cleared during routine wing-back operations; trails within the arterial corridor not adjacent to the roadway are cleared by others if done at all. Snow plowing is accomplished by use of belly-blade sander/trucks and nose-plow sander trucks on the first response to these roads, except for the Hillside roadways, where contract graders are used with graders/wings for clean-up activities after all roadways are plowed. Plowing is accomplished at moderate to high speeds (30+ to 40+ mph) depending upon time of day and traffic volumes.

Capital Improvement Activities:

Pavement overlays scheduled on 10 year cycle.

MOA ROUTES:

Description:

Urban minor Arterial Roads in this discussion are defined as 3-lane roads with a road base constructed to municipal standards. The road has an asphalt pavement surface 40 feet wide with a curb and gutter on each side. Storm drains exist with catch basins in the curb at 600 foot spacing. Street lighting is installed on each side at 150 foot spacing. Signals are connected with the signal system and are also actuated by detector loops in the pavement. Signal spacing is every 1/2 mile. A sidewalk and trail are constructed on each side with spacing behind curb. Medians are included at intersections.

Summer Maintenance Activity:

Pavement crack sealing is done every year when needed. Line restriping is done once a year. Road sweeping is done twice a year, in the spring and fall. Pavement patching, storm drain cleaning, catch basin cleaning, street light repair, sign repair, signal repair, and drainage chasing are done as needed.

Winter Maintenance Activity:

Roads are designated as snow routes and are cleared of snow within 6-8 hours. Snow hauling, sanding and storm drain thawing are done as needed. Clearance of adjacent sidewalks is done by others. Snow plowing is accomplished using two trucks with belly blades working in tandem. Plowing occurs at speeds around 20 mph.

Capital Improvement Activity:

Pavement overlays are scheduled every 10 years.

OPERATION/MAINTENANCE ACTIVITIES

COLLECTORS

STATE ROUTES:

Description:

Collectors are normally 2-lane roadways, suburban or rural, two-directional traffic and are constructed to rural road standards. The streets are normally paved with asphalt, with widths normally 24'-32' wide for two-lane roadways. Generally drainage is

controlled by use of culverts and roadside ditches. Bike trails/pathways may be constructed in the right-of-way. Illumination is usually only installed at major intersections.

Summer Maintenance Activities:

Line restriping is accomplished once per summer season. Pavement cleaning is normally performed with flush trucks and brooms prior to restriping. Pavement crack sealing is done every other year as required. Pavement patching, culvert and ditch maintenance, sign repair and street light repair are done as needed (for those facilities not maintained by the Municipality under a signal maintenance TORA). Pathways are cleaned by the Municipality of Anchorage Parks and Recreation Department. Those roadways which are gravel-surfaced are graded during the summer season as the traffic volumes require. Dust control measures are used in areas adjacent to residences.

Winter Maintenance Activities:

Roads are designated as snow routes, and are cleared of snow within 12-24 hours after snow ceases falling. Snow hauling is not necessary as areas behind shoulders are normally sufficient for snow storage. Snow is allowed to accumulate for several snowfalls prior to hauling areas necessary for further snow storage. Bridge decks and other guardrail areas require extra attention to remove snow from shoulders. Sanding is done as needed. Hills, curves and intersections are given high priority for sanding due to the high volume/high speed of traffic. Pathways/trails within the right-of-way are cleared by others if done at all. Snow plowing is done by use of belly-blade sander/trucks and nose-plow sander trucks on the first response; contract graders are used on the Hillside area roads if heavy snowfall requires existing State equipment to be used on higher priority roads, with graders/wings for clean-up activities after all roadways are plowed. Plowing is accomplished at moderate to high speeds (30+ to 40+ mph) depending upon time of day and traffic volumes.

Capital Improvements Activities:

Pavement overlays are scheduled on a 10-year cycle.

MOA ROUTES:

1) Urban Collector

Description:

Urban Collector Roads in this discussion are defined as 3-lane roads with a road base constructed to municipal standards. The road has an asphalt pavement surface 36 feet wide with curb and gutter on each side. Storm drains exist with catch basins in the curb at 600 foot spacing. Street lighting is installed on each side at 150 foot

spacing. No signals are included. A sidewalk and trail are constructed on each side with spacing behind curb. Medians are included at intersections.

Summer Maintenance Activity:

Pavement crack sealing is done every other year as needed. Line restriping is done once a year. Road sweeping is done twice a year, in the spring and fall. Pavement patching, storm drain cleaning, catch basin cleaning, street light repair, sign repair, and drainage chasing are done as needed.

Winter Maintenance Activity:

Roads are designated as snow routes and are cleared of snow within 6-8 hours. Snow hauling, sanding and storm drain thawing are done as needed. Clearance of adjacent sidewalks or trails is done by others. Snow plowing is accomplished using two trucks with belly blades working in tandem. Plowing occurs at speeds around 20 mph.

2) Suburban Collector

Description:

Suburban Collector Roads in this discussion are defined as 2 lane roads with a road base constructed to municipal standards. The road has a strip paved surface 24 feet wide with 4 foot paved shoulders, well defined ditches, and adequate culverts on each side. No storm drains exist. Street lighting is included at intersections. Lane striping is provided for center lanes and outside lane edges.

Summer Maintenance Activity:

Pavement crack sealing generally occurs once every two years. Road sweeping is done once a year, in the spring or early summer. Sign repair, street light repair, shoulder and ditch regrading, drainage maintenance, pavement patching, culvert cleaning and drainage chasing are done as needed.

Winter Maintenance Activity:

Roads are designated as snow routes and are cleared of snow within 6-8 hours. Snow hauling is minimal as snow is usually stored in ditch areas all winter. Ditch and culvert thawing are performed as needed. The snow plowing operation usually consists of a truck with a belly blade working in tandem with a grader. The belly blade clears the center of the road and the grader follow, plowing the shoulders. Gates are not used. One pass on each side of the street is required.

3) Both Urban and Suburban Classifications

Pavement overlays are scheduled every 10 years.

OPERATION/MAINTENANCE ACTIVITIES

RESIDENTIAL ROADS/STREETS

STATE ROUTES:

The state does not have any roads of this classification:

MOA ROUTES:

1) Urban residential routes

Description:

Urban residential roads in this discussion are defined as 2-lane roads with a road base constructed to municipal standards. The road has an asphalt surface 32 feet wide, curb and gutter on each side and an attached sidewalk on one side. Storm drains exist with catch basins in the curb at 600 foot spacing. Street lighting is included at 150 foot spacing.

Summer Maintenance Activity:

Pavement crack sealing occurs once every three years. Road sweeping is performed once a year in the spring or early summer. Pavement patching, storm drain cleaning, catch basin cleaning, curb and gutter replacement, street light repairs, sign repairs, and drainage chasing are done as needed.

Winter Maintenance Activity:

Roads are cleared of snow within 84 hours. Sanding, snow hauling, and storm drain thawing are done on an as needed basis. Extensive snow hauling is required on cul-de-sacs. Snow is usually plowed with a truck with a belly blade working in tandem with a grader. The belly blade plows the middle of the road with the grader following using the gates to minimize driveway berming. Two graders are required in heavy snows over 8 inches.

Capital Improvement Activity:

Chip Seal resurfacing is scheduled once every 8 years with overlays planned 5 years later.

2) Local strip paved residential streets

Description:

Strip paved roads in this discussion are defined as 2-lane roads with a road base constructed to municipal standards. The road has a strip paved surface 24 feet wide

and 2 foot gravel shoulders, well defined ditches, and adequate culverts on each side. No storm drains exist. Street lighting is included at 500 foot spacing.

Summer Maintenance Activity:

Pavement crack sealing generally occurs once every three years as needed. Road sweeping is performed once a year in the spring or early summer. Sign repair, street light repair, shoulder and ditch regrading, drainage maintenance, pavement patching, culvert cleaning, and drainage chasing occurs as needed.

Winter Maintenance Activity:

Roads are cleared of snow within 84 hours. Snow hauling is minimal as snow is usually stored in ditch areas all winter. Ditch and culvert thawing are performed as needed. The snow plowing operation usually consists of a truck with a belly blade working in tandem with a grader. The belly blade clears the center of the road and the grader follow, plowing the shoulders. Gates are used on graders in plowing to minimize driveway berming. One pass on each side of the street is required.

Capital Improvement Activity:

Chip Seal resurfacing is scheduled once every 8 years with overlays planned 5 years later.

3) Local gravel roads

(Note: The state has no gravel roads classified as local.)

Description:

Gravel roads in this discussion are defined as 2-lane roads with a road base constructed to municipal standards. The road has a gravel surface 24 foot wide including shoulders with well defined ditches and adequate culverts. No storm drains exist. Street lights are included at 500 foot spacing.

Summer Maintenance Activity:

Grading and oiling are performed in the spring and early summer each year. Roads are also graded in the fall. Culvert cleaning, regrading, drainage maintenance, sign repair, street light repair, and gravel surface repair are performed as needed.

Winter Maintenance Activity:

Roads are cleared of snow within 84 hours. Snow hauling is minimal as snow is usually stored in ditch areas all winter. Ditch and culvert thawing are performed as needed. The snow plowing operation usually consists of a truck with a belly blade working in tandem with a grader. The belly blade clears the center of the road and the grader follow, plowing the shoulders. Gates are used on graders in plowing to minimize driveway berming. One pass on each side of the street is required.

Capital Improvement Activity:

No capital improvements are regularly scheduled on gravel roads. Application of a recycled or "crushed" asphalt surface has been done in some areas on a periodic basis.

APPENDIX C

DOT/PF Anchorage Maintenance District Analysis of Maintenance Efforts by Activity

Winter Maintenance:

Manpower resources are scheduled into four shifts per week, with each shift equally sized at about 6-8 operators. Shift overlap occurs one day per week. The work week is 37.5 hours with each shift consisting of three 10 hour days and one 7.5 hour day.

1) Snow Removal — Per shift

Initial Response — Belly blade/sander units and nose plows are assigned to work teams 1 & 2 with the routes determined by the snow plan. Sanding is incidental to the plowing operation during the initial response. If the amount of snowfall exceeds what State crews can remove as defined by the general guidelines established by the Area Superintendent, contract graders are called out to work area II and III roads and Dimond Blvd as defined in the snow plan. 15th Avenue requires immediate snow removal instead of just plowing the snow to the sides of the roadway. After initial snow removal response, additional effort is made to clean roadways with existing equipment as assigned on an area basis. If the supervisor determines the crew size is adequate, first effort sanding may be performed.

Secondary Response — Clean Up Operations - Urban Routes - Two graders are used with loader/blower units to rack snow for loading into contract trucks. A dozer is operated at the snow dump site for stockpiling snow. An arrow-board pickup shadows the operation for safety. Occasional sanding is required after cleanup. Graders are used to wing back snow from pavement edges on rural routes (non-curb and gutter). After major snowfalls, or after several smaller snowfalls, additional efforts are made to clean guardrails and areas around other fixtures, such as luminaires or abutments.

- 2) **Sanding Operation** — Sanding is accomplished using a belly blade or nose plow combination for all routes as needed during first response snow plowing operations. On the Glenn Highway, Seward Highway and Minnesota Drive, a 20-yd sander unit is utilized to maximize coverage. Sanders are assigned by work area (Areas I-V) as required by roadway conditions and by staffing availability.
- 3) **Avalanche Control and Cleanup** — Control work for avalanches is provided by one technician working out of the Girdwood station. The technician determines what work is required. Road closures, including notification and signing, are performed by station personnel. Cleanup operations are normally performed using dozers and loaders, depending upon the size of a slide and the amount of snow to be removed from the roadway. This has been done using contract equipment as the State doesn't have the necessary equipment.

- 4) **Ice Control and Snow Pack Removal** — Ice and snow pack are removed from pavement on an as-needed basis by increasing the efforts of belly blade units and graders with scarifying blades. Normally, this is done only once or twice per year and takes several days.
- 5) **Drainage Chasing & Steam Thawing** — This is done on an as-needed basis using steam thawing units to chase blocked drainage structures. These include cross-culverts, driveway culverts where stoppage of water creates a danger to the safety and stability of roadway prism, and storm drain sections where it is determined that steam thawing is appropriate. In urban sections (roadways curb and gutter) normal drainage chasing efforts remove blockages from curb inlets either by ripping ice build up along curb faces using graders or by manually locating and thawing inlets. A Normal crew size consists of one boiler truck and two operators for steam thawing. During warm weather episodes where extreme melting occurs, several units (up to four) are assigned to this task.
- 6) **Pothole Patching (Winter Only)** — During warm weather episodes and breakup, normal crew assignments are made using one 8-yd truck equipped with a special insulated asphalt box to carry patch material. A standard crew is two operators assigned to the truck. Some routes require the use of a shadow truck with a mounted arrow board for safety.

Summer Maintenance:

Manpower resources are scheduled to allow maximum crew size Monday through Thursday with a nominal crew of two covering the evening/night shift and Friday/Saturday day shifts. The work week schedule is the same as the winter schedule. (Three 10-hour days, one 7 1/2 hour day)

- 1) **Sweeping** — Priority is given to cleaning roadways for seasonal striping operations, which begins in early April. Contract sweepers are utilized for Anchorage area streets. A 10,000 gallon flush truck is used on most routes in Anchorage prior to striping. Additional efforts are made on downtown and urban road sections. The Municipality maintains the downtown streets for sweeping during the summer.
- 2) **Bike Paths** — Bike paths are maintained by State crews performing minor drainage repairs, brush cutting (minimal work, most performed manually) and sweeping the pathways with a Terrain King broom. Sidewalks adjacent to urban roadways are normally maintained on contract.

- 3) **Striping** — Roadways are normally striped twice per year. The first striping is done as early in the Spring as the roads can be cleaned. The second striping is normally done in the fall just prior to freeze-up. All multi-lane roadways are striped twice; some two-lane roadways are striped only once depending upon traffic loads and abrasion to stripes. Crosswalk striping is performed by the Municipality under a Traffic Signal TORA agreement. A stencil crew repaints arrows and/or legends in critical areas only.
- 4) **Dust Control** — The Anchorage District has very few gravel roads left which it maintains. A water truck and grader are used for most gravel dust control on these roads. Calcium chloride is the chemical preferred for dust control. Occasional use of an approved oil requires a distributor truck and perhaps a chip or sand truck.
- 5) **Gravel Road Surface Maintenance** — Minimal effort is given to gravel roads by State crews. Grading activities are performed approximately one week per month. Some gravel roads in the Chugiak/Eagle River area are maintained by a Municipal contractor. Note, the first half mile of Crow Creek Road is maintained year-round and the remainder is maintained from June 1 to October 1.
- 6) **Chip Sealing** — Not normally scheduled as a maintenance activity.
- 7) **Crack Sealing** — This is the single-most intensive effort expended in terms of manpower and equipment for routine summer maintenance. The equipment consists of a distributor truck, 2 dump trucks for chips (one with trailer and roller), a pickup with an air-compressor, a shadow truck with an arrow board, a sign pickup, and a foreman's pickup. Manpower requirements, including traffic control efforts, call for 12 people (1 foreman, 5 equipment operators, 6 laborers). Weather is a limiting factor in performing this work. The State uses CRS-2 with F-chips for crack sealing.
- 8) **Pothole Patching/Minor Surface Repair** — Permanent repairs are made to small areas of existing pavement failure by removing temporary, winter-time pothole patches and replacing them with hot mix asphalt. Removal includes cutting failed pavement back to a solid pavement area and may include removing contaminated base materials in certain situations. A crew size can be very large depending upon roadway characteristics and the number of repairs to be made. Required equipment is similar to crack sealing with the inclusion of a loader and/or backhoe for removal of spoiled or waste materials. A smaller crew is required if areas to be repaired are few and not closely connected.
- 9) **Storm Drain System Maintenance** — Normal work includes inspection,

cleaning and repair as necessary of catch basins, lateral lines, oil/grease separators and includes lab tests as required. A work crew normally consists of 2 operators using the Aquatech cleaner truck. Work is normally scheduled between May 1 and October 15 annually.

- 10) **Guardrail and Fence Repair** — Normal maintenance is restricted to State crews repairing only those damages which are deemed to be critical and which have a major safety impact if not repaired quickly. A crew size for fencing repair consists of 2 operators, and for guardrails 3 operators with a guardrail truck (occasional use of shadow truck may be dictated by the work area). Most of the State's guardrail and fence repair is performed under contract.
- 11) **Shoulder Pulling** — The average amount of work is three man-days per month.
- 12) **Drainage Ditching** — This work is required to maintain clean ditches, clear of obstacles and impediments to free-flowing water. The normal crew composition includes a Gradeall with operator, two flagmen with sign truck, and two dump trucks with operators. Work on Turnagain Arm usually requires one additional dump truck. The estimated time required for this work is 1 1/2 to 2 months per season.
- 13) **Bridge Inspection and Maintenance** — Normal maintenance efforts are restricted to support of DOT Bridge inspectors by providing personnel to assist in annual inspections. Removal of graffiti occupies about 1 week per year for two men. Bridge deck maintenance includes repairing spalled deck areas, membrane repair, drainage structure cleaning and repair. Normal work for a two-man crew is about one month per year. Damage to bridges due to accidents (such as high loads) is usually incidental, however, significant effort can be expended if major structural repair is required. Bridge preventative maintenance programs (deck repair, replacement, bearing and anchor repairs) have been underfunded in the past.
- 14) **Sign and Lighting Maintenance** — Sign maintenance requires one person full time for routine repairs to small signs, and requires two or three people for work on large freeway signs. Winter maintenance is normally restricted to cleaning, replacing downed signs and posts from breakaway mountings, and temporary installation of seasonal signs (weight restrictions, etc). Permanent sign installation is only accomplished when there is no frost in the ground. Most street lighting maintenance in the Anchorage district is performed by the Municipality under the Traffic Signal TORA for all areas having either signals or flasher installations. State crews maintain those roads without signals or

flashers. Work is limited due to small a crew (one to three persons depending upon task) servicing a large geographical area. Complete maintenance includes relamping, locate services, pole maintenance for knockdowns, circuit repairs and trouble shooting.

- 15) **Mowing, Vegetation Control** — Mowing is performed on a contract basis for the median and shoulder areas on the freeway system and on major urban routes which have extensive vegetative cover. Brushing is included in this operation on an as-needed basis.
- 16) **Miscellaneous Other Maintenance** — Other work which is assigned on an as-needed basis includes rock patrol along the Seward Highway from Potter Station to Indian, curb and sidewalk concrete repair, litter control and trash pickup, and encroachment removal after right-of-way notification.

FAX COVER SHEET
Juneau Legislative Information Office
Office - (907) 465-4648 Fax - (907) 465-2864

To: Rep. Coudery
Attn: _____
Fax: _____
Phone: _____

From: _____
Phone: _____

Notes: Privatization TC

Date & Time Sent: _____
Number of pages _____ not counting cover sheet.

*Mario -
Do you need me
to make copies?*

*Need
Shirley
11/5*

MEMORANDUM**State of Alaska**

Department of Transportation & Public Facilities
Statewide Design & Engineering Services Division

TO: Kurt Parkan
Deputy Commissioner

DATE: October 14, 1999

FILE NO:
TELEPHONE NO: 465-2960
FAX NUMBER: 465-2460
TEXT TELEPHONE: 465-3652

FROM: Michael L. Downing, P.E.
Director

SUBJECT: Professional Services
Contracts

We have a standing question from the Privatization Commission Subcommittee for the Department of Transportation and Public Facilities on how our professional services contracts breakdown by type and percentage. I have listed below the types of professional services that we contract for in the Design and Engineering Services Division:

The major disciplines:

Civil Engineering
Geotechnical Engineering
Traffic Engineering
Structural Engineering
Environmental Engineering
Architecture
Landscape Architecture
Mechanical Engineering
Electrical Engineering

Facility types:

Highways
Airports
Buildings
Bridges
Harbors
Marine terminals

Primary Design Contracts:

Highway design
Airport design
Building design
Bridge design
Harbor design
Marine terminal design

Specialty Contracts:

Design elements for the facilities listed above
Surveying
Aerial surveying and mapping
Aerial photography
ROW appraisals
Traffic engineering
Traffic data collection
Traffic studies
Geotechnical investigation and reporting
Materials testing

**Contracting Signature Log for Steve Van Horn, Preconstruction Engineer
July 1-31, 1999**

Type of Item Signed	Project Title	AKSAS Project No.	Federal Project No.	RFP/PSA No.	Date Item Signed	Final Signature (Y/N)	Contractor Name	Dollar Amount	Brief Description of Services
RONS & Amd 1	O'Malley Road Reconstruction	53935	STP-0612(5)	92051	7/1/99	Y	Lounsbury & Assoc. Inc.	\$67,000	Traffic Analysis of Hillside
SP Contractor Selection Package	Palmer-Wasilla Hwy Ext, Knik Goose Bay Rd to Parks Hwy	52921	Not yet assigned	36892112	7/1/99	Y	Not yet selected	Estimate \$25,000 to \$50,000	Appraisal Services
RONS & CSP Agreement	Parks Highway, MP 35.5 to 40, Glenn Hwy to Seward Meridian (ROW)	52497	NH-OA4-1(13)	36892101	7/1/99	Y	Diane Black-Smith	\$49,300	Appraisal Services
SP Contractor Selection Package	Parks Hwy, 57-67	59163	Not yet assigned	36892111	7/2/99	Y	Not yet selected	Estimate \$50,000 to \$100,000	Appraisal Services
SP Contractor Selection Package	Nikolai Airport	51807	Not yet assigned	36892114	7/2/99	Y	Not yet selected	Estimate <\$25,000	Appraisal Services
ITA	Huffman Rd Reconstruction, Old Seward to Lake Otis Parkway	53933	STP-0534(1)	92052	7/2/99	Y	DOWL Engineers	\$311,414.00	Preliminary engineering & Environmental services
ASPS Modification	Bethel Boardwalk / Chief Eddie Hoffman Pathway	53461 / 53927	MGS-001(171) / MGS-6208(9)	36892109	7/8/99	Y	Not yet selected	Estimate \$301,135.00	Design services for pathways
NTP 5 / RONS	Aldak Airport Improvements	51828	3-02-0005-01	82091	7/9/99	Y	Tryck Nyman Hayes, Inc.	\$37,197.34	Record of Survey
NTP 6 / RONS	New Koliganek Airport Relocation	59941	3-02-0424-01	82091	7/9/99	Y	Tryck Nyman Hayes, Inc.	\$28,284.58	Record of Survey
PSA/Rons	Huffman Rd Reconstruction, Old Seward to Lake Otis Parkway	53933	STP-0534(1)	92052	7/9/99	Y	DOWL Engineers	\$311,414.00	Preliminary engineering & Environmental services
Amd 1	Palmer-Wasilla Hwy Ext Traffic Analysis	52921	STP-044-1(1)	92104	7/12/99	Y	Rader Econometrics & Engineering	\$0.00	Extend Period of Performance Ending Date

Legend: Amd = Amendment NTP = Notice to Proceed ITN = Intent to Negotiate ITA = Intent to Award
RON = Record of Negotiation SP = Small Procurement ASPS = Authority to Seek Professional Services

**Contracting Signature Log for Steve Van Horn, Preconstruction Engineer
July 1-31, 1999**

Type of Item Signed	Project Title	AKSAS Project No.	Federal Project No.	RFP/PSA No.	Date Item Signed	Final Signature (Y/N)	Contractor Name	Dollar Amount	Brief Description of Services
RONs & AMD 6	Port Access A-C Couplet to Port of Anchorage	51243	STP-0529(1)	61-082-12	7/12/99	Y	VEI Consultants	\$ 79,666.00	Additional environmental, surveying & engineering services
ITN	Bethel Boardwalk / Chief Eddie Hoffman Pathway	53461 / 53927	MGS-001(171) / MGS-6208(9)	36892109	7/14/99	Y	ASCG, Inc.	Estimate \$301,135.00	Design services for pathways
PSA/Rons	Midtown Segment of the North South Trail	52509	TEA-0001(159)	92054	7/15/99	Y	CRW Engineering Group	\$294,900	Design services for trail amendment for additional work to final PS & E
RONs & AMD 5	Kalikornsky Beach Road, MP 16.4 to 22.4	51618	STP-0463(14)	61-037-12	7/19/99	Y	CH2M Hill, Inc.	\$21,364	
RONs & PSA	Nikolai Apt Appraisal Services	51807	Not Assigned Yet	92114	7/20/99	Y	Alan G. Olson	\$ 9,150.00	Appraisal Services
ASPS Modification	Spenard Rd, 36th to Fireweed Lane	53986	HRO-0001(172)	36892113	7/22/99	Y	Not yet selected	Estimate \$150,000 - \$250,000	Channelization & Pedestrian Facilities Improvement
SP Contractor Selection Package	Eagle River Loop-Hiland Road Appraisal Services	56508	FM-0551(1)	36802001	7/23/99	Y	Not yet selected	\$ 8,995.00	Appraisal Services
RONs & PSA	Eagle River Urban	53834	STP-0558(4)	92074	7/26/99	Y	CRW Engineering Group	\$ 257,329.00	Design Study Report, Plans Specifications & Estimate
NTP 5/RONs	Parks Pedestrian Bridges Design Survey	53930	TEA-OA4-1(16)	82092	7/26/99	Y	Lounsbury & Assoc. Inc.	\$45,144.42	Land Surveying
RONs & AMD #6	15th Ave. Safety Imp. L St. to Orca St.	50624	FA-HHE-0530(001)	61-046-12	7/27/99	Y	DOWL, LLC	\$ 38,894.00	Additional Schedules & Coordination, Environmental Activities, and ROW
ASPS	Knik-Goosebay Rd Rehabilitation - Photogrammetric Services	Not yet assigned	Not yet assigned	36802006	7/27/99	Y	Not yet selected	Estimate \$150,000 - \$250,000	Planimetric mapping and digital terrain model data
ITN	Kenai Spur Road Unity Trail Pedestrian / Bike Path	53928	MGS-022-1(12)	36892108	7/30/99	Y	R&M Consultants, Inc.	Estimate \$250,000 - \$500,000	Land Surveying & Engineering Services
Amd #1	Boniface Parkway land Scape Design	52513	STP-0543(3)	92092	7/30/99	Y	Land Design North	\$0.00	Extend Period of Performance

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**Contracting Signature Log for Steve Van Horn, Preconstruction Engineer
August 1-31, 1999**

Type of Item Signed	Project Title	AKSAS Project No.	Federal Project No.	RFP/PSA No.	Date Signed	Final Sign. (Y/N)	Contractor Name	Dollar Amount	Brief Description of Services
Amd 2	Term Agreement for Land Surveying	n/a	n/a	82092	8/2/99	Y	Lounsbury & Associates		Amendment to update IDCR and billing rates
ITN	Spenard Rd, 36th to Fireweed Lane	53986	HRO-0001(172)	36892113	8/2/99	Y	Not selected	Estimate \$150,000 - \$250,000	Traffic Safety Analysis & Report
Amd 8	Dowling Rd-Old Seward to Lk Otis Pkwy	59599	NH-0532(4)	82019	8/4/99	Y	Lounsbury & Associates	1,110,925	IDCR Change
Amd 2	O'Malley Rd Reconstruction	53935	STP-0512(5)	92051	8/4/99	Y	Lounsbury & Associates	594,468	IDCR Change
SP Selection	Concrete Retaining Wall Standard Drawing Review & Comment	n/a	n/a	2004	8/6/99	Y	Golder Assoc.	Estimate <\$25,000	Review & Comment - Special Circumstance - M Downing authorized SVH to sign due to schedule.
Amd #8 & RONS	Old Seward Highway Dimond to Dowling	53178	RS-M-0537(1)	82031	8/9/99	Y	Thomas R. Dunagan MAI dba Affiliated Appraisers of AK	3,000	Appraisal Report
PSA & RONS	Parks Hwy MP 57-67	59163	I-OA4-1(6)	92111	8/10/99	Y	Alan G. Olson, MAI	42,800	Appraisal Services
Amd # 2	Project Closeout (ROW)	53036	FM-0523(1)	82014	8/10/99	Y	Grace E. Hartley dba	0	Add projects to be closed
Amd 2	Huffman Road Reconstruction: Old Seward Hwy to Lk Otis Pkwy	53933	STP-0534(1)	92099	8/13/99	Y	Crazy Mountain JV	0	Photogrammetric Mapping Services - Amd is to Extend Period of Performance Ending Date
Amd 6 /Rons	Bragaw Safety Improvements, DeBarr Road to 20th Avenue	51681	HRO-0001-(85)	71-006-12	8/19/99	Y	R&M Consultants, Inc.	44,947	PS&E Modification, etc.
PSA& RONS	Palmer-Wasilla Hwy Ext., Knik Goose Bay Rd to Parks Hwy	52921	STP-044-1(1)	92112	8/20/99	Y	Robert G. Ameen, MAI dba Valley Appraisal and Analysis, Inc.	33,000	Appraisal Services

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**Contracting Signature Log for Steve Van Horn, Preconstruction Engineer
August 1-31, 1999**

Type of Item Signed	Project Title	AKSAS Project No.	Federal Project No.	RFP/PSA No.	Date Signed	Final Sign. (Y/N)	Contractor Name	Dollar Amount	Brief Description of Services
Amd 9 / Rons	Dowling Rd - Old Seward Hwy to Lake Otis Pkwy	59599	NH-0532(4)	82019	8/20/99	Y	Lounsbury & Associates, Inc.	18,334	Public Information Services
NTP 7 / RONS	New Koliganek Airport Relocation	59841	3-02-0424-01	82091	8/26/99	Y	Tryck Nyman Hayes, Inc.	36,692	Surveying Services
SP Award & RONS	Eagle River Loop, Hilland Road Appraisal Services	56508	FM-0551(1)	P02001	8/26/99	Y	Franklin M. King Jr. MAI	8,975	Appraisal Services
ITN	DeArmon Rd. Reconstruction	53987	STP-0510(2)	36802005	8/31/99	Y	Not yet selected	Estimate \$250,000 - \$500,000	Design services (Westwind to E. 140th Avenue)

OCT-15-99 FRI 09:19 AM JUNEAU L10

FAX NO. 3818

P. 07

Legend: Amd = Amendment NTP = Notice to Proceed ITN = Intent to Negotiate ITA = Intent to Award
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Serious consideration should be given to privatization of DOT road maintenance operations including snow removal.

- Existing systems require governments to accumulate and maintain a fleet of highly seasonal equipment that, in most instances, duplicate fleets maintained by private contractor. In the case of snow removal much of the private fleet sits idle through the months when it could be used for that function. The same can be said for the crews.
- Summer road maintenance work performed by DOT crews is precisely the type work performed by private contractors on a routine basis. As a rule, private crews are better trained and more experienced which results in a higher quality of work.
- It has been our observation that, once in place, government agencies tend to become self-promoting. They are inclined to "spend the money because if they don't, they will lose it." They tend to move into broader fields of operation on the rationalization that they already have the equipment and people so, in the interest of efficiency, they should use them.
- Privatization of road maintenance has been accomplished successfully in other areas, most notably the Province of British Columbia in 1990 and more recently the Province of Alberta.
- Both use the RFP mechanism however, BC, uses a basic lump sum approach with some flexibility whereas Alberta uses a "Requirements Contract" approach. That is, contractors bid on a series of unit priced operations and "calls" are issued by the DOT on an as-needed basis. This is the method toward which we are inclined. Elmendorf and Ft. Richardson have successfully made use made use of such contracts for maintenance of base roads and taxiways for years. We believe it would be relatively simple to add hourly-rate bid items for snow removal crews and equipment as well. On the surface, it seems the unit price method would allow the DOT maximum flexibility in allocation of resources.
- Should further investigation support our findings, we believe a trial contract would be appropriate. It should be large enough and of long enough duration to permit the successful proposer to properly organize and gear-up for the project. An example would be the Anchorage Bowl with a 2-year contract and 3 one-year options.

8/6/99

DOT/PF

I. PERKINS & SERVICE

C&E already printed a lot - see handout

* 1200 registered in Ok - PE's live outside of Okla.

∴ There is a limit on amount of contracting out that can be done

Acting in high in lower 48. of Okla
C.E.'s are in short supply.

MFO

rural airport utace

'00 closed 5 MTNCK STATIONS

AMHS - 60% rev. 40% subbrief
(Same or WA) of all in U.S.

7 UNION CONTRACTS

II. QTA.

People - Org Chart?

? III. Look at map of T21 \$ (get T21 briefing)

D&E

AMHS

IV.

MFO

AVIATION - HUNS - PORTS & HARBORS (MARINE)

ATA

SUBCOMMITTEES

- ④ Bldgs. MTRC. FACILITIES
- ③ Roads & Airports MTRC ? (2)?
- ① AMHS - DOCKS & HARBORS
- ② SEF - WCF
- ⑤ JOINT AGREEMENTS

write Dept. contacts -
ask for narrative of exactly present in
and country on how it's working -
not working. + 9 - .

● Page 1

October 8, 1999

October 8, 1999

To: Subcommittee, Privatization Taskforce Alaska DOT

Dear Subcommittee:

Our assignment is to focus on the State of Alaska DOT State Equipment Fleet. Our responsibility is to review possible areas of privatization that will have substantial real dollar cost savings, improve efficiency, productivity and services for the state equipment fleet.

One area that has real dollar cost savings to the state is the privatization of parts supply system, commonly referred to as integrated supply or an onsite store. Listed below are some of the real, measurable advantages of forming an onsite parts supply system for all light and heavy-duty parts and supplies for the state equipment fleet. The program must be flexible and designed to fit the needs of the state equipment fleet to accommodate demographics and any other special needs. It must fit the needs of the state.

- 1) **Savings: Cost of Funds:** The onsite store would own and manage the inventory, freeing up millions of dollars. The existing inventory would be issued and depleted at no charge to the state equipment fleet. The state would no longer have 2.6 Million dollars tied up in inventory.
- 2) **Savings: Cost of Obsolescence:** Obsolescence is a huge cost that would be eliminated and diverted to the onsite store (Normally, around 10% of inventory is obsolete). Furthermore, the risk of losses due to shrinkage would be eliminated and will be the responsibility of the onsite store.
- 3) **Savings: Part Acquisition Costs:** The State currently does not require a bid process for purchases under \$2500. Also, the State only bids on a state wide basis a few commodity items such as tire chains, oil products, nuts and bolts, etc. This is a token amount of what is purchased by the State equipment fleet. Are they really getting the best value (service, quality, and availability) for their buck? Onsite stores have a proven record of accomplishment for substantially reduced part acquisition costs.
- 4) **Savings: Administrative:** The onsite store would be responsible for all accounts payable and purchasing. The state would only cut one check to the onsite supplier. This would reduce a huge amount of accounts payable and purchasing expense to the state. The 1998 National Purchasing Institute survey gives an average cost of \$100 to \$160 for government agencies to process a purchase order. This results in real cost savings of \$15,000 to \$24,000 per month for a vehicle fleet of 500 vehicles. The state has approximately 6500 vehicles resulting in annual savings of \$2.3 million according to the research. The administrative cost for the DOT was huge and way above the national average
- 5) **Savings: Data Processing:** The onsite supplier would be responsible for computerized inventory management and possibly fleet management maintenance software.
- 6) **Productivity Improvements: Mechanics:** An onsite supplier should be able to improve off the shelf demand up to 85% and next day service should be up to 95%. (Currently not measured by the state.) This increase in the service level will improve mechanic productivity (currently not tracked

● Page 2

October 8, 1999

by the state) and efficiency in turn reducing equipment down times and other consequential costs. Improved productivity of in house resources may also reduce the number of outside repair jobs.

- 7) Productivity Improvements: Miscellaneous: Onsite supplier will provide disposal of used tires, batteries, motor oil, hydraulic fluid and antifreeze. In addition, the supplier should be able to provide free or low cost training to the mechanics to improve productivity. The supplier should provide all MSDS sheets.

An onsite store has tremendous cost savings and improved service to the State of Alaska. The results are higher quality parts and supplies at reduced prices delivered to the mechanics to improve shop productivity and efficiency.

Actual dollar savings can be researched for the State of Alaska equipment fleet for each of the above categories and be submitted. There are many existing onsite store locations operating throughout the country that can be visited or contacted for validation of effectiveness. In addition, there is numerous articles supporting onsite suppliers that are available for reference. Examples of requests for proposals are available to expedite the process.

Sincerely,

Andy Lindahl



and Delivery of Government Services

www.privatizealaska.org

Corrected

NOTICE OF SUBCOMMITTEE MEETING

Subcommittee Name: **DEPARTMENT OF TRANSPORTATION**
Chairperson: Mr. Frank Dillon
Phone: 276-1149
Co-Chair: Mr. Sam Kito
Phone: 271-1425

Committee Members:

	Andy Lindhal
Jim Ashton	Tom Maloney
Joe Beedle	Tom Meehan
Al Brooks	Emil Notti
Alan Christopherson	Kurt Parkan
Jerry DesJarlais	Rick Richins
Tom Fink	Pat Ryan
Glen Glenzer	Henry Springer
Bob Griffin	Steve Wells
Mike Hamilton	Marie Wilson
Spence Hochstein	Thomas Young

Date: **Friday, October 15, 1999**
10:00 AM

Place: **Legislative Information Office**
716 W. 4th Avenue
Second Floor Conference Room
Fairbanks, Kenai , Juneau LIO Teleconference Available

If you have any questions please call Representative John Cowdery's office at 269-0222
or Senator Ward's office at 269-0106.

The web site has a current list of members and schedule of meetings posted
daily!

www.privatizealaska.org

716 W. 4th A : Anchorage, AK 99501
Senator Jerry Ward: 907-269-0107 Fax 907-269-0109
Representative John Cowdery: 907-269-0222 Fax 907-269-0223

Department of Transportation & Pub

Dillon	Frank	274-1946	
Kito III	Sam	271-1415	
Ashton	Jim	456-1771	Fairbanks
Beedle	Joe	790-4999	Juneau
Brooks	Al	277-9736	
Christopherson	Alan	563-4220	
DesJarlais	Jerry	349-5472	
Fink	Tom	279-2566	
Glenzer	Glen	258-7608	
Griffin	Bob	279-6626	
Hamilton	Mike	266-2494	
Hochstein	Spence	273-1699	
Lindahl	Andy	562-0180	
Maloney	Tom	762-1595	
Meehan	Tom	563-3953	
Notti	Emil	N/A	
Parkan	Kurt	586-8365	
Richins	Rick	789-1503	Juneau
Ryan	Pat	243-6694 call	Juneau
Springer	Henry	562-6118	
Wells	Steve	265-7391	
Wilson	Marie	562-4073	
Young	Thomas	488-1648	
			Fairbanks



and Delivery of Government Services

www.privatizealaska.org

NOTICE OF SUBCOMMITTEE MEETINGS

Subcommittee Name:

DEPARTMENT OF TRANSPORTATION

Chairperson: Mr. Frank Dillon

Phone: 262-4624

Co-Chair: Mr. Sam Kito

Phone: 271-1425

Committee Members:

	Andy Lindhal
Jim Ashton	Tom Maloney
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716 W. 4th Ave. Anchorage, AK 99501

Senator Jerry Ward: 907-269-0107 Fax 907-269-0109

Representative John Cowdery: 907-269-0222 Fax 907-269-0223

September 3, 1999

DOT
Sept 17
Sun, 10:00
FBKS, Nat-Su
Desforges

Mr. Frank Dillon

Re: Sub-committee ADOT/PF

In the limited time I had available, I never assembled the members of the sub-sub on M&O. I did visit with John Horn, Regional Director. You will find his compilation of statewide figures attached.

I understand that Lincoln once said, "Government should provide those services that the people cannot provide for themselves." If in fact he made the statement for which I give him credit and he were around today looking at privatization, I would expect him to add something like this: "Government should only be staffed and equipped to perform the regular services the public requires."

When we look at the many services an operation like DOT & PF - M&O provides, we can be dazzled, but shouldn't be. Keep it simple; break the task down. To make a breakdown of all M&O operation is a very time-consuming job, and we don't have that much time. We should have rules that cause the managers to analyze these questions.

It is the responsibility of the Legislature to write the rules (laws) by which the Executive Branch is to conduct the people's business.

My years of experience with government operations with a keen sense of getting the private sector involved has resulted in my reaching some conclusions.

Years ago a law was enacted with the strong support of the state employees' unions. The law required that state agencies seeking to privatize be prepared to prove that the privatization of services would save money! I think the legislature could use the "prove you can save money" bill as a foundation for something better.

Let's look at the creation of legislation that would create the requirement for privatization where the model, framed by law, tilts in favor of privatization. Examples:

Bid graders, loaders, etc. for bush runway work and to support main line state crews when dealing with heavy snow falls, avalanche, mud slides, wash outs, etc. The contracted services would get the job done faster, be manageable, quality control assured, etc.

Bid some of the highway striping services. This is a critical path (small opportunity window—weather, etc), and there are private contractors available. Let me repeat— this works— and sweeping services as well would be manageable with measurable parameters for quality and pay.

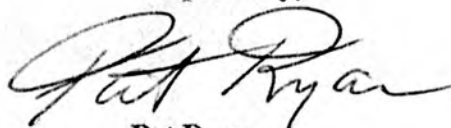
I would encourage an audit of the equipment rental account and insist on action to fit the crime if the equipment fleet is being circumvented.

It is easy and popular to be critical of government, politicians and state employees. The wonder of our form of government is that anyone can seek any office—executive or legislative. If you don't like the way our system is performing, you can join the parade of those who would change it.

One last thought! I heard the Director of Marine Transportation explain that a shuttle ferry from road's end to Haines would take the profit segment! If a shuttle would enable him to salvage an "old blue canoe" (main-line ferry), he might gain better understanding of profit.

Such a shuttle could improve service—less time, less cost, more frequent service in the interest of improved public service. How can you not look at privatization of this segment?

Respectfully,

A handwritten signature in cursive script, appearing to read "Pat Ryan".

Pat Ryan

**Department of Transportation and Public Facilities
Maintenance and Operations FY98 Contracted Services**

	Central Region	Northern Region	Southeast Region	Total
Rural Airports operations & maintenance	1,020,137	1,259,409	173,681	2,453,227
Airport Repairs	75,000		0	75,000
Bird Control & wildlife studies	75,000		52,186	127,186
Street Sweeping	410,000		13,315	423,315
Dust Control	-			0
Road Illumination & traffic control	25,000		4,182	29,182
Brush removal	175,000		105,100	280,100
Striping	-		192,861	192,861
Aggregate Processing	-	851,765		851,765
Equipment Rental	35,000	103,800	58,742	197,542
Gravel Haul	9,000			9,000
Communications	-	69,198	3,085	72,283
Maintenance				0
Road	26,600		270,124	296,724
Guardrail	-	117,820		117,820
Waysides	-	14,083		14,083
Floats & harbors	-		270,381	270,381
Buildings (Facilities)	119,000	152,783	511,500	783,283
Janitorial	162,100	270,861	498,600	931,561
Elevator Maintenance	54,200	28,452		82,652
Snow Removal	405,000	19,165		424,165
Lawn Care	9,700			9,700
Engineering and architectural svcs.	-		41,870	41,870
Building Improvements	-	890,514		890,514
Environmental Compliance	-	558,846		558,846
Hazardous Waste (Remediation, UST removal, SPCC plans, etc.)	235,400			235,400
Training	50,000			50,000
Outhouses/ dumpsters	50,000			50,000
Security		49,444		49,444
Cranes & hoist repairs		7,370		7,370
Solid waste removal		6,127		6,127

2,936,137	4,399,637	2,195,627	9,531,401
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To: Subcommittee, Privatization Taskforce Alaska DOT/PF

Under the topic "DOT/PF" we have concentrated on activities which would reduce State expenditures and would increase service levels and efficiency. Side benefits would include reduction of federal- and local spending.

One of the major ways to reduce the State FISCAL GAP is the reduction of the State's OPERATING BUDGET and reduction of GRANTS to local Governments and specific interest groups. Combining services through joint agreements between various entities is a prudent way to address these problems.

We have identified six major activity groups, which should be considered for privatization:

1) Joint MAINTENANCE - and OPERATIONS AGREEMENTS: Significant savings are possible by combining similar efforts between municipalities-, state- and federal agencies. All too often several entities perform the exact same services in the same area. It would be one way to solve the problem, which we now have, in which local government does not fulfill its maintenance responsibility for local roads, because the specific routes are still under state Jurisdiction. This is significant primarily for larger communities and boroughs in the State. As an example: a 1992 independent study showed that over 1 Million dollars could be saved annually if the Municipality of Anchorage and the State DOT would combine road services through unified road maintenance ("unified Road Maintenance Study", August 21, 1992, Final report by Management Analysis Company, 3201 C St., Anchorage). There are many other examples like this. Washington DC is in the process on a large citywide scale right now.

2) Many DUPLICATE EFFORTS are evident in RURAL ALASKA and remote sites. Federal agencies, state offices, local Government units (REAA's, PHS, BIA, Military, Airports, schools, facilities etc.) often have similar maintenance and service requirements. Combining these under performance based contracts with private enterprise could save money and show better service.

3) EQUIPMENT/ ROLLING STOCK: Several governmental offices maintain and operate similar fleets of equipment. Through joint lease- and operations agreements significant savings are feasible, especially if operations are combined also, as outlined under 1) and 2). This could also include procurement of equipment, parts- and repair services and preventive maintenance programs.

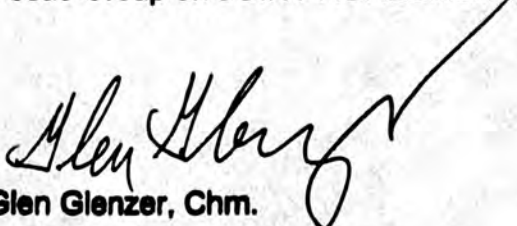
4) Using the same underlying reasons as shown in 1) and 2) privatization efforts for technical, design- and construction management services could be achieved. Joint operations of public facilities would be more efficient and less expensive.

5) The foregoing could be extended on a multi-modal approach to whole AREAS (South Carolina is presently pursuing this) and could include complete planning-, design-, technical- operational- and maintenance functions. This is a big step but could be pursued on a limited basis (city or borough wide area)

6) ALASKA MARINE HIGHWAY SYSTEM: This is a very well defined and limited subject and probably other focus groups have already identified it for specific considerations. There is no doubt that privatization could produce better results on a competitive basis. Fix the price at the available funding level and let the industry define the service level they could offer. We list this, because joint agreements with participating communities and ports could be key issues.

The listed proposals are realistic and can be achieved. There is a wealth of data available on these subjects based on experiences by others. It is important to realize that real savings and increased service levels are possible, if various forces can compete under truly unrestricted rules. Collective bargaining agreements for public employees contain strong obstacles to do this. Loss of work by public employees is a political problem. Retirement accounts and other benefit packages also play a role. Legislative action may be necessary to change such situations. It is also important to define the services desired, develop standards and mechanisms for performance measurements and provide technical data, weather statistics, condition inventories etc. It also must be understood that some functions and authorities cannot be delegated from the Government to private entities. The vast majority of functions, however, can be assumed by private businesses.

Focus Group on JOINT AGREEMENTS, DOT/PF


Glen Glenzer, Chm.

September 3, 1999

Mr. Frank Dillon

Re: Sub-committee ADOT/PF

In the limited time I had available, I never assembled the members of the sub-sub on M&O. I did visit with John Horn, Regional Director. You will find his compilation of statewide figures attached.

I understand that Lincoln once said, "Government should provide those services that the people cannot provide for themselves." If in fact he made the statement for which I give him credit and he were around today looking at privatization, I would expect him to add something like this: "Government should only be staffed and equipped to perform the regular services the public requires."

When we look at the many services an operation like DOT & PF - M&O provides, we can be dazzled, but shouldn't be. Keep it simple; break the task down. To make a breakdown of all M&O operation is a very time-consuming job, and we don't have that much time. We should have rules that cause the managers to analyze these questions.

It is the responsibility of the Legislature to write the rules (laws) by which the Executive Branch is to conduct the people's business.

My years of experience with government operations with a keen sense of getting the private sector involved has resulted in my reaching some conclusions.

Years ago a law was enacted with the strong support of the state employees' unions. The law required that state agencies seeking to privatize be prepared to prove that the privatization of services would save money! I think the legislature could use the "prove you can save money" bill as a foundation for something better.

Let's look at the creation of legislation that would create the requirement for privatization where the model, framed by law, tilts in favor of privatization. Examples:

Bid graders, loaders, etc. for bush runway work and to support main line state crews when dealing with heavy snow falls, avalanche, mud slides, wash outs, etc. The contracted services would get the job done faster, be manageable, quality control assured, etc.

Bid some of the highway striping services. This is a critical path (small opportunity window—weather, etc), and there are private contractors available. Let me repeat— this works— and sweeping services as well would be manageable with measurable parameters for quality and pay.

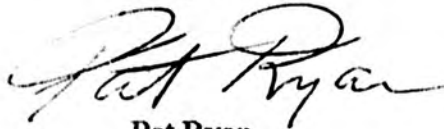
I would encourage an audit of the equipment rental account and insist on action to fit the crime if the equipment fleet is being circumvented.

It is easy and popular to be critical of government, politicians and state employees. The wonder of our form of government is that anyone can seek any office—executive or legislative. If you don't like the way our system is performing, you can join the parade of those who would change it.

One last thought! I heard the Director of Marine Transportation explain that a shuttle ferry from road's end to Haines would take the profit segment! If a shuttle would enable him to salvage an "old blue canoe" (main-line ferry), he might gain better understanding of profit.

Such a shuttle could improve service—less time, less cost, more frequent service in the interest of improved public service. How can you not look at privatization of this segment?

Respectfully,

A handwritten signature in cursive script, appearing to read "Pat Ryan".

Pat Ryan

**Department of Transportation and Public Facilities
Maintenance and Operations FY98 Contracted Services**

	Central Region	Northern Region	Southeast Region	Total
Rural Airports operations & maintenance	1,020,137	1,259,409	173,681	2,453,227
Airport Repairs	75,000		0	75,000
Bird Control & wildlife studies	75,000		52,186	127,186
Street Sweeping	410,000		13,315	423,315
Dust Control	-			0
Road Illumination & traffic control	25,000		4,182	29,182
Brush removal	175,000		105,100	280,100
Striping	-		192,861	192,861
Aggregate Processing	-	851,765		851,765
Equipment Rental	35,000	103,800	58,742	197,542
Gravel Haul	9,000			9,000
Communications	-	69,198	3,085	72,283
Maintenance				0
Road	26,600		270,124	296,724
Guardrail	-	117,820		117,820
Waysides	-	14,083		14,083
Floats & harbors	-		270,381	270,381
Buildings (Facilities)	119,000	152,783	511,500	783,283
Janitorial	162,100	270,861	498,600	931,561
Elevator Maintenance	54,200	28,452		82,652
Snow Removal	405,000	19,165		424,165
Lawn Care	9,700			9,700
Engineering and architectural svcs.	-		41,870	41,870
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Cranes & hoist repairs		7,370		7,370
Solid waste removal		6,127		6,127
	2,936,137	4,399,637	2,195,627	9,531,401

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HQ ADMIN SVCS-

907 269 0229;# 1/ 5

269-0229

FAX TRANSMITTAL MEMO

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ADMINISTRATIVE SERVICES DIVISION, HEADQUARTERS

FAX NO. (907) 465-3124 PHONE NO. (907) 465-3911

TO: Marco Pignalberi PHONE: _____

FROM: Nancy Slagle PHONE: 465-3911

Number of Pages (including transmittal sheet): 5

COMMENTS:

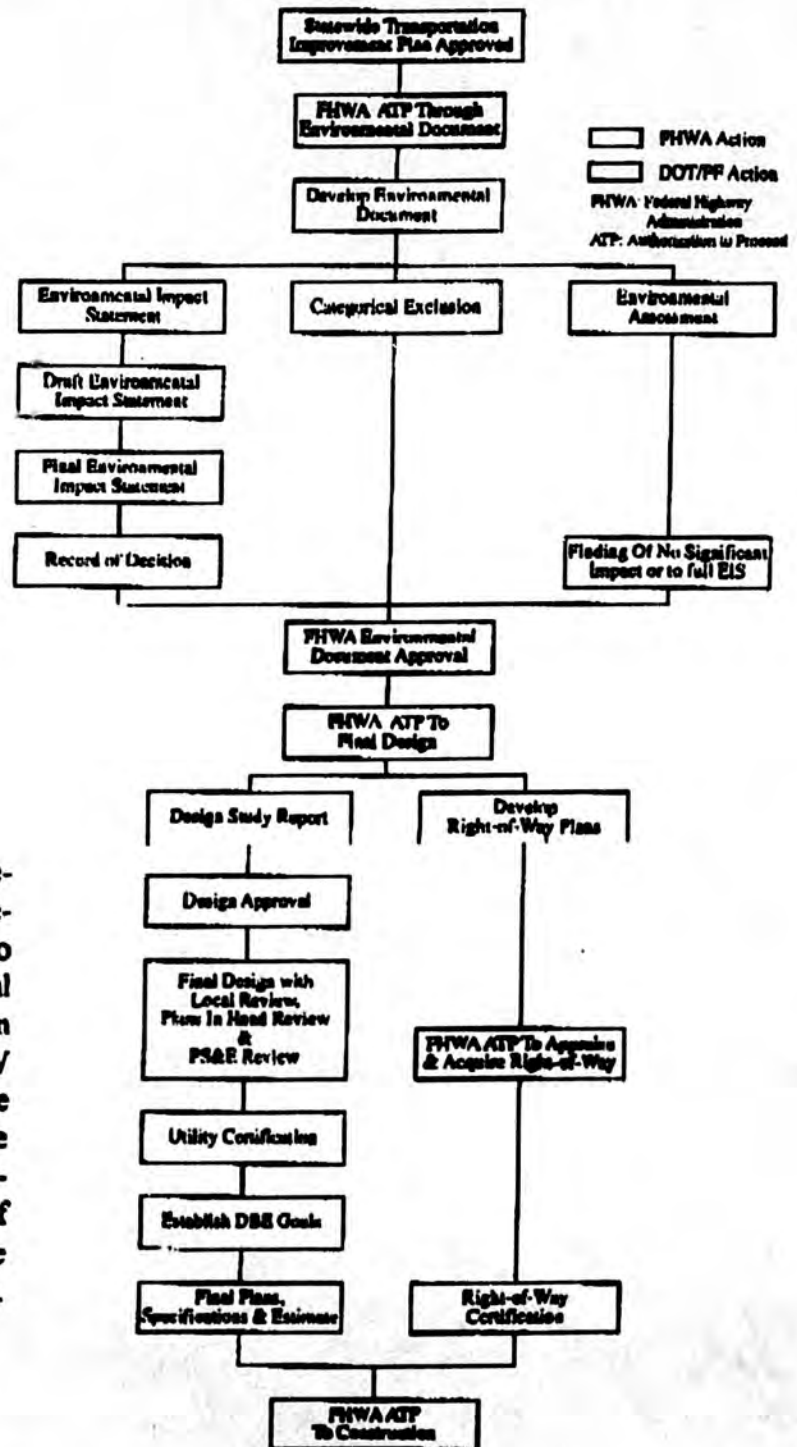
Info for this mornings meeting.

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

STATEWIDE DESIGN AND ENGINEERING SERVICES

Project Development Sequence

Highway projects developed by the Department and funded by the Federal Highway Administration (FHWA) make up the majority of the Department's capital program, with \$414 million in the FFY99 Statewide Transportation Improvement Program. Projects funded by the Federal Aviation Administration make up the second largest program with recent years at roughly \$80 million. To illustrate the typical sequence for project development, the following flow chart provides a simplified view of the key steps involved in the development of a highway project:

Project Development Sequence**Environmental Approval:**

The time required to develop the environmental document, receive document approval and secure the environmental permits varies dramatically by project. It often takes several years to prepare an EIS and get it approved. On the other hand, projects classified as Categorical Exclusions can receive environmental approval in just a few days.

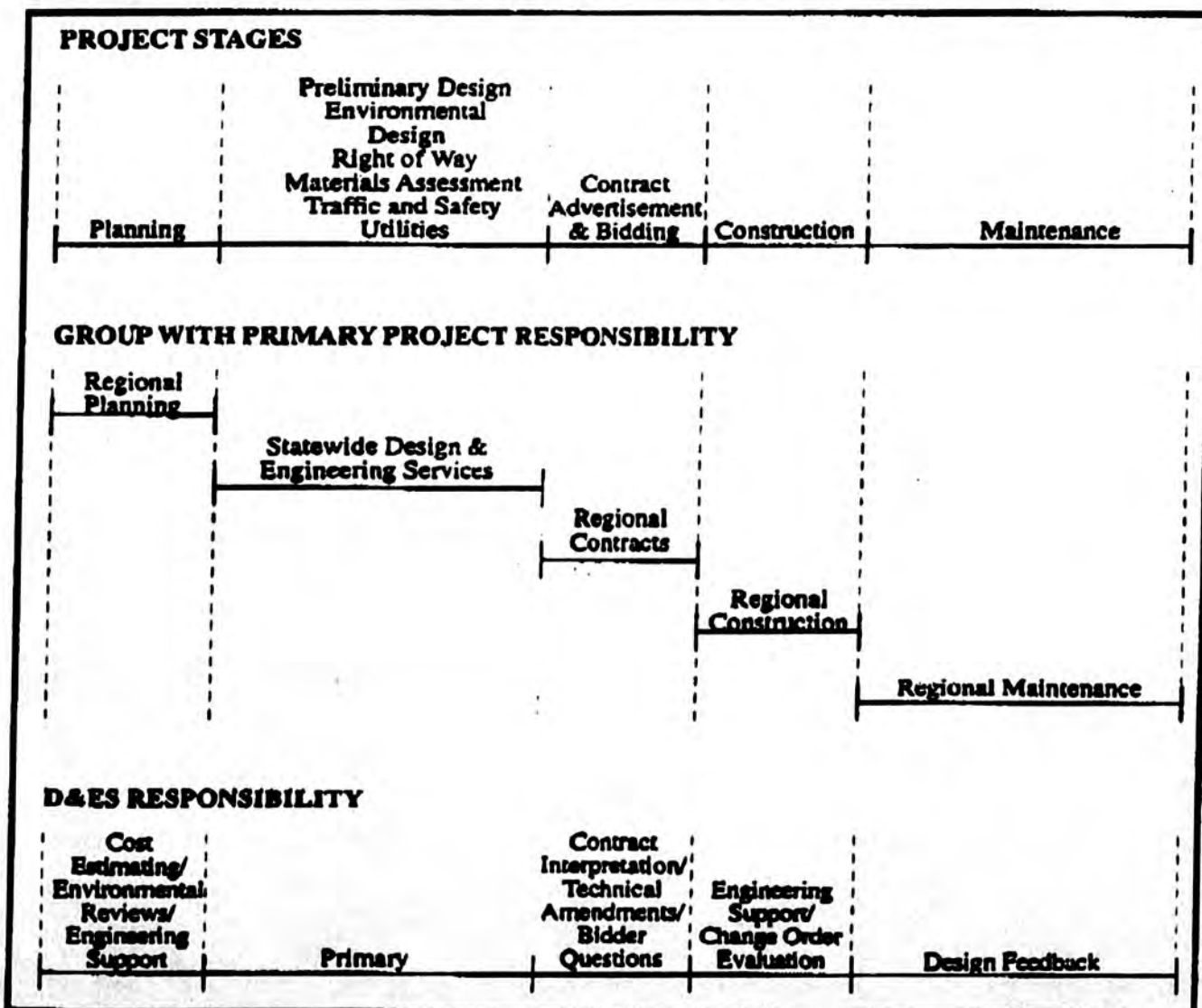
Final Design & ROW:

A project's right-of-way (ROW) requirements often determine the time required for the final design. Where no ROW acquisition is required, the final Plans, Specifications and Estimate can be prepared relatively quickly. ROW needs can add several years to the time required to develop a project. The time needed for ROW acquisition varies considerably depending on the number of parcels needed and the character of the land ownership (for instance: public vs. private).

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIESSTATEWIDE DESIGN AND ENGINEERING SERVICES**FUNCTIONS AND RESPONSIBILITIES**

The D&ES Director is an Assistant Commissioner. He is the Department's Chief Engineer and a member of the Department's Project Evaluation Board (PEB). The PEB prioritizes the Department's federal aid highways projects. The D&ES Director also represents the Department on the AASHTO Standing Committee on Highways.

The D&ES Director manages the statewide design schedule in conjunction with the three Regional Directors. The timing of this work must be consistent with approved planning documents such as the Statewide Transportation Improvement Program (STIP), the Airport Improvement Program, and an approved Capital Budget. The major functional groups must participate at each stage of a project's development. For instance, the construction and maintenance staff participate in design reviews and comment on their ability to construct and maintain a project as designed. Likewise, the planning staff participates at all stages of a project's development to ensure that the Department keeps commitments it made to a community for a project. And the D&ES environmental staff monitors projects during construction to ensure compliance with the terms of the project's environmental permits. However, the primary responsibility for a project changes as it moves through the development process as follows:



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CENTRAL REGION WILL

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9/10/99

*Central Region***Asphalt Purchases**

<u>State Fiscal Year</u>	<u>Anchorage</u>	<u>Mat-Su</u>	<u>Peninsula</u>	<u>Southwest</u>	<u>Total:</u>
1998	\$19,314	\$39,842	\$0	\$0	\$59,156
1999	\$24,416	\$26,115	\$91,562	\$0	\$142,113
2000 (to date)	\$114,000	\$0	\$19,220	\$0	\$133,220
Total:	\$157,730	\$65,957	\$110,802	\$0	\$334,489

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**MAINTENANCE & OPERATIONS
NORTHERN REGION**
Hot-mix placed with M&O CIP and General Funds
9/8/99

	98 CIP	98 GF	99 CIP	99 GF
TOK	0	0	0	0
FBKS	7291	359	3112	727
DENALI	0	0	7749	0
SC	989	200	4000	100
WEST	*2871	0	*2876	0
	11151	559	17737	827

* Placed under contract

PRIVATIZATION

DOT/PF STATE EQUIPMENT FLEET

There are numerous possibilities that could be evaluated for privatization that I have not had time to prepare for a report. The volumes of data that are available and have been provided could be analyzed in considerable detail by someone interested in certain areas of the SEF. I am concerned that we have only had a limited time in which to prepare a report and that as volunteers our time is limited.

I feel that I could spend at least three months doing justice to a report just on certain aspects of the DOT/PF and SEF.

Because the DOT/PF was reluctant to make available a internal audit report and have admitted they did not want to release the information, and because the report is extremely critical of the SEF with complete backup documentation in their files, I am left with the distinct impressions of less than truthful information from the department's senior management. For the Governor's representative to indicate that their office was aware of this report, to indicate that he thought it had been provided to the Legislature and for no response to be prepared by management and to attempt to hide the report is extremely disturbing. If it is true that all these groups knew about this information and has failed to insist upon corrective action then it is quite disgusting.

Soon after this SEF internal audit was issued the auditor who did most of the work retired. In his workpapers I found a document which reflected his dismay at the lack of action by the department. I offer the following quotes from that document:

Indicating that the report was in fact issued and responded to by the SEF, "HQ SEF review comments does not provide any actual costs data and uses assumption through out their review for FY95 and FY96. Our audit report has questioned costs and methodologies that do not support Operating and or Replacement Rates billed to Federal agencies."

"It is very apparent that HQ SEF still does not want to and will try everything to get out of keeping track of costs as actual costs."

"One comment received from SEF while talking about the OMB review and comments was, 'screw OMB, as long as the effect is minor, Nancy (Director Administrative Services) said that we (SEF) don't have to change anything.' "

Quite clearly the attitude within the department was far short of what should be expected and that they never intended to respond to the audit and only because this committee insisted upon its release and the Department of Law told the department it could not legally withhold it, do we have this information today.

Is all this exercise in recommending privatizations merely window dressing?

Or

If anyone really cares about more effective and efficient government then how can information like the treatment of the SEF audit be tolerated? How can the senior managers responsible for this cover up continue to be employed by the state?

I think the Governor should issue a personal comment on this matter.

???

DRAFT OUTLINE

Privatization

State Equipment Fleet

Without repeating the easily available budgetary information that is prepared annually by DOT/PF and submitted to the Legislature, the State Equipment Fleet is a prime candidate for privatization. There are several aspects of this SEF that can easily be recognized as candidates and others that require some additional analysis.

Before going into the recommendations, I must say that the current SEF Director Mr. Darling and the Internal Review section have been most cooperative in supplying information. The remainder of the Department management has been less than forthright in releasing certain critical audit information that in my opinion reveals the essence of management style and irresponsibility. The Department indicated to this committee in its written response dated 9/2/99 that "Internal Review has not issued the draft report as so many changes have been made that to issue the report now on old methodologies would not be productive." What has in fact happened is that the Department and the Commissioner have failed to follow up on the audit as required that their own internal procedures. I continue to be astonished and dismayed at the information which has been kept under wraps within the Department without receiving corrective action or management comment to date and for over two years. As a former DOT/PF auditor I nonetheless rely on the factual and documented information produced by the current DOT/PF auditors. Their files are well documented and contain well-supported conclusions. The report appears to be in final form based on my 16 years of having issued similar reports for the Department.

Privatization recommendations:

1. Contractor supplied equipment:

The Alaska DOT/PF Standard Specifications for Highway Construction dated 1988 in section 644-2.05 Field Transportation states "The contractor shall furnish and maintain vehicles for use of the Engineer on the job site for the duration of the project."

The SEF continue to have numerous pieces of equipment that are operated less than 100 miles per year and less than 50 hours per year as stated in the equipment audit report.

Perhaps if the SEF would evaluate its current fleet, a reduction could be made utilizing existing specifications and federal funding.

The Legislature should ask for a detailed response to this issue to be made available no later than 1/10/2000.

2. Lease vs. Own Equipment:

The SEF has in the past stated that "Although leasing may be a cost effective short-term solution for acquiring vehicles, research indicates that ownership is less expensive when a long term need has been identified."

The DOT/PF auditors have indicated that this is not true. That when complete actual cost data is used the ownership option is more costly.

Perhaps the SEF should re-evaluate its use of less than total actual costs when deciding whether lease vs. own is being decided.

Further, DOT/PF should seriously consider a more active leasing program along with extended maintenance for those leased vehicles.

3. Efficiency of operations:

As recently as July 26, 1999 when the single audit for the State of Alaska

fiscal year ending 6/30/98 was issued, there continue to be strong indications that the SEF needs to be re-audited. The single audit states, "To reiterate our conclusion M&O appropriations were overspent in FY98 by almost \$1 million. DOTPF concealed this over expenditure by using HEWCF funds to pay M&O fleet bills for the last three months of FY98. This is inconsistent with the statutory purpose of HEWCF funds and is a circumvention of the legislative appropriation process."

The record indicates that contrary to the Department's statement that "significant changes" were in process that those changes have not resulted in significant improvements. Also contrary to the Department's statement that "Internal Review intends to follow-up on implemented changes to SEF operation and rate calculation" the auditors have not and do not have a follow-up audit scheduled.

The OMB and DOT/PF internal auditors have both cited "numerous errors in the calculation of the operating and replacement rates" for the SEF. There are documented indications that the rates being charged to other departments are incomplete and incorrect, that the systems and resultant information produced place the SEF federal funding in jeopardy, and that senior department management disregard for oversight and critical comments is indicative of blatant disrespect for public responsibility by certain officials at DOT/PF.

To go into the voluminous specific findings indicated in the audit reports would be useless at this point. We recommend that the Legislature take an active interest in the actions of the Department in this regard. We further recommend that a copy of the DOT/PF Internal Audit Report on SEF be provided to all departments served by the SEF for their separate analysis. Perhaps through the light of day the department will finally decide to take some late but much needed corrective actions.

Finally, our recommendation for improving efficiency is that a joint follow-up audit be conducted by OMB, Legislative Audit and DOT/PF auditors to determine the current state of affairs within the SEF and its management based on prior findings and facts. That barring a positive response to this recommendation resulting in a completed report by March 15, 2000 that the State of Alaska and the Legislature is bound to report the earlier findings to the Federal OIG for DOT for further investigations which may lead to serious funding repercussions for the SEF.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898

TEXT: (907) 465-3652
FAX: (907) 586-8365
PHONE: (907) 465-3900

October 27, 1999

Marco Pignalberi, Director
Privatization Commission
716 West 4th Avenue
Anchorage, AK 99501

Dear Mr. Pignalberi:

Your recommendation mentioned in your letter dated October 7, 1999 for combining efforts and resources between State and local maintenance forces has been in practice with Central Region, Department of Transportation and Public Facilities (DOT&PF) for many years. Here are agreements and practices that exist at the present time:

- 1) DOT&PF - Anchorage Maintenance and Operations (M&O) with the Municipality of Anchorage (MOA):
 - a. DOT&PF maintains 50-lane-miles of MOA streets.
 - b. MOA maintains 87-lane-miles of DOT&PF routes.
- 2) DOT&PF - Palmer M&O with the Matanuska-Susitna Borough (Mat-Su Borough):
 - b. DOT&PF maintains Seward-Meridian and Bogard/49th
Roads
 - c. Mat-Su borough maintains 8-10 DOT&PF farm roads.
- 3) A project is currently out to bid to pave 12 DOT&PF roads in the Mat-Su Borough. Upon completion, the Borough will take over maintenance and ownership. In past years, transfers have been made with Bogard Extension/Lake View, Edgerton Parks Road, and Gershmael/Herning Roads.

- 4) DOT&PF - Palmer M&O pays the City of Palmer to maintain 5 streets in Palmer that are owned by the State.
- 5) DOT&PF - Homer M&O pays the City of Homer to maintain Pioneer Street in Homer.
- 6) DOT&PF - Soldotna M&O trades with the Cities of Kenai and Soldotna traffic painting, snow haul, sweeping, and storm drain clean-outs.
- 7) DOT&PF - Kenai Peninsula District trades with the Kenai Peninsula Borough some sanding and blading for gravel.
- 8) DOT&PF - Dutch Harbor and the City of Unalaska: The City maintains the roads, DOT&PF maintains the airport. The roads and airport are State owned.
- 9) DOT&PF - King Salmon and the U.S. Air Force: The Air Force provides some equipment and pays DOT&PF a part of the cost of maintaining the runway to accommodate the jet fighters.

Hopefully, this information will be helpful for you to use.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joseph L. Perkins".

Joseph L. Perkins, P.E.
Commissioner

cc: John D. Horn, P.E., Director, Central Region
K. Chris Kepler, P.E., Chief, Central Region M&O



and Delivery of Government Services

Co-Chairs:
Representative John Cowdery
Senator Jerry Ward

October 7, 1999

VIA FAX

Senator Al Adams
Bill Allen
Representative Tom Brice
Tom Fink
Michael Harper
Emil Notti
Kathryn Thomas
Don Valesko
George Wuerch

Mayor Jim Hayes, City of Fairbanks, 907-459-6710
Mr. Hank Hove, Fairbanks North Star Borough, 907-459-1102
Mayor Rick Mystrom, Municipality of Anchorage, 343-4499
Commissioner Joe Perkins, DOT/PF State of Alaska, 907-586-8365
Mr. Don Valesko, Local 71, 279-7171

Gentlemen:

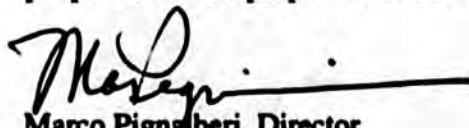
The Commission on Privatization and Delivery of Government Services subcommittee on transportation is considering a recommendation, that road maintenance operations be combined in certain areas where state and local government operations overlap. Anchorage and Fairbanks have been suggested as likely candidates for combined operations. Please review the following possible suggestions.

1) Joint MAINTENANCE - and OPERATIONS AGREEMENTS: Significant savings are possible by combining similar efforts between municipalities-, state- and federal agencies. All too often several entities perform the exact same services in the same area. It would be one way to solve the problem, which we now have, in which local government does not fulfill its maintenance responsibility for local roads, because the specific routes are still under state Jurisdiction. This is significant primarily for larger communities and boroughs in the State. As an example: a 1992 independent study showed that over 1 Million dollars could be saved annually if the Municipality of Anchorage and the State DOT would combine road services through unified road maintenance ('unified Road Maintenance Study', August 21, 1992, Final report by Management Analysis Company, 3201 C St., Anchorage.) There are many other examples like this. Washington DC is in the process on a large citywide scale right now.

2) Many DUPLICATE EFFORTS are evident In RURAL ALASKA and remote sites. Federal agencies, state offices, local Government units (REAA's, PHS, BIA, Military, Airports, schools, facilities etc.) often have similar maintenance and service requirements. Combining these under performance based contracts with private enterprise could save money and show better service.

3) EQUIPMENT/ ROLLING STOCK: Several governmental offices maintain and operate similar fleets of equipment Through joint lease- and operations agreements significant savings are feasible, especially if operations are combined also, as outlined under 1) and 2). This could also include procurement of equipment, parts- and repair services and preventive maintenance programs.

The Commission and the subcommittee would appreciate comments from you and your road maintenance people about this proposal. Please send your comments to:


Marco Pignatelli, Director
Privatization Commission
Email: privatize@legis.state.ak.us
Fax: 907-269-0222

716 W. 4th Ave. Anchorage, AK 99501
Senator Jerry Ward: 907-269-0106 Fax 907-269-0109
Representative John Cowdery: 907-269-0222 Fax 907-269-0223
<http://www.privatization.ak.us>

DOT/PF Procurement Delegations

DOT&PF Statutory Authority
AS 36.30.005(b) Equipment and Services for State Equipment Fleet (1) Vehicles & Heavy Equipment (2) Parts, Tools, & Shop Supplies
HQ SEF Procurement Staff [1] (1) & (2) - Unlimited
SEF Regional Managers & Parts Personnel [2] (2) - up to \$50,000

DOA Delegation of Authority to DOT&PF
AS 36.30.005(a) Supplies, Services, Professional Services (1) Supplies (2) Services (3) Professional Services (4) Open Market Authority [3] (5) PCARD [4]
Procurement Staff [5] (1), (2), & (3) - Unlimited
HQ & Region Directors [6] (3) - Unlimited, (4), & (5) - up to \$5,000
Department Employees [7] (4) & (5) - up to \$5,000

[1] Centralized SEF HQ Procurement Staff located in Anchorage. All requests for (1) and all requirements for (2) that exceed \$50,000 are sent to this office for procurement action.

[2] Staff located in Anchorage, Fairbanks, Juneau, Palmer, Soldotna, Tazlina, and Valdez. These employees purchase all requirements for (2) that do not exceed \$50,000 per purchase.

[3] Department employees (other than Procurement staff) with a delegation of authority may make individually invoiced purchases for requirements not exceeding \$5,000 per purchase - includes a variety of lesser limits based on supervisory discretion.

[4] State of Alaska Procurement Credit Card (PCARD). Issued to department employees (other than Procurement staff) with a variety of limits, not to exceed \$5,000 per purchase. *Procurement staff also have PCARDS, but single purchase amounts are not limited.*

[5] Centralized Procurement staff located in Anchorage, Fairbanks, Juneau, Nome, and Valdez.

[6] Department Headquarters and Regional Directors may procure professional services in unlimited amounts. They may also delegate Open Market Authority and request PCARDS for employees under their supervision.

[7] Department employees with a delegation of authority may make purchases not to exceed \$5,000 per purchase (or various lesser limits) using the State of Alaska PCARD.



and Delivery of Government Services

www.privatizealaska.org

As of: 10-25-99 1:30 PM

NOTICE OF SUBCOMMITTEE MEETING

Subcommittee Name: **DEPARTMENT OF TRANSPORTATION**

Chairperson: Mr. Frank Dillon

Phone: 276-1149

Co-Chair: Mr. Sam Kito

Phone: 271-1425

Committee Members:

	Andy Lindhal
Jim Ashton	Tom Maloney
Joe Beedle	Tom Meehan
Al Brooks	Emil Notti
Alan Christopherson	Kurt Parkan
Jerry DesJarlais	Rick Richins
Tom Fink	Pat Ryan
Glen Glenzer	Henry Springer
Bob Griffin	Steve Wells
Mike Hamilton	Marie Wilson
Spence Hochstein	Thomas Young

Date: **Friday, October 29, 1999**
10:00 AM – 12:00 PM

Friday, November 5, 1999
10:00 AM – 12:00 PM

Place: **Legislative Information Office**
716 W. 4th Avenue
Second Floor Conference Room
Fairbanks, Kenai , Juneau LIO Teleconference Available

If you have any questions please call Representative John Cowdery's office at 269-0222
or Senator Ward's office at 269-0106.

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Governor	ANCHORAGE	L010005088	L OFFICE ELECTIONS 2411	6690	100.00	6690
Governor	ANCHORAGE	L010005089	L OFFICE 2011F	6582	100.00	6582
Governor	ANCHORAGE	L010005070	L OFFICE 2390A&B	6794	100.00	6794
Governor	FAIRBANKS	MO00000323	REGIONAL OFC BLDG	88200	10.20	8996
Governor	JUNEAU	MO00000009	COURT PLAZA & PARKING	51047	74.48	38020
Governor	JUNEAU	MO00000487	CAPITOL	91758	16.00	14681
Governor	JUNEAU	100000480	GOVERNORS MANSION	15744	100.00	15744
Governor	NOME	MO00000673	OLD FEDERAL OFFICE BLDG	16600	10.00	1660
Total						99167
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	3.10	12102
						111269
Administration	ANCHORAGE	201000041	SURPLUS PROP WHSE/OFFICE	20179	100.00	20179
Administration	ANCHORAGE	201001092	BANK OF AMERICA BLDG	251000	100.00	251000
Administration	COLD BAY	201000203	LIVING QUARTERS L2 B 7	1820	100.00	1820
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	4.21	16436
Administration	JUNEAU	MO00000492	SUBPORT BUILDING	81800	10.90	8916
						298351
Administration	ANCHORAGE	202000043	PIONEERS HOME	149197	100.00	149197
						149197
Administration	PALMER	203000697	PIONEERS HOME	69267	100.00	69267
						69267
Administration	FAIRBANKS	204000331	PIONEERS HOME	59360	100.00	59360
Administration	FAIRBANKS	204001065	GARAGE	2000	100.00	2000
Administration	FAIRBANKS	204001066	GARAGE	375	100.00	375
						61735
Administration	SITKA	205000824	MANAGERS QUARTERS	2064	100.00	2064
Administration	SITKA	205000825	NURSES QUARTERS	2320	100.00	2320
Administration	SITKA	205000826	PIONEERS HOME	77564	100.00	77564
Administration	SITKA	205001067	GARAGE	1173	100.00	1173
						83121
Administration	KETCHIKAN	206000529	PIONEERS HOME	31787	100.00	31787
						31787
Administration	ANCHORAGE	L020705004	L OFFICE L2011 L	8565	100.00	8565
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	2.47	9643
Administration	KOTZEBUE	207000586	SR CITIZEN CENTER	16101	100.00	16101
						34309
Administration	JUNEAU	210000497	PIONEER'S HOME	42444	100.00	42444
						42444
Administration	ANCHORAGE	L020805000	L OFFICE 1516	14550	100.00	14550
Administration	ANCHORAGE	208000029	COMMUNICATION BLD	12400	100.00	12400
Administration	FAIRBANKS	MO00000323	REGIONAL OFC BLDG	88200	0.90	794
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	14.25	55632
Administration	MISC. AREAS	209001111	DIS REMOTE SITES	1111	100.00	1111
Administration	NORTHWAY	2523000757	RADIO BLDG	120	100.00	120
Administration	TOK	2523000849	RADIO BLD	120	100.00	120
						84727
Administration	ANCHORAGE	L021005122	L OFFICE & WHSE DMV 1106	12000	100.00	12000
Administration	JUNEAU	210005020	L OFFICE DMV L#1677E	2660	100.00	2660
Administration	PALMER	L021005137	L OFFICE DMV L#2365	2381	100.00	2381

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT.	% of OCCUP	OCCUPIED SQ FT
Administration	SOLDOTNA	L021005029	L OFFICE DMV L#2369B	2000	100.00	2000
						19041
Administration	FAIRBANKS	L021105008	L OFFICE APOC 2391	3700	100.00	3700
Administration	JUNEAU	L021105001	L OFFICE PUB DEF 2181BCE	2190	100.00	2190
Administration	PALMER	L021105006	L OFFICE 2402	2535	100.00	2535
						8425
Administration	ANCHORAGE	L021205005	L OFFICES L#2352A	15354	100.00	15354
Administration	FAIRBANKS	L021205081	L OFFICE L 2410	2320	100.00	2320
						17674
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	0.95	3709
						3709
Administration	ANCHORAGE	200000705	AOGCC OFFICE BUILDING	12894	100.00	12894
						12894
Administration	ANCHORAGE	L021505002	L OFFICE PERS/EEO 2349	7020	100.00	7020
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	8.84	26703
						33723
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	8.00	23424
						23424
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	8.36	32637
						32637
Administration	ANCHORAGE	L022005003	L OFFICE 2046	2900	100.00	2900
Administration	JUNEAU	MO00000009	COURT PLAZA & PARKING	51047	5.87	2996
						5896
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	1.00	3904
						3904
Administration	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	0.28	1093
						1093
Total						1028460
Law	ANCHORAGE	L030005106	L OFFICE 2382 B	42485	100.00	42485
Law	ANCHORAGE	L030005107	L OFFICE L#2382ACD	18504	100.00	18504
Law	BETHEL	L030005101	L OFFICE L 2236	2863	100.00	2863
Law	FAIRBANKS	L030005108	L OFFICE L 1549 ABC	5253	100.00	5253
Law	FAIRBANKS	MO00000332	COURT/OFFICE BLDG	80000	6.79	5432
Law	JUNEAU	L030005110	L OFFICE L#2181 A&D	6058	100.00	6058
Law	JUNEAU	MO00000494	DIMOND COURT HOUSE BLDG	79118	36.80	29115
Law	KENAI	L030005163	L OFFICE 2344	2760	100.00	2760
Law	KENAI	MO00000520	COURT/OFFICE BLDG	31800	8.71	2770
Law	KETCHIKAN	MO00000893	KETCHIKAN COURT/OFFICE	74600	6.00	4476
Law	NOME	MO00000673	OLD FEDERAL OFFICE BLDG	16600	10.00	1660
Law	PALMER	L030005111	L OFFICE # 2405	3304	100.00	3304
Law	SITKA	MO00000823	COURT & OFFICE BLDG	24400	1.07	261
Law	VALDEZ	MO00000922	COURT/OFC BLDG	16324	3.37	550
Total						125491
Revenue	ANCHORAGE	L040705131	L OFFICE L# 2088A	2234	100.00	2234
Revenue	FAIRBANKS	MO00000323	REGIONAL OFC BLDG	88200	1.80	1588
Revenue	JUNEAU	L040005132	L OFFICE L#2223ABCDE	10318	100.00	10318
Revenue	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	17.92	69960
Total						84100

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Education	ANCHORAGE	L050005027	L OFFICE 2053FH	7872	100.00	7872
Education	ANCHORAGE	L050005028	L OFFICE 1849	9000	100.00	9000
Education	ANCHORAGE	L050005030	L OFFICE 2328AB	4738	100.00	4738
Education	ANCHORAGE	L050005037	L OFFICE L# 2330	2205	100.00	2205
Education	ANCHORAGE	L050005142	L OFFICE L#2088 BDE	8982	100.00	8982
Education	ANCHORAGE	L050005153	L OFFICE 2345	10800	100.00	10800
Education	EIELSON AFB	503000291	TAYLOR JR HIGH	4000	100.00	4000
Education	EIELSON AFB	503000292	BEN EIELSON HIGH	28000	100.00	28000
Education	EIELSON AFB	503000293	BEN EIELSON HIGH	54000	100.00	54000
Education	ELMENDORF AFB	503000308	MT SPURR ELEMENTA	29200	100.00	29200
Education	ELMENDORF AFB	503000309	AURORA ELEMENTARY	31700	100.00	31700
Education	ELMENDORF AFB	503000310	MT ILIAMNA ELEMEN	29100	100.00	29100
Education	ELMENDORF AFB	503000311	OVION JR HIGH	33600	100.00	33600
Education	FAIRBANKS	L050005147	L OFFICE L#2387	3466	100.00	3466
Education	FORT RICHARDSON	503000381	URSA MINOR ELEMEN	22200	100.00	22200
Education	FORT RICHARDSON	503000383	JF KENNEDY JR HIG	29900	100.00	29900
Education	FORT WAINWRIGHT	503000389	CHENA ELEMENTRY	16725	100.00	16725
Education	JUNEAU	L050005032	L OFFICE L# 2227AB	11730	100.00	11730
Education	JUNEAU	L050005033	L OFFICE 1627A	40889	100.00	40889
Education	JUNEAU	L050005034	L OFFICE 2217 B	2343	100.00	2343
Education	JUNEAU	L050005035	L WAREHOUSE 2122	8463	100.00	8463
Education	JUNEAU	MO00000472	COMMUNITY BLDG	22400	75.00	16800
Education	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	12.92	50440
Education	JUNEAU	500000475	RECORDS CENTER	13500	100.00	13500
Education	KETCHIKAN	MO00000893	KETCHIKAN COURT/OFFICE	74800	1.00	746
Education	MT. EDGE CUMBE	U050303389	DORM (ABANDONED)	32684	100.00	32684
Education	MT. EDGE CUMBE	U050303420	PAINT SHOP	600	100.00	600
Education	MT. EDGE CUMBE	503000630	SHOP STORAGE	1070	100.00	1070
Education	MT. EDGE CUMBE	503000631	WAREHOUSE	12191	100.00	12191
Education	MT. EDGE CUMBE	503000634	SINGLE QUARTERS	4515	100.00	4515
Education	MT. EDGE CUMBE	503000635	BOILER ROOM	3711	100.00	3711
Education	MT. EDGE CUMBE	503000636	KITCHEN/DINING/CLASSRM	16790	100.00	16790
Education	MT. EDGE CUMBE	503000637	LAUNDRY	384	100.00	384
Education	MT. EDGE CUMBE	503000638	BOY'S DORMITORY	19830	100.00	19830
Education	MT. EDGE CUMBE	503000639	GIRL'S DORMITORY	19585	100.00	19585
Education	MT. EDGE CUMBE	503000640	HIGH SCHOOL BLDG	15538	100.00	15538
Education	MT. EDGE CUMBE	503000641	WAREHOUSE/OFFICE	21500	100.00	21500
Education	MT. EDGE CUMBE	503000642	VEHICLE SHOP	10254	100.00	10254
Education	MT. EDGE CUMBE	503000643	GYM	53826	100.00	53826
Education	MT. EDGE CUMBE	503000646	SINGLE FAMILY HOUSING	1220	100.00	1220
Education	MT. EDGE CUMBE	503001063	ADMIN & CLASSROOMS	21310	100.00	21310
Education	MT. EDGE CUMBE	503001219	STUDENT DORM	21366	100.00	21366
Education	SEWARD	L050305036	L WAREHOUSE 2400	7200	100.00	7200
Education	SEWARD	500000986	4 PLEX MD STU HOUSING	3600	100.00	3600
Education	SEWARD	503000297	OLD ARMORY BLDG	7888	100.00	7888
Education	SEWARD	503000409	STUDENT SERVICE CENTER	33000	100.00	33000
Education	SEWARD	503000795	FOOD SVC DNG/BAKERY	10800	100.00	10800
Education	SEWARD	503000796	DORMITORY PHASE I	8000	100.00	8000
Education	SEWARD	503000797	DORMITORY PHASE II	7500	100.00	7500

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Education	SEWARD	503000798	DORMITORY PHASE III	10000	100.00	10000
Education	SEWARD	503000799	ELECT SHOP	8000	100.00	8000
Education	SEWARD	503000800	AUTO/HVY EQP SHOP	14000	100.00	14000
Education	SEWARD	503000801	FIRST LAKE FACILITY	20000	100.00	20000
Education	SEWARD	503000812	WELD/DIESEL MECH SHOP	8800	100.00	8800
Education	SEWARD	503000813	DRILL RIG ENCL	4000	100.00	4000
Education	SEWARD	503001130	OLD ARMORY	7888	100.00	7888
Education	SITKA	503000827	SHELDON JACKSON M	5518	100.00	5518
						1090558
Education	JUNEAU	501000481	MUSEUM	24000	100.00	24000
Education	SITKA	501000842	SHELDON JACKSON MUSEUM	6500	100.00	6500
						30500
Total						911467
Health & Social Svcs	ANCHORAGE	L060005077	L OFFICE 2096ADFG	39667	100.00	39667
Health & Social Svcs	ANCHORAGE	L060005084	L OFFICE L# 2363 A B	2550	100.00	2550
Health & Social Svcs	FAIRBANKS	L060105083	L OFFICE L#2394	13194	100.00	13194
Health & Social Svcs	FAIRBANKS	MO00000323	REGIONAL OFC BLDG	88200	26.20	23108
Health & Social Svcs	JUNEAU	601000488	ALASKA OFC BLDG	61248	100.00	61248
Health & Social Svcs	KETCHIKAN	MO00000893	KETCHIKAN COURT/OFFICE	74600	9.00	6714
Health & Social Svcs	KODIAK (CITY)	601000575	GRIFFEN MEMORIAL	7200	100.00	7200
Health & Social Svcs	SITKA	601000828	HEALTH CENTER	3100	100.00	3100
Health & Social Svcs	SOLDOTNA	L060105095	L OFFICE 2090	8425	100.00	8425
Health & Social Svcs	VALDEZ	MO00000922	COURT/OFC BLDG	16324	6.92	1130
						166336
Health & Social Svcs	ANCHORAGE	602000044	API/HOUSING	6300	100.00	6300
Health & Social Svcs	ANCHORAGE	602000045	API/RESIDENCE	3300	100.00	3300
Health & Social Svcs	ANCHORAGE	602000046	API	131900	100.00	131900
						141500
Health & Social Svcs	ANCHORAGE	L060705076	L OFFICE 2078	24076	100.00	24076
Health & Social Svcs	BETHEL	MO00000113	COMBINED FACILITY	6000	65.44	3926
Health & Social Svcs	BETHEL	607000114	BETHEL YOUTH FACILITY	9392	100.00	9392
Health & Social Svcs	BETHEL	607000388	CHILDRENS RESIDENTIAL FAC	3325	100.00	3325
Health & Social Svcs	FAIRBANKS	607001054	YOUTH OFFICE ADDITION	1065	100.00	1065
Health & Social Svcs	FAIRBANKS	607001055	YOUTH ADDITION	9760	100.00	9760
Health & Social Svcs	FAIRBANKS	607001056	YOUTH FACILITY	14000	100.00	14000
Health & Social Svcs	FORT YUKON	MO00000218	COMBINED FACILITY	3472	21.00	729
Health & Social Svcs	JUNEAU	L060405109	L OFFICE L#2254 A	6925	100.00	6925
Health & Social Svcs	JUNEAU	607000496	JOHNSON YOUTH CENTER	6332	100.00	6332
Health & Social Svcs	JUNEAU	607001218	JOHNSON CENTER EXPANSION	7031	100.00	7031
Health & Social Svcs	KETCHIKAN	MO00000893	KETCHIKAN COURT/OFFICE	74600	2.00	1492
Health & Social Svcs	NOME	607000530	TRAILER	1300	100.00	1300
Health & Social Svcs	NOME	607000682	YOUTH FACILITY	4500	100.00	4500
						93853
Health & Social Svcs	ANCHORAGE	605000047	DORM COTTAGE	1600	100.00	1600
Health & Social Svcs	ANCHORAGE	605000048	DORM COTTAGE	1600	100.00	1600
Health & Social Svcs	ANCHORAGE	605000049	DORM COTTAGE	1600	100.00	1600
Health & Social Svcs	ANCHORAGE	605000050	DORM COTTAGE	1600	100.00	1600
Health & Social Svcs	ANCHORAGE	605000051	DORM COTTAGE	1600	100.00	1600
Health & Social Svcs	ANCHORAGE	605000052	DORM COTTAGE	1600	100.00	1600

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCL '1	OCCUPIED SQ FT
Health & Social Svcs	ANCHORAGE	605000053	DORM COTTAGE	1600	100.00	1600
Health & Social Svcs	ANCHORAGE	605000054	DORM COTTAGE	1600	100.00	1600
Health & Social Svcs	ANCHORAGE	605000055	MCLAUGHLIN SCHOOL	18500	100.00	18500
Health & Social Svcs	ANCHORAGE	605000056	COTTAGE DAYROOM	1900	100.00	1900
Health & Social Svcs	ANCHORAGE	605000057	COTTAGE DAYROOM	1900	100.00	1900
Health & Social Svcs	ANCHORAGE	605000058	COTTAGE DAYROOM	1900	100.00	1900
Health & Social Svcs	ANCHORAGE	605000059	COTTAGE DAYROOM	1900	100.00	1900
Health & Social Svcs	ANCHORAGE	605000060	RELOCATABLE SCHOO	900	100.00	900
Health & Social Svcs	ANCHORAGE	605000061	RELOCATABLE SCHOO	900	100.00	900
Health & Social Svcs	ANCHORAGE	605000063	MCLAUGHLIN YC	60705	100.00	60705
Health & Social Svcs	ANCHORAGE	605000064	BOILER ROOM	1425	100.00	1425
Health & Social Svcs	ANCHORAGE	605000078	MYC GYM ANNEX	10200	100.00	10200
Health & Social Svcs	ANCHORAGE	605000098	MYC DETENTION CNT	6900	100.00	6900
Health & Social Svcs	ANCHORAGE	605000164	AUX GEN & WHSE	1560	100.00	1560
Health & Social Svcs	ANCHORAGE	605000511	MYC COTTAGE #5	6580	100.00	6580
						128070
Health & Social Svcs	JUNEAU	MO00000009	COURT PLAZA & PARKING	51047	10.81	5518
						5518
Health & Social Svcs	ANCHORAGE	L061405074	L OFFICE L# 1517 ACDEF	11685	100.00	11685
Health & Social Svcs	ANCHORAGE	L061405075	L OFFICE 1833ABCD	13890	100.00	13890
Health & Social Svcs	ANCHORAGE	L061405141	L OFFICE L# 2053 GKLMN	8418	100.00	8418
Health & Social Svcs	ANCHORAGE	614000062	ECTA BLDG	24310	100.00	24310
Health & Social Svcs	BETHEL	L061405063	L OFFICE L#1233	2396	100.00	2396
Health & Social Svcs	BETHEL	L061405079	L OFFICE 2121	2200	100.00	2200
Health & Social Svcs	DILLINGHAM	MO00000259	COMBINED FACILITY	2380	41.00	976
Health & Social Svcs	DILLINGHAM	614000261	HEATH CTR/QTRS	1200	100.00	1200
Health & Social Svcs	FAIRBANKS	L061405062	L OFFICE 2253	5255	100.00	5255
Health & Social Svcs	FAIRBANKS	614000372	THE FAHRENKAMP CENTER	10150	100.00	10150
Health & Social Svcs	FAIRBANKS	614000373	THE DENARDO CENTER	6532	100.00	6532
Health & Social Svcs	FORT YUKON	MO00000218	COMBINED FACILITY	3472	21.00	729
Health & Social Svcs	FORT YUKON	614000390	EMPLOYEE HOUSING	1632	100.00	1632
Health & Social Svcs	HAINES	L06140509	L OFFICE L# 2219A	2275	100.00	2275
Health & Social Svcs	HOMER	L061405085	L CLINIC 2381	2444	100.00	2444
Health & Social Svcs	JUNEAU	L061405010	L OFFICE 2214 ABC	4783	100.00	4783
Health & Social Svcs	JUNEAU	L061405086	L OFFICE 765	4460	100.00	4460
Health & Social Svcs	JUNEAU	MO00000492	SUBPORT BUILDING	81800	1.70	1391
Health & Social Svcs	JUNEAU	614001156	HEALTH CENTER	9141	100.00	9141
Health & Social Svcs	KETCHIKAN	614000695	HEALTH CENTER	6922	100.00	6922
Health & Social Svcs	PALMER	L061405092	L OFFICE L# 2414	4600	100.00	4600
Health & Social Svcs	TOK	MO00000129	TOK VIS CENTER	10900	64.40	7020
Health & Social Svcs	WASILLA/FINGER LAKE	L061405155	L OFFICE L# 2372	2430	100.00	2430
						134839
Health & Social Svcs	ANCHORAGE	L061505073	L OFFICE 1201A	29472	100.00	29472
Health & Social Svcs	BETHEL	L061505080	L OFFICE 2212	6945	100.00	6945
Health & Social Svcs	JUNEAU	L061505088	L OFFICE L#2217	2636	100.00	2636
Health & Social Svcs	JUNEAU	L061505096	L OFFICE L 1906B D	3189	100.00	3189
Health & Social Svcs	KETCHIKAN	L061505093	L OFFICE L# 2230 A	5016	100.00	5016
Health & Social Svcs	NOME	L061505165	L OFFICE 2170	2560	100.00	2560
Health & Social Svcs	PALMER	L061505023	L OFFICE L#2385	2400	100.00	2400
Health & Social Svcs	SITKA	L061505150	L OFFICE L#2218	2172	100.00	2172

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Health & Social Svcs	WASILLA/FINGER LAKE	L081505089	L OFFICE L2403	7676	100.00	7676
Health & Social Svcs	WRANGELL	L081505156	L OFFICE L#2204 A	2017	100.00	2017
Total						64063
						734199
Labor	ANCHORAGE	L070005097	L OFFICE 1445	48640	100.00	48640
Labor	BETHEL	L210005017	L OFFICE 1935	2100	100.00	2100
Labor	BETHEL	700000117	EMPL SECURITY BLD	600	100.00	600
Labor	DILLINGHAM	700000262	EMPLOYMENT OFFICE	1013	100.00	1013
Labor	EAGLE RIVER	L070005099	L OFFICE 2364 AB	3240	100.00	3240
Labor	FAIRBANKS	L210005018	L OFFICE L# 2395	2926	100.00	2926
Labor	FAIRBANKS	MO00000323	REGIONAL OFC BLDG	88200	54.20	47804
Labor	GLENNALLEN	700000406	EMPLOYMENT OFFICE	560	100.00	560
Labor	JUNEAU	L070005043	L OFFICE 1632B	5015	100.00	5015
Labor	JUNEAU	L070005102	L OFFICE 1607	59463	100.00	59463
Labor	JUNEAU	L070005103	L WHSE 2116 AB	2150	100.00	2150
Labor	JUNEAU	L070005162	L OFFICE L# 2179 A	2773	100.00	2773
Labor	KENAI	L070005104	L OFFICE 2089	7877	100.00	7877
Labor	KETCHIKAN	L070005087	L OFFICE L 2200 B D F	5127	100.00	5127
Labor	KODIAK (CITY)	L070005052	L OFFICE 2200	2460	100.00	2460
Labor	KOTZEBUE	700000587	EMPLOYMENT OFFICE	600	100.00	600
Labor	NOME	MO00000673	OLD FEDERAL OFFICE BLDG	16600	19.00	3154
Labor	PETERSBURG	UO70005158	L OFFICE E	1065	100.00	1065
Labor	SEWARD	UO70005149	L OFFICE E	1005	100.00	1005
Labor	SITKA	MO00000823	COURT & OFFICE BLDG	24400	11.10	2708
Labor	SITKA	UO70005047	MECHANICAL INSPECTION E	441	100.00	441
Labor	TOK	UO70005090	L OFFICE L#2315	950	100.00	950
Labor	VALDEZ	MO00000922	COURT/OFC BLDG	16324	4.64	757
Labor	WASILLA/FINGER LAKE	L070005042	L OFFICE & AWP 2066A	9277	100.00	9277
Total						211705
Commerce & Economic Dev	BELLEVUE	L080005191	L OFFICE L #2233	2606	100.00	2606
Commerce & Economic Dev	ANCHORAGE	L080005013	L OFFICE L# 2011 D	16390	100.00	16390
Commerce & Economic Dev	ANCHORAGE	L080005015	L OFFICE L# 2308 A B C D	15667	100.00	15667
Commerce & Economic Dev	ANCHORAGE	L080005026	L OFFICE AK S & T 2389B	2850	100.00	2850
Commerce & Economic Dev	ANCHORAGE	L080005226	AADC OFFICE SPACE	2300	100.00	2300
Commerce & Economic Dev	ANCHORAGE	L210005016	L OFFICE L# 2380	26515	100.00	26515
Commerce & Economic Dev	ANCHORAGE	2100000512	MAINT SHOP/WHSE ENERGY	7200	100.00	7200
Commerce & Economic Dev	FAIRBANKS	MO00000323	REGIONAL OFC BLDG	88200	2.20	1940
Commerce & Economic Dev	JUNEAU	L080005014	DIV INVEST 2208A	7782	100.00	7782
Commerce & Economic Dev	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	17.89	69843
Commerce & Economic Dev	KODIAK (CITY)	L080005225	AADC OFFICE SPACE	350	100.00	350
Commerce & Economic Dev	KODIAK (CITY)	800000601	AADC LAUNCH PAD/SERVICE	30800	100.00	30800
Commerce & Economic Dev	KODIAK (CITY)	800000602	AADC PAYLOAD PROCESS FCLY	4800	100.00	4800
Commerce & Economic Dev	KODIAK (CITY)	800000603	AADC LAUNCH CONTROL CTR	14000	100.00	14000
Commerce & Economic Dev	KODIAK (CITY)	800000604	AADC S.C.A.T.	3500	100.00	3500
Commerce & Economic Dev	KODIAK (CITY)	800000605	AADC I.P.F.	5000	100.00	5000
Commerce & Economic Dev	MISC. AREAS	800000627	REP. PROPERTIES	1	100.00	1
Commerce & Economic Dev	TOK	L080005031	L OFFICE TOK LOG L #2416	5500	100.00	5500
Total						217644

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Military & Veterans Affairs	AKIACHAK	U090003000	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	AKIAK	U090003001	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	ALAKANUK	U090003002	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	ALAKANUK	U090003003	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	ALCANTRA	900000012	ARMORY	21620	100.00	21620
Military & Veterans Affairs	AMBLER	U090003004	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	ANCHORAGE	U090005148	L OFFICE 2355	4834	100.00	4834
Military & Veterans Affairs	ANCHORAGE	U090003005	ANC A2-COLD STG	600	100.00	600
Military & Veterans Affairs	ANCHORAGE	U090003006	ANC A2 FLAMMABLE STG	400	100.00	400
Military & Veterans Affairs	ANCHORAGE	U090003007	COMBINED SUPT MAINT SHOP	14748	100.00	14748
Military & Veterans Affairs	ANCHORAGE	U090003008	L OFFICE RECRUITER OFF	1100	100.00	1100
Military & Veterans Affairs	ANCHORAGE	U090003009	ANC A2 COLD STG	297	100.00	297
Military & Veterans Affairs	ANCHORAGE	U090003010	STG BLDG	2506	100.00	2506
Military & Veterans Affairs	ANCHORAGE	U090003011	ANC A2 SINGLE WIDE TRLR	500	100.00	500
Military & Veterans Affairs	ANCHORAGE	U090003012	LEASED RECRUITERS OFFICE	4834	100.00	4834
Military & Veterans Affairs	ANCHORAGE	900000069	NATIONAL GRD ARMO	25814	100.00	25814
Military & Veterans Affairs	ANCHORAGE	900000449	OMS	5381	100.00	5381
Military & Veterans Affairs	ANCHORAGE	900000981	ARMORY COMPLEX	207000	100.00	207000
Military & Veterans Affairs	ANGOON	U090003013	FS ARMORY (LEASED)	1104	100.00	1104
Military & Veterans Affairs	ARCTIC VILLAGE	U090003014	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	BARROW	U090003015	FS ARMORY	3600	100.00	3600
Military & Veterans Affairs	BETHEL	U090003016	BATHEL COLD STORAGE	1245	100.00	1245
Military & Veterans Affairs	BETHEL	U090003017	BETHELAAOF	11790	100.00	11790
Military & Veterans Affairs	BETHEL	U090003018	BETHEL OMS#4	2849	100.00	2849
Military & Veterans Affairs	BETHEL	U090003019	BETHEL STATE MAINT SHOP	864	100.00	864
Military & Veterans Affairs	BETHEL	900000119	NATL GRD ARMORY	14083	100.00	14083
Military & Veterans Affairs	BREVIK MISSION	U090003020	FS ARMORY	1615	100.00	1615
Military & Veterans Affairs	BREVIK MISSION	U090003021	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	BUCKLAND	U090003022	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	CHEVAK	U090003025	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	CHEFORNAK	U090003023	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	CHEFORNAK	U090003024	FS ARMORY	1615	100.00	1615
Military & Veterans Affairs	CRAIG	U090003026	FS ARMORY (LEASED)	3200	100.00	3200
Military & Veterans Affairs	CRAIG	U090003577	L OFFICE	3200	100.00	3200
Military & Veterans Affairs	DELTA JUNCTION	U090003027	FS ARMORY	2166	100.00	2166
Military & Veterans Affairs	DELTA JUNCTION	U090003028	FS ARMORY	1008	100.00	1008
Military & Veterans Affairs	ELIM	U090003030	FS ARMORY	1320	100.00	1320
Military & Veterans Affairs	ELIM	U090003031	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	EEK	U090003029	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	EMMONAK	U090003033	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	EMMONAK	U090003034	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	ELMENDORF AFB	U090003032	ELMENDORF BLACK HANGAR	4450	100.00	4450
Military & Veterans Affairs	FAIRBANKS	U090003035	FBX LEASED OFFICE SPACE	3300	100.00	3300
Military & Veterans Affairs	FAIRBANKS	U090003036	FBX OMS#5	4354	100.00	4354
Military & Veterans Affairs	FAIRBANKS	U090003037	LEASED RECRUITER OFFICE	912	100.00	912
Military & Veterans Affairs	FAIRBANKS	U090003578	L OFFICE & STORAGE	10300	100.00	10300
Military & Veterans Affairs	FAIRBANKS	900000345	NATL GRD ARMORY	12300	100.00	12300
Military & Veterans Affairs	FORT RICHARDSON	U090003038	ANCH OPNS BLDG	9570	100.00	9570
Military & Veterans Affairs	FORT RICHARDSON	U090003039	AASF	42245	100.00	42245

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Military & Veterans Affairs	FORT RICHARDSON	U090003040	AASF GROUND SPT BLDG	2700	100.00	2700
Military & Veterans Affairs	FORT RICHARDSON	U090003041	ANCHORAGE OMS	49040	100.00	49040
Military & Veterans Affairs	FORT RICHARDSON	U090003042	USPFO WHAREHOUSE	22880	100.00	22880
Military & Veterans Affairs	FORT RICHARDSON	U090003043	USPFO TRAILER	1330	100.00	1330
Military & Veterans Affairs	FORT RICHARDSON	U090003044	USPFO STORAGE BLDG	5108	100.00	5108
Military & Veterans Affairs	FORT RICHARDSON	U090003045	57033	2880	100.00	2880
Military & Veterans Affairs	FORT RICHARDSON	U090003046	57035	2880	100.00	2880
Military & Veterans Affairs	FORT RICHARDSON	U090003047	57036	1440	100.00	1440
Military & Veterans Affairs	FORT RICHARDSON	U090003048	57037	1440	100.00	1440
Military & Veterans Affairs	FORT RICHARDSON	U090003049	57039	1440	100.00	1440
Military & Veterans Affairs	FORT RICHARDSON	U090003050	CAMP CARROLL H Q	1440	100.00	1440
Military & Veterans Affairs	FORT RICHARDSON	U090003051	57112	11408	100.00	11408
Military & Veterans Affairs	FORT RICHARDSON	U090003052	57224	578	100.00	578
Military & Veterans Affairs	FORT RICHARDSON	U090003053	57228	2160	100.00	2160
Military & Veterans Affairs	FORT RICHARDSON	U090003054	57228	1260	100.00	1260
Military & Veterans Affairs	FORT RICHARDSON	U090003055	57409	960	100.00	960
Military & Veterans Affairs	FORT RICHARDSON	U090003056	57426	1250	100.00	1250
Military & Veterans Affairs	FORT RICHARDSON	U090003057	57427	336	100.00	336
Military & Veterans Affairs	FORT RICHARDSON	U090003058	57432	2018	100.00	2018
Military & Veterans Affairs	FORT RICHARDSON	U090003059	57433	3840	100.00	3840
Military & Veterans Affairs	FORT RICHARDSON	U090003060	C C THEATER	4080	100.00	4080
Military & Veterans Affairs	FORT RICHARDSON	U090003061	C C CHAPEL	1440	100.00	1440
Military & Veterans Affairs	FORT RICHARDSON	U090003062	57451	960	100.00	960
Military & Veterans Affairs	FORT RICHARDSON	U090003063	57452	960	100.00	960
Military & Veterans Affairs	FORT RICHARDSON	U090003064	57453	960	100.00	960
Military & Veterans Affairs	FORT RICHARDSON	U090003065	57454	960	100.00	960
Military & Veterans Affairs	FORT RICHARDSON	U090003066	57455	960	100.00	960
Military & Veterans Affairs	FORT RICHARDSON	U090003067	57456	960	100.00	960
Military & Veterans Affairs	FORT RICHARDSON	U090003068	57457	960	100.00	960
Military & Veterans Affairs	FORT RICHARDSON	U090003069	57458	960	100.00	960
Military & Veterans Affairs	FORT RICHARDSON	U090003070	57501	1200	100.00	1200
Military & Veterans Affairs	FORT RICHARDSON	U090003071	57503	3308	100.00	3308
Military & Veterans Affairs	FORT RICHARDSON	U090003072	57528	1440	100.00	1440
Military & Veterans Affairs	FORT RICHARDSON	U090003073	57532	1440	100.00	1440
Military & Veterans Affairs	FORT RICHARDSON	U090003074	60600	2978	100.00	2978
Military & Veterans Affairs	FORT RICHARDSON	U090003075	60606	2151	100.00	2151
Military & Veterans Affairs	FORT RICHARDSON	U090003076	C C MESS HALL	10850	100.00	10850
Military & Veterans Affairs	FORT RICHARDSON	U090003077	60700	2161	100.00	2161
Military & Veterans Affairs	FORT RICHARDSON	U090003078	60702	2161	100.00	2161
Military & Veterans Affairs	FORT RICHARDSON	U090003079	60704	2348	100.00	2348
Military & Veterans Affairs	FORT RICHARDSON	U090003080	60708	2348	100.00	2348
Military & Veterans Affairs	FORT RICHARDSON	U090003081	60708	2348	100.00	2348
Military & Veterans Affairs	FORT RICHARDSON	U090003082	60710	1265	100.00	1265
Military & Veterans Affairs	FORT RICHARDSON	U090003083	60712	1010	100.00	1010
Military & Veterans Affairs	FORT RICHARDSON	U090003084	60714	2005	100.00	2005
Military & Veterans Affairs	FORT RICHARDSON	U090003085	60716	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003086	60716	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003087	60718	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003088	60720	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003089	60722	2400	100.00	2400

PROPERTY SCHEDULE
By Dept and Div

DEPT	TC /VN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Military & Veterans Affairs	FORT RICHARDSON	U090003090	60724	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003091	60728	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003092	60728	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003093	60730	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003094	60732	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003095	60734	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003096	60736	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003097	60738	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003098	60740	2400	100.00	2400
Military & Veterans Affairs	FORT RICHARDSON	U090003099	60802	2181	100.00	2181
Military & Veterans Affairs	FORT RICHARDSON	U090003100	60806	2133	100.00	2133
Military & Veterans Affairs	FORT RICHARDSON	U090003101	C C 200 MAN BARRACKS	15551	100.00	15551
Military & Veterans Affairs	FORT RICHARDSON	900001153	FAC MGMT OFF	3010	100.00	3010
Military & Veterans Affairs	FORT RICHARDSON	900001154	MAINT SHOP	5719	100.00	5719
Military & Veterans Affairs	FORT YUKON	U090003102	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	GALENA	U090003103	FS ARMORY (LEASED)	1104	100.00	1104
Military & Veterans Affairs	GAMBELL	U090003104	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	GAMBELL	U090003105	FS ARMORY	1386	100.00	1386
Military & Veterans Affairs	GOLOVIN	U090003106	FS ARMORY (LEASED)	600	100.00	600
Military & Veterans Affairs	GOODNEWS BAY	U090003107	FS ARMORY	1374	100.00	1374
Military & Veterans Affairs	HAINES	U090003108	FS ARMORY	5578	100.00	5578
Military & Veterans Affairs	HOLY CROSS	U090003109	FS ARMORY	1538	100.00	1538
Military & Veterans Affairs	HOONAH	U090003110	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	HOOPER BAY	U090003111	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	HOOPER BAY	U090003112	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	HUSLIA	U090003113	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	JUNEAU	MO00000492	SUBPORT BUILDING	81600	33.90	27730
Military & Veterans Affairs	JUNEAU	U090003114	JUNEAU AAOF	17407	100.00	17407
Military & Veterans Affairs	JUNEAU	U090003115	JUNEAU DOCK OLD	2400	100.00	2400
Military & Veterans Affairs	JUNEAU	U090003116	JUNEAU OMS#1	23160	100.00	23160
Military & Veterans Affairs	JUNEAU	U090003117	JUNEAU DOCK OLD	2480	100.00	2480
Military & Veterans Affairs	JUNEAU	900000485	NATIONAL GUARD	9884	100.00	9884
Military & Veterans Affairs	KALTAG	U090003119	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	KAKE	U090003118	FS ARMORY (LEASED)	1600	100.00	1600
Military & Veterans Affairs	KASIGLUK	U090003120	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	KENAI	900000521	NATIONAL GUARD	12040	100.00	12040
Military & Veterans Affairs	KETCHIKAN	U090003121	KETCHIKAN DOCK (LEASED)	1860	100.00	1860
Military & Veterans Affairs	KETCHIKAN	900000531	NATIONAL GUARD	16219	100.00	16219
Military & Veterans Affairs	KIANA	U090003122	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	KIPNUK	U090003123	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	KIPNUK	U090003124	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	KIVALINA	U090003125	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	KIVALINA	U090003126	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	KODIAK (CITY)	900000576	NATIONAL GUARD	8426	100.00	8426
Military & Veterans Affairs	KONGIGANAK	U090003127	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	KOTLIK	U090003128	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	KOTZEBUE	U090003129	KOTZEBUE AAOF	15579	100.00	15579
Military & Veterans Affairs	KOTZEBUE	U090003130	KOTZEBUE COLD STORAGE	1024	100.00	1024
Military & Veterans Affairs	KOTZEBUE	U090003131	KOTZEBUE POL STG BLDG	400	100.00	400
Military & Veterans Affairs	KOTZEBUE	900000588	ARMORY 80% SOA	27000	100.00	27000

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Military & Veterans Affairs	KOYUK	U090003132	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	KOYUKUK	U090003133	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	KWIGILLINGOK	U090003136	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	KWETHLUK	U090003134	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	KWETHLUK	U090003135	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	LITTLE DIOMEDE	U090003137	FS ARMORY	120	100.00	120
Military & Veterans Affairs	MANOKOTAK	U090003138	FS ARMORY	864	100.00	864
Military & Veterans Affairs	MEKORYUK	U090003139	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	MOUNTAIN VILLAGE	U090003140	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	NAPAKIAK	U090003141	FS ARMORY	1615	100.00	1615
Military & Veterans Affairs	NAPAKIAK	U090003142	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	NAPASKIAK	U090003143	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	NEWTOK	U090003145	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	NEW STUYAHOK	U090003144	FS ARMORY (LEASED)	1140	100.00	1140
Military & Veterans Affairs	NIGHTMUTE	U090003146	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	NOATAK	U090003147	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	NOATAK	U090003148	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	NOME	U090003149	NOME STATE MAINT SHOP	2400	100.00	2400
Military & Veterans Affairs	NOME	U090003150	NOME AAOF	17407	100.00	17407
Military & Veterans Affairs	NOME	U090003151	NOME OMS #3	2849	100.00	2849
Military & Veterans Affairs	NOME	900000869	NATIONAL GUARD ARMORY	14083	100.00	14083
Military & Veterans Affairs	NOME	900000883	COLD STORAGE BLDG	1450	100.00	1450
Military & Veterans Affairs	NOORVIK	U090003152	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	NOORVIK	U090003153	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	NULATO	U090003154	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	NUNAPICHUK	U090003155	FS ARMORY	1360	100.00	1360
Military & Veterans Affairs	NUNAPICHUK	U090003156	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	OLD HARBOR	U090003157	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	PETERSBURG	U090003158	FS ARMORY (LEASED)	850	100.00	850
Military & Veterans Affairs	POINT HOPE	U090003159	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	POINT HOPE	U090003160	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	QUINHAGAK	U090003161	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	QUINHAGAK	U090003162	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	ST. MARY'S	U090003163	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	ST. MICHAELS	U090003164	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	SAVOONGA	U090003165	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	SAVOONGA	U090003166	FS ARMORY	1256	100.00	1256
Military & Veterans Affairs	SCAMMON BAY	U090003167	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	SELAWIK	U090003168	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	SELAWIK	U090003169	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	SHAKTOOLIK	U090003170	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	SHISHMAREF	U090003171	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	SHISHMAREF	U090003172	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	SHUNGNAK	U090003173	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	SHUNGNAK	U090003174	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	SITKA	U090003175	SITKA DOCK	2228	100.00	2228
Military & Veterans Affairs	SITKA	900000829	ARMORY	8995	100.00	8995
Military & Veterans Affairs	SKAGWAY	U090003176	FS ARMORY	1152	100.00	1152
Military & Veterans Affairs	STEBBINS	U090003177	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	TANANA	U090003178	FS ARMORY (LEASED)	2960	100.00	2960

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Military & Veterans Affairs	TANANA	U090003579	L OFFICE	2960	100.00	2960
Military & Veterans Affairs	TELLER	U090003179	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	TOGIAC	U090003180	FS ARMORY	1320	100.00	1320
Military & Veterans Affairs	TOGIAC	U090003181	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	TOKSOOK BAY	U090003182	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	TOKSOOK BAY	U090003183	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	TUNUNAK	U090003187	FS ARMORY	1560	100.00	1560
Military & Veterans Affairs	TUNUNAK	U090003188	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	TULUKSAK	U090003184	FS ARMORY	1368	100.00	1368
Military & Veterans Affairs	TULUKSAK	U090003185	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	TUNTUTULIAK	U090003186	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	UNALAKLEET	U090003189	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	VALDEZ	900000015	VALDEZ ARMORY	7751	100.00	7751
Military & Veterans Affairs	WAINWRIGHT	U090003190	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	WAINWRIGHT	U090003191	FS ARMORY	1560	100.00	1560
Military & Veterans Affairs	WALES	U090003195	FS ARMORY	1200	100.00	1200
Military & Veterans Affairs	WASILLA/FINGER LAKE	U090003192	ALCANTRA TRLR DOUBLE WIDE	1058	100.00	1058
Military & Veterans Affairs	WASILLA/FINGER LAKE	U090003193	ALCANTRA MVS	2400	100.00	2400
Military & Veterans Affairs	WASILLA/FINGER LAKE	U090003194	ALCANTRA Q-HUT	1050	100.00	1050
Military & Veterans Affairs	WASILLA/FINGER LAKE	U090003196	ALCANTRA Q-HUT	1050	100.00	1050
Military & Veterans Affairs	WASILLA/FINGER LAKE	U090003197	ALCANTRA MESSHALL	1980	100.00	1980
Military & Veterans Affairs	WASILLA/FINGER LAKE	U090003198	ALCANTRA WELL HOUSE	306	100.00	306
Military & Veterans Affairs	WASILLA/FINGER LAKE	U090003199	ALCANTRA Q-HUT	1050	100.00	1050
Military & Veterans Affairs	WHITE MOUNTAIN	U090003200	FS ARMORY (LEASED)	120	100.00	120
Military & Veterans Affairs	WRANGELL	U090003201	FS ARMORY	1208	100.00	1208
Military & Veterans Affairs	YAKUTAT	U090003202	FS ARMORY (LEASED)	882	100.00	882
Total						1014484
Natural Resources	ANCHORAGE	L100005115	FRONTIER L 2011A	101685	100.00	101685
Natural Resources	DEADHORSE	U100003236	L OFFICE NANA CAMP	300	100.00	300
Natural Resources	FAIRBANKS	1000000333	REG. RESOURCE CNT	24000	100.00	24000
Natural Resources	JUNEAU	L100005120	L OFFICE 1906A	18546	100.00	18546
						1587744
Natural Resources	AFOGNAK LAKE	1002000387	PILLAR LAKE PUC	168	100.00	168
Natural Resources	ANCHOR POINT	U100203382	VOLUNTEER HOUSING TRAILER	720	100.00	720
Natural Resources	ANCHOR RIVER	1002000941	DV LATRINE ANCHOR RIV SRA	320	100.00	320
Natural Resources	ANCHOR RIVER	1002000959	SV LATRINE ANCHOR RIV SRA	128	100.00	128
Natural Resources	ANCHOR RIVER	1002000980	PICNIC SHELTER ANCHOR RIV	320	100.00	320
Natural Resources	ANCHOR RIVER	1002001087	S V LATRINE SLIDEHOLE	128	100.00	128
Natural Resources	ANCHOR RIVER	1002001088	SV LATRINE SLIDEHOLE	128	100.00	128
Natural Resources	ANCHOR RIVER	1002001090	S V LATRINE SILVERKING	128	100.00	128
Natural Resources	ANCHOR RIVER	1002001091	S V LATRINE STEELHEAD	128	100.00	128
Natural Resources	ANCHORAGE	U100203212	D V LATRINE GLEN ALPS	161	100.00	161
Natural Resources	ANCHORAGE	U100203225	D V LATRINES	161	100.00	161
Natural Resources	ANCHORAGE	U100203247	STORAGE SHED	240	100.00	240
Natural Resources	ANCHORAGE	U100203270	STORAGE SHED	180	100.00	180
Natural Resources	ANCHORAGE	U100203271	TRAILER STORAGE	180	100.00	180
Natural Resources	ANCHORAGE	U100203376	VOLUNTEER HOUSING TRAILER	720	100.00	720
Natural Resources	ANCHORAGE	U100203590	D V LATRINE	161	100.00	161
Natural Resources	ANCHORAGE	1002000101	WELL HOUSE POTTER	64	100.00	64

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Natural Resources	ANCHORAGE	1002000971	POTTER SECTION HOUSE	3000	100.00	3000
Natural Resources	ANCHORAGE	1003001225	POTTER MAINT FAC	800	100.00	800
Natural Resources	BIG LAKE	U100203203	D V LATRINE BIG LAKE N	161	100.00	161
Natural Resources	BIG LAKE	U100203292	PICNIC SHELTERS (4)B L N	240	100.00	240
Natural Resources	BIG LAKE	U100203299	D V LATRINE ROCKY LAKE	120	100.00	120
Natural Resources	BIG LAKE	1002001011	DBL LATRINE BIG LAKE SO.	161	100.00	161
Natural Resources	BYERS LAKE	1002000450	PUB USE CAB BYERS LK #1	224	100.00	224
Natural Resources	BYERS LAKE	1002000513	PUB USE CAB BYERS LK #2	320	100.00	320
Natural Resources	BUSKIN RIVER SRS	1002001158	BUSKIN PICNIC OUT HOUSE	84	100.00	84
Natural Resources	BUSKIN RIVER SRS	1002001169	BUSKIN BEACH outhouse	84	100.00	84
Natural Resources	CHATANIKA	1002000902	SS TOILETS (DOUBLE)	120	100.00	120
Natural Resources	CHATANIKA	1003001237	SS TOILET (DOUBLE)	120	100.00	120
Natural Resources	CHENA REC AREA	U100203237	CABIN(NUGGET CREEK)	130	100.00	130
Natural Resources	CHENA REC AREA	U100301238	CHENA RIVER SRA 27 MILE	120	100.00	120
Natural Resources	CHENA REC AREA	U100301239	CHENA RIVER SRA 39 MILE	120	100.00	120
Natural Resources	CHENA REC AREA	1002000005	LOG CABIN (N FORK)	408	100.00	408
Natural Resources	CHENA REC AREA	1002000008	CABIN (ANGEL CREEK)	190	100.00	190
Natural Resources	CHENA REC AREA	1002000174	REC. HALL (TWIN BEARS)	960	100.00	960
Natural Resources	CHENA REC AREA	1002000347	MESS HALL (TWIN BEARS)	1000	100.00	1000
Natural Resources	CHENA REC AREA	1002000904	CABIN COLORADO CREEK	170	100.00	170
Natural Resources	CHENA REC AREA	1002000998	CHENA RIVER GARAGE	784	100.00	784
Natural Resources	CHENA REC AREA	1002000999	PUC LOWER ANGLE CREEK	168	100.00	168
Natural Resources	CHENA REC AREA	1002001003	PUC STILES CREEK	288	100.00	288
Natural Resources	CHENA REC AREA	1002001004	CHENA RIV STG POLE SHED	960	100.00	960
Natural Resources	CHENA REC AREA	1002001007	CHENA RIVER WELLHOUSE 33M	64	100.00	64
Natural Resources	CHENA REC AREA	1002001008	PUS GRANITE TOR TRAIL SHE	120	100.00	120
Natural Resources	CHENA REC AREA	1002001009	PUS CHENA DOME TRAIL SHEL	120	100.00	120
Natural Resources	CHENA REC AREA	1002001010	ANGLE ROCKS TRAIL SHELTER	120	100.00	120
Natural Resources	CHENA REC AREA	1002001016	CHENA RIV SRS VOL CABIN	352	100.00	352
Natural Resources	CHENA REC AREA	1002001018	CHENA RIV SRS FEE STATION	65	100.00	65
Natural Resources	CHENA REC AREA	1002001019	PUC SALCHA RIVER	190	100.00	190
Natural Resources	CHENA REC AREA	1002001020	PUC QUARTZ LAKE	160	100.00	160
Natural Resources	CHENA REC AREA	1002001021	PUC FIELDING LAKE	224	100.00	224
Natural Resources	CHENA REC AREA	1002001022	SS TOILET (DOUBLE)	84	100.00	84
Natural Resources	CHENA REC AREA	1002001033	SS TOILET (DOUBLE)	84	100.00	84
Natural Resources	CHENA REC AREA	1002001034	SS TOILET (DOUBLE)	84	100.00	84
Natural Resources	CHENA REC AREA	1002001044	GHETTO*CABINCHENASRA*	224	100.00	224
Natural Resources	CHENA REC AREA	1002001046	PALACE*CABINCHENASRS*	240	100.00	240
Natural Resources	CHENA REC AREA	1002001057	VOLUNTEER CABIN CHENA SRA	120	100.00	120
Natural Resources	CHENA REC AREA	1002001240	CHENA RIVER OFFICE	240	100.00	240
Natural Resources	CHENA REC AREA	1002001241	CHENA RIVER PUBLIC CABIN	480	100.00	480
Natural Resources	CHENA REC AREA	1003001233	DNR CMLX ATCO TRLR	400	100.00	400
Natural Resources	CHUGIAK	1002000404	GARAGE	1000	100.00	1000
Natural Resources	COPPER CENTER	U100203303	PICNIC SHELTER (4)BLU B L	1000	100.00	1000
Natural Resources	COPPER CENTER	U100203304	S V LATRINE (2)BLU B LK	121	100.00	121
Natural Resources	COPPER CENTER	U100203305	PICNIC SHELTER LK LOUISE	250	100.00	250
Natural Resources	COPPER CENTER	U100203306	D V LATRINE (2)LK LOUISE	161	100.00	161
Natural Resources	COPPER CENTER	U100203307	D V LATRINE WORTH GLACIER	161	100.00	161
Natural Resources	COPPER CENTER	U100203308	PIT LATRINE LITTLE TONSIN	25	100.00	25
Natural Resources	COPPER CENTER	U100203309	D/V LATRINE LIBERTY FALLS	25	100.00	25

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Natural Resources	COPPER CENTER	U100203311	D V LATRINE (4) DRY CREEK	161	100.00	161
Natural Resources	COPPER CENTER	U100203312	PIT LATRINE(4) PORCUP CR	25	100.00	25
Natural Resources	COPPER CENTER	U100203313	PIT LATRINE(2) TOLSONA	120	100.00	120
Natural Resources	COPPER CENTER	U100203314	PIT LATRINE(2) LITL NELCHI	25	100.00	25
Natural Resources	COPPER CENTER	U100203351	VIEWING PLATFORM WORTH GL	350	100.00	350
Natural Resources	COPPER CENTER	1002003309	D/V LATRINE LIBERTY FALLS	25	100.00	25
Natural Resources	COPPER CENTER	1002003310	LATRINE (2) SQUIRL CRE DV	25	100.00	25
Natural Resources	COPPER CENTER	1002003352	D/V LATRINE LK LOUISE	192	100.00	192
Natural Resources	CROOKED CREEK	U100203327	SV LATRINE (1) DV (1)	250	100.00	250
Natural Resources	DELTA JUNCTION	U100203251	OTHER OUT BUILDINGS	500	100.00	500
Natural Resources	DELTA JUNCTION	U100203355	CLEARWATER LATRINE	120	100.00	120
Natural Resources	DELTA JUNCTION	U100203356	DELTA SRS LATRINES (2)	120	100.00	120
Natural Resources	DELTA JUNCTION	1002000017	WAMCATS BLDG #2	100	100.00	100
Natural Resources	DELTA JUNCTION	1002000131	WAMCAT BLDG #1	384	100.00	384
Natural Resources	DELTA JUNCTION	1002000132	WAMCATS BLDG #3	256	100.00	256
Natural Resources	DELTA JUNCTION	1002000236	DELTA SRS CABIN	320	100.00	320
Natural Resources	DELTA JUNCTION	1002000348	ARC/ARTS BLDG	4820	100.00	4820
Natural Resources	DELTA JUNCTION	1002000393	GARAGE BIGDELTA	576	100.00	576
Natural Resources	DELTA JUNCTION	1002000961	RIKA'S ROADHOUSE	4200	100.00	4200
Natural Resources	DELTA JUNCTION	1002000962	FERRYMAN'S CABIN	600	100.00	600
Natural Resources	DELTA JUNCTION	1002000963	BARN	2050	100.00	2050
Natural Resources	DELTA JUNCTION	1002001053	BLACKSMITH SHOP/MUSEUM	625	100.00	625
Natural Resources	DILLINGHAM	MO00000258	PARKS OFFICE	2200	50.00	1100
Natural Resources	DILLINGHAM	U100203344	STORAGE GARAGES WTSP	900	100.00	900
Natural Resources	DILLINGHAM	U100203345	STORAGE GARAGES WTSP	300	100.00	300
Natural Resources	DILLINGHAM	U100203346	CABIN WTSP AGULUKPAK RIVE	1200	100.00	1200
Natural Resources	DILLINGHAM	U100203347	SHELTER POINTLAKE CABIN	40	100.00	40
Natural Resources	DILLINGHAM	1002001061	WTSP OFFICE 2STORY DUPLEX	1440	100.00	1440
Natural Resources	EAGLE RIVER	U100203239	D/V LATRINES #1	161	100.00	161
Natural Resources	EAGLE RIVER	U100203240	PICNIC SHELTER	3000	100.00	3000
Natural Resources	EAGLE RIVER	U100203253	CABIN	200	100.00	200
Natural Resources	EAGLE RIVER	U100203254	CABIN	200	100.00	200
Natural Resources	EAGLE RIVER	U100203255	CABIN	200	100.00	200
Natural Resources	EAGLE RIVER	U100203256	VIEWING DECK	1000	100.00	1000
Natural Resources	EAGLE RIVER	U100203265	RESTROOM/SEWAGE TREATMENT	2880	100.00	2880
Natural Resources	EAGLE RIVER	U100203267	DV LATRINE #2	161	100.00	161
Natural Resources	EAGLE RIVER	U100203350	CARETAKER'S CABIN	384	100.00	384
Natural Resources	EAGLE RIVER	1002000070	PARKS MAINT SHOP EAGLE RI	4700	100.00	4700
Natural Resources	EAGLE RIVER	1002000972	EAGLE RIVER NATURE CENTER	3000	100.00	3000
Natural Resources	EKLUTNA RIVER	U100203205	BACK COUNTRY CABIN D	100	100.00	100
Natural Resources	EKLUTNA RIVER	U100200994	TRAILER OFFICE W/ SKIRT	300	100.00	300
Natural Resources	EKLUTNA RIVER	U100203241	PICNIC SHELTER	3000	100.00	3000
Natural Resources	EKLUTNA RIVER	U100203249	DV LATRINE #1	161	100.00	161
Natural Resources	EKLUTNA RIVER	U100203268	D V LATRINE #3	161	100.00	161
Natural Resources	EKLUTNA RIVER	U100203269	D V LATRINE #4	161	100.00	161
Natural Resources	EKLUTNA RIVER	U100203600	D V LATRINE #2	161	100.00	161
Natural Resources	EKLUTNA RIVER	1002003270	YUDITNU PUBLIC USE CABIN	168	100.00	168
Natural Resources	EKLUTNA RIVER	1002003271	EKLUTNA CARETAKER CABIN	240	100.00	240
Natural Resources	EKLUTNA RIVER	1002003272	EKLUTNA RANGER STN OFFICE	240	100.00	240
Natural Resources	EKLUTNA RIVER	1003001226	EKLUTNA STG BLDG	320	100.00	320

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Natural Resources	FAIRBANKS	U100203257	LOG CABIN REGIONAL OFFICE	960	100.00	960
Natural Resources	FAIRBANKS	1003001227	DNR CMLPX STGE POLE SHED	960	100.00	960
Natural Resources	FAIRBANKS	1003001228	DNR COMP SURPLUS WHSE	700	100.00	700
Natural Resources	FAIRBANKS	1003001229	DNR CMLPX STORAGE BARN	960	100.00	960
Natural Resources	FAIRBANKS	1003001230	DNR CMLPX WHSE LEAN-TO	400	100.00	400
Natural Resources	FAIRBANKS	1003001231	DNR CMLPX FUEL HOUSE	40	100.00	40
Natural Resources	FAIRBANKS	1003001232	DNR CMLPX PAINT HOUSE	280	100.00	280
Natural Resources	FINGER LAKE	U100203281	D V LATRINE	161	100.00	161
Natural Resources	FINGER LAKE	U100203282	PIT LATRINE (2)	25	100.00	25
Natural Resources	FORT ABERCROMBIE	U100203374	WEATHER PORT-FT ABERCROMB	180	100.00	180
Natural Resources	FORT ABERCROMBIE	1002000379	RANGER STATION	1848	100.00	1848
Natural Resources	FORT ABERCROMBIE	1002001170	VOLUNTEER CABIN	320	100.00	320
Natural Resources	FORT ABERCROMBIE	1002001171	ROM TECH outhouse #1	42	100.00	42
Natural Resources	FORT ABERCROMBIE	1002001173	ROM TECH outhouse #2	42	100.00	42
Natural Resources	GLENNALLEN	U100203258	LOG CABIN	144	100.00	144
Natural Resources	GLENNALLEN	U100203302	LOG CABIN VISITOR CENTER	900	100.00	900
Natural Resources	HAINES	U100200288	MOBIL SHOP	500	100.00	500
Natural Resources	HAINES	U100203341	PIT LATRINES (2)PORT COVE	100	100.00	100
Natural Resources	HAINES	U100203342	LATRINES PIT AK BALD EAGL	64	100.00	64
Natural Resources	HAINES	U100203343	PIT LATRINES (2)MOSQ LK	64	100.00	64
Natural Resources	HAINES	U100203367	CHILKAT PICNIC SHELTER	600	100.00	600
Natural Resources	HAINES	U100203368	CHILKOOT PICNIC SHELTER	400	100.00	400
Natural Resources	HAINES	U100203395	OFFICE BLDG	853	100.00	853
Natural Resources	HAINES	1002000289	MAINTENANCE SHOP	600	100.00	600
Natural Resources	HAINES	1002000422	LOG RANGER STN-CHILKAT SP	1600	100.00	1600
Natural Resources	HAINES	1002000424	LOG RANGER STATION	224	100.00	224
Natural Resources	HAINES	1002000425	MAINTENANCE SHOP PORT CV	600	100.00	600
Natural Resources	HAINES	1002000977	LATRINES CHILKOOT LK.-SRS	150	100.00	150
Natural Resources	HAINES	1002000978	LATRINES CHILKAT SP 6 PIT	150	100.00	150
Natural Resources	HALIBUT COVE	U100203243	HALIBUT COVE RANGER STA	576	100.00	576
Natural Resources	HALIBUT COVE	1002000905	PUC#1 HALIBUT COVE VIEW	320	100.00	320
Natural Resources	HALIBUT COVE	1002000912	PUC#2 HALIBUT COVE EAST	320	100.00	320
Natural Resources	HALIBUT COVE	1002000915	PUC#3 HALIBUT COVE WEST	320	100.00	320
Natural Resources	HALIBUT COVE	1002001086	HALIBUT COVE DOCK	600	100.00	600
Natural Resources	HARDING LAKE	1002000901	SS TOILET (DOUBLE)	120	100.00	120
Natural Resources	HARDING LAKE	1002001058	SS TOILET (DOUBLE)	120	100.00	120
Natural Resources	HARDING LAKE	1003001234	HARDING LAKE GARAGE	800	100.00	800
Natural Resources	HARDING LAKE	1003001235	HARDING LAKE OFF/RNGR STA	1200	100.00	1200
Natural Resources	HARDING LAKE	1003001236	SS TOILETS (DOUBLE)	120	100.00	120
Natural Resources	HOMER	1002000035	HOMER RANGER STATION	960	100.00	960
Natural Resources	HOMER	1002000349	KACHEMAK BAY STG SHED	320	100.00	320
Natural Resources	HOMER	1002000408	S V LATRINES (3) THUMB CV	390	100.00	390
Natural Resources	INDEPENDENCE MINE	U100203242	HISTORICAL MINE BLDGS	5112	100.00	5112
Natural Resources	INDEPENDENCE MINE	U100203280	COMMISSARY- IMSHIP	3000	100.00	3000
Natural Resources	INDEPENDENCE MINE	U100203281	HISTORICAL MINE BUILDING	1500	100.00	1500
Natural Resources	INDEPENDENCE MINE	U100203282	WAREHOUSE - IMSHIP	4000	100.00	4000
Natural Resources	INDEPENDENCE MINE	U100203280	SV LATRINE GOLD MINT TR	154	100.00	154
Natural Resources	INDEPENDENCE MINE	1002000352	HIST MINE BLDG OFFICE	1500	100.00	1500
Natural Resources	INDEPENDENCE MINE	1002000463	VISITOR CENTER	2784	100.00	2784
Natural Resources	INDEPENDENCE MINE	1002000464	MUSEUM (ASSAY HOUSE)	1980	100.00	1980

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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Natural Resources	INDEPENDENCE MINE	1002001035	D/V LATRINE IMSHP	161	100.00	161
Natural Resources	INDEPENDENCE MINE	1002001039	GENERATOR BUILDING	168	100.00	168
Natural Resources	JUNEAU	U100203263	SEYMOUR CABIN	200	100.00	200
Natural Resources	JUNEAU	1002000479	WICKERSHAM MUSEUM	3610	100.00	3610
Natural Resources	JUNEAU	1002000979	GRUENING HOUSE 2 STORY CA	1800	100.00	1800
Natural Resources	KACHEMAK BAY	U100203334	SP & WP (5 PIT)	300	100.00	300
Natural Resources	KACHEMAK BAY	1002001188	REC CABIN-LITTLE TUTKA BY	504	100.00	504
Natural Resources	KACHEMAK BAY	1002001189	KACHEMAK BAY SMP LATR #1	64	100.00	64
Natural Resources	KACHEMAK BAY	1002001190	CHINA POOT LAKE CABIM	320	100.00	320
Natural Resources	KACHEMAK BAY	1002001194	KACHEMAK BAY SMP LATR #2	64	100.00	64
Natural Resources	KASILOF	U100203328	D V LATRINE	161	100.00	161
Natural Resources	KASILOF	U100203332	DV LATRINES(4) SV (1)	600	100.00	600
Natural Resources	KASILOF	U100203333	D V LATRINES (2)	300	100.00	300
Natural Resources	KASILOF	1002000916	RANGER STA JOHNSON LAKE	480	100.00	480
Natural Resources	KASILOF	1002001032	CABIN - JOHNSON LAKE	500	100.00	500
Natural Resources	KASILOF	1002001040	JOHNSON LAKE STG SHED	320	100.00	320
Natural Resources	KENAI	U100203266	FUNNY RIVER CABIN	250	100.00	250
Natural Resources	KENAI	U100203317	D V LATRINE BINGS LDG SRS	161	100.00	161
Natural Resources	KENAI	U100203318	D V LATRINE (2)ZAAK WALT	300	100.00	300
Natural Resources	KENAI	U100203320	D V LATRINE SCOUT LK SRS	161	100.00	161
Natural Resources	KENAI	U100203321	SV LATRINE FUNNY RVR SRS	90	100.00	90
Natural Resources	KENAI	U100203322	S V LATRINE SLIKOK CR SRS	90	100.00	90
Natural Resources	KENAI	U100203323	S V LATRINE BIG EDDY SRS	90	100.00	90
Natural Resources	KENAI	U100203324	SV LATRINE CIECHANSKI SRS	90	100.00	90
Natural Resources	KENAI	U100203325	SV LATRINE KENAI RIV FLAT	90	100.00	90
Natural Resources	KENAI	U100203326	S V LATRINE BERNICE LKRS	90	100.00	90
Natural Resources	KENAI	U100203329	DV LATRINES (4)ANCH RIV	600	100.00	600
Natural Resources	KENAI	U100203330	SV LATRINES(2)CLAM GULCH	180	100.00	180
Natural Resources	KENAI	U100203331	SV LATRINE STARISKI SRS	120	100.00	120
Natural Resources	KENAI	U100203380	LATRINE DEEP CREEK	160	100.00	160
Natural Resources	KENAI	U100203591	LATRINES CPTN COOK SRA	150	100.00	150
Natural Resources	KENAI	1002000354	RANGER CABIN CPT COOK SP	250	100.00	250
Natural Resources	KETCHIKAN	U100203335	LATRINES TOTEM BIGHT SHP	120	100.00	120
Natural Resources	KETCHIKAN	U100203336	REFUGE COVE SRS PIT LATRI	64	100.00	64
Natural Resources	KETCHIKAN	U100203337	SETTLERS COVE SRS DV (2)	120	100.00	120
Natural Resources	KETCHIKAN	U100203365	PICNIC SHELTERS S C #1	400	100.00	400
Natural Resources	KETCHIKAN	U100203366	PICNIC SHELTERS S C #2	600	100.00	600
Natural Resources	KETCHIKAN	1002000364	TOTEM BIGHT RANGER STN	700	100.00	700
Natural Resources	KETCHIKAN	1002000528	CLAN HOUSE	2718	100.00	2718
Natural Resources	KODIAK (CITY)	U100203348	MAINT SHOP BUNKER	3240	100.00	3240
Natural Resources	KODIAK (CITY)	U100203375	RDY AMMO BUNKER MILLER PT	3240	100.00	3240
Natural Resources	MATANUSKA	U100203244	SV LATRINE (3)KEP-BRADLEY	160	100.00	160
Natural Resources	MATANUSKA	U100203272	LOG HOME-KEPLER/BRADLEY	672	100.00	672
Natural Resources	MATANUSKA	U100203285	DV LATR (2)KING MOUNTAIN	120	100.00	120
Natural Resources	MATANUSKA	U100203286	PICNIC SHL KING MOUNTAIN	400	100.00	400
Natural Resources	MATANUSKA	U100203287	SV LATRINE(2)BONNIE LAKE	120	100.00	120
Natural Resources	MATANUSKA	U100203288	D V LATRINE LONG LAKE	161	100.00	161
Natural Resources	MATANUSKA	U100203289	SV LATRINE (3)MAT GLACIER	120	100.00	120
Natural Resources	MATANUSKA	U100203290	SV LATRINE WOLF LAKE	120	100.00	120
Natural Resources	MATANUSKA	U100203291	FISHING DOCK KEPL/BRADLEY	200	100.00	200

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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Natural Resources	MATANUSKA	U100203296	PICNIC SHELTER VETS MEMOR	600	100.00	600
Natural Resources	MATANUSKA	U100203297	D V LATRINE (1) DENALI	161	100.00	161
Natural Resources	MATANUSKA	U100203390	CABIN DENALI SP VIP	144	100.00	144
Natural Resources	MATANUSKA	U100203392	CABIN CURRY LOOKOUT	60	100.00	60
Natural Resources	MATANUSKA	1002000375	LYNX LAKE CABIN #1	144	100.00	144
Natural Resources	MATANUSKA	1002000377	LYNX LAKE CABIN #2	144	100.00	144
Natural Resources	MATANUSKA	1002000405	MAINT FACILITY DENALI SP	600	100.00	600
Natural Resources	MATANUSKA	1002000421	LYNX LAKE CABIN #3	144	100.00	144
Natural Resources	MATANUSKA	1002000498	RANGER STATION DENALI	352	100.00	352
Natural Resources	MATANUSKA	1002000514	D V LATRINE MONTANA CRK	161	100.00	161
Natural Resources	MATANUSKA	1002000985	GEN BLDG VET MEM CARETAKR	80	100.00	80
Natural Resources	MATANUSKA	1002000990	VET MEM CARETAKER CABIN#1	672	100.00	672
Natural Resources	MATANUSKA	1002000993	VET MEM VISITOR STATION	900	100.00	900
Natural Resources	MATANUSKA	1002000995	SV LATRINE VET MEMORIAL	162	100.00	162
Natural Resources	MATANUSKA	1002000996	SV LATRINE DENALI VIEW N	162	100.00	162
Natural Resources	MATANUSKA	1002001017	JAMES LAKE CABIN	400	100.00	400
Natural Resources	MATANUSKA	1002001052	BUTTERFLY LK PATROL CABIN	240	100.00	240
Natural Resources	MORGAN'S LANDING	U100203319	SV LATRINE(1)DV LATRINE(1	250	100.00	250
Natural Resources	MORGAN'S LANDING	U100203349	PRE FAB STORAGE	600	100.00	600
Natural Resources	MORGAN'S LANDING	1002000091	MAINT SHOP AND 3SID STG	1600	100.00	1600
Natural Resources	MORGAN'S LANDING	1002001031	KENAI AREA S P OFFICE	4000	100.00	4000
Natural Resources	NANCY LAKE	U100203245	M H NANCY LK OFFICE	840	100.00	840
Natural Resources	NANCY LAKE	U100203293	PICNIC SHELTER NANCY LSRS	400	100.00	400
Natural Resources	NANCY LAKE	U100203298	MOBILE SHOP N L WRK WAGON	160	100.00	160
Natural Resources	NANCY LAKE	U100303252	DV LATRINE	160	100.00	160
Natural Resources	NANCY LAKE	1002000465	MAINT FACILITY/OFFICE	5000	100.00	5000
Natural Resources	NANCY LAKE	1002000983	PUC BALD LAKE	384	100.00	384
Natural Resources	NANCY LAKE	1002000984	PORTABLE CABIN NANCY LK	288	100.00	288
Natural Resources	NANCY LAKE	1002001023	PUBLIC USE CABIN #1	256	100.00	256
Natural Resources	NANCY LAKE	1002001024	PUBLIC USE CABIN #2	256	100.00	256
Natural Resources	NANCY LAKE	1002001025	PUBLIC USE CABIN #3	256	100.00	256
Natural Resources	NANCY LAKE	1002001026	PUBLIC USE CABIN #4	576	100.00	576
Natural Resources	NIKISKI	U100203384	VOLUNTEER HOUSING TRAILER	720	100.00	720
Natural Resources	NIKISKI	U100203388	CPT COOK PICNIC SHELTERS2	384	100.00	384
Natural Resources	NIKISKI	1002000359	CPT COOK STG SHED	320	100.00	320
Natural Resources	NIKISKI	1002000982	RANGER STA CPT COOK	420	100.00	420
Natural Resources	NINILCHIK	U100203273	WELL HOUSE NINILCHIK	88	100.00	88
Natural Resources	NINILCHIK	U100203275	LATRINES NINILCHIK SRA	150	100.00	150
Natural Resources	NINILCHIK	U100203385	PICNIC SHELTER CLAM GULCH	384	100.00	384
Natural Resources	NINILCHIK	U100203386	PICNIC SHELTER NINILCHIKR	384	100.00	384
Natural Resources	NINILCHIK	1002000664	RANGER STATION NINILCHIK	706	100.00	706
Natural Resources	RAVEN CREEK	U100203274	LOG CABIN	100	100.00	100
Natural Resources	RED SHIRT LAKE	1002001012	PUBLIC USE CABIN #1	400	100.00	400
Natural Resources	RED SHIRT LAKE	1002001013	PUBLIC USE CABIN #2	240	100.00	240
Natural Resources	RED SHIRT LAKE	1002001014	PUBLIC USE CABIN #3	300	100.00	300
Natural Resources	RED SHIRT LAKE	1002001015	PUBLIC USE CABIN #4	300	100.00	300
Natural Resources	SEWARD	U100203370	PIT LATRINE (4) CAINES HD	90	100.00	90
Natural Resources	SEWARD	U100203387	PICNIC SHELTER (X3)	320	100.00	320
Natural Resources	SEWARD	1002000099	CAINES HEAD STG SHED	320	100.00	320
Natural Resources	SEWARD	1002000360	CAINES HEAD RANGER STATIO	640	100.00	640

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Natural Resources	SEWARD	1002000365	PUC#1 THUMB COVE	320	100.00	320
Natural Resources	SEWARD	1002000366	PUC#2 THUMB COVE	320	100.00	320
Natural Resources	SEWARD	1002000940	PUC DERBY COVE	320	100.00	320
Natural Resources	SHUYAK ISLAND	1002000501	P U C CARRY INLET	240	100.00	240
Natural Resources	SHUYAK ISLAND	1002000816	PANABODE NEKETA BAY	240	100.00	240
Natural Resources	SHUYAK ISLAND	1002000817	PANABODE BIG BAY RANGER S	240	100.00	240
Natural Resources	SHUYAK ISLAND	1002000818	PANABODE CARRY INLET R S	240	100.00	240
Natural Resources	SHUYAK ISLAND	1002000819	PANABODE EAGLES NEST #1	240	100.00	240
Natural Resources	SHUYAK ISLAND	1002000820	PANABODE SALMON COVE #2	240	100.00	240
Natural Resources	SHUYAK ISLAND	1002000821	LATRINE-CAMP LOOP RESTRM	84	100.00	84
Natural Resources	SHUYAK ISLAND	1002000822	LATRINE-PASAGSHAK OUTHS	84	100.00	84
Natural Resources	SHUYAK ISLAND	1002000823	LOG CABIN VISITOR CTR	832	100.00	832
Natural Resources	SITKA	U100203338	DV LATRINE	150	100.00	150
Natural Resources	SITKA	U100203339	LATRINES 1 DV 2 SV	294	100.00	294
Natural Resources	SITKA	U100203340	OLD SITKA SHP LATRINES	182	100.00	182
Natural Resources	SITKA	U100203359	SITKA DISTRICT OFFICE	700	100.00	700
Natural Resources	SITKA	U100203360	WHSE/VIEWING PLATFORM	200	100.00	200
Natural Resources	SITKA	U100203361	PICNIC SHELTERS (5) P PK	170	100.00	170
Natural Resources	SITKA	U100203362	PICNIC SHELTER LARGE P PK	750	100.00	750
Natural Resources	SITKA	U100203363	PICNIC SHELTERS HPR N & S	400	100.00	400
Natural Resources	SITKA	U100203364	PICNIC SHELTER LARGE HPR	1200	100.00	1200
Natural Resources	SITKA	1002001045	SALMON HOUSE (CARETAKERS)	575	100.00	575
Natural Resources	SITKA	1002001059	HALIBUT POINT HOST CABIN	528	100.00	528
Natural Resources	SITKA	1002001060	HALIBUT PT RANGER STATION	204	100.00	204
Natural Resources	SOLDOTNA	U100203383	VOLUNTEER HOUSING TRAILER	720	100.00	720
Natural Resources	TAZLINA	1002000185	MOBILE HOME OFFICE	900	100.00	900
Natural Resources	TOK	U100203353	MOON LAKE LATRINE(1)	120	100.00	120
Natural Resources	TOK	U100203354	EAGLE TRAIL LATRINES (2)	120	100.00	120
Natural Resources	TOK	1002000361	STORAGE TRAILER	160	100.00	160
Natural Resources	TOK	1002000362	OFFICE	320	100.00	320
Natural Resources	TOK	1002000431	GARAGE	576	100.00	576
Natural Resources	TUTKA LAGOON	1002001110	P U C TUTKA	320	100.00	320
Natural Resources	TURNAGAIN ARM	U100203246	PICNIC SHELTER BIRD CREEK	400	100.00	400
Natural Resources	TURNAGAIN ARM	U100203278	LATRINE MCHUGH CREEK	161	100.00	161
Natural Resources	TURNAGAIN ARM	U100203279	LATRINE BIRD CREEK	161	100.00	161
Natural Resources	TURNAGAIN ARM	1002000320	INTERPRETIVE KIOSK BELUGA	10	100.00	10
Natural Resources	TURNAGAIN ARM	1002000321	LATRINE-MCHUGH CREEK #1	161	100.00	161
Natural Resources	TURNAGAIN ARM	1002000322	LATRINE-MCHUGH CREEK #2	161	100.00	161
Natural Resources	TURNAGAIN ARM	1002000323	LATRINE-BIRD CREEK #1	161	100.00	161
Natural Resources	TURNAGAIN ARM	1002000324	LATRINE-BIRD CREEK #2	161	100.00	161
Natural Resources	TWIN BEARS	U100203238	STAFF CABIN	120	100.00	120
Natural Resources	TWIN BEARS	U100203248	STORAGE CABIN	120	100.00	120
Natural Resources	TWIN BEARS	U100203357	STAFF CABIN	120	100.00	120
Natural Resources	TWIN BEARS	U100203358	STAFF CABIN	120	100.00	120
Natural Resources	TWIN BEARS	U100203391	STAFF CABIN	120	100.00	120
Natural Resources	TWIN BEARS	U100203592	BUNKHOUSE	224	100.00	224
Natural Resources	TWIN BEARS	U100203593	BUNKHOUSE	224	100.00	224
Natural Resources	TWIN BEARS	U100203594	BUNKHOUSE	224	100.00	224
Natural Resources	TWIN BEARS	U100203595	BUNKHOUSE	224	100.00	224
Natural Resources	TWIN BEARS	U100203596	BUNKHOUSE	224	100.00	224

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Natural Resources	TWIN BEARS	U100203597	BUNKHOUSE	224	100.00	224
Natural Resources	TWIN BEARS	U100203598	BUNKHOUSE	224	100.00	224
Natural Resources	TWIN BEARS	U100203599	BUNKHOUSE	224	100.00	224
Natural Resources	TWIN BEARS	1002000358	LEE LODGE	120	100.00	120
Natural Resources	TWIN BEARS	1002000369	GENERATOR HOUSE	80	100.00	80
Natural Resources	TWIN BEARS	1002000370	TOOL SHED	120	100.00	120
Natural Resources	TWIN BEARS	1002000371	SHOWER/LAUNDRY	240	100.00	240
Natural Resources	TWIN BEARS	1002000374	SHOWER/PANTRY	240	100.00	240
Natural Resources	TWIN BEARS	1002000903	WELLHOUSE(TWIN BEARS)	64	100.00	64
Natural Resources	VALDEZ	1002001085	PUC SHOUP BAY	320	100.00	320
Natural Resources	WASILLA/FINGER LAKE	1002000654	HANSEN HOUSE STAFF HOUSNG	1800	100.00	1800
Natural Resources	WASILLA/FINGER LAKE	1002001028	OFFICE	2000	100.00	2000
Natural Resources	WASILLA/FINGER LAKE	1002001029	STORAGE	600	100.00	600
Natural Resources	WASILLA/FINGER LAKE	1002001030	GAS HOUSE	120	100.00	120
Natural Resources	WILLOW	U100203294	PICNIC SHELTERS (2)	240	100.00	240
Natural Resources	WILLOW	U100203295	SV LATRINES(2)DECEPTIONCR	128	100.00	128
						176812
Natural Resources	BIG LAKE	U100303213	AMAO-HELI SHED	192	100.00	192
Natural Resources	BIG LAKE	1003000036	SHOP	1008	100.00	1008
Natural Resources	BIG LAKE	1003000037	OFFICE	980	100.00	980
Natural Resources	BIG LAKE	1003000175	WAREHOUSE	280	100.00	280
Natural Resources	BIG LAKE	1003000368	OFFICE	1740	100.00	1740
Natural Resources	DELTA JUNCTION	U100303229	TRAILER	840	100.00	840
Natural Resources	DELTA JUNCTION	U100303234	HELITAC BLDG	1080	100.00	1080
Natural Resources	DELTA JUNCTION	1003000578	DAO STORAGE	396	100.00	396
Natural Resources	DELTA JUNCTION	1003000845	DAO WAREHOUSE	1792	100.00	1792
Natural Resources	DELTA JUNCTION	1003000987	MAIN OFFICE BUILDING	2880	100.00	2880
Natural Resources	EAGLE RIVER	U100303206	ERFF POLE SHED	1440	100.00	1440
Natural Resources	EAGLE RIVER	U100303207	ERFF TRAILER #1	1200	100.00	1200
Natural Resources	EAGLE RIVER	U100303216	ERFF-FUEL STG	256	100.00	256
Natural Resources	EAGLE RIVER	U100303227	POLE SHED	960	100.00	960
Natural Resources	EAGLE RIVER	1003000281	ERFF - WAREHOUSE	4200	100.00	4200
Natural Resources	EAGLE RIVER	1003000989	ERFF- STORAGE BUILDING	1280	100.00	1280
Natural Resources	EAGLE RIVER	1003000992	ERFF MAINT SHOP COMPLEX	13544	100.00	13544
Natural Resources	FAIRBANKS	U100303215	LOGISTICS TRAILER	400	100.00	400
Natural Resources	FAIRBANKS	U100303226	BOILER BLDG	1386	100.00	1386
Natural Resources	FAIRBANKS	U100303231	TRAILER / PILOT / AFS	840	100.00	840
Natural Resources	FAIRBANKS	1003000103	FAF/TECH BLDG	1728	100.00	1728
Natural Resources	FAIRBANKS	1003000107	SHOP/WHSE/HELITACK	2400	100.00	2400
Natural Resources	FAIRBANKS	1003000208	WHSE FIRE SPLIES #2	2600	100.00	2600
Natural Resources	FAIRBANKS	1003000973	FAF AREA DISPATCH OFFICE	1848	100.00	1848
Natural Resources	FAIRBANKS	1003000974	SHOP	2560	100.00	2560
Natural Resources	FAIRBANKS	1003000975	OLD NRD BUILDING	1680	100.00	1680
Natural Resources	FAIRBANKS	1003000976	OLD AVIATION HANGER	1200	100.00	1200
Natural Resources	FAIRBANKS	1003001220	STORAGE WHSE(PAT SHACK)	216	100.00	216
Natural Resources	FAIRBANKS	1003001221	POLE SHED SUPPLIES #3	2600	100.00	2600
Natural Resources	FAIRBANKS	1003001222	POLE SHED FUEL	576	100.00	576
Natural Resources	FAIRBANKS	1003001223	MAIN WHSE/OFF FIRE SPLY 1	2600	100.00	2600
Natural Resources	GLENNALLEN	U100303214	CRAO-HELI SHED	120	100.00	120
Natural Resources	GLENNALLEN	U100303228	CRAO PUMP HOUSE	144	100.00	144

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Natural Resources	GLENNALLEN	1003000984	CRAO STORAGE SHED	224	100.00	224
Natural Resources	GLENNALLEN	1003000985	CRAO-OFFICE	2208	100.00	2208
Natural Resources	GLENNALLEN	1003000986	CRAO- TRAILER	896	100.00	896
Natural Resources	GLENNALLEN	1003000987	CRAO- FUEL SHED	240	100.00	240
Natural Resources	GLENNALLEN	1003000988	CRAO- WAREHOUSE	1983	100.00	1983
Natural Resources	GLENNALLEN	1003000970	CRAO - COOK TRAILER	440	100.00	440
Natural Resources	KETCHIKAN	U100303235	KETCHIKAN AREA FORRESTRY	550	100.00	550
Natural Resources	MCGRATH	1003001047	SWAO-OFFICE DISPATCH CNTR	3072	100.00	3072
Natural Resources	MCGRATH	1003001224	GARAGE SHOP	896	100.00	896
Natural Resources	PALMER	L100305121	L WHSE/OFF L# 2406 A B	8982	100.00	8982
Natural Resources	PALMER	U100303208	ERFF TRAILER #2	1200	100.00	1200
Natural Resources	PALMER	1008000105	GREENHOUSE #2	3000	100.00	3000
Natural Resources	PALMER	1008000127	HEADHOUSE	10000	100.00	10000
Natural Resources	PALMER	1008000282	GREENHOUSE #1 ASFN	3000	100.00	3000
Natural Resources	PALMER	1008000991	NURSERY GEN SHED ASFN	144	100.00	144
Natural Resources	SOLDOTNA	U100303217	KKAO-HEILO FUEL SHED	70	100.00	70
Natural Resources	SOLDOTNA	U100303218	KKAO-HELITACK SHED	64	100.00	64
Natural Resources	SOLDOTNA	U100303219	KKAO-GAS & OIL SHED	96	100.00	96
Natural Resources	SOLDOTNA	1003000383	KKAO-TRAILER	980	100.00	980
Natural Resources	SOLDOTNA	1003000525	KKAO - WAREHOUSE	1600	100.00	1600
Natural Resources	SOLDOTNA	1003000900	KKAO-TRAILER	980	100.00	980
Natural Resources	SOLDOTNA	1003001043	KKAO - OFFICE/BUNKHOUSE	3696	100.00	3696
Natural Resources	TOK	U100303230	STORAGE BLDG	576	100.00	576
Natural Resources	TOK	U100303232	TRAILER	720	100.00	720
Natural Resources	TOK	U100303233	PILOT QUARTERS	608	100.00	608
Natural Resources	TOK	1003000524	TAO - FORESTRY OFFICE	2400	100.00	2400
Natural Resources	TOK	1003001038	TAO - ATCO WAREHOUSE	1200	100.00	1200
						106791
Natural Resources	CHUGIAK	U100403301	OFFICES	2080	100.00	2080
Natural Resources	CHUGIAK	1004000184	OFFICES	3456	100.00	3456
Natural Resources	FAIRBANKS	U100403401	UNIVERSITY OF AK	570	100.00	570
						6106
Natural Resources	CHUGIAK	1005000186	MATERIAL STG	1280	100.00	1280
Natural Resources	CHUGIAK	1005000187	CORE STORAGE	7500	100.00	7500
Natural Resources	FAIRBANKS	L100505118	L OFFICE DGGS 2311AB	11530	100.00	11530
Natural Resources	FAIRBANKS	L100505119	L WHSE DGGS 2319	8324	100.00	8324
						28634
Natural Resources	BETHEL	U100603396	RECORDERS OFFICE	300	100.00	300
Natural Resources	FAIRBANKS	L100605117	FBX RECORDER L# 2368	3600	100.00	3600
Natural Resources	HOMER	U100603398	RECORDER'S OFFICE	572	100.00	572
Natural Resources	KENAI	U100603397	RECORDER'S OFFICE	1278	100.00	1278
Natural Resources	KETCHIKAN	MO00000893	KETCHIKAN COURT/OFFICE	74600	5.00	3730
Natural Resources	NOME	MO00000673	OLD FEDERAL OFFICE BLDG	16600	6.00	996
Natural Resources	PALMER	U100603399	RECORDER'S OFFICE	1595	100.00	1595
Natural Resources	SITKA	U100603400	RECORDER'S OFFICE	860	100.00	860
						12931
Natural Resources	PALMER	L100805167	L OFFICE L# 2328 AGRI	4472	100.00	4472
Natural Resources	PALMER	U100803209	MILK HOUSE PMC SEED STG	2100	100.00	2100
Natural Resources	PALMER	U100803210	GRANNARY PMC CHEM STG	700	100.00	700
Natural Resources	PALMER	U100803211	GREENHOUSE COMPLEX PMC(3)	7500	100.00	7500

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ. FT
Natural Resources	PALMER	U100803584	QUARTERS OLD OFF PMC	594	100.00	594
Natural Resources	PALMER	1008000699	GARAGE/BARN-PMC	6324	100.00	6324
Natural Resources	PALMER	1008000706	SEED BLDG -PMC	2480	100.00	2480
Natural Resources	PALMER	1008000708	SEED HOUSE - PMC	3200	100.00	3200
Natural Resources	PALMER	1008000709	OFFICE -PMC	3120	100.00	3120
Natural Resources	PALMER	1008000710	PLANT QUARANTINE- PMC	2704	100.00	2704
						33194
Natural Resources	ICY BAY	U100303220	CTA-ATCO TRLR MENTAL HTLU	80	100.00	80
Natural Resources	ICY BAY	U100303221	CTA CABIN MENTAL HEAL TLU	256	100.00	256
Natural Resources	ICY BAY	U100303222	CTA MOBILE HOME MEN HTLU	980	100.00	980
Natural Resources	ICY BAY	U100303223	CTA SHOP MENTAL HEAL TLU	900	100.00	900
Natural Resources	ICY BAY	U100303224	CTA GEN SHED MENTAL HTLU	192	100.00	192
						2408
Natural Resources	ANCHORAGE	L100005116	PIPELINE OFF L 2318 A/B	18125	100.00	18125
						18125
Total						529332
Fish & Game	ANCHORAGE	L110105038	L OFFICE L#2239B	5942	100.00	5942
Fish & Game	ANCHORAGE	L110105049	L OFFICE & WHSE 1511	61867	100.00	61867
Fish & Game	BETHEL	L110105050	L OFFICE 2232	2570	100.00	2570
Fish & Game	BETHEL	1101000665	EMPLOYEE HOUSING	2114	100.00	2114
Fish & Game	BETHEL	1101000685	EMPLOYEE HOUSING	2114	100.00	2114
Fish & Game	COLD BAY	1101000197	F/G HDQTRS	1600	100.00	1600
Fish & Game	COLD BAY	1101000204	LIVING QUARTERS	1820	100.00	1820
Fish & Game	CORDOVA	MO00000225	WAREHOUSE	5000	50.00	2500
Fish & Game	CORDOVA	1101000226	F/G HEADQTRS	3920	100.00	3920
Fish & Game	CORDOVA	1101000230	ADF&G BUNKHOUSE	1920	100.00	1920
Fish & Game	CORDOVA	1101000231	STORAGE	160	100.00	160
Fish & Game	DILLINGHAM	1101000263	WAREHOUSE	2800	100.00	2800
Fish & Game	DILLINGHAM	1101000264	OFFICE/STRGE	3200	100.00	3200
Fish & Game	DILLINGHAM	1101000265	BUNKHOUSE	1360	100.00	1360
Fish & Game	DILLINGHAM	1101000266	STORAGE	532	100.00	532
Fish & Game	DILLINGHAM	1101000549	ASHA OFFICE	4234	100.00	4234
Fish & Game	FAIRBANKS	1101000007	FBX BARN	11200	100.00	11200
Fish & Game	FAIRBANKS	1101000026	FOREMANS HOUSE	900	100.00	900
Fish & Game	FAIRBANKS	1101000350	F/G HDQTRS	27727	100.00	27727
Fish & Game	FAIRBANKS	1101000351	F/G WHSE	2400	100.00	2400
Fish & Game	FAIRBANKS	1101000376	STORAGE	3000	100.00	3000
Fish & Game	HOMER	L110105053	L OFFICE & WHSE 2054	23480	100.00	23480
Fish & Game	JUNEAU	L110105055	L OFFICE 1444	38760	100.00	38760
Fish & Game	KENAI	L110105058	L OFFWHSELABHOUSE 2364ABC	34153	100.00	34153
Fish & Game	KETCHIKAN	L110105059	L OFFICE 2247A	5293	100.00	5293
Fish & Game	KETCHIKAN	L110105060	L WHSE L#2229	2800	100.00	2800
Fish & Game	KING SALMON	MO00000540	HEADQUARTERS/F-G	3600	60.00	2160
Fish & Game	KING SALMON	MO00000543	WHSE/SHOP-F-G	4800	100.00	4800
Fish & Game	KING SALMON	1101000541	DORMITORY	4100	100.00	4100
Fish & Game	KING SALMON	1101000542	FUEL STGE-F-G	200	100.00	200
Fish & Game	KING SALMON	1101000544	QUARTERS	2232	100.00	2232
Fish & Game	KING SALMON	1101000546	QUARTERS	1440	100.00	1440
Fish & Game	KING SALMON	1101000548	CABIN	192	100.00	192

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Fish & Game	KING SALMON	1101000550	GENERATOR BLDG	64	100.00	64
Fish & Game	KODIAK (CITY)	L110105048	KODIAK OFF DEVIL CR.LEASE	6728	100.00	6728
Fish & Game	KODIAK (CITY)	1101000571	REGIONAL OFC BLDG	10400	100.00	10400
Fish & Game	KOTZEBUE	L110105084	L OFFICE & WHSE L# 2193	2955	100.00	2955
Fish & Game	MCGRATH	1101000618	LIVING QUARTERS	2384	100.00	2384
Fish & Game	NOME	MO00000873	OLD FEDERAL OFFICE BLDG	18600	55.00	9130
Fish & Game	NOME	1101000684	BUNKHSE/WRHSE	2880	100.00	2880
Fish & Game	PALMER	L110105085	L OFFICE L# 2300 A D	2792	100.00	2792
Fish & Game	PETERSBURG	L110105066	L OFFICE & WHSE 1673A	8708	100.00	8708
Fish & Game	SANDPOINT	MO00000778	HEADQUARTERS-F/G	2400	100.00	2400
Fish & Game	SANDPOINT	1101000777	WHSE	5000	100.00	5000
Fish & Game	SITKA	L110105087	L WHSE L#2215	2510	100.00	2510
Fish & Game	SITKA	MO00000823	COURT & OFFICE BLDG	24400	18.20	4441
Fish & Game	TOK	1101000880	GARAGE	648	100.00	648
Fish & Game	TOK	1101000881	STORAGE	100	100.00	100
Fish & Game	TOK	1101000882	OFFICE/QUARTERS	1800	100.00	1800
Fish & Game	UNALAKLEET	1101000917	WAREHOUSE	640	100.00	640
Fish & Game	UNALAKLEET	1101000921	BUNKHOUSE	1355	100.00	1355
						328405
Fish & Game	ALEKHAGIK	1109001001	CABIN	540	100.00	540
Fish & Game	ALEKHAGIK	1109001002	FUEL SHED	390	100.00	390
Fish & Game	ALEKHAGIK	1109001005	TOOL SHED	300	100.00	300
Fish & Game	ALEKHAGIK	1109001006	BUNKHOUSE	480	100.00	480
Fish & Game	ANCHOR RIVER	1109000018	CABIN	220	100.00	220
Fish & Game	ANCHOR RIVER	1109000019	CABIN	504	97.03	489
Fish & Game	BETHEL	1109000071	STORAGE	1152	100.00	1152
Fish & Game	BETHEL	1109000072	STORAGE	288	100.00	288
Fish & Game	BETHEL	1109000073	STORAGE	1296	100.00	1296
Fish & Game	BETHEL	1109000074	STORAGE SHED	288	100.00	288
Fish & Game	BETHEL	1109000111	STORAGE SHED	192	100.00	192
Fish & Game	BETHEL	1109000121	STORAGE VAN	192	100.00	192
Fish & Game	BLACK RIVER	1109000137	CABIN	96	100.00	96
Fish & Game	CHIGNIK LAGOON	1102000787	STORAGE BLDG	720	100.00	720
Fish & Game	CHIGNIK LAGOON	1102000809	GENERATOR SHED	300	100.00	300
Fish & Game	CHIGNIK LAGOON	1109000096	CABIN	600	100.00	600
Fish & Game	CHIGNIK LAGOON	1109000178	DORMITORY	720	100.00	720
Fish & Game	CHIGNIK LAGOON	1109000179	STORAGE	180	100.00	180
Fish & Game	CHIGNIK LAGOON	1109000380	CABIN	600	100.00	600
Fish & Game	CHIGNIK LAGOON	1109001027	OFFICE HOUSING	2200	100.00	2200
Fish & Game	CHILKAT RIVER	1109000180	CABIN	120	100.00	120
Fish & Game	CHILKOOT RIVER	1109001037	FIELD CABIN	224	100.00	224
Fish & Game	COGHILL LAKE	1109000195	CABIN	200	100.00	200
Fish & Game	COGHILL LAKE	1109001151	CABIN	300	100.00	300
Fish & Game	COLD BAY	1102000810	HOUSING	2392	100.00	2392
Fish & Game	COLD BAY	1102000814	HOUSING TRLR	1000	100.00	1000
Fish & Game	CORDOVA	1109001038	ATCO BUNKHOUSE	500	100.00	500
Fish & Game	CORDOVA	1109001041	BOAT SHED	1200	100.00	1200
Fish & Game	DESHKA RIVER	1109000255	CABIN	120	100.00	120
Fish & Game	DESHKA RIVER	1109000256	CABIN	120	100.00	120
Fish & Game	DESHKA RIVER	1109000257	CABIN	480	100.00	480

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Fish & Game	DILLINGHAM	1102000901	NUYAKUK CABIN	380	100.00	380
Fish & Game	DILLINGHAM	1102000902	NUYAKUK STORAGE	80	100.00	80
Fish & Game	DILLINGHAM	1109000563	STORAGE SHED	216	100.00	216
Fish & Game	DILLINGHAM	1109000585	STORAGE SHED	120	100.00	120
Fish & Game	DILLINGHAM	1109000613	FUEL STG	600	100.00	600
Fish & Game	DOUGLAS	L110905056	L OFFICE	2124	100.00	2124
Fish & Game	DOUGLAS	MO00000273	ISLAND CTR BLDG	40778	66.10	26954
Fish & Game	DUTCH HARBOR	1102000868	BUNKHOUSE	1800	100.00	1800
Fish & Game	DUTCH HARBOR	1102000871	BUNKHOUSE	2800	100.00	2800
Fish & Game	DUTCH HARBOR	1109000694	STORAGE	1200	100.00	1200
Fish & Game	EGEGIK RIVER	1109000288	QUARTERS/STORAGE	288	100.00	288
Fish & Game	EGEGIK	1109000289	CABIN	384	100.00	384
Fish & Game	EMMONAK	L110205058	EMMONAK FACILITY	1440	100.00	1440
Fish & Game	ESHAMY BAY	1109000318	CABIN	180	100.00	180
Fish & Game	ESHAMY BAY	1109000319	CABIN	120	100.00	120
Fish & Game	FOGGY BAY	1109000378	CABIN	180	100.00	180
Fish & Game	FRAZER LAKE	1109000391	CABIN	800	100.00	800
Fish & Game	FRAZER LAKE	1109000392	CABIN	100	100.00	100
Fish & Game	HOMER	1109000440	STORAGE	108	100.00	108
Fish & Game	HOMER	1109000441	STRGE/FREEZER	216	100.00	216
Fish & Game	HOMER	1109000442	STORAGE	288	100.00	288
Fish & Game	HOMER	1109000443	STORAGE	108	100.00	108
Fish & Game	HOMER	1109000444	STORAGE	160	100.00	160
Fish & Game	HOOD BAY	1109000448	CABIN	120	100.00	120
Fish & Game	IGUIGIG	1109001080	CABIN/OFFICE	1200	100.00	1200
Fish & Game	IGUIGIG	1109001081	GARAGE/SHOP	1000	100.00	1000
Fish & Game	IGUIGIG	1109001082	STORAGE	128	100.00	128
Fish & Game	IGUSHIK RIVER	1109000459	CABIN	170	100.00	170
Fish & Game	IGUSHIK RIVER	1109000460	CABIN	200	100.00	200
Fish & Game	INNER CANOE	1109000466	CABIN	80	100.00	80
Fish & Game	JUNEAU	L110905057	L OFFICE 2153A	8175	100.00	8175
Fish & Game	JUNEAU	L110905160	L WHSE 2175	2875	100.00	2875
Fish & Game	JUNEAU	1109001083	PATHOLOGY LAB	2000	100.00	2000
Fish & Game	KENAI	1109000522	CABIN	168	100.00	168
Fish & Game	KENAI	1109001084	TRAILER/MUDROOM	1100	100.00	1100
Fish & Game	KENAI	1109001152	MOBILEHOME/WANNIGAN	1100	100.00	1100
Fish & Game	KETCHIKAN	L110905061	L OFFICE, LAB, WHSE L2119	2037	100.00	2037
Fish & Game	KODIAK (CITY)	2533000572	MAINTENANCE SHOP	5600	100.00	5600
Fish & Game	KODIAK (AIRPORT)	1102000892	HANGAR	1500	100.00	1500
Fish & Game	LAZY BAY	1109000603	CABIN	80	100.00	80
Fish & Game	MILES LAKE	1109001098	BUNKHOUSE	300	100.00	300
Fish & Game	MILES LAKE	1109001099	MESSHALL	448	100.00	448
Fish & Game	MILES LAKE	1109001100	NORTH SONAR	64	100.00	64
Fish & Game	MILES LAKE	1109001101	SONAR STG	132	100.00	132
Fish & Game	MILES LAKE	1109001102	SOUTH SONAR	128	100.00	128
Fish & Game	NAKNEK	1109001103	CABIN	600	100.00	600
Fish & Game	NAKNEK	1109001104	CABIN	256	100.00	256
Fish & Game	PALMER	1109001105	STORAGE	240	100.00	240
Fish & Game	PORT MOLLER	1109000752	BUNKHOUSE	450	100.00	450
Fish & Game	PORT MOLLER	1109000759	SHED	400	100.00	400

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Fish & Game	PORT MOLLER	1109000788	OFFICE	250	100.00	250
Fish & Game	PORT DICK	1109001082	CABIN	192	100.00	192
Fish & Game	REDOUBT LAKE	1109000754	CABIN	144	100.00	144
Fish & Game	SANDY RIVER	1109000779	CABIN	96	100.00	96
Fish & Game	SANDY RIVER	1109000780	CABIN	224	100.00	224
Fish & Game	SAPSUK TOWER	1109000781	CABIN	224	100.00	224
Fish & Game	SEWARD	1102003508	MARICULTURE BUILDING	10920	100.00	10920
Fish & Game	SEWARD	1109000804	KITCHEN/DINER	400	100.00	400
Fish & Game	SEWARD	1109000805	FISH TRAP	186	100.00	186
Fish & Game	SEWARD	1109000806	CATCHING SHED	430	100.00	430
Fish & Game	SEWARD	1109000807	SPAWING SHED	108	100.00	108
Fish & Game	SIKUSILAQ	U110903300	BUNK CABIN	320	100.00	320
Fish & Game	SNETTISHAM	U110203377	DUPLEX QUARTERS	1440	100.00	1440
Fish & Game	SNETTISHAM	U110203435	EMPLOYEE HOUSING	1586	100.00	1586
Fish & Game	SNETTISHAM	U110203487	EMPLOYEE HOUSING	1586	100.00	1586
Fish & Game	SNETTISHAM	U110203493	EMPLOYEE HOUSING	1586	100.00	1586
Fish & Game	SNETTISHAM	U110203551	SALMON HATCHERY	10337	100.00	10337
Fish & Game	SNETTISHAM	U110203553	BUNKHOUSE	3136	100.00	3136
Fish & Game	SNETTISHAM	U110203554	FOOD STORAGE & SHOP	3400	100.00	3400
Fish & Game	SNETTISHAM	U110203586	QUANSET STORAGE BLDG	4000	100.00	4000
Fish & Game	SNETTISHAM	U110203587	HOUSING	1488	100.00	1488
Fish & Game	SNETTISHAM	U110203588	QUONSET STORAGE	1500	100.00	1500
Fish & Game	SNETTISHAM	U110203589	SOCKEYE HATCHERY	1700	100.00	1700
Fish & Game	STERLING	1109000207	KENAI RIVER CABIN	320	100.00	320
Fish & Game	TOGIK	1109000874	STORAGE	100	100.00	100
Fish & Game	TOGIK	1109000875	CABIN	200	100.00	200
Fish & Game	UGASHIK RIVER	1109000908	CABIN	416	100.00	416
Fish & Game	UGASHIK RIVER	1109000907	STORAGE	80	100.00	80
Fish & Game	UNALASKA	L110205051	L OFFICE/WHSE L# 2191 ADE	2900	100.00	2900
Fish & Game	WRANGELL	1109001147	SAL BAT BOATHOUSE	576	100.00	576
Fish & Game	YAKUTAT	1102000659	OFFICE	1200	100.00	1200
Fish & Game	YAKUTAT	1102000950	NEW OFFICE	1200	100.00	1200
Fish & Game	YAKUTAT	1102001131	LIVING QUARTERS	1200	100.00	1200
Fish & Game	YAKUTAT	1109001148	BUNKHOUSE	500	100.00	500
Fish & Game	YAKUTAT	1109001149	TRAILER	1000	100.00	1000
Fish & Game	YENTNA RIVER	1109001150	CABIN	356	100.00	356
						144157
Fish & Game	PALMER	1104000711	WAREHOUSE	2200	100.00	2200
						2200
Fish & Game	JUNEAU	MO00000492	SUBPORT BUILDING	81800	33.10	27076
Fish & Game	WRANGELL	1105000946	BOATHOUSE	2500	100.00	2500
						29576
Fish & Game	ANCHORAGE	1108000193	CLASSROOM/TRAINING	2492	100.00	2492
Fish & Game	ANCHORAGE	1108000194	RANGE OFFICE	900	100.00	900
Fish & Game	ANCHORAGE	1108001132	OLD HOUSE ONLY CONTENTS	900	100.00	900
Fish & Game	CORONATION IS.	1108001155	CABIN	240	100.00	240
Fish & Game	DELTA JUNCTION	1102000857	BUNKHOUSE	200	100.00	200
Fish & Game	DELTA JUNCTION	1108001180	DELTA JUNCTION WAREHOUSE	1008	50.00	504
Fish & Game	DELTA JUNCTION	1108000551	OFFICE	1000	100.00	1000
Fish & Game	DELTA JUNCTION	1109000250	MATERIAL STORAGE	840	50.00	420

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Fish & Game	FAIRBANKS	1108000876	OUTDOOR TOILET	120	100.00	120
Fish & Game	FAIRBANKS	1108000775	FARMHOUSE	1456	100.00	1456
Fish & Game	FORT YUKON	MO00000218	COMBINED FACILITY	3472	21.00	729
Fish & Game	GLENNALLEN	MO00000407	HOUSE/STORAGE	1140	50.00	570
Fish & Game	GLENNALLEN	MO00000410	PORT. QUARTERS	168	50.00	84
Fish & Game	GLENNALLEN	MO00000411	STORAGE	768	40.00	307
Fish & Game	GLENNALLEN	MO00000412	OFC/QUARTERS	3500	30.00	1050
Fish & Game	GUT ISLAND	1108000420	CABIN	240	100.00	240
Fish & Game	HAINES	1108001079	OFFICE/STORAGE	1600	100.00	1600
Fish & Game	KAKWAN POINT	1108000502	CABIN	240	100.00	240
Fish & Game	KODIAK (CITY)	L110805062	KODIAK RANDOLF WHS	3798	100.00	3798
Fish & Game	KUZITRIN	1108001089	CABIN	192	100.00	192
Fish & Game	MCGRATH	1108000898	COLD STORAGE	500	100.00	500
Fish & Game	NOME	1108000899	COLD STORAGE	1500	100.00	1500
Fish & Game	TOK	1108001136	BUNK HOUSE/STORAGE	1152	100.00	1152
						20194
Fish & Game	CHITINA	1108001177	BUNKHOUSE TRLR	600	100.00	600
Fish & Game	CHITINA	1108001179	PERMIT OFFICE	360	100.00	360
Fish & Game	COOPER LANDING	1107000196	CABIN	170	100.00	170
Fish & Game	CRYSTAL LAKE	1109000238	FREEZER UNIT	144	100.00	144
Fish & Game	CRYSTAL LAKE	1109000239	HATCHERY PUMP	144	100.00	144
Fish & Game	CRYSTAL LAKE	1109000240	INCUBATION BLDG	800	100.00	800
Fish & Game	CRYSTAL LAKE	1109000241	OFFICE	240	100.00	240
Fish & Game	CRYSTAL LAKE	1109000242	MECHANICAL BLDG	9234	100.00	9234
Fish & Game	CRYSTAL LAKE	1109000243	HATCHERY BLDG	5376	100.00	5376
Fish & Game	CRYSTAL LAKE	1109000244	MOBILE OFF. BDLG	1440	100.00	1440
Fish & Game	CRYSTAL LAKE	1109000545	STORAGE SHED	160	100.00	160
Fish & Game	CRYSTAL LAKE	1109000547	TAGGING BLDG	200	100.00	200
Fish & Game	CRYSTAL LAKE	1109000605	CRYSTAL LAKE HOUSING	1404	100.00	1404
Fish & Game	CRYSTAL LAKE	1109000843	REARING SHELTER	2912	100.00	2912
Fish & Game	CRYSTAL LAKE	1109001048	HOUSING UNIT #603	1400	100.00	1400
Fish & Game	CRYSTAL LAKE	1109001049	HOUSING UNIT #605	1750	100.00	1750
Fish & Game	CRYSTAL LAKE	1109001050	INSULATION MODULES	896	100.00	896
Fish & Game	CRYSTAL LAKE	1109001051	SPAWNING BLDG	700	100.00	700
Fish & Game	DELTA JUNCTION	1108001180	DELTA JUNCTION WAREHOUSE	1008	50.00	504
Fish & Game	DELTA JUNCTION	1109000250	MATERIAL STORAGE	840	50.00	420
Fish & Game	ELMENDORF AFB	1107000312	EMPLOYEE HOUSING	1420	100.00	1420
Fish & Game	ELMENDORF AFB	1107000313	EMPLOYEE HOUSING	1420	100.00	1420
Fish & Game	ELMENDORF AFB	1107000728	AERATION SUMP BLDG	940	100.00	940
Fish & Game	ELMENDORF AFB	1107000729	FEED BLDG	140	100.00	140
Fish & Game	ELMENDORF AFB	1107000730	INTAKE BLDG	840	100.00	840
Fish & Game	ELMENDORF AFB	1107000741	OPERATIONS/INCUBATION	1450	100.00	1450
Fish & Game	ELMENDORF AFB	1107000742	SHOP/STORAGE	2840	100.00	2840
Fish & Game	FORT RICHARDSON	1107000384	WATER HEATING BLD	1360	100.00	1360
Fish & Game	FORT RICHARDSON	1107000802	AERATION BLDG	700	100.00	700
Fish & Game	FORT RICHARDSON	1107000803	BROOD STOCK BLDG	320	100.00	320
Fish & Game	FORT RICHARDSON	1107000852	BROODSTOCK CENTER	2000	100.00	2000
Fish & Game	FORT RICHARDSON	1107000958	HATCHERY OFF/STORAGE	1512	100.00	1512
Fish & Game	FORT RICHARDSON	1107001068	HOUSING #688	1300	100.00	1300
Fish & Game	FORT RICHARDSON	1107001069	HOUSING #689	1300	100.00	1300

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Fish & Game	FORT RICHARDSON	1107001070	HOUSING #690	1300	100.00	1300
Fish & Game	FORT RICHARDSON	1107001071	HV SWITCHGEAR BLDG	160	100.00	160
Fish & Game	FORT RICHARDSON	1107001072	OXYGEN GENERATION	320	100.00	320
Fish & Game	FORT RICHARDSON	1107001073	SECONDARY SWITCH	200	100.00	200
Fish & Game	FORT RICHARDSON	1107001074	SHOP/STORAGE	4320	100.00	4320
Fish & Game	FORT RICHARDSON	1107001075	STANDBY GENERATOR	160	100.00	160
Fish & Game	FORT RICHARDSON	1107001076	VISITOR CENTER	2000	100.00	2000
Fish & Game	FORT RICHARDSON	1107001077	WELL FIELD/HOUSE		100.00	320
Fish & Game	FORT RICHARDSON	1107001078	WELL HOUSE #9	100	100.00	100
Fish & Game	FORT RICHARDSON	1107001115	HATCHERY/ INCUBATION BLD	23000	100.00	23000
Fish & Game	GLENNALLEN	MO00000407	HOUSE/STORAGE	1140	50.00	570
Fish & Game	GLENNALLEN	MO00000410	PORT. QUARTERS	168	50.00	84
Fish & Game	GLENNALLEN	MO00000411	STORAGE	768	40.00	307
Fish & Game	GLENNALLEN	MO00000412	OFC/QUARTERS	3500	30.00	1050
Fish & Game	GLENNALLEN	1107000877	BUNKHOUSE TRLR	1000	100.00	1000
Fish & Game	GLENNALLEN	1107000889	COLD STORAGE	2618	100.00	2618
Fish & Game	GLENNALLEN	1107000890	COLD STORAGE	2400	100.00	2400
Fish & Game	GLENNALLEN	1107000891	WARM STORAGE	1200	100.00	1200
Fish & Game	HARDING LAKE	1107000891	HOUSE	1200	100.00	1200
Fish & Game	WILLOW	1107001125	CONCESSION STAND/STORE	576	100.00	576
Fish & Game	WILLOW	1107001126	CARETAKER HOUSE	952	100.00	952
						90233
Total						614765
Public Safety	ANCHORAGE	L120005123	L OFFICE 1521	10000	100.00	10000
Public Safety	ANCHORAGE	L120005129	SDEU L#2340	13540	100.00	13540
Public Safety	ANCHORAGE	MO00000027	COURT OFFICE BDLG	237551	4.00	9502
Public Safety	ANIAK	1200000126	STORAGE	850	100.00	850
Public Safety	ANIAK	1200000252	UNIT OF 4 PLEX	1128	100.00	1128
Public Safety	ANIAK	1200000287	OFFICE	1128	100.00	1128
Public Safety	DELTA JUNCTION	MO00000249	COMBINED FACILITY	2000	17.78	356
Public Safety	DILLINGHAM	MO00000259	COMBINED FACILITY	2380	59.00	1404
Public Safety	FAIRBANKS	MO00000332	COURT/OFFICE BLDG	80000	1.48	1184
Public Safety	FAIRBANKS	1200000353	P. S. BDLG.	35352	100.00	35352
Public Safety	GLENNALLEN	MO00000412	OFC/QUARTERS	3500	40.00	1400
Public Safety	JUNEAU	MO00000439	PUBLIC SAFETY BLD	19200	100.00	19200
Public Safety	JUNEAU	MO00000494	DIMOND COURT HOUSE BLDG	79116	2.10	1661
Public Safety	KETCHIKAN	MO00000893	KETCHIKAN COURT/OFFICE	74800	3.50	2611
Public Safety	KOTZEBUE	1200000590	OFFICE/QUARTERS	1800	100.00	1800
Public Safety	MCGRATH	1200000617	ADMIN HOUS #622	2046	100.00	2046
Public Safety	NOME	L120005127	L OFFICE 1680C	2350	100.00	2350
Public Safety	PALMER	L120005128	L OFFICE 2022	9100	100.00	9100
Public Safety	SITKA	1200000822	PUBLIC SAFETY BLD	23800	100.00	23800
Public Safety	SOLDOTNA	MO00000847	P.S. BLDG	10300	100.00	10300
Public Safety	TOK	MO00000129	TOK VIS CENTER	10900	35.60	3880
Public Safety	VALDEZ	MO00000922	COURT/OFC BLDG	16324	11.81	1928
Public Safety	YAKUTAT	1200000951	OFFICE	800	100.00	800
						155320
Public Safety	ANCHORAGE	1201000077	CRIME DETECTION L	17000	100.00	17000
Public Safety	ANCHORAGE	1201000156	ANCH POST 'B' OFFICE	1500	100.00	1500

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Public Safety	ANCHORAGE	1201000286	CRIME LAB EMERG GENERATOR	1225	100.00	1225
Public Safety	ANIAK	1201000100	LIVING QUARTERS	1128	100.00	1128
Public Safety	ANIAK	1201000116	LIVING QUARTERS	1128	100.00	1128
Public Safety	CANTWELL	1201000145	LIVING QUARTERS	1232	100.00	1232
Public Safety	CANTWELL	1201000146	LIVING QUARTERS	1232	100.00	1232
Public Safety	CANTWELL	1201000223	LIVING QUARTERS	1232	100.00	1232
Public Safety	COLD BAY	1201000380	LIVING QUARTERS	1820	100.00	1820
Public Safety	COLDFOOT CAMP	1201000222	HOUSING	1756	100.00	1756
Public Safety	DILLINGHAM	MO00000258	PARKS OFFICE	2200	50.00	1100
Public Safety	DILLINGHAM	1201000260	EMPLOYEE HOUSING	931	100.00	931
Public Safety	FAIRBANKS	MO00000323	REGIONAL OFC BLDG	88200	4.50	3969
Public Safety	FORT YUKON	MO00000218	COMBINED FACILITY	3472	16.00	556
Public Safety	GALENA	1201000415	TROOPER HOUSING	1104	100.00	1104
Public Safety	GALENA	1201000430	LIVING QUARTERS	1104	100.00	1104
Public Safety	GALENA	1201000433	LIVING QUARTERS	1104	100.00	1104
Public Safety	GLENNALLEN	1201000446	STORAGE	1200	100.00	1200
Public Safety	JUNEAU	L120105125	L OFFICE/WHSE L 1677 BCD	3349	100.00	3349
Public Safety	NENANA	1201000660	HOUSING UNIT	1200	100.00	1200
Public Safety	NORTHWAY	1201000690	HOUSING UNIT	1200	100.00	1200
Public Safety	PALMER	L120105024	L STORAGE 2407	2000	100.00	2000
Public Safety	SEVEN MILE CAMP	1201000469	TROOPER HOUSING	1632	100.00	1632
						49702
Public Safety	ANCHORAGE	L120305011	L OFFICE 2397	3220	100.00	3220
Public Safety	ANCHORAGE	1203000783	LAKE HOOD CAP HANGAR	3000	100.00	3000
Public Safety	BETHEL	MO00000113	COMBINED FACILITY	6000	34.56	2074
Public Safety	BETHEL	1203000133	CAP HANGAR	12000	100.00	12000
Public Safety	BIRCHWOOD	1203000134	CAP HANGAR	6000	100.00	6000
Public Safety	CANTWELL	U120303566	DEADMAN LAKE CABIN	144	100.00	144
Public Safety	COLD BAY	1203000002	LIVING QUARTERS	2444	100.00	2444
Public Safety	COLDFOOT CAMP	1203000221	HANGAR	4053	100.00	4053
Public Safety	CORDOVA	MO00000225	WAREHOUSE	5000	50.00	2500
Public Safety	DESKA RIVER	1203000934	DESKA RIVER CABIN	192	100.00	192
Public Safety	FAIRBANKS	1203000346	CAP HANGAR	8875	100.00	8875
Public Safety	FOGGY BAY	1203001064	FOGGY BAY CABIN	442	100.00	442
Public Safety	GLENNALLEN	MO00000411	STORAGE	768	20.00	154
Public Safety	JUNEAU	1203000466	CAP HANGAR	6000	100.00	6000
Public Safety	KETCHIKAN	MO00000526	MAINT SHOP	5300	30.42	1612
Public Safety	KING SALMON	MO00000540	HEADQUARTERS/F-G	3600	40.00	1440
Public Safety	KING SALMON	1203000456	OFFICE / BUNKHOUSE	320	100.00	320
Public Safety	KING SALMON	1203000462	STORAGE	720	100.00	720
Public Safety	KING SALMON	1203000478	STORAGE	960	100.00	960
Public Safety	KODIAK (CITY)	L120305126	L OFFICE 2134 A	6841	100.00	6841
Public Safety	KODIAK (CITY)	1203000577	WHRSE	3380	100.00	3380
Public Safety	KODIAK (AIRPORT)	1203000786	KODIAK COMP SQUADRON CAP	5100	100.00	5100
Public Safety	KOTZEBUE	1203000589	CAP HANGAR	3600	100.00	3600
Public Safety	KOTZEBUE	1203001146	DAHL CREEK CABIN	320	100.00	320
Public Safety	LAKE HOOD	1203000601	HANGER	3000	100.00	3000
Public Safety	LAKE HOOD	1203000633	CAP MAINTENANCE HANGAR	12760	100.00	12760
Public Safety	MCGRATH	1203000618	STORAGE	800	100.00	800
Public Safety	NINILCHIK	1203000666	STORAGE	864	100.00	864

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Public Safety	PORT MOLLER	1203000482	STORAGE	540	100.00	540
Public Safety	SANDY RIVER	1203001144	PUMICE CREEK CABIN	540	100.00	540
Public Safety	SANDY RIVER	1203001145	SANDY RIVER CABIN	320	100.00	320
Public Safety	SOLDOTNA	L120305145	L OFFICE FWP 2356	5300	100.00	5300
Public Safety	SOLDOTNA	1203001150	KUSTATAN RIVER CABIN	216	100.00	216
Total						99731
						304753
Environmental Conservation	ANCHORAGE	L180005039	L OFFICE 2401A	29930	100.00	29930
Environmental Conservation	ANCHORAGE	L180005040	L OFFICE 2401B	4509	100.00	4509
Environmental Conservation	ANCHORAGE	L180005078	L OFFICE/STG L 2408	5273	100.00	5273
Environmental Conservation	ANCHORAGE	U180005192	L STG	940	100.00	940
Environmental Conservation	BETHEL	U180005193	L OFFICE	640	100.00	640
Environmental Conservation	CORDOVA	U180005194	L OFFICE	492	100.00	492
Environmental Conservation	DEADHORSE	U180005195	L OFFICE	300	100.00	300
Environmental Conservation	FAIRBANKS	L180005041	L OFFICE L# 2392A&B&C&D	15823	100.00	15823
Environmental Conservation	JUNEAU	L180005044	L OFFICE 2131AB	48691	100.00	48691
Environmental Conservation	JUNEAU	L180005045	L LAB 2139	10900	100.00	10900
Environmental Conservation	JUNEAU	U180005197	L STORAGE	300	100.00	300
Environmental Conservation	KETCHIKAN	U180005198	L OFFICE	1800	100.00	1800
Environmental Conservation	KETCHIKAN	U180005199	L STORAGE	150	100.00	150
Environmental Conservation	NORTH POLE	U180005201	L STORAGE	390	100.00	390
Environmental Conservation	PALMER	L180005046	L OFFICE 2359	9252	100.00	9252
Environmental Conservation	SITKA	U180005202	L OFFICE	1300	100.00	1300
Environmental Conservation	SITKA	U180005203	L STORAGE	200	100.00	200
Environmental Conservation	SOLDOTNA	L180005152	L OFFICE 2346	5835	100.00	5835
Environmental Conservation	UNALASKA	U180005205	L OFFICE	625	100.00	625
Environmental Conservation	VALDEZ	MO00000922	COURT/OFC BLDG	16324	12.88	2103
Environmental Conservation	WASILLA/FINGER LAKE	L180005094	L OFFICE	3041	100.00	3041
Total						142294
Corrections	ANCHORAGE	L200005091	L OFFICE L 2413	2554	100.00	2554
Corrections	ANCHORAGE	L200005112	L OFFICE L# 2396	23546	100.00	23546
Corrections	ANCHORAGE	MO00000027	COURT OFFICE BDLG	237551	1.00	2376
Corrections	DOUGLAS	MO00000273	ISLAND CTR BLDG	40778	33.90	13824
Corrections	FAIRBANKS	L200005022	L OFFICE 2086	5145	100.00	5145
Corrections	JUNEAU	MO00000009	COURT PLAZA & PARKING	51047	5.70	2910
Corrections	JUNEAU	MO00000494	DIMOND COURT HOUSE BLDG	79116	3.10	2453
Corrections	KETCHIKAN	MO00000893	KETCHIKAN COURT/OFFICE	74600	2.00	1492
Corrections	PALMER	L200005024	L OFFICE 2404	2500	100.00	2500
Corrections	SITKA	MO00000823	COURT & OFFICE BLDG	24400	1.57	383
						199477
Corrections	KENAI	2001000141	MAINT BLDG #55	16087	100.00	16087
Corrections	KENAI	2001000142	CLINIC BLDG 3 15	6428	100.00	6428
Corrections	KENAI	2001000143	THEATER/STG BLD # 14	6428	100.00	6428
Corrections	KENAI	2001000144	PUMPHOUSE BLDG # 3	901	100.00	901
Corrections	KENAI	2001000886	WWCC BLDG. 13 - GYMNASIUM	14680	100.00	14680
						44524
Corrections	KENAI	U200203402	GARAGE STORAGE	528	100.00	528
Corrections	KENAI	2002000038	WILDWOOD CC BLDG 1 SEC/TR	3162	100.00	3162

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Corrections	KENAI	2002000039	WWCC BLDG 5 - PRETRIAL	17260	100.00	17260
Corrections	KENAI	2002000040	WWCC BLDG. 6 - MAINT.	7742	100.00	7742
Corrections	KENAI	2002000095	WWCC BLDG. 7 - INDUSTRIES	12720	100.00	12720
Corrections	KENAI	2002000108	WWCC BLDG. 8 - FOOD STRG	6000	100.00	6000
Corrections	KENAI	2002000188	WWCC BLDG. 10 HOUS/ADMIN	65138	100.00	65138
Corrections	KENAI	2002000214	WWCC BLDG. 11 COMM.CTR.	10640	100.00	10640
Corrections	KENAI	2002000495	WWCC BLDG. 12 STG/PRKING	3020	100.00	3020
						126210
Corrections	PALMER	L200405025	L OFFICE 2043	4357	100.00	4357
Corrections	PALMER	2004000151	AUTO BODY SHOP	1440	100.00	1440
Corrections	PALMER	2004000152	GREENHOUSE	8785	100.00	8785
Corrections	PALMER	2004000253	VISITOR CENTER	3148	100.00	3148
Corrections	PALMER	2004000423	CHAPEL	840	100.00	840
Corrections	PALMER	2004000435	SEWAGE LAGOON SPT BLDG	175	100.00	175
Corrections	PALMER	2004000436	STORAGE BLDG	144	100.00	144
Corrections	PALMER	2004000437	STORAGE SHED	240	100.00	240
Corrections	PALMER	2004000438	HOUSING UNIT #1 88 CELLS	21000	100.00	21000
Corrections	PALMER	2004000500	MCKINLEY MEAT PLANT	13500	100.00	13500
Corrections	PALMER	2004000515	BUTLER BLDG	4000	100.00	4000
Corrections	PALMER	2004000516	TRAILER	600	100.00	600
Corrections	PALMER	2004000517	STAFF OFFICE	120	100.00	120
Corrections	PALMER	2004000556	GENERATOR/SPRINKLER TO438	748	100.00	748
Corrections	PALMER	2004000701	PALMER MIN. ADM. OFC/CAMP	4398	100.00	4398
Corrections	PALMER	2004000702	DORM/MESS HALL	28186	100.00	28186
Corrections	PALMER	2004000703	VOCATIONAL SHOP	16632	100.00	16632
Corrections	PALMER	2004000712	NEW CHAPEL MEDIUM SEC	1855	100.00	1855
Corrections	PALMER	2004000713	WAREHOUSE	5600	100.00	5600
Corrections	PALMER	2004000714	PALMER MED.ADMN/SHOP/GYM	28058	100.00	28058
Corrections	PALMER	2004000715	SPECIAL HANDLING UNIT	3527	100.00	3527
Corrections	PALMER	2004000716	HOUSING UNIT 1	3118	100.00	3118
Corrections	PALMER	2004000717	HOUSING UNIT 2	3118	100.00	3118
Corrections	PALMER	2004000718	HOUSING UNIT 3	3118	100.00	3118
Corrections	PALMER	2004000719	HOUSING UNIT 4	3118	100.00	3118
Corrections	PALMER	2004000720	HOUSING UNIT 5	3118	100.00	3118
Corrections	PALMER	2004000721	HOUSING UNIT 6	3225	100.00	3225
Corrections	PALMER	2004000897	HOUSING UNIT 7	3225	100.00	3225
Corrections	PALMER	2004001042	MATSU PRETRIAL FACILITY	22000	100.00	22000
						191393
Corrections	ANCHORAGE	2005000066	COOK INLET PRETRIAL	90341	100.00	90341
Corrections	ANCHORAGE	2005000078	WAREHOUSE - COOK INLET	5460	100.00	5460
Corrections	ANCHORAGE	2005000206	OFFICE/GARAGE	900	100.00	900
						96701
Corrections	ANCHORAGE	L200605021	S.CENTRAL PROBATION 2303	15000	100.00	15000
						15000
Corrections	WASILLA/FINGER LAKE	U200803283	PMRC MODULAR REC BLDG	540	100.00	540
Corrections	WASILLA/FINGER LAKE	U200803284	PMRC ROUSTABOUT SHED	540	100.00	540
Corrections	WASILLA/FINGER LAKE	U200803315	PMRC GREENHOUSE	1440	100.00	1440
Corrections	WASILLA/FINGER LAKE	U200803371	PMRC FIREWOOD BLDG	2500	100.00	2500
Corrections	WASILLA/FINGER LAKE	U200803376	PMRC ELECT BLDG AT CLSRM	64	100.00	64
Corrections	WASILLA/FINGER LAKE	U200803379	PMRC GATE SHACK	64	100.00	64

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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Corrections	WASILLA/FINGER LAKE	U200803393	PMRC FREEZER TRAILER	720	100.00	720
Corrections	WASILLA/FINGER LAKE	U200803505	PMRC DRY STORAGE TRAILER	720	100.00	720
Corrections	WASILLA/FINGER LAKE	2008001132	PMRC ADMIN BLDG	1856	100.00	1856
Corrections	WASILLA/FINGER LAKE	2008001133	PMRC CLASS BLDG	864	100.00	864
Corrections	WASILLA/FINGER LAKE	2008001134	PMRC DINNING/KITCHEN MOD	1824	100.00	1824
Corrections	WASILLA/FINGER LAKE	2008001135	PMRC MODULAR HOUSING	4320	100.00	4320
Corrections	WASILLA/FINGER LAKE	2008001137	PMRC MOD LAUNDRY/TOILET	600	100.00	600
Corrections	WASILLA/FINGER LAKE	2008001138	PMRC HOUSE 1	2720	100.00	2720
Corrections	WASILLA/FINGER LAKE	2008001139	PMRC HOUSE 2	3664	100.00	3664
Corrections	WASILLA/FINGER LAKE	2008001140	PMRC MAINT SHOP	4800	100.00	4800
Corrections	WASILLA/FINGER LAKE	2008001141	PMRC MAIN BARN	28170	100.00	28170
Corrections	WASILLA/FINGER LAKE	2008001142	PMRC HOG BARN	5000	100.00	5000
Corrections	WASILLA/FINGER LAKE	2008001143	PMRC MAIN GENERATOR BLDG	225	100.00	225
						60631
Corrections	ANCHORAGE	L200805019	JAIL & STORAGE	20366	100.00	20366
						20366
Corrections	FAIRBANKS	2011000013	FCC STORAGE BLDG #2	150	100.00	150
Corrections	FAIRBANKS	2011000334	FAIRBANKS CC MAIN BLDG	80000	100.00	80000
Corrections	FAIRBANKS	2011000335	FCC STORAGE BUILDING	1500	100.00	1500
Corrections	FAIRBANKS	2011000885	FCC WORKSHOP BUILDING	12000	100.00	12000
						93650
Corrections	EAGLE RIVER	2014000120	WATER SEWAGE PLANT UPPER	2700	100.00	2700
Corrections	EAGLE RIVER	2014000140	GREENHOUSE	1152	100.00	1152
Corrections	EAGLE RIVER	2014000276	HILAND MTN. CC MAIN BLDG	55162	100.00	55162
Corrections	EAGLE RIVER	2014000277	HMCC HOUSE 1	9768	100.00	9768
Corrections	EAGLE RIVER	2014000278	HMCC HOUSE 2	9768	100.00	9768
Corrections	EAGLE RIVER	2014000279	HMCC HOUSE 3	9768	100.00	9768
Corrections	EAGLE RIVER	2014000280	HMCC HOUSE 4	9768	100.00	9768
Corrections	EAGLE RIVER	2014000283	HMCC CLASS RM BLDG	1920	100.00	1920
Corrections	EAGLE RIVER	2014000483	HMCC SHOP BLDG.	4400	100.00	4400
Corrections	EAGLE RIVER	2014000629	MEADOW CREEK CC MAIN BLDG	26962	100.00	26962
Corrections	EAGLE RIVER	2014000656	MCCC HOUSE 1	3750	100.00	3750
Corrections	EAGLE RIVER	2014000681	MCCC HOUSE 2	3750	100.00	3750
Corrections	EAGLE RIVER	2014000751	MCCC HOUSE 3	4081	100.00	4081
Corrections	EAGLE RIVER	2014000858	WATER SEWAGE PLANT	1766	100.00	1766
						144715
Corrections	BETHEL	2000000960	SHOP	320	100.00	320
Corrections	BETHEL	2015000118	YUKON-KUSKOKWIN CORR. CTR	25000	100.00	25000
						25320
Corrections	NOME	2016000205	CLASSROOM	640	100.00	640
Corrections	NOME	2016000680	ANVIL MTN. CC MAIN BLDG.	31335	100.00	31335
Corrections	NOME	2016000894	AMCC UTILITY BLDG.	1500	100.00	1500
						33475
Corrections	JUNEAU	U201703585	VEHICLE POLE SHED	2688	100.00	2688
Corrections	JUNEAU	2017000474	LEMON CREEK CC MAIN BLDG	62934	100.00	62934
Corrections	JUNEAU	2017000477	LCCC ACI BLDG	9066	100.00	9066
Corrections	JUNEAU	2017000484	LCCC SHOP BUILDING	5600	100.00	5600
Corrections	JUNEAU	2017000557	GREENHOUSE COMPLEX (2)	1960	100.00	1960
Corrections	JUNEAU	2017000558	RANGE HOUSE	1480	100.00	1480
Corrections	JUNEAU	2017000559	ADMIN ADDITION	1200	100.00	1200

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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Corrections	JUNEAU	2017000560	REC YARD GUARD TOWER (B)	400	100.00	400
						85328
Corrections	KETCHIKAN	2018000527	KETCHIKAN CC MAIN BLDG.	15167	100.00	15167
Corrections	KETCHIKAN	2018000538	KCC ADMINISTRATIVE ADDIT	1185	100.00	1185
						16332
Corrections	SEWARD	2019000789	SPRING CREEK CC - APS	87165	100.00	87165
Corrections	SEWARD	2019000790	SCCC 128 HOUSING UNITS	44000	100.00	44000
Corrections	SEWARD	2019000791	SCCC 128 HOUSING UNITS	44000	100.00	44000
Corrections	SEWARD	2019000792	SCCC 64 HOUSING UNITS	18160	100.00	18160
Corrections	SEWARD	2019000793	SCCC WAREHOUSE	8568	100.00	8568
Corrections	SEWARD	2019000794	SCCC MOTORPOOL	4059	100.00	4059
						205952
Total						1216780
Transportation & Public Facilities	JUNEAU	L251005138	L OFFICE 1668	51429	100.00	51429
						51429
Transportation & Public Facilities	ANCHORAGE	800000001	INBOUND GLENN W.S.	285	100.00	285
Transportation & Public Facilities	ANCHORAGE	800000065	OUT BOUND GLENN W.S.	285	100.00	285
Transportation & Public Facilities	FAIRBANKS	2511000004	ESTER WEIGH STATION	219	100.00	219
Transportation & Public Facilities	FAIRBANKS	2511000343	RICH OUT WEIGH STATION	128000	100.00	128000
Transportation & Public Facilities	POTTER	800000743	POTTER WEIGH STATION	480	100.00	480
Transportation & Public Facilities	STERLING	800000851	STERLING WEIGH STATION	480	100.00	480
Transportation & Public Facilities	VALDEZ	2511001124	VALDEZ WEIGH STATION	420	100.00	420
Transportation & Public Facilities	VALDEZ	2523001158	VALDEZ SCALE AREA	230	100.00	230
						130399
Transportation & Public Facilities	GUSTAVUS	2513000417	CFR BLDG	700	100.00	700
Transportation & Public Facilities	GUSTAVUS	2513000418	GARAGE	3900	100.00	3900
Transportation & Public Facilities	GUSTAVUS	2513000419	SHOP	2800	100.00	2800
Transportation & Public Facilities	GUSTAVUS	2513000839	UTILITY BUILDING	4200	100.00	4200
Transportation & Public Facilities	HAINES	2513000427	MAIN GARAGE	6400	100.00	6400
Transportation & Public Facilities	HAINES	2513000428	GARAGE/STORAGE	10200	100.00	10200
Transportation & Public Facilities	HAINES	2513000429	COLD STRG BLDG	4000	100.00	4000
Transportation & Public Facilities	HOONAH	2513000452	AIRPORT UTILITY	336	100.00	336
Transportation & Public Facilities	HYDER	2513000456	SHOP/WAREHOUSE	1900	100.00	1900
Transportation & Public Facilities	JUNEAU	2513000473	UNHEATED STORAGE	5600	100.00	5600
Transportation & Public Facilities	JUNEAU	2513000493	HIGHWAYS COMPLEX	48100	100.00	48100
Transportation & Public Facilities	JUNEAU	2513000840	UTILITY BUILDING	5037	100.00	5037
Transportation & Public Facilities	KETCHIKAN	MO00000526	MAINT SHOP	5300	99.58	3688
Transportation & Public Facilities	KETCHIKAN	MO00000893	KETCHIKAN COURT/OFFICE	74600	1.50	1119
Transportation & Public Facilities	KETCHIKAN	2513000537	COLD STORAGE	5000	100.00	5000
Transportation & Public Facilities	KLAWOCK	2513000565	MAINTENANCE SHOP	5000	100.00	5000
Transportation & Public Facilities	KLAWOCK	2513000569	STORAGE	2000	100.00	2000
Transportation & Public Facilities	KLAWOCK	2513000570	STORAGE	572	100.00	572
Transportation & Public Facilities	PETERSBURG	2513000727	MAINTENANCE SHOP	4500	100.00	4500
Transportation & Public Facilities	PETERSBURG	2513000734	STORAGE	480	100.00	480
Transportation & Public Facilities	PETERSBURG	2513000735	STORAGE BLDG	2460	100.00	2460
Transportation & Public Facilities	SITKA	2513000270	AIRPORT MAINT SHOP	8000	100.00	8000
Transportation & Public Facilities	SITKA	2513000271	AIRPORT ELECT VAULT	400	100.00	400
Transportation & Public Facilities	SITKA	2513000831	OFCA/WHSE/GARAGE	3100	100.00	3100
Transportation & Public Facilities	SKAGWAY	2513000832	GEN BLDG	192	100.00	192

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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	SKAGWAY	2513000833	COLD STORAGE	2200	100.00	2200
Transportation & Public Facilities	SKAGWAY	2513000835	MAINTENANCE SHOP	4800	100.00	4800
Transportation & Public Facilities	SKAGWAY	2513000836	HWY MAINT SHOP	720	100.00	720
Transportation & Public Facilities	SKAGWAY	2513000837	AIRPORT TERM.	750	100.00	750
Transportation & Public Facilities	WRANGELL	2513000847	STORAGE	480	100.00	480
Transportation & Public Facilities	WRANGELL	2513000848	OFFICE/STORAGE	2200	100.00	2200
Transportation & Public Facilities	WRANGELL	2513000849	SNOW RMVL EQ BLDG	3600	100.00	3600
Transportation & Public Facilities	YAKUTAT	2513000852	SHOP	5100	100.00	5100
Transportation & Public Facilities	YAKUTAT	2513000853	SHOP	3500	100.00	3500
Transportation & Public Facilities	YAKUTAT	2513000854	UTILITY/STORAGE	900	100.00	900
Transportation & Public Facilities	YAKUTAT	2513000855	MAINT. SHOP	14960	100.00	14960
						168894
Transportation & Public Facilities	ALAKANUK	2523000007	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	ALLAKAKET	2523000016	EQUIP STORAGE	1040	100.00	1040
Transportation & Public Facilities	ALLAKAKET	2523000017	SREB	2852	100.00	2852
Transportation & Public Facilities	ALLAKAKET	2523000018	AIRPORT ELECTRICAL BLDG	96	100.00	96
Transportation & Public Facilities	ALLAKAKET	2523000170	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	AMBLER	2523001164	EQUIPMENT STORAGE	1260	100.00	1260
Transportation & Public Facilities	ANVIK	U252303409	APT STG	336	100.00	336
Transportation & Public Facilities	ANVIK	U252303513	STORAGE SHED	960	100.00	960
Transportation & Public Facilities	ANVIK	2523000025	SREB	2000	100.00	2000
Transportation & Public Facilities	BARROW	2523000075	AARF BUILDING	9600	100.00	9600
Transportation & Public Facilities	BARROW	2523000110	WARM STORAGE	480	100.00	480
Transportation & Public Facilities	BEAR CREEK	U252303469	WANIGAN	150	100.00	150
Transportation & Public Facilities	BEAR CREEK	U252303470	WANIGAN	120	100.00	120
Transportation & Public Facilities	BEAR CREEK	2523000582	EQUIPMENT STORAGE BUILDIN	1296	100.00	1296
Transportation & Public Facilities	BEAVER	2523000177	AIRPORT EQUIP STORAGE	1200	100.00	1200
Transportation & Public Facilities	BEAVER	2523000245	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	BETTLES	2523000307	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	BETTLES FIELD	2523000125	GENERATOR/SHOP	1600	100.00	1600
Transportation & Public Facilities	BETTLES FIELD	2523000968	LIVING QUARTERS	1200	100.00	1200
Transportation & Public Facilities	BIRCH CREEK	2523000394	AIRPORT EQUIPMENT STG	1600	100.00	1600
Transportation & Public Facilities	BIRCH CREEK	2523000395	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	BIRCH LAKE	2523000135	MAIN GARAGE	2840	100.00	2840
Transportation & Public Facilities	BIRCH LAKE	2523000396	WARM STORAGE	1200	100.00	1200
Transportation & Public Facilities	BIRCH LAKE	2523000535	STORAGE BUILDING	120	100.00	120
Transportation & Public Facilities	BREVIG MISSION	U252303471	EQUIPMENT STARGE BLDG	1600	100.00	1600
Transportation & Public Facilities	BREVIG MISSION	2523003490	SREB	2000	100.00	2000
Transportation & Public Facilities	BUCKLAND	2523003495	SREB	2000	100.00	2000
Transportation & Public Facilities	CANTWELL	2523000147	STORAGE BUILDING	448	100.00	448
Transportation & Public Facilities	CANTWELL	2523000148	STORAGE BLDG	800	100.00	800
Transportation & Public Facilities	CANTWELL	2523000149	STORAGE BLDG	1200	100.00	1200
Transportation & Public Facilities	CANTWELL	2523000150	GARAGE/POWER PLT	9180	100.00	9180
Transportation & Public Facilities	CHICKEN	2523000969	APT EQUIP	1696	100.00	1696
Transportation & Public Facilities	CENTRAL	2523000159	GENERATOR BLDG	300	100.00	300
Transportation & Public Facilities	CENTRAL	2523000160	SHOP/GARAGE HWY	3840	100.00	3840
Transportation & Public Facilities	CENTRAL	2523000161	STORAGE	200	100.00	200
Transportation & Public Facilities	CHALKYITSIK	2523000165	AIRPORT STORAGE BUILDING	1040	100.00	1040
Transportation & Public Facilities	CHALKYITSIK	2523000398	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	CHANDLER	U252303555	FUEL DIST FAC	158	100.00	158

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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	CHANDLER	U252303557	PROPANE STORAGE DISPENSER	32	100.00	32
Transportation & Public Facilities	CHANDLER	U252303558	COLD STORAGE	144	100.00	144
Transportation & Public Facilities	CHANDLER	2523000188	SHOP	10800	100.00	10800
Transportation & Public Facilities	CHANDLER	2523000508	NEW BUNKHOUSE	4000	100.00	4000
Transportation & Public Facilities	CHANDLER	2523000582	WATER/ SEWAR PLANT	1224	100.00	1224
Transportation & Public Facilities	CHANDLER	2523000588	POWER PLANT	884	100.00	884
Transportation & Public Facilities	CHITINA	U252303440	COPPER RIVER CAMPGROUND	72	100.00	72
Transportation & Public Facilities	CHITINA	U252303441	O'BRIEN CREEK CAMPGROUND	72	100.00	72
Transportation & Public Facilities	CHITINA	2523000182	GENERATOR BLDG	280	100.00	280
Transportation & Public Facilities	CHITINA	2523000183	MAINT SHOP	3600	100.00	3600
Transportation & Public Facilities	CHITINA	2523001095	SAND SHED	2240	100.00	2240
Transportation & Public Facilities	COLDFOOT CAMP	U252303502	CHECKPOINT BLDG	216	100.00	216
Transportation & Public Facilities	COLDFOOT CAMP	U252303503	COLD STORAGE	900	100.00	900
Transportation & Public Facilities	COLDFOOT CAMP	U252303559	COLD STG	154	100.00	154
Transportation & Public Facilities	COLDFOOT CAMP	U252303560	PUMPHOUSE	96	100.00	96
Transportation & Public Facilities	COLDFOOT CAMP	U252303561	PROPANE STORAGE	60	100.00	60
Transportation & Public Facilities	COLDFOOT CAMP	2523000162	GEN BLDG	512	100.00	512
Transportation & Public Facilities	COLDFOOT CAMP	2523000163	HOUSING	1632	100.00	1632
Transportation & Public Facilities	COLDFOOT CAMP	2523000171	CHK PT HOUSE	616	100.00	616
Transportation & Public Facilities	COLDFOOT CAMP	2523000216	HOUSING UNIT A	400	100.00	400
Transportation & Public Facilities	COLDFOOT CAMP	2523000220	SHOP	6500	100.00	6500
Transportation & Public Facilities	CORDOVA	U252303445	POWDER HOUSE	96	100.00	96
Transportation & Public Facilities	CORDOVA	U252303446	CAP HOUSE	96	100.00	96
Transportation & Public Facilities	CORDOVA	2523000215	SAND STORAGE	2800	100.00	2800
Transportation & Public Facilities	CORDOVA	2523000227	MAINTENANCE GARAGE	5536	100.00	5536
Transportation & Public Facilities	CORDOVA	2523000228	AIRPORT STORAGE B	800	100.00	800
Transportation & Public Facilities	CORDOVA	2523000229	POWER PLANT	400	100.00	400
Transportation & Public Facilities	CORDOVA	2523000235	SAND STORAGE	1200	100.00	1200
Transportation & Public Facilities	CORDOVA	2523000504	SAND STORAGE	1980	100.00	1980
Transportation & Public Facilities	CORDOVA	2523000523	MAINTENANCE SHOP	400	100.00	400
Transportation & Public Facilities	CORDOVA	2523000856	AIRPORT RESCUE STATION	5456	100.00	5456
Transportation & Public Facilities	COTTONWOOD CAMP	2523000583	EQUIPMENT STORAGE BLDG	1296	100.00	1296
Transportation & Public Facilities	COUNCIL	2523000597	EQUIPMENT STORAGE BLDG	1296	100.00	1296
Transportation & Public Facilities	CRYSTAL LAKE	U252303443	STORAGE BUILDING	140	100.00	140
Transportation & Public Facilities	DEADHORSE	U252303562	WARM STORAGE	480	100.00	480
Transportation & Public Facilities	DEADHORSE	2523000246	MAINTENANCE FACILITY	3200	100.00	3200
Transportation & Public Facilities	DEADHORSE	2523000247	WARM STORAGE	2400	100.00	2400
Transportation & Public Facilities	DEADHORSE	2523000248	BUNK/OFFICE	4840	100.00	4840
Transportation & Public Facilities	DEADHORSE	2523000823	APT GEN BLDG	600	100.00	600
Transportation & Public Facilities	DEADHORSE	2523000900	ARCTIC COIL BLDG	12000	100.00	12000
Transportation & Public Facilities	DEADHORSE	2523001097	FUEL DIST FACILITY	180	100.00	180
Transportation & Public Facilities	DEERING	U252303472	MAINTENANCE FACILITY	780	100.00	780
Transportation & Public Facilities	DEERING	2523001185	EQUIPMENT STORAGE	1760	100.00	1760
Transportation & Public Facilities	DELTA JUNCTION	2523000115	WARM STORAGE	2400	100.00	2400
Transportation & Public Facilities	DELTA JUNCTION	2523000254	MAIN GARAGE/POWER	5876	100.00	5876
Transportation & Public Facilities	DELTA JUNCTION	2523000655	STORAGE SHED	48	100.00	48
Transportation & Public Facilities	DELTA JUNCTION	2523000748	ASPHALT BOILER BLDG	36	100.00	36
Transportation & Public Facilities	EAGLE	2523000275	SHOP/OFFICE	2720	100.00	2720
Transportation & Public Facilities	EAGLE	2523000756	AIRPORT LIGHTING	96	100.00	96
Transportation & Public Facilities	ELIM	2523000656	SREB	2000	100.00	2000

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	EAST FORK	2523000284	MAINT SHOP	2400	100.00	2400
Transportation & Public Facilities	EAST FORK	2523000285	EQUIP STGE	2400	100.00	2400
Transportation & Public Facilities	EMMONAK	2523000920	EQUIPMENT STORAGE	1600	100.00	1600
Transportation & Public Facilities	ERNESTINE	U252303448	BILLY MITCHELL CAMPGROUND	872	100.00	872
Transportation & Public Facilities	ERNESTINE	U252303449	POWDER HOUSE	144	100.00	144
Transportation & Public Facilities	ERNESTINE	2523000314	VEHICLE GARAGE	4800	100.00	4800
Transportation & Public Facilities	ERNESTINE	2523000315	SAND STORAGE	5840	100.00	5840
Transportation & Public Facilities	ERNESTINE	2523000316	MAINTENANCE SHOP	3420	100.00	3420
Transportation & Public Facilities	ERNESTINE	2523000317	POWER PLANT	256	100.00	256
Transportation & Public Facilities	FAIRBANKS	L252305113	L OFFICE L# 2371	14202	100.00	14202
Transportation & Public Facilities	FAIRBANKS	2511000321	FOX WEIGH STATION	480	100.00	480
Transportation & Public Facilities	FAIRBANKS	2511000344	RICH IN WEIGH STATION	480	100.00	480
Transportation & Public Facilities	FAIRBANKS	2523000272	ARCHIVES BLD	4400	100.00	4400
Transportation & Public Facilities	FAIRBANKS	2523000274	SEF SHOPS/OFFICE	25300	100.00	25300
Transportation & Public Facilities	FAIRBANKS	2523000322	OFFICE BLDG/HWYS	21826	100.00	21826
Transportation & Public Facilities	FAIRBANKS	2523000324	TECH S/VCS OFF BLDG	8820	100.00	8820
Transportation & Public Facilities	FAIRBANKS	2523000325	VEH WARM STGE/BREAK	13015	100.00	13015
Transportation & Public Facilities	FAIRBANKS	2523000326	PARKING GARAGE	115060	100.00	115060
Transportation & Public Facilities	FAIRBANKS	2523000327	PUMP HOUSE HWYS	300	100.00	300
Transportation & Public Facilities	FAIRBANKS	2523000328	SUPPLY BLDG HWYS	7215	100.00	7215
Transportation & Public Facilities	FAIRBANKS	2523000329	MATERIAL TEST LAB	6000	100.00	6000
Transportation & Public Facilities	FAIRBANKS	2523000330	MAINT BLDG	10278	100.00	10278
Transportation & Public Facilities	FAIRBANKS	2523000401	ASPHALT BOILER BLDG	200	100.00	200
Transportation & Public Facilities	FAIRBANKS	2523000469	UTILITY SWITCHING BLDG	100	100.00	100
Transportation & Public Facilities	FAIRBANKS	2523000555	DRILLING SHOP OFFICE	891	100.00	891
Transportation & Public Facilities	FAIRBANKS	2523000609	STORAGE BLDG (SEF PARTS)	2228	100.00	2228
Transportation & Public Facilities	FAIRBANKS	2523000611	STORAGE BLDG (SUPPLY)	1120	100.00	1120
Transportation & Public Facilities	FAIRBANKS	2523000612	EQUIPMENT SHED (POLE)	4800	100.00	4800
Transportation & Public Facilities	FAIRBANKS	2523000614	EQUIPMENT SHED (POLE)	2600	100.00	2600
Transportation & Public Facilities	FAIRBANKS	2523000657	WARM STG BLDG	4800	100.00	4800
Transportation & Public Facilities	GALENA	2523000397	SAND/STGE	2160	100.00	2160
Transportation & Public Facilities	GALENA	2523000399	WARM STORAGE BLDG	3200	100.00	3200
Transportation & Public Facilities	GALENA	2523000626	OLD SHOP	3500	100.00	3500
Transportation & Public Facilities	GALENA	2523000645	BUTLER BLDG	1280	100.00	1280
Transportation & Public Facilities	GALENA	2523000997	MAINT SHOP	5400	100.00	5400
Transportation & Public Facilities	GAMBELL	U252303473	EQUIPMENT STORAGE BLDG	1600	100.00	1600
Transportation & Public Facilities	GAMBELL	U252303474	MAINTENANCE FACILITY	864	100.00	864
Transportation & Public Facilities	GAMBELL	2523003479	SREB	2000	100.00	2000
Transportation & Public Facilities	GLENNALLEN	U252503450	COMMUNICATIONS BLDG	120	100.00	120
Transportation & Public Facilities	GLENNALLEN	U252503451	WATER PLANT	1200	100.00	1200
Transportation & Public Facilities	GOLOVIN	2523000598	EQUIPMENT STORAGE BLDG	2000	100.00	2000
Transportation & Public Facilities	GRAYLING	U252303415	STORAGE SHED	336	100.00	336
Transportation & Public Facilities	GRAYLING	2523000579	EQUIPMENT STORAGE BLDG	2000	100.00	2000
Transportation & Public Facilities	GULKANA	U252303452	POWER PLANT	630	100.00	630
Transportation & Public Facilities	GULKANA	U252303453	AIRPORT STAGING	1000	100.00	1000
Transportation & Public Facilities	GULKANA	2523000413	STORAGE BLDG	960	100.00	960
Transportation & Public Facilities	GULKANA	2523000414	EQUIPMENT GARAGE	1380	100.00	1380
Transportation & Public Facilities	GULKANA	2523000505	EQUIPMRNT SHOP	2400	100.00	2400
Transportation & Public Facilities	HEALY	2523000432	MAINTENANCE SHOP	4763	100.00	4763
Transportation & Public Facilities	HEALY	2523000447	STORAGE BLDG (COLD)	256	100.00	256

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	HOLY CROSS	2523000034	EQUIPMENT STORAGE	1800	100.00	1800
Transportation & Public Facilities	HUGHES	2523000454	AIRPORT STORAGE BLDG	1040	100.00	1040
Transportation & Public Facilities	HUGHES	2523000518	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	HUSLIA	2523000455	APT EQUIP BLDG	1040	100.00	1040
Transportation & Public Facilities	HUSLIA	2523000647	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	JIM RIVER	U252303563	COLD STORAGE	980	100.00	980
Transportation & Public Facilities	JIM RIVER	U252303564	FUEL DIST FACILITY	216	100.00	216
Transportation & Public Facilities	JIM RIVER	U252303585	PROPANE DISTRIBUTION BLDG	64	100.00	64
Transportation & Public Facilities	JIM RIVER	2523000468	GENERATOR BLDG	548	100.00	548
Transportation & Public Facilities	JIM RIVER	2523000470	14 MAN TRAILER	1650	100.00	1650
Transportation & Public Facilities	JIM RIVER	2523000471	MAINT SHOP	8400	100.00	8400
Transportation & Public Facilities	JIM RIVER	2523000746	BUNKHOUSE II	1344	100.00	1344
Transportation & Public Facilities	JIM RIVER	2523001108	WELL PUMPHOUSE	185	100.00	185
Transportation & Public Facilities	KALTAG	2523000503	EQUIP STORAGE	1200	100.00	1200
Transportation & Public Facilities	KALTAG	2523000519	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	KENNY LAKE	U252303442	EQUIPMENT STORAGE	640	100.00	640
Transportation & Public Facilities	KIANA (FOR. PROP.)	2523001162	EQUIPMENT STORAGE	1260	100.00	1260
Transportation & Public Facilities	KIVALINA	2523001125	SREB	2000	100.00	2000
Transportation & Public Facilities	KOBUK	U252303476	EQUIPMENT STORAGE BLDG	1536	100.00	1536
Transportation & Public Facilities	KOBUK	2523003480	SREB	2000	100.00	2000
Transportation & Public Facilities	KOTLIK	U252303532	STORAGE	420	100.00	420
Transportation & Public Facilities	KOTLIK	2523003233	SREB	2200	100.00	2200
Transportation & Public Facilities	KOTZEBUE	U252303477	EQUIPMENT STORAGE BLDG	5760	100.00	5760
Transportation & Public Facilities	KOTZEBUE	2523000592	WARM STORAGE	3200	100.00	3200
Transportation & Public Facilities	KOTZEBUE	2523000593	CRASH/FIRE RESCUE/MAINT	7472	100.00	7472
Transportation & Public Facilities	KOYUK	2523001166	EQUIPMENT STORAGE	1260	100.00	1260
Transportation & Public Facilities	KOYUKUK	2523000596	EQUIP STORAGE	1200	100.00	1200
Transportation & Public Facilities	KOYUKUK	2523000648	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	LAKE MINCHUMINA	2523000649	AIRPORT EQUIP STG	1200	100.00	1200
Transportation & Public Facilities	LAKE MINCHUMINA	2523000650	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	LIVENGOOD	2523000217	HOUSING UNIT B	400	100.00	400
Transportation & Public Facilities	LIVENGOOD	2523000219	HOUSING UNIT D	608	100.00	608
Transportation & Public Facilities	LIVENGOOD	2523000434	PUMP HOUSE	216	100.00	216
Transportation & Public Facilities	LIVENGOOD	2523000605	BUNKHOUSE	1577	100.00	1577
Transportation & Public Facilities	LIVENGOOD	2523000608	GARAGE	4280	100.00	4280
Transportation & Public Facilities	LIVENGOOD	2523000607	POWER HOUSE	384	100.00	384
Transportation & Public Facilities	LIVENGOOD	2523000608	WARM STORAGE	2800	100.00	2800
Transportation & Public Facilities	LIVENGOOD	2523000770	GEN BLDG (ARCTIC PAK)	195	100.00	195
Transportation & Public Facilities	LIVENGOOD	2523000895	LIVING QUARTERS	1232	100.00	1232
Transportation & Public Facilities	MANLEY H.S.	2523000615	MAINTENANCE SHOP	2400	100.00	2400
Transportation & Public Facilities	MANLEY H.S.	2523000661	STORAGE BLDG	288	100.00	288
Transportation & Public Facilities	MARSHALL	U252303537	EQUIPMENT STORAGE	1600	100.00	1600
Transportation & Public Facilities	MARSHALL	2523000739	EQUIPMENT STORAGE	1600	100.00	1600
Transportation & Public Facilities	MCCARTHY	U252303444	STORAGE BUILDING	140	100.00	140
Transportation & Public Facilities	MCCARTHY	2523000704	AIRPORT EQUIP STORAGE BLD	2400	100.00	2400
Transportation & Public Facilities	MONTANA CREEK	2523000467	STORAGE SHED	192	100.00	192
Transportation & Public Facilities	MONTANA CREEK	2523000624	SHOP	4800	100.00	4800
Transportation & Public Facilities	MONTANA CREEK	2523000625	GENERATOR BLDG	189	100.00	189
Transportation & Public Facilities	MONTANA CREEK	2523000628	LIVING QTRS	1232	100.00	1232
Transportation & Public Facilities	MONTANA CREEK	2523000733	GENERATOR BUILDING	96	100.00	96

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	MONTANA CREEK	2523000883	GENERATOR BLDG	189	100.00	189
Transportation & Public Facilities	MOUNTAIN VILLAGE	U252303423	APT STG	336	100.00	336
Transportation & Public Facilities	MOUNTAIN VILLAGE	U252303542	SHED	200	100.00	200
Transportation & Public Facilities	MOUNTAIN VILLAGE	2523003599	SREB	1100	100.00	1100
Transportation & Public Facilities	NELCHINA	U252303454	MENDELTON CAMPGROUND	72	100.00	72
Transportation & Public Facilities	NELCHINA	U252303455	LAKE LOUISE CAMPGROUND	72	100.00	72
Transportation & Public Facilities	NELCHINA	U252303456	UTILIDOR SYSTEM	2400	100.00	2400
Transportation & Public Facilities	NELCHINA	2523000167	STORAGE SHED	480	100.00	480
Transportation & Public Facilities	NELCHINA	2523000651	MAINTENANCE SHOP	3780	100.00	3780
Transportation & Public Facilities	NELCHINA	2523000652	UTILITY BUILDING	480	100.00	480
Transportation & Public Facilities	NELCHINA	2523000653	STORAGE BUILDING	480	100.00	480
Transportation & Public Facilities	NELCHINA	2523001096	SAND SHED	2240	100.00	2240
Transportation & Public Facilities	NENANA	2523000658	MAINTENANCE SHOP	3800	100.00	3800
Transportation & Public Facilities	NENANA	2523001094	STORAGE BLDG	2068	100.00	2068
Transportation & Public Facilities	NOATAK	2523000591	EQUIPMENT STORAGE BLDG	2000	100.00	2000
Transportation & Public Facilities	NOME	U252305139	L OFFICE 1183	6422	100.00	6422
Transportation & Public Facilities	NOME	U252303478	GAS STATION	192	100.00	192
Transportation & Public Facilities	NOME	U252303479	EQUIPMENT STORAGE BLDG	1500	100.00	1500
Transportation & Public Facilities	NOME	U252303480	EQUIPMENT STORAGE BLDG	1500	100.00	1500
Transportation & Public Facilities	NOME	U252303481	EQUIPMENT STORAGE BLDG	1500	100.00	1500
Transportation & Public Facilities	NOME	U252303482	EQUIPMENT STORAGE BLDG	1440	100.00	1440
Transportation & Public Facilities	NOME	U252303483	EQUIPMENT STORAGE BLDG	2160	100.00	2160
Transportation & Public Facilities	NOME	U252303484	EQUIPMENT STORAGE BLDG	2160	100.00	2160
Transportation & Public Facilities	NOME	U252303485	EQUIPMENT STORAGE BLDG	120	100.00	120
Transportation & Public Facilities	NOME	U252303486	EQUIPMENT STORAGE BLDG	168	100.00	168
Transportation & Public Facilities	NOME	U252303488	EQUIPMENT STORAGE BLDG	1485	100.00	1485
Transportation & Public Facilities	NOME	U252303489	EQUIPMENT STORAGE BLDG	1485	100.00	1485
Transportation & Public Facilities	NOME	U252303490	EQUIPMENT STORAGE BLDG	1485	100.00	1485
Transportation & Public Facilities	NOME	U252303491	EQUIPMENT STORAGE BLDG	1485	100.00	1485
Transportation & Public Facilities	NOME	U252303492	WANIGAN	150	100.00	150
Transportation & Public Facilities	NOME	2523000600	MATERIALS LAB	2500	100.00	2500
Transportation & Public Facilities	NOME	2523000668	EQUIPMENT STORAGE BLDG	5845	100.00	5845
Transportation & Public Facilities	NOME	2523000671	STATE OFFICE BLDG	16600	100.00	16600
Transportation & Public Facilities	NOME	2523000674	MAINTENANCE FACILITY	12140	100.00	12140
Transportation & Public Facilities	NOME	2523000675	CRASH/RESCUE BLDG	1440	100.00	1440
Transportation & Public Facilities	NOME	2523000676	VAULT FIELD LIGHT	1225	100.00	1225
Transportation & Public Facilities	NOME	2523000677	AIRPORT MGR'S OFFICE	540	100.00	540
Transportation & Public Facilities	NOME	2523000678	MAINTENANCE FACILITY	11573	100.00	11573
Transportation & Public Facilities	NOME	2523000679	MAINTENANCE FACILITY	2000	100.00	2000
Transportation & Public Facilities	NOME	2523000685	SAND SHED	2880	100.00	2880
Transportation & Public Facilities	NOME	2524000925	APT OFF/SHOP/COLD STG	2240	100.00	2240
Transportation & Public Facilities	NOORVIK	U252300602	EQUIPMENT STORAGE BLDG	1600	100.00	1600
Transportation & Public Facilities	NOORVIK	2523000603	SREB	2000	100.00	2000
Transportation & Public Facilities	NORTHWAY	2523000686	QUONSET BLDG	1800	100.00	1800
Transportation & Public Facilities	NORTHWAY	2523000687	SHOP & GARAGE	5312	100.00	5312
Transportation & Public Facilities	NORTHWAY	2523000689	AIRPORT EQUIPMENT STORAGE	2400	100.00	2400
Transportation & Public Facilities	NORTHWAY	2523000758	ASPHALT BIOLER BLDG	36	100.00	36
Transportation & Public Facilities	NULATO	2523000682	AIRPORT EQUIPMENT STG	1600	100.00	1600
Transportation & Public Facilities	NULATO	2523000687	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	OBRIEN CREEK	2523000688	GEN BLDG	600	100.00	600

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	O'BRIEN CREEK	2523000696	COOK HOUSE	1800	100.00	1800
Transportation & Public Facilities	O'BRIEN CREEK	2523000745	SHOP	2840	100.00	2840
Transportation & Public Facilities	PAXSON	U252303457	7 MILE CAMPGROUND	72	100.00	72
Transportation & Public Facilities	PAXSON	U252303458	LADY BIRD CAMPGROUND	72	100.00	72
Transportation & Public Facilities	PAXSON	U252303459	UTILIDOR SYSTEM	2400	100.00	2400
Transportation & Public Facilities	PAXSON	2523000722	MAINTENANCE SHOP	3800	100.00	3800
Transportation & Public Facilities	PAXSON	2523000723	UTILITY BUILDING	360	100.00	360
Transportation & Public Facilities	PAXSON	2523000724	SAND/STORAGE BLDG	1344	100.00	1344
Transportation & Public Facilities	PAXSON	2523000725	COLD STORAGE BUILDING	144	100.00	144
Transportation & Public Facilities	PILOT STATION	2523000759	SREB	2000	100.00	2000
Transportation & Public Facilities	RAMPART	2523000670	AIRPORT EQUIPMENTSTG	1200	100.00	1200
Transportation & Public Facilities	RAMPART	2523000693	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	RUBY	2523000755	EQUIPMENT STORAGE	2400	100.00	2400
Transportation & Public Facilities	RUBY	2523001000	STORAGE BLDG	320	100.00	320
Transportation & Public Facilities	RUSSIAN MISSION	2524001190	EQUIPMENT STORAGE	960	100.00	960
Transportation & Public Facilities	ST. MARY'S	2523000763	ARFF BUILDING	3200	100.00	3200
Transportation & Public Facilities	ST. MARY'S	2523000764	LIVING QUARTERS	1530	100.00	1530
Transportation & Public Facilities	ST. MARY'S	2523000765	EQUIPMENT STORAGE	2400	100.00	2400
Transportation & Public Facilities	ST. MARY'S	2523000766	MAINTENANCE SHOP	2720	100.00	2720
Transportation & Public Facilities	ST. MARY'S	2523001204	CFR BUILDING	480	100.00	480
Transportation & Public Facilities	ST. MARY'S	2523001205	TOWN SHOP	2400	100.00	2400
Transportation & Public Facilities	ST.MICHAELS	U252403497	MAINTENANCE FACILITY	780	100.00	780
Transportation & Public Facilities	ST.MICHAELS	2523000698	EQUIPMENT STORAGE BLDG	2000	100.00	2000
Transportation & Public Facilities	SAG RIVER	U252303567	COLD STORAGE	560	100.00	560
Transportation & Public Facilities	SAG RIVER	2523000769	BUNKHOUSE	3480	100.00	3480
Transportation & Public Facilities	SAG RIVER	2523000771	SHOP	9760	100.00	9760
Transportation & Public Facilities	SAG RIVER	2523000772	MAINT FAC/ INCINERATOR	576	100.00	576
Transportation & Public Facilities	SAG RIVER	2523000773	GENERATOR BLDG	546	100.00	546
Transportation & Public Facilities	SAG RIVER	2523000774	LIFE SUPPORT BLDG	576	100.00	576
Transportation & Public Facilities	SAG RIVER	2523001107	FUEL DIST SYSTEM	64	100.00	64
Transportation & Public Facilities	SAVOONGA	U252303494	EQUIPMENT STORAGE BLDG	2400	100.00	2400
Transportation & Public Facilities	SAVOONGA	2523003400	SREB	2000	100.00	2000
Transportation & Public Facilities	SELAWIK	2523001167	EQUIPMENT STORAGE	1260	100.00	1260
Transportation & Public Facilities	SEVEN MILE CAMP	U252303571	PROPANE DISTRIBUTION/STG	96	100.00	96
Transportation & Public Facilities	SEVEN MILE CAMP	2523000564	GEN BLDG	1152	100.00	1152
Transportation & Public Facilities	SEVEN MILE CAMP	2523000784	SHOP	8001	100.00	8001
Transportation & Public Facilities	SEVEN MILE CAMP	2523000785	BUNKHOUSE 4 MAN	1512	100.00	1512
Transportation & Public Facilities	SEVEN MILE CAMP	2523001109	FAC MAINTENANCE	960	100.00	960
Transportation & Public Facilities	SHAKTOOLIK	U252303495	MAINTENANCE FACILITY	1258	100.00	1258
Transportation & Public Facilities	SHEEP CREEK	2523000942	EQUIPMENT SHOP	640	100.00	640
Transportation & Public Facilities	SHEEP CREEK	2523000943	WAREHOUSE	2008	100.00	2008
Transportation & Public Facilities	SHEEP CREEK	2523000956	SAND STORAGE	2160	100.00	2160
Transportation & Public Facilities	SHISHMAREF	2523001168	EQUIPMENT STORAGE	1760	100.00	1760
Transportation & Public Facilities	SHELDON POINT	2523001126	SREB	2000	100.00	2000
Transportation & Public Facilities	SHUNGNAK	U252303496	EQUIPMENT STORAGE BLDG	1080	100.00	1080
Transportation & Public Facilities	SHUNGNAK	2523003401	SREB	2000	100.00	2000
Transportation & Public Facilities	SHUNGNAK	2523003402	APT TERMINAL	336	100.00	336
Transportation & Public Facilities	SHUNGNAK	2523003403	SHUNGNAK AIRPORT STORAGE	768	100.00	768
Transportation & Public Facilities	SLANA	U252303460	24 MILE CAMPGROUND	72	100.00	72
Transportation & Public Facilities	SLANA	U252303461	INDIAN RIVER CAMPGROUND	72	100.00	72

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	SLANA	U252303462	SLANA RIVER CAMPGROUND	72	100.00	72
Transportation & Public Facilities	SLANA	2523000202	SAND SHED	2240	100.00	2240
Transportation & Public Facilities	SLANA	2523000539	POWER PLANT	352	100.00	352
Transportation & Public Facilities	SLANA	2523000561	STORAGE BUILDING	1000	100.00	1000
Transportation & Public Facilities	SLANA	2523000838	MAIN GARAGE	4704	100.00	4704
Transportation & Public Facilities	SOUTH FORK	2523000788	GENERATOR BLD	512	100.00	512
Transportation & Public Facilities	SOUTH FORK	2523000848	MAINTENANCE SHOP	2760	100.00	2760
Transportation & Public Facilities	SOUTH FORK	2523003419	STORAGE SHED	200	100.00	200
Transportation & Public Facilities	SOUTH FORK	2523003546	BUNK HOUSE	600	100.00	600
Transportation & Public Facilities	STEBBINS	U252303498	MAINTENANCE FACILITY	780	100.00	780
Transportation & Public Facilities	STEBBINS	2523001127	EQUIP STG BLDG	2000	100.00	2000
Transportation & Public Facilities	STEBBINS	2523001128	ELECT SVCS BLDG	96	100.00	96
Transportation & Public Facilities	STEVENS VILLAGE	2523000707	BARGE RAMP PAD BLDG	768	100.00	768
Transportation & Public Facilities	STEVENS VILLAGE	2523000747	APT EQP BLD	1040	100.00	1040
Transportation & Public Facilities	TANANA	2523000553	AIRPORT ELECTRICAL	96	100.00	96
Transportation & Public Facilities	TANANA	2523000855	EQUIPMENT STORAGE	1200	100.00	1200
Transportation & Public Facilities	TATITLEK	U252303447	EQUIPMENT STORAGE	960	100.00	960
Transportation & Public Facilities	TATITLEK	2523000744	SREB	3250	100.00	3250
Transportation & Public Facilities	TAZLINA	U252303463	STORAGE BUILDING	768	100.00	768
Transportation & Public Facilities	TAZLINA	U252303464	TAZLINA RIVER CAMPGROUND	672	100.00	672
Transportation & Public Facilities	TAZLINA	U252303485	EMERGENCY POWER PLANT	96	100.00	96
Transportation & Public Facilities	TAZLINA	2523000859	MAINTENANCE SHOP	11200	100.00	11200
Transportation & Public Facilities	TAZLINA	2523000860	SOIL TEST LAB #1	500	100.00	500
Transportation & Public Facilities	TAZLINA	2523000861	SOIL TEST LAB #2	320	100.00	320
Transportation & Public Facilities	TAZLINA	2523000862	SOIL TEST LAB #3	320	100.00	320
Transportation & Public Facilities	TAZLINA	2523000863	TIRE STORAGE BUILDING	512	100.00	512
Transportation & Public Facilities	TAZLINA	2523000864	TIRE STORAGE BUILDING	500	100.00	500
Transportation & Public Facilities	TAZLINA	2523000865	SAND SHED	5000	100.00	5000
Transportation & Public Facilities	TAZLINA	2523000866	WAREHOUSE	1000	100.00	1000
Transportation & Public Facilities	TAZLINA	2523000867	CARPENTER SHOP	960	100.00	960
Transportation & Public Facilities	TELLER	U252303499	EQUIPMENT STORAGE BLDG	4200	100.00	4200
Transportation & Public Facilities	TELLER	U252303500	EQUIPMENT STORAGE BLDG	1200	100.00	1200
Transportation & Public Facilities	TELLER	2523001163	EQUIPMENT STORAGE	1258	100.00	1258
Transportation & Public Facilities	THOMPSON PASS	U252303466	POWDER HOUSE	280	100.00	280
Transportation & Public Facilities	THOMPSON PASS	2523000872	MAINTENANCE SHOP	6466	100.00	6466
Transportation & Public Facilities	THOMPSON PASS	2523000957	MAINT. SHOP	3721	100.00	3721
Transportation & Public Facilities	THOMPSON PASS	2523001161	OFFICE/QUARTERS	5888	100.00	5888
Transportation & Public Facilities	THOMPSON PASS	2525001108	SAND SHED	2240	100.00	2240
Transportation & Public Facilities	TOK	2511000878	TOK WEIGH STATION	480	100.00	480
Transportation & Public Facilities	TOK	2523000760	BLDG. MAINT SHOP	960	100.00	960
Transportation & Public Facilities	TOK	2523000761	APT LIGHTING BLDG	144	100.00	144
Transportation & Public Facilities	TOK	2523000762	ASPHALT BOILER BLDG	64	100.00	64
Transportation & Public Facilities	TOK	2523000884	MAINT FACILITY	8900	100.00	8900
Transportation & Public Facilities	TOK	2523000887	WARM STORAGE	7000	100.00	7000
Transportation & Public Facilities	TRIMMS	2523000879	MAINT FACILITY	4500	100.00	4500
Transportation & Public Facilities	TRIMMS	2523000896	GENERATOR BLDG	384	100.00	384
Transportation & Public Facilities	UMIAT	2523000738	LATRINE	100	100.00	100
Transportation & Public Facilities	UMIAT	2523000740	LIVING QUARTERS	1280	100.00	1280
Transportation & Public Facilities	UMIAT	2523000908	SHOP	1152	100.00	1152
Transportation & Public Facilities	UMIAT	2523000909	STORAGE	4000	100.00	4000

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	UMIAT	2523000910	STORAGE	960	100.00	960
Transportation & Public Facilities	UMIAT	2523000911	STORAGE	480	100.00	480
Transportation & Public Facilities	UMIAT	2523000913	UTILITY BLDG	432	100.00	432
Transportation & Public Facilities	UMIAT	2523000914	APT EQUIP STG	1200	100.00	1200
Transportation & Public Facilities	UNALAKLEET	2523001129	EQUIP STG BLDG	2400	100.00	2400
Transportation & Public Facilities	UNALAKLEET	2524000918	HEATED SHOP	3900	100.00	3900
Transportation & Public Facilities	VALDEZ	U252303467	STEAM DISTRIBUTION SYSTEM	9000	100.00	9000
Transportation & Public Facilities	VALDEZ	U252303468	ELECT DISTRIBUTION SYSTEM	4500	100.00	4500
Transportation & Public Facilities	VALDEZ	2523000294	HARBORVIEW CENTER	80000	100.00	80000
Transportation & Public Facilities	VALDEZ	2523000295	CENTRAL HEATING SYSTEM	8470	100.00	8470
Transportation & Public Facilities	VALDEZ	2523000568	SOILS TEST LAB	2016	100.00	2016
Transportation & Public Facilities	VALDEZ	2523000732	SREB	3200	100.00	3200
Transportation & Public Facilities	VALDEZ	2523000923	SHOP ANNEX	1920	100.00	1920
Transportation & Public Facilities	VALDEZ	2523000924	SAND SHED	800	100.00	800
Transportation & Public Facilities	VALDEZ	2523000928	WARM STORAGE BLDG	3200	100.00	3200
Transportation & Public Facilities	VALDEZ	2523000930	OFFICE BUILDING	10188	100.00	10188
Transportation & Public Facilities	VALDEZ	2523000931	GARAGE/WAREHOUSE S E F	8920	100.00	8920
Transportation & Public Facilities	VALDEZ	2523000932	MAINTENANCE SHOP	8080	100.00	8080
Transportation & Public Facilities	VALDEZ	2523000933	SAND STORAGE	3920	100.00	3920
Transportation & Public Facilities	VALDEZ	2523000935	SERVICE STATION	1700	100.00	1700
Transportation & Public Facilities	VALDEZ	2523001157	SUPPLY/SERVICE	3200	100.00	3200
Transportation & Public Facilities	VALDEZ	2523001159	EQUIPMENT SHOP	3200	100.00	3200
Transportation & Public Facilities	VALDEZ	2523001180	BUILDINGS SHOP	4100	100.00	4100
Transportation & Public Facilities	WALES	2523000936	EQUIPMENT STORAGE BLDG	1760	100.00	1760
Transportation & Public Facilities	WHITE MOUNTAIN	2523000400	EQUIPMENT STORAGE BLDG	2000	100.00	2000
						995510
Transportation & Public Facilities	AKHIOK	2533000767	EQUIP STORAGE	1104	100.00	1104
Transportation & Public Facilities	AKIACHAK	U253303404	EQUIP STG	336	100.00	336
Transportation & Public Facilities	AKIACHAK	U253303405	APT TERMINAL	336	100.00	336
Transportation & Public Facilities	AKIAK	U253303406	EQUIP STG	336	100.00	336
Transportation & Public Facilities	AKOLMIUT	U253303407	AIRPORT SHOP	336	100.00	336
Transportation & Public Facilities	ALEKNAGIK	U253303408	AIRPORT STG	336	100.00	336
Transportation & Public Facilities	ANCHORAGE	L253305071	L OFFICE L # 1328 B	7200	100.00	7200
Transportation & Public Facilities	ANCHORAGE	MO00000020	PUBLIC SAFETY BLDG	43178	100.00	43178
Transportation & Public Facilities	ANCHORAGE	2533000008	GOSNELL BLDG S E F	6400	100.00	6400
Transportation & Public Facilities	ANCHORAGE	2533000021	AVIATION BLDG	62700	100.00	62700
Transportation & Public Facilities	ANCHORAGE	2533000022	SM VEH WM STG/HWY	5808	100.00	5808
Transportation & Public Facilities	ANCHORAGE	2533000023	LG VEH WM STG/HWY	12688	100.00	12688
Transportation & Public Facilities	ANCHORAGE	2533000025	MAT'L LAB	5120	100.00	5120
Transportation & Public Facilities	ANCHORAGE	2533000026	MATER TEST LAB/HW	8880	100.00	8880
Transportation & Public Facilities	ANCHORAGE	2533000030	BUILDING MAINT SHOP	9600	100.00	9600
Transportation & Public Facilities	ANCHORAGE	2533000042	EQUIP STORAGE	3200	100.00	3200
Transportation & Public Facilities	ANCHORAGE	2533000067	CAREAGE HOUSE	24240	100.00	24240
Transportation & Public Facilities	ANCHORAGE	2533000090	SHOP STORAGE	7680	100.00	7680
Transportation & Public Facilities	ANCHORAGE	2533000093	CHEMICAL WHSE	7200	100.00	7200
Transportation & Public Facilities	ANCHORAGE	2533000094	SHOP BLDG	21350	100.00	21350
Transportation & Public Facilities	ANIAK	U253303511	SAND STORAGE	2800	100.00	2800
Transportation & Public Facilities	ANIAK	U253303512	GARAGE / SHOP	1920	100.00	1920
Transportation & Public Facilities	ANIAK	2533000102	WARM STORAGE	3200	100.00	3200
Transportation & Public Facilities	ATKA	2533000692	EQUIPMENT STORAGE	960	100.00	960

PROPERTY SCHEDULE
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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	ATMAUTLUAK	U253303410	EQUIP STG	336	100.00	336
Transportation & Public Facilities	BETHEL	U253303514	BETHEL C F R	480	100.00	480
Transportation & Public Facilities	BETHEL	2533000032	ARFF BUILDING	3200	100.00	3200
Transportation & Public Facilities	BETHEL	2533000122	AIRPORT EQUIP BUILDING	2400	100.00	2400
Transportation & Public Facilities	BETHEL	2533000123	SAND STORAGE	2800	100.00	2800
Transportation & Public Facilities	BETHEL	2533000124	MAINTENANCE SHOP	4800	100.00	4800
Transportation & Public Facilities	BIRCHWOOD	U253303515	SAND STORAGE	2800	100.00	2800
Transportation & Public Facilities	BIRCHWOOD	2533000136	AIRPORT VEHICLE SHOP	3036	100.00	3036
Transportation & Public Facilities	CASCADE	U253303516	STORAGE / VEH GARAGE	816	100.00	816
Transportation & Public Facilities	CASCADE	U253303517	STORAGE SHED	192	100.00	192
Transportation & Public Facilities	CASCADE	2533000153	MAIN GARAGE	2440	100.00	2440
Transportation & Public Facilities	CASCADE	2533000154	STORAGE	2400	100.00	2400
Transportation & Public Facilities	CHAUTHBALUK	2533000128	EQUIPMENT STORAGE	960	100.00	960
Transportation & Public Facilities	CHEVAK	U253303518	EQUIPMENT STORAGE	400	100.00	400
Transportation & Public Facilities	CHENEGA BAY	2533000554	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	CHEFORNAK	U253303411	APT STG	336	100.00	336
Transportation & Public Facilities	CHEFORNAK	U253303412	APT TERMINAL	336	100.00	336
Transportation & Public Facilities	CHIGNIK LAKE	2533000081	STORAGE BUILDING	1104	100.00	1104
Transportation & Public Facilities	CHIGNIK LAKE	2533000130	EQUIPMENT STORAGE BLDG	800	100.00	800
Transportation & Public Facilities	CHITINA	U252303439	STORAGE BLDG	306	100.00	306
Transportation & Public Facilities	CHULITNA RIVER	2533000189	POWER HOUSE	300	100.00	300
Transportation & Public Facilities	CHULITNA RIVER	2533000190	MAINT SHOP	4800	100.00	4800
Transportation & Public Facilities	COLD BAY	U253300850	CFR BUILDING	5560	100.00	5560
Transportation & Public Facilities	COLD BAY	U253303519	GAS PUMP HOUSE	64	100.00	64
Transportation & Public Facilities	COLD BAY	2533000198	LIVING QUARTERS	1820	100.00	1820
Transportation & Public Facilities	COLD BAY	2533000199	LIVING QUARTERS	1820	100.00	1820
Transportation & Public Facilities	COLD BAY	2533000200	LIVING QUARTERS	1820	100.00	1820
Transportation & Public Facilities	COLD BAY	2533000201	LIVING QUARTERS	1820	100.00	1820
Transportation & Public Facilities	COLD BAY	2533000211	WARM STORAGE	5400	100.00	5400
Transportation & Public Facilities	COLD BAY	2533000213	SHOP	2624	100.00	2624
Transportation & Public Facilities	COLD BAY	2533000815	SAND STORAGE	4200	100.00	4200
Transportation & Public Facilities	COLD BAY	2533001117	COLD BAY ARFF	3731	100.00	3731
Transportation & Public Facilities	CROOKED CREEK	2533000237	AVIATION MAINTENANCE BLDG	960	100.00	960
Transportation & Public Facilities	CROOKED CREEK	2533000869	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	DILLINGHAM	2533000267	APT CFR	2400	100.00	2400
Transportation & Public Facilities	DILLINGHAM	2533000269	MAINT GARAGE	4800	100.00	4800
Transportation & Public Facilities	DILLINGHAM	2533000870	WARM SAND STORAGE	2800	100.00	2800
Transportation & Public Facilities	DILLINGHAM	2533001113	DILLINGHAM ARFF	7042	100.00	7042
Transportation & Public Facilities	EEK	U253303413	APT STG	336	100.00	336
Transportation & Public Facilities	EGEGIK	2533000509	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	EKWOK	2533000919	EQUIPMENT STORAGE	1600	100.00	1600
Transportation & Public Facilities	ENGLISH BAY	U253303414	APT STG	336	100.00	336
Transportation & Public Facilities	FALSE PASS	2533000232	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	FLAT	U253300234	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	GIRDWOOD	U253303521	STORAGE	1960	100.00	1960
Transportation & Public Facilities	GIRDWOOD	2533000403	MAINTENANCE SHOP	3600	100.00	3600
Transportation & Public Facilities	GOODNEWS BAY	2533000416	EQUIPMENT STORAGE	800	100.00	800
Transportation & Public Facilities	GOOSE BAY	2533000031	EQUIPMENT STORAGE	960	100.00	960
Transportation & Public Facilities	HOMER	U253303522	STORAGE BLDG	1600	100.00	1600
Transportation & Public Facilities	HOMER	U253303523	STORAGE BLDG	1600	100.00	1600

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DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	HOMER	U253303524	SAND SHED	1600	100.00	1600
Transportation & Public Facilities	HOMER	2533000010	COOPER BLDG	4160	100.00	4160
Transportation & Public Facilities	HOMER	2533000439	MAINTENANCE SHOP	4784	100.00	4784
Transportation & Public Facilities	HOMER	2533000445	CFR BLDG	5993	100.00	5993
Transportation & Public Facilities	HOOPER BAY	2533000453	MAINT SHOP	1936	100.00	1936
Transportation & Public Facilities	HOPE	U253303525	AIRPORT STORAGE	1800	100.00	1800
Transportation & Public Facilities	IGUIGIG	2533000457	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	ILIAMNA	U253303526	WARM STORAGE	480	100.00	480
Transportation & Public Facilities	ILIAMNA	2533000157	MAINT.SHOP/OFFICE	2925	100.00	2925
Transportation & Public Facilities	ILIAMNA	2533000461	SHOP	1920	100.00	1920
Transportation & Public Facilities	KALSIN BAY	2533000506	MAINTENANCE SHOP	2400	100.00	2400
Transportation & Public Facilities	KALSIN BAY	2533000507	GENERAL BLDG	384	100.00	384
Transportation & Public Facilities	KARLUK	U253303416	APT STG	336	100.00	336
Transportation & Public Facilities	KASIGLUK	U253303417	APT TERMINAL	336	100.00	336
Transportation & Public Facilities	KASIGLUK	2533001118	EQUIP STG BLDG	1104	100.00	1104
Transportation & Public Facilities	KING SALMON	U253303527	STORAGE	2160	100.00	2160
Transportation & Public Facilities	KING SALMON	U253303528	STORAGE	629	100.00	629
Transportation & Public Facilities	KING SALMON	U253303529	STORAGE	3400	100.00	3400
Transportation & Public Facilities	KING SALMON	2533000552	MAINTENANCE SHOP	2480	100.00	2480
Transportation & Public Facilities	KING SALMON	2533001116	KING SALMON ARFF	8611	100.00	8611
Transportation & Public Facilities	KIPNUK	U253303418	STG BLDG	336	100.00	336
Transportation & Public Facilities	KODIAK (CITY)	MO00000573	STATE COURT/OFFICE BLDG.	13400	100.00	13400
Transportation & Public Facilities	KODIAK (CITY)	2533000011	REGIONAL OFFICE	10440	100.00	10440
Transportation & Public Facilities	KODIAK (AIRPORT)	U253303530	SAND / STORAGE	9300	100.00	9300
Transportation & Public Facilities	KODIAK (AIRPORT)	2533000580	GENERATOR VAULT	700	100.00	700
Transportation & Public Facilities	KODIAK (AIRPORT)	2533000581	APT MAINT SHOP	9570	100.00	9570
Transportation & Public Facilities	KOLIGANEK	2533000584	AVIATION STORAGE	576	100.00	576
Transportation & Public Facilities	KOLIGANEK	2533001120	EQUIP STG BLDG	1104	100.00	1104
Transportation & Public Facilities	KWIGILLINGOK	U253303422	EQUIP STG	336	100.00	336
Transportation & Public Facilities	LARSON BAY	2533000104	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	LIME VILLAGE	2533000176	AIRPORT STORAGE	800	100.00	800
Transportation & Public Facilities	LAWING	U253303533	AIRPORT TERMINAL	336	100.00	336
Transportation & Public Facilities	LEVELOCK	U253303534	AIRPORT EQUIPMENT STORAGE	336	100.00	336
Transportation & Public Facilities	MANOKOTAK	U253303429	APT STG	336	100.00	336
Transportation & Public Facilities	MANOKOTAK	U253303535	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	MANOKOTAK	2533000737	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	MCGRATH	2533000619	SHOP	4048	100.00	4048
Transportation & Public Facilities	MCGRATH	2533000620	SAND STGE	2400	100.00	2400
Transportation & Public Facilities	MEKORYUK	2533000621	EQUIPMENT STORAGE	2400	100.00	2400
Transportation & Public Facilities	MEDFRA	2533000750	AIRPORT STORAGE BUILDING	1300	100.00	1300
Transportation & Public Facilities	MOOSE PASS	U253303539	STORAGE	1008	100.00	1008
Transportation & Public Facilities	MOOSE PASS	U253303540	AIRPORT TERMINAL	80	100.00	80
Transportation & Public Facilities	MOOSE PASS	U253303541	STORAGE	480	100.00	480
Transportation & Public Facilities	MOOSE PASS	2533000632	MAIN GARAGE	2800	100.00	2800
Transportation & Public Facilities	NAKNEK	U253301172	STORAGE	4560	100.00	4560
Transportation & Public Facilities	NAKNEK	U253303544	STORAGE	2280	100.00	2280
Transportation & Public Facilities	NAKNEK	2533000644	GARAGE	2240	100.00	2240
Transportation & Public Facilities	NAKNEK	2533001121	EQUIP STG BLDG	1104	100.00	1104
Transportation & Public Facilities	NAPAKIAK	U253303424	APT TERM	336	100.00	336
Transportation & Public Facilities	NAPAKIAK	U253303425	EQUIP STG	336	100.00	336

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	NAPASKIAK	U253303426	EQUIP STG	336	100.00	336
Transportation & Public Facilities	NAPASKIAK	2533000385	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	NELSON LAGOON	U253303427	APT TERMINAL	336	100.00	336
Transportation & Public Facilities	NELSON LAGOON	2533001122	EQUIP STG BLDG	1104	100.00	1104
Transportation & Public Facilities	NEWTOK	2533001123	EQUIP STG BLDG	1104	100.00	1104
Transportation & Public Facilities	NEW STUYAHOK	2533001174	EQUIPMENT STORAGE	1600	100.00	1600
Transportation & Public Facilities	NIKOLAI	2533001178	EQUIPMENT STORAGE	800	100.00	800
Transportation & Public Facilities	NINILCHIK	U253303545	GARAGE	600	100.00	600
Transportation & Public Facilities	NINILCHIK	2533000663	MAINTENANCE SHOP	3600	100.00	3600
Transportation & Public Facilities	NIGHTMUTE	U253303428	APT TERMINAL	336	100.00	336
Transportation & Public Facilities	NIGHTMUTE	2533001175	EQUIPMENT STORAGE	1152	100.00	1152
Transportation & Public Facilities	NOME	U252300672	AIRPORT MAINTENANCE SHOP	10000	100.00	10000
Transportation & Public Facilities	NONDALTON	2533000387	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	NORTH KENAI	2533000112	MAINT SHOP	3780	100.00	3780
Transportation & Public Facilities	NUNAPICHUK	2533001178	STORAGE TERMINAL	960	100.00	960
Transportation & Public Facilities	OLD HARBOR	2533000181	EQUIP STORAGE BLDG	1104	100.00	1104
Transportation & Public Facilities	OUZINKIE	2533001180	EQUIPMENT STORAGE	720	100.00	720
Transportation & Public Facilities	PALMER	U253303547	ENGR OFF/STORAGE	720	100.00	720
Transportation & Public Facilities	PALMER	U253303548	STORAGE	960	100.00	960
Transportation & Public Facilities	PALMER	2533000033	WARM STORAGE	6000	100.00	6000
Transportation & Public Facilities	PALMER	2533000700	MAINTENANCE SHOP	12600	100.00	12600
Transportation & Public Facilities	PEDRO BAY	2533000726	EQUIP STORAGE	1320	100.00	1320
Transportation & Public Facilities	PERRYVILLE	2533001182	EQUIPMENT STORAGE	800	100.00	800
Transportation & Public Facilities	PILOT POINT	2533001183	EQUIPMENT STORAGE	800	100.00	800
Transportation & Public Facilities	PORTAGE CREEK	2533001187	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	PORT LYONS	2533001188	EQUIPMENT STORAGE	480	100.00	480
Transportation & Public Facilities	PORT HEIDEN	U253303430	STORAGE	336	100.00	336
Transportation & Public Facilities	PORT HEIDEN	2533001185	APT ARFF BLDG	3200	100.00	3200
Transportation & Public Facilities	QUARTZ CREEK	2533001188	EQUIPMENT STORAGE	960	100.00	960
Transportation & Public Facilities	PORT GRAHAM	2533001184	EQUIPMENT STORAGE	800	100.00	800
Transportation & Public Facilities	PR. WILLIAM SOUND	2533000847	MAINTENANCE SHOP	24885	100.00	24885
Transportation & Public Facilities	QUINHAGAK	U253303431	APT TERMINAL	336	100.00	336
Transportation & Public Facilities	QUINHAGAK	2533000749	EQUIPMENT STORAGE BLDG	960	100.00	960
Transportation & Public Facilities	RED DEVIL	U253303432	EQUIP STG	336	100.00	336
Transportation & Public Facilities	ST. GEORGE	2533001181	EQUIPMENT STORAGE	1104	100.00	1104
Transportation & Public Facilities	ST. PAUL ISLAND	U253303434	APT TERMINAL	336	100.00	336
Transportation & Public Facilities	ST. PAUL ISLAND	2533001206	AARF BUILDING	3200	100.00	3200
Transportation & Public Facilities	SANDPOINT	2533000778	MAINTENANCE SHOP	1280	100.00	1280
Transportation & Public Facilities	SCAMMON BAY	2533001191	EQUIPMENT STORAGE	800	100.00	800
Transportation & Public Facilities	SELDOVIA	U253305140	L OFFICE & MAINT 2105	2400	100.00	2400
Transportation & Public Facilities	SELDOVIA	2533001192	EQUIPMENT STORAGE	1632	100.00	1632
Transportation & Public Facilities	SEWARD	U253303475	STORAGE	840	100.00	840
Transportation & Public Facilities	SEWARD	U253303549	GARAGE	4546	100.00	4546
Transportation & Public Facilities	SEWARD	U253303550	STORAGE	2004	100.00	2004
Transportation & Public Facilities	SEWARD	U253303552	STORAGE	1800	100.00	1800
Transportation & Public Facilities	SEWARD	U253303556	STORAGE	840	100.00	840
Transportation & Public Facilities	SEWARD	2533000808	AIRPORT STORAGE	1500	100.00	1500
Transportation & Public Facilities	SEWARD	2533000811	MAINTENANCE BLDG	4860	100.00	4860
Transportation & Public Facilities	SEWARD	2533001193	STORAGE	840	100.00	840
Transportation & Public Facilities	SILVERTIP	2533000821	MAINTENANCE BLDG	5780	100.00	5780

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ. FT
Transportation & Public Facilities	SILVERTIP	2533001197	POWER HOUSE	140	100.00	140
Transportation & Public Facilities	SKWENTNA	2533001198	EQUIPMENT STORAGE	1920	100.00	1920
Transportation & Public Facilities	SLEETMUTE	2533001199	EQUIPMENT STORAGE	960	100.00	960
Transportation & Public Facilities	SOLDOTNA	U253303572	BUNKHOUSE TRLR	342	100.00	342
Transportation & Public Facilities	SOLDOTNA	U253303573	CARPENTER SHOP	320	100.00	320
Transportation & Public Facilities	SOLDOTNA	U253303574	STORAGE BLDG	342	100.00	342
Transportation & Public Facilities	TAKOTNA	2533000853	MAINT SHOP	1200	100.00	1200
Transportation & Public Facilities	TAKOTNA	2533001208	POWER PLANT	54	100.00	54
Transportation & Public Facilities	TAKOTNA	2533001209	STORAGE BUILDING	1200	100.00	1200
Transportation & Public Facilities	TALKEETNA	U253303575	STORAGE	200	100.00	200
Transportation & Public Facilities	TALKEETNA	2533001114	EQUIPMENT STG BLDG	4416	100.00	4416
Transportation & Public Facilities	TOGIAK	2533001211	EQUIPMENT STORAGE	1600	100.00	1600
Transportation & Public Facilities	TOKSOOK BAY	2533000888	AIRPORT STORAGE	960	100.00	960
Transportation & Public Facilities	TWIN HILLS	2533001213	AIRPORT TERMINAL	840	100.00	840
Transportation & Public Facilities	TUNUNAK	U253303438	STG BLD	336	100.00	336
Transportation & Public Facilities	TULUKSAK	U253303436	STG BLDG	336	100.00	336
Transportation & Public Facilities	TUNTUTULIAK	U253303437	APT TERMINAL	336	100.00	336
Transportation & Public Facilities	TUNTUTULIAK	2533001212	STORAGE BUILDING	960	100.00	960
Transportation & Public Facilities	UGASHIK RIVER	2533001214	EQUIPMENT STORAGE	960	100.00	960
Transportation & Public Facilities	UNALASKA	2533001119	SAND STG BLDG	4050	100.00	4050
Transportation & Public Facilities	UNALASKA	2533001215	MAINTENANCE SHOP	2925	100.00	2925
Transportation & Public Facilities	WILLOW	U253303576	STORAGE	320	100.00	320
Transportation & Public Facilities	WILLOW	2533000939	GARAGE	3420	100.00	3420
						810155
Transportation & Public Facilities	ANCHORAGE	2534000068	AIA PARKING GARAGE	470000	100.00	470000
Transportation & Public Facilities	ANCHORAGE	2534000079	J A L BLDG	3200	100.00	3200
Transportation & Public Facilities	ANCHORAGE	2534000082	WARM STORAGE	14280	100.00	14280
Transportation & Public Facilities	ANCHORAGE	2534000084	WARM STORAGE	22680	100.00	22680
Transportation & Public Facilities	ANCHORAGE	2534000086	WAREHOUSE	13440	100.00	13440
Transportation & Public Facilities	ANCHORAGE	2534000088	ELECTRIC VAULT #1	1512	100.00	1512
Transportation & Public Facilities	ANCHORAGE	2534000089	DOMESTIC TERMINAL	313590	100.00	313590
Transportation & Public Facilities	ANCHORAGE	2534000092	MAINT SHOP	21420	100.00	21420
Transportation & Public Facilities	ANCHORAGE	2534000097	INTERNATIONAL TERMINAL	303650	100.00	303650
Transportation & Public Facilities	ANCHORAGE	2534000599	BOAT HOUSE #1	864	100.00	864
Transportation & Public Facilities	ANCHORAGE	2534000610	BIFY DUMP	960	100.00	960
Transportation & Public Facilities	ANCHORAGE	2534001093	PHYSICAL PLANT OPERATIONS	25463	100.00	25463
Transportation & Public Facilities	ANCHORAGE	2534001217	ARFF BUILDING	22200	100.00	22200
Transportation & Public Facilities	ANCHORAGE	2534001220	TERMINAL REDEVELOPMENT	6000	100.00	6000
Transportation & Public Facilities	ANCHORAGE	2534001231	PARKING CONTROL BLDG	1801	100.00	1801
Transportation & Public Facilities	ANCHORAGE	2534001232	BADGING TRAILER	1600	100.00	1600
Transportation & Public Facilities	ANCHORAGE	2534001233	ELECTRIC VAULT #2	682	100.00	682
Transportation & Public Facilities	ANCHORAGE	2534001234	SPIII RESPONSE BLDG #1	192	100.00	192
Transportation & Public Facilities	ANCHORAGE	2534001235	SPIII RESPONSE BLDG #2	192	100.00	192
Transportation & Public Facilities	ANCHORAGE	2534001236	SPIII RESPONSE BLDG #3	192	100.00	192
Transportation & Public Facilities	ANCHORAGE	2534001237	LAKE HOOD WELLHOUSE	144	100.00	144
						1224062
Transportation & Public Facilities	FAIRBANKS	2526000336	SEWAGE STATION	400	100.00	400
Transportation & Public Facilities	FAIRBANKS	2526000337	OPEN STORAGE BLDG	5000	100.00	5000
Transportation & Public Facilities	FAIRBANKS	2526000338	FEE PARKING BOOTH	130	100.00	130
Transportation & Public Facilities	FAIRBANKS	2526000339	FEE PARKING BOOTH	130	100.00	130

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	FAIRBANKS	2526000340	CAT II GEN BLDG	400	100.00	400
Transportation & Public Facilities	FAIRBANKS	2526000341	HYDRANT FUEL GARA	4200	100.00	4200
Transportation & Public Facilities	FAIRBANKS	2526000342	HYDRANT PUMP HOUS	1500	100.00	1500
Transportation & Public Facilities	FAIRBANKS	2526000355	FIRE RESCUE FAC	53710	100.00	53710
Transportation & Public Facilities	FAIRBANKS	2526000356	FLIGHT SERV STA	5800	100.00	5800
Transportation & Public Facilities	FAIRBANKS	2526000357	AIRPORT TERMINAL	132000	100.00	132000
						203270
Transportation & Public Facilities	AUKE BAY	U254903204	COVERED WALK	813	100.00	813
Transportation & Public Facilities	AUKE BAY	2549000106	FERRY TERMINAL BUILDING	7700	100.00	7700
Transportation & Public Facilities	AUKE BAY	2549000138	GENERATOR STORAGE BLDG	1118	100.00	1118
Transportation & Public Facilities	AUKE BAY	2549000139	E RAMP SHELTER	588	100.00	588
Transportation & Public Facilities	AUKE BAY	2549000140	AUKE BAY WAREHOUSE	890	100.00	890
Transportation & Public Facilities	CLARKS BAY	U254903250	PURSER STATION	32	100.00	32
Transportation & Public Facilities	CLARKS BAY	2549000191	STORAGE	162	100.00	162
Transportation & Public Facilities	CLARKS BAY	2549000192	FERRY TERMINAL BUILDING	779	100.00	779
Transportation & Public Facilities	CORDOVA	2549000233	FERRY TICKET OFFICE	2200	100.00	2200
Transportation & Public Facilities	CORDOVA	2549000234	GENERATOR BUILDING	252	100.00	252
Transportation & Public Facilities	HAINES	U254903284	PURSER STATION	32	100.00	32
Transportation & Public Facilities	HAINES	2549000424	GENERATOR BLDG.	360	100.00	360
Transportation & Public Facilities	HAINES	2549000425	STORAGE BLDG	200	100.00	200
Transportation & Public Facilities	HAINES	2549000426	FERRY TERMINAL BUILDING	6446	100.00	6446
Transportation & Public Facilities	HOMER	2549000430	HOMER TERMINAL BUILDING	2335	100.00	2335
Transportation & Public Facilities	HOMER	2549000431	HOMER TERMINAL SHED	200	100.00	200
Transportation & Public Facilities	HOONAH	2549000169	GENERATOR BLDG	360	100.00	360
Transportation & Public Facilities	HOONAH	2549000451	FERRY TERMINAL BUILDING	1300	100.00	1300
Transportation & Public Facilities	JUNEAU	M000000492	SUBPORT BUILDING	81800	15.30	12515
Transportation & Public Facilities	JUNEAU	2549000491	OFFICE/WAREHOUSE	17300	100.00	17300
Transportation & Public Facilities	KAKE	U254903316	PURSER STATION	60	100.00	60
Transportation & Public Facilities	KAKE	2549000510	FERRY TERMINAL BUILDING	500	100.00	500
Transportation & Public Facilities	KETCHIKAN	2549000172	GENERATOR BLDG	378	100.00	378
Transportation & Public Facilities	KETCHIKAN	2549000532	PARTS WAREHOUSE	6000	100.00	6000
Transportation & Public Facilities	KETCHIKAN	2549000533	OFFICE/UTILITY BUILDING	2368	100.00	2368
Transportation & Public Facilities	KETCHIKAN	2549000534	SHOP BLDG 1	7200	100.00	7200
Transportation & Public Facilities	KETCHIKAN	2549000536	FERRY TERMINAL	6800	100.00	6800
Transportation & Public Facilities	METLAKATLA	2549000622	FERRY TERMINAL BUILDING	636	100.00	636
Transportation & Public Facilities	PETERSBURG	U254903372	COVERED WALK	2568	100.00	2568
Transportation & Public Facilities	PETERSBURG	2549000731	GENERATOR BLDG	224	100.00	224
Transportation & Public Facilities	PETERSBURG	2549000736	FERRY TERMINAL BUILDING	2400	100.00	2400
Transportation & Public Facilities	SITKA	2549000173	GENERATOR BLDG	360	100.00	360
Transportation & Public Facilities	SITKA	2549000830	FERRY TERMINAL	3397	100.00	3397
Transportation & Public Facilities	SKAGWAY	U254903381	COVERED RAMP	1584	100.00	1584
Transportation & Public Facilities	SKAGWAY	U254903394	UTILITY	70	100.00	70
Transportation & Public Facilities	SKAGWAY	U254903504	OPERATOR STATION	84	100.00	84
Transportation & Public Facilities	SKAGWAY	U254903580	STORAGE	96	100.00	96
Transportation & Public Facilities	SKAGWAY	2549000155	STORAGE	432	100.00	432
Transportation & Public Facilities	SKAGWAY	2549000834	FERRY TERMINAL BUILDING	8510	100.00	8510
Transportation & Public Facilities	TENAKEE SPRINGS	U254903581	WAITING SHELTER	175	100.00	175
Transportation & Public Facilities	VALDEZ	2549000929	FERRY TICKET OFC	700	100.00	700
Transportation & Public Facilities	WHITTIER	2549000937	GENERATOR BLDG	360	100.00	360
Transportation & Public Facilities	WHITTIER	2549000938	FERRY TICKET OFF	676	100.00	676

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Transportation & Public Facilities	WRANGELL	U254903582	COVERED WALK	756	100.00	756
Transportation & Public Facilities	WRANGELL	U254903583	PURSER STATION	32	100.00	32
Transportation & Public Facilities	WRANGELL	2549000944	FERRY TERMINAL BUILDING	2360	100.00	2360
Transportation & Public Facilities	WRANGELL	2549000945	GENERATOR BUILDING	360	100.00	360
Total						104668
						3488387
Legislative Affairs	ANCHORAGE	L310005171	L OFFICE	22792	100.00	22792
Legislative Affairs	BARROW	U310005207	L OFFICE	500	100.00	500
Legislative Affairs	BETHEL	U310005208	L OFFICE	1767	100.00	1767
Legislative Affairs	DELTA JUNCTION	U310005210	L OFFICE	599	100.00	599
Legislative Affairs	DILLINGHAM	U310005211	L OFFICE	800	100.00	800
Legislative Affairs	EAGLE RIVER	U310005054	L OFFICE	656	100.00	656
Legislative Affairs	EAGLE RIVER	U310005212	L OFFICE	520	100.00	520
Legislative Affairs	EAGLE RIVER	U310005213	L OFFICE	521	100.00	521
Legislative Affairs	FAIRBANKS	L310005172	L OFFICE	5035	100.00	5035
Legislative Affairs	GLENNALLEN	U310005214	L OFFICE	504	100.00	504
Legislative Affairs	HOMER	U310005007	L OFFICE	1500	100.00	1500
Legislative Affairs	JUNEAU	L310005169	L OFFICE	20003	100.00	20003
Legislative Affairs	JUNEAU	L310005170	L OFFICE	6554	100.00	6554
Legislative Affairs	JUNEAU	MO00000009	COURT PLAZA & PARKING	51047	3.14	1603
Legislative Affairs	JUNEAU	MO00000472	COMMUNITY BLDG	22400	25.00	5600
Legislative Affairs	JUNEAU	MO00000487	CAPITOL	91756	84.00	77075
Legislative Affairs	JUNEAU	MO00000492	SUBPORT BUILDING	81800	5.10	4172
Legislative Affairs	JUNEAU	3100000298	TERRY MILLER BUILDING	31720	100.00	31720
Legislative Affairs	JUNEAU	3100000490	PARKING STRUCTURE	26000	100.00	26000
Legislative Affairs	KETCHIKAN	L310005206	L OFFICE	2109	100.00	2109
Legislative Affairs	KODIAK (CITY)	U310005216	L OFFICE	1200	100.00	1200
Legislative Affairs	KOTZEBUE	U310005218	L OFFICE	856	100.00	856
Legislative Affairs	NORTH POLE	U310005219	L OFFICE	1905	100.00	1905
Legislative Affairs	PETERSBURG	U310005220	L OFFICE	640	100.00	640
Legislative Affairs	SITKA	U310005221	L OFFICE	884	100.00	884
Legislative Affairs	TOK	U310005072	L OFFICE	121	100.00	121
Legislative Affairs	WASILLA/FINGER LAKE	L310005173	L OFFICE	3652	100.00	3652
Total						219288
Legislative Audit	JUNEAU	MO00000476	STATE OFFICE BLD & GARAGE	390400	3.81	14874
Total						14874
Court System	ANCHORAGE	MO00000027	COURT OFFICE BDLG	237551	95.00	225673
Court System	ANCHORAGE	4100000003	TIMES COMPLEX	60989	100.00	60989
Court System	ANCHORAGE	4100000024	PARKING STRUCTURE	68400	100.00	68400
Court System	ANCHORAGE	4100000841	NESBETT COURTHOUSE	205982	100.00	205982
Court System	BARROW	L410005176	L OFFICE	9910	100.00	9910
Court System	BETHEL	L410005177	L OFFICE	5771	100.00	5771
Court System	CORDOVA	L410005178	L OFFICE	4330	100.00	4330
Court System	CRAIG	L410005179	L OFFICE	3377	100.00	3377
Court System	DELTA JUNCTION	MO00000249	COMBINED FACILITY	2000	82.22	1644
Court System	DILLINGHAM	L410005180	L OFFICE	3633	100.00	3633
Court System	FAIRBANKS	MO00000332	COURT/OFFICE BLDG	80000	91.73	73384

PROPERTY SCHEDULE
By Dept and Div

DEPT	TOWN NAME	PROP ID	DESCRIPTION	BUILDING SQ. FT	% of OCCUP	OCCUPIED SQ FT
Court System	FAIRBANKS	4100000290	OLD AUTO DEALERSHIP	10000	100.00	10000
Court System	FORT YUKON	MO00000218	COMBINED FACILITY	3472	21.00	729
Court System	GLENNALLEN	L410005182	L OFFICE	2873	100.00	2873
Court System	HOMER	L410005183	L OFFICE	3728	100.00	3728
Court System	JUNEAU	MO00000494	DIMOND COURT HOUSE BLDG	79116	58.00	45887
Court System	KENAI	MO00000520	COURT/OFFICE BLDG	31800	91.29	29030
Court System	KETCHIKAN	MO00000893	KETCHIKAN COURT/OFFICE	74800	70.00	52220
Court System	KOTZEBUE	2523000594	COURT FACILITY	5647	100.00	5647
Court System	KOTZEBUE	4100000595	COURT ADDITION	1022	100.00	1022
Court System	NOME	L410005184	L OFFICE	6125	100.00	6125
Court System	PALMER	4100000753	COURT HOUSE	25080	100.00	25080
Court System	PETERSBURG	L410005186	L OFFICE	5027	100.00	5027
Court System	SEWARD	L410005187	L OFFICE	2986	100.00	2986
Court System	SITKA	MO00000823	COURT & OFFICE BLDG	24400	68.06	16607
Court System	TOK	L410005188	L OFFICE	2416	100.00	2416
Court System	UNALASKA	L410005189	L OFFICE	2200	100.00	2200
Court System	VALDEZ	MO00000922	COURT/OFC BLDG	16324	41.75	6815
Court System	WRANGELL	L410005190	L OFFICE	6883	100.00	6883
Total						888168
						1122330
Grand Total						11845738

Privatization summary

What should DOT be doing?

Maintain state highways and all components of the designated National Highway System.

Eliminate or transfer responsibility of maintenance of other roadways and roadway facilities to the local communities.

Consolidate all building functions either within DOT/PF or another department (possibly Administration).

Enter into agreements with regional non-profits, or borough governments to provide maintenance support to communities within those regions.

Work towards total project management. One project manager assigned to each project to carry a project all the way from planning, to environmental, to ROW acquisition and through design and construction.

Transfer airports to local port authorities or municipalities to the greatest extent possible.

Transfer harbor and port facilities to local port authorities or municipalities to the greatest extent possible.

Increase state gas tax from the current \$0.07/gal to \$0.20/gal for maintenance of the roads on a statewide and local level.

Pass legislation placing a priority on public interest and not union contracts.

Consider only subsidizing the Alaska Marine Highway System routes that are included in the state National Highway System inventory. Eliminate all other routes.

The General Fund budget to DOT/PF is approximately \$128 Million with \$28 Million going to the Alaska Marine Highway System. With only \$100 Million to work with, decreases in spending by privatization, increased efficiency and/or decreases in department responsibility will create a limited amount of General Fund savings.

By far the biggest impact will be a transfer of the Category III roads to the communities in which they exist. While this appears to be a shifting of responsibility, placing an undo burden on the municipalities, in actuality, it is recognition that we as Alaskans are going to have to take responsibility for our

roads at a local level. Federal funds do not go very far for maintenance, and if the existing situation lingers, we will find ourselves paying a statewide sales tax, gas tax and/or income tax to provide these local services. One way or another, eventually we will pay for maintenance of our roads.

Regardless of whether or not Alaskans choose to accept responsibility on a local level for roads, ports and airports. A recommendation is made to pursue an increase in the state gasoline tax and commit the revenue to maintenance of the state road system, with some sharing with local governments for maintenance of local roads.

We encourage the department to continue efforts in privatizing ROW services, design services, and to consider privatization of construction management services.

We also encourage the department to perform an efficiency review of the State Equipment Fleet to insure that the public interest is protected with respect to charges levied against other departments for vehicle rental and service rates. A mechanism should be established to accurately reflect the costs per vehicle for purchase, maintenance and operations for easy comparison with the private market. The department should consider letting a contract for fleet management.

We also encourage the legislature to consider legislation that would permit the department more flexibility in privatization with respect to union contracts.

All of these recommendations are provided to assist the department in providing services to the state. The General Fund budget is currently inadequate to provide for the maintenance and operations of the basic infrastructure. Therefore, if no decrease in responsibility is directed by the legislature, the department's General Fund budget should be reviewed for possible increases to provide adequate service to the residents of Alaska.

**COMMISSION ON PRIVATIZATION
and
DELIVERY OF GOVERNMENT SERVICES
ADOT/PF SUBCOMMITTEE**

Meeting Minutes for general membership meeting on August 6, 1999

- 1) Introduction by Subcommittee Chairman - Mr. George Easley
 - Subcommittee goals and responsibilities.
- 2) Presentation by ADOT/PF Commissioner - Mr. Joe Perkins
 - Organizational Structure of ADOT/PF
 - Federal Funding Component (FHWA/FAA)
 - ADOT/PF Components (Engineering, Maintenance, Marine Highway and Equipment Fleet)
 - Union Contract Requirements - consideration on privatization
 - Funding Allocations - General Fund vs. Federal Funds
 - Existing privatization efforts - engineering & construction
- 3) Subcommittee Schedule
 - Report to full Commission by the third week of October 1999.
- 4) Subcommittee Focus Discussion
 - Concentrate on general fund components vs. federal funding
 - Focus group breakdown:
 - Marine Highway System & Harbors
 - Building and Facility O&M
 - Airport and Highway O&M
 - Joint Operating Agreements
 - State Equipment Fleet
- 5) Next Meeting: 10:00 AM on Friday August 13, 1999.

**COMMISSION ON PRIVATIZATION
and
DELIVERY OF GOVERNMENT SERVICES
ADOT/PF SUBCOMMITTEE**

Meeting Minutes for general membership meeting on August 13, 1999

- 1) Call to order by Subcommittee Chairman - Mr. Frank Dillon
 - Mr. George Easley no longer able to participate.
- 2) Old Business
 - Focus panel assignments (group leaders assigned)
 - Suggested report format
 - Review of legislation establishing Commission
 - Web link: www.privatizealaska.org
- 3) New Business
 - Governor's Report
 - Add focus group to review design and construction
 - Preplanning, engineering/design, and contracts
 - General direction for focus group efforts
 - Focus on General Fund expenditures
 - Review administrative overhead
 - Do not review Capital Budget
 - Anchorage and Fairbanks International Airports will not be reviewed
- 4) Next Meeting: 10:00 AM on Friday August 20, 1999.

**COMMISSION ON PRIVATIZATION
and
DELIVERY OF GOVERNMENT SERVICES
ADOT/PF SUBCOMMITTEE**

Meeting Minutes for general membership meeting on August 20, 1999

- 1) Call to order by Subcommittee Chairman - Mr. Frank Dillon
- 2) Old Business
 - Focus group reports
 - Joint Use Agreements
 - Airport and Highway O&M
 - Design & Construction
 - Information Requests
 - Information request submitted at the last meeting was not forwarded to Deputy Commissioner - Mr. Kurt Parkan. Marco will follow up prior to next meeting.
- 3) Presentation via teleconference on the Alaska Marine Highway System by Captain Bob Dahl, General Manager
 - Discussion on recently completed study - six copies to be provided.
 - Budget - \$74 million with \$40 million in revenue. No Federal Funding.
 - Existing Privatization Efforts
 - Terminals (Homer, Seward and Kodiak)
 - Trucking
 - Reservations
 - Inter Island Ferry Authority
 - Obstacles to Privatization
 - Acquisition Capital
 - Level of Service Requirements
 - General Questions/Answer
 - Funding
 - Service Levels/Elimination of Service
 - Passenger Load Fluctuations
 - Reservation System
 - Private Vendor Solicitations
 - Ferry System Assets
 - Ship Crew Requirements
 - Liability Concerns/Budget Impacts
- 4) Focus Group Participation
 - Group leaders have been assigned. Subcommittee members to contact each group leader to participate in specific focus groups. Multiple focus group participation is encouraged.
- 5) Next Meeting: 10:00 AM on Friday August 27, 1999.

**COMMISSION ON PRIVATIZATION
and
DELIVERY OF GOVERNMENT SERVICES
ADOT/PF SUBCOMMITTEE**

Meeting Minutes for general membership meeting on August 27, 1999

- 1) Call to order by Subcommittee Chairman - Mr. Tom Meehan for Mr. Frank Dillon
- 2) Old Business
 - Focus group reports
 - Ferries & Docks
 - State Equipment Fleet
 - M&O Roads & Airports
 - M&O Buildings and Facilities
 - Joint Use Agreements
 - Design & Construction
 - Information Requests
 - Information request submitted at the August 13, 1999 meeting is being compiled by Deputy Commissioner - Mr. Kurt Parkan. The information should be available at the September 3, 1999 meeting.
 - Reports on the Ferry System will be available for distribution at the September 3, 1999 meeting.
- 3) Presentation on the State Equipment Fleet (SEF) by Mr. Gene Darling, Fleet Manager
 - review of handout material with general questions during presentation
 - Organization
 - Revolving Fund Replacement
 - AKRR, UAA, AHFC, AIA and AIF vehicles not asset to SEF
 - Budgets - Positions & Organizational Charts
 - Asset Categories
 - Rate Methodologies
 - Equipment Maintenance System
 - Current Cost Reduction Actions
 - Questions & Answer Period
 - Vehicle Utilization
 - Maintenance Costs
 - Remote Vehicle Locations
 - Vehicle Abuse
 - Parts Inventory (Including Tires)
 - Other Vehicle Rental Policy
 - Snow Removal Vs Summer Maintenance - Dual Utilization of Assets
 - Contracting Services Vs State Maintenance of Roads/Snow Removal
- 4) New Information Requests
 - SEF Annual Financial Statements; SEF Overhead - Dept. Total Overhead & Current Audits
- 5) Next Meeting: 10:00 AM on Friday September 3, 1999.

**COMMISSION ON PRIVATIZATION
and
DELIVERY OF GOVERNMENT SERVICES
ADOT/PF SUBCOMMITTEE**

Meeting Minutes for general membership meeting on September 3, 1999

- 1) Roll Call
 - Teleconference Participants
 - Anchorage LIO Participants
- 2) Review of Previous Minutes
 - Motion to Adopt with Second - Minutes Approved
- 3) Old Business
 - Information Requests - Materials Delivered to Date
 - Discussion on SEF Audit "Draft for Discussion Only" not released to Subcommittee
 - Focus Panel Reports
- 4) New Business
 - Report from Rep. Halcro's Office on Review of Engineers within ADOT/PF
 - Presentation on Maintenance & Operation of Highways and Aviation by Mr. John Horn, Central Region Director
 - Mission
 - Areas of Responsibility
 - Budget Components
 - Major Issues
 - Budget Discussion - Federal Funding Impacts to General Fund Requirements, Unfunded Mandates, Increased Federal Regulation (EPA, FAA, OSHA)
 - Efficiencies Achieved to Date
 - Existing Contracts With Local Jurisdictions
 - Organizational Structure
 - Maintenance Stations
 - Question and Answer Period - State Provided Services Particular to Alaska, Load Limits, Highway Brushing
- 5) Next Meeting: 10:00 AM on Friday, September 10, 1999.

**COMMISSION ON PRIVATIZATION
and
DELIVERY OF GOVERNMENT SERVICES
ADOT/PF SUBCOMMITTEE**

Meeting Minutes for general membership meeting on September 10, 1999

- 1) Roll Call
 - Teleconference Participants
 - Anchorage LIO Participants
- 2) Review of Previous Minutes
 - Motion to Adopt with Second - Minutes Approved
- 3) Old Business
 - Focus Group Reports
 - Chairman will assign Subcommittee Members to Focus Groups
 - Subcommittee Report to be completed by October 22, 1999
 - Information Requests - Materials Delivered to Date
 - Decision on SEF Audit Report by next meeting
 - Received materials on SEF oil changes, roads eligible for transfer to local authorities, Highway/Aviation budget breakdown, Representative Halcro letter.
- 4) New Business
 - Presentation on Maintenance & Operation of Public Facilities
 - Mission
 - Regional Information
 - Deferred Maintenance
 - Efficiencies/Budgets
 - Public Building Fund - HB 122
 - Presentation on Design and Construction
 - Mission - Primary/Secondary
 - Staff Levels
 - Existing Privatization Level (45%)
 - Contractor Preference (Staff vs. Consultant Design)
 - Existing Studies - To be continued
 - Discussion on CALTRANS model
- 5) Next Meeting: 10:00 AM on Friday, September 17, 1999.

SENT BY:

9-17-99 ; 9:40 ;

HQ ADMIN SVCS-

907 269 0229;# 1/ 5

269-0229

FAX TRANSMITTAL MEMO

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ADMINISTRATIVE SERVICES DIVISION, HEADQUARTERS

FAX NO. (907) 465-3124 PHONE NO. (907) 465-3911

TO: Marco Pignalberi

PHONE: _____

FROM: Nancy Slasie

PHONE: 465-3911

Number of Pages (including transmittal sheet): 5

COMMENTS:

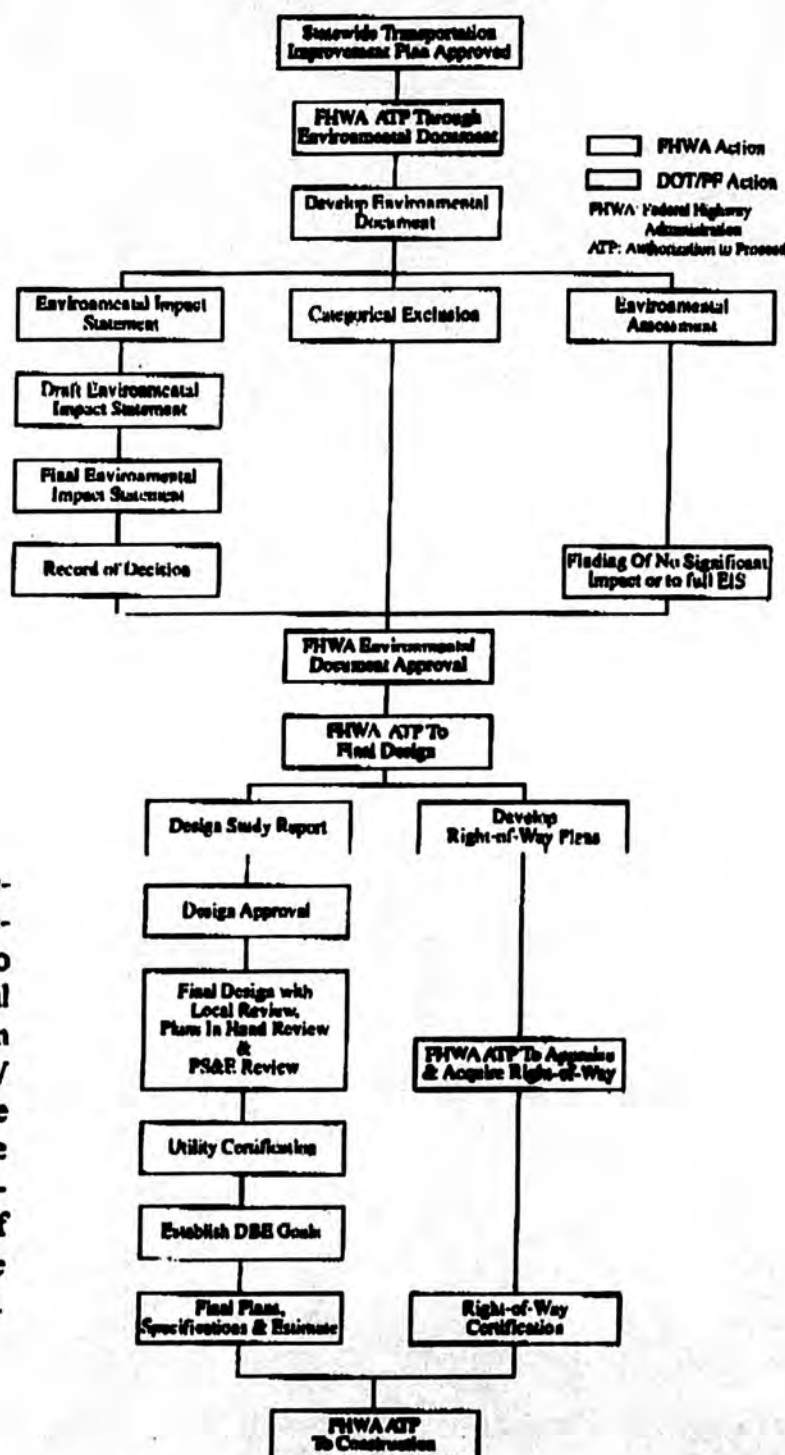
Info for this morning's meeting.

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

STATEWIDE DESIGN AND ENGINEERING SERVICES

Project Development Sequence

Highway projects developed by the Department and funded by the Federal Highway Administration (FHWA) make up the majority of the Department's capital program, with \$414 million in the FFY99 Statewide Transportation Improvement Program. Projects funded by the Federal Aviation Administration make up the second largest program with recent years at roughly \$80 million. To illustrate the typical sequence for project development, the following flow chart provides a simplified view of the key steps involved in the development of a highway project:

Project Development Sequence**Environmental Approval:**

The time required to develop the environmental document, receive document approval and secure the environmental permits varies dramatically by project. It often takes several years to prepare an EIS and get it approved. On the other hand, projects classified as Categorical Exclusions can receive environmental approval in just a few days.

Final Design & ROW:

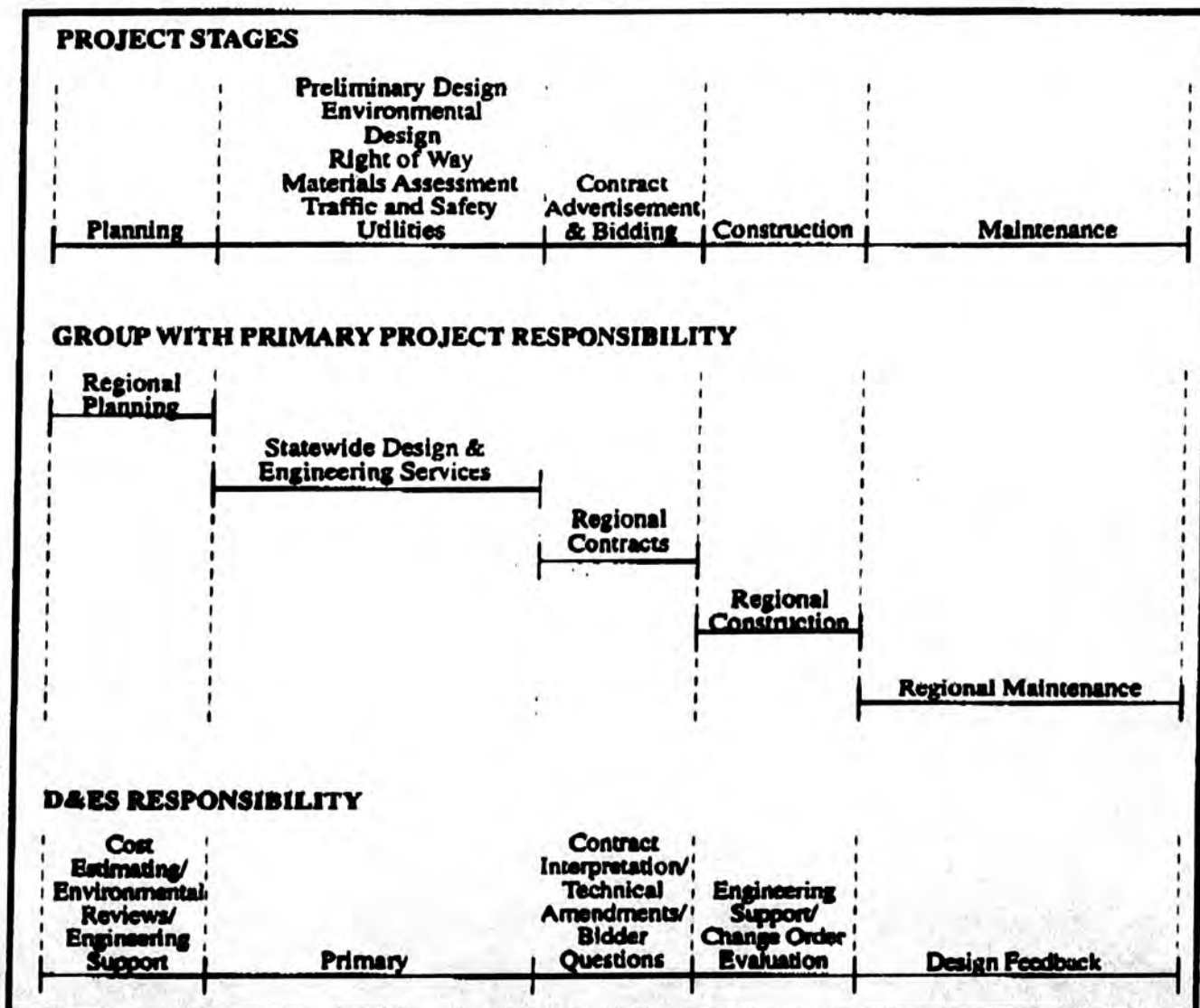
A project's right-of-way (ROW) requirements often determine the time required for the final design. Where no ROW acquisition is required, the final Plans, Specifications and Estimate can be prepared relatively quickly. ROW needs can add several years to the time required to develop a project. The time needed for ROW acquisition varies considerably depending on the number of parcels needed and the character of the land ownership (for instance: public vs. private).

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TRANSACTION REPORT									
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DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIESSTATEWIDE DESIGN AND ENGINEERING SERVICES**FUNCTIONS AND RESPONSIBILITIES**

The D&ES Director is an Assistant Commissioner. He is the Department's Chief Engineer and a member of the Department's Project Evaluation Board (PEB). The PEB prioritizes the Department's federal aid highways projects. The D&ES Director also represents the Department on the AASITO Standing Committee on Highways.

The D&ES Director manages the statewide design schedule in conjunction with the three Regional Directors. The timing of this work must be consistent with approved planning documents such as the Statewide Transportation Improvement Program (STIP), the Airport Improvement Program, and an approved Capital Budget. The major functional groups must participate at each stage of a project's development. For instance, the construction and maintenance staff participate in design reviews and comment on their ability to construct and maintain a project as designed. Likewise, the planning staff participates at all stages of a project's development to ensure that the Department keeps commitments it made to a community for a project. And the D&ES environmental staff monitors projects during construction to ensure compliance with the terms of the project's environmental permits. However, the primary responsibility for a project changes as it moves through the development process as follows:



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9-17-99 ; 9:45 ;

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RCV BY:

9-10-99 ; 7:55 ;

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NET TO GO THE OFFICE THE

CENTRAL REGION UNIT

10012401010

9/10/99

Central Region

Asphalt Purchases

<u>State Fiscal Year</u>	<u>Anchorage</u>	<u>Mat-Su</u>	<u>Peninsula</u>	<u>Southwest</u>	<u>Total:</u>
1998	\$19,314	\$39,842	\$0	\$0	\$59,156
1999	\$24,416	\$28,115	\$91,582	\$0	\$142,113
2000 (to date)	\$114,000	\$0	\$19,220	\$0	\$133,220
Total:	\$157,730	\$68,957	\$110,802	\$0	\$334,489

**MAINTENANCE & OPERATIONS
NORTHERN REGION**
Hot-mix placed with M&O CIP and General Funds
9/8/99

	98 CIP	98 GF	99 CIP	99 GF
TOK	0	0	0	0
FBKS	7291	359	3112	727
DENALI	0	0	7749	0
SC	989	200	4000	100
WEST	*2871	0	*2876	0
	11151	559	17737	827

* Placed under contract

TRANSACTION REPORT

P. 01

SEP-17-1999 FRI 11:20 AM

BROADCAST

DATE	START	RECEIVER	TX TIME	PAGES	TYPE	NOTE	M#	DP
SEP-17	11:01 AM	919074563346	2' 43"	11	SEND	OK	232	
	11:15 AM	919074652864	5' 06"	11	SEND	OK	232	
	11:04 AM	919072258546	4' 38"	11	SEND	OK	232	
	11:09 AM	919073766180	2' 42"	11	SEND	OK	232	
	11:12 AM	93495472	2' 44"	11	SEND	OK	232	
TOTAL :						17M 53S	PAGES: 55	

September 3, 1999

DOT
Sept 17
Jim, Kat,
FBKS, Nat-Su
DesJardais

Mr. Frank Dillon

Re: Sub-committee ADOIT/PT

In the limited time I had available, I never assembled the members of the sub-sub on M&O. I did visit with John Horn, Regional Director. You will find his compilation of statewide figures attached.

I understand that Lincoln once said, "Government should provide those services that the people cannot provide for themselves." If in fact he made the statement for which I give him credit and he were around today looking at privatization, I would expect him to add something like this: "Government should only be staffed and equipped to perform the regular services the public requires."

When we look at the many services an operation like DOT & PT -- M&O provides, we can be dazzled, but shouldn't be. Keep it simple; break the task down. To make a breakdown of all M&O operation is a very time-consuming job, and we don't have that much time. We should have rules that cause the managers to analyze these questions.

It is the responsibility of the Legislature to write the rules (laws) by which the Executive Branch is to conduct the people's business.

349-5472 TRANSACTION REPORT

P. 01

SEP-17-1999 FRI 10:31 AM

BROADCAST

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	10:28 AM	919073766180	3' 14"	6	SEND	OK	230	

TOTAL : 18M 7S PAGES: 24

Department of Transportation and Public Facilities
Southeast Region

Catagory Three (III) Road Lane Miles By Community

Community	Road	Total Catagory III Lane Miles	Community	Road	Total Catagory III Lane Miles
Angoon	None		Ketchikan	Pond Reef Ext	1.0
Gustavus	Airport	10.8	Continued	Pond Reef Circle	0.6
	Harbor	0.4		Pond Reef	0.6
	Total Gustavus	11.2		Potter	0.4
Haines	Lutak	3.2		Power House	0.4
	Mud Bay	6.3		Roosevelt Spur	1.0
	Allen	0.2		Shoreline Drive	2.0
	Comstock	1.2		S. Point Higgins	3.0
	Beach	2.2		S. Point Higgins Spur	2.0
	Front Street	1.6		Sunset Drive	2.5
	Lutak Spur	1.8		Totem Bite	0.4
	Menaker	1.0		Whipple Creek	0.4
	Mosquito Lake	10.1		White Road Spur	0.4
	Piedad	0.6		Wood Road	0.8
	Porcupine	8.2		Total Ketchikan	28.8
	Sawmill Creek	1.3	Klawock	None	
	Small Tract	4.8	Petersburg	Crystal Lake	0.4
	Total Haines	42.5		Falls Creek	0.4
Hoonah	None			Old Mitkof Highway	1.4
Hyder	None			Papkes Landing	1.2
Juneau	Thane	14.0		Scow Bay Loop	0.6
	Fish Creek	10.4		Total Petersburg	4.0

DOT/PF Subcommittee
Commission on Privatization and Delivery of Government Services
Agenda
September 10, 1999
10:00 AM
Chairman: Frank Dillon

1) ROLL CALL OF TELECONFERENCE SITES

- a) Juneau _____
- b) Fairbanks _____
- c) Kenai _____
- d) Other _____

2) ROLL CALL OF MEMBERS

3) REVIEW MINUTES OF PREVIOUS MEETING

4) OLD BUSINESS

- a) Update Focus Panel Leader Reports

5) NEW BUSINESS

- a) Report from DOT on Maintenance & Operations of Public Facilities
- b) Design & Construction Process Towards Privatization

6) NEXT MEETING DATE AND TIME – September 17, 10:00 AM

Subject: DOT Subchairs

Date: Mon, 23 Aug 1999 13:41:17 -0800

From: Annette Deal <Annette_Deal@legis.state.ak.us>

To: Kurt Parkan <kurt_parkan@dot.state.ak.us>

Ferries, Docks - Joe Beedle

State Equip Fleet - Jim Ashton & Andy Lindhal

M&O Roads, Airports - Pat Ryan

M&O Buildings & Facilities - Bob Griffin

Joint Agreements - Glen Glenzer

If you need the contact information let me know, and I will fax you the most current list.

Annette Deal

Legislative Aide to:

Representative Cowdery



LEGISLATIVE TELECONFERENCE NETWORK

90861

SIGN-IN SHEET

SPONSOR: Privatization

SUBJECT: DOT

START/END TIME: 10 am DATE: 9-10-99

PLEASE PRINT

	Name/Representing	Address	Zip	Phone No.	Testify	Observe	Bill No.
1.	BOB GAFFIN	P.O. Box 77-0889 Eagle River	99577	244-3416			
2.	Jim Maloney	Vella		762-1505			
3.	Tom Meehan	PEPP - Down 4040 B	99503	562-2100			
4.	FRANK J Dillon (FD)	RK Trucking Assn.	99501	276-1149			
5.	THOMAS YOUNG	P.O. BOX 4651 EIELSON AFB, AK 99702-0651		372-4545			
6.	Henry Springer	AGC 4041 B St. Anch 99	99503	561-5354			
7.	MARIE WILSON	591 West 67th Ave. Anch 9958	99578	562-2124			
8.							
9.							
10.							
11.							
12.							
13.							
14.							
15.							

Department of Transportation and Public Facilities

Maintenance and Operations – Facilities

Design and Engineering Services

Construction

Presentation to

The State of Alaska

Commission on Privatization

September 10, 1999

1007
(10)

Department of Transportation & Public Facilities Maintenance and Operations - Facilities

Mission:

The mission of the department with respect to public facilities is to manage, operate and maintain state public facilities.

Regional Information:

	Central Region	Northern Region	Southeast Region
Buildings	198	367	45
Maintenance Stations	25	42	11

ADMIN
DOT&PF
ASHTD

Typical Services Provided:

- Heating Operation
- Air-conditioning operation
- Electrical Repair
- Mechanical system repair
- Snow & Ice removal
- Walkway repair & maintenance
- Roof repair & maintenance
- Custodial Activities
- Adminstrating utility charges
- Remodeling offices
- Groundskeeping
- Building security
- Fire alarm system management
- Structural repair

HB 122

Deferred Maintenance:

- 2 years ago the deferred maintenance needs of buildings maintained by DOT&PF exceeded \$50 million
- In the past 2 years the department has received appropriations of \$750,000 and \$1 million to deal with this backlog

Efficiencies:

- Upgrade system controls – heating, lawn sprinklers, headbolt heaters, temperature cut-off, etc.
- Upgrade insulation and weather stripping
- Install occupancy sensor lighting, energy efficient ballasts, new diffusers, fluorescent tubes – sizable difference in utility bills

**Department of Transportation and Public Facilities
Maintenance and Operations - Facilities Permanent Positions**

BRU	Component	Full-time	Part-time
Statewide Facility Maintenance and Operations	Central Region Facilities	21	0
Statewide Facility Maintenance and Operations	Northern Region Facilities	43	7
Statewide Facility Maintenance and Operations	Southeast Region Facilities	14	5
Total		78	12

P. 04

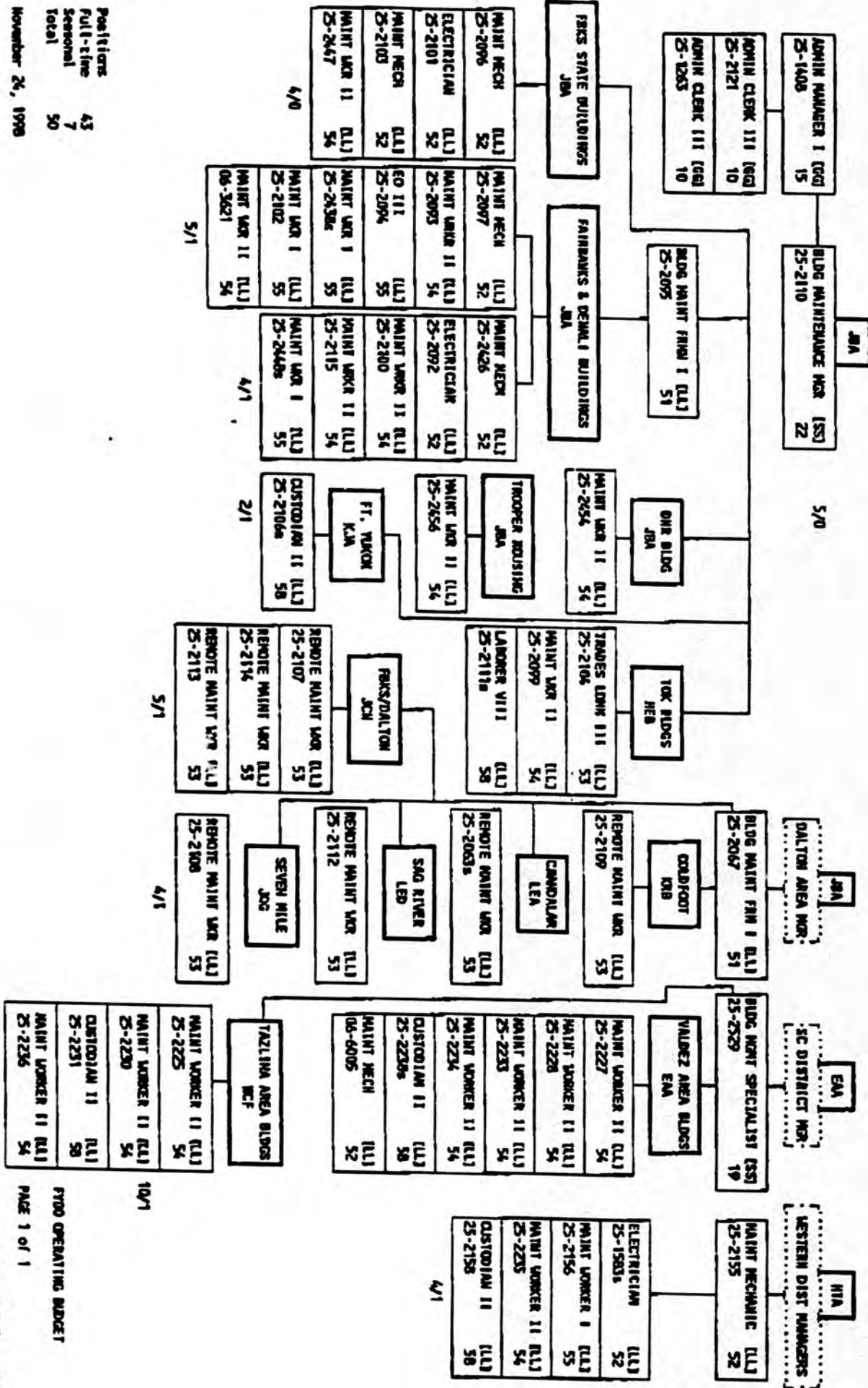
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SEP-09-99 THU 04:39 PM ALASKA DOT&PF COMM.

**REGIONAL BUILDINGS,
687 BUILDINGS**



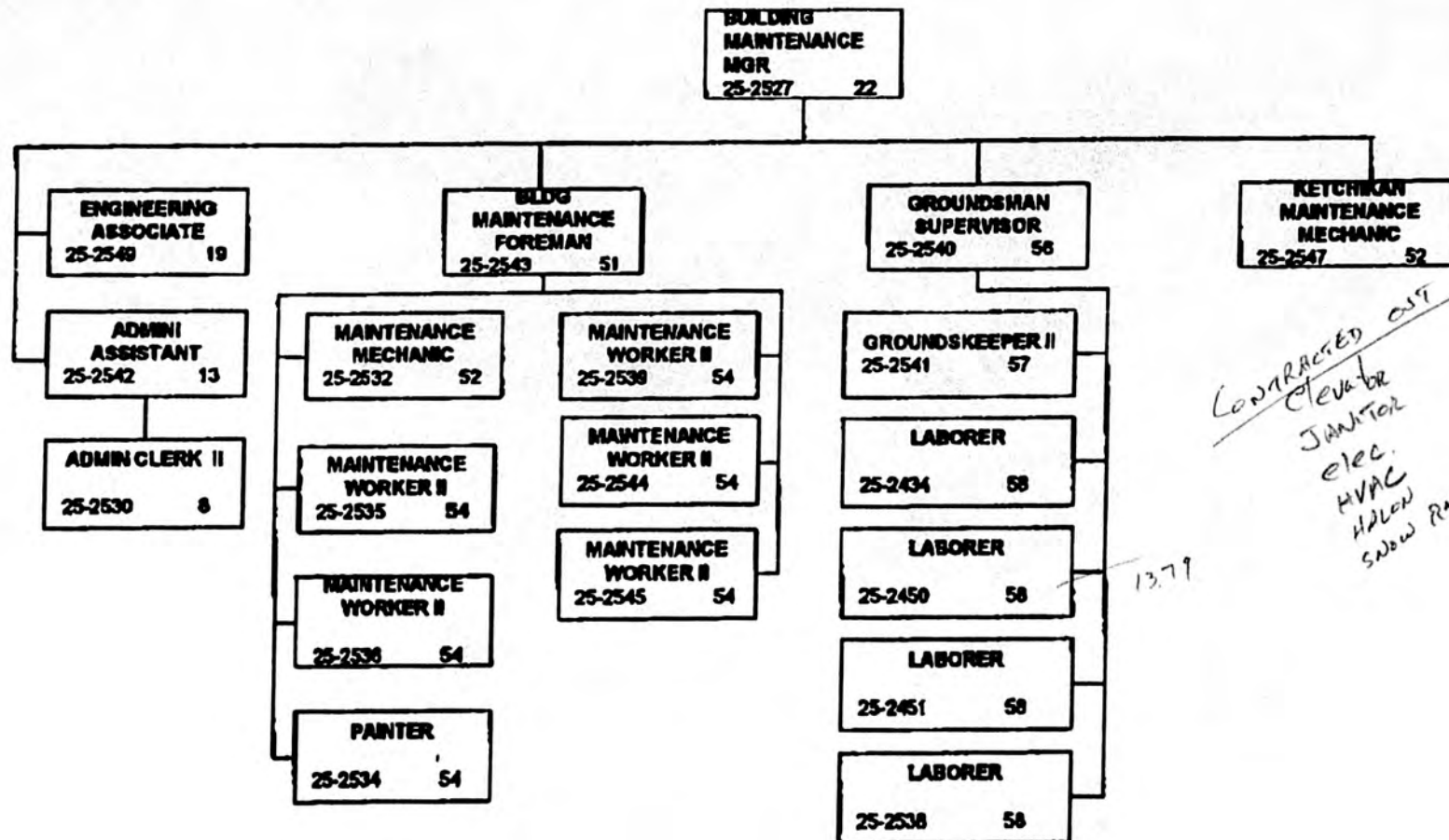
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
NORTHERN REGION MAINTENANCE AND OPERATIONS
NORTHERN FACILITIES



Positions:
Full-time 43
Seasonal 7
Total 50
November 26, 1998

FY 00 STAFFING PLAN

BRU: SE Region Maintenance & Operations
 COMPONENT: Southeast Region Facilities
 # 604



**Department of Transportation & Public Facilities
Design and Engineering Services**

Mission:

The mission of the Division of Statewide Design and Engineering Services is to provide engineering, environmental, estimating and other pre-construction services to develop highway, aviation, marine structure, and facilities projects.

Overview:

- Commissioner Perkins created the Division on October 1, 1997 to centralize project development functions in the department
- Statewide functions include Bridge Design, Design and Construction Standards, materials, Ports and Harbors, Research and Technology Transfer
- Preconstruction functions include Preliminary Design and Environmental, Design, Right of Way, Traffic and Safety, Materials, and Utilities.
- TEA-21 dramatically increased the workload of the Division. With constant staff size, this will mean an increase the amount contracted out.

Fund Sources:

- Federal Highway Administration (FHWA)
- Federal Aviation Administration (FAA)
- International Airport Revenue Funds
- General Funds

Issues:

- Implementing the doubling of fines in highway work zones
- Right of way and utilities regulations and permit issuance
- Improving safety and cost effectiveness of traffic control on construction projects
- Reducing pavement rutting

Funding:

- FFY99 STIP includes \$55 million for design. The D&ES operating budget is \$31 million. The balance of \$24 million is for consultants
- We are shifting staff internally from direct project development work to consultant management work as the number of consultant contracts increase
- General funds in personal services pay largely for senior managers performing general administrative functions whose salaries are not federal-aid eligible

**Department of Transportation and Public Facilities
Design and Engineering Services Operating Budget**

BRU	Component	FY00 Budget Authorization	Fund Sources	Amount
Design and Engineering Services	Central Design & Engineering Services	10,476.2	General Fund	171.7
			GF/Program Receipts	232.8
			Interagency Receipts	125.0
			International Airport Rev Fund	122.3
			CIP Receipts	9,686.4
			Statutory Designated Prg Rcpts	138.0
Design and Engineering Services	Northern Design & Engineering Services	9,320.3	General Fund	141.6
			GF/Program Receipts	120.0
			Interagency Receipts	79.4
			CIP Receipts	8,894.5
			Statutory Designated Prg Rcpts	84.8
Design and Engineering Services	Southeast Design & Engineering Services	5,291.2	General Fund	241.2
			GF/Program Receipts	80.9
			Interagency Receipts	30.0
			CIP Receipts	4,939.1
Design and Engineering Services	Statewide Design & Engineering Services	6,004.4	General Fund	925.7
			Interagency Receipts	40.0
			CIP Receipts	5,038.7
Total		<u>31,092.1</u>	General Fund	1,480.2
			GF/Program Receipts	433.7
			Interagency Receipts	274.4
			International Airport Rev Fund	122.3
			CIP Receipts	28,558.7
			Statutory Designated Prg Rcpts	222.8

SEP-09-99 THU 04:40 PM ALASKA DOT&PF COMM.

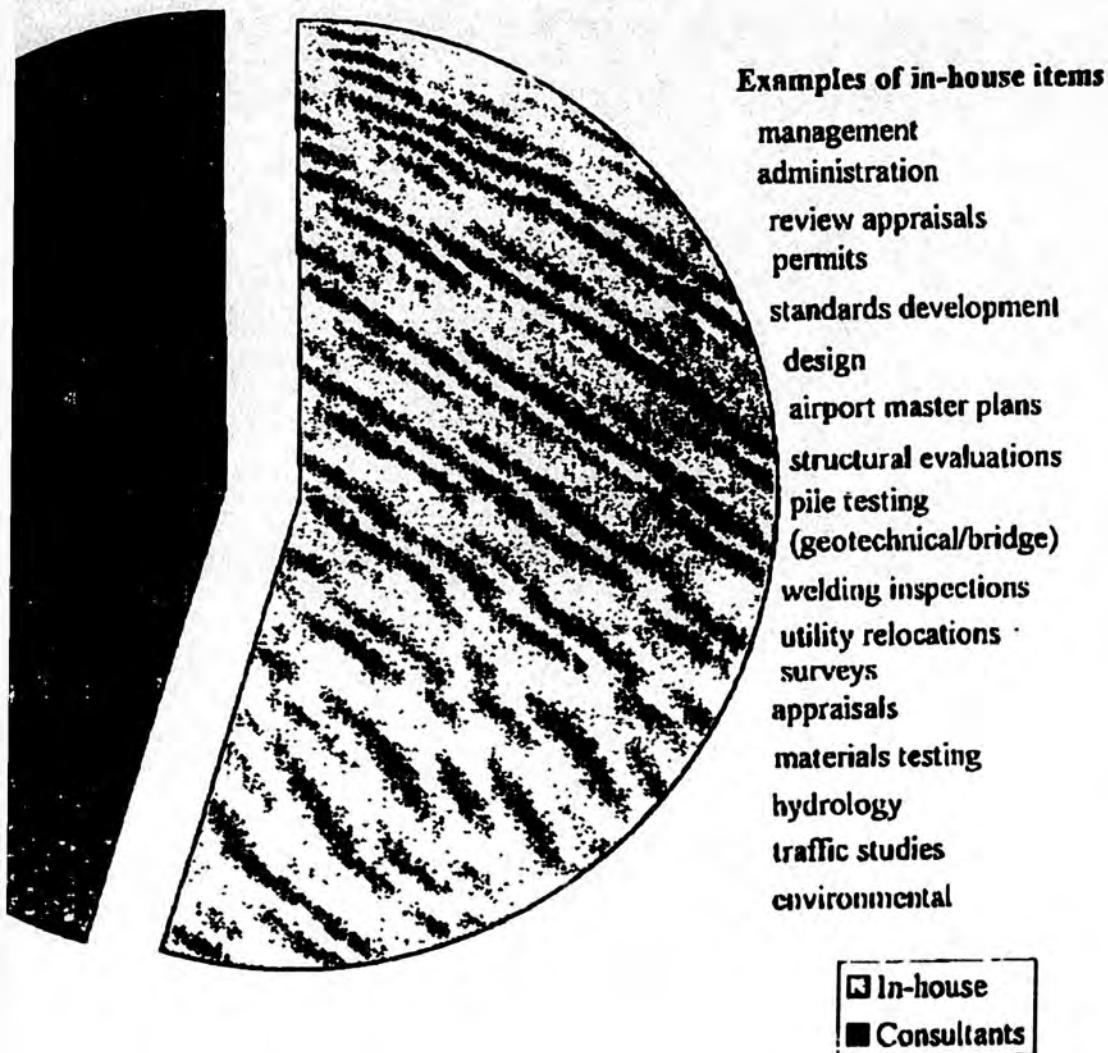
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P. 10

Examples of contracted items
airport master plans
structural evaluations
pile testing
(geotechnical/bridge)
welding inspections
utility relocations
appraisals
surveys
design
hydrology
traffic studies
environmental
materials testing

\$24,000,000 - 45%

Department of Transportation & Public Facilities
FY98 Design and Engineering Services Contracts



Relative Cost of Design using In-house Staff or Consultants

WASHITO Conference, Juneau, Alaska, July 18-21, 1999. Session on "Personnel
Concerns", Wednesday, July 21, 1999.

1

Outline of Presentation:

- Past studies
- Reason for differences
- Some suggested remedies
- Application in Louisiana
- Other important factors
- Conclusions

2

RECEIVED
AUG 03 1999
Std. Design & Eng. Svcs
Director's Office

Past studies:

18 in past 22 years:

- 72% found consultants more expensive
- 18% found costs the same
- 12% found consultants cheaper

3

Who did the studies? Bias?

Agency	Ordered	Executed	Finding		
			More exp.	Same	Cheaper
State	15	9	8	1	0
Reg., Nat.	2	2	1	1	0
University	0	4	3	1	0
Consultants	1	3	2	0	2
			14	3	2
			(72%)	(18%)	(12%)

4

Variability in results:

- Among those finding consultants more expensive:
10-112% more expensive.
- Among those finding consultants cheaper:
"cheaper" to 24% cheaper.

5

Reasons for differences in findings:

- Inaccurate overhead estimation
 - exclusion of relevant factors
 - unequal treatment of included factors
- Inadequate handling of factors affecting design costs:
 - size (currently handled by measurement; dc/cc, dc/ps)
 - type (currently handled by pairing similar projects)
 - complexity
 - uniqueness
 - environmental
 - plan changes

6

Suggested remedies:

- Comprehensive, equitable overhead determination.
- For perfect project pairs use same project, two design cost estimates.
- Ensure adequate sample size.
- Obtain representative sample.
- Accommodate complexity, uniqueness, etc. in measurement process.

7

Suggested remedies:**Overhead:**

- Include same cost items and ensure consistency in interpretation:
 - Rent, utilities, maintenance
 - Insurance
 - Management and support services costs
- Estimate in-house overheads in similar fashion to estimation of overheads in private sector.

8

Suggested remedies:**Estimation of In-house Overhead Rate:****• Three-step process:**

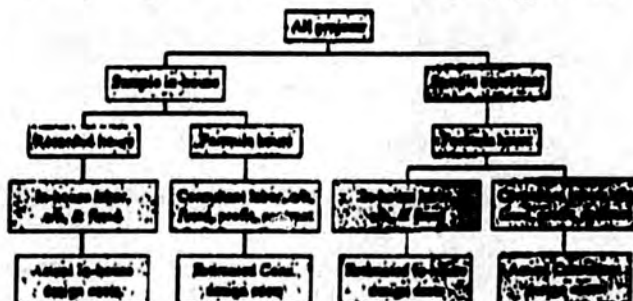
- Determine support services overhead
 - insurance, utilities, rent, maintenance, personnel, accounting, legal, security, data processing, etc.
- Estimate management supervision overhead
 - management and supervision of design activity
- Establish section overhead
 - fringe benefits, leave, training, conferences, non-charged time

9

Suggested remedies:**Determination of Consultant Overhead rate:**

- Use audits of consultant overheads.
- Quantify other costs associated outsourcing design activities:
 - profit
 - contract initiation and supervision

10

Suggested remedies:**Sampling**

11

Suggested remedies:**Measurement:**

$$\frac{(\text{In-house design cost} / \text{constr. cost})_i}{(\text{Consult. design cost} / \text{constr. cost})_i}$$

$$= \frac{(\text{In-house design cost})_i}{(\text{Consult. design cost})_i}$$

= Design Cost Ratio (DCR)

12

Application: Louisiana DOTD**Sample:****•20 In-house and 17 Consultant designs:**

- 2- and 4-lane roads
- intersections
- river bridges
- railroad overpasses

•Representative:

- same distribution as population
- sample size - 37 pairs of design costs

13

Application**Overhead (% of direct labor costs):****•In-house:**

- Support services overhead adjusted for tort:
Road: 53% Bridge: 58%

- Management supervision overhead:
Road: 8% Bridge: 9%

- Section overhead:
Road: 125% Bridge: 145%

- Total:
Road: 186% Bridge: 212%

•Consultant:

- Road: 158% Bridge: 158%

14

Application**Additional costs for Consultant designs:**

	% of total design cost	
	Road	Bridge
Profit	13	13
Contract Init. & superv.	15	25

15

Results**•Design Cost Ratio:**

	Road	Bridge
In-house	65%	76%
Consultant	81%	83%

•Average Design Hour:

	Road	Bridge
In-house	\$43	\$47
Consultant	\$56	\$61
(Ratio)	(77%)	(77%)

16

Anatomy of Results:**Labor cost:****• Labor rate:**

Position	In-house (\$/hr)	Consultant (\$/hr)
Draftsman	16.61	15.30
Technician	19.90	20.61
Pre-professional	21.94	21.81
Engineer	35.13	34.87
Supervisor	38.05	42.99
Principal	54.35	53.60

• Hours:

	Road	Bridge
In-house/Consultant	95%	103%

Anatomy of Results:

Cost component	In-house		Consultant	
	Road	Bridge	Road	Bridge
Labor	x	x	x	x
Overhead	1.86x	2.12x	1.58x	1.58x
Profit	0	0	0.34x	0.34x
TOTAL	2.86x	3.12x	2.92x	2.92x
+				
Contr. init. & sup.	0	0	0.39x	0.65x
TOTAL	2.86x	3.12x	3.31x	3.56x

17

18

Other factors:

- Accommodating peak workloads
- Meeting deadlines
- Accessing special expertise
- Maintaining in-house & consultant expertise
- Maintaining career opportunities for in-house staff
- Maintaining healthy local consulting industry

19

Conclusions:

- In-house design costs = 80% consultant design costs
- Other factors are important too
- In-house overhead analysis important
- Same-project pairs simplify and enhance analysis
- Design Cost Ratio - more appropriate measure?

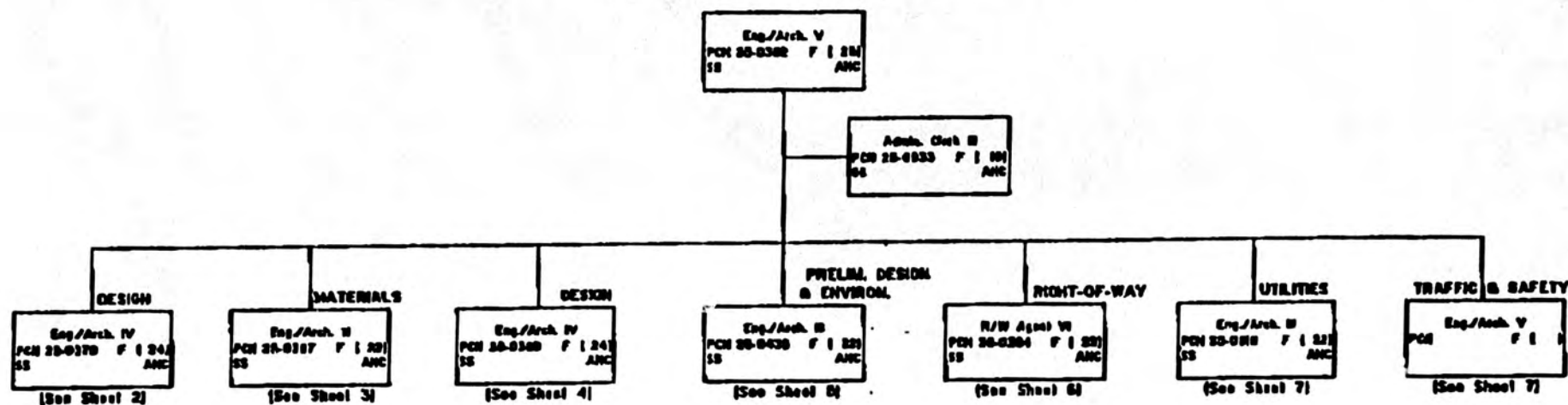
20

**Department of Transportation and Public Facilities
Design and Engineering Services Permanent Positions**

BRU	Component	Full-time	Part-time
Design and Engineering Services	Central Design & Engineering Services	146	19
Design and Engineering Services	Northern Design & Engineering Services	110	25
Design and Engineering Services	Southeast Design & Engineering Services	67	7
Design and Engineering Services	Statewide Design & Engineering Services	73	1
Total		396	52

Bldg. Design & Engineering Services
 COMPONENT: Central Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

CENTRAL PRECONSTRUCTION ENGINEER



0000406
 Sheet No. 1

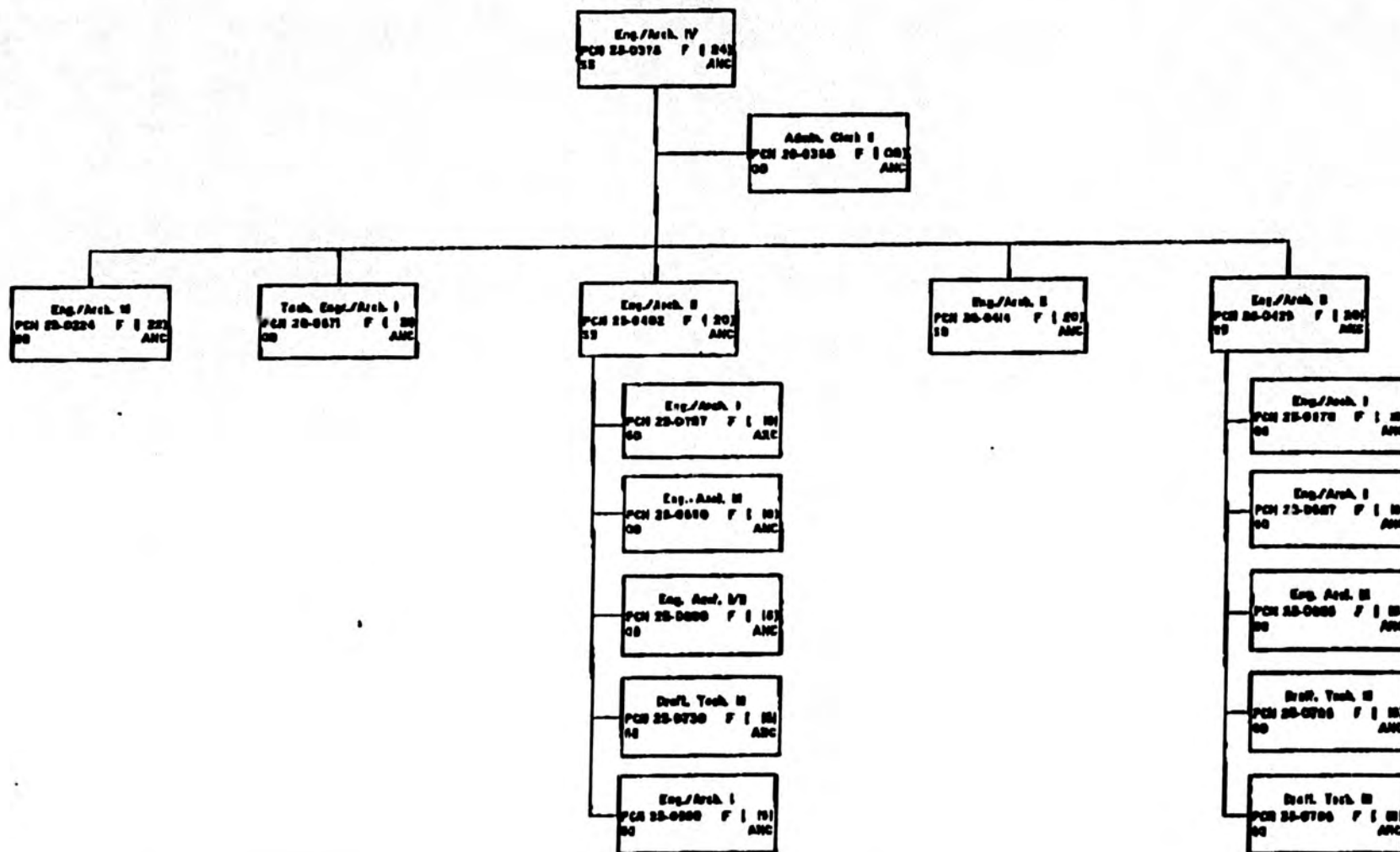
BRU: Design & Engineering Services
 COMPONENT: Central Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

P. 18

FAX NO. 907 586 8365

SEP-09-99 THU 04:43 PM ALASKA DOT&PF COMM.

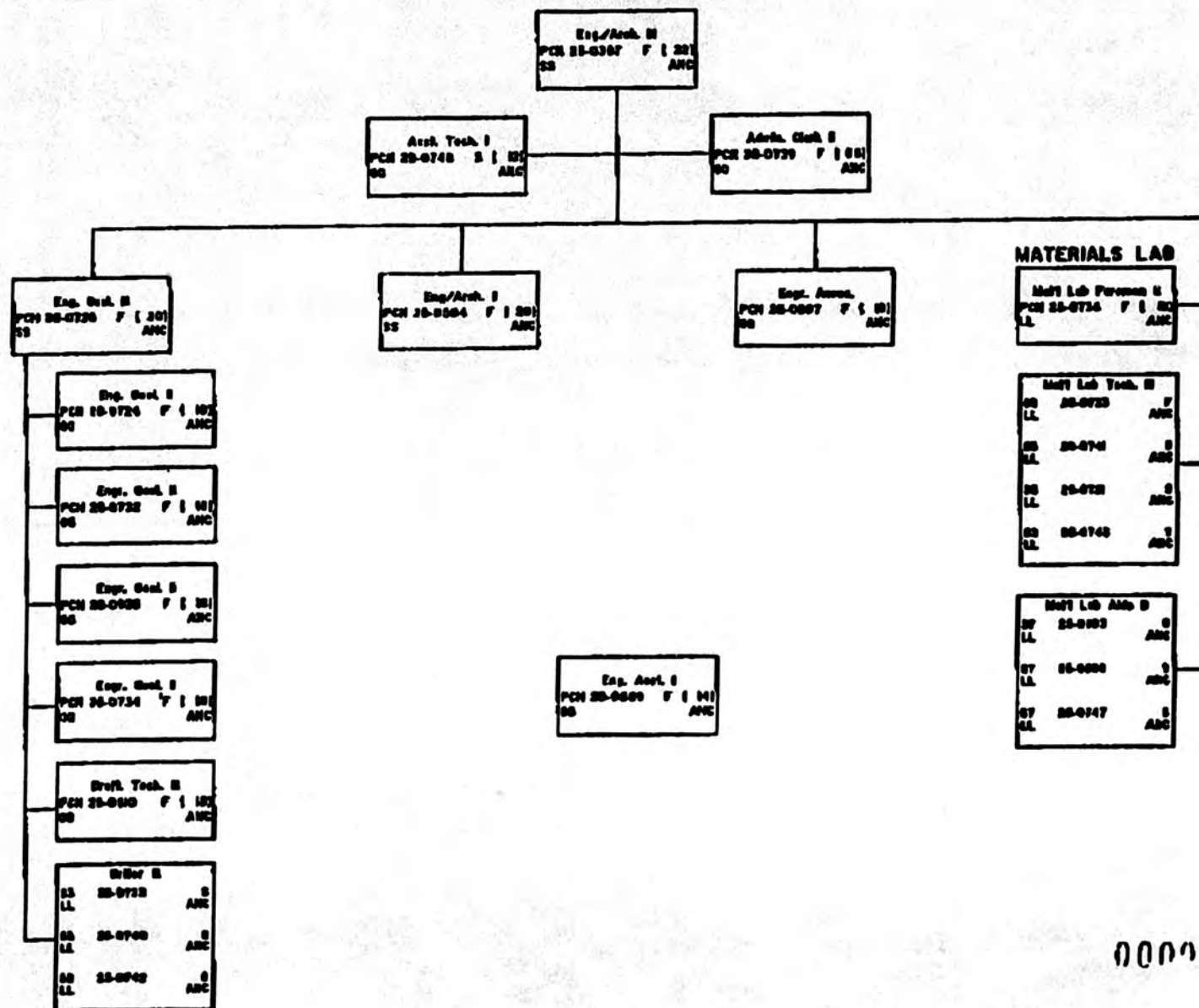
CENTRAL RYAN-DESIGN



0007407

BKU. esign & Engineering Services
 COMPONENT: Central Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

CENTRAL MATERIALS

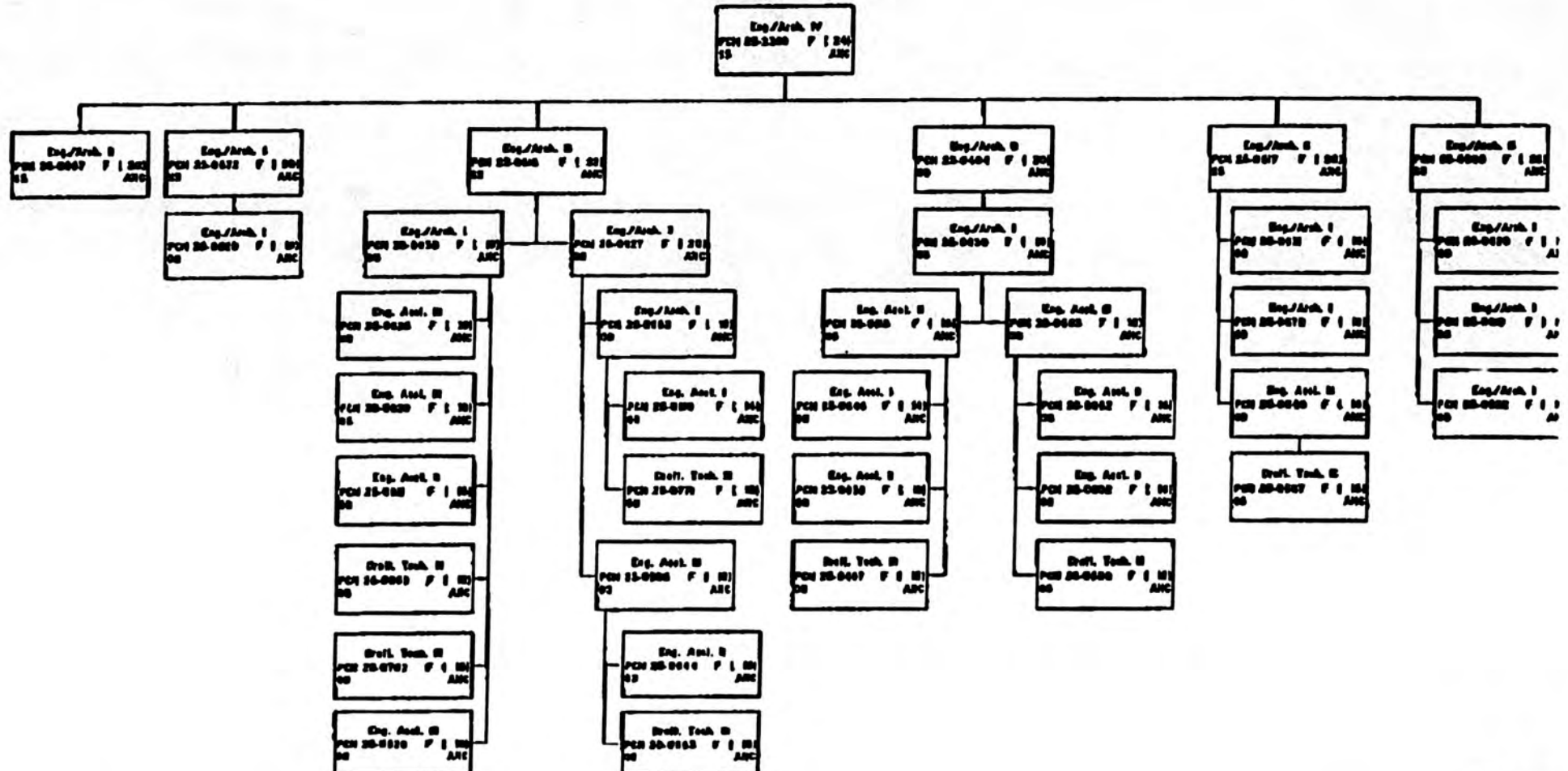


0000409

Sheet No. 3

BRU: Design & Engineering Services
 COMPONENT: Central Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

CENTRAL WILSON-DESIGN

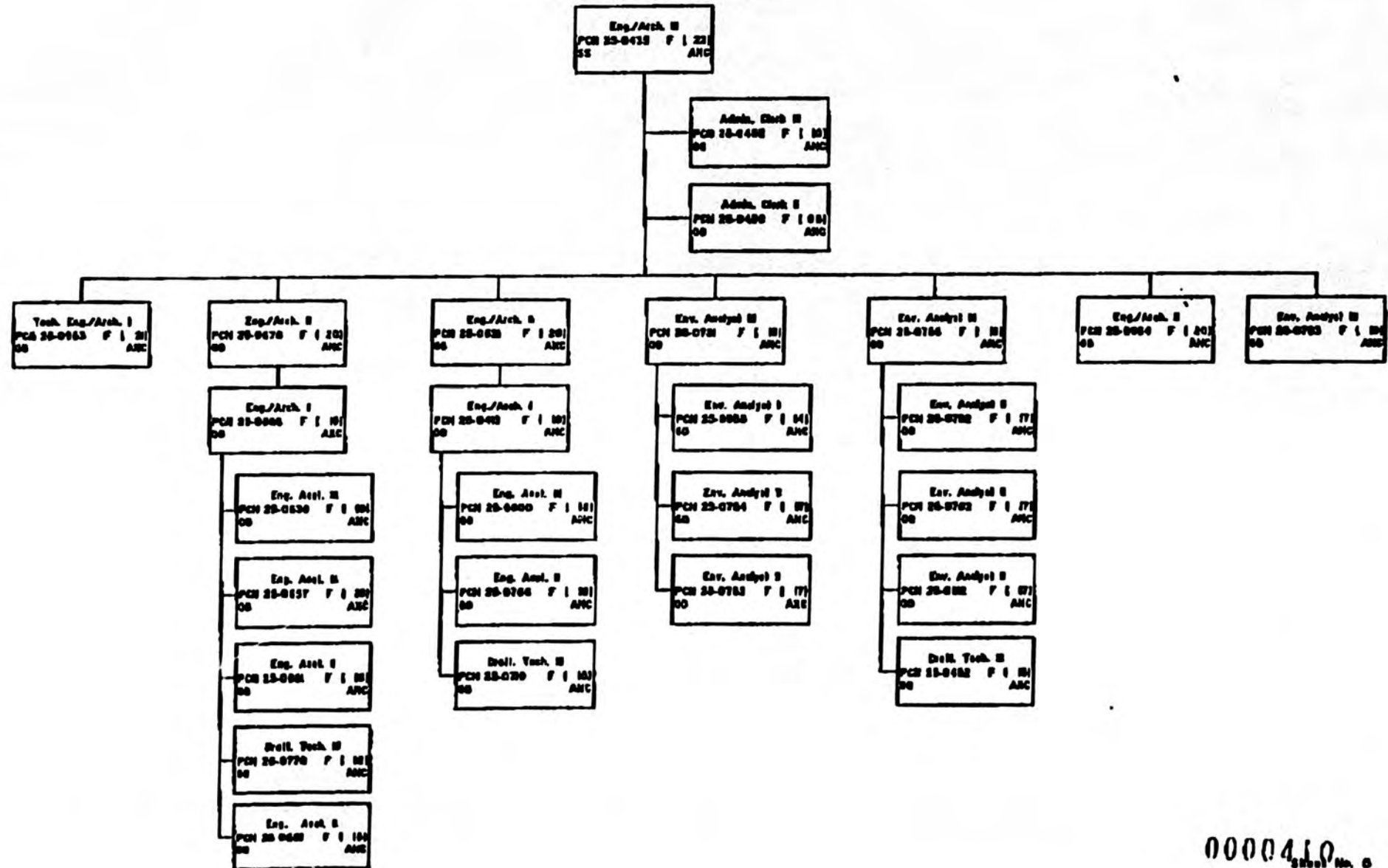


Sheet No.

0000409

BRU: Design & Engineering Services
 COMPONENT: Central Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

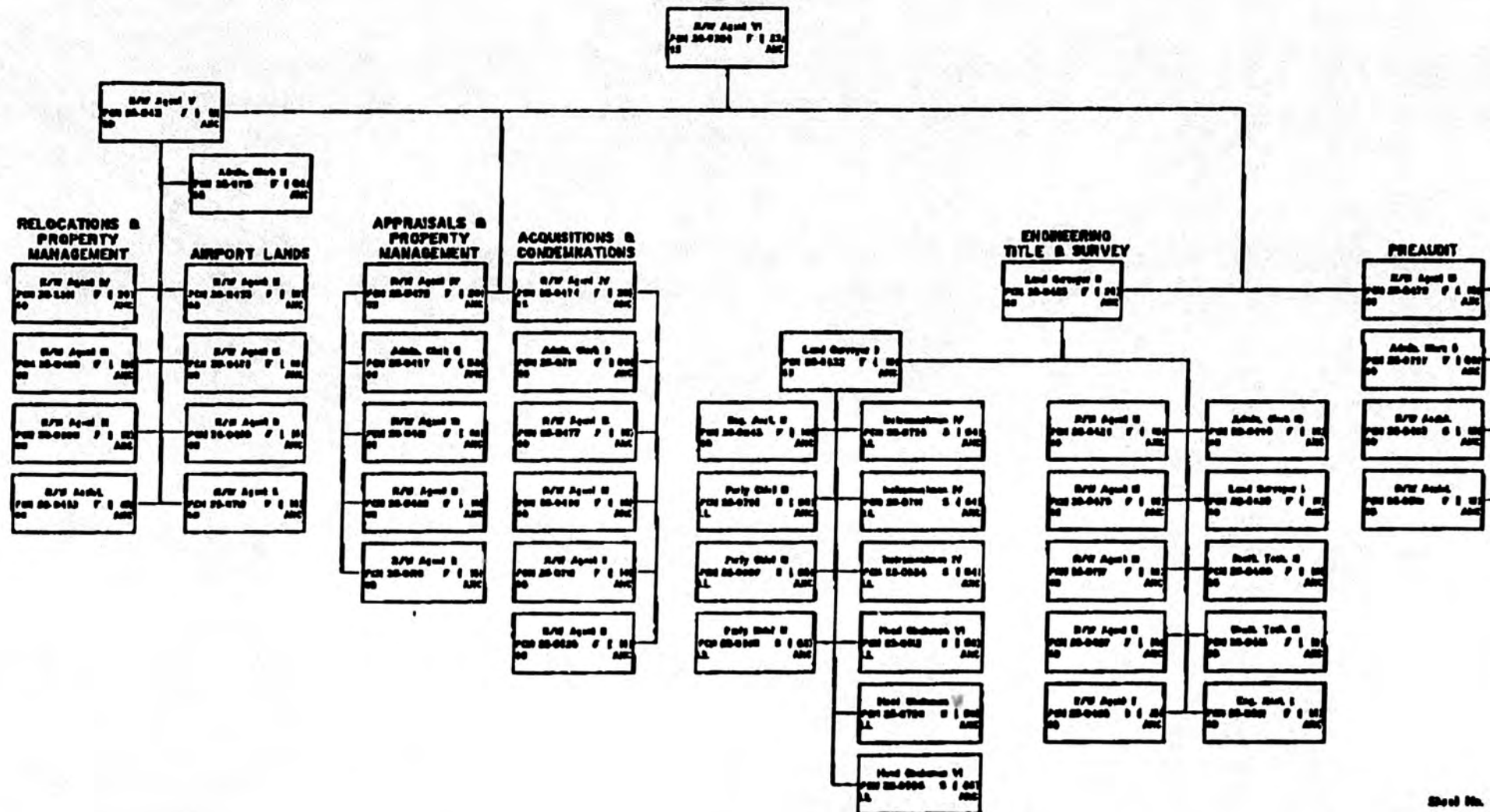
CENTRAL PRELIMINARY DESIGN & ENVIRONMENTAL



0000410
 Sheet No. 6

BRU: Design & Engineering Services
 COMPONENT: Control Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

CENTRAL RIGHT-OF-WAY



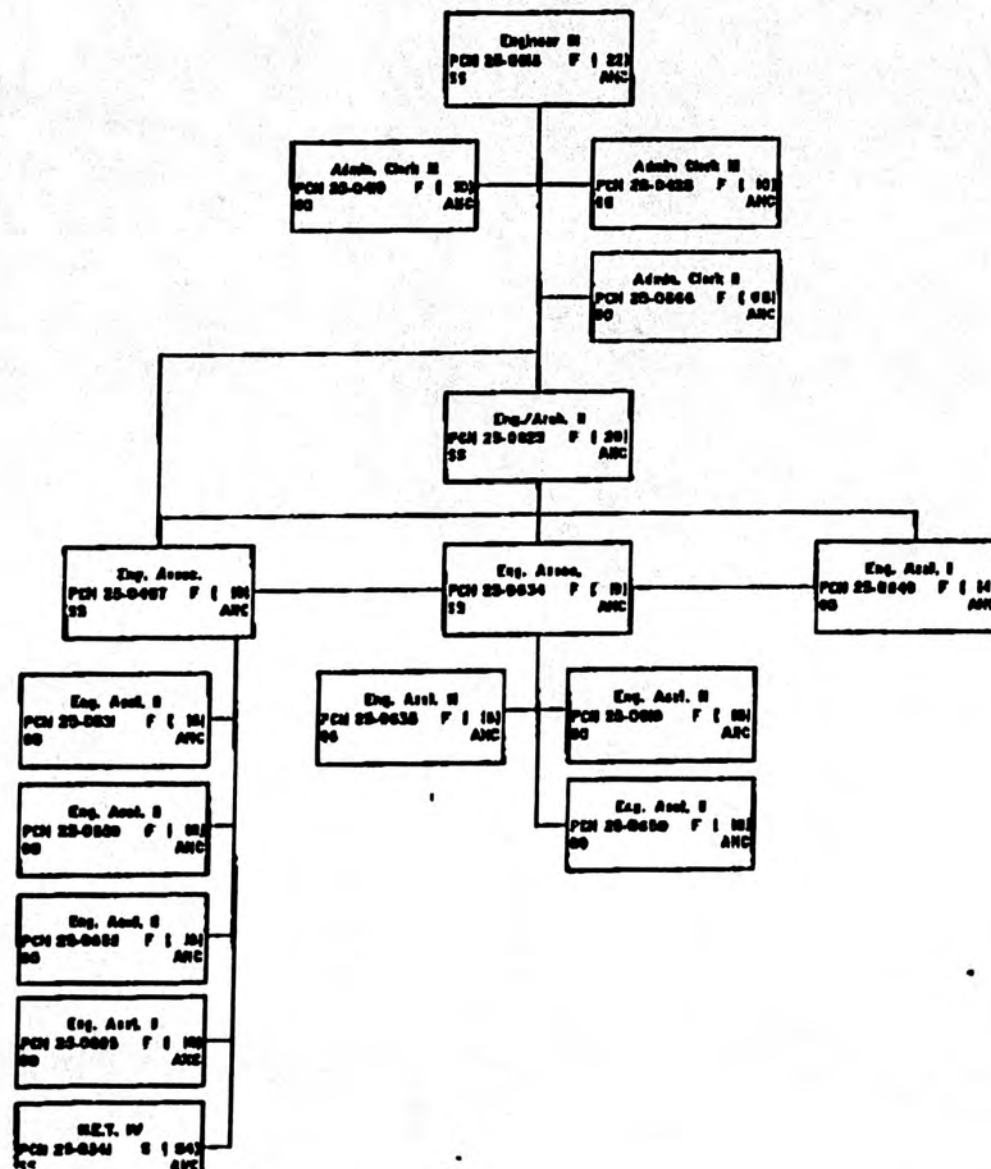
Sheet No. 1

0000411

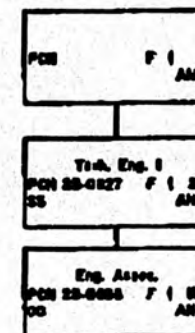
BRU: Design & Engineering Services
 COMPONENT: Central Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

CENTRAL

UTILITIES



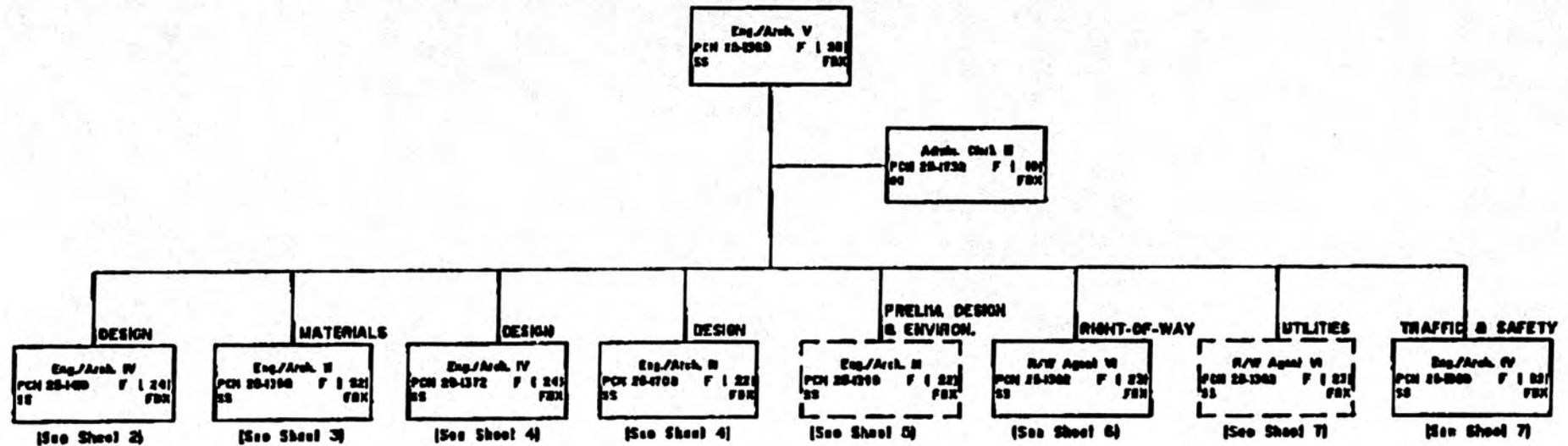
TRAFFIC & SAFETY



0000412

BRU: Design & Engineering Services
 COMPONENT: Northern Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

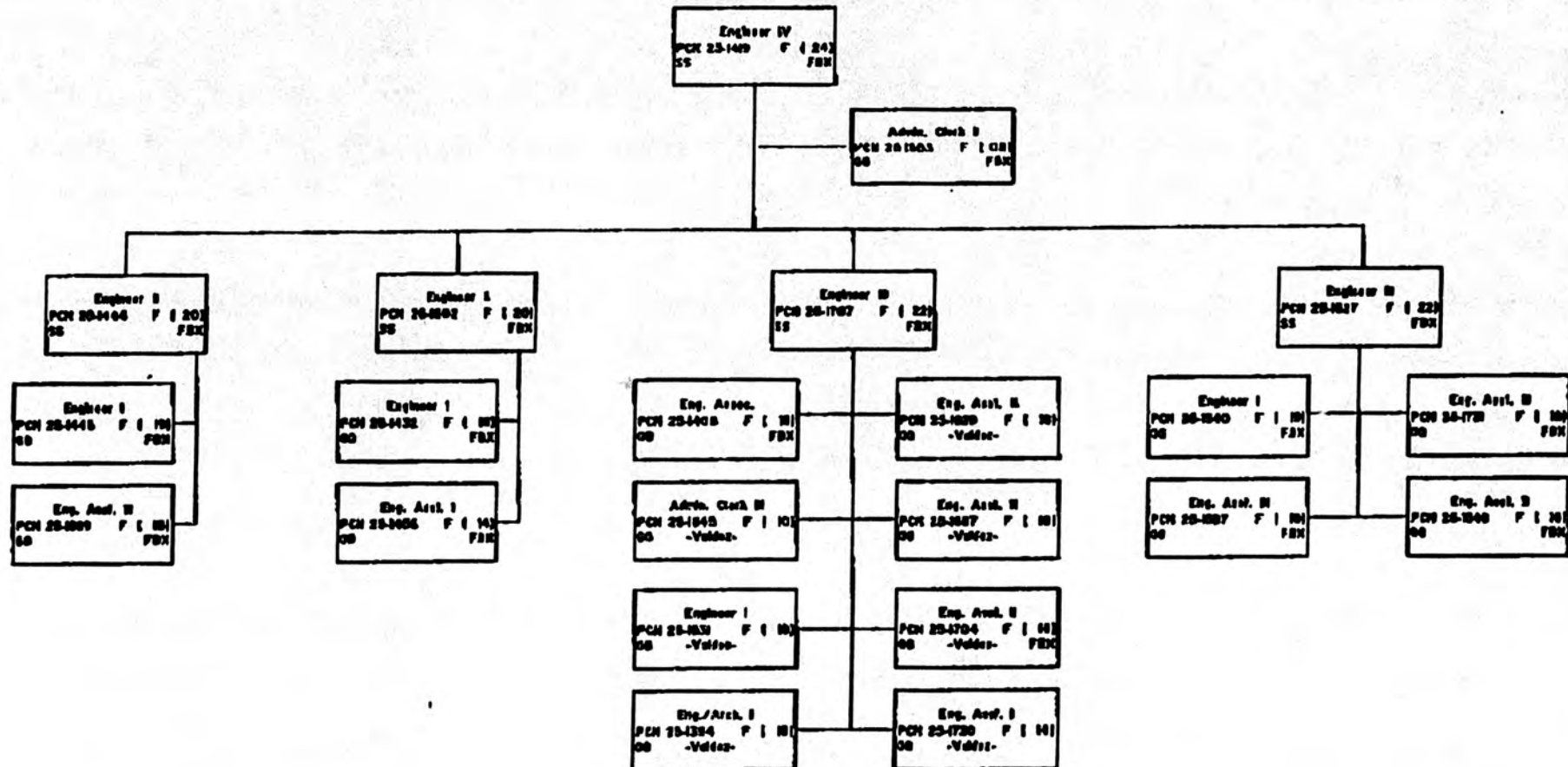
NORTHERN PRECONSTRUCTION ENGINEER



0000131
 Sheet No. 1

BRU: Design & Engineering Services
 COMPONENT: Northern Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

NORTHERN TYNDALL-DESIGN

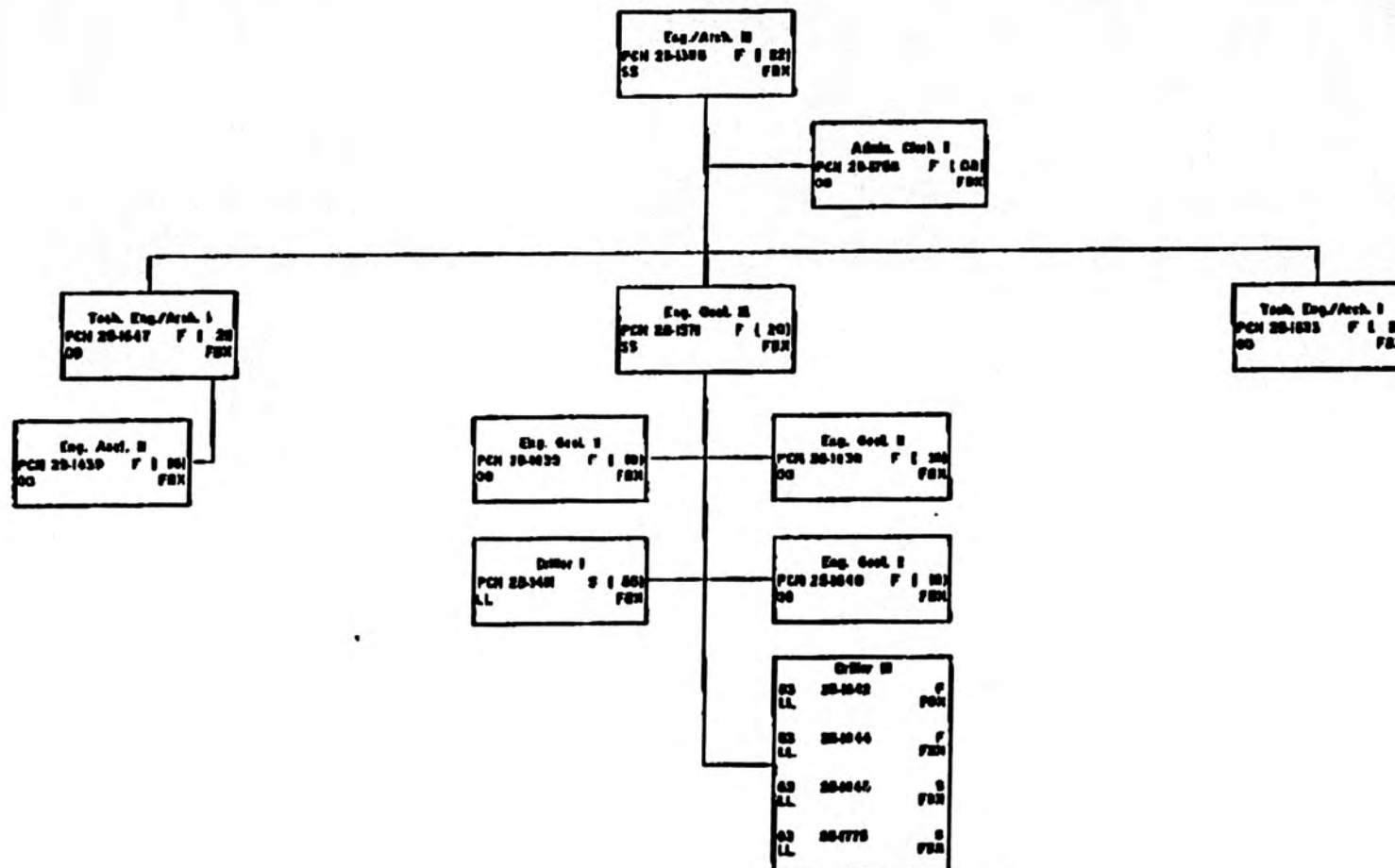


0000432
 Sheet No. 2

SEP-09-99 THU 04:44 PM ALASKA DOT&PF COMM.

NORTHERN

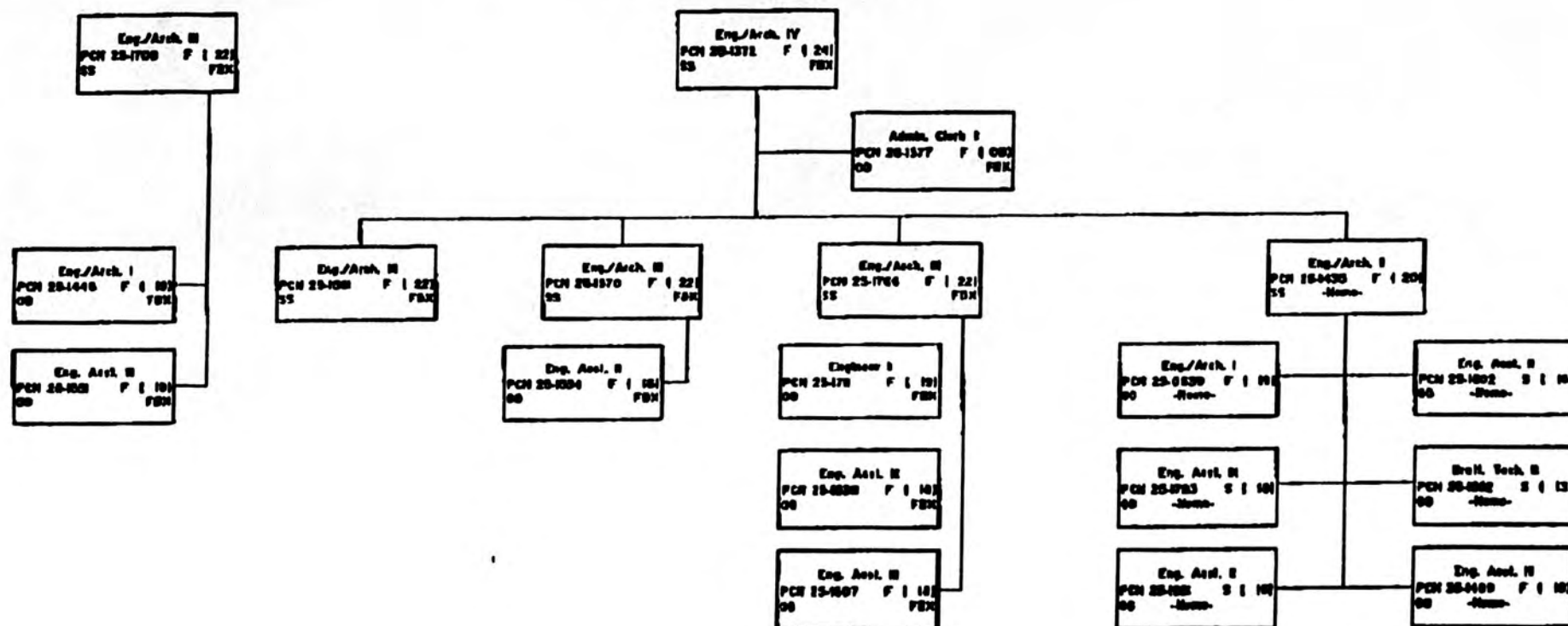
MATERIALS



0000433
Sheet No. 3

BRU: Design & Engineering Services
 COMPONENT: Northern Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

NORTHERN MILLER/ENGLE-DESIGN

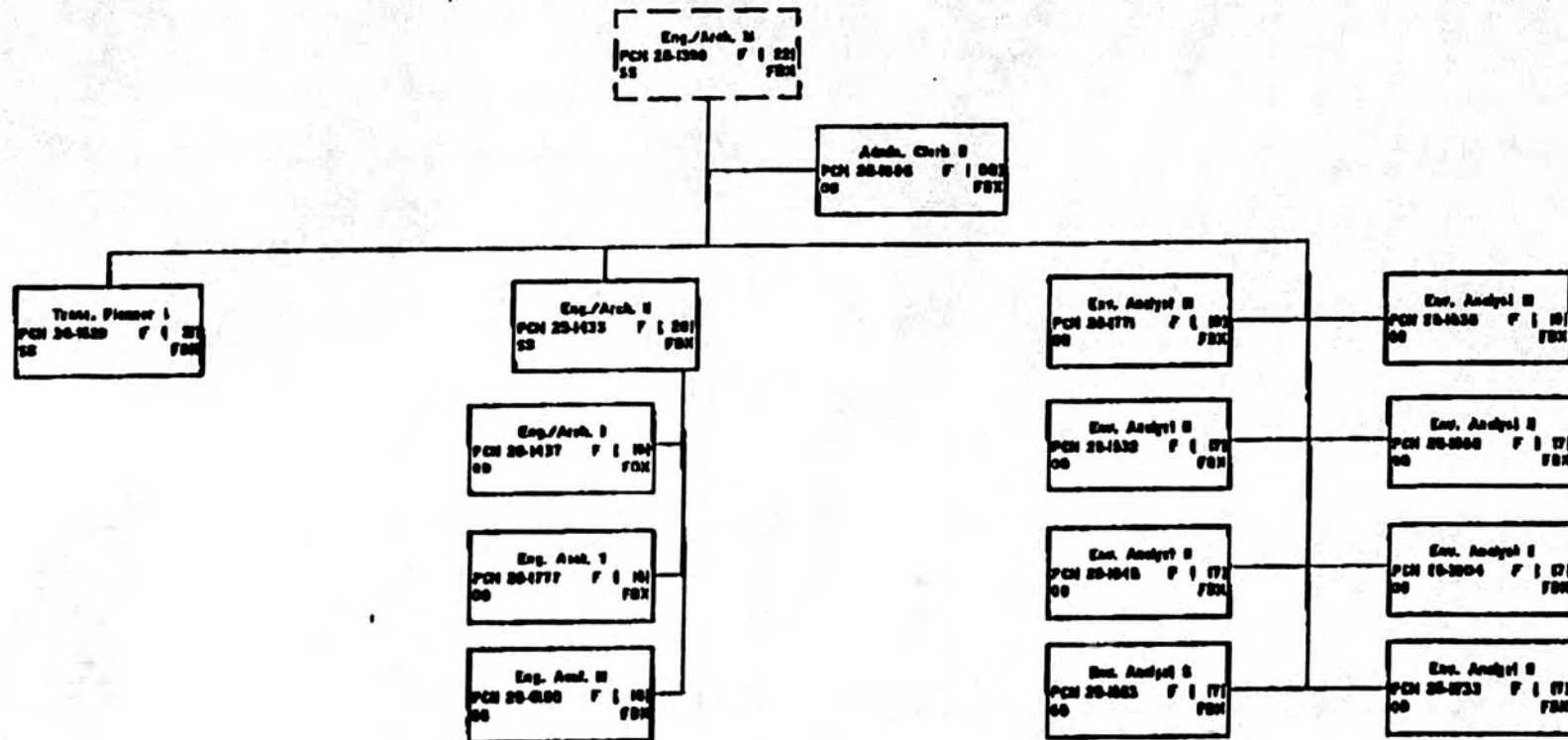


0000134

BRU: L gn & Engineering Services
 COMPONENT: Northern Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

NORTHERN

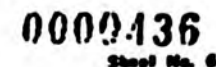
PRELIMINARY DESIGN & ENVIRONMENTAL



0000435

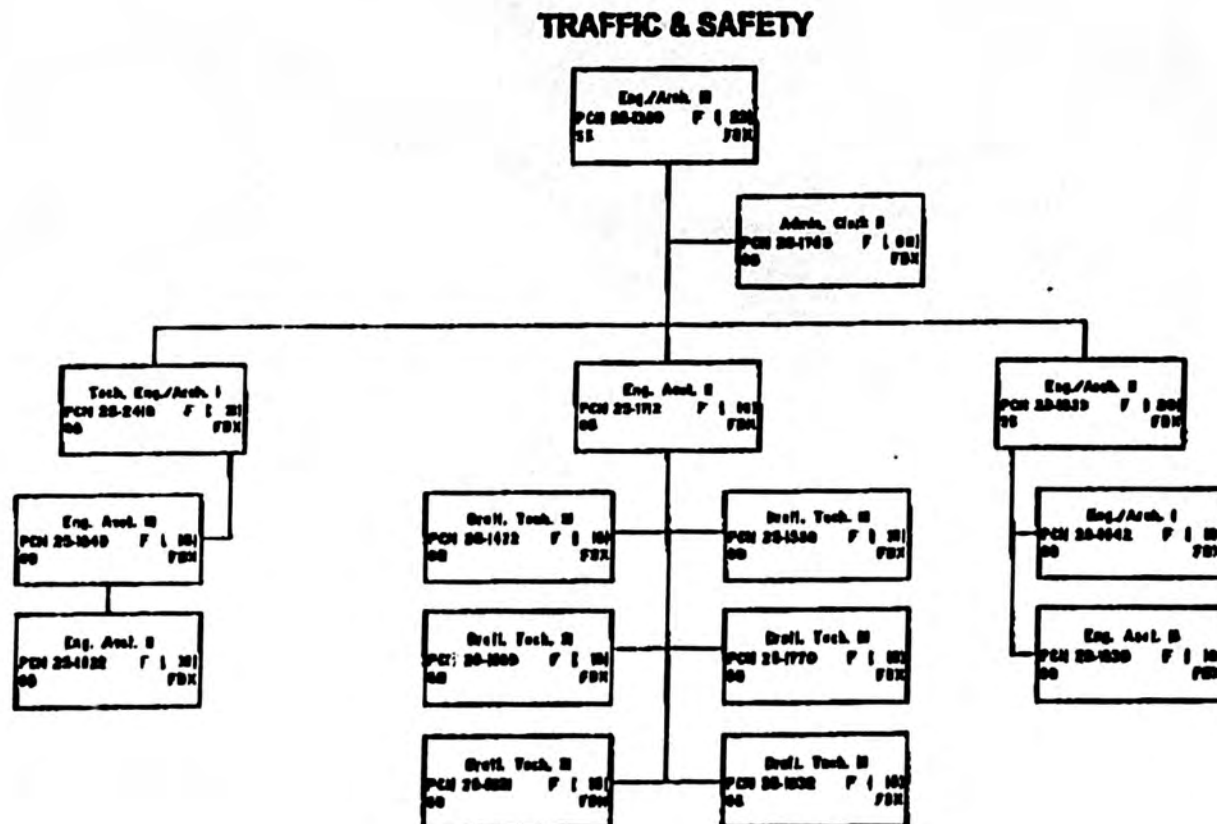
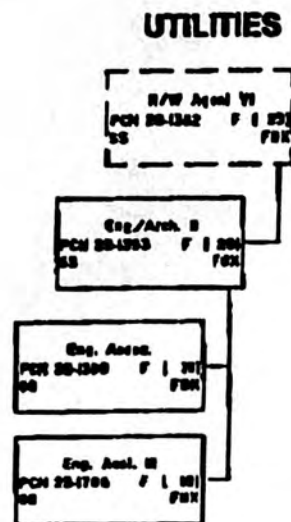
SEP-09-99 THU 04:44 PM ALASKA DOT&PF COMM.

R/W April VI
PCN 25-1302 F | 23
SS FBN



BRU: Design & Engineering Services
 COMPONENT: Northern Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

NORTHERN

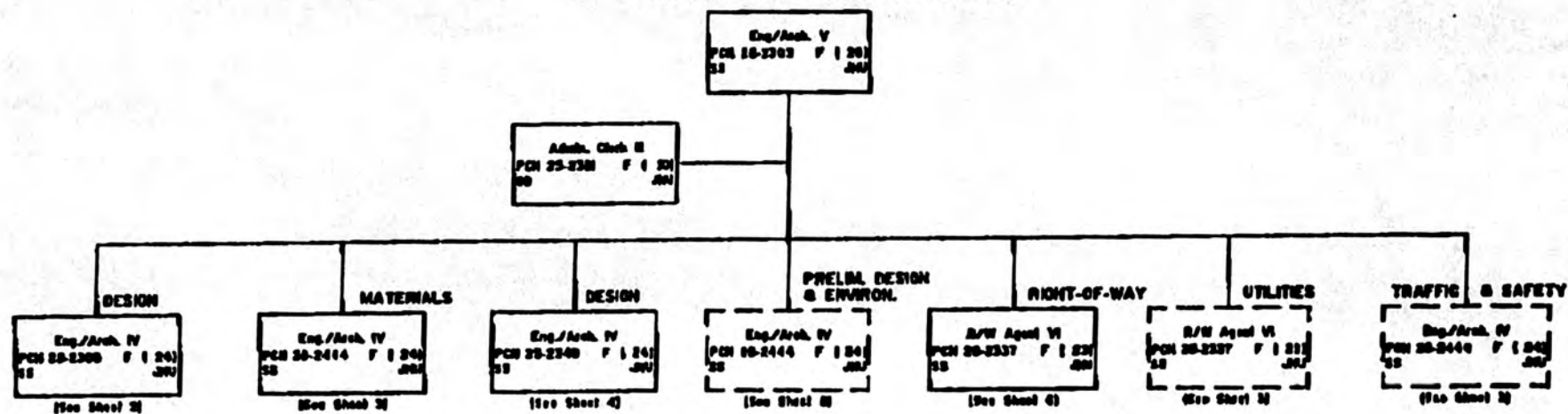


0000437
 Sheet No. 1

BRU. Design & Engineering Services
 COMPONENT: Southeast Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

SOUTHEAST

PRECONSTRUCTION ENGINEER

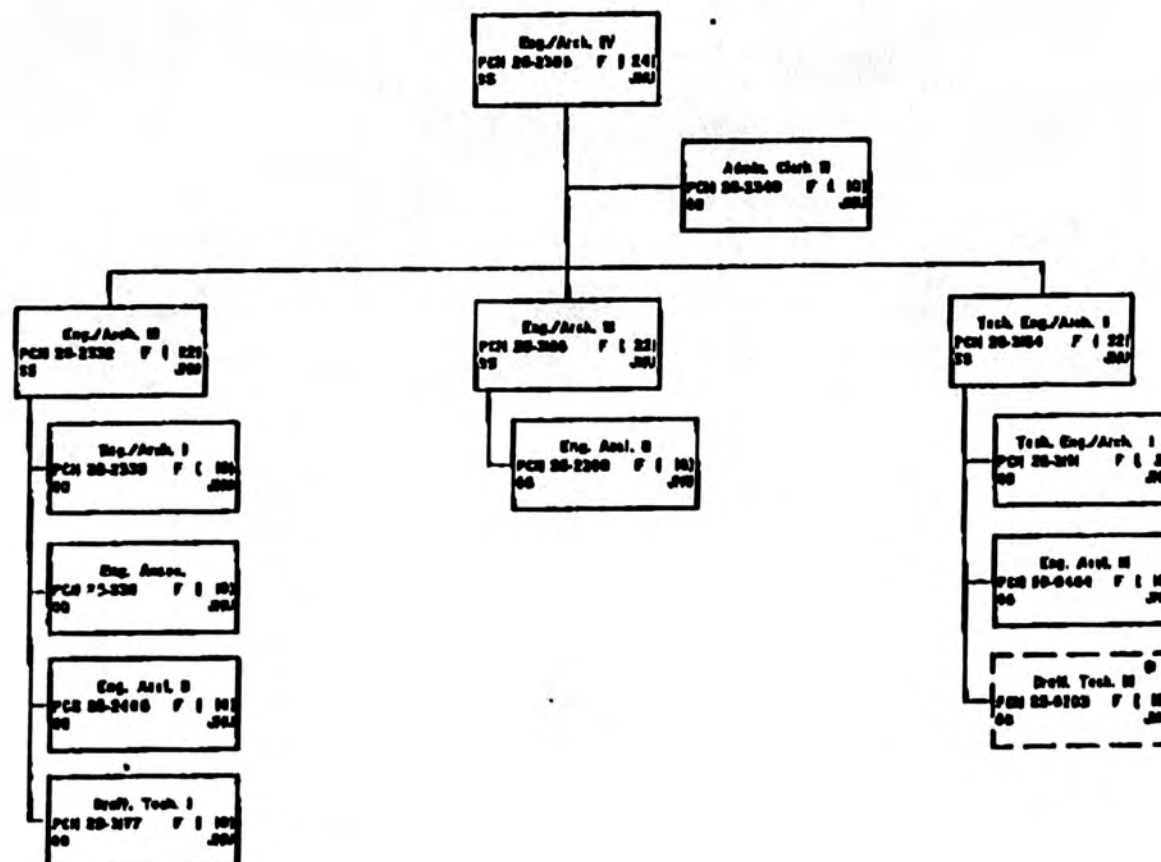


0000455 Sheet No. 1

BRU: Design & Engineering Services
 COMPONENT: Southeast Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

SOUTHEAST

BEEDLE-DESIGN



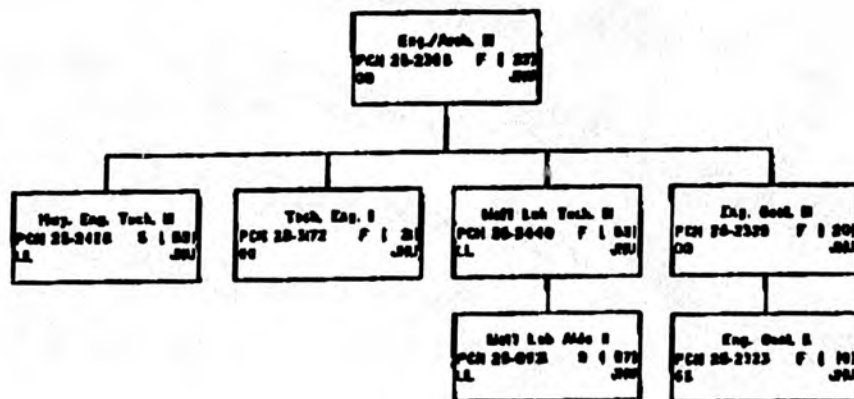
*Starting position w/Statewide DBES (Bridges)

0000456, No. 2

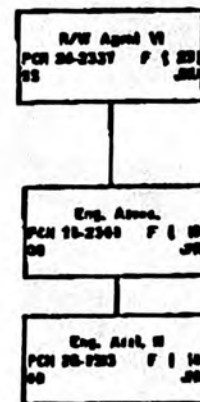
BRU: Design & Engineering Services
 COMPONENT: Southeast Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

SOUTHEAST

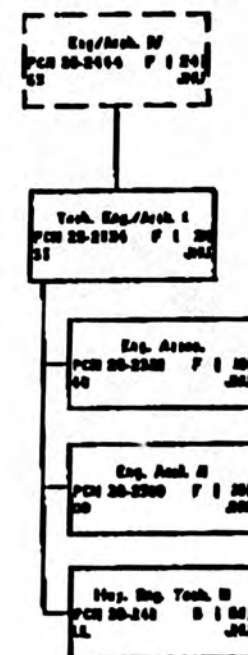
MATERIALS



UTILITIES



TRAFFIC & SAFETY

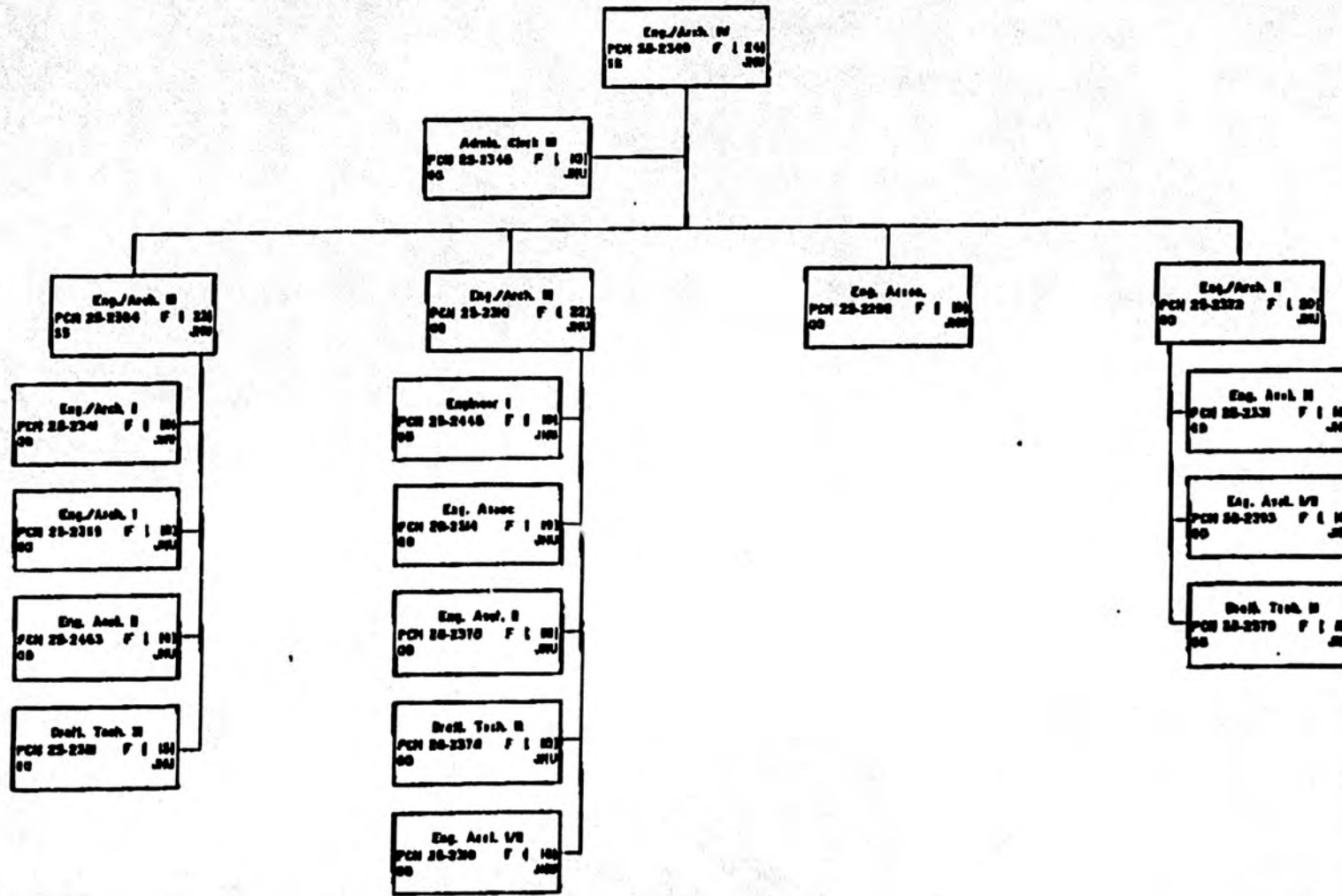


0000457
Sheet No. 3

BRU: Design & Engineering Services
 COMPONENT: Southeast Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

SOUTHEAST

MORROW-DESIGN



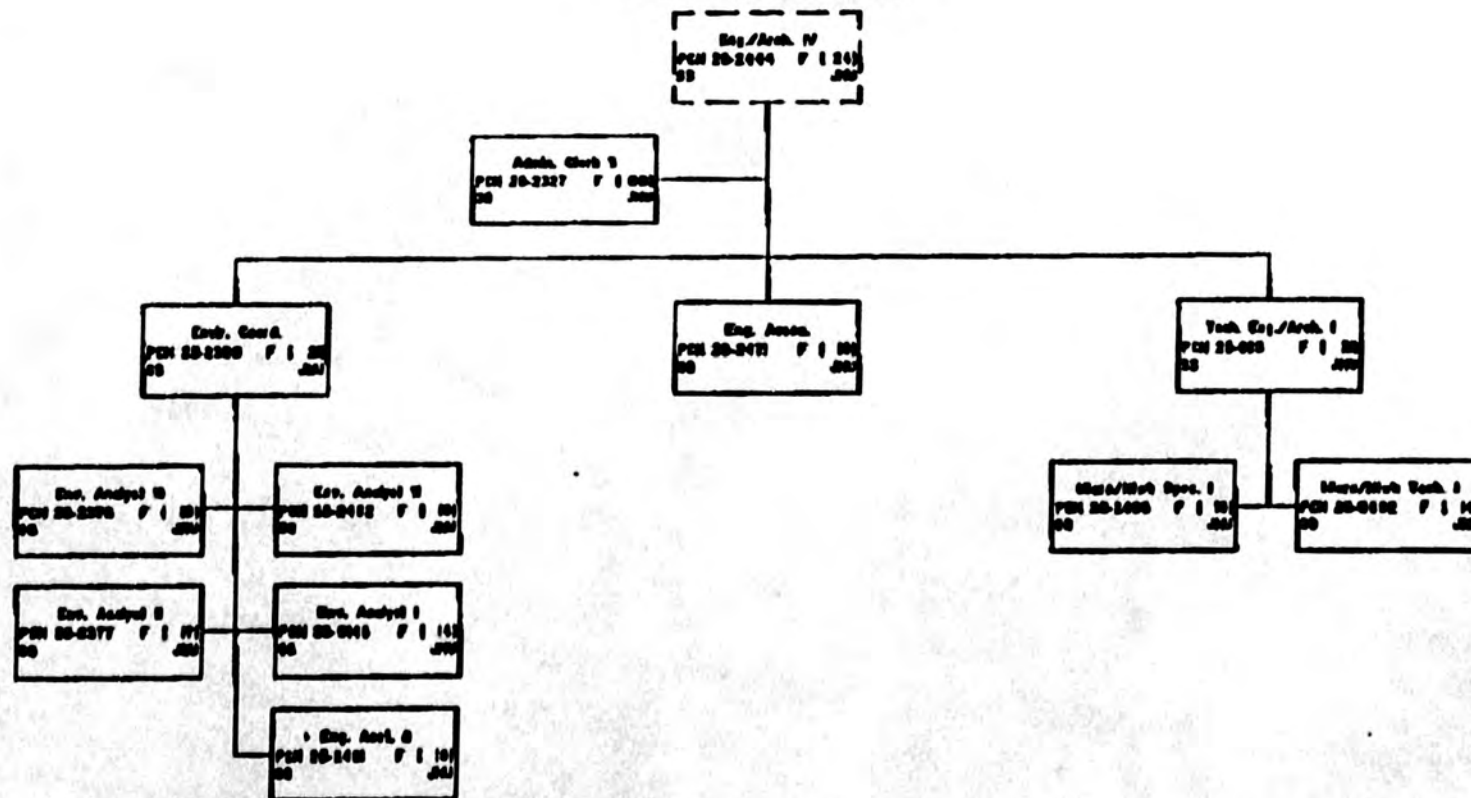
0000458

Sheet No. 4

BRU: Design & Engineering Services
 COMPONENT: Southeast Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

SOUTHEAST

PRELIMINARY DESIGN & ENVIRONMENTAL



0000459
 Sheet No. 8

CORRECTION

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



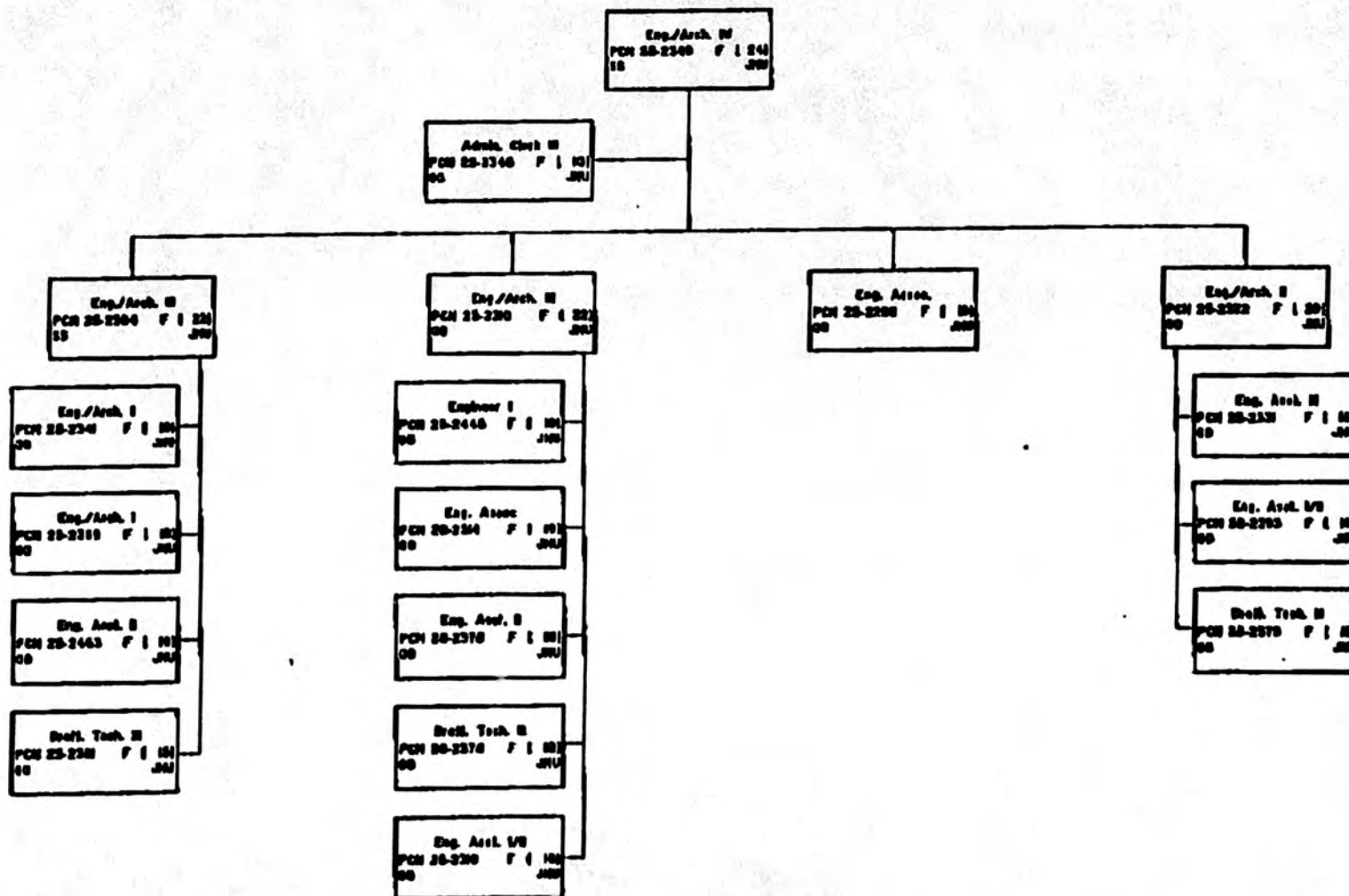
Rev. 6/98

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

BRU: Design & Engineering Services
 COMPONENT: Southeast Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

SOUTHEAST

MORROW-DESIGN



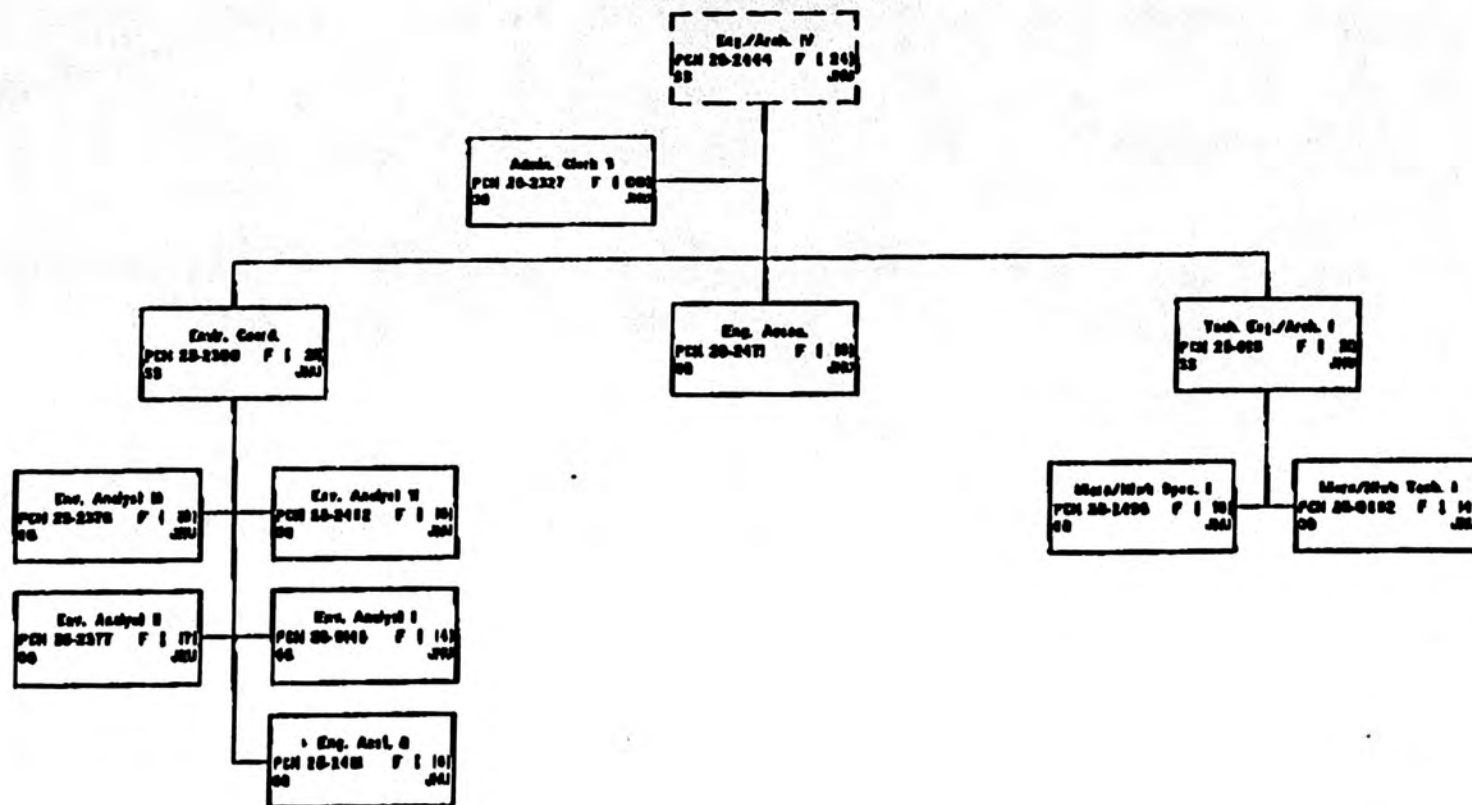
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Sheet No. 4

BRU: Design & Engineering Services
 COMPONENT: Southeast Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

SOUTHEAST

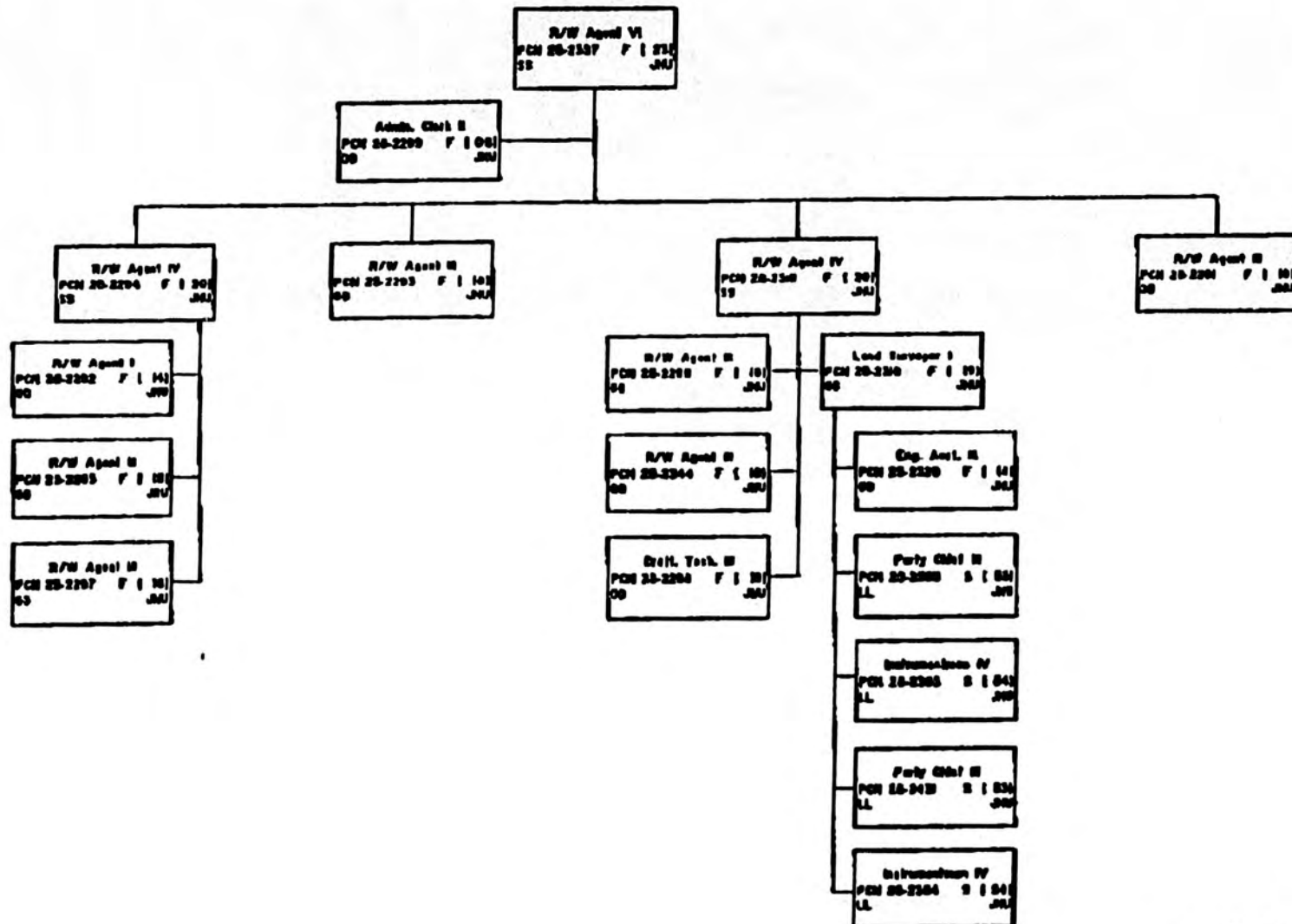
PRELIMINARY DESIGN & ENVIRONMENTAL



0000459
 Sheet No. 8

BRU: Design & Engineering Services
 COMPONENT: Southeast Design & Engineering Services
 FY: Staffing Chart FY 2000
 Date: December 1, 1998

SOUTHEAST RIGHT-OF-WAY



0000460

Department of Transportation & Public Facilities Construction

Mission:

The mission of the department with respect to construction is to administer construction projects to ensure they are built safely and in conformance with all applicable laws, ordinances, and regulations.

Typical Project:

- Construction projects range from \$250,000 intersection projects to projects that exceed \$20 million such as the International Airport/Minnesota Interchange
- Typical project is Glenn Highway, Moose Creek to Sutton MP 56-61 at \$8 million – approximately 7 employees; 1 Office Engineer, 1 Grade Inspector, 1 Drainage Inspector, 1 Paving Inspector, 1 Material Inspector, and 1 Ticket Taker
- Aviation projects are typically smaller, with about half the dollars spent on rural, bush airports and the remainder spent at the Internationals or major hubs, such as Bethel.
- Aviation projects range from \$250,000 apron improvements to \$10 - \$15 million runway expansion projects at Anchorage International Airport (AIA).
- Rural aviation projects are less labor-intensive, often 1 person jobs, seldom more than 2. Large AIA projects may have staff requirements similar to large highway projects.

Fund Sources:

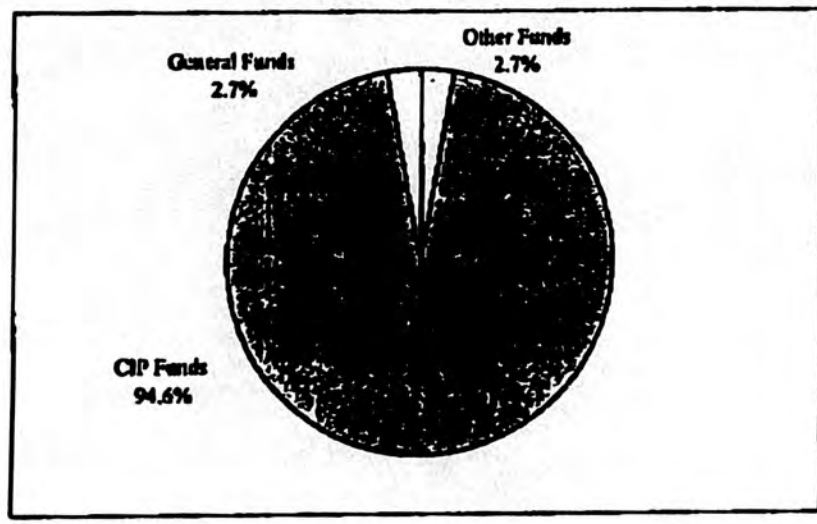
- Federal Highway Administration (FHWA)
- Federal Aviation Administration (FAA)
- International Airport Revenue Funds
- General Funds

Funding

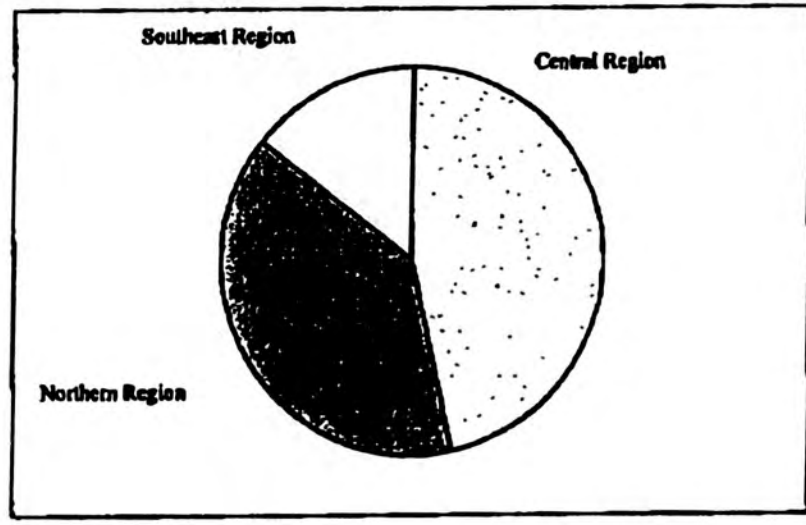
- From mid 1970's until the late 1980's FHWA allocated about \$160 million per year to Alaska
- With the passage of ISTEA, Alaska began receiving in the neighborhood of \$212 million per year
- The State of Alaska now receives an average of \$312 million per year, an increase of 47%
- FAA funding varies by year, but the trend is upward
- Reauthorization of the FAA funding bill is pending in Congress at this time

**Department of Transportation and Public Facilities
Construction and CIP
FY00 Operating Budget**

FY00 Budget By Fund Source



FY00 Budget By Region



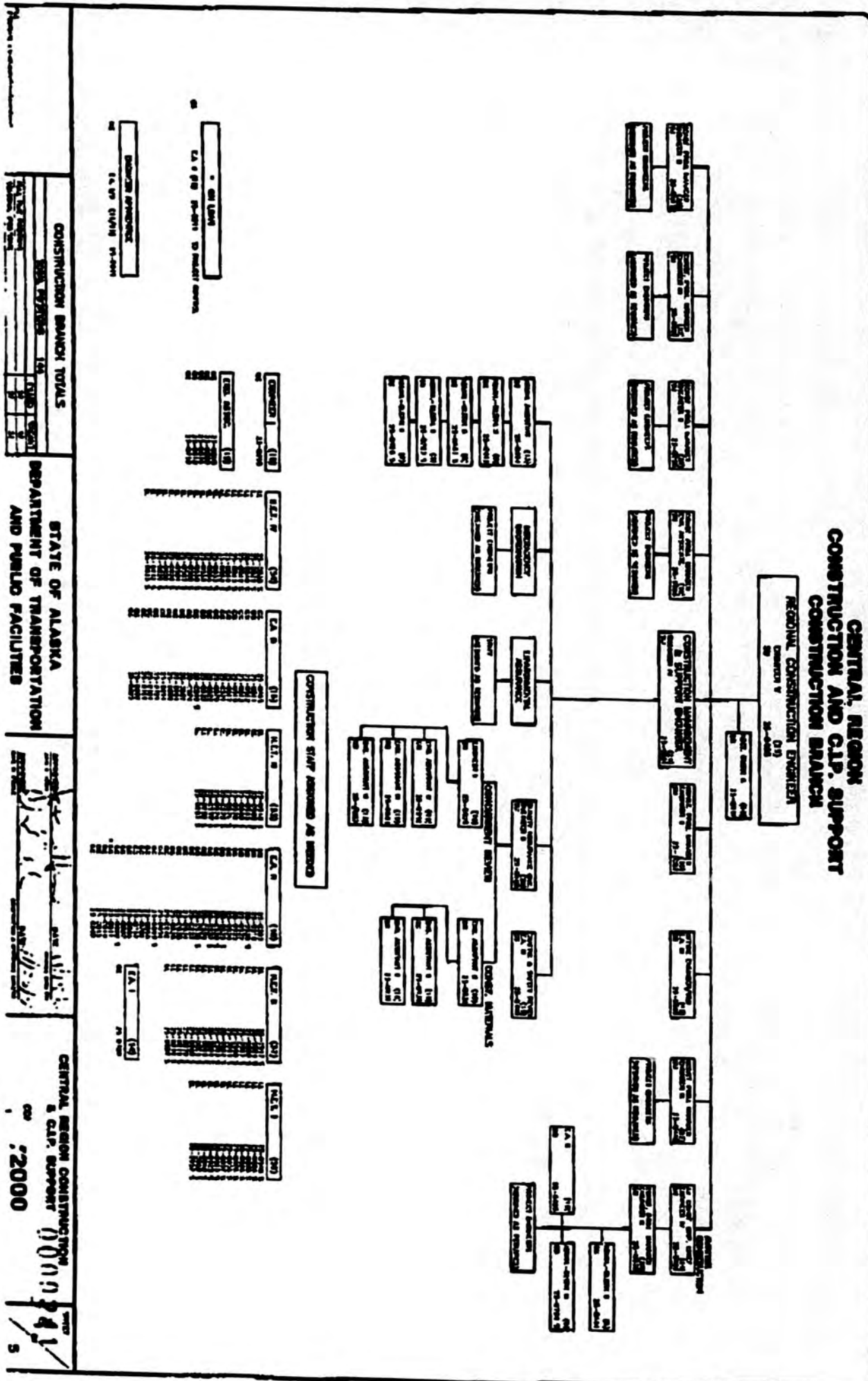
(other funds are Interagency Receipts and International Airport Revenue Funds)

**Department of Transportation and Public Facilities
Construction Operating Budget**

BRU	Component	FY00 Budget Authorization	Fund Sources	Amount
Construction and CIP Support	Central Region Construction & CIP Support	12,983.3	General Fund	255.2
			Interagency Receipts	426.3
			International Airport Rev Fund	103.2
			CIP Receipts	12,198.6
Construction and CIP Support	Northern Region Construction & CIP Support	10,515.2	General Fund	307.0
			Interagency Receipts	122.3
			International Airport Rev Fund	74.3
			CIP Receipts	10,011.6
Construction and CIP Support	Southeast Region Construction & CIP Support	3,858.4	General Fund	174.4
			CIP Receipts	3,684.0
Total		27,356.9	General Fund	736.6
			Interagency Receipts	548.6
			International Airport Rev Fund	177.5
			CIP Receipts	25,894.2

**Department of Transportation and Public Facilities
Construction Permanent Positions**

BRU	Component	Full-time	Part-time
Construction and CIP Support	Central Region Construction & CIP Support	130	78
Construction and CIP Support	Northern Region Construction & CIP Support	85	133
Construction and CIP Support	Southeast Region Construction & CIP Support	31	27
Total		246	238



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
CONSTRUCTION AND CIP SUPPORT
NORTHERN REGION CONSTRUCTION AND CIP SUPPORT #2295
NOVEMBER 1, 1998

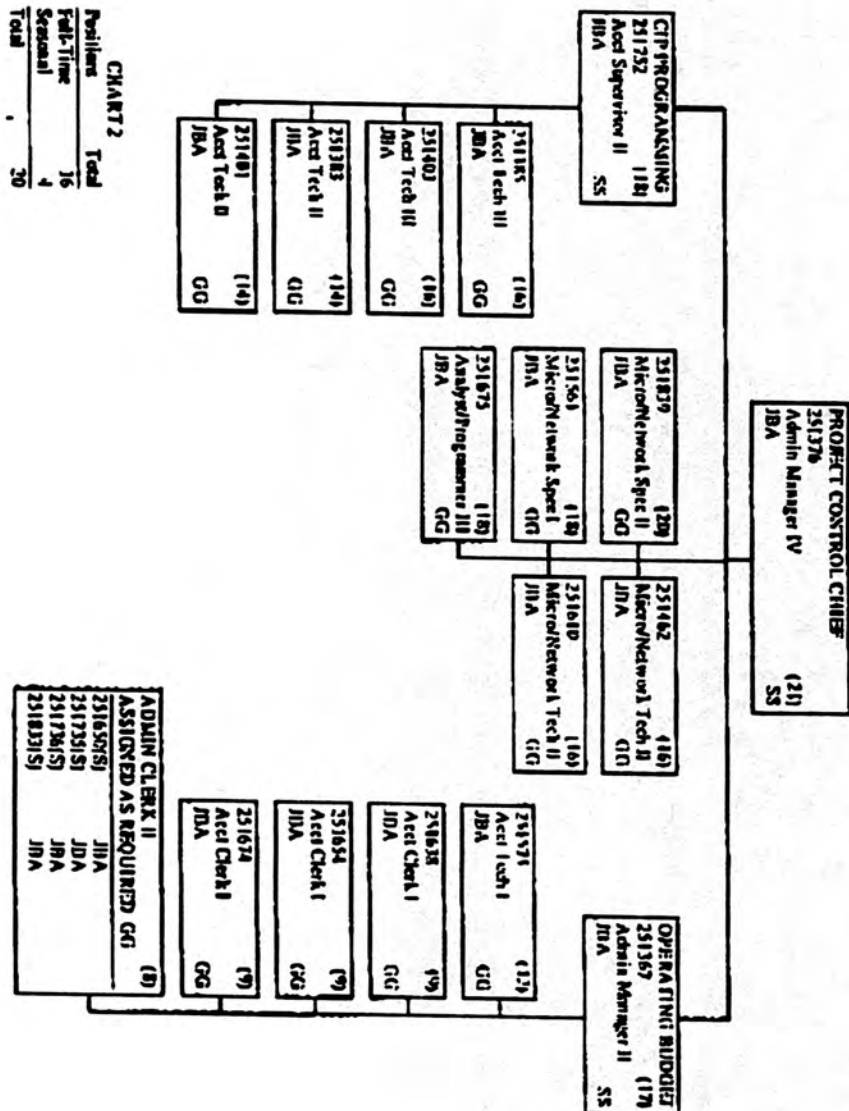


CHART 2

Position	Total
Full-Time	16
Seasonal	4
Total	20

PT-2000 IMPRINTING BY JACIT
PAGE 2 OF 6

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DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
CONSTRUCTION AND CIP SUPPORT
NORTHERN REGION CONSTRUCTION AND CIP SUPPORT 42295
NOVEMBER 1, 1998

PROJECT ENGINEERS ASSIGNED AS REQUIRED

Continued on Chart 3 page 3

ENG/ARCH III (22)		ENG/ARCH II (20)		ENG/ARCH I (19)		ENG. ASSOCIATE (19)	
SS	JDA	SS	JDA	SS	JDA	SS	JDA
251407	JDA	251331	JDA	251394	JDA	251431	JDA
251411	EAA	251027	EAA	251434	JDA	251609	JDA
				251609(S)	JDA	251769	JDA
				251784(S)	JDA	251779	JDA
						250836	JDA
						250828	JDA
EA II (18)		EA II (16)		EA II (Cont) (16)		EA I (14)	
GC	JDA	GC	JDA	GC	EAA	GC	JDA
251447	JDA	251387	JDA	251384	EAA	251537(S)	JDA
251534(S)	JDA	251443	JDA	251382(S)	JDA		
251639	JDA	251449	JDA	251631(S)	JDA		
251654(S)	JDA	251538	JDA	251632(S)	JDA		
251657	JDA	251654	JDA	251637	JDA		
251658	JDA	251657	JDA	251659	JDA		
251765	JDA	251658	JDA	251661(S)	JDA		
251781	JDA	251659	JDA	251670	JDA		
251796	JDA	251772(S)	JDA	251734	JDA		
		251541(S)	EAA	251747(S)	JDA		
		251555	JDA	251761(S)	JDA		
		251781(S)	JDA	251814(S)	JDA		
		251794(S)	JDA	251841(S)	EAA		

CHART 3 PAGE 2

FY2000 RATE: \$10,000
PAGE: 4 of 4

0000367

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
CONSTRUCTION AND CIP SUPPORT
NORTHERN REGION CONSTRUCTION AND CIP SUPPORT #2295
NOVEMBER 1, 1998

LADDER, TRADES & CRAFTS (L.I.) POSITIONS ASSIGNED AS REQUIRED

HET IV	WG 54
251467(S)	JDA
251469(S)	JDA
251470(S)	JDA
251474(S)	JDA
251477(S)	JDA
251479(S)	JDA
251467(S)	JDA
251749(S)	JDA
251758(S)	JDA
251850(S)	EAA
251852(S)	EAA

HET III	WG 55
251480(S)	JDA
251482(S)	JDA
251483(S)	JDA
251484(S)	JDA
251485(S)	JDA
251486(S)	JDA
251488(S)	JDA
251489(S)	JDA
251490(S)	JDA
251492(S)	JDA
251587(S)	JDA
251597(S)	JDA

HET III (Cont.)	WG 55
251615(S)	JDA
251678(S)	JDA
251680(S)	JDA
251762(S)	JDA
251763(S)	JDA
251834(S)	EAA
251857(S)	EAA
251875(S)	EAA
251876(S)	EAA

HET II	WG 57
251468(S)	JDA
251487(S)	JDA
251490(S)	JDA
251496(S)	JDA
251502(S)	JDA
251504(S)	JDA
251507(S)	JDA
251508(S)	JDA
251510(S)	JDA
251511(S)	JDA
251515(S)	JDA
251518(S)	JDA
251525(S)	JDA

HET II (Cont.)	WG 57
251569(S)	JDA
251596(S)	JDA
251598(S)	JDA
251684(S)	JDA
251688(S)	JDA
251689(S)	JDA
251691(S)	JDA
251693(S)	JDA

HET II (Cont.)	WG 57
251697(S)	JDA
251700(S)	JDA
251701(S)	JDA
251710(S)	JDA
251714(S)	JDA
251745(S)	JDA
251811(S)	JDA
251820(S)	EAA

HET I	WG 59
251505(S)	JDA
251515(S)	JDA
251520(S)	JDA
251524(S)	JDA
251526(S)	JDA
251566(S)	JDA
251666(S)	JDA
251715(S)	JDA
251717(S)	JDA
251861(S)	EAA
251862(S)	EAA

LADDER	WG 58
251560(S)	JDA

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
CONSTRUCTION AND CIP SUPPORT
NORTHERN REGION CONSTRUCTION AND CIP SUPPORT
NOVEMBER 1, 1999

REGIONAL CONSTRUCTION ENGINEER
(see Chart 2, Page 1)

DISTRICT ENGINEERING MANAGER
251778 (22)
Eng/Arch III
117A SS

251806 (10)
Admin Clerk III
117A CIG

PROJECT ENGINEERS ASSIGNED AS REQUIRED
CG

ITA	
Eng/Arch I	(19)
251785	
251787	
Eng Associate	(19)
251795	
251807(S)	
251816	
EA III	(18)
251576	
251780(S)	
251824(S)	
EA II	(10)
251627(S)	
251642(S)	
251784(S)	
251812(S)	
251820(S)	
251822	

SEASONAL POSITIONS ASSIGNED AS REQUIRED
LL

ITA	
III ET IV	WG 54
251668(S)	
251823(S)	
III ET III	WG 55
251786(S)	
251794(S)	
251802(S)	
III ET II	WG 57
251787(S)	
251794(S)	
251792(S)	
251794(S)	
251804(S)	
251819(S)	

SEASONAL POSITIONS ASSIGNED AS REQUIRED
LL

ITA	
III ET I	WG 90
251801(S)	
251825(S)	
251809(S)	
251814(S)	
251824(S)	
Auto Lab Aide II	WG 57
251804(S)	

CHART 4

Position	Total
Full-Time	8
Seasonal	25
Total	33

1720000P RAILING BUILDING
PAGE 6 OF 6

0000369

To: Frank Dillon, Chair
DOT & PF subcommittee
Privatization Commission

From: Kurt Parkan

9/9/99

Enclosed are items for the subcommittee's consideration:

- 1) Highways and Aviation FY 99 budget (as requested)
- 2) response to Rep. Halcro's letter, with attachments
- 3) 3/8/89 memo related to SEF preventive maintenance v. private shop maintenance

FY99 Authorized Highways & Aviation

	<u>GF/PR</u>	<u>Other</u>	<u>Total</u>	<u>% of Total</u>
Highways & Aviation				
Highways	\$ 54,404.1	\$ 1,436.9	\$ 55,841.0	
Airports	\$ 17,973.0	\$ 929.8	\$ 18,902.8	
Subtotal Highways & Aviation	\$ 72,377.1	\$ 2,366.7	\$ 74,743.8	
 Highways M&O by Region				
Central	\$ 18,829.2	\$ 539.3	\$ 19,368.5	
Northern	\$ 29,184.4	\$ 320.2	\$ 29,504.6	
Southeast	\$ 6,390.5	\$ 577.4	\$ 6,967.9	
Subtotal Highways M&O	\$ 54,404.1	\$ 1,436.9	\$ 55,841.0	75%
 Airports M&O by Region				
Central	\$ 8,150.1	\$ 459.8	\$ 8,609.9	
Northern	\$ 7,199.0	\$ 462.3	\$ 7,661.3	
Southeast	\$ 2,623.9	\$ 7.7	\$ 2,631.6	
Subtotal Airports M&O	\$ 17,973.0	\$ 929.8	\$ 18,902.8	25%

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES OFFICE OF THE COMMISSIONER

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898

TEXT: (907) 485-3852
FAX: (907) 586-8365
PHONE: (907) 485-3900

September 9, 1999

The Honorable Andrew Halcro
Alaska State Legislature
716 West 4th Street, Suite 620
Anchorage, Alaska 99501

Dear Representative *Andrew* Halcro:

Thank you for your letter of June 23 regarding the use of in house design staff versus the use of consultants and please accept my apology for the delayed response. In October of 1997, I created a new division within the Department and consolidated nearly all of the design staff into the new division, Statewide Design & Engineering Services (D&ES.) The D&ES Division is responsible for the design of the Department's projects with a few exceptions. Buildings in Central Region, the Gateway Alaska project and the design of vessels for the Alaska Marine Highway System are not under D&ES. The D&ES Division designs the highways, airports, bridges, ports, harbors, buildings in Northern and Southeast Regions and miscellaneous other projects for the Department.

There are a number of ways to measure the percentage of our design work that is performed by in house staff and by consultants. Each method tends to have some margin of error that has to be accounted for and explained. The method that I prefer is based on the total budget and expenditures for design. I find the method easy to explain and that it makes intuitive sense to most people. The D&ES Division has a Capital Improvement Program (CIP) budget for personal services that, in round numbers, is \$29 million. The Capital Budget is divided into elements that include appropriations for the design of highways, airports and miscellaneous other facilities. The CIP funds used by the Department's design staff is a percentage of the total expenditures incurred by the Department for design. The Department's design staff cannot perform all of the design work necessary to produce the Capital Improvement Program and so we use consultants to produce what we can't. From the numbers below, you can see that roughly one-half of the Department's design work is performed by staff that is not employed by the Department. The inherent inaccuracies of this method tend to be offsetting. In other words, items not accounted for such as the cost of photocopies, project related travel, etc. are balanced by such things as employee turnover and vacant positions.

<u>Design Funding</u>	<u>FFY00</u>
Federal Highway Administration	43M
Federal Aviation Administration	7M
Miscellaneous Programs	3M
Total Design Funding	53M
Division CIP Personnel Services Budget	29M
Difference	24M
Percentage of Design by Consultants	45%

Representative Halcro

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September 9, 1999

The following is a listing of the work that the Design and Engineering Services Division contracts for in a typical year. We contract for nearly every activity the Division performs with just a few exceptions. The main exceptions are management, administration, contract administration, review appraisals, and permits.

The major disciplines:

Civil Engineering
Geotechnical Engineering
Traffic Engineering
Structural Engineering
Environmental Engineering
Architecture
Landscape Architecture
Mechanical Engineering
Electrical Engineering

Facility types:

Highways
Airports
Buildings
Bridges
Harbors
Marine terminals

Primary Design Contracts:

Highway design
Airport design
Building design
Bridge design
Harbor design
Marine terminal design

Specialty Contracts:

Design elements for the facilities listed above
Surveying
Aerial surveying and mapping
Aerial photography
ROW appraisals
Traffic engineering
Traffic data collection
Traffic studies
Geotechnical investigation and reporting
Materials testing

Specialty Contracts Continued

Welding inspection
Corrosion inspection
Environmental document preparation
Environmental monitoring and reporting
Environmental site assessments
Out-of-state inspections
Corrosion protection design
Pavement design
Pavement management data collection and reporting
Research projects
Design Study Reports
Right-of-way mapping
Utility conflict reports
Training
Public involvement
Public information
Hydrology
Value engineering
Landscape architecture
Management consulting
Grant close-outs
Computer programming and technical support
Specification writing
Legal reviews
Utility relocations
Technical writing for manuals
Publication development
Cost estimating
Underwater inspections
Traffic control plans
Erosion and sediment control plans
Traffic signal design
Lighting design
Retaining wall design
Drafting

Representative Halcro

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September 9, 1999

We use consultants as though they were an extension of our own staff. They are necessary for us to complete the design work required for each year's construction projects. They offer specialized technical expertise and equipment that is invaluable. The Department's use of consultants as a major part of our program for design and construction is in many ways a privatization success story. The D&ES Director, Mike Downing, and members of his staff meet regularly with representatives from the Consulting Engineers Council of Alaska to discuss issues of concern and to resolve shared problems. The relationship is healthy and in balance.

Our decisions on when to use a consultant or design a project in house are dependent on many factors. We consider the type of work; the time available for delivery; whether the scale of the project warrants the cost of procurement and oversight; the type and degree of technical complexity; the staff available; consultant workload; staff workload; the certainty of the design requirements; and many other aspects. Once the decision is made on the lead designer, there is the decision on who is responsible for the support functions such as traffic engineering, utility relocations, materials exploration, right-of-way engineering, surveying and more. Sometimes we support a consultant design and other times we use consultants to provide support service to our designs. We make these decisions according to our determination of the arrangement we feel is most advantageous to the public.

I am enclosing a copy of a March 18, 1999 letter Mr. Downing wrote to Representative Williams that answers your question regarding the Department's interpretation of AS 35.15.010. I am also enclosing an Attorney General's opinion relating to the issue, the same one that is referenced in the footnotes of the identical statute AS 19.10.170. The opinion states the statutes are not applicable to "...projects that are let out for construction under the competitive bidding statutes."

I am also enclosing a copy of summary information on civil engineers registered in Alaska that I distributed to the Privatization Commission DOT&PF Subcommittee. As you can see from the summary, the D&ES Division employees 132 of the 2475 civil engineers registered in Alaska, a small percentage. Also noteworthy is that a little over one-half of the civil engineers registered in Alaska live out of state. Alaska registration is required of anyone practicing engineering for use in our state. All of the design work performed by the Department's staff is by Alaska residents. Federal regulations do not allow us to discriminate in our contracts on the basis of geographic location. One result is that some of our consultant designs are performed out of state, most commonly technical specialties. For instance, the Alaska Marine Highway system vessel refurbishment designs are 100% by consultants and are almost all completed by out of state firms. As I told the Privatization Commission DOT&PF Subcommittee, I want to keep as much work in Alaska as possible.

When Congress passed the Transportation Equity Act for the 21st Century, TEA-21, Alaska received a considerable increase in our Federal Highway funding. We have also seen an increase in our funding for the design and construction of airports from the Federal Aviation Administration. The combined effect has our staff and the consultants we use scrambling to produce the construction bid packages necessary to obligate the funding and advertise the work for construction. I am pleased to tell you that in federal fiscal year 1999, we have fully obligated all the funding made available and even requested additional funding from the Federal Highway Administration (FHWA.) Other states were not able to use all of their highway funding and Alaska recently received an additional \$1.397 million as part of a nationwide reallocation of excess FHWA funds. This is a good example of how well our program for design is serving the Alaska public.

Representative Halcro

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September 9, 1999

I hope I have answered all of your questions. If not, I can be reached at (907) 465-3901.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Perkins", written over a horizontal line.

Joseph L. Perkins, P.E.
Commissioner

Enclosures

cc: Frank Dillon, Chair DOT&PF Subcommittee, Privatization Commission

**Summary Information
Registered Civil Engineers**

Registered Civil Engineers by City	
Anchor Point	1
Anchorage	649
Auke Bay	8
Bethel	1
Big Lake	1
Chiniak	1
Chugiak	30
College	3
Copper Center	1
Delta Junction	1
Dillingham	1
Douglas	20
Dutch Harbor	1
Eagle River	67
Elmendorf	1
Ester	3
Fairbanks	151
Girdwood	1
Gustavus	2
Healy	2
Homer	8
Juneau	99
Kasilof	5
Kenai	9
Ketchikan	12
Kodiak	13
Kotzebue	1
Manley	1
McKinley Park	1
Nome	6
North Pole	10
Palmer	25
Petersburg	5
Salcha	1
Seward	1
Sitka	11
Skagway	2
Soldotna	12
Sterling	1
Thorne Bay	1
Tok	1
Trapper Creek	2
Two Rivers	1
Unalaska	1
Valdez	8
Ward Cover	2
Wasilla	24
Willow	2
Wrangell	1
Yakutat	1
Total	1212

Registered Civil Engineers by DOT/PF Region	
Central	857
Northern	191
Southeast	164
Total	1212

Summary of Registered Civil Engineers	
Out of Country	26
Out of State (except WA)	788
WA	449
AK	1212
Total	2475

Staff Location:

The SD&ES Division staff reside in five locations: Anchorage, Fairbanks, Juneau, Valdez and Nome. The Director's office, Design and Construction Standards, Bridge Design, and the Ports and Harbors Chief are located in Juneau at the Department's Headquarters Building. Statewide Materials is located in Anchorage and the Research and Technology Transfer section is located in Fairbanks. The remaining staff reside in regional offices. There are 448 positions in the Division. The Division staff are located as follows:

Anch	Fairbanks	Juneau	Nome	Valdez
185	126	121	7	9

Professional Certifications

Registered Professional Engineers	132
Registered Professional Land Surveyors	24
Certified Geologists	10
International Right-of-Way Certification	10
NICET Certified Materials Technicians	1
 Other Professional *	 243
Administrative	38

Note: The total here is greater than 448 due to some of the staff holding dual registrations.

* Engineering Associates and Assistants, Right-of-Way Agents and Assistants, Environmental Analysts, Drafting Technicians, Microcomputer Technicians, and Local 71 Survey and Drilling Staff.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898
PHONE: (907) 465-2980
TEXT TELEPHONE: (907) 4653652
FAX: (907) 465-2460

March 18, 1999

Re: Application of AS 19.10.170

The Honorable Bill Williams
Alaska State Legislature
State Capitol, Room 502
Juneau, AK 99801-1182

Dear Representative Williams:

At last Friday's hearing on the Department's efforts to contract for services, you requested information regarding the Department's application of AS 19.10.170 "Construction by Department" and the nearly identical statute AS 35.15.010 "Construction by Department." These statutes are not redundant because Title 19 applies to highways and Title 35 applies to public works, which is defined to exclude highways. These statutes guide us in our use of the force account method for construction.

I assume from the discussion that another question from the committee was whether the Department was authorized to design highways at all considering the text of AS 19.10.170. My predecessor had a similar concern and in 1980 requested an opinion from the Department of Law. That is the same opinion published with the statute and discussed at the hearing. I have enclosed a complete copy of the opinion for your reference. The conclusions of the Assistant Attorney General are as follows:

"Based on the above, two conclusions follow: First, neither AS 19.10.170 nor AS 35.15.010 is concerned with design services involving a highway or public work that is not in the actual stage of ongoing construction. Second, neither AS 19.10.170 (b) nor AS 35.15.010 (b) is applicable to projects that are let out for construction under the competitive bidding statutes."

There have been some technical amendments to the statutes such as changing "Department" to "State" and "his" to "Commissioner's," but there are no meaningful differences between the statute today and the one in 1980. I hope I have answered all of your questions. If not, I can be reached at 465-2960.

Sincerely,



Michael L. Downing, P.E.
Director

cc: Joseph L. Perkins, Commissioner

MEMORANDUM

State of Alaska

TO: R. D. Shumway
Deputy Commissioner
Design & Construction
DOT/PP

DATE: November 21, 1980

FILE NO: J-66-360-81 (0008)

TELEPHONE NO: 465-3603

FROM: Jack McGee, Supervising Attorney
Assistant Attorney General
Transportation Section
Department of Law - Juneau

SUBJECT: Interpretation of
AS 19.10.170 and
AS 35.15.010

Two questions have been raised concerning the meaning and application of AS 19.10.170 and AS 35.15.010. These questions are as follows:

1. Are AS 19.10.170 and AS 35.15.010 concerned only with services related to the actual construction of a highway or a public work or are they also concerned with design services involving a highway or public work that is not yet in the actual construction stage?

2. Are AS 19.10.170 and AS 35.15.010 applicable to highway and public works projects that are let out for construction under the competitive bidding statutes?

Part I of this memorandum will deal with the first question; Part II, the second.

Part I:

AS 19.10.170 and AS 35.15.010 read as follows:

Sec. 19.10.170. Construction by department. (a) Except as provided in AS 44.33.300, it shall be the general policy of the department to require the construction of all highways under bid contract. However, subject to the provisions of (b) of this section, when the estimated cost of a construction project is less than \$100,000 or when it appears to be in the best interests of the state, the department may perform the work notwithstanding any other provisions of law.

R. D. Shumway
November 21, 1980
Page 2

(b) Construction or professional services in connection with the construction of highways performed by the department under (a) of this section which have an estimated cost exceeding \$5,000 may not be performed by the department unless the commissioner determines, in writing, that the cost to the state will be less than that incurred as a result of a formally advertised or negotiated contract. The determination of the commissioner shall be supported by findings of fact which shall set out enough facts and circumstances to clearly justify the determination. The determinations and findings shall be maintained as a permanent record of the department.

(c) In this section, "professional services" means architectural, engineering, or land surveying services.

Sec. 35.15.010. Construction by department.

(a) Except as provided in AS 44.33.300, it shall be the general policy of the department to require the construction of all public works under bid contract. However, when the estimated cost of a construction project is less than \$100,000, or when it appears to be in the best interests of the state, the department may perform the work, notwithstanding any other provisions of law. A complete record shall be kept by the commissioner or his designee of all transactions entered into under this section including names of employees involved in the transactions.

(b) Construction or professional services in connection with the construction of a public work performed by the department under (a) of this section which have an estimated cost exceeding \$5,000 may not be performed by the department unless the commissioner determines, in writing, that the cost to the state will be less than that incurred as a result of a formally advertised or negotiated contract. The determination of the commissioner shall be supported by findings of fact which shall set

R. D. Shumway
November 21, 1980
Page 3

out enough facts and circumstances to clearly justify the determination. The determinations and findings shall be maintained as a permanent record of the department.

(c) In this section, "professional services" means architectural, engineering, or land surveying services.

The meaning of AS 19.10.170 is clear. Subsection (a) of the statute says that "it shall be the general policy" of DOT/PF to require that the construction of highways be done by public contract, i.e., by competitive bidding. The section then goes on to say that there are two exceptions to this general policy. These exceptions are as follows:

1. If the project is for less than \$100,000, then DOT/PF can "perform the work."
2. If it is in the best interests of the state, then DOT/PF can perform the work even if the cost of the project is in excess of \$100,000.

Subsection (b) of AS 19.10.170 says that for those highway projects where DOT/PF does the actual work, i.e., constructs the highway, then professional services required "in connection with the construction" of the highway cannot be performed by DOT/PF if the estimated cost of such services exceeds \$5,000. On the other hand, if the commissioner of DOT/PF "determines, in writing, that the cost to the state will be less" if the state performs these professional services, then the state can perform these services itself. ("Professional services" are defined in subsection (c) to mean "architectural, engineering, or land surveying services.") 1/

1/ In cases where the cost of construction exceeds \$100,000 and where DOT/PF elects to do the work, subsection (b) also requires a written determination by the commissioner to justify construction by DOT/PF.

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November 21, 1980
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Relating AS 19.10.170(b) to the first question, the issue becomes whether "professional services", as used in (b) includes design services. Since professional services in (b) are restricted to services "in connection with the construction" of highways, pure design services would not seem to fall within the scope of (b). This conclusion is supported by three reasons: First, pure design services are not directly related to the actual construction of a highway. The design of a highway is more in the nature of an abstract plan. By definition, the design or plan of a highway must exist prior to the actual construction of the highway. The reverse, however, is not true. Thus the existence of the plan or design does not imply the existence of the highway. Once the design exists, the highway may or may not actually be constructed. The design of a highway then is separate and distinct, i.e., unconnected, from the actual construction of the highway. It follows, therefore, that the prior design of highways cannot be considered to be a "service in connection with the construction of highways."

Secondly, the phrase "services in connection with the construction of highways" implies a temporal conjunction between the professional services and the actual construction of the highway. In other words, the professional services must be directly linked to the actual and ongoing construction of a highway. Since design services, by their nature, always precede by a considerable length of time the actual construction of a highway, it is unreasonable to consider such services to be directly linked, in a temporal sense, with the actual construction of a highway project.

The third reason why pure design services ought not to be considered to fall within the scope of AS 19.10.170(b) is that DOT/PF has a statutory duty to plan and design Alaska's highway system. AS 44.42.020(a)(1) says that DOT/PF has the duty to "plan, design, construct, and maintain all state modes of transportation. . . ." Similarly, AS 19.10.160 says that DOT/PF "shall prepare and adopt uniform standard plans and specifications for the establishment, construction, and maintenance of highways in the state", while AS 19.10.140 places a duty on DOT/PF "to establish a continuing, long-range program for highway construction and maintenance." And finally, AS 19.05.010 says that DOT/PF is responsible for the planning of the state highway system.

R. D. Shumway
November 21, 1980
Page 5

It is beyond dispute that, considered together, the above four statutes place a legal duty on DOT/PF to plan and design highways. Certainly, if the legislature had intended AS 19.10.170(b) to include design services, the legislature, being fully cognizant of DOT/PF's statutory duty to design highways, would have stated as much. Since it did not do so, it must be concluded that the legislature did not intend AS 19.10.170(b) to include highway design services and that DOT/PF's statutory duty in regard to the design of highways in Alaska remains intact. 2/

Since the language of AS 35.15.010(b) and (c) is virtually identical to AS 19.10.170(b) and (c), the reasoning set out above is relevant to the question of whether AS 35.15.010(b) includes design services within its scope. The three reasons discussed above, therefore, justify the conclusion that AS 35.15.010(b) does not encompass design services. As was the case with highways, DOT/PF also has the statutory duty to "plan, design, construct, and maintain . . . communication facilities, and all docks, floats, breakwaters, buildings, and similar facilities;". Further, DOT/PF, by virtue of AS 35.05.010, has the responsibility for "planning and construction of public works." In addition, AS 35.10.010 requires DOT/PF to "prepare and adopt plans and specifications and determine standards for the construction of each public work." Again, if the legislature had intended AS 35.15.010(b) to include design services for public works that are not in the stage of actual construction, then the legislature would have clearly stated as much. It must be concluded, therefore, that AS 35.15.010(b) is not intended to include pure design services within its scope.

2/ The question here is one of legislative intent. See C.P. Sands, Sutherland Statutory Construction, § 45.05, (1973). Since the legislature did not specifically include design services in this statute, considerable significance must be attached to this omission in ascertaining the legislature's intent. See Ibid., § 47.23 and § 47.24.

R. D. Shumway
November 21, 1980
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Part II:

The question considered here is whether AS 19.10.170(b) and AS 35.15.010(b) are applicable to highway and public works projects that are let out for construction under the competitive bidding statutes. The operative phrases of each statute are as follows:

AS 19.10.170(b). Construction or professional services in connection with the construction of highways performed by the department under (a) of this section . . .

AS 35.15.010(b). Construction or professional services in connection with the construction of a public work performed by the department under (a) of this section . . .

The language of both statutes is clear; the operative language of subsection (b) of both statutes applies only to those projects that are actually constructed by DOT/PP pursuant to subsection (a) of each respective statute. Neither AS 19.10.170(b) nor AS 35.15.010(b) is applicable to a project that is let out for construction under the competitive bidding statutes.

Conclusion:

Based on the above, two conclusions follow: First, neither AS 19.10.170 nor AS 35.15.010 is concerned with design services involving a highway or public work that is not in the actual stage of ongoing construction. Second, neither AS 19.10.170(b) nor AS 35.15.010(b) is applicable to projects that are let out for construction under the competitive bidding statutes.

JM/bc

MEMORANDUM

State of Alaska

TO: Dale Louk
Vehicle Coordinator
Department of Public Safety

DATE: 03/08/89

FILE NO: 1100

TELEPHONE NO: 337-1528

THRU:

SUBJECT: Alternate Source for
AST Vehicle Services
1st Sgt Greg Close's
Memo

FROM: Keith Nelson
Equipment Manager
Central Region

First one of the primary functions of any Vehicle Maintenance Facility to hold repair cost down is to have a high quality Preventive Maintenance Program capable of not only complete services, but also capable of spotting potential mechanical problems during normal and annual PM's. (this is a must)

The inspection portion of a P.M. is much more important in holding repair cost down than the actual service itself.

If these two functions are separated, the equipment supervision loses a major form of quality control which results in higher operating cost in the long run.

When the two are separated we lose the main concept of a P.M. Program. The regular scheduled P.M. service is two part.

A. The actual lube/oil change/filter change/adding fluids as required to diff/trans/brake cly/power steering/radiator.

B. The inspection.

1. Check:

- All lights.
- Brakes including emergency.
- Tie rod ends/ball joints/U joints.
- Exhaust system for possible leaks.
- Air pressure all tires/tread depth for possible alignment problems.
- All glass for chips/breakage.
- Leaks/oil/fuel/antifreeze.
- Loose wheel bearings/lug nuts.
- Battery/hoses/belts.

2. Final repair as required from the check list, then test drive.

Dale Louk

03/09/89

Example: During the late 70's and early 80's the operating rate for a 115 Class AST Unit Statewide was .32¢ per mi. During this period Public Safety was having the majority of their services/repairs done @ private shops. Since Nov 1, 1984 all services and repairs have been done by S.E.F. Shops and the FY90 rate statewide is .29¢ per mi. This is 6 years later and .03¢ per mi cheaper.

I would agree that the farther north you go the higher the cost per mi. to maintain a vehicle. There are many factors, such as weather/higher fuel/higher parts/higher labor. This is not a reflection on the mechanic or the supervisor, only the environment and location. As an example, Fairbanks cost to maintain a 115 Class Unit could be .31¢ per mi, while only collecting .29¢ per mi this is a .02 cent per mile loss. Anchorage area cost, on the other hand, could be .25 cents per mi or a .04 cent per month mi gain. Statewide average, counting all Regions, could very well be near .29 cents per mi.

Warranty work on vehicles is more complicated than Mr. Greg Close's statements.

First and foremost, any manager worth his salt would not spend a dollar to save a dime. Example:

1. Heater hose rubs a hole in it. (routed wrong)
2. A wire falls off. Charging system.
3. Radiator cap is bad.

1 - 3 are examples of spending a dollar to save a dime even though they are warranty work.

One mechanic and wrecker or 2 State Troopers would have to deliver the car to the vendor and pick it up after repairs are completed. In Anchorage this consists of 1 hr per round trip.

2 man-hour and wrecker time for SEF mechanics = @ 55.00X2 = \$110.00
4 man-hour for State Troopers = @ 28.00X4 = \$112.00

Either repairs above would be less than a half hour to repair. @ a Shop Rate of \$55.00 this equals \$27.00 for the repair plus minor parts @ approx \$5.00 for a total repair of \$32.50 vs \$110.00.

This type of warranty also affects the down time of the unit. The vendor often takes several days to perform minor repairs, while the State Shop can perform the repair in a much shorter period.

Dale Louk

03/09/89

Availability of Shops/Vehicles

The Anchorage State Shop is open 7 days a week, excluding Holidays, from 7 AM - 5:30 PM. Repair pool vehicles are assigned to the Detachments to cover vehicle down time. I realize that often AST forgets about the Repair Pool Units, but I assure you I have not.

What is State Equipment Fleet Overhead?

Very simple, overhead is any and all cost not directly charged to a wet rental unit or a billable repair order.

How is the Overhead Paid For?

1. Mark-up of mechanic wages and benefits (shop OHD)
2. Mark-up of parts (parts OHD)
3. Mark-up of fuel and motor oil (fuel & oil OHD)
4. Mark-up of replacement fees (Replacement Program OHD)

What Happens to Shop OHD When Work is Done at Private Shops?

Let's use Sergeant Greg Close's idea of having Quick Lube perform services.

1. If 1 mechanic is layed off due to outside services, the only overhead that goes away is that employees benefits. We still have:

- A. Building Rent
- B. Shop Supplies
- C. Supervisors
- D. Clerical Support Staff
- E. Vehicle Usage for SEF mechanics

This layed off mechanic's share of OHD is now redistributed to the remaining shop mechanics, which increases their OHD. (catch 22)

As a test I had the the Anchorage Service Oiler perform the same tasks as full service Quick Lube.

His actual time was:

19 min. @ Shop Rate \$55.00	= \$17.41
OHD & Motor Oil, 5 qt @ \$2.00 per qt.	= \$10.00
OHD & Oil Filter \$5.88	5.88
	<u>\$33.29</u>

Dale Louk

03/09/89

SEF does not charge any additional for topping off other fluids
i.e. trans/brake/diff/power steering/antifreeze.

Full service Quick Lube = \$31.95. This includes 1 pt of fluid.
Additional fluid cost \$2.25 per pint. If the unit requires 2
pints of fluid, Quick Lube cost would be \$34.24.

In closing, I am totally against Sergeant Close's recommendation.
If the State of Alaska is to maintain Maintenance Facilities for
the purpose of equipment and vehicle repair, then those facilities
should be used to their fullest capability and only major overflow
work should be farmed out at the discretion of the Equipment Managers.

attachments: comments from Elmer Elzig,
Central Region Equip Super.
Lanny Palmer,
Anch Light Duty Shop Foreman

cc: Donald Morfield
Ken Langel
All Equip Managers
Elmer Elzig
Lanny Palmer

KN/ms

Subject: New Co-Chair

Date: Mon, 04 Oct 1999 18:26:32 -0800

From: Marco Pignalberi <Marco_Pignalberi@legis.state.ak.us>

Organization: Alaska State Legislature

To: frank@alaskatruckingassoc.com, jaho@ch2m.com, besseeng@mtaonline.com, abrooks@ch2m.com, summit@arctic.net, hglenzer@gci.net, havilih@customcpu.com, shockstein@mbakercorp.com, sam_kito@asrc.com, Tom.Maloney@veco.com, tmeehan@dowl.com, Durt_Parkan@dot.state.ak.us, poneill@ciri.com, rrichins@coure.com, agc_ak@ibm.net, swells@alaska.net, thomas_young@bigfoot.com

To Department of Transportation Subcommittee Members:

In order to spread the workload and take the burden off Frank Dillon, Sam Kito's agreed to be the co-chair for the Department of Transportation Subcommittee. If you have any questions or would like to give your input, please contact Sam Kito III at 271-1425 or 267-6389. You can also e-mail him at sam_kito@asrc.com.
Thank you.

E-mailed
+
faxed
10/4/99