



# Alaska Department of Transportation & Public Facilities

## Highways & Rural Aviation Overview

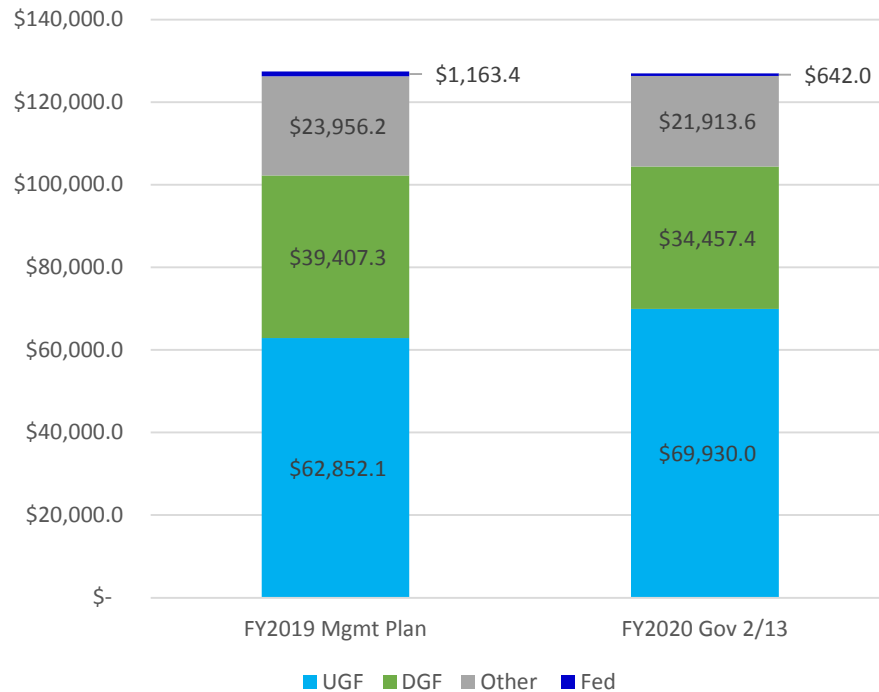
John Binder, DOT&PF Deputy Commissioner  
Mary Siroky, DOT&PF Deputy Commissioner  
Amanda Holland, OMB Management Director

March 14, 2019

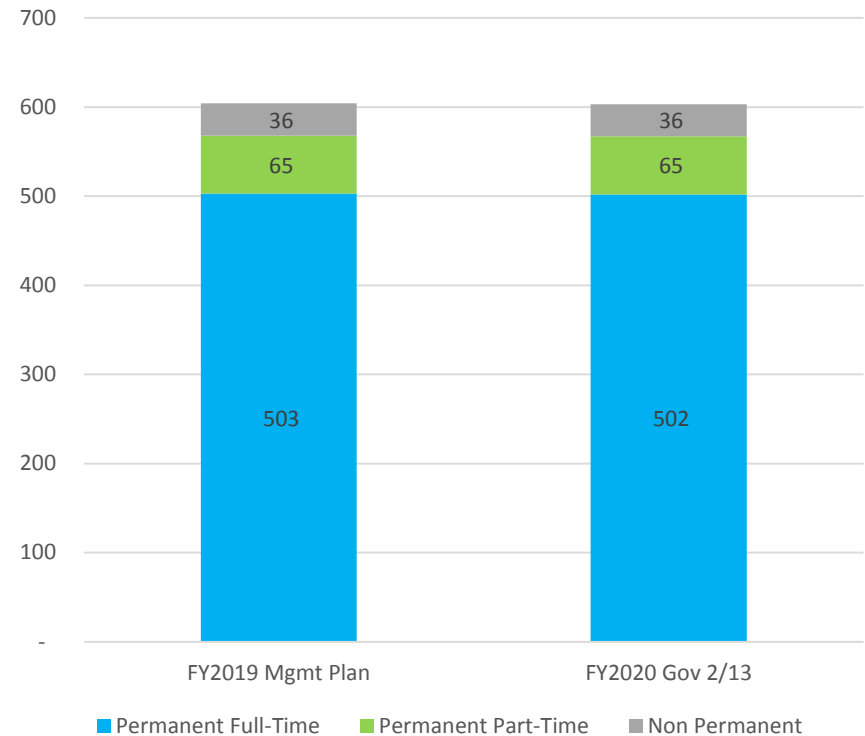
Our mission is to **Keep Alaska Moving** through service and infrastructure.

## Fund Source & Position Comparisons: Highways and Rural Aviation (\$ Thousands)

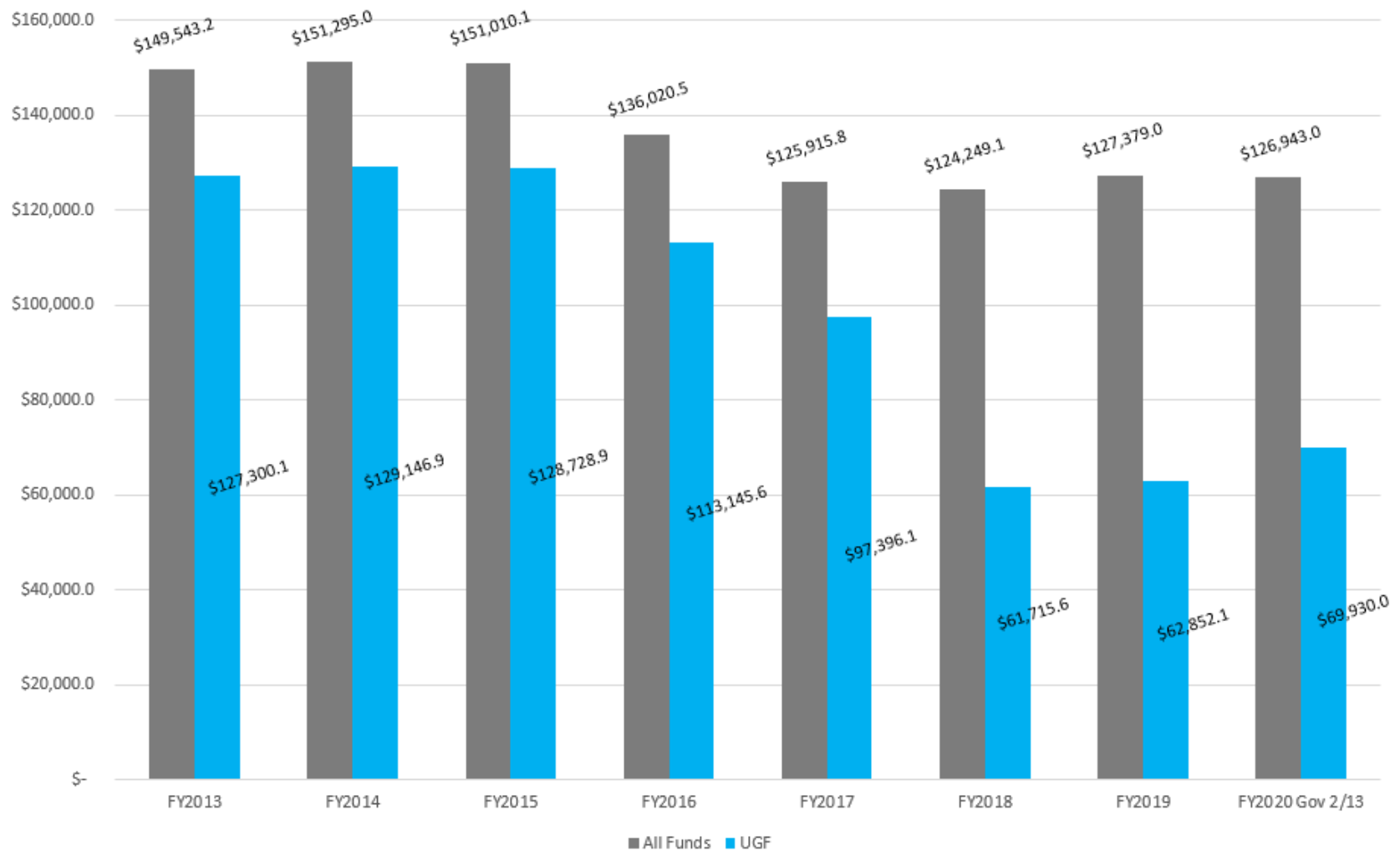
Funding Comparison  
(\$ Thousands)



Budget Position Comparison



## Highways & Aviation Authorization: FY2013 – FY2020 Gov 2/13



THE STATE  
of ALASKA  
GOVERNOR MICHAEL J. DUNLEAVY

## Budget Changes: Highways and Rural Aviation (\$ Thousands)

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- Reduce Cost of Rural Airport Maintenance (-46.9 UGF)
- Airport Maintenance Contracts and Insurance (421.4 UGF)
- Adak Airport Operations (146.0 UGF)
- Reverse One-time Item (-52.0 Adak Fund)
- Executive Branch 50% Travel Reduction (-462.8 GF)  
(-386.5 UGF; -6.7 DGF; -69.3 Other; -.3 Fed)

## Fund Source Changes: **Highways and Rural Aviation (\$ Thousands)**

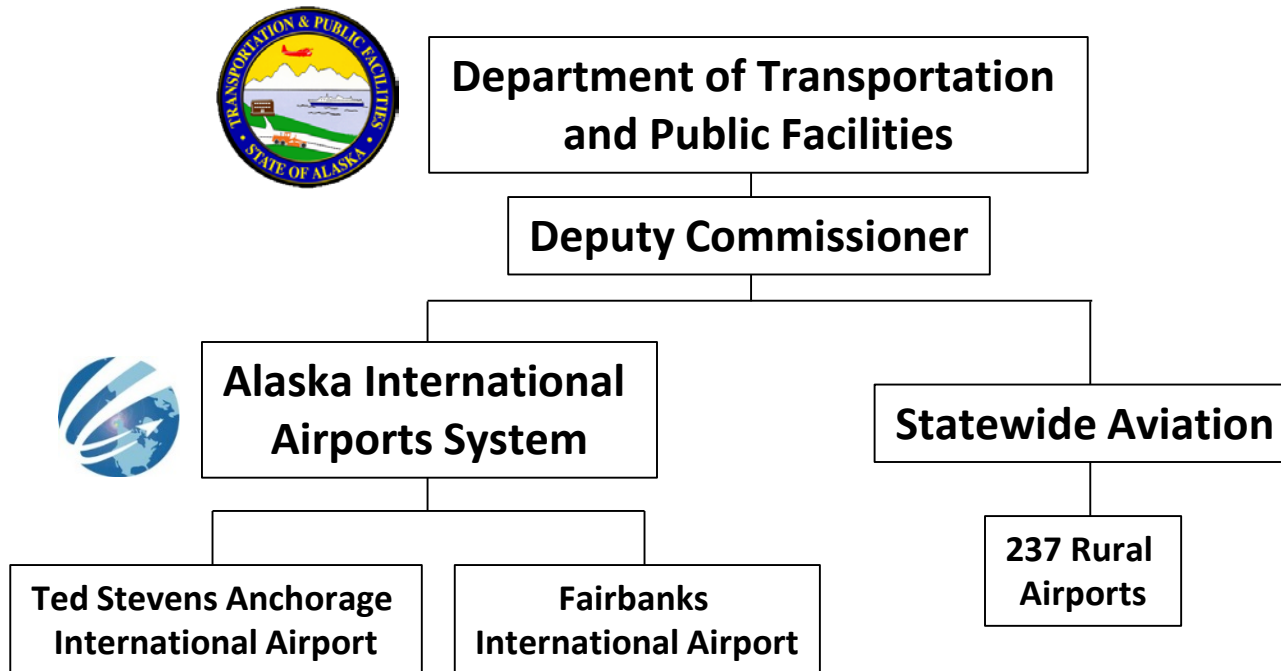
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- Replace Vehicle Rental Taxes with UGF to Avoid Potential Revenue Shortfall (-3,761.1 DGF; 3,761.1 UGF)
- Replace Airport Leasing Receipts with UGF to Avoid Potential Revenue Shortfall (-1,985.5 Other; 1,985.5 UGF)
- Replace Motor Fuel and Aviation Fuel Tax with UGF to Avoid Potential Revenue Shortfall (-1,232.1 DGF; -32.8 Other; 1,264.9 UGF)



# Statewide Aviation

# Organization/Leadership





# Rural System Scope and Scale

**237 DOT&PF owned/operated airports & seaplane bases**

**173 gravel & 46 paved airports; 17 Seaplane Bases & 1 heliport**

**19 Part 139 certificated airports (jet hubs)**

**Primary access for 82% of Alaskan communities off the contiguous road system**

**Rural System is not self sustaining; primarily funded by GF, some revenue via leases**





# Rural System Budget

## SFY'18

- Operating Cost = \$35.6M (+\$8.0M federal funds in FFY'18)
- Revenue = \$6.3M (Fuel Tax to GF = \$4.5M)

## System Sustainability

- Cost reductions/efficiencies
  - Sand/Chemical optimization
  - Maintenance conversion to federal program
- Cost recovery options
  - Fuel Tax
  - User/Registration Fee
  - Landing Fees

# AIP Rural System Funding FFY'15 through FFY'18

## **Federal Capital Funding**

- Rural System AIP annual average FFY'15 -'17 = \$138.2M
- FFY'18 AIP = ~\$130.8M

## **Rural Airport System State Match Required**

- Generally 6.25% of project eligible costs
- A few Essential Air Service airports in designated economically distressed communities qualify for a 5% match of project eligible costs
- Annual airport match ~\$11M

# Major Rural System AIP Construction Projects Expected to be Funded in FFY'19 & '20

## Pavement Rehab

- Barrow
- Bethel
- Gustavus
- Kotzebue
- McGrath
- Unalaska

## Rural Access

- Crooked Creek
- Kotlik
- Newtok
- Point Hope
- Port Lions
- Seward
- South Naknek
- Toksook Bay

## Buildings

- Barrow
- Kotlik
- Napaskiak
- Seward
- Toksook Bay

**Alaska Airport Needs Directory:** [dot.alaska.gov/airport-portal-newsres.shtml](https://dot.alaska.gov/airport-portal-newsres.shtml)



# Rural Airport Maintenance

## **DOT-staff vs. Contract Maintenance:**

- DOT maintained – 105 (19 jet “hubs” or on road system)
- Contract – 129

## **Key Notes:**

- 5 airports/communities have zero residents
- 7 have 1-10 residents
- 8 have 11-25 residents



# Divestment Considerations

**Purpose & need**

**Alternate transportation modes available**

**Proximity of aviation alternatives**

**Community characteristics (population, economic/industry impacts, school, etc.)**

**Alternate operations & maintenance options**

**Federal obligations (federal grant funds utilized)**

# Non-Federally Obligated Airports

## Northern Region

- Basin Creek
- Bettles
- Chistochina
- Copper Center
- Gold King
- Livengood
- Nome City Field
- Quartz Creek (Kougarok)
- Salmon Lake
- Summit
- Tazlina
- Umiat

## Central Region

- Crown Point
- Homer SPB
- Kasilof
- Ninilchik
- Quartz Creek (Cooper Landing)
- Sheep Mountain
- Willow



# Maintenance Reduction Candidates

## **Portage Creek:**

- 2 residents, annual maintenance contract is \$16,000
- Candidate for “back country” reclassification

## **Ugashik:**

- 12 residents, annual maintenance contract is \$4,800
- Alternate airport available ½ mile away

## **Aleknagik:**

- 500 residents; recently completed bridge connects community to Dillingham
- Airport being transferred to the community (divested)

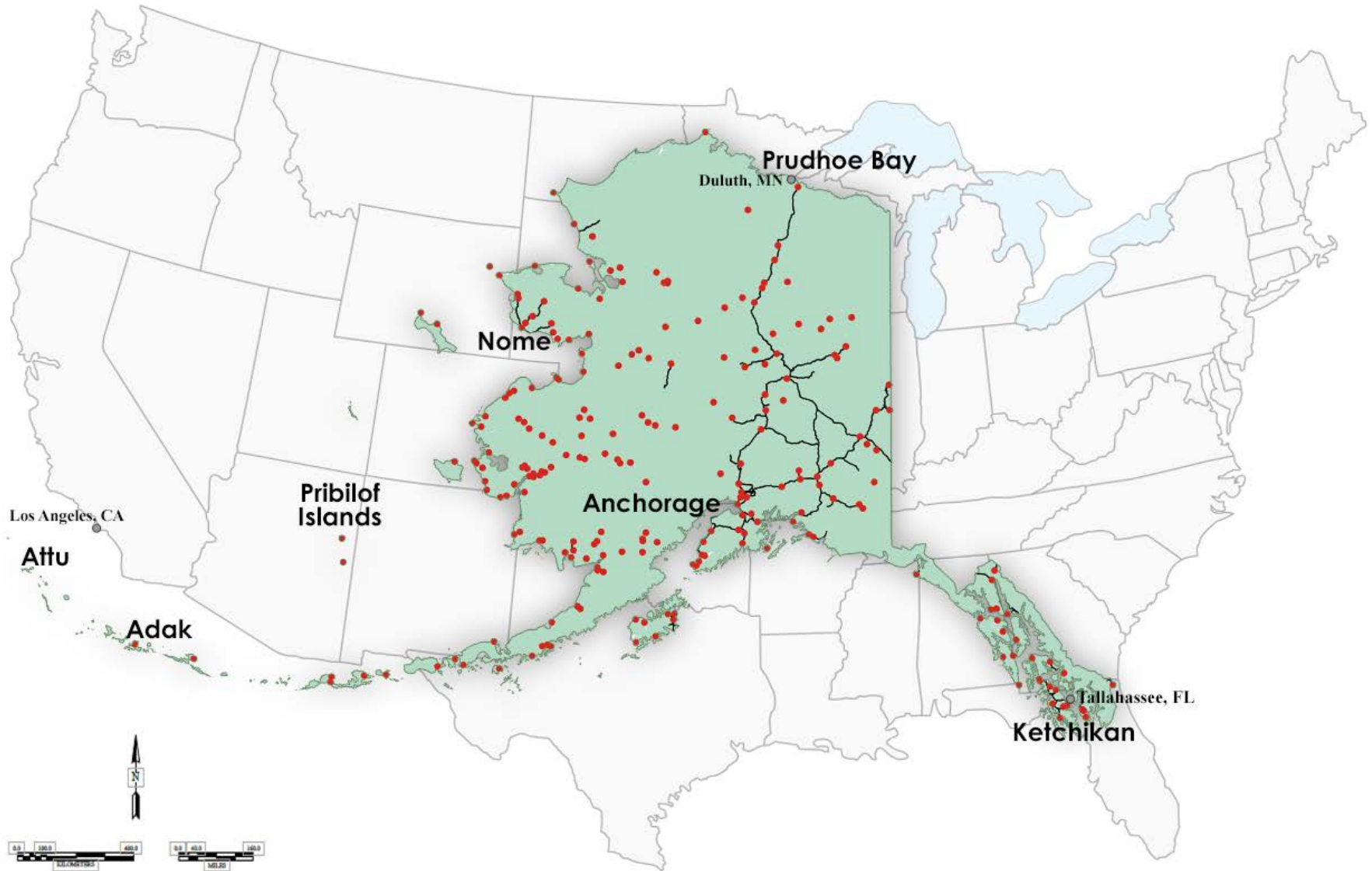
**Note:** Since 2009, the number of state-owned rural airports has decreased from 256 to 237



# Highways



# Vast and Geographically Diverse Responsibility



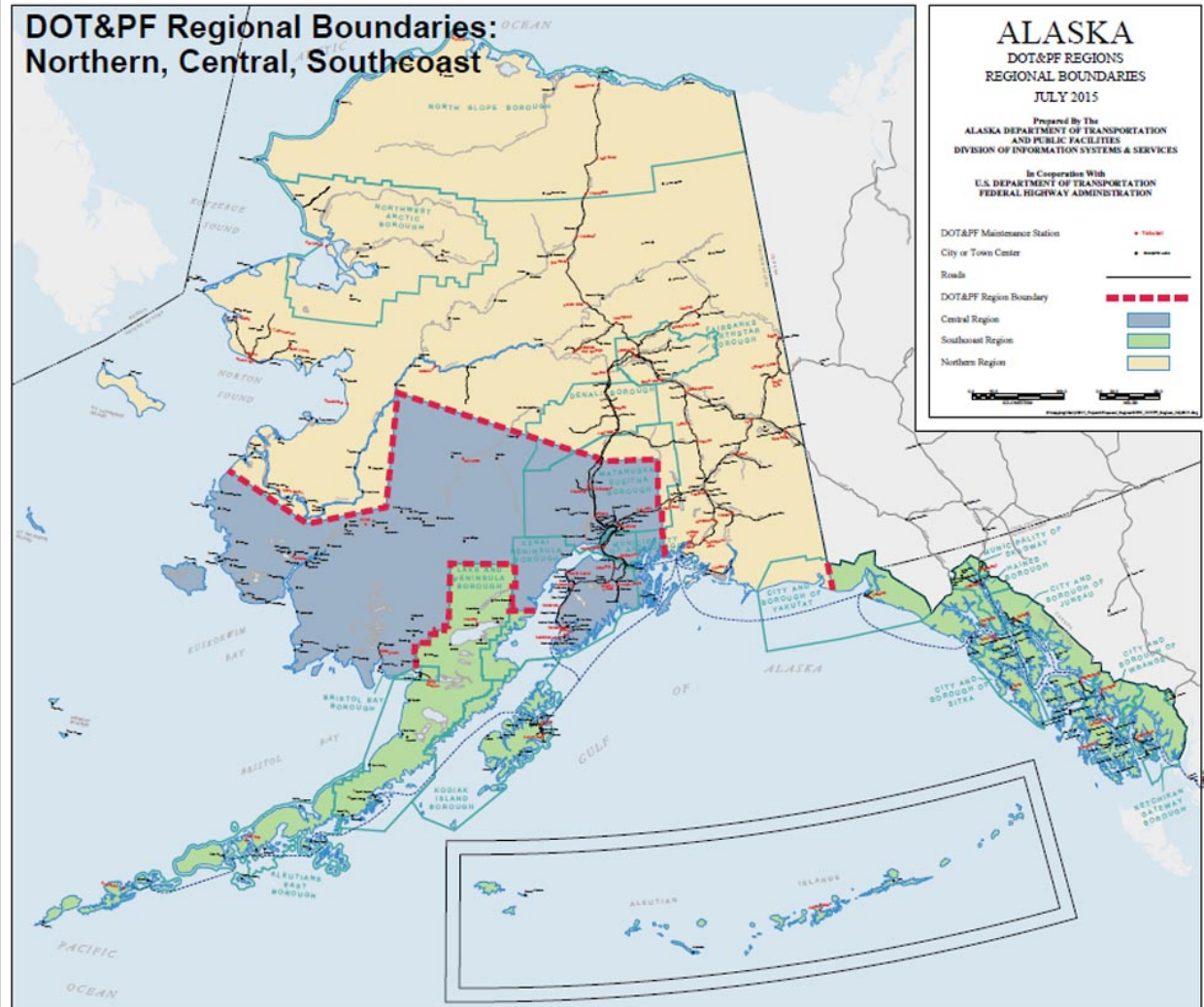
# Regional Organization

## Three Regions

- Northern
- Central
- Southcoast

## 13 Maintenance & Operation Districts

## 74 Staffed Maintenance Stations



# What We Preserve & Operate

## **5,629 center line miles of highways**

- 3,769 paved
- 1,860 unpaved
- 2,229 center line miles of NHS roads

## **74 staffed maintenance stations**

## **837 DOT&PF owned bridges**

## **239 State Airports (237 are rural airports)**





# What We Do

- Airport Management
- Aircraft Rescue and Fire Fighting
- Airport Security
- Airport Lighting Maintenance
- Asphalt Repairs: Hi-Float, pavement, Potholes, Crack Sealing, etc.
- Avalanche Mitigation
- Blading and Gravel Resurfacing
- Bridge Maintenance and Repair
- Drainage: Thaw and clean culverts, drainage ditch maintenance, and Erosion Control
- Paint Striping / Pavement Marking
- Signs, Delineation, Guardrail, and Markers
- Snow and Ice Control, Snow Plowing and Removal, Anti-icing and Deicing, Sanding
- Traffic Signal and Light Maintenance
- Vegetation Management
- And more...



# Efficiencies

## Flink Expandable Plow

Fully Retracted



Fully Extended



When the plow is fully retracted (on left) it is 11' long. The right and left extension can be operated independently. When fully extended (on right) the plow is 17' in length and can simultaneously plow the lane and shoulder, allowing one plow truck to clear the road instead of two. The plow is fully reversible so the operator can plow either to the right or left depending on the configuration of the road being plowed and weather conditions at the time of plowing.

# Results Based Alignment Consistent Levels of Service

## Roadway Priorities and Performance Targets

### Priority 1

High volume, high-speed roadways, such as expressways and safety corridors

### Priority 2

Major highways and arterials connecting communities

### Priority 3

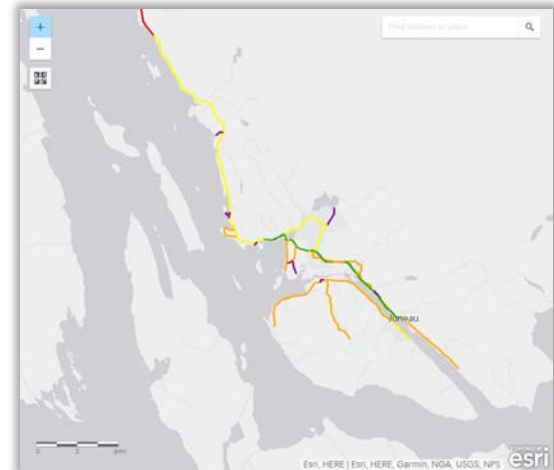
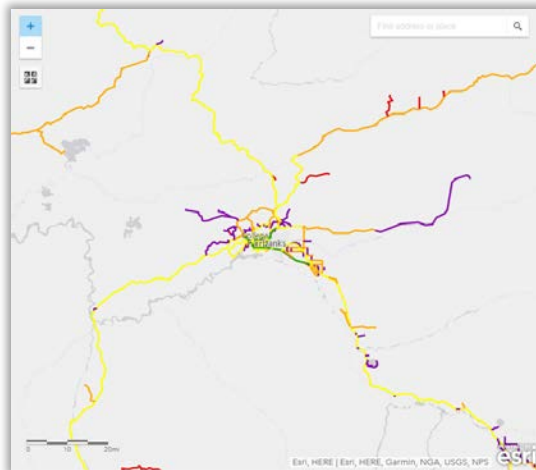
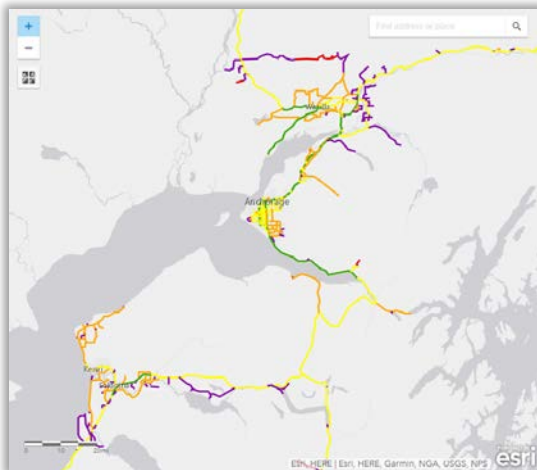
Major local roads or collector roads

### Priority 4

Minor local roads that primarily provide residential or recreational access

### Priority 5

Roadways that are designated as “No Winter Maintenance” routes, such as Denali Highway and Taylor Highway



Screenshots of interactive Winter Road Maintenance Priority Map for Anchorage, Fairbanks, and Juneau

# Snow & Ice Management

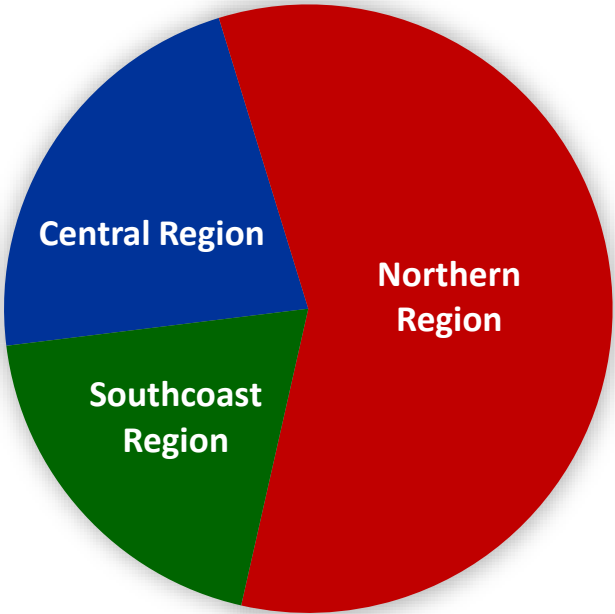
\$61,088.0

52.7% UGF

32.7% DGF

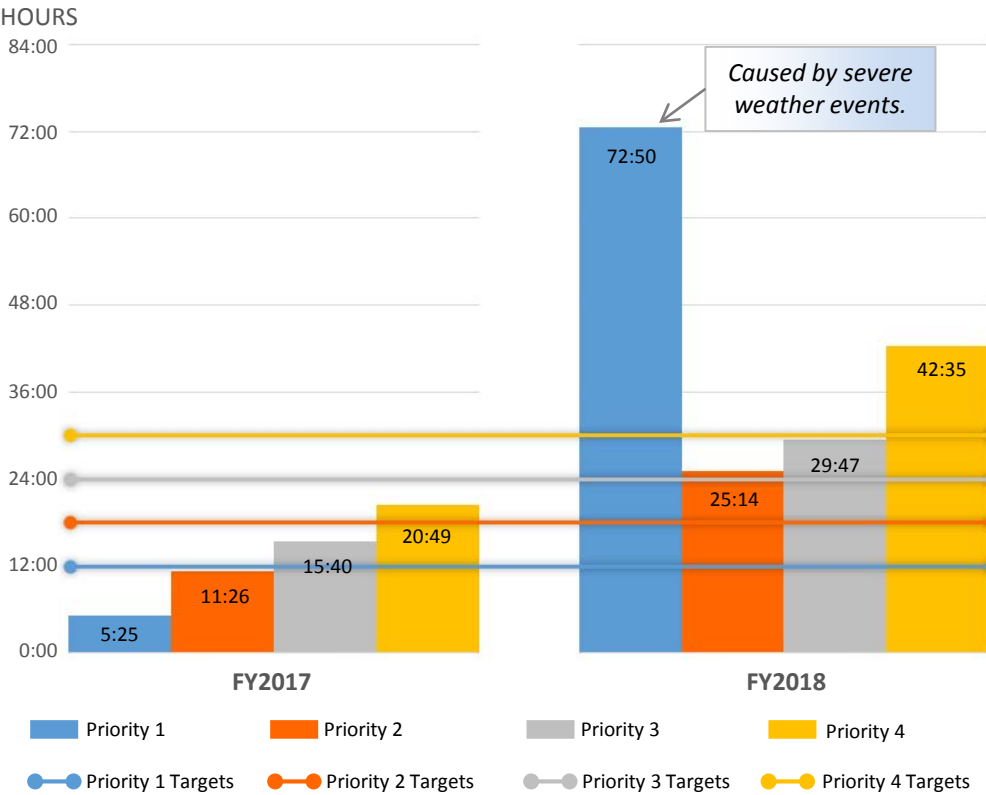
13.6% Other

1.0% Fed



Positions: 298

## Time to Restore Roadway to Target Condition (Statewide Average)



Priority	Adjusted Targets	% Success
1	12 hours	72%
2	18 hours	74%
3	24 hours	76%
4	30 hours	73%





# Thank You

**Mary Siroky**  
**DOT&PF Deputy Commissioner**  
(907) 465-3900  
[Mary.Siroky@alaska.gov](mailto:Mary.Siroky@alaska.gov)

**John Binder**  
**DOT&PF Deputy Commissioner**  
(907) 269-0730  
[John.Binder@alaska.gov](mailto:John.Binder@alaska.gov)

**Amanda Holland**  
**OMB Management Director**  
(907) 465-1233  
[Amanda.Holland@alaska.gov](mailto:Amanda.Holland@alaska.gov)



*Rock truck hauls on decommissioned side of Galena Airport. Photo by Larissa Figley, Alaska DOT&PF*

