



# Alaska Department of Transportation & Public Facilities

## House Finance Subcommittee Highways & Aviation

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

# Highways & Aviation

## CHALLENGES



Unrealizable Aviation &  
Motor Fuel Tax Receipts

Limited personnel at some  
maintenance stations

Changing weather patterns

Increase in commodities costs

Deferred maintenance

Turnover and recruitment

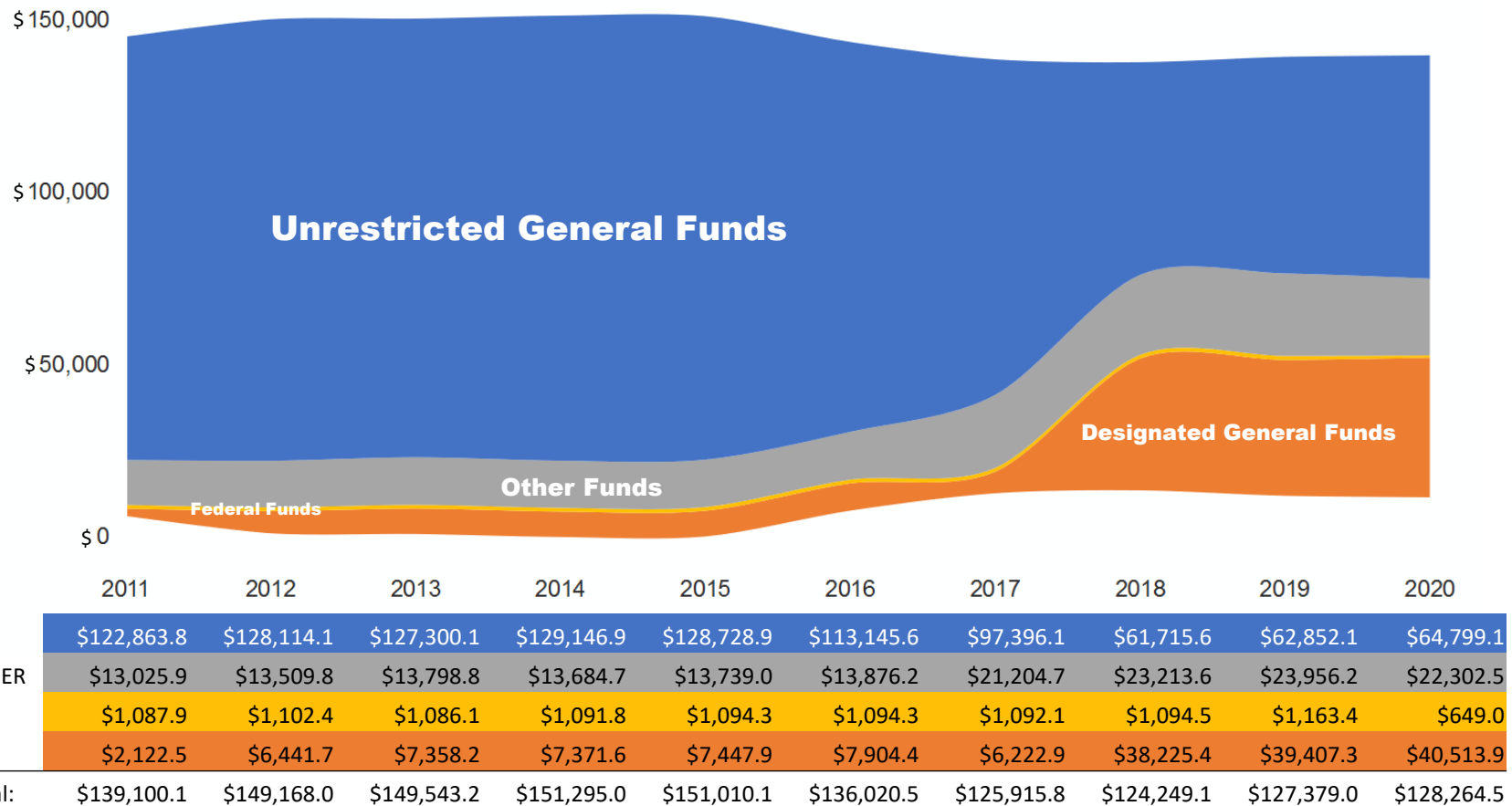


*Dalton Highway Conditions, Fall 2019*



*Skagway / Klondike Highway closure, January 2020*

# Highways & Aviation Components

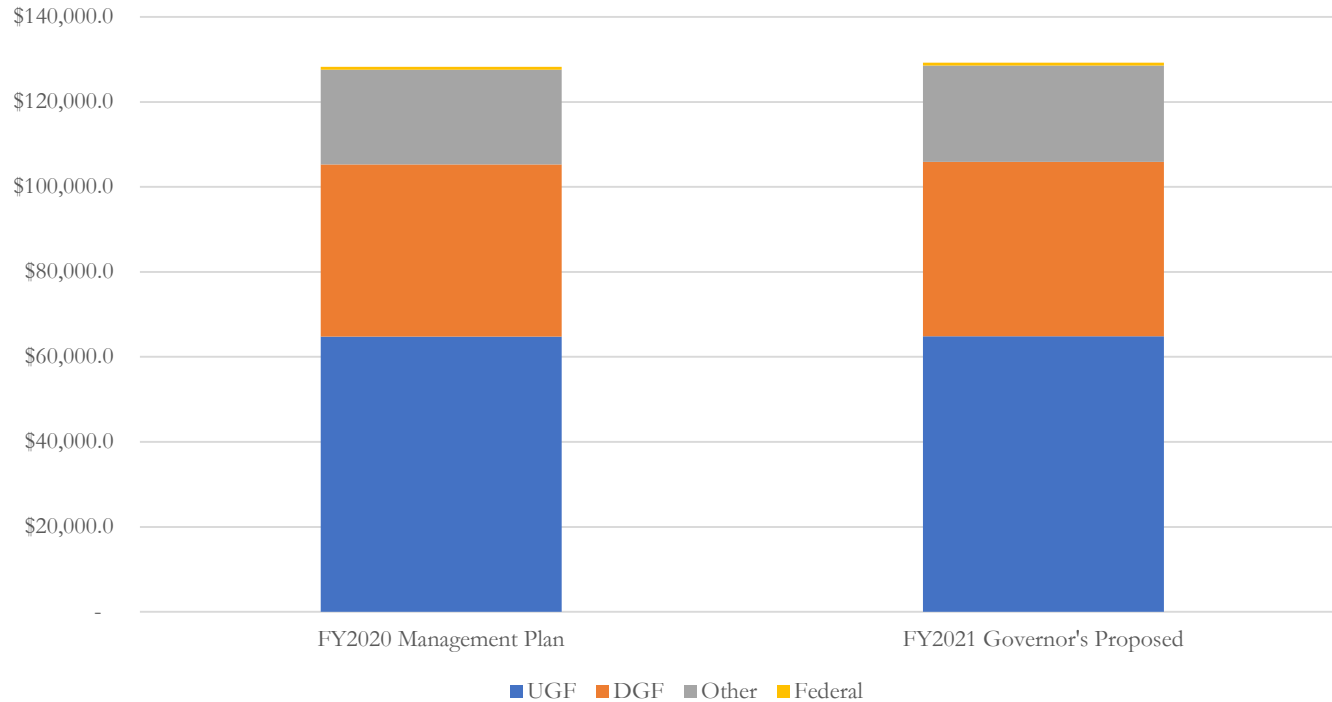


Budgeted, Management Plan

\$ in Thousands (1,000)



# FY2021 Operating Budget Comparison Highways & Aviation Components



\$ in Thousands (1,000)

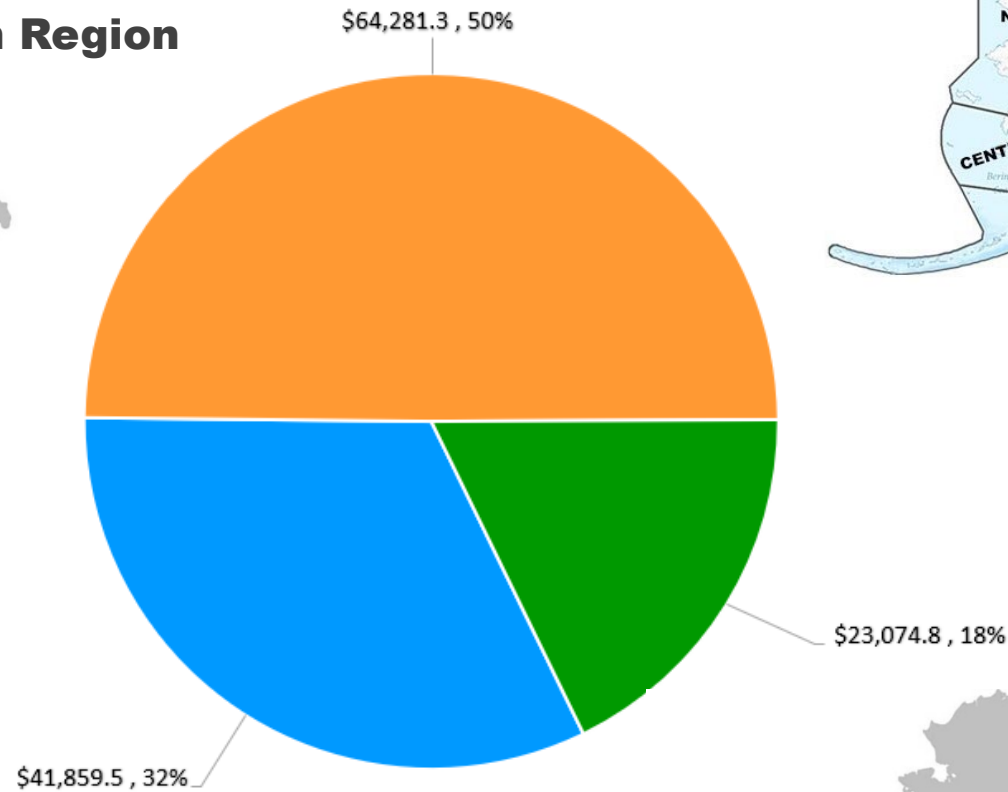
	FY2020 Management Plan	FY2021 Governor's Proposed	Difference FY2020 and FY2021	% Difference Between FY2020 and FY2021
UGF	\$64,799.1	\$64,869.3	\$70.2	0.11%
DGF	\$40,513.9	\$41,043.4	\$529.5	1.31%
Other	\$22,302.5	\$22,647.7	\$345.2	1.55%
Federal	\$649.0	\$655.2	\$6.2	0.96%
<b>Total</b>	<b>\$128,264.5</b>	<b>\$129,215.6</b>	<b>\$951.1</b>	<b>0.74%</b>



# FY2021 Proposed Operating Budget Highways & Aviation Components (\$129,215.6)



**Northern Region**



**Central Region**



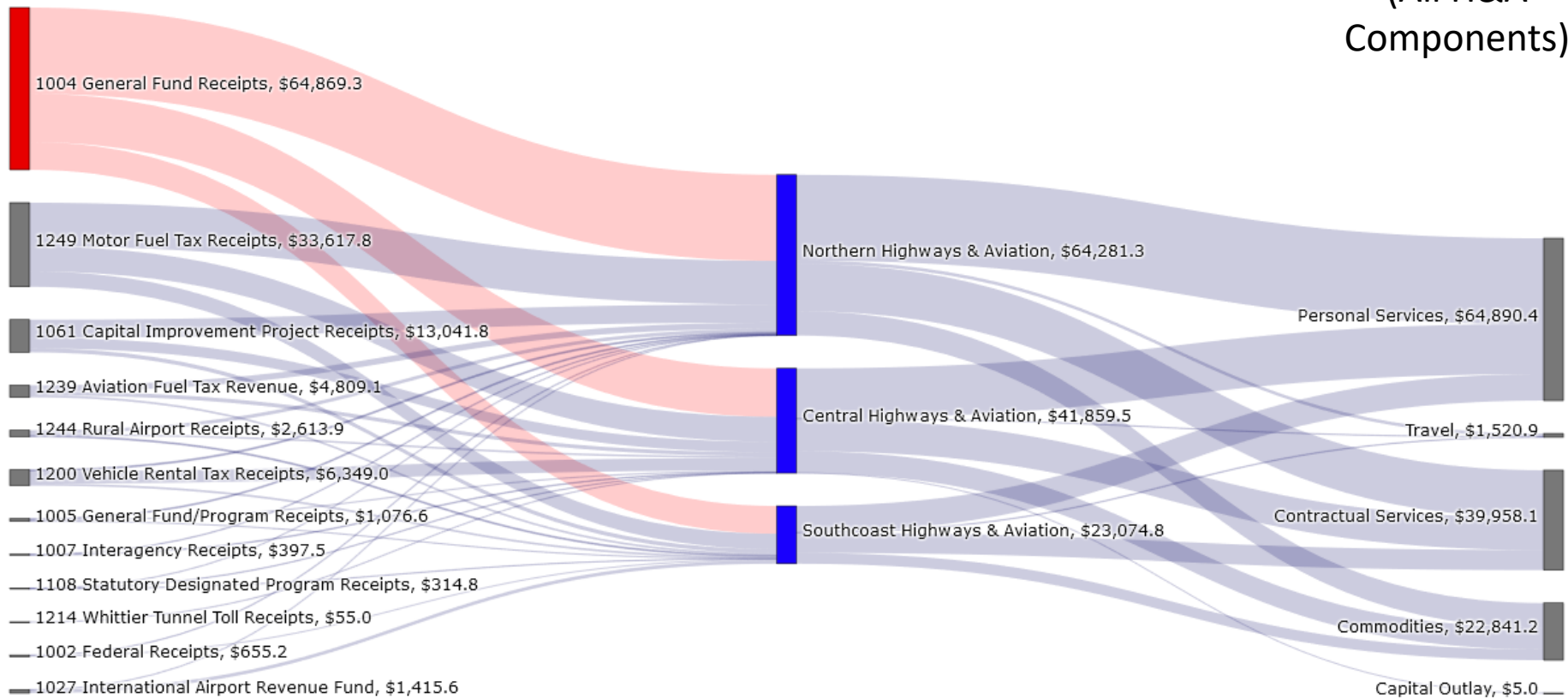
**Southcoast Region**

\$ in Thousands (1,000)

# FY2021 Proposed Operating Budget

## Highways & Aviation Components (\$129,215.6)

Funds → Components → Expenditures  
(All H&A Components)



# FY2020 Budget Impact Updates

## Motor and Aviation Fuel Tax – Impacts of reduced tax collections

- Deletion of eight full-time and two part-time positions
- Reduction in expenditures of surface chemicals and sand for lower priority roads
- FY2021
  - Tax collections reduced
  - Authority increase due to salary adjustments

## Travel Reductions

HIGHWAYS & AVIATION	Central Region	Northern Region	Southcoast Region
FY2020 Travel Reduction	\$55.2	\$341.4	\$66.2
Transfer to Meet Mission Critical Travel	\$83.8	\$821.4	-



# FY2021 Increments / Decrements

## INCREMENT



### **Central Region Highways & Aviation**

Added authority for highway  
damages collections

\$251.1 General Fund/Program Receipts

## DECREMENT



### **Southcoast Region Highways & Aviation**

Deleted inter-agency and capital  
improvement project receipt authority  
no longer needed (-\$376.2)



*Winter on the Alaska Highway. Photo by Rebekah Cadigan, Alaska DOT&PF*

\$ in Thousands (1,000)





# Public Airport Directive Update

**Public Airport Directive:** Investigate options available for reducing the number of public airports owned and operated by the State of Alaska, with the intent of reducing the State's financial obligation and/or liability.

## Alaska Department of Transportation & Public Facilities Inventory Breakdown

Owens and operates 237 rural airports:

- 23 airports are Part 139 certificated "hubs"
- 24 are Primary airports (over 10,000 annual enplanements),
- 58 are classified as Commercial Service, and 165 as General Aviation or Unclassifiable.

200 of the 237 airports are off the contiguous road system; 37 access the Alaska Marine Highway



Bold Airstrip, Eklutna Lake. Photo by Chuck Eldridge, Alaska DOT&PF

# Public Airport Directive Update

## What options is DOT&PF pursuing to reduce the State's rural airport maintenance burden?



Each airport must be addressed on a case by case basis as different considerations exist (federal grant requirements, airport use by industry/guide services, etc.). Significant public engagement is required for each action.

Many of the rural airports are either on the highway system or no longer have an associated community to serve. DOT&PF has identified locations where airport maintenance can be reduced and/or eliminated to either save money or to reallocate essential resources (staff/equipment) to other priorities.

Options for reducing maintenance costs include: transferring airport to another entity (borough, community, tribe, etc.), reclassify to a “back-country” airport with no regular maintenance provided, or closure of the airport.

Eighteen airports have been initially identified for potentially modifying maintenance, operations and/or ownership. Actions recommended for these airports include discontinuing scheduled maintenance (m), closing (c), or transferring airport ownership (t) to another sponsor and are discussed in greater detail in the report.



DOT&PF is actively working initial actions for Aleknagik, Portage Creek, and Ugashik.

Aleknagik (t)	Basin Creek (m)	Bettles SPB (m)	Excursion Inlet SPB (m)
Flat (m)	Funter Bay (m)	Goose Bay (m)	Kasilof (m)
Lawing (m)	Livengood (m)	Naknek (m)	Ninichik (m)
Ophir (m)	Portage Creek (m)	Quartz Creek (Cooper Landing) (m)	Quartz Creek (Kougarak) (m)
Sheep Mountain (m)	Ugashik (c)		



# Thank You.

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*Glenn Highway near MP 88 and Matanuska Glacier. Photo by Brock Antijunti*

