



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

**Department of Transportation and
Public Facilities**

OFFICE OF THE COMMISSIONER
Marc Luiken, Commissioner

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February 4, 2016

The Honorable Representative Neuman
State Capitol Building, Room 505
Juneau, Alaska 99801

The Honorable Representative Thompson
Co-Chairs, House Finance Committee
State Capitol Building, Room 515
Juneau, Alaska 99801

Dear Co-Chairs Neuman and Thompson,

In response to questions posed by House Finance Committee members on February 1, 2016, the following information is provided:

➤ ***Provide the complete list of Everyday Lean innovations.***

Through the Everyday Lean Innovations & Ideas program employees are encouraged to:

- identify opportunities to make smaller-scale improvements that are within their control,
- share ideas and innovations regardless of their duty station,
- identify a problem or opportunity and develop an innovative way of doing it better,
- submit ideas or innovations that have been tested and implemented regardless of the size.

Please see Attachment #1 titled "Everyday Lean Innovations & Ideas" the attachment includes the introduction page to Everyday Lean, the Idea Submissions page and form as well as the 2014 and 2015 ideas and innovations submitted.

➤ ***Is there a way for employees to make anonymous suggestions for Everyday Lean?***

Yes – the form can be filled out manually and mailed anonymously to the Commissioner's Office.

➤ ***What is the fund source breakout for the Information Systems and Services Division?***

Funding Sources	FY2017 Governor's Proposed Totals
Gen Fund	\$1,614.8
GF/Prgm	\$84.6
Hwy Capital	\$145.2
Int Airport	\$1,401.4

"Keep Alaska Moving through service and infrastructure."

CIP Rcpts	\$6,248.4
Marine Hwy	\$810.1
<i>Total</i>	\$10,304.5

➤ ***Where is the department at with fair market assessment for airport lease rates?***

DOT&PF conducts a Rate and Fee study every five years. The current study will be completed in the next couple of months. The department plans to implement new rates effective January 1, 2017. This will provide the time needed for the public participation, regulations writing and approval processes. This will also allow impacted entities a sufficient amount of time to adjust to new rates.

➤ ***Are there any communities with municipal airports that duplicate our rural state airports?***

No, we do not duplicate any service already provided by a community. Kodiak, Cordova, and Nome do each have a small general aviation airport but they are not capable of supporting the jet passenger traffic that our state airport provides.

➤ ***Provide a list of communities where we have rural airports and state roads.***

Attached is a spreadsheet titled “State-Owned Airports” that lists every state-owned airport and whether the associated community is on or off the road system (Column N). It also includes enplanement numbers (passenger boarding).

➤ ***Why haven’t we instituted landing fees at Deadhorse?***

The Deadhorse airport is one of the few airports in the statewide (rural) airport system that actually brings in more revenue than DOT&PF’s cost to operate. Air carriers serving Deadhorse were distressed at the proposal that they should be “taxed” to support operations at other airports. The Aviation Advisory Board, representing a cross section of Alaska’s aviation stakeholder groups, strongly recommended that the department not impose landing fees at Deadhorse for the above reason. In addition, they expressed concern that landing fees are not equitable among all operators as some carriers fall below the landing weight threshold often associated with landing fees.

➤ ***Have we expanded operations to support Alaska Airlines at Deadhorse?***

DOT&PF has been providing after hours support four days a week to accommodate Alaska Airlines’ late flight for more than a year. Jet passenger aircraft support requires two personnel on duty, which equates to 40 hours of overtime per week. DOT&PF is engaged with Alaska Airlines directly on options for either reducing/eliminating the overtime requirement or implementing a reimbursement arrangement.

➤ ***How much of our cost at Deadhorse is covered by local rates and fees revenue?***

Deadhorse individually operates at a profit. FY2015 operating costs were \$2.25 million and the airport generated \$3.56 million in revenue, primarily through land rent. Any increase in rates and fees at Deadhorse is seen by the aviation community as a means of charging one stakeholder group in order to subsidize another (the rest of the airport system).

➤ ***Why doesn't the department have landing fees in place to fund the rural airport system? Does the decision to put landing fees in place have to go to the Aviation Advisory Board for approval?***

Landing fees, while generating revenue, impose additional costs on the aviation community that are most likely passed directly on to the consumer by way of increased ticket prices, shipping rates, etc. The ability to charge aircraft for landing at an airport requires the ability to track landing activity. As most Alaskan airports are uncontrolled airfields (no air traffic control tower), a mechanism for documenting landings of aircraft does not exist and would be dependent upon air carriers self-reporting their activity.

DOT&PF does not need Aviation Advisory Board (AAB) approval to implement rates and fees at state-owned airports. However, the board represents a cross section of key aviation stakeholders (inter/intra-state carriers, regional carriers, airport tenants, organized/unorganized boroughs, economic development corporations, the general public, etc.) and their insights and recommendations on statewide aviation issues are invaluable. DOT&PF strives to maximize public engagement on as many issues as possible and the AAB is one avenue by which that stakeholder engagement occurs.

➤ ***When we report lane miles, are we comparing "like miles to like miles?" (i.e. some roads are more difficult/expensive to maintain. Do we account for this in our reporting?).***

When calculating how many lane miles the department is responsible for a lane mile is a lane mile. The department does take into consideration that some miles are more difficult to maintain when assigning resources to a specific road.

➤ ***Can we provide reports to show highway vehicle usage comparing highway #1 with highway #2, showing which highways have highest usage?***

The following links will show the average daily traffic counts for all our roads. This web site provides an interactive map

http://www.dot.alaska.gov/stwdplng/transdata/traffic_AADT_map.shtml .

Static maps such as the one found in Attachment #2 "Static Map-Downtown Fairbanks" can be found at this web site:

http://www.dot.alaska.gov/stwdplng/transdata/traffic_AADT_Maps_Community.shtml

- *What happened to “slow vehicle pull over signs between Talkeetna and Cooper Landing? How many signs are there currently? Why does it appear these signs are underutilized in this dangerous section of road and signage that turn-outs are coming up frequently don’t give enough advance notice for drivers to actually use turn-out lane?*

An answer to this question will be forthcoming.

- *Can double-fine construction zones be specific to just when there are workmen present or do regulations requires us to charge double traffic fines regardless of workers being present?*

Speed limits are reduced in construction zones for **both** the worker’s safety **and** the motorist’s safety. Even when workers are not present, objects, equipment, altered traffic patterns, etc. can still pose a safety threat for the motorist.

Many drivers would be surprised to find out that most work zone fatalities – approximately 81% in 2013 – are drivers and passengers of vehicles and the other 19% are other non-motorized users such as pedestrians and bicyclists. In 2013, the most recent year for which data are available, speeding was a factor in 23 percent of fatal work zone crashes. Two out of three victims in work zone crashes in 2013 were drivers and their passengers. The driver plays a key role in making work zones safer for everyone, especially themselves.

If you or your committee members have any further questions, please feel free to contact Mary Siroky at 465-8974.

Sincerely,



Marc Luiken
Commissioner

cc: House Finance Committee Members
Steve Hatter, Deputy Commissioner
Mike Neussl, Deputy Commissioner
John Binder, Deputy Commissioner
Mary Siroky, Director, Administrative Services
Mike Lesmann, Legislative Liaison

Attachments