

# **FY19 RESPONSES TO LEGISLATIVE INTENT**

## **DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

### **In Compliance**

#### **Department of Transportation and Public Facilities**

Capital Budget (CCS SB 142)

*It is the intent of the legislature that given the March 2018 accident that closed the Glenn Highway, rerouting traffic for multiple days and negatively impacting commuters and local communities, the Department of Transportation and Public Facilities develop a temporary traffic control plan, as well as emergency traffic control guidelines for the Glenn Highway, specifically from milepost 0 to milepost 35 and make the plan and guidelines available to the legislature and the public by January 30, 2019.*

The department will develop both Temporary Traffic Control plans and Emergency Traffic Control guidelines by January 30, 2019. Additionally, efforts are underway to develop Emergency Traffic Control guidelines to assist in future emergency response efforts needed within the Glenn Highway corridor.

#### **Administration and Support/ Commissioner's Office**

Operating Budget (CCS HB 286)

*It is the intent of the legislature that the Department of Transportation and Public Facilities develop criteria to identify critical locations and the types of lighting needed to decrease traffic safety concerns. In addition, the Department should work with local power utilities collaboratively to mitigate the cost of installation and operation.*

In December 2016, the department implemented updated highway lighting & electrical billing guidance to identify critical locations and types of lighting needed to decrease traffic safety concerns. Based on the updated guidance, a project was initiated to address lighting at four of the top 10 ranked locations of pedestrian deaths and injuries. Lighting will be doubled at these locations and light emitting diode (LED) lighting will be used. Construction is expected

Summer 2019. Additional locations are being coordinated with local power utilities and municipalities collaboratively to mitigate the cost of installation and operation.

#### **Administration and Support/ Program Development and Statewide Planning**

Operating Budget (CCS HB 286)

*It is the intent of the legislature that federal Transportation Alternatives Program funding that is otherwise eligible under federal law for transfer to other federal-aid apportioned programs not be transferred from the Transportation Alternatives Program unless the state is in jeopardy of losing the funding.*

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The full amount of Transportation Alternatives (TA) funding has been programmed into the 2018-21 Statewide Transportation Improvement Program (STIP). The department will not transfer TA funds unless the state is in jeopardy of losing the funding.