

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

31. Highways, Aviation and Facilities

Operating Budget (CCS SSHB 39)

It is the intent of the legislature that the Department of Transportation and Public Facilities develop criteria for placement of airport snowblowers at rural airports to ensure airport safety.

The Department of Transportation and Public Facilities (DOTPF) recognizes that snow blowers can be a useful tool at airports with high volumes of snow. While leaving specific equipment allocation decisions to the respective regional maintenance and operations staff, general considerations/criteria include:

- Annual snowfall amount and type (dry/wet)
- Equipment storage facility capacity (are there sufficient bays to comply with Federal Aviation Administration equipment storage requirements)
- Predominant wind conditions (snow blowers are not generally recommended/effective in areas with high winds)
- Equipment reliability and proximity to, and availability of, equipment maintenance resources (snow blowers are very high maintenance pieces of equipment)
- Most efficient/effective utilization of very limited resources; availability of lower cost and/or more effective equipment (small dozers often have greater overall utility while achieving nearly the same desired effect)

32. Highways, Aviation and Facilities/ Central Region Highways and Aviation

Operating Budget (CCS SSHB 39)

NON-COMPLIANT

It is the intent of the legislature that the Department of Transportation and Public Facilities designates a proportional amount of the CMAQ funds based on traffic volume for the section of the Glenn Highway in the Eagle River area where commuter traffic congestion recurs daily, northbound and southbound, in alignment with the recommendations related to the traffic control plans in the Glenn Highway Integrated Corridor Management (ICM) study.

Federal funding requirements prohibit the use of Congestion Mitigation and Air Quality (CMAQ) funding in the manner described in this legislative intent. Per federal guidance on CMAQ eligible activities:

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.

Eagle River is an air quality non-attainment maintenance area for particulate matter commonly known as PM10. The primary source for this pollutant is dust. It is highly unlikely a congestion relief project on the Glenn Highway within the Eagle River PM10 maintenance area will show any traceable reduction of PM10.

33. Highways, Aviation and Facilities/ Central Region Highways and Aviation Operating Budget (CCS SSHB 39)

It is the intent of the legislature that the Department of Transportation and Public Facilities develop a plan for projects identified in the Glenn Highway Integrated Corridor Management study, including a timeline and priority list to address recurring and non-recurring traffic congestion from mile 0 in Airport Heights to mile 29.1 at the border of the Municipality of Anchorage and the Matanuska Susitna Borough. It is the expectation that the Department of Transportation and Public Facilities will report the plan to the legislature by January 31, 2020.

Attached is a spreadsheet that contains projects identified in the Glenn Highway Integrated Corridor Management study. This document serves to prioritize projects from the study that address recurring and non-recurring traffic congestion and provides a framework for scheduling the projects for completion. The implementation of the projects is contingent on funding. Currently, none of these projects have funding programmed in the Statewide Transportation Improvement Program.

Legislative Fiscal Analyst Comment: The spreadsheet titled “Projects Identified in the Glenn Highway Integrated Corridor Management Study” is available upon request from the Legislative Finance Division.

34. Marine Highway System Operating Budget (CCS SSHB 39)

It is the intent of the legislature that the Department of Transportation and Public Facilities examine the costs and benefits and report to the legislature about the option of adding a third weekly ferry service from the Port of Bellingham during peak season.

The DOTPF Alaska Marine Highway System (AMHS) has examined the costs and benefits of adding a third weekly ferry run to the Port of Bellingham during peak season. Based on this information, DOTPF has determined that the most efficient model is to increase service to Bellingham from six port calls per month to eight port calls per month, which is a 33% increase in service to Bellingham. These additional calls would result in an increase of operational costs for AMHS. The AMHS reshaping study is currently being reviewed and considered by the Administration and recommendations to the Legislature will be forthcoming.

35. State Equipment Fleet Replacement (HD 1-40)

Capital Budget (HCS CSSSSB 19(FIN) am H(brf sup maj fld H))

It is the intent of the Legislature that the Department of Transportation and Public Facilities coordinate with the Finance Committee Co-Chairs or their designee(s) to develop improved standard operating procedures guiding the replacement of equipment managed by the state equipment fleet in order to ensure the state's maximum return on investment.

The DOTPF State Equipment Fleet (SEF) has criteria and procedures for vehicle and equipment replacement that include time in service, usage limits, and excessive maintenance costs. SEF has taken preliminary steps to secure a consultant for a thorough review of fleet policies and operation, with a focus on the equipment replacement process and is committed to working with the Finance Committee Co-Chairs or their designee(s) on the review.

36. Airport Improvement Program

Capital Budget (HCS CSSSSB 19(FIN) am H(brf sup maj fld H))

It is the intent of the legislature that the Department of Transportation and Public Facilities submit a quarterly report of Federal Aviation Administration grant awards that were accepted by the Department during FY2020 to the House and Senate Finance Committees no later than 30 days after the end of each quarter. The legislature will consider the value and effectiveness of the reporting in regard to the potential of a single appropriation without allocations for future Airport Improvement Programs.

DOTPF will submit, to the Legislature, quarterly reports of federal funds committed to highway improvement projects and Federal Aviation Administration grant awards accepted for rural airport improvement projects no later than 30 days after the end of each quarter.

37. Surface Transportation Program

Capital Budget (HCS CSSSSB 19(FIN) am H(brf sup maj fld H))

It is the intent of the legislature that the Department of Transportation and Public Facilities submit a quarterly report of Federal Highway Administration funding obligations that occur during FY2020 to the House and Senate Finance Committees no later than 30 days after the end of each quarter. The legislature will consider the value and effectiveness of the reporting in regard to the potential of a single appropriation without allocations for future Surface Transportation Programs.

DOTPF will submit, to the Legislature, quarterly reports of federal funds committed to highway improvement projects and Federal Aviation Administration grant awards accepted for rural airport improvement projects no later than 30 days after the end of the quarter.

38. Language Section 8

Capital Budget (HCS CSSSSB 19(FIN) am H(brf sup maj fld H))

PARTIAL COMPLIANCE

It is the intent of the legislature that the Department of Transportation and Public Facilities begin work on the Juneau Access Improvements Project as soon as possible.

The original 1992 Juneau Access project to be funded from a combination of Federal Highway Administration (FHWA) and State funds has officially ended. On December 15, 2016, the Walker-Mallott Administration selected Alternative 1, No-Action as the State's recommended preferred alternative. June 18, 2018, the Final Supplemental Environmental Impact Statement (SEIS) and Record of Decision (ROD) was signed by FHWA and made available to the public on July 19, 2018. The main basis for selecting the "No Action" alternative was because of current revenue and budget deficits affecting the State's ability to advance a build alternative in Lynn Canal.

With the selection of the "No Action" alternative, it allows for the State to restart the project in the future and utilize the information gathered under the EIS process. Since the selection of the "No Action" alternative was based on State funding availability, it will more than likely be at least two years before the Juneau Access project could restart. Also, because of the time involved, the restart would require a supplemental document. This would probably take several years to complete, which would include a draft document, public comment period, and final document.