



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Transportation and
Public Facilities**

OFFICE OF THE COMMISSIONER
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February 15, 2023

The Honorable Kevin McCabe
Chairman, House Transportation Committee

Delivered via email to House.Transportation@akleg.gov

Dear Representative McCabe,

Thank you for the opportunity on January 31 to present the House Transportation Committee with our department overview and the follow-up questions from that presentation.

Rep. Johnson asked for UGF breakdown of the DOT&PF budget without Fed funding to contrast with slide #6 of the overview presentation. Please find attached with this electronic response the PDF titled "*Attachment01 (UGF Charts)*" in response to this request.

Rep. McCabe asked for any AIP projects and/or funding that is still using or plans to use COVID funding. The following capital projects are planned utilizing CARES funding, FAA eligibility permitting (aviation ARPA/CRRSAA funds are restricted to operational costs only):

- Cold Bay ARFF HazMat Construction - Will be closed out by Summer 2023. Current Estimate is \$1.3M, FAA reviewing CARES eligibility.
- Cold Bay Penn Air Hangar Removal – Bidding this month, to be complete by Spring 2023. Current Estimate is \$750K, waiting for FAA Environmental
- Gustavus Old Shop (building burnt down, scope reduced to removal of underground tanks) – To be completed by Summer 2023. Current Estimate is \$250K
- Sitka SREB Rehab – Project to be complete and closed out by 02/15/2024. Current Estimate is \$4M
- Birchwood Pilot Shack Construction – complete, \$150K
- Ft. Yukon hangar demo – Current Estimate \$500K, on hold pending FAA CARES eligibility determination.
- Galena building demo – Current Estimate \$750K, on hold pending FAA CARES eligibility determination
- Aniak Joe Parent Building – \$2.25M, on hold pending FAA CARES eligibility determination

Rep. Johnson asked for Property Loss data by area (not statewide or region-wide) so they can look at more than fatality and serious injury. Please see attached “*Attachment02 (STWD crashes 2017-2021 by borough)*” to find a pie chart showing break down of statewide crashes (all severities) by borough for 2017-2021 (last 5 years certified crash data from AHSO). This chart does not explicitly have property loss valuations. While DOT&PF does make internal crash cost valuations to help with project and program planning, we wouldn’t characterize them as true market valuations such as you might get from the insurance industry, and we don’t have the internal ability to produce meaningful valuations on this element of the request.

Rep. Vance asked for area-specific fatality info, specifically on the Kenai, to compare previous years (say 5 years) with this year (anecdotally higher than normal by community conversations).

IMPORTANT DISCLAIMER AS WE PROVIDE THE BEST INFO WE CAN WITHOUT CERTIFICATION PROCESS COMPLETE: 2022 fatal crash and fatality numbers have not been certified by the state’s FARS Analyst and are preliminary only. The information in this document is compiled for highway safety planning purposes. Federal law prohibits its discovery or admissibility in litigation against state, tribal or local government that involves a location or locations mentioned in the crash data. 23 U.S.C. § 407; 23 U.S.C. § 148(h)(4); Walden v. DOT, 27 P.3d 297, 304-305 (Alaska 2001). This compilation is derived from reports maintained by the DMV, and the DOT can make no representation about their accuracy. An additional caveat is that Statewide Traffic & Safety pulled location information data off emails from the FARS Analyst from 2022, and some emails were missing, so our team was unable to determine locations for 11 crashes. Some of them may have been located in the Kenai Borough. Numbers below reflect only crashes the team was able to locate.)

With the disclaimer provided, there were approximately 10 fatalities spread across the Kenai Borough in 2022, and 80 fatalities statewide. Our 5-year averages 2017-2021 are 7.8 and 71 fatalities respectively. Alaska’s fatality numbers for 2022 represent the highest number of fatalities since 2016. Overall, traffic fatalities have been increasing across the nation for the past several years, but Alaska had been bucking that national trend until 2022. Please see the enclosed attachments “*Attachment03 (Crash Frequency by Area)*” and “*Attachment04 (Crash Data UNAUDITED-UNCERTIFIED)*.”

Rep. McCabe asked for what funds the state can spend on safety corridors. The latest safety corridor audit info can be found on the DOTPF website at the following link:
https://dot.alaska.gov/stwdplng/hwysafety/safety_corridors.shtml

The latest audit available (finalized) is the 2016-2017 audit found on the linked page. You’ll see on those audits some GF spending, mostly on KGB (page 20). However, to be more helpful in answering this question, staff wanted to highlight the following points:

- The legislature can reassign ½ of Double Fines from AST/APD enforcement to go to the Alaska Highway Safety Office (AHSO) or to our Highway Safety Improvement Program (HSIP).
- State dollars have been legislated to roads for rapid reflectors, signs, rumbles strips, and even signals on KGB in the past to improve safety within safety corridors.

To: Representative McCabe
Re: House Transportation – DOTPF Overview Responses

February 10, 2023
Page 3 of 3

- Federal HSIP dollars are clearly the majority of the rapid federal funding 5-year efforts, along with some Intelligent Transportation Systems (ITS) money.

Rep. Vance asked for status of the Seldovia solicitation regarding supplemental AMHS service. Invitation to Bid (ITB) 2523S062 for Supplemental Passenger (Lot 1), Vehicles (Lot 2), Passenger and Vehicle Transportation (Lot 3) services was issued on January 20, 2023. Bids were due on February 6, 2023. This procurement was for supplemental services between Homer and Seldovia. The ITB closed with no bids received.

The Committee overall asked for list of current vacant PCNs. Working with OMB, please find enclosed with this response a vacancy report that is from standard reference point of December 15, 2022 so that the information being provided to the legislative branch on this question is consistent. Please find attached vacancy report as enclosure titled "*Attachment05 (FY23MP_filled_vs_vacant_as_of_12-15-22)*" in PDF.

We look forward to working with your offices throughout the legislative session. Please let me know if there is anything more the department can provide your office (andy.mills@alaska.gov, 907-465-8124).

Kind regards,

A handwritten signature in blue ink, appearing to read 'Ryan Anderson', with a long horizontal flourish extending to the right.

Ryan Anderson, P.E.
Commissioner, Alaska DOT&PF

cc: Andy Mills, Legislative Liaison, Alaska DOT&PF
Laura Stidolph, Legislative Director, Alaska Governor's Office