

02/01/16

BUDGET OVERVIEW

FY 17:

DEPARTMENT OF

TRANSPORTATION

<TARGET><BILL></BILL><SUBJECT>02-01-16 BUDGET OVERVIEW
FY 17 DEPARTMENT OF
TRANSPORTATION</SUBJECT><COMM>HFIN29</COMM></TARGET>



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Marc Luiken, Commissioner

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dot.state.ak.us

February 8, 2016

The Honorable Mark Neuman
House of Representatives
Alaska State Capitol, Room 505
Juneau, Alaska 99801-1182

The Honorable Steve Thompson
House of Representatives
Alaska State Capitol, Room 515
Juneau, Alaska 99801

Dear Representative Neuman and Representative Thompson:

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

- ***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?***

Asking slow vehicles to pull over when there are no adequate facilities is unsafe. The Department of Transportation & Public Facilities (DOT&PF) has been working over the past six years to build the infrastructure necessary for vehicles to safely use slow vehicle turnouts and passing lanes. The better solution is to include passing lanes or expand roads to three or four lanes, so no one has to pull over, stop, and worry about getting back on the highway as they attempt to pullout into traffic from a stop.

In 2010, DOT&PF began adding slow vehicle turnouts by repurposing older pullouts. By 2014, approximately 20 slow vehicle turnouts were added between Homer and Soldotna and seven slow vehicle turnouts and four passing lanes from Turnagain Pass to Anchorage. They were well used this past summer.

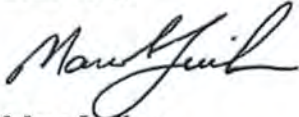
As we build better facilities, "DELAY OF 5 VEHICLES ILLEGAL, MUST USE TURNOUTS" signs came down (such as at Turnagain Pass), as there is no reason for cars or campers to pull off the road. Passing lanes are being designed for MP 75-90 of the Seward Hwy and MP 45-72 of the Sterling Hwy.

"Keep Alaska Moving through service and infrastructure."

“Slow Vehicle Turnout Signs” are placed in accordance with the regulations which is 1000 ft. in advance of a turn out; a second sign is placed at the pullout itself. DOT&PF also posts “DELAY OF 5 VEHICLES ILLEGAL, MUST USE TURNOUTS” on very large signs leaving major cities.

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, DOT&PF
Mike Neussl, Deputy Commissioner, DOT&PF
John Binder, Deputy Commissioner, DOT&PF
Mary Siroky, Director, Administrative Services, DOT&PF
Mike Lesmann, Legislative Liaison, DOT&PF



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

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,

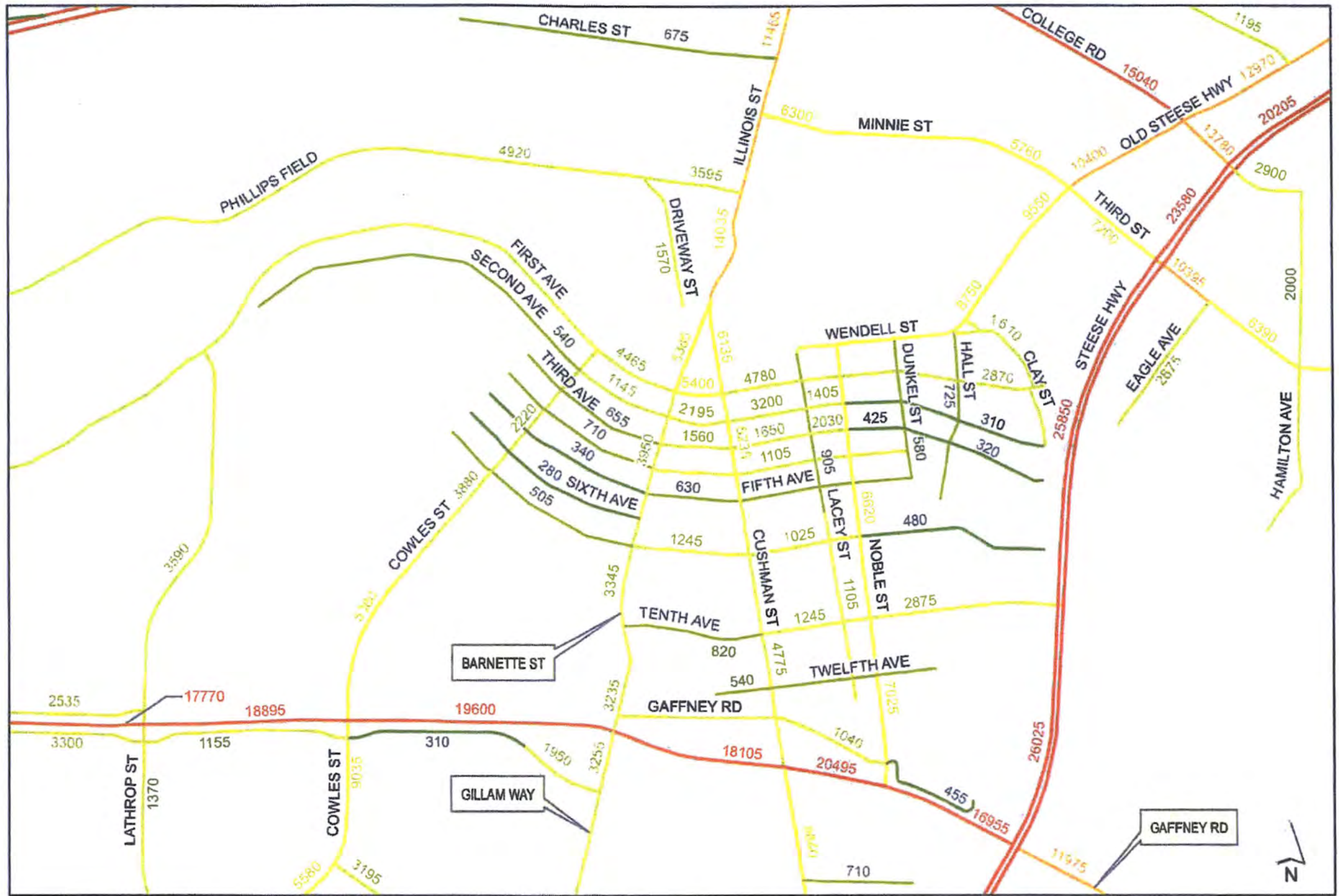


Marc Luiken
Commissioner



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

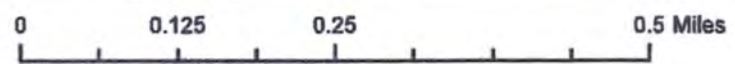


NOTES:

Legend	
Counts	
	0 - 499
	500 - 999
	1,000 - 4,999
	5,000 - 9,999
	10,000 - 14,999
	15,000 - 19,999
	20,000 +

Downtown Fairbanks

Annual Average Daily Traffic
2013



Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

The Challenge

We have many talented and creative employees in DOTPF stretched across a huge state with strong Regional/District boundaries. With over 3300 employees spread out over the largest state in the country, communications and sharing of ideas is challenging at best and extremely difficult at worst.

Over the past several years many excellent ideas and innovations have been implemented at the local shops/district/regional levels without other areas of the department knowing about them. Some have been kept proprietary at these same levels because a cost saving idea may have felt like a competitive advantage. Many of these ideas and innovations may have been largely ignored.

Because of the collective brainpower and ingenuity of the DOTPF workforce, and the need to speak as one voice, One DOT&PF, Everyday Lean Innovations & Ideas initiative was developed to provide a mechanism to promote the sharing of the information despite the decentralized nature of the department.

The Vision

DOTPF encourages all employees 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.

DOTPF commits to –

- listen to our employees and encourage them in making the department better,
- engage all employees in the “Everyday Lean Innovations & Ideas”; developing and implementing ideas that will yield numerous benefits for DOTPF and our customers.

The Action

Innovations and ideas may be submitted. Visit the Idea Submission page to learn how.



The Latest Innovations and Ideas

- Transfer Belt Install Tool
- Home Made Reclaimer with Emulsion-Injection Capabilities
- Hydraulic Cabinet
- Diverting Valve for Boiler Truck
- ANC Airfield Shadow "Take Down" Box
- Deflectometer Modification for Transport
- FAI International Garbage Incineration Improvement
- Shaft (Propeller) Balancer
- Rural Airport Emergency Lighting Trailer
- Chain Repair Machine

Above Photo Banner: *Top of Atigun Pass after a July snowstorm.* photo by Doug Campbell, Alaska DOT&PF

DEPARTMENT OF TRANSPORTATION & PUBLIC



FACILITIES
Contact Information

If you have questions about this initiative, please contact:
dot.everydayideas@alaska.gov


Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

Idea Submissions

Submitting your ideas is easy!



1. Download and complete the Everyday Lean SUBMISSION FORM  (this form can be used for innovations, ideas, and challenges)

- Then e-mail the form along with any photos you'd like to include. (Photos are not required, but they do enhance idea sharing.)

OR

2. Send us an email answering the following questions along with any photos you'd like to include. (Photos are not required, but they do enhance idea sharing.)

- What is the innovation/best practice?
- What are the key benefits/efficiencies?
- Who developed the innovation/best practice?

OR

3. If you wish to submit an idea ANONYMOUSLY:

- **Download and complete the Everyday Lean SUBMISSION FORM**  (this form can be used for innovations, ideas, and challenges)
- **Mail the form** along with any photos you'd like to include. (Photos are not required, but they do enhance idea sharing.) to:

Alaska Department of Transportation & Public Facilities
c/o Everyday Lean Innovations & Ideas
3132 Channel Drive
PO Box 112500
Juneau, AK 99811-2500

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



Everyday Lean Submission Form

Nominator: _____

Date _____

Innovator: _____

Job Title: _____ Region: _____

Supervisor's Name: _____ Section: _____

TITLE (NAME OF INOVATION/IDEA)

DECRPTION

WHAT ARE THE KEY BENEFITS/EFFICIENCIES? (COST SAVINGS, TIME SAVINGS, RISE IN QUALITY OF WORK, ETC.)



Please submit all Everyday Lean Ideas to dot.everydayideas@alaska.gov

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

FAI International Garbage Incineration Improvement

What is the Idea/Innovation:

This innovative idea is a great example of one person taking the initiative to suggest a better way to do things. Frank Walter, Fairbanks International Airport (FAI) Maintenance Generalist, is the primary contact for running the incinerator at FAI. International Garbage is waste that comes off of international flights and it is stringently regulated by the USDA and Customs and Border Protection. Put simply, there is a 72 hour window for destruction of waste that comes off of international flights. Frank and Rebekah Wenger, FAI Environmental Manager had been evaluating the cost of conducting an individual burn and assessed that it was approximately \$450 in fuel for each burn in the incinerator! Frank evaluated the flight schedules and worked with our tenants and determined we could cut a burn per week with a small change in schedule.

Key Benefits/Efficiencies:

In an effort to improve efficiency and reduce operating costs, Frank determined that a minor schedule change for tenants dropping of their international garbage could result in a significant cost savings. This small change will allow FAI to conduct one less incinerator burn per week. Each burn costs the state approx. \$450.00, not including staff time. Therefore, this minor schedule change will equate to a \$20,000 annual operational savings.

Idea/Innovation Developed by:

This incredibly innovative idea was the result of Frank Walter, Fairbanks International Airport (FAI) Maintenance Generalist, taking the initiative to look for a way to improve efficiency and to reduce operating costs. Jesse VanderZanden, Fairbanks International Airport Manager said "This was a great idea by Frank and demonstrates the innovative and pioneering spirit of FAI". This innovation is the epitome of the Everyday Lean Initiative. Kudos to Frank and all the staff at Fairbanks International Airport.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Innovations

- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher
- Bollard Visibility
- Burn Barrel
- Chain Repair Machine
- Culvert Bolt Socket
- Deflectometer Modification for Transport

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

FAI Compact Snow & Ice Crusher: The YETI



What is the Idea/Innovation:

Compacted snow and ice are an on-going and yearly challenge for the Fairbanks International Airport's Field Maintenance Crew. Countless hours and dollars are spent trying to mechanically and chemically remove this compacted snow and ice with varying degrees of success. Statewide M&O recently purchased a couple different commercially available ice breakers that worked exceptionally well on the Fairbanks area road system. The ice breakers were loaned to FAI so they could test them on the airport. Clark Klimaschesky, Maintenance and Operations Specialist with Fairbanks International Airport and his team loved the concept of the commercially available ice breakers but they did not quite work for their conditions. They would also be difficult and expensive to maintain because you could not replace individual teeth as they wear out. Rather than just say "it does not work", John Frison took up the challenge and designed his own ice breaking machine that he has named the Yeti. John utilized a follow-me-wobbly axle as the primary frame for the Yeti and schedule 80 pipe for the drums. The Yeti is a front-mounted loader attachment that utilizes grader scarfire teeth to crush and break-up compacted snow and ice.



[click image for larger view](#)

Key Benefits/Efficiencies:

The Yeti will provide several benefits and efficiencies for Fairbanks International Airport. First, it will allow field maintenance staff to fracture ice and create pockets with a pathway to the underlying asphalt so the deicing chemical can get under the ice and start to work versus melting down through the ice. It will also help in the actual removal of ice and also leave pockets for sand to sit in and give texture to provide traction for aircraft operating on the active surfaces. Some concern was expressed about asphalt damage but this piece of equipment is just rolling and not powered in any way. The loader is in the float position which puts limited down pressure. The normal ice scraping process using graders with serrated edges does cause damage where this does not. Finally, the unit will be much easier to maintain as each individual tooth can be replaced separately.

The width of the unit is approximately 9.5 feet and cost approximately \$18,000 dollars to fabricate. The commercially available ice breaking units range in cost from \$30,000 to \$45,000 so this represents a significant cost savings to the department.

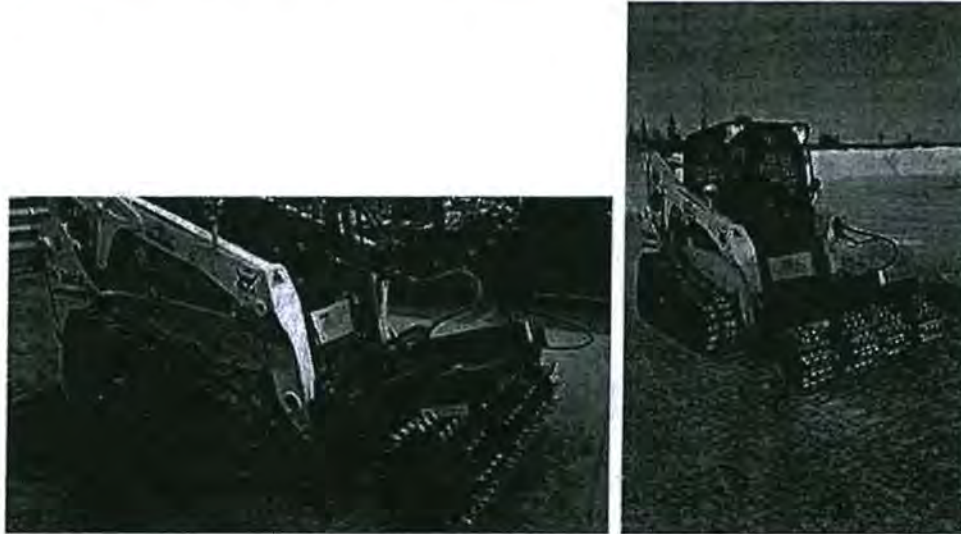
Idea/Innovation Developed by:

John Frison, Mechanic Auto Advanced Journeyman 53, Fairbanks International Airport. Clark Klimaschesky says, "John Frison did an amazing job with this as he spent his own time at home designing

this and tweaking it until he was happy....(Trust me when I say if John is happy everyone else would be ecstatic). That is how much pride John takes in his work and workmanship. We are very fortunate to have him here at FAI.”

Update (02/18/15):

The “Yeti” Jr. has been born. It has ability to angle slightly to give more of a scrubbing action. John continues to impress!



click images for larger view

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Innovations

- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher
- Bollard Visibility
- Burn Barrel
- Chain Repair Machine
- Culvert Bolt Socket
- Deflectometer Modification for Transport
- Department (District) Safety Coordinator Program
- Dimond P Step
- Diverting Valve for Boiler Truck
- Exhaust Heat for Sander Spreader
- Fabricated Reversible Plow

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

Fabricated Reversible Plow



What is the Idea/Innovation:

Haines M&O often plow intersections and the ferry terminal in Haines with a loader. Due to our heavy snowfall, this often took several hours with a conventional bucket. The operator had to make countless passes to pick up the wrinkles and leftovers. There was no money available to buy a plow for the loader. Shane Horton, who now works for M&O but was the SEF mechanic at the time, scrounged around the maintenance yard and took an old ripper attachment, an old moldboard off a Champion grader, and other misc. cylinders and valves off broken snowplows and built the Haines Station a reversible plow totally from stuff/junk that was laying in the alders and weeds in the back of the DOT yard.

Key Benefits/Efficiencies:

The "home-made" reversible plow works extremely well for the Haines Maintenance Station. We can now do the entire ferry terminal in about an hour instead of the 3 or 4 hours it used to take. In addition, the operator can even make a pass on the highway on his way to the ferry terminal or anywhere else if the primary plow trucks are busy. Shane built this plow at zero cost to department except for labor and some welding rod. To buy a similar plow commercially would cost the department \$25K or more.

Idea/Innovation Developed by:

Shane Horton, Equipment Operator (previously SEF Mechanic) fabricated the unit at the Haines Maintenance Station in Southcoast Region.



[click image for larger view](#)

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Innovations

- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

Dimond P Step



What is the Idea/Best Practice:

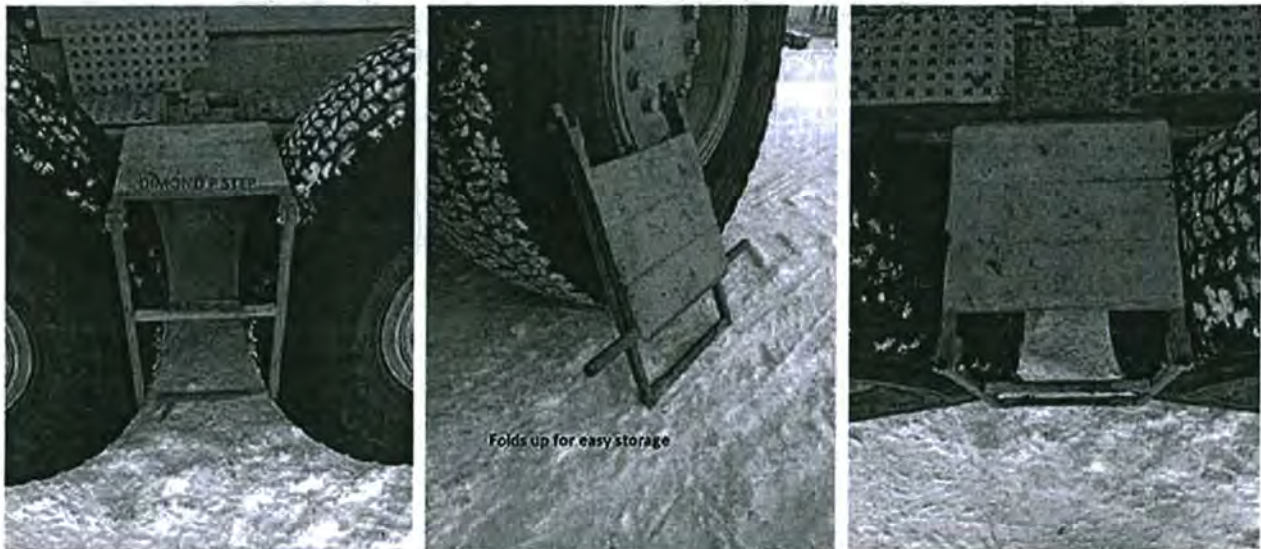
The Dimond P Step was created by Doug (Dimond) Pine to improve safety and to improve access to the engine compartment while servicing a grader. Doug created a step that easily sets between the tandems of a grader allowing an operator or mechanic to step up and have safe and easy access to the engine compartment for servicing. The innovation is portable (hence the "P") and also folds up for easy storage as well.

Key Benefits/Efficiencies:

This innovation improves employee safety and grader servicing efficiency. The Dimond P step improves operator and/or mechanic safety by providing them a safe and secure step versus utilizing an unsecured ladder, step stool, or climbing on the tire. While the first unit was around \$350 to produce, future productions would be less since the design is already in place.

Idea/Innovation Developed by:

This innovative idea is the creation of Doug Pine, Tok area mechanic. Doug is an innovative mechanic who has implemented many great ideas.



click image for larger view

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Best Practices

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

Sand Spinner Guard

What is the Idea/Innovation:

Anchorage Maintenance & Operations had experienced a few instances of the spinners on their sand trucks being accidentally damaged. With the help of the SEF mechanics and the welding shop, they manufactured (in-house) a spinner guard to prevent future damage. The spinner guard can be fabricated with minimal materials and an experienced welder and it provides long-term protection of the spinner unit. This idea has also been adapted by the Anchorage International Airport.

Key Benefits/Efficiencies:

This innovation saves money, reduces equipment downtime, and increases productivity. The in-house sand spinner guard costs approximately \$800 to construct and install while replacing a damaged spinner can cost up to \$5000. In addition, many times replacement parts need to be ordered which causes the truck to be down for a significant amount of time. Therefore, not only does this spinner guard save money, it minimizes equipment downtime due to damaged spinners and keeps productivity at a higher level.



click image for larger view

Idea/Innovation Developed by:

Dave Rutz (mechanic) and Anchorage State Equipment Fleet shop.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Best Practices

- Best Practices Home
- Burn Barrel
- Dimond P Step
- Diverting Valve for Boiler Truck
- Hinged Light Pole
- Marking Tie-down Points on Equipment
- Rural Airport Contingency / Emergency Shelters

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

Transfer Belt Install Tool

What is the Idea/Best Practice:

Everyone likes (and expects) to get their baggage on-time when they are traveling on the airlines. There are several steps in making this happen and if even one of these fails, your bag could be delayed for a significant amount of time. Once your bag is checked in, it requires a series of conveyor belts to get it to the bag handlers. The building maintenance folks at Fairbanks International Airport maintain these conveyors and do a great job. There are 7 separate belts that make up a transfer belt unit and when one of them breaks, it is critical to fix it quickly to avoid any delays. Normally all the belts would have to be loosened to fix the one broken belt and then re-tightened to the correct tension. Dana Bowen, FIA building maintenance foreman, designed and built the "Transfer Belt Install Tool" to make this job faster, safer, and more efficient. By using this tool, they can now just release the tension on a single belt and fix it individually. He made it out of scrap angle iron, all thread they had laying around, and some coupling nuts. It is color coordinated to ensure that it is set up correctly and the whole manufacturing process only took him about 4 hours.

Key Benefits/Efficiencies:

This creative and effective idea saves both time and money. Without the tool, to change a belt could take anywhere from 30-60 minutes for 2 or 3 people. By using the tool, this whole process takes 1 person about 6 minutes to complete. So not only does it save on man-hours but the consequences of a baggage belt being down too long could ultimately cause flights to be delayed.

Idea/Innovation Developed by:

This creative, effective, and inexpensive innovation was designed and built by Dana Bowen, building maintenance foreman at FAI.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information



As the nut is tightened, the tool brings the 2 halves together and the pin can easily be inserted.

[click images for larger view](#)

Innovations

- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher
- Bollard Visibility

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

Skid Steer Backup Camera

What is the Idea/Innovation:

With the common and dangerous problem of rear visibility from a skid steer, some talented people from the northern region came up with a great idea. By using some unused brackets from a water spray system, Joel Davidson from Nenana (with SEF approval), added some mirrors which enables the operator to see beside the skid steer as well as towards the back. Still un-able to see directly behind the equipment, the crew also bought a back-up camera and monitor which now gives the operator a 150 degree field of view.

Key Benefits/Efficiencies:

Being able to see behind the machine makes it much safer for the operator, other workers in the vicinity, and whatever else may be in the work area. Adding the mirrors was at a very in-expensive and the camera and monitor only cost \$200. It took Eric Nelson from Nenana about 2 hours to install them. Compared to the increase in safety, these additions are invaluable.

Idea/Innovation Developed by:

This safety conscience and in-expensive idea was developed and installed by Joel Davidson and Eric Nelson from Nenana Maintenance Station.



☞click images for larger view

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Innovations

- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher
- Bollard Visibility
- Burn Barrel
- Chain Repair Machine
- Culvert Bolt Socket

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

Everyday Lean Innovations & Ideas

Shaft (Propeller) Balancer

What is the Idea/Innovation:

When the Tok area Fecon brush cutter was severely out of balance due to tooth shanks being knocked off and welded back on; Tok SEF removed the shaft assembly and sent it in to a vendor in Fairbanks to have it rebalanced. After being reinstalled, it still had a severe vibration. Doug Pine, mechanic, had an unusual idea to solve this ongoing problem. Doug has an aircraft mechanic background and thought that an airplane propeller balancer might just solve the problem. With this in mind, he borrowed a prop balancing analyzer from a local air carrier in Tok. Doug was able to get the shaft balanced while on the Fecon head for much less than sending the shaft in to Fairbanks; and with good results. Older balancers cost as much as \$15,000 new but they found a Dyna Vibe Propeller balancer for \$1,600 and used it to balance the brush cutter as well as snow blowers. It works so well they put one in Valdez and Fairbanks.

Key Benefits/Efficiencies:

- Allows the mechanic to balance brush cutters and snow blowers without transporting the equipment or shaft assembly.
- Is portable for repairs at rural airports.

Idea/Innovation Developed by:

Doug Pine, SEF Mechanic, Tok

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

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Innovations

- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher
- Bollard Visibility
- Burn Barrel
- Chain Repair Machine
- Culvert Bolt Socket
- Deflectometer Modification for Transport

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

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Pit Run Gravel Screener

What is the Idea/Innovation:

The Chitina Maintenance Station had a need to provide 4" minus for gravel resurfacing/road patching operations. Rather than spend the \$16,000 or more for a commercially produced screen, the Chitina Maintenance crew utilized scrap metal and other "junk" to fabricate their own gravel screen. The screen was fabricated from discarded snow poles which were 3" pipe. Most of the steel used was miscellaneous material from around the camp and it was built mostly during slow times during the year. Half of the screen is hinged, so it can be cleaned by dropping the loader bucket on the extending bar in front, which helps with safety and time, as the operator does not have to climb out and clean the screen.



Key Benefits/Efficiencies:

This innovation was developed to provide 4" minus material for gravel resurfacing/road patching operations. This cost-effective innovation allows one person with a loader to screen approximately 300 cubic yards a day. Martin Helkenn, Chitina Station Foreman stated "This was very handy last spring at the 34.5 mile slide repair during the construction of "burrito wraps". Also very handy for thin applications of pit run, so you don't have to blade the rocks out".



[click images for larger view](#)

This innovation also improves safety and efficiency because half of the screen is hinged which allows it to be cleaned by dropping the loader bucket on the extending bar in front, which eliminates the need for the operator to climb out of the loader to clean the screen.

Idea/Innovation Developed by:

This innovation was originally designed and fabricated by Cal Datta (retired) and Martin Helkenn, and improved upon some years later by Martin Helkenn and Greg Cooley.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

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Innovations

- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher
- Bollard Visibility
- Burn Barrel

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Hydraulic Cabinet

What is the Idea/Innovation:

To many in the Southcoast region of Alaska, riding a ferry can be as common as riding a bus to others in this great state. Getting on and off the ferry can be a thoughtless activity unless, of course, the terminal transfer bridge isn't working. Hydraulics enables the bridge to connect and disconnect to the ferry allowing the passengers to move back and forth safely. Many of these hydraulic components have met their useful life and are due to be replaced. A couple of intelligent workers from the Alaska Marine Highway System (AMHS) Ketchikan Maintenance Team determined that the generic, off the shelf cabinet that came with the new hydraulic parts would not suffice. Since it was obvious to them that the cabinet was not designed to meet all their needs, they decided to create their own. By making this unique cabinet wider, taller, and deeper, it is capable of holding all of the hydraulic fluid in the system in case of a broken hose or other unforeseen leak. This design also meets all of the required safety regulations.



Click image for larger view

Key Benefits/Efficiencies:

All of the AMHS ferry terminals have recently been granted Storm Water Permits. Since the old system had no secondary containment and wanting to stay in compliance with the permit, the Custom Hydraulic Cabinet was created. Not only will this cabinet hold the 33 gallons of hydraulic fluid in case of a spill, it also provides much easier access to the equipment for routine maintenance.

Idea/Innovation Developed by:

This innovative and environmentally friendly idea was designed and fabricated by the AMHS Ketchikan Maintenance Team, Stuart Swiger and Michael Norris. It is the intent of these creative individuals to solicit a fabricator to produce this custom prototype for all the State of Alaska ferry terminals.

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Innovations & Ideas

- **Home**
- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher
- Bollard Visibility
- Burn Barrel
- Chain Repair Machine
- Culvert Bolt Socket

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Hinged Light Pole

What is the Idea/Best Practice:

The Hinged Light Pole was created to improve access to the lights and security cameras for routine maintenance. The light pole is cut mid-section and a hinge inserted, allowing for the light pole to be lowered for easy access to service the light and cameras at the top end of pole.

Key Benefits/Efficiencies:

The two fixed light poles that have been hinged are located on dolphins N1 and S1 of the Ketchikan Main Berth transfer Facility. The lights and security cameras on these two poles were difficult to maintain because of their location. Typically work would have to be done at high tide, with a rented man lift to extend out to the lights on N1 and S2, via the catwalk. By adding a hinge to the light poles, the AMHS maintenance teams save time as they no longer have to schedule work around tides. As the maintenance teams can access the light and camera without renting equipment, this innovation also saves money.



click image for larger view

Idea/Innovation Developed by:

This innovative idea is the creation of the AMHS Ketchikan Maintenance Team, Stuart Swiger and Michael Norris. Auke Bay light poles will be the next planned modification.

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Best Practices

- Best Practices Home
- Burn Barrel
- Dimond P Step
- Diverting Valve for Boiler Truck
- Hinged Light Pole
- Marking Tie-down Points on Equipment
- Rural Airport Contingency / Emergency Shelters
- Rural Airport Emergency Lighting Trailer
- Sand Spinner Guard

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Guardrail Cleaner

What is the Idea/Innovation:

Cleaning sand, gravel, and brush under and around guardrails is a necessary but labor intensive job. Always thinking outside the box, the Healy Maintenance Station designed an attachment for a skid steer (Bobcat) that makes this task much quicker and safer. By simply taking a piece of square tubing and welding it to a cutting edge from a grader, they have made themselves a low-profile plow. This then slides into the quick coupling system of the skid steer and it is ready for operation. Adjusting the length is as easy as removing 1 bolt and sliding it backward or forward. It is extremely versatile and easy to use.



click image for larger view

Key Benefits/Efficiencies:

It is easily attached to a skid steer which makes it very maneuverable. Although the coupler was purchased for around \$600, the man-hours saved have more than made up for the cost. It is estimated that this job is now about 5 times faster than the previous method. The Guardrail Cleaner has also made the task much safer due to the fact that the workers are not walking near the fast moving vehicles. It also reduces lane closures that may be required to do the job.

Idea/Innovation Developed by:

This creative and well thought out attachment was designed by Allan Mortenson and Eric Nelson and built by Eric Nelson.

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Innovations

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- Deflectometer Modification for Transport
- Department (District) Safety Coordinator Program
- Dimond P Step
- Diverting Valve for Boiler Truck

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Floor Drain Filter

What is the Idea/Innovation:

In the Northern Region, Maintenance and Operations stations were having problems with their floor drains getting plugged up and requiring routine cleaning. This process was time consuming, costly, and inefficient. At the Healy Maintenance Station, they began to look for a simple and efficient mechanism to prevent or slow down the process of the floor drains becoming plugged. They experimented with lining the floor drain baskets with paint screens (typically used on paint trucks to prevent clogging of the paint nozzles) to catch the finer material and it proved to be extremely successful by alleviating much of their drain clogging problem. Even with new floors being put in, they still use the screens and replace them monthly.



[click image for larger view](#)

Key Benefits/Efficiencies:

The paint screens are very affordable and readily available. They can be changed in a matter of minutes and it saves money and manpower not having to unplug the drain. This innovation can easily be replicated in any maintenance station/shop that has a problem with floor drains plugging.

Idea/Innovation Developed by:

This innovative and cost-effective idea was developed by Scott Killian (mechanic at the time but now an operator at the Healy Maintenance station).

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Chain Repair Machine

What is the Idea/Innovation:

This innovation was developed in order to provide a more effective and efficient process for larger scale chain repair, while utilizing material and equipment at hand. To allow mobility during chain repair, the North Kenai Maintenance Crew mounted their "air powered chain tool" to the workbench and equipped it with a foot control pedal to operate the device.

Key Benefits/Efficiencies:

The alterations done to this tool have transformed and modernized the process of chain repair at the North Kenai maintenance shop. When repairing a large number of cross-links in a set of chains, a more mechanized operation increases productivity; opposed to traditional chain repair tools. Operation and productivity of this tool resembles that of an assembly line; improved ergonomics and reduction in time spent performing repairs. With the modifications they have made to this tool along with proper training and PPE, the North Kenai maintenance crew believe they have a safer and more efficient chain repair process.



click images for larger view

Idea/Innovation Developed by:

The fabrication and production of this tool was done largely by Paul Slettedahl, with assistance and contributions from by his co-workers at North Kenai M&O.

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Anti-Freeze Catcher

What is the Idea/Innovation:

Thawing culverts is a winter maintenance activity that occurs annually across the state. Hundreds of culverts across the state have a thaw pipe installed and the thaw pipe is filled with anti-freeze to keep it thawed. In the past, when the steam truck hooks up to a thaw pipe, it blows the environmentally friendly anti-freeze out of the opposite end of the pipe and then turns to steam. Thinking that there had to be a better way, the Healy Maintenance station developed an environmentally friendly innovation that also saved money by recycling the antifreeze that would normally be lost.

The Healy Maintenance Station extended the pipe on the downstream side by adding a section of 3/4" heater hose over the end of the thaw pipe to direct antifreeze in a controlled manner and to provide easy access to the end of the hose. As the anti-freeze is coming out of the pipe, they capture it in a bucket and then the antifreeze is then poured back into the barrel in the boiler truck and it is saved for use in the future.

Key Benefits/Efficiencies:

The Healy Maintenance Station typically recovers approximately 2 gallons per thaw pipe. They are able to re-use the anti-freeze saving money and conducting their maintenance activities in an environmentally friendly.

Idea/Innovation Developed by:

David Talerico, Healy Station foreman developed this innovation. The idea of utilizing the heater hose was Stacey Skrivanek's idea. Kudos to the Healy Maintenance Station for thinking outside the box.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

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Rural Airport Emergency Lighting Trailer

What is the Idea/Innovation:

Having functional runway lights at the rural airports is critical to the safe operation of the airport. When airport lighting systems fail, medevac, passenger service and/or supplies coming into a village can be reduced or completely eliminated due to darkness and poor weather conditions. Statewide Aviation has positioned about 700 emergency landing lights distributed in two configurations: a standard six-pack for helicopter Emergency Landing Zone (ELZ) lights, and a full-runway set of emergency lights (38 lights) maintained in a small trailer. The full runway lights can be used in the event regular runway lights fail. Getting these lights to a village airport can be time consuming and expensive. The Dillingham airport crew saw this as a problem and came up with a creative and effective solution. Originally these lights were stored and shipped in a large fiberglass box with wheels which was bulky and very heavy. To fly these around required an aircraft such as an Otter, Beech 18, or a Caravan. The size of the trailer made it unable to fit into a smaller, less expensive aircraft.

Norm Heyano and John Dunson from the Dillingham airport worked with Tom Eveslage (owner of Northern Welding and Machine) to design and fabricate a creative trailer that fits into a Cessna 207. It has 4 removable trays holding 10 lights each. To help distribute the weight in the aircraft, the trays with the lights are placed next to the pilot (seat removed) while the rest of the trailer fits in the back.

Key Benefits/Efficiencies:

This trailer cost \$4820 to build but the return of investment will be quick because of the smaller aircraft required to carry it. In the past, a larger aircraft had to be leased from Bethel and the cost to deliver the lights could run as high as \$5000. By using the Cessna 207, which is more readily available in the villages, the cost to charter the aircraft has been reduced significantly. The Cessna 207 can be chartered for around \$1200 cutting the cost by \$3800 for a single trip. Being lighter, it is much easier getting the trailer on and off the airplane and can be pulled by a 4-wheeler. This makes placing the lights on the runway quick and easy. Not only is this trailer much more convenient, it also serves as a charging station while not in use.

Idea/Innovation Developed by:

Norman Heyano (Rural Airport Foreman), John Dunson (Heavy Equipment Operator 53), and Tom Eveslage (owner of Northern Welding and Machine). Way to think outside of the box (literally)!



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Sander Storage Trailer

What is the Idea/Innovation:

Twice a year (in the Fall and Spring), most of our 8 yard trucks transform from a dumptruck to a sandtruck and visa-versa. This is why these trucks are so versatile, but it does take man-hours and storage space to make these conversions. Originally, removing or installing sanders or dump boxes on the trucks was a 2 person job. Mechanics and/or operators would perform this task by using a loader so the removed attachment could be carried to its storage location.

By using surplus bridge beams, some used trailer tires, and 4x4 posts, the creative guys from the Valdez shop built the "Sander Storage Trailer". One person can now load the trailer with an overhead hoist and then move it around the yard with a forklift or loader. Once it is parked, they simply raise the wheels to get the weight off the tires.

Key Benefits/Efficiencies:

This innovative and creative idea provides numerous benefits including:

- Allows the operator or mechanic to use the overhead hoist which is much more controlled and safe than utilizing a loader with forks.
- Reduces man-power requirements from 2 people to 1, ultimately saving money.
- Allows sanders/dump boxes to be easily moved to their seasonal storage spot spot.
- By using materials around the maintenance yard, it was very in-expensive to build.
- It is a much safer operation reducing the risk of injury and damage.

Idea/Innovation Developed by:

These trailers were built several years ago but the crews are still using them and are very proud of the work that was done.

The designer and builder was an SEF mechanic by the name of Mark Julien who unfortunately has since passed away. Duain Dunning and Cameron Hursh helped to put the wheels on them.



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If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

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Diverting Valve for Boiler Truck

What is the Idea/Best Practice:

Every winter, numerous culverts across the state need to be thawed by utilizing steam from a boiler truck. The boiler truck is connected to the thaw pipe and water is pumped thru the pipe pushing out the antifreeze. The antifreeze is captured for reuse. Steam is then sent thru the thaw pipe that melts the ice allowing the culvert to properly function once again.

One problem with this system is the high volume of water required to operate the boiler. The steam and hot water just squirts out the end of the pipe and is lost. On busy days, the truck will run out of water in 5-6 hours. Many of our culverts are in extremely remote locations and nowhere near an available water source. Although these trucks carry several hundred gallons of water, this quantity is not adequate to last an entire shift. This could require an extensive trip for additional water, up to 25 minutes to reload, and then the long return trip back.

Conserving water on these projects has always been a problem. When steaming long culverts or when the thaw pipe runs through water, it takes several gallons of water before it heats up enough and turns to steam.

A very creative and fairly in-expensive solution was thought of by heavy equipment operator Jeff Summar in the Tok District. Jeff did some research and found a company, ThermOmega Tech (there are others also), that makes a diverting valve. This valve has a temperature gauge built in which diverts any water above 205 degrees (steam) to be released into the air while the water below 205 degrees returns to the holding tank on the truck.

Key Benefits/Efficiencies:

The diverting valve is factory preset to 205 degrees Fahrenheit and will allow steam to go into the air above 205. Below 205 degrees, the water is sent thru a hose back into the trucks holding tank. This will allow some water to be recycled yet keep the hotter steam out of the truck. The diverting valve (\$506 for model M/D-205-E) allows the boiler truck to operate all day without refilling. This can save up to six-person hours (two-person crew) plus the travel time on the truck. By not having to refill just one time on a shift, this valve will have paid for itself. It also allows the crew to be more productive by working on more frozen culverts each day.

Idea/Innovation Developed by:



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Jeff Summar, heavy equipment operator from South Fork Maintenance Station, Tok District. Feel free to contact Jeff or Dennis Bishop, Tok District Superintendent, for additional details.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

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Best Practices

- Best Practices Home
- Burn Barrel
- Dimond P Step
- Diverting Valve for Boiler Truck
- Hinged Light Pole
- Marking Tie-down Points on Equipment
- Rural Airport Contingency / Emergency Shelters
- Rural Airport Emergency Lighting Trailer
- Sand Spinner Guard



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Home Made Reclaimer with Emulsion-Injection Capabilities

What is the Idea/Innovation:

Over the last 15 years, the Southcoast Region has been chipsealing secondary and other local type roads that were previously gravel (known as the "Gravel to Black" program). The intent of the "Gravel to Black" chipsealing program was to cut maintenance costs by reducing or eliminating constant summer grading of gravel surfaced roads. Typically, prior to chipsealing a gravel road, M&O crews prefer to construct an emulsified asphalt treated base course (EATB) to provide extra strength and to help extend the life of the road. M&O crews normally construct the EATB by utilizing the "road-mix" method. This method involves ripping the existing road surface with a grader and then is followed by a distributor truck spraying emulsified asphalt on the top gravel layer. A grader would then mix the emulsion into the D1 surfacing material as best as possible. This process had to be repeated over and over until the correct mixture was achieved. While this system worked, it was very time consuming and created a huge mess. The graders were covered in oil, the trucks tracked the oil down the roads for miles, and traffic control was a nightmare.

Matt Boron, Haines Station Foreman, came to work for the State in 2004 after spending 17 years in the construction industry. He knew there had to be a better, more efficient way to do this job without having to buy the \$500,000 reclaiming machine that was essentially a grinder with an oil injection system.

Matt went to Tim Webb with SEF and said "We have a small grinder which is attached to our loader and a distributor truck so let's figure out how we can put them together". Tim built a manifold which connected the homemade spray bar for the grinder to the distributor truck. After some start up frustrations and bar room napkin adjustments, they decided to let the loader pull the distributor truck which made it easier to control the oil output. The crew can now grind up and inject oil all in one pass. Since the grinder thoroughly mixes the oil in, the product can be graded to profile, compacted, and driven on immediately.

Key Benefits/Efficiencies:

The main benefit is not having to purchase a half a million dollar oil injected reclaimer or to rent this piece of equipment at a rental cost of approximately \$50,000 a month. So for the price of a couple of hoses, a tow strap, and several pipe fittings, the creative folks from the Southcoast Region made their own reclaimer with equipment they already had. In addition, the crew can easily work on one lane at a time allowing for normal traffic control. Also, no one seems to enjoy cleaning oil off the equipment and with this new procedure, this has been reduced to just a fraction of the time.



click images for larger view

Idea/Innovation Developed by:

This money and time saving innovation was designed and built by Matt Boron (Haines M&O foreman) and Tim Webb (now retired from SEF).

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- ANC Airfield Shadow "Take Down" Box
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- Deflectometer Modification for Transport
- Department (District) Safety Coordinator Program
- Dimond P Step
- Diverting Valve for Boiler Truck
- Exhaust Heat for Sander Spreader
- Fabricated Reversible Plow
- FAI Compact Snow & Ice Crusher - "The YETI"
- FAI International Garbage Incineration Improvement
- Floor Drain Filter
- Grader Sloper Adjustment Modification
- Guardrail Cleaner
- Hinged Light Pole
- Home Made Reclaimer with Emulsion-Injection Capabilities
- Hydraulic Cabinet
- Larger Snow Deflector on MB Broom
- Marking Tie-down Points on Equipment
- MB Broom Rear Steer Remote Grease Manifold

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ANC Airfield Shadow "Take Down" Box

What is the Idea/Innovation:

Airfield electricians have a very dangerous and demanding job. Many times they are working in the vicinity of airplanes and need to get off a runway or taxiway very quickly. Having the necessary tools close by and handy is essential to do their job as efficiently and safely as possible. A couple of creative electricians at Ted Stevens Anchorage International Airport designed and created a very practical and portable "Take Down (tool) box" that has all the tools they need for a specific but common job. This is actually the 3rd version of the Take Down box with each version being improved in some way.

Key Benefits/Efficiencies:

This tool box contains many of the tools needed every time the electricians need to get into an airport light can. It also holds their clamp-on ammeter and voltage detector which is an important part of their safety equipment. Testing a fixture's lamps in the field prior to connecting it to the transformer and bolting it in can save time and frustration if the fixture has a bad lamp. The tester can also be a quick troubleshooting tool: If the fixture was not working but the lamps are good, it could be a problem transformer.

Every tool has its own slot to fit into so if something is missing, they instantly know if they forgot a tool on the runway or taxiway. Keeping the airfield clear of FOD is extremely important. As far as the cost, according to Dennis, "it's made out of garbage. It often takes as long to scrounge the material as it does to build it". It took a few evenings of slack time for the two electricians to build it. The Take Down box has become an important tool that some of the electricians use every day. It improves safety and efficiency while working on the airport lighting system.

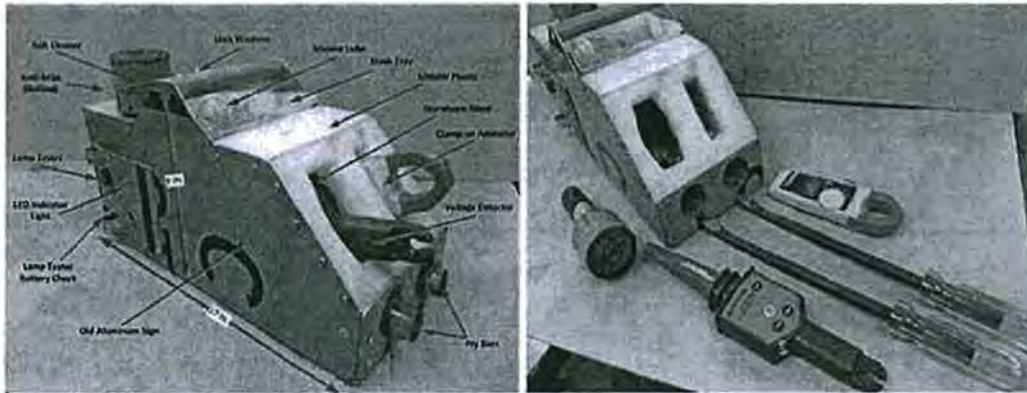
This design has worked well at Anchorage International Airport, but other airports may want to create their own design. The important concept is this: **Incorporate your safety equipment into a tool kit with the basic tools used on most jobs where high voltage could be encountered. If safety equipment is readily available when needed, it is more likely to be used.**

Idea/Innovation Developed by:

This creative, effective, and inexpensive innovation was designed and built by Dennis (Beav) Deering and Phil Doherty from the Anchorage International Airport.



Testing a fixture's lamps in the field prior to connecting it to the transformer and bolting it in, can save time and frustration if the fixture has a bad lamp. The tester can also be a quick troubleshooting tool: If the fixture was not working but the lamps are good, it could be a problem transformer.



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- Hydraulic Cabinet

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Bollard Visibility

What is the Idea/Innovation:

The Juneau SEF shop typically paints the bollards in front of the shop every two years when the paint starts wearing off and the bollards start to rust. After some research, they discovered a slip on/cover style bollard that has reflective striping making it more visible; especially when backing into the shop the reflective bollards help delineate where that door openings are. It also increases operator/mechanic safety at night and in pouring rain. They also made identification of the wash bay doors easier by making those bollards blue.

Key Benefits/Efficiencies:

Instead of painting every two years these bollards are \$30.00 each and can be fastened to the existing bollard by a \$4.00 can of expandable foam. This creative idea saves money and improves operator/mechanic safety by providing bollards that are highly visible for both and day and night situations as well as during inclement weather.

Idea/Innovation Developed by:

SEF Juneau Staff – Tim Wolfe, SEF District Manager; Tom Miller, SEF Juneau Foreman; Jeff Martin, Roger Hoffman and Patrick Lambrecht, Mechanic Auto Adv Journey; Mike Vuille and Jake Olivit, SEF Parts.



Before

After

After

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Burn Barrel

What is the Idea/Best Practice:

This simple yet cost-effective idea was submitted from the Healy Maintenance Station. The Healy Maintenance Station implemented the use of a burn barrel at their maintenance station to help reduce the amount of trash that they had to dispose of. By utilizing an old 55 gallon barrel, the Healy Maintenance Station is able to dispose of burnable material at no cost to the department. Plasma cut the holes in the barrel and the lid is a flatbar ring with expanded steel grating and 1/2" thaw pipe handles. The Healy area does not have burn restrictions and they just needed to acquire a no-cost burn permit from the local fire department.



Key Benefits/Efficiencies:

This simple, cost-effective, and environmentally conscious idea has reduced the amount of trash pickup at the Healy Maintenance Station by 50% saving money and space in the local landfill. This is a simple idea that can be replicated across the state as long as it is implemented in accordance with local regulations regarding open-burning.



[click images for larger view](#)

Idea/Innovation Developed by:

This simple, straight forward idea was implemented David Talerico, Healy Maintenance Station Foreman. The burn barrel and lid were fabricated by Shane Shields (Healy Operator at the time and now working at the Nenana Maintenance Station).

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Best Practices

- [Best Practices Home](#)
- [Burn Barrel](#)
- [Dimond P Step](#)
- [Diverting Valve for Boiler Truck](#)
- [Hinged Light Pole](#)
- [Marking Tie-down Points on Equipment](#)

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Culvert Bolt Socket

What is the Idea/Innovation:

This innovation is used by the Chitina M&O crew to expedite the installation of culverts. It is a simple deep socket cut in half, with a piece of pipe welded in to make it long enough to fit over a culvert bolt all the way. This coupled with a battery powered impact makes for quick and easy culvert connections.



click image for larger view

Key Benefits/Efficiencies:

The installation/tightening of culvert bands are usually difficult and require about 4-6 inches of bolt tightening. With that bolt length, you generally have to utilize a wrench to get the band tight and with four bolts per band, it was a difficult and time consuming process. Before the battery impact, we used air, which required getting the service truck close to the ditch, which could also be a problem/challenge. Since we normally have traffic stopped while we connect the culverts, it is important to expedite the process as much as possible. This simple but effective innovation simplifies the job, makes us more efficient, and saves time (and hence money).

Idea/Innovation Developed by:

This innovation was created many years ago by Cal Datta, retired Chitina M&O and submitted by Martin Helkenn, Chitina Station Foreman.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Innovations

- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher
- Bollard Visibility
- Burn Barrel
- Chain Repair Machine
- Culvert Bolt Socket
- Deflectometer Modification for Transport
- Department (District) Safety Coordinator Program
- Dimond P Step

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Deflectometer Modification for Transport

What is the Idea/Innovation:

The Materials Section needed to transport their "Thumper", a Dynatest trailer mounted deflectometer, by air on a Sherpa size aircraft. The unit was modified by:

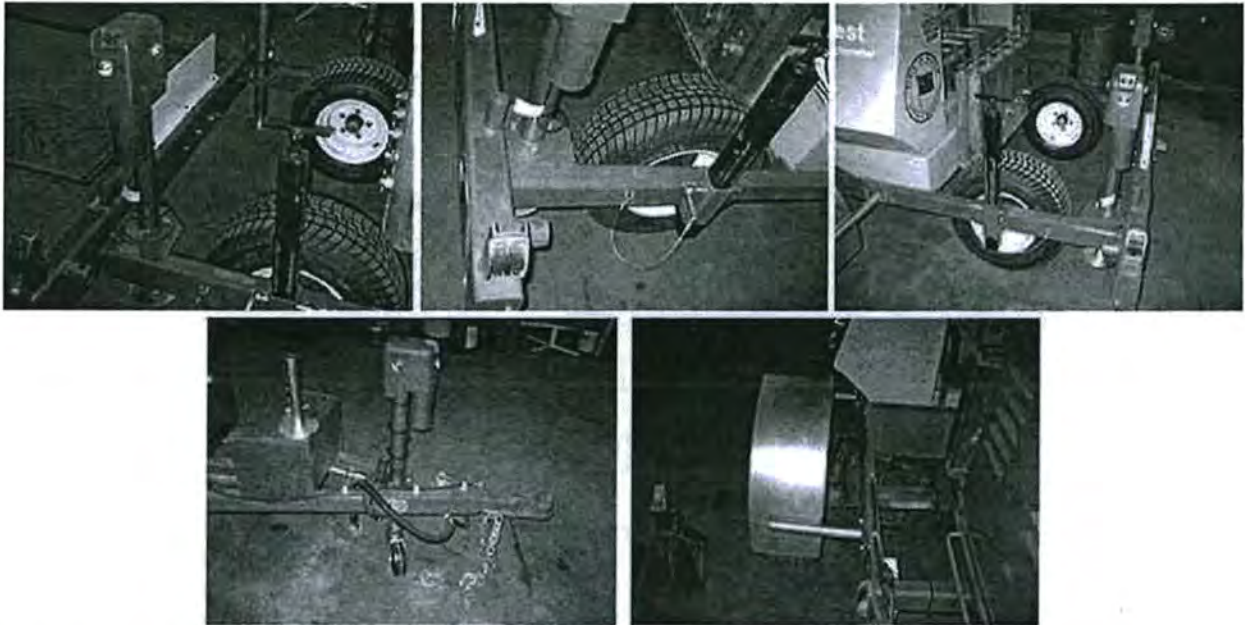
- Lengthening out the frame
- Adding a set of electric tongue jacks and auxiliary drop down wheels to allow the Materials personnel to remove the original equipment manufacturers (OEM) running gear (fenders and wheels) at the departure site. This reduces the size of the unit so it will fit on the Sherpa.
- An electric jack and larger wheel was added to the tongue of the trailer to assist in movement and transition.
- The auxiliary wheels also allow for the unit to be pushed by hand and loaded onto the aircraft. Once on the job site the unit can be unloaded and moved by hand or towed to the test area.

Key Benefits/Efficiencies:

- Allows the unit to be transported on a smaller aircraft saving \$40K over a C130.
- Materials personnel have a simple and safe way to transition the equipment from highway to airport use.
- Can be moved by hand if a tow unit is not available.

Idea/Innovation Developed by:

Roy Stover, Statewide Materials; Al Horcsik, SEF Foreman and Paul Walsh, Mechanic, State Equipment Fleet, Anchorage.



click images for larger view

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- Diverting Valve for Boiler Truck
- Exhaust Heat for Sander Spreader
- Fabricated Reversible Plow
- FAI Compact Snow & Ice Crusher - "The YETI"
- FAI International Garbage Incineration Improvement
- Floor Drain Filter

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Department (District) Safety Coordinator Program

What is the Idea/Innovation:

The DOTPF is a huge organization spread out over a vast area. With less than a handful of full time safety professionals, it is challenging to implement a comprehensive safety program. Nonetheless, protecting employees from hazards in the workplace and completing all regulatory requirements is an essential function. In an effort to improve employee safety and maintain regulatory compliance, the Department (District) Safety Coordinator program was created. The Department Safety Coordinator Program was initiated to promote and facilitate a safe, regulatory compliant work environment for employees and visitors. The program utilizes 20 volunteer employees from various sections including M&O, SEF, Anchorage and Fairbanks International Airports, and the Alaska Marine Highway System. This program will help minimize accidents and employee injuries and reduce in property damage.

Key Benefits/Efficiencies:

This innovation increases efficiency in reducing risk to employees by providing preventative measures to minimize accidents, which may cause injuries and could result in property damages. Further the program assists in the completion of all required documentation. The success of the program depends upon positive support by both administration and fellow employees. Benefits and efficiencies include, but are not limited to the following:

- Assisting all levels of management in the development, implementation, and communication of the departments Health and Safety Program.
- Provides a more timely response to safety-related complaints, suggestions, evaluations and remediation efforts.
- Ensures that safety inspections and monthly safety meetings are being conducted and that all regulatory compliance and training requirements are current and appropriate for their district/section.

Idea/Innovation Developed by:

Former Northern Region Safety Officer Mike Oden and Dan Monteleone, Statewide Program Coordinator

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Everyday Lean Innovations & Ideas

Exhaust Heat for Sander Spreader

What is the Idea/Innovation:

This innovation utilizes heat from the exhaust system to heat sand in the sander box to improve sand retention after it is applied to the pavement via the spinner. Route the exhaust from the engine through the sander box via a flex pipe that is connected to the deflector above the conveyor, then up to top and out the steel tubes.

Key Benefits/Efficiencies:

This innovation improves highway safety, reduces sand usage, and ultimately saves money. Keeping the sand warm in the sander box by utilizing the exhaust heat, helps it stick to the road better. The warm sand melts into snow pack and stays on the road longer. This increases roadway safety and requires less sand to be applied. Utilizing less sand results in a cost savings to the department.

An additional benefit is that sand doesn't freeze in between tubes when truck is full. This makes loading the truck quicker and eliminates the need to beat on the tubes to get the sand to fall through into the sander box.

Idea/Innovation Developed by:

Sitka M&O Operators

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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Innovations

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- Dimond P Step

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

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Grader Sloper Adjustment Modification

What is the Idea/Innovation:

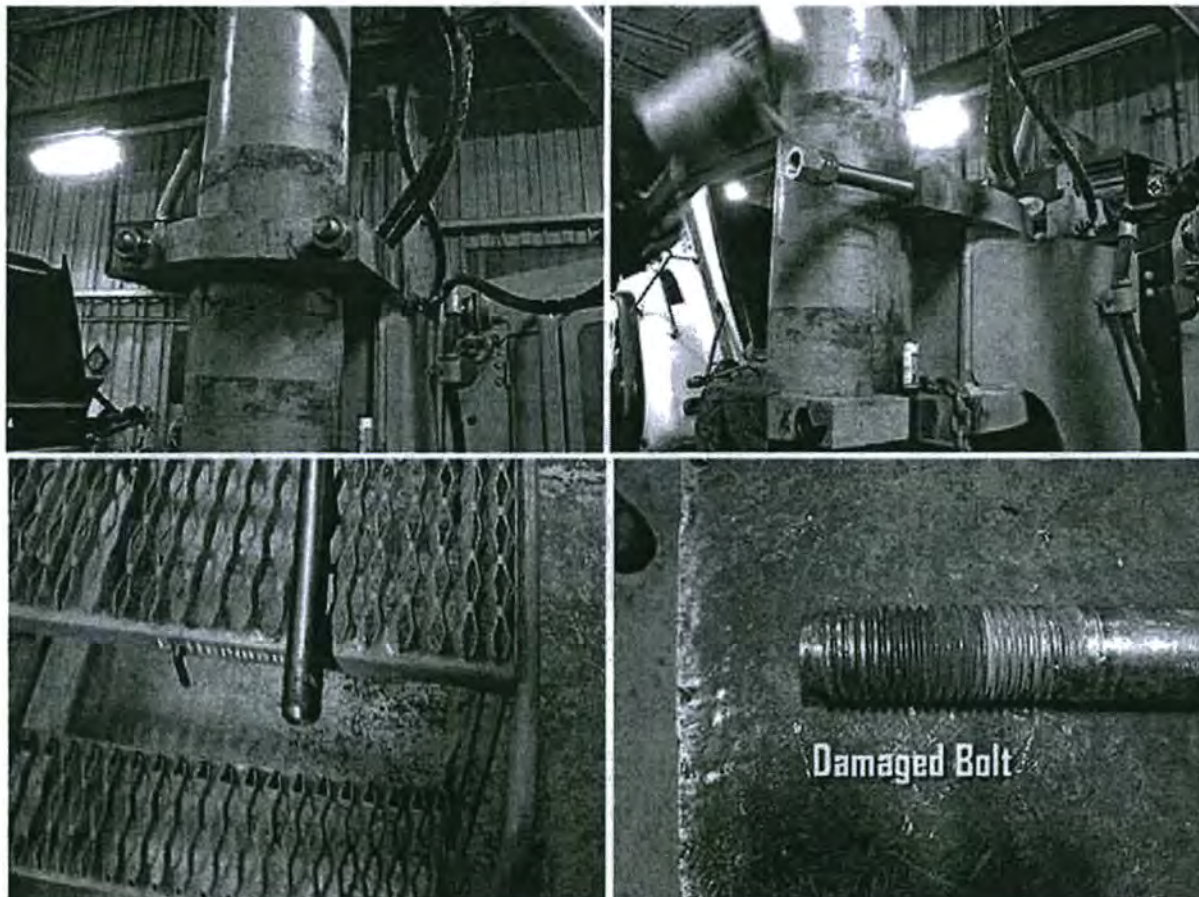
This innovation replaces the typical grader sloper adjustment bolts with grade 8 ready rods and lock tight to eliminate bolt/bolt hole damage that can be fairly common.

Key Benefits/Efficiencies:

Originally the sloper adjustment consisted of four bolts which can easily become stripped. By using a grade 8 ready rod (all thread) operators can easily adjust the sloper without stripping the bolts by simply removing the nuts on the rods and not damage the bolt holes by unthreading the bolts from the housing. This innovation saves money by minimizing equipment damage.

Idea/Innovation Developed by:

This innovation was developed by Raymond (Gil) Martel, Valdez SEF Shop.



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Larger Snow Deflector on MB Broom

What is the Idea/Innovation:

Larger snow deflector on MB Broom keeps snow and debris off hitch/rear steer control. The Sitka Airport utilized used telaspar, old road signs, and mud flaps to develop this low-cost solution to keep snow, water, and debris from covering the back of the truck and the hitch/rear steer controls.

Key Benefits/Efficiencies:

The original deflector consisted of four mud flaps that were fairly ineffective at stopping snow, water, and debris from covering the back of the truck and hitch/rear steer controls. The rear steer control system on the hitch has 7 grease points. The system gets greased after every shift of use. Water was pushed out with every greasing indicating a problem.

This low cost innovation utilizing old, used material on-hand keeps the hitch/rear steer area much cleaner and free of water, snow and ice. This in turn results in significantly less debris/water getting into bearings/bushings which will help prolong the life of the unit. This innovation also saves time when equipment is rinsed off (no more snow stuck to this area). The snow that is on deflector is easily knocked off with shovel.

Idea/Innovation Developed by:

Steve Bell, Sitka Airport Manager developed this innovation.

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Marking Tie-down Points on Equipment

What is the Idea/Best Practice:

During the 2014 M&O/SEF Manager meeting in Fairbanks, a training class was given by MSCVE regarding the proper way to tie-down equipment for transport on trailers. Most heavy equipment have multiple tie-down points and some of the tie-down locations can be difficult to locate. After the MSCVE demonstration, Tim Wolfe, Southeast District Equipment Manager came up with a simple and inexpensive idea to help identify all tie-down locations and to clearly identify the total number of tie-downs required.

The simple idea is to identify every factory tie-down location and paint them **RED**. The second part of the tie-down system is to simply place red decals that identify how many tie downs are on the vehicle. On this particular piece of equipment, in the photos below, there are 6 tie-down locations on the base machine and there will be additional tie downs for whatever attachments are on the loader (bucket, forks, plows, ect.). Total cost a can of red spray paint \$10.00 and an hour of labor. "That's it"

Key Benefits/Efficiencies:

This simple and inexpensive idea takes the guess work out of locating equipment tie-down points on heavy equipment. It also clearly identifies the total number of tie-downs required for the individual piece of equipment. As Tim Wolfe says "I have found that with the entire machine painted yellow, it is hard to see the tie-down because it all just blends in. These are photos of before with factory yellow and after painted Red. Take a look at the photos and decide for yourself."

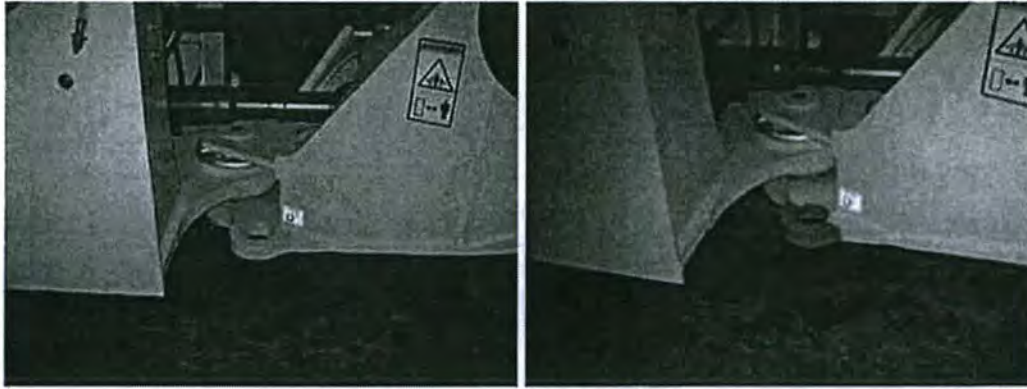
Idea/Innovation Developed by:

Tim Wolfe, Southeast District Equipment Manager in Juneau developed this simple and inexpensive innovative idea.

click images for larger view



Above: Rear of Loader



Above: Middle of Loader



Above: Middle of loader arm unlocked



Above: Middle of loader with arm locked



Above: Front of Loader

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Contact Information

Best Practices

- Best Practices Home
- Burn Barrel
- Dimond P Step
- Diverting Valve for Boiler Truck
- Hinged Light Pole
- Marking Tie-down Points on Equipment

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Everyday Lean Innovations & Ideas

MB Broom Rear Steer Remote Grease Manifold

What is the Idea/Innovation:

The Sitka Airport SEF Mechanic Ed Newburg fabricated a remote grease manifold for the rear steer system on the MB broom to insure consistent greasing of all fittings.

Key Benefits/Efficiencies:

Original grease fittings on the MB broom were hard to reach, so they were not getting greased all the time. The new manifold is easy to reach which insures that all area's get greased every time which helps to extend the life of the unit.

Idea/Innovation Developed by:

Ed Newburg, Sitka Airport SEF Mechanic developed and fabricated this innovation.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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Innovations

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- Fabricated Reversible Plow

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Metal Halide to LED Conversion

What is the Idea/Innovation:

Field Maintenance Crews at the Anchorage International Airport (AIA) suffered from poor lighting conditions in the AIA Field Maintenance Complex (warm storage building) for years. The old lighting system was not only inefficient in terms of providing adequate lighting inside the building, but it was also extremely energy inefficient and expensive to operate. These conditions brought together two different sections at the airport to develop a cost-effective lighting solution. After detailed analysis it was determined that a conversion from the traditional metal halide lighting system to an LED system was the best solution. The AIA building maintenance section agreed to purchase the new LED fixtures for the warm storage building while the field maintenance electricians agreed to conduct the installation. The end result - the new lights are dramatically brighter and much more energy-efficient.



click image for larger view

Key Benefits/Efficiencies:

There were 90 existing light fixtures that were changed at a cost of \$375 each for a grand total up front replacement cost of \$33,750. The new LED lights have a 5 year warranty and the savings on electricity alone is close to \$13,000 each year. In addition to the electricity savings, there is also an \$8000 reduction in maintenance costs giving the new LED light system a return on investment in under 2 years. After the first two years, the conversion to LED lighting will represent a significant ongoing cost savings to the airport.

This project has also improved safety at the facility due to better visibility as well as reducing the electric bill. It also provides improved lighting for completing equipment pre-trip inspections resulting in less equipment returning from the field with discrepancies that could have been identified before leaving the facility.

Idea/Innovation Developed by:

Zaramie Lindseth Airfield Maintenance Manager, Larry Swanson Building Maintenance Manager, Ron Silva Airfield Electrical Foreman, and the airfield maintenance electricians.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Innovations

- ANC Airfield Shadow "Take Down" Box
- Anti-Freeze Catcher

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Portable Anti-icing System

What is the Idea/Innovation:

Robbie Mattson Cordova Airport Manager was trying to find an effective and simple way to apply salt brine anti-icing solution at 30 gallons a lane mile in order to pre-wet their roads before a storm moved into their area. They found an old 275 gallon plastic tank (originally used to ship aircraft deicing fluid) that already had a 2" cam lock ball valve attached and was no longer being used. They placed this in the back of a 1 ton pickup truck and then designed a spray bar consisting of 2" hose and PVC pipe. The bar was deliberately made wider than the truck (7'6") so the operators could see it in their mirrors. The orange ends also make it more visible if snow is present. The bar is supported by the trailer hitch of the pickup truck. They drilled eight 3/8" holes on the bottom of the spray bar but decided to neck 6 of them down to 1/4" after a trial run. They drive 25-30 mph with the valve fully opened which gives them very close to 30 gallons per lane mile.



[click image for larger view](#)

Key Benefits/Efficiencies:

All of the parts cost about \$160 and it took 1 hour to construct the anti-icing unit. This whole system can be installed and put together by one operator in about 5 minutes. This allows for a quick response during freezing rain or snow events. This innovative idea eliminated the need to purchase a commercially available unit and represents a significant cost savings to the department. Robbie reports that this innovation has worked very well for them and is a very efficient way to apply anti-icing solutions in a cost-effective manner.

Idea/Innovation Developed by:

This innovative and cost-effective idea was created by Robert Mattson, Cordova Airport Manager.

If you have questions about this initiative, or ideas you'd like to submit, please email: dot.everydayideas@alaska.gov

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Innovations

- ANC Airfield Shadow "Take Down" Box

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Rural Airport Contingency/Emergency Shelters

What is the Idea/Innovation:

The Northern Region (NR) maintains and operates 109 rural airports across the region in some of the most extreme environments found on the planet. Sixty-four (64) of these airports are off the road system and have a Snow Removal Equipment Building (SREB) as well as a runway lighting system. In order to keep these airports operational 24/7/365, NR M&O must send operators, mechanics, electricians, and building maintenance staff to perform routine and emergency maintenance on these facilities. Unfortunately, at most of these airports, there is no infrastructure to support their physiological needs (reasonable clean housing, toilet facilities, cooking facilities, etc.). These outstanding employees have tolerated horrible working/living conditions in order to keep the airports open for business. Due to the lack of infrastructure in the community, our employees were forced to sleep on the floor in the SREB or in the equipment without access to proper toilet or cooking facilities.

NR M&O began installing basic shelters at NR rural airports to support their employees. These shelters are based upon a standard 20' conex shipping container. They're State Fire Marshall approved, insulated with two bunks and a burner toilet. Our employees have a warm, dry and safe place where they can put their tools down and rest their head.

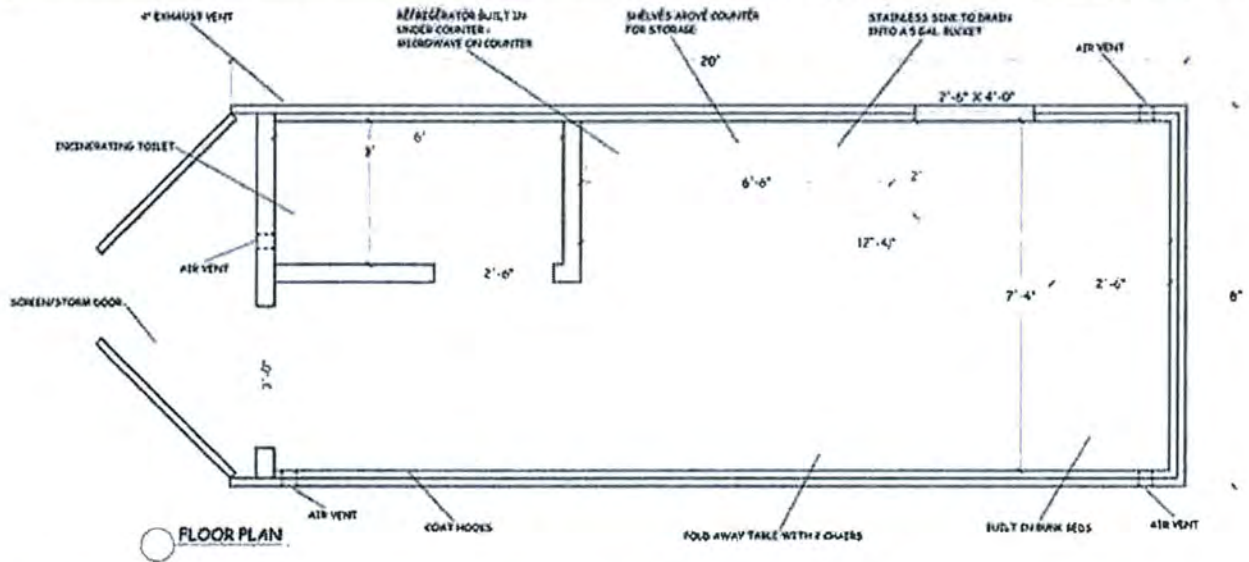
Key Benefits/Efficiencies:

Having this basic infrastructure for our employees at these remote sites is a huge improvement. The days of preparing food and sleeping in the SREB are ending at airports with these shelters. Our ability to service these airports is greatly enhanced. Multi-day trips can now be planned and implemented without undue stress on our staff. This gives airports with shelters a higher level of service, improves efficiency, and the morale of affected employees is through the roof! Travel costs are reduced by doing extended trips now that this physiological support is available. Operational costs per shelter are less than \$1,000 per year. These shelters bring us into compliance with applicable OSHA guidelines, State policy, and contractual language. The cost per shelter is about \$27,000 plus \$5,000 for barge delivery. To date NR has purchased or built 23 shelters. Eighteen of these shelters will be deployed during the summer of 2015 and give our people support in remote locations that they never had before.

Idea/Innovation Developed by:

Rural Airport Contingency Shelter Committee. The committee was created to address employee complaints about unacceptable working conditions at rural airports. Founded in 2012, the committee researched the situation and possible solutions. The converted conex shelter was determined to be the most cost effective way to achieve the infrastructure support our personnel need. Members of the committee include; Jeremy Worrall, Bobby Pace, Dan Moody, Tyler Johnson, Evan Booth, Penny Adler and Steve Meierotto as Chairman. There were many other employees that contributed to the success of the project.

🖱️click images for larger view



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DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Contact Information

Best Practices

- Best Practices Home
- Burn Barrel
- Dimond P Step
- Diverting Valve for Boiler Truck
- Hinged Light Pole
- Marking Tie-down Points on Equipment
- Rural Airport Contingency / Emergency Shelters
- Rural Airport Emergency Lighting Trailer
- Sand Spinner Guard

Alaska DOT & PF Employee Intranet / Everyday Lean Innovations & Ideas

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Snow Blower Side Bumpers

What is the Idea/Innovation:

Skagway M&O received an MB snow blower for use on the Klondike Highway but this particular snow blower was designed for airport use. After running the new snow blower they discovered the front housing of the blower head was starting to bend on the sides. Mike Haffner, the Skagway SEF mechanic, came up with a design to modify the right side of the blower head so that it could be utilized against the miles of guardrail on the Klondike Highway without damaging the machine, motor covers, and the guardrail. Mike also modified the brackets and shoe design replacing the rubber shoes with replaceable shoes that can be quickly changed as they wear out.

The original plan was to just do the guardrail side of the machine but it worked so well M&O requested the opposite side be modified so it could be utilized against the guardrail going downhill or clearing an avalanche.

Key Benefits/Efficiencies:

The added support in the blower head and shoe modification will reduce maintenance costs and decrease downtime in the winter.

Idea/Innovation Developed by:

This innovative idea was the brainchild of Mike Haffner, Skagway SEF Mechanic.

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Innovations

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- Culvert Bolt Socket

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Water Pump Fish Screen

What is the Idea/Innovation:

Many M&O activities require the department to utilize water from local ponds, rivers, and creeks requiring a temporary water use permit. The department must utilize a specific water intake fish exclusion screen design, under certain conditions, to prevent the entrapment, impingement, and entrainment of adult and juvenile fish swimming in proximity of the water intake as required by the Department of Fish & Game. The cost of a commercially produced intake fish exclusion screen is approximately \$1,200 and they can be difficult to handle.

Due to the high cost of having these units commercially manufactured for the department, the Tok maintenance crew determined that they could fabricate these intake screens more cost-effectively themselves. By recycling old highway signs and other scrap materials, the Tok crew was able to fabricate a permit-compliant water intake fish exclusion screen for just \$200.

Key Benefits/Efficiencies:

This in-house constructed permit-compliant water intake fish exclusion screen represents a major cost savings (\$200 in-house versus \$1,200 commercially manufactured) and provides other improvements such as more employee friendly hand holds.

Idea/Innovation Developed by:

Dennis Bishop, Tok District Superintendent thought of the idea. Robert Brooks, Charlie Lamphear, Rick Rallo, and Mark Sakalaskas from the Tok Station took Dennis' idea and made it a reality.



Above: Unit on left under construction, the middle unit is complete (\$200), unit on right is \$1,200 commercial unit.



Above: Finished in-house unit Unit under construction in Tok



[click images for larger view](#)

Airport Name	Region	Runways	Surface	Lighting	NAVAIDS	Classification	Air Carrier Hub
ADAK ISLAND (ADK)	SC	05/23 - 7790' x 200' 18/36 - 7605' x 200'	Asphalt/Grooved	BCN/HIRL/REIL/PAPI	TACAN/DME/NDB	Community	No
AKHIOK (AKK)	SC	04/22 - 3120' x 50'	Gravel	N/A	N/A	Community	No
AKIACHAK (Z13)	CR	01/19 - 3300' x 60'	Gravel	BCN/Rwy_Lts/MIRL	N/A	Community	No
AKIAK (AKI)	CR	03/21 - 3196' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
AKUN / AKUTAN (7AK)	SC	09/27 - 4500' x 75'	Asphalt	BCN/App_Lts	N/A	Community	No
ALAKANUK (AUK)	NR	16/34 - 4000' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
ALEKNAGIK (5A8)	CR	15/33 - 2040' x 80'	Gravel	N/A	N/A	Community	No
ALLAKAKET (6A8)	NR	05/23 - 4000' x 100'	Gravel	BCN/Rwy_Lts	N/A	Community	No
AMBLER (AFM)	NR	18/36 - 3000' x 60' 09/27 - 2400' x 60'	Gravel	BCN/VASI/Rwy_Lts	NDB	Community	No
ANCHORAGE (ANC) - Ted Stevens Anchorage Intl	CR	7R/25L - 12400' x 200' 7L/25R - 10600' x 150' 15/33 - 11584' x 150'	Conc/Asph/Grvd	BCN/App-Rwy_Lts/HIRL/ REIL/PAPI	ILS/DME/VOR	International	Yes
ANCHORAGE (Z41) - Lake Hood Strip	CR	14/32 - 2200' x 75'	Gravel	BCN/Rwy_Lts	N/A	Local	Yes
ANCHORAGE SPB (LHD) - Lake Hood SPB	CR	N/S, E/W, NW/SE - 4540'	Water	BCN	N/A	Local	Yes
ANGOON SPB (AGN)	SC	NW/SE - 10000' x 900'	Water	N/A	N/A	Community	No
ANIAK (ANI)	CR	10/28 - 6000' x 150'	Asphalt/Grooved	BCN/App_Lts/HIRL/VASI/Seq Flshr	ILS/DME/NDB	Regional	Yes
ANVIK (ANV)	NR	17/35 - 4000' x 75'	Gravel	BCN/Rwy_Lts	NDB	Community	No
ATKA (AKA)	SC	16/34 - 4500' x 100'	Asphalt/Grooved	BCN/Rwy_Lts/REIL	N/A	Community	No
ATMAUTLUAK (4A2)	CR	15/33 - 3000' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
BARANOF SPB (BNF) - Warm Spring Bay	SC	E/W - 10000' x 1000'	Water	N/A	N/A	Local	No
BARROW (BRW) - Wiley Posts/Will Rogers Memorial	NR	07/25 - 7100' x 150'	Asphalt/Grooved	BCN, HIRL, REIL, MALSR	ILS/DME/NDB/VOR	Regional	Yes
BASIN CREEK	NR	16/34 - 2000' x 60'	Gravel	N/A	N/A	Local	No
BEAVER (WBQ)	NR	05/23 - 3934' x 75'	Gravel	N/A	N/A	Community	No
BETHEL (BET)	CR	1L/19R - 6400' x 150' 1R/19L - 4000' x 75'	Asphalt/Grooved	BCN/App-Rwy_Lts/HIRL/ VASI/REIL	VORTAC/ILS/DME	Regional	Yes
BETTLES (BTT)	NR	01/19 - 5190' x 150'	Turf/Gravel	BCN/MIRL/MALSR/VASI	VOR/ILS/DME	Local	No
BETTLES SPB (2A4)	NR	14/32 - 4100' x 200'	Water	N/A	N/A	Local	No
BIG LAKE (BGQ)	CR	07/25 - 2435' x 70'	Gravel	BCN/Rwy_Lts	VORTAC	Local	No
BIRCH CREEK (Z91)	NR	16/34 - 4000' x 75'	Gravel	BCN/MIRL	N/A	Local	No
BIRCHWOOD (BCV)	CR	2L/20R - 4010' x 100' 2R/20L - 2200' x 50'	Asphalt	BCN/Rwy_Lts/VASI	N/A	Local	No
BOUNDARY (BYA)	NR	05/23 - 2325' x 60'	Gravel	N/A	N/A	Local	No
BREVIK MISSION (KTS)	NR	11/29 - 2990' x 100' 04/22 - 2110' x 75'	Gravel	BCN/Rwy_Lts/PAPI	N/A	Community	No
BUCKLAND (BVK)	NR	11/29 - 3200' x 75'	Gravel	BCN/Rwy_Lts/VASI	N/A	Community	No
CENTRAL (CEM)	NR	07/25 - 2782' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
CHALKYITSIK (CIK)	NR	03/21 - 4000' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
CHANDALAR CAMP (5CD) - Chandalar Shelf	NR	01/19 - 2529' x 70'	Gravel	N/A	N/A	Local	No
CHANDALAR LAKE (WCR) - Chandalar Lake	NR	04/22 - 3000' x 60'	Gravel	N/A	N/A	Local	No
CHEFORNAK (CFK)	CR	16/34 - 3230' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
CHENEGA BAY (C05)	SC	16/34 - 3000' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
CHEVAK (VAK)	CR	02/20 - 3200' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
CHICKEN (CKX)	NR	13/31 - 2500' x 60'	Gravel	N/A	N/A	Local	No

USPS Hub	Part 139 Cert	CY13 Enplanements	Health Facility	School Facility	On/Off Road	Borough/Census Region	Airport Manager	Arpt Mgr Phone	Record
No	Yes	2,023	Yes	Yes	Off	Aleutians West	VINCE TUTIAKOFF	907-592-8026	1
No	No	955	Yes	Yes	Off	Kodiak Island	ROBERT GREENE	907-487-4952	2
No	No	2,928	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	3
No	No	2,104	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	4
No	No	340	Yes	Yes	Off	Aleutians East	DALE RUCKMAN	907-581-1786	5
No	No	3,152	Yes	Yes	Off	Wade Hampton	JOHN WILSON	907-624-3261	6
No	No	25	Yes	Yes	Off	Dillingham	NORMAN HEYANO	907-842-5511	7
No	No	1,801	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	8
No	No	1,971	Yes	Yes	Off	Northwest Arctic	ALVIN WERNEKE	907-442-3147	9
Yes	Yes	2,325,030	Yes	Yes	On	Anchorage	JOHN PARROTT	907-266-2525	10
No	No		Yes	Yes	On	Anchorage	JOHN PARROTT	907-266-2525	11
No	No	24,026	Yes	Yes	On	Anchorage	JOHN PARROTT	907-266-2525	12
No	No	1,734	Yes	Yes	Off	Hoonah-Angoon	PAUL KHERA	907-465-1786	13
Yes	No	14,334	Yes	Yes	Off	Bethel	TERRY HOFFMAN	907-675-4345	14
No	No	962	Yes	Yes	Off	Yukon-Koyukuk	ERIK WEINGARTH	907-438-2416	15
No	No	131	Yes	Yes	Off	Aleutians West	DALE RUCKMAN	907-581-1786	16
No	No	2,500	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	17
No	No		No	No	Off	Wrangell	PAUL KHERA	907-465-1786	18
Yes	Yes	51,568	Yes	Yes	Off	North Slope	JOHN OLSEN	907-852-6199	19
No	No		No	No	Off	Nome	JEREMY WORRALL	907-451-5230	20
No	No	943	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	21
Yes	Yes	152,084	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	22
No	No	2,079	No	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	23
No	No		No	No	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	24
No	No		No	Yes	On	Matanuska-Susitna	STEVE BANSE	907-745-2159	25
No	No	290	Yes	No	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	26
No	No		No	Yes	On	Anchorage	ED CARESS	907-338-1426	27
No	No	1	No	No	On	Yukon-Koyukuk	DENNIS BISHOP	907-883-5128	28
No	No	1,722	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-2500	29
No	No	3,138	Yes	Yes	Off	Northwest Arctic	ALVIN WERNEKE	907-442-3147	30
No	No	36	No	Yes	On	Yukon-Koyukuk	DANIEL SCHACHER	907-451-5276	31
No	No	770	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	32
No	No		No	No	On	Yukon-Koyukuk	JEFF RUSSELL	907-451-2207	33
No	No	28	No	No	On	Yukon-Koyukuk	JEFF RUSSELL	907-451-2207	34
No	No	4,414	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	35
No	No		Yes	Yes	Off	Valdez-Cordova	SEAN MONTGOMERY	907-262-1187	36
No	No	5,203	Yes	Yes	Off	Wade Hampton	L.J. DAVIS	907-545-4617	37
No	No	22	No	No	On	Yukon-Koyukuk	DENNIS BISHOP	907-883-5128	38

CHIGNIK (AJC)	SC	02/20 - 2600' x 60'	Dirt/Gravel	N/A	N/A	Community	No
CHIGNIK LAGOON (KCL)	SC	04/22 - 1810' x 60'	Dirt/Gravel	N/A	N/A	Community	No
CHIGNIK LAKE (A79)	SC	08/26 - 2800' x 60'	Gravel	N/A	N/A	Community	No
CHISANA (CZN)	NR	12/30 - 3000' x 50'	Turf/Gravel	N/A	N/A	Local	No
CHISTOCHINA (CZO)	NR	02/20 - 2060' x 90'	Turf/Gravel	N/A	N/A	Community	No
CHITINA (CXC)	NR	13/31 - 2850' x 75'	Dirt/Gravel	N/A	N/A	Local	No
CHUATHBALUK (9A3)	CR	09/27 - 3401' x 60'	Gravel	BCN/REIL/PAPI	N/A	Community	No
CIRCLE (CRC)	NR	15/33 - 2979' x 60'	Turf	BCN/MIRL	N/A	Community	No
CIRCLE HOT SPRINGS (CHP)	NR	09/27 - 3650' x 80'	Gravel	BCN/Rwy_Lts	N/A	Local	No
CLARKS POINT (CLP)	CR	18/36 - 3200' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
CLEAR (Z84)	NR	01/19 - 3997' x 100'	Asphalt	BCN/MIRL	N/A	Local	No
COFFMAN COVE SPB (KCC)	SC	N/S - 5000' x 2000'	Water	N/A	N/A	Community	No
COLD BAY (CDB)	SC	15/33 - 10180' x 150' 08/26 - 6235' x 150'	Asphalt/Grooved	BCN/App_Lts/HIRL/VASI	VORTAC/ILS/DME	Regional	Yes
COLDFOOT (CXF)	NR	01/19 - 4001' x 100'	Gravel	BCN/Rwy_Lts	N/A	Local	No
COOPER LANDING (JLA) - Quartz Creek	CR	04/22 - 2200' x 60'	Gravel	N/A	N/A	Local	No
COPPER CENTER (Z93) - Copper Center 2	NR	13/30 - 2200' x 55'	Gravel	N/A	N/A	Local	No
CORDOVA (CDV) - Merle K. Smith	SC	09/27 - 7500' x 150'	Asphalt/Grooved	BCN/App_Lts/HIRL/VASI	NDB/ILS/DME	Regional	No
CORDOVA (CKU) - Cordova Municipal	SC	06/24 - 1800' x 60'	Gravel	N/A	N/A	Local	No
COUNCIL (K29)	NR	10/28 - 3000' x 60'	Gravel	BCN/App_Lts	N/A	Local	No
CROOKED CREEK (CJX)	CR	13/31 - 1997' x 60'	Earth/Gravel	N/A	N/A	Community	No
DAHL CREEK (DCK)	NR	08/26 - 4780' x 75'	Gravel	N/A	N/A	Local	No
DEADHORSE (SCC)	NR	05/23 - 6500' x 150'	Asphalt/Grooved	BCN/App-Rwy/HIRL/VASI/Ctr Lts	VOR/ILS/DME	Regional	No
DEERING (DEE)	NR	02/20 - 3320' x 75' 11/29 - 2660' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
DILLINGHAM (DLG)	CR	01/19 - 6400' x 150'	Asphalt/Grooved	BCN/App_Lts/VASI/PAPI	VOR/ILS/DME	Regional	Yes
EAGLE (EAA)	NR	06/24 - 3600' x 75'	Gravel	BCN/Rwy_Lts/VASI	N/A	Community	No
EEK (EEK)	CR	17/35 - 3242' x 60'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
EKWOK (KEK)	CR	02/20 - 3300' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
ELFIN COVE SPB (ELV)	SC	NW/SE - 10000' x 1500'	Water	N/A	N/A	Local	No
ELIM (ELI)	NR	01/19 - 3401' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
EMMONAK (ENM)	NR	16/34 - 4601' x 100'	Gravel	BCN/Rwy_Lts/VASI/REIL	VOR/DME	Regional	Yes
EXCURSION INLET SPB (EXI)	SC	NW/SE - 10000' x 1000'	Water	N/A	N/A	Local	No
FAIRBANKS (FAI) - Fairbanks Intl	NR	2L/20R - 11800' x 150' 2R/20L - 6501' x 100'	Asphalt/Grooved	BCN/App-Rwy_Lts/HIRL/ REIL/PAPI	VORTAC/ILS/DME	International	Yes
FAIRBANKS SPB (FAI)	NR	02/20 - 5400' x 100'	Water	BCN	N/A	International	No
FALSE PASS (KFP)	SC	14/32 - 2150' x 60'	Gravel	REIL	N/A	Community	No
FLAT (FLT)	CR	08/26 - 4045' x 90'	Turf/Gravel	N/A	N/A	Local	No
FORT YUKON (FYU)	NR	04/22 - 5000' x 100'	Gravel	BCN/MALSR/MIRL/VASI	VORTAC/NDB	Regional	No
FUNTER BAY SPB (FNR)	SC	NE/SW - 10500' x 500'	Water	N/A	N/A	Local	No
GALBRAITH LAKE (GBH)	NR	13/31 - 5182' x 150'	Gravel	BCN/App-Rwy_Lts/PAPI	NDB	Local	No
GALENA (GAL) - Edward G. Pitka Sr.	NR	07/25 - 7249' x 150'	Concrete/Asphalt	BCN/HIRL/REIL	VOR/DME	Regional	Yes
				**VASI Is out of service permanently - FAA PAPI install required but unfunded	**VOR/DME OTS since 2013 flood		
GAMBELL (GAM)	NR	16/34 - 4499' x 96'	Concrete/Asphalt	BCN/App-Rwy_Lts/VASI/REIL	NDB/DME	Community	No

No	No	298	Yes	Yes	Off	Lake & Peninsula	KYLER HYLTON	907-246-3325	39
No	No	330	Yes	Yes	Off	Lake & Peninsula	KYLER HYLTON	907-246-3325	40
No	No	64	Yes	Yes	Off	Lake & Peninsula	KYLER HYLTON	907-246-3325	41
No	No	88	No	No	Off	Valdez-Cordova	JOHN HOFFMAN	907-822-3222	42
No	No		Yes	No	On	Valdez-Cordova	JOHN HOFFMAN	907-822-3222	43
No	No	16	Yes	No	On	Valdez-Cordova	JOHN HOFFMAN	907-822-3222	44
No	No	327	Yes	Yes	Off	Bethel	TERRY HOFFMAN	907-675-4345	45
No	No	483	Yes	Yes	On	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	46
No	No	8	No	No	On	Yukon-Koyukuk	DANIEL SCHACHER	907-451-5276	47
No	No	339	Yes	No	Off	Dillingham	NORMAN HEYANO	907-842-5511	48
No	No		No	No	On	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	49
No	No	155	No	Yes	Off	Prince of Wales	PAUL KHERA	907-465-1786	50
Yes	Yes	8,665	Yes	Yes	Off	Aleutians East	HAROLD KREMER	907-532-5000	51
No	No	4,067	No	No	On	Yukon-Koyukuk	JEFF RUSSELL	907-451-2207	52
No	No		No	Yes	On	Kenai Peninsula	SEAN MONTGOMERY	907-262-1187	53
No	No		Yes	Yes	On	Valdez-Cordova	JOHN HOFFMAN	907-822-3222	54
No	Yes	15,772	Yes	Yes	Off	Valdez-Cordova	ROBERT MATTSON	907-424-3202	55
No	No	4	Yes	Yes	Off	Valdez-Cordova	ROBERT MATTSON	907-424-3202	56
No	No		No	No	Off	Nome	ROBERT MADDEN	907-443-2500	57
No	No	386	Yes	Yes	Off	Bethel	TERRY HOFFMAN	907-675-4345	58
No	No	109	No	No	Off	Northwest Arctic	ALVIN WERNEKE	907-442-3147	59
No	Yes	48,588	No	No	On	North Slope	TIM PARAULT	907-659-2553	60
No	No	1,341	Yes	Yes	Off	Northwest Arctic	ALVIN WERNEKE	907-442-3147	61
Yes	Yes	26,632	Yes	Yes	Off	Dillingham	NORMAN HEYANO	907-842-5511	62
No	No	551	Yes	Yes	Off	Yukon-Koyukuk	DENNIS BISHOP	907-883-5128	63
No	No	3,913	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	64
No	No	202	Yes	Yes	Off	Dillingham	NORMAN HEYANO	907-842-5511	65
No	No	453	No	No	Off	Hoonah-Angoon	PAUL KHERA	907-465-1786	66
No	No	2,030	Yes	Yes	Off	Nome	JOHN WILSON	907-624-3261	67
Yes	No	8,268	Yes	Yes	Off	Wade Hampton	JOHN WILSON	907-624-3261	68
No	No	65	No	No	Off	Haines	PAUL KHERA	907-465-1786	69
Yes	Yes	457,372	Yes	Yes	On	Fairbanks/North Star	JESSE VANDERZANDEN	907-474-2500	70
No	No		Yes	Yes	On	Fairbanks/North Star	JESSE VANDERZANDEN	907-474-2500	71
No	No	371	Yes	Yes	Off	Aleutians East	HAROLD KREMER	907-532-5000	72
No	No	11	No	No	Off	Yukon-Koyukuk	STEFFEN STRICK	907-524-3241	73
Yes	No	7,441	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	74
No	No		No	No	Off	Hoonah-Angoon	PAUL KHERA	907-465-1786	75
No	Yes	582	No	No	Off	North Slope	JEFF RUSSELL	907-451-2207	76
Yes	No	14,141	Yes	Yes	Off	Yukon-Koyukuk	MARVIN THURMOND	907-656-1236	77
No	No	3,312	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-2500	78

GIRDWOOD (AQY)	CR	02/20 - 2088' x 73'	Gravel	N/A	N/A	Local	No
GLENALLEN/GULKANA (GKN)	NR	15/33 - 5001' x 100'	Asphalt	BCN/Rwy_Lts/VASI	N/A	Community	No
GOLD KING CREEK (AK7)	NR	09/27 - 2500'	Dirt/Gravel	N/A	N/A	Local	No
GOLOVIN (GLV)	NR	02/20 - 4000' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
GOODNEWS (GNU)	CR	06/24 - 3300' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
GOOSE BAY (Z40)	CR	08/26 - 3000' x 75'	Gravel	N/A	N/A	Local	No
GRAYLING (KGX)	NR	17/35 - 4000' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
GUSTAVUS (GST)	SC	11/29 - 6721' x 150'	Asphalt/Grooved	BCN/Rwy_Lts/VASI/REIL	NDB	Regional	Yes
HAINES (HNS)	SC	08/26 - 4000' x 100'	Asphalt	BCN/Rwy_Lts/REIL/PAPI	NDB	Community	No
HEALY (HRR)	NR	15/33 - 2912' x 60'	Asphalt	BCN/Rwy_Lts	N/A	Community	No
HOLLIS SPB (HYL) - Clark Bay SPB	SC	E/W - 10000' x 500'	Water	N/A	N/A	Community	No
HOLY CROSS (HCA)	NR	01/19 - 4000' x 100'	Gravel	BCN/Rwy_Lts	N/A	Community	No
HOMER (HOM)	CR	04/22 - 6701' x 150'	Asphalt	BCN/App_Lts/HIRL/VASI	VOR/ILS/DME	Regional	Yes
HOMER SPB (5BL) - Homer-Beluga Lake	CR	NE/SW - 3000' x 600'	Water	N/A	N/A	Local	No
HOONAH (HNH)	SC	06/24 - 2997' x 75'	Asphalt	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
HOONAH SPB (OOH)	SC	E/W - 9000' x 5000'	Water	N/A	N/A	Local	No
HOOPER BAY (HPB)	CR	13/31 - 3300' x 75'	Asphalt/Grooved	BCN/App-Rwy_Lts/VASI	VOR/DME	Community	No
HOPE (5HO)	CR	16/34 - 2000' x 90'	Gravel	N/A	N/A	Community	No
HUGHES (HUS)	NR	17/35 - 3380' x 100'	Gravel	BCN/MIRL	N/A	Community	No
HUSLIA (HLA)	NR	03/21 - 4000' x 75'	Gravel	BCN/MIRL/REIL/PAPI	VOR/DME	Community	No
HYDABURG SPB (HYG)	SC	E/W - 5000' x 2000'	Water	N/A	N/A	Community	No
HYDER SPB (4Z7)	SC	N/S - 10000' x 1000'	Water	N/A	N/A	Community	No
IGIUGIG (IGG)	SC	05/23 - 3000' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
ILIAMNA (ILI)	SC	07/25 - 5086' x 100'	Asphalt/Grooved	BCN/Rwy_Lts/REIL/PAPI	NDB/DME	Regional	Yes
		17/35 - 4800' x 100'					
ILIAMNA (ILI) - Iliamna Pike Lake	SC	N/S - 2892' x 400'	Water	N/A	N/A	Regional	No
		E/W - 2998' x 400'					
KAKE (AFE)	SC	11/29 - 4000' x 100'	Asphalt	Rwy_Lts/REIL/PAPI	NDB	Community	No
KALSKAG (KLG)	CR	06/24 - 3172' x 75'	Gravel	BCN/Rwy_Lts/PAPI	N/A	Community	No
KALTAG (KAL)	NR	03/21 - 3986' x 100'	Gravel	BCN/MIRL	N/A	Community	No
KANTISHNA (5Z5)	NR	10/28 - 1950' x 45'	Gravel	N/A	N/A	Local	No
KARLUK (KYK)	SC	10/28 - 2000' x 60'	Gravel	N/A	N/A	Community	No
KASAAN SPB (KXA)	SC	N/S - 2000' x 2000'	Water	N/A	N/A	Local	No
KASIGLUK (Z09)	CR	17/35 - 3000' x 60'	Gravel	Rwy_Lts	N/A	Community	No
KASILOF (5KS)	CR	01/19 - 2165' x 40'	Gravel	N/A	N/A	Local	No
KETCHIKAN (KTN) - Ketchikan Intl	SC	11/29 - 7500' x 150'	Asphalt/Grooved	BCN/App_Lts/HIRL/PAPI	ILS/DME/NDB	Regional	Yes
KETCHIKAN AIRPORT SPB (KTN)	SC	NW/SE - 9500' x 1500'	Water	N/A	N/A	Regional	Yes
KETCHIKAN SPB (9C0) - Peninsula Point Pullout	SC	NE/SW - 9000' x 2000'	Water	N/A	N/A	Local	No
KIANA (IAN) - Bob Baker Memorial	NR	06/24 - 3400' x 100'	Gravel	BCN/Rwy_Lts	N/A	Community	No
KING COVE (KVC)	SC	07/25 - 3500' x 100'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
KING SALMON (AKN)	SC	12/30 - 8901' x 150'	Asphalt	BCN/App_Lts/REIL/PAPI	ILS/DME/VORTAC	Regional	Yes
KING SALMON SPB (AKN)	SC	NW/SE - 4000' x 500'	Water	N/A	N/A	Regional	No
KIPNUK (IIK)	CR	17/35 - 3200' x 60'	Gravel	Rwy_Lts	N/A	Community	No
KIVALINA (KVL)	NR	12/30 - 3000' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
KLAWOCK (AKW)	SC	02/20 - 5000' x 100'	Asphalt	BCN/Rwy_Lts/REIL/PAPI	NDB	Community	No
KOBUK (OBU)	NR	09/27 - 4020' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No

No	No		Yes	Yes	On	Anchorage	PAUL BERTHOLL	907-783-2232	79
No	No	22	Yes	Yes	On	Valdez-Cordova	JOHN HOFFMAN	907-822-3222	80
No	No		No	No	Off	Fairbanks/North Star	JEREMY WORRALL	907-451-5230	81
No	No	1,606	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-2500	82
No	No	1,540	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	83
No	No		No	No	On	Matanuska-Susitna	STEVE BANSE	907-745-2159	84
No	No	920	Yes	Yes	Off	Yukon-Koyukuk	ERIK WEINGARTH	907-438-2416	85
No	Yes	10,076	Yes	Yes	Off	Hoonah-Angoon	MIKE PEDERSEN	907-697-2251	86
No	No	10,106	Yes	Yes	On	Haines	MATT BORON	907-766-2340	87
No	No	24	Yes	Yes	On	Denali	TOM WILLIAMS	907-451-5280	88
No	No	1,360	No	Yes	Off	Prince of Wales	PAUL KHERA	907-465-1786	89
No	No	1,513	Yes	Yes	Off	Yukon-Koyukuk	ERIK WEINGARTH	907-438-2416	90
No	Yes	37,705	Yes	Yes	On	Kenai Peninsula	KEVIN JONES	907-235-5217	91
No	No		Yes	Yes	On	Kenai Peninsula	KEVIN JONES	907-235-5217	92
No	No	10,468	Yes	Yes	Off	Hoonah-Angoon	KEN MESERVE	907-945-3426	93
No	No		Yes	Yes	Off	Hoonah-Angoon	KEN MESERVE	907-945-3426	94
No	No	4,783	Yes	Yes	Off	Wade Hampton	L.J. DAVIS	907-545-4617	95
No	No		Yes	Yes	On	Kenai Peninsula	DREW MOTSINGER	907-269-5672	96
No	No	1,092	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	97
No	No	3,012	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	98
No	No	24	Yes	Yes	Off	Prince of Wales	PAUL KHERA	907-465-1786	99
No	No	154	No	No	On	Prince of Wales	PAUL KHERA	907-465-1786	100
No	No	320	Yes	Yes	Off	Lake & Peninsula	CLINT ANELON	907-571-7171	101
Yes	No	5,688	Yes	Yes	Off	Lake & Peninsula	CLINT ANELON	907-571-7171	102
No	No		Yes	Yes	Off	Lake & Peninsula	CLINT ANELON	907-571-7171	103
No	No	1,723	Yes	Yes	Off	Wrangell	PAUL KHERA	907-465-1786	104
No	No	3,127	Yes	Yes	Off	Bethel	TERRY HOFFMAN	907-675-4345	105
No	No	1,645	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	106
No	No		No	No	Off	Yukon-Koyukuk	TOM WILLIAMS	907-451-5280	107
No	No	287	Yes	Yes	Off	Kodiak Island	ROBERT GREENE	907-487-4952	108
No	No	139	Yes	Yes	Off	Prince of Wales	PAUL KHERA	907-465-1786	109
No	No	5,089	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	110
No	No		No	Yes	On	Kenai Peninsula	SEAN MONTGOMERY	907-262-1187	111
Yes	Yes	109,433	Yes	Yes	Off	Ketchikan Gateway	MIKE CARNEY	907-225-6800	112
No	No		Yes	Yes	Off	Ketchikan Gateway	MIKE CARNEY	907-225-6800	113
No	No		Yes	Yes	Off	Ketchikan Gateway	PAUL KHERA	907-465-1786	114
No	No	3,463	Yes	Yes	Off	Northwest Arctic	CALVIN SCHAEFFER	907-442-3147	115
No	No	2,829	Yes	Yes	Off	Aleutians East	HAROLD KREMER	907-532-5000	116
Yes	Yes	35,450	Yes	Yes	Off	Bristol Bay	KYLER HYLTON	907-246-3325	117
No	No		Yes	Yes	Off	Bristol Bay	KYLER HYLTON	907-246-3325	118
No	No	6,114	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	119
No	No	2,975	Yes	Yes	Off	Northwest Arctic	CALVIN SCHAEFFER	907-442-3147	120
No	No	1,550	Yes	Yes	Off	Prince of Wales	TIM LACOUR	907-755-2229	121
No	No	1,575	Yes	Yes	Off	Nome	ALVIN WERNEKE	907-442-3147	122

KODIAK (ADQ)	SC	07/25 - 7550' x 150' 11/29 - 5400' x 150' 18/36 - 5010' x 150'	Asphalt/Grooved	BCN/HIRL/VASI/REIL	VOR/ILS/DME	Regional	Yes
KOKHANOK (9K2)	SC	06/24 - 3300' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
KOLIGANEK (JZZ)	CR	09/27 - 3000' x 75'	Gravel	BCN/Rwy_Lts/PAPI	N/A	Community	No
KONGIGANAK (DUY)	CR	01/19 - 2400' x 75'	Dirt/Gravel	BCN/Rwy_Lts	N/A	Community	No
KOTLIK (2A9)	NR	02/20 - 4400' x 100'	Gravel	BCN/Rwy_Lts	N/A	Community	No
KOTZEBUE (OTZ) - Ralph Wien Memorial	NR	09/27 - 5900' x 150' 18/36 - 3876' x 90'	Asphalt/Grooved	BCN/Rwy_Lts/HIRL/ VASI/REIL	VOR/ILS/DME	Regional	Yes
KOTZEBUE SPB (K36)	NR	N/S	Water	N/A	N/A		No
KOYUK (KKA) - Koyuk Alfred Adams	NR	01/19 - 3000' x 60'	Gravel	BCN/Rwy_Lts/VASI	NDB/DME	Community	No
KOYUKUK (KYU)	NR	06/24 - 4000' x 75'	Gravel	BCN/MIRL/PAPI/REIL (Rwy 6 Only)	N/A	Community	No
KWETHLUK (KWT)	CR	18/36 - 3199' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
KWIGILLINGOK (GGV)	CR	15/33 - 1835' x 40'	Dirt/Gravel	N/A	N/A	Community	No
LAKE LOUISE (Z55)	NR	3/31 - 3000' x 60'	Gravel	N/A	N/A	Local	No
LARSEN BAY (2A3)	SC	04/22 - 2690' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
LAWING (9Z9)	CR	15/33 - 2200' x 50'	Gravel	N/A	N/A	Local	No
LEVELOCK (9Z8)	SC	01/19 - 3281' x 59'	Gravel	BCN/Rwy_Lts/REIL	N/A	Community	No
LIME VILLAGE (2AK)	CR	10/28 - 1500' x 55'	Dirt/Gravel	N/A	N/A	Local	No
LITTLE DIOMEDE ISLAND / IGNALUK (DM2)	NR	Heliport - 64' x 64'	Concrete	BCN/Boundary Lts	N/A	Community	No
LIVENGOOD (4AK) - Livengood Camp	NR	15/33 - 1415' x 50'	Gravel	N/A	N/A	Local	No
MANLEY HOT SPRINGS (MLY)	NR	02/20 - 2850' x 20'	Turf/Dirt	N/A	N/A	Community	No
MANOKOTAK (MBA)	CR	03/21 - 3300' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
MARSHALL (MDM) - Marshall Don Hunter Sr.	NR	07/25 - 3200' x 100'	Gravel	BCN/Rwy_Lts/REIL	N/A	Community	No
MAY CREEK (MYK)	NR	13/31 - 2700' x 100'	Turf/Gravel	N/A	N/A	Local	No
MCCARTHY (I5Z)	NR	01/19 - 3500' x 60'	Gravel	N/A	N/A	Local	No
MCGRATH (MCG)	CR	16/34 - 5936' x 100'	Asphalt	BCN/Rwy_Lts/VASI/REIL	LOC/DME/VORTAC	Regional	Yes
MEKORYUK (MYU)	CR	05/23 - 3070' x 75'	Gravel	BCN/Rwy_Lts/VASI/REIL	NDB/DME	Community	No
METLAKATLA SPB (MTM)	SC	E/W, N/S - 5000' x 5000'	Water	N/A	N/A	Community	No
MINCHUMINA (MHM)	NR	03/31 - 4184' x 100'	Gravel	BCN/MIRL/PAPI (Rwy 3 Only)	NDB	Local	No
MINTO (51Z) - Minto Al Wright	NR	02/20 - 3400' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
MOUNTAIN VILLAGE (MOU)	NR	02/20 - 3501' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
NAKNEK (5NK)	SC	08/26 - 1950' x 50' 14/32 - 1850' x 45'	Gravel	BCN/Rwy_Lts	N/A	Local	No
NANWALEK (KEB) - English Bay	CR	01/19 - 1850' x 50'	Gravel	N/A	N/A	Community	No
NAPAKIAK (WNA)	CR	16/34 - 3248' x 60'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
NAPASKIAK (PKA)	CR	02/20 - 3000' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
NELSON LAGOON (OUL)	SC	08/26 - 4003' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
NEW STUYAHOK (KNW)	CR	14/32 - 3281' x 98'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
NEWTOK (EWU)	CR	15/33 - 2202' x 35'	Gravel	N/A	N/A	Community	No
NIGHTMUTE (IGT)	CR	03/21 - 3180' x 75'	Gravel	BCN/Rwy_Lts/REIL	N/A	Community	No
NIKOLAI (FSP)	CR	04/32 - 4003' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
NINILCHIK (NIN)	CR	10/28 - 2400' x 60'	Gravel	N/A	N/A	Local	No
NOATAK (WTK)	NR	01/19 - 3992' x 60'	Gravel	BCN/Rwy_Lts/PAPI	N/A	Community	No
NOME (94Z) - Nome City Field	NR	03/21 - 1950' x 110'	Gravel	N/A	N/A	Local	No
NOME (OME)	NR	10/28 - 6001' x 150' 03/21 - 5576' x 150'	Asphalt/Grooved	BCN/App-Rwy_Lts/HIRL/ VASI/REIL/PAPI	VOR/ILS/DME	Regional	Yes

Yes	Yes	79,930	Yes	Yes	Off	Kodiak Island	ROBERT GREENE	907-487-4952	123
No	No	881	Yes	Yes	Off	Lake & Peninsula	CLINT ANELON	907-571-7171	124
No	No	405	Yes	Yes	Off	Dillingham	NORMAN HEYANO	907-842-5511	125
No	No	3,904	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	126
No	No	3,622	Yes	Yes	Off	Wade Hampton	JOHN WILSON	907-624-3261	127
Yes	Yes	61,274	Yes	Yes	Off	Northwest Arctic	ALVIN WERNEKE	907-442-3147	128
No	No		Yes	Yes	Off	Northwest Arctic	CALVIN SCHAEFFER	907-442-3147	129
No	No	2,118	Yes	Yes	Off	Nome	JOHN WILSON	907-624-3261	130
No	No	847	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	131
No	No	3,871	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	132
No	No	3,602	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	133
No	No		No	No	On	Matanuska-Susitna	JOHN HOFFMAN	907-822-3222	134
No	No	2,336	Yes	Yes	Off	Kodiak Island	ROBERT GREENE	907-487-4952	135
No	No		No	No	On	Kenai Peninsula	SEAN MONTGOMERY	907-262-1187	136
No	No	292	Yes	Yes	Off	Lake & Peninsula	KYLER HYLTON	907-246-3325	137
No	No	10	Yes	No	Off	Bethel	STEFFEN STRICK	907-524-3241	138
No	No	15	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-2500	139
No	No	5	No	No	Off	Yukon-Koyukuk	JEFF RUSSELL	907-451-2207	140
No	No	116	Yes	Yes	On	Yukon-Koyukuk	JEFF RUSSELL	907-451-2207	141
No	No	11,903	Yes	Yes	Off	Dillingham	NORMAN HEYANO	907-842-5511	142
No	No	2,786	Yes	Yes	Off	Wade Hampton	ERIK WEINGARTH	907-438-2416	143
No	No		No	No	Off	Valdez-Cordova	JOHN HOFFMAN	907-822-3222	144
No	No		No	No	Off	Valdez-Cordova	JOHN HOFFMAN	907-822-3222	145
Yes	No	10	Yes	Yes	Off	Yukon-Koyukuk	STEFFEN STRICK	907-524-3241	146
No	No	1,365	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	147
No	No	4,243	Yes	Yes	Off	Prince of Wales	PAUL KHERA	907-465-1786	148
No	No	284	No	No	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	149
No	No	192	Yes	Yes	On	Yukon-Koyukuk	JEFF RUSSELL	907-451-2207	150
No	No	4,571	Yes	Yes	Off	Wade Hampton	ERIK WEINGARTH	907-438-2416	151
No	No	40	Yes	Yes	On	Bristol Bay	KYLER HYLTON	907-246-3325	152
No	No	2,138	Yes	Yes	Off	Kenai Peninsula	KEVIN JONES	907-235-5217	153
No	No	1,815	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	154
No	No	1,764	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	155
No	No	305	Yes	No	Off	Aleutians East	HAROLD KREMER	907-532-5000	156
No	No	672	Yes	Yes	Off	Dillingham	NORMAN HEYANO	907-842-5511	157
No	No	2,744	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	158
No	No	1,942	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	159
No	No	306	Yes	Yes	Off	Yukon-Koyukuk	STEFFEN STRICK	907-524-3241	160
No	No		Yes	Yes	On	Kenai Peninsula	SEAN MONTGOMERY	907-262-1187	161
No	No	4,088	Yes	Yes	Off	Northwest Arctic	ALVIN WERNEKE	907-442-3147	162
No	No		Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-3431	163
Yes	Yes	58,020	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-3431	164

NONDALTON (5NN)	CR	02/20 - 2800' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
NOORVIK (D76) - Robert/Bob/Curtis Memorial	NR	06/24 - 4000' x 75'	Gravel	BCN/Rwy_Lts/PAPI	N/A	Community	No
NORTHWAY (ORT)	NR	05/23 - 5100' x 100'	Asphalt/Grooved	BCN/Rwy_Lts/REIL/PAPI	VORTAC/NDB	Community	No
NULATO (NUL)	NR	02/20 - 4000' x 100'	Gravel	BCN/MIRL	N/A	Community	No
NUNAM IQUA (SXP) - Sheldon Point	NR	01/19 - 3015' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
NUNAPITCHUK (16A)	CR	18/36 - 2420' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
OLD HARBOR (6R7) - Sven Haakanson, Sr., Airport	SC	03/21 - 2750' x 60'	Gravel	N/A	N/A	Community	No
OPHIR (Z17)	CR	11/29 - 2520' x 100'	Turf/Gravel	N/A	N/A	Local	No
OUZINKIE (4K5)	SC	08/26 - 3300' x 60'	Gravel	BCN	N/A	Community	No
PEDRO BAY (4K0)	SC	09/27 - 3000' x 60'	Gravel	BCN/Rwy_Lts/REIL	N/A	Community	No
PERRYVILLE (PEV)	SC	02/20 - 3300' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
PETERSBURG (PSG) - Petersburg James A. Johnson	SC	05/23 - 6400' x 150'	Asphalt/Grooved	BCN/App_Lts/REIL/PAPI	LDA/DME/NDB	Regional	No
PETERSBURG SPB (63A) - Lloyd R. Roundtree Seaplane Facility	SC	NE/SW - 9000' x 1100'	Water	N/A	N/A	Local	No
PILOT POINT (PNP)	SC	07/25 - 3280' x 75'	Gravel	BCN/Rwy_Lts/PAPI	N/A	Community	No
PILOT STATION (OAK)	NR	07/25 - 2541' x 55'	Gravel	BCN/Rwy_Lts	N/A	Community	No
PLATINUM (PTU)	CR	14/32 - 5000' x 75'	Gravel	BCN	N/A	Community	No
POINT BAKER SPB (KPB)	SC	N/S - 4000' x 250'	Water	N/A	N/A	Local	No
POINT HOPE (PHO)	NR	01/19 - 3992' x 75'	Asphalt	BCN/Rwy_Lts/VASI	NDB	Community	No
PORT ALEXANDER SPB (AHP)	SC	N/S - 3000' x 300'	Water	N/A	N/A	Community	No
PORT GRAHAM (PGM)	CR	12/30 - 1875' x 45'	Dirt/Gravel	N/A	N/A	Community	No
PORT HEIDEN (PTH)	SC	05/23 - 5000' x 100'	Gravel	BCN/Rwy_Lts/VASI/ REIL/PAPI	NDB/DME	Community	No
		13/31 - 4000' x 100'					
PORT LIONS (ORI)	SC	07/25 - 2200' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
PORT PROTECTION SPB (19P)	SC	NW/SE	Water	N/A	N/A	Community	No
PORTAGE CREEK (A14)	CR	10/28 - 1920' x 60'	Dirt/Gravel	N/A	N/A	Local	No
		01/19 - 1470' x 60'					
PROSPECT CREEK (PPC)	NR	01/19 - 4968' x 150'	Gravel	BCN/Rwy_Lts/REIL/PAPI	NDB	Local	No
QUARTZ CREEK (5QC) - Kougarok	NR	12/30 - 2960' x 64'	Gravel	N/A	N/A	Local	No
RAMPART (RMP)	NR	11/29 - 3520' x 75'	Gravel	BCN/MIRL/REIL/PAPI (Rwy 11 Only)	N/A	Local	No
RED DEVIL (RDV)	CR	10/28 - 4820' x 75'	Gravel	N/A	N/A	Community	No
RUBY (RBY)	NR	03/21 - 4000' x 100'	Gravel	BCN/MIRL/REIL/PAPI (Rwy 21 Only)	N/A	Community	No
RUSSIAN MISSION (RSH)	NR	17/35 - 3620' x 100'	Gravel	N/A	N/A	Community	No
SAINT GEORGE (PBV)	SC	11/29 - 4982' x 150'	Asphalt/Grooved	BCN/App_Lts/HIRL/REIL/PAPI	ILS/NDB	Community	No
SAINT MARY'S (KSM)	NR	17/35 - 6008' x 150'	Gravel	BCN/App-Rwy_Lts/HIRL/ VASI/REIL	ILS/DME/NDB	Regional	Yes
		06/24 - 1520' x 60'					
SAINT MICHAEL (SMK)	NR	02/20 - 4000' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
SAINT PAUL ISLAND (SNP)	SC	18/36 - 6500' x 150'	Asphalt/Grooved	BCN/App_Lts/HIRL/VASI	ILS/DME/NDB	Community	No
SALMON LAKE (Z81)	NR	15/33 - 1860' x 55'	Gravel	N/A	N/A	Local	No
SAND POINT (SDP)	SC	13/31 - 5213' x 150'	Asphalt/Grooved	BCN/Rwy_Lts/REIL/PAPI	NDB	Community	No
SAVOONGA (SVA)	NR	05/23 - 4400' x 100'	Gravel	BCN/Rwy_Lts/PAPI	VOR/DME	Community	No
SCAMMON BAY (SCM)	CR	10/28 - 3000' x 75'	Dirt	BCN/Rwy_Lts/PAPI	N/A	Community	No
SELAWIK (WLK)	NR	04/22 - 3002' x 60'	Gravel	BCN/Rwy_Lts/VASI/PAPI	VOR/DME	Community	No
		09/27 - 2659' x 60'					
SELDOVIA (SOV)	CR	16/34 - 1845' x 60'	Gravel	N/A	N/A	Community	No

No	No	384	Yes	Yes	Off	Lake & Peninsula	CLINT ANELON	907-571-7171	165
No	No	4,188	Yes	Yes	Off	Northwest Arctic	ALVIN WERNEKE	907-442-3147	166
No	No		Yes	Yes	On	Fairbanks/North Star	DENNIS BISHOP	907-883-5128	167
No	No	2,442	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	168
No	No	1,199	Yes	Yes	Off	Wade Hampton	HARRY JOHNSON	907-624-3261	169
No	No	3,652	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	170
No	No	2,870	Yes	Yes	Off	Kodiak Island	ROBERT GREENE	907-487-4952	171
No	No	11	No	No	Off	Yukon-Koyukuk	STEFFEN STRICK	907-524-3241	172
No	No	1,862	Yes	Yes	Off	Kodiak Island	ROBERT GREENE	907-487-4952	173
No	No	90	Yes	Yes	Off	Lake & Peninsula	CLINT ANELON	907-571-7171	174
No	No	421	Yes	Yes	Off	Lake & Peninsula	KYLER HYLTON	907-246-3325	175
No	Yes	20,046	Yes	Yes	Off	Wrangell	MIKE ETCHER	907-772-4624	176
No	No	404	Yes	Yes	Off	Wrangell	MIKE ETCHER	907-772-4624	177
No	No	644	Yes	Yes	Off	Lake & Peninsula	KYLER HYLTON	907-246-3325	178
No	No	3,123	Yes	Yes	Off	Wade Hampton	ERIK WEINGARTH	907-438-2416	179
No	No	961	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	180
No	No	16	No	No	Off	Prince of Wales	PAUL KHERA	907-465-1786	181
No	No	4,735	Yes	Yes	Off	North Slope	ALVIN WERNEKE	907-442-3147	182
No	No	16	No	Yes	Off	Wrangell	PAUL KHERA	907-465-1786	183
No	No	1,806	Yes	Yes	Off	Kenai Peninsula	KEVIN JONES	907-235-5217	184
Yes	No	730	Yes	Yes	Off	Lake & Peninsula	KYLER HYLTON	907-246-3325	185
No	No	1,860	Yes	Yes	Off	Kodiak Island	ROBERT GREENE	907-487-4952	186
No	No	97	No	Yes	Off	Prince of Wales	PAUL KHERA	907-465-1786	187
No	No	12	No	No	Off	Dillingham	NORMAN HEYANO	907-842-5511	188
No	Yes	631	No	No	On	Yukon-Koyukuk	JEFF RUSSELL	907-451-2207	189
No	No		No	No	Off	Nome	ROBERT MADDEN	907-443-2500	190
No	No	248	Yes	No	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	191
No	No	40	No	No	Off	Bethel	TERRY HOFFMAN	907-675-4345	192
No	No	2,388	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	193
No	No	2,272	Yes	Yes	Off	Wade Hampton	ERIK WEINGARTH	907-438-2416	194
No	No	372	Yes	Yes	Off	Aleutians West	NORMAN HEYANO	907-842-5511	195
Yes	No	13,949	Yes	Yes	Off	Wade Hampton	ERIK WEINGARTH	907-438-2416	196
No	No	2,233	Yes	Yes	Off	Nome	JOHN WILSON	907-624-3261	197
No	No	2,676	Yes	Yes	Off	Aleutians West	NORMAN HEYANO	907-842-5511	198
No	No		No	No	Off	Nome	ROBERT MADDEN	907-443-2500	199
No	No	3,976	Yes	Yes	Off	Aleutians East	HAROLD KREMER	907-532-5000	200
Yes	No	3,099	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-2500	201
No	No	4,178	Yes	Yes	Off	Wade Hampton	L.J. DAVIS	907-545-4617	202
No	No	4,336	Yes	Yes	Off	Northwest Arctic	ALVIN WERNEKE	907-442-3147	203
No	No	3,774	Yes	Yes	Off	Kenai Peninsula	GEORGE OLIVEIRA	907-234-7818	204

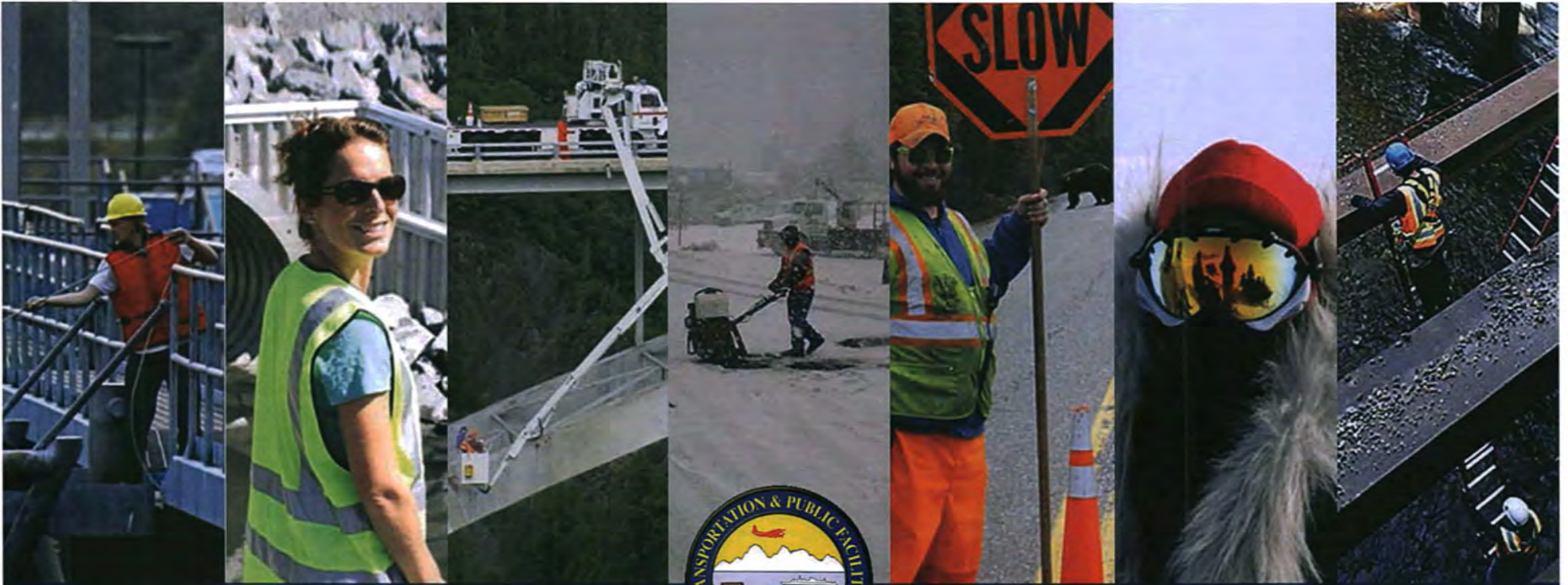
SEWARD (SWD)	CR	13/31 - 4533' x 100' 16/34 - 2289' x 75'	Asphalt	BCN/Rwy_Lts/VASI	N/A	Community	No
SHAGELUK (SHX)	NR	16/34 - 3400' x 75'	Gravel	BCN/App-Rwy_Lts/REIL/PAPI	N/A	Community	No
SHAKTOOLIK (2C7)	NR	14/32 - 4001' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
SHEEP MOUNTAIN (SMU)	CR	05/23 - 2270' x 10'	Dirt/Gravel	N/A	N/A	Local	No
SHISHMAREF (SHH)	NR	05/23 - 4997' x 75'	Asphalt	BCN/Rwy_Lts/VASI	NDB	Community	No
SHUNGNAC (SHG)	NR	09/27 - 4001' x 60'	Gravel	BCN/Rwy_Lts/PAPI	N/A	Community	No
SITKA (SIT) - Sitka Rocky Gutierrez	SC	11/29 - 6500' x 150'	Asphalt/Grooved	BCN/HIRL/VASI/REIL	LDA/DMA/VORTAC	Regional	Yes
SKAGWAY (SGY)	SC	02/20 - 3500' x 75'	Asphalt	Rwy_Lts/REIL	N/A	Community	No
SKWENTNA (SKW)	CR	10/28 - 3400' x 75'	Gravel	BCN/Rwy_Lts	N/A	Local	No
SLEETMUTE (SLQ)	CR	14/32 - 3100' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
SOUTH NAKNEK (WSN)	CR	12/30 - 3314' x 60' 04/22 - 2264' x 60'	Dirt/Gravel	BCN/HIRL/VASI	N/A	Local	No
STEBBINS (WBB)	NR	05/23 - 2999' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
STEVENS VILLAGE (SVS)	NR	05/23 - 4000' x 75'	Gravel	BCN/MIRL/REIL/PAPI	N/A	Community	No
STONY RIVER (SRV)	CR	18/36 - 2601' x 40'	Dirt/Gravel	N/A	N/A	Community	No
SUMMIT (UMM)	NR	03/21 - 3840' x 80'	Gravel	N/A	N/A	Local	No
TAKOTNA (TCT)	CR	04/22 - 3300' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
TALKEETNA (TKA)	CR	18/36' 3500' x 75'	Asphalt	BCN/Rwy_Lts/VASI	VOR/DME	Community	No
TANANA (TAL) - Ralph M. Calhoun Memorial	NR	07/25 - 4400' x 100'	Gravel	BCN/Boundary Lts/VASI (RWY 7 Only)	VOR/DME/NDB	Community	No
TATITLEK (7KA)	SC	13/31 - 3701' x 75'	Gravel	BCN/Rwy_Lts	N/A	Community	No
TAZLINA (Z14)	NR	13/31 - 1200' x 40'	Gravel	N/A	N/A	Local	No
TELLER (TER)	NR	07/25 - 3000' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
TENAKEE SPRINGS SPB (TKE)	SC	E/W - 10000' x 7000'	Water	N/A	N/A	Community	No
TETLIN (3T4)	NR	08/26 - 3300' x 75'	Gravel	BCN/Rwy_Lts	N/A	Local	No
TOGIAC VILLAGE (TOG)	CR	03/21 - 4400' x 75'	Gravel	BCN/Rwy_Lts/VASI/PAPI	NDB/DME	Community	No
TOK (6K8) - Tok Junction	NR	07/25 - 2509' x 50'	Asphalt	BCN/Rwy_Lts/VASI	N/A	Community	Yes
TOKSOOK BAY (OOK)	CR	16/34 - 3218' x 60'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
TULUKSAK (TLT)	CR	15/33 - 3300' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
TUNTUTULIAK (A61)	CR	02/20 - 3025' x 90'	Gravel	BCN/Rwy_Lts/REIL	N/A	Community	No
TUNUNAK (4KA)	CR	08/26 - 1778' x 30'	Gravel	BCN/Rwy_Lts	N/A	Community	No
TWIN HILLS (A63)	CR	18/36 - 3000' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
UGASHIK (9A8)	SC	06/24 - 3100' x 60'	Gravel	N/A	N/A	Local	No
UMIAT (UMT)	NR	06/24 - 5583' x 100'	Gravel	BCN	N/A	Local	No
UMNAK - Ft. Glenn	SC	Inactive / Abandoned					No
UMNAK - North Shore	SC	Inactive / Abandoned					No
UNALAKLEET (UNK)	NR	15/33 - 5900' x 150' 08/26 - 1900' x 75'	Asphalt/Grooved	BCN/App-Rwy_Lts/HIRL/ VASI/REIL	ILS/DME/VOR	Regional	Yes
UNALASKA / DUTCH HARBOR (DUT) - Tom Madsen Airport	SC	12/30 - 4100' x 100'	Asphalt/Grooved	BCN/Rwy_Lts/VASI/REIL	NDB/DME	Regional	Yes
VALDEZ (VDZ) - Valdez Pioneer Field	SC	06/24 - 6500' x 150'	Asphalt/Grooved	BCN/App_Lts/HIRL/REIL/PAPI	LDA/DME/NDB	Regional	No
WALES (IWK)	NR	18/36 - 3990' x 75'	Gravel	BCN/Rwy_Lts/REIL/PAPI	N/A	Community	No
WHALE PASS SPB (96Z)	SC	NW/SE - 10000' x 1000'	Water	N/A	N/A	Community	No
WHITE MOUNTAIN (WMO)	NR	15/33 - 3000' x 60'	Gravel	BCN/Rwy_Lts	N/A	Community	No
WHITTIER (IEM)	CR	04/22 - 1480' x 60'	Gravel	N/A	N/A	Community	No
WILLOW (UUO)	CR	13/31 - 4400' x 75'	Gravel	BCN/Rwy_Lts/REIL	N/A	Local	No
WISEMAN (WSM)	NR	02/20 - 2000' x 30'	Gravel	N/A	N/A	Local	No

No	No		Yes	Yes	On	Kenai Peninsula	SEAN MONTGOMERY	907-262-1187	205
No	No	921	Yes	Yes	Off	Yukon-Koyukuk	ERIK WEINGARTH	907-438-2416	206
No	No	2,022	Yes	Yes	Off	Nome	JOHN WILSON	907-624-3261	207
No	No		No	No	On	Matanuska-Susitna	STEVE BANSE	907-745-5116	208
No	No	2,490	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-2500	209
No	No	2,151	Yes	Yes	Off	Northwest Arctic	ALVIN WERNEKE	907-442-3147	210
No	Yes	67,989	Yes	Yes	Off	Sitka	DAVE LUCHINETTI	907-966-2960	211
No	No	8,050	Yes	Yes	On	Skagway	MISSY TYSON	907-983-2323	212
No	No	170	No	No	Off	Matanuska-Susitna	STEVE BANSE	907-745-2159	213
No	No	313	Yes	Yes	Off	Bethel	TERRY HOFFMAN	907-675-4345	214
No	No	79	Yes	No	Off	Dillingham	KYLER HYLTON	907-246-3325	215
No	No	2,244	Yes	Yes	Off	Nome	JOHN WILSON	907-624-3261	216
No	No	578	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	217
No	No	67	Yes	Yes	Off	Bethel	TERRY HOFFMAN	907-675-4345	218
No	No		No	No	On	Matanuska-Susitna	TOM WILLIAMS	907-451-5280	219
No	No	380	Yes	Yes	Off	Yukon-Koyukuk	STEFFEN STRICK	907-524-3241	220
No	No	3	Yes	Yes	On	Matanuska-Susitna	STEPHEN HANSON	907-733-2278	221
No	No	2,811	Yes	Yes	Off	Yukon-Koyukuk	JEREMY WORRALL	907-451-5230	222
No	No		Yes	Yes	Off	Valdez-Cordova	STEVE SEARLES	907-835-5658	223
No	No		Yes	No	Off	Valdez-Cordova	JOHN HOFFMAN	907-822-3222	224
No	No	927	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-2500	225
No	No	798	No	Yes	Off	Hoonah-Angoon	PAUL KHERA	907-465-1786	226
No	No	26	Yes	Yes	On	Fairbanks/North Star	DENNIS BISHOP	907-822-3222	227
No	No	943	Yes	Yes	Off	Dillingham	NORMAN HEYANO	907-842-5511	228
No	No	462	Yes	Yes	On	Valdez-Cordova	DENNIS BISHOP	907-883-5128	229
No	No	5,206	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	230
No	No	2,641	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	231
No	No	3,665	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	232
No	No	1,791	Yes	Yes	Off	Bethel	L.J. DAVIS	907-545-4617	233
No	No	43	Yes	Yes	Off	Dillingham	NORMAN HEYANO	907-842-5511	234
No	No	9	No	No	Off	Lake & Peninsula	KYLER HYLTON	907-246-3325	235
No	No	652	No	No	Off	North Slope	JEREMY WORRALL	907-451-5230	236
No	No		No	No	Off	Aleutians West			237
No	No		No	No	Off	Aleutians West			238
Yes	No	14,011	Yes	Yes	Off	Nome	JOHN WILSON	907-624-3261	239
Yes	Yes	28,556	Yes	Yes	Off	Aleutians West	DALE RUCKMAN	907-581-1786	240
No	Yes	13,318	Yes	Yes	Off	Valdez-Cordova	STEVE SEARLES	907-835-4695	241
No	No	1,259	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-2500	242
No	No	189	Yes	Yes	Off	Prince of Wales	PAUL KHERA	907-465-1786	243
No	No	1,270	Yes	Yes	Off	Nome	ROBERT MADDEN	907-443-2500	244
	No		Yes	Yes	On	Valdez-Cordova	PAUL BERTHOLL	907-783-2232	245
No	No	5,002	Yes	Yes	On	Matanuska-Susitna	RAYMOND ADAMS	907-495-6286	246
No	No		No	No	On	Yukon-Koyukuk	JEFF RUSSELL	907-451-2207	247

WRANGELL (WRG)
YAKUTAT (YAK)

SC	10/28 - 5999' x 150'	Asphalt/Grooved	BCN/HIRL/VASI/REIL	LDA/DME	Regional	No
SC	11/29 - 7745' x 150'	Asphalt	BCN/App_Lts/VASI/REIL/PAPI	ILS/DME/VOR	Regional	Yes
	02/20 - 6475' x 150'					

No	Yes	11,807	Yes	Yes	Off	Wrangell	WILLIE BLOOM	907-874-3107	248
No	Yes	10,135	Yes	Yes	Off	Yakutat	ROBERT LEKANOF	907-784-3293	249



Alaska Department of Transportation & Public Facilities House Finance Committee

Marc Luiken, Commissioner
Mary Siroky, Admin Services Director

February 1, 2016

Keep Alaska Moving through service and infrastructure



Overview

- Mission/Core Services/Statutes
- Organizational Structure Overview
- FY2016 Budget Changes
- FY2017 Budget Overview
- Look Back Graphs

Our DOT&PF People: Alaskans Serving Alaskans

- Hilary Lindh

- Southcoast Region Environmental Manager
- B.S. Biology and M.S. Conservation Ecology
- Born and raised in Juneau; returned with husband 5 years ago to raise daughter
- 13 years on U.S. National Ski Team; Olympic Silver Medalist 1992 and World Champion in 1997; inducted into U.S. Ski and Snowboard Hall of Fame 2005 and Alaska Sports Hall of Fame 2009
- In 4th year serving DOT&PF



- Hilary, with assistance from her staff, has direct oversight and responsibility for the environmental requirements of all projects developed within the Southcoast Region.
- Led by Hilary, the region's environmental section provides support critical for projects that align with DOT&PF core services to Maintain and Expand Infrastructure.
- Hilary is the common thread to all region projects and she instills teamwork, a strong work ethic, and a positive attitude not only in the region but across the state.



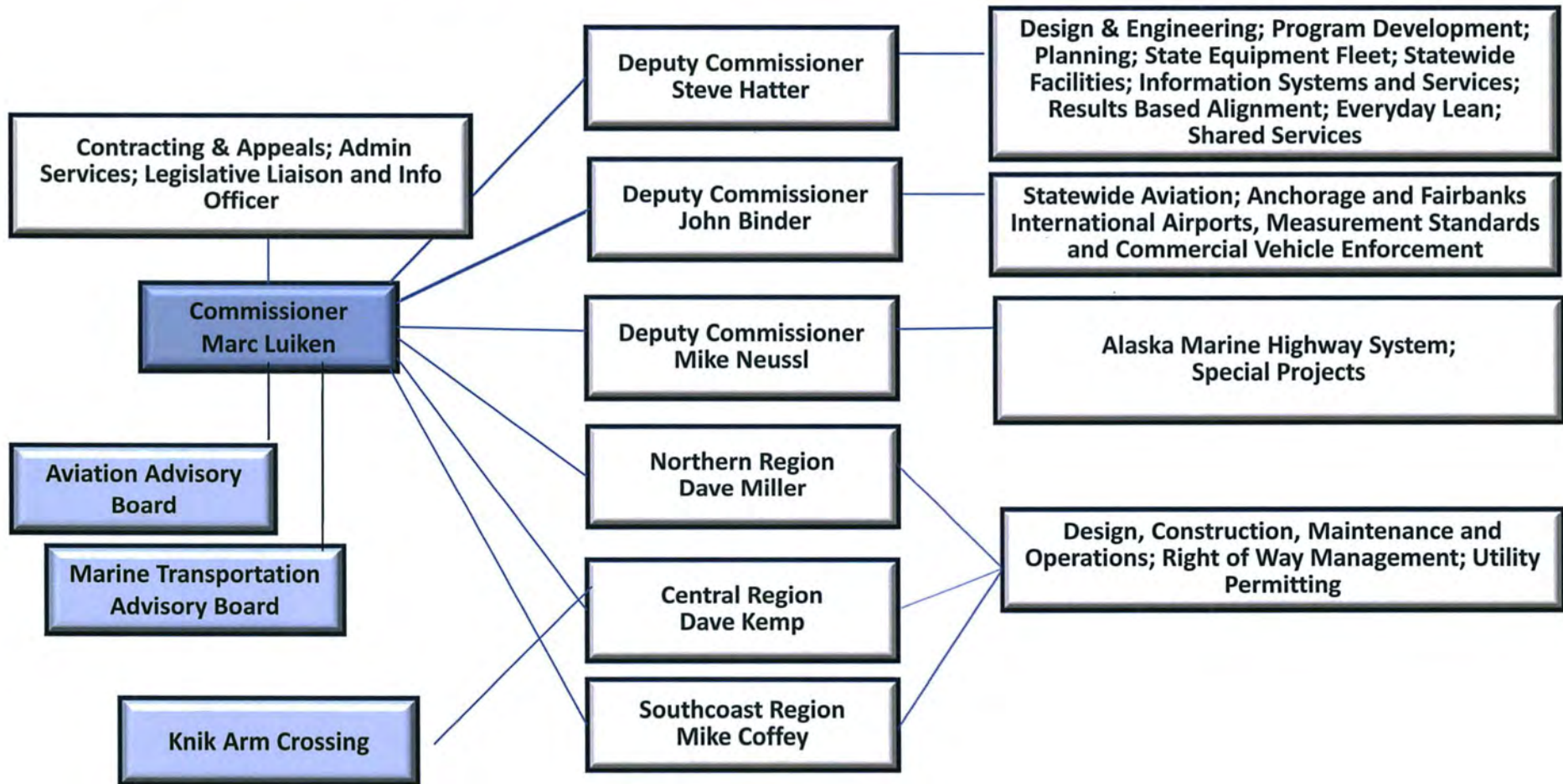
Mission and Core Services

“Keep Alaska Moving through service and infrastructure.”

- **Operate Alaska’s Transportation Infrastructure**
 - Cost per operation lane mile maintained
- **Maintain Alaska’s Transportation Infrastructure**
 - Actual maintenance cost per lane mile maintained
 - Number of miles meeting goal-target/total miles
- **Expand Alaska’s Transportation Infrastructure**
 - Total dollars obligated vs total dollars planned to be obligated
- **Operate Marine Transportation Services**
 - Number of weeks of services/total cost of operation



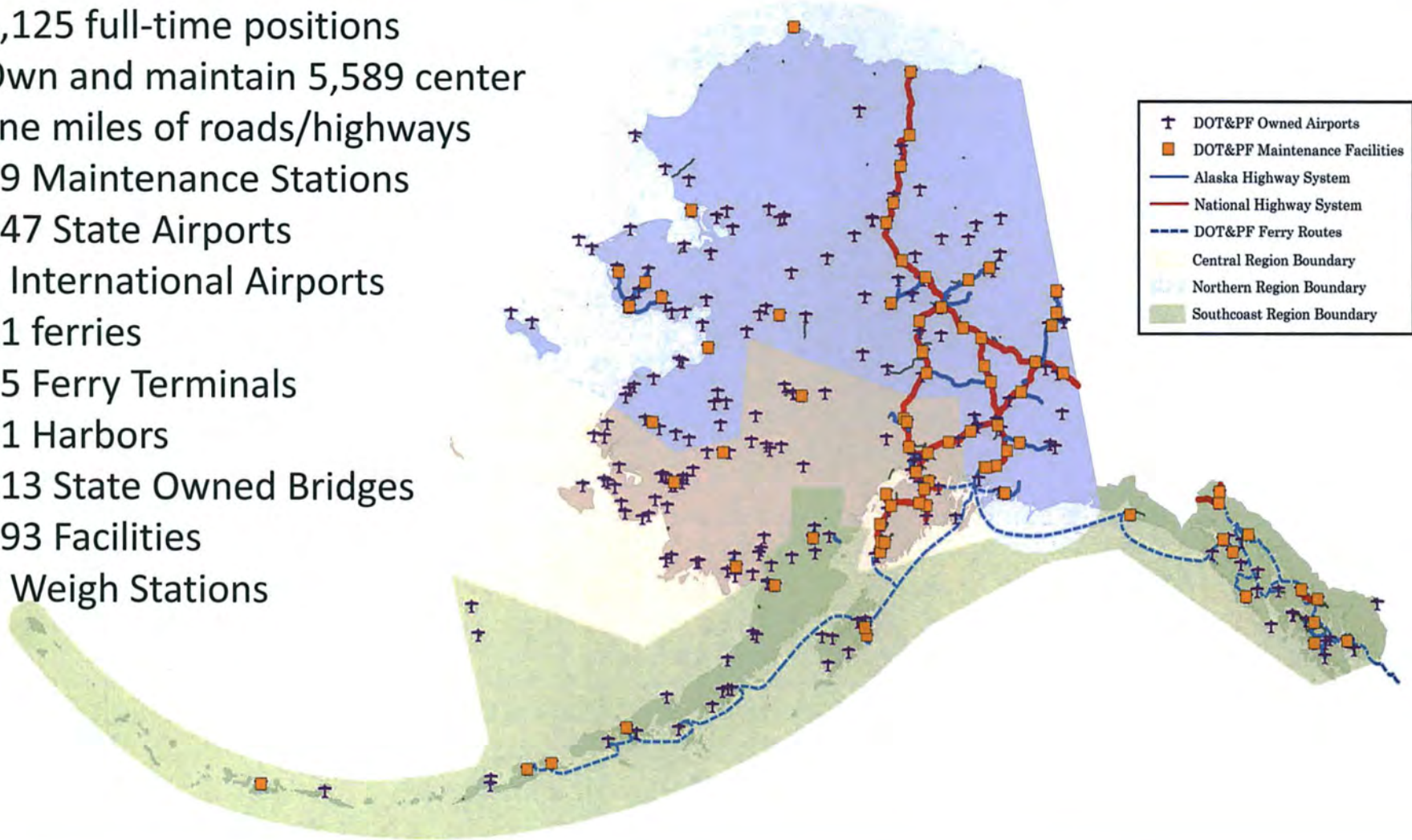
Organization





DOT & PF Assets

- 3,125 full-time positions
- Own and maintain 5,589 center line miles of roads/highways
- 79 Maintenance Stations
- 247 State Airports
- 2 International Airports
- 11 ferries
- 35 Ferry Terminals
- 21 Harbors
- 813 State Owned Bridges
- 793 Facilities
- 7 Weigh Stations





Statutory Requirements

- AS 44.42 Department of Transportation and Public Facilities
- AS 44.68.010 Use of State-owned Vehicles
- AS 44.68.210 Highway Equipment Working Capital Fund
- AS 35 Public Buildings, Works, and Improvements
- AS 19 Highways and Ferries
 - AS 19.10 State Highway System
 - AS 19.10.300 Commercial Motor Vehicle Requirements
 - AS 19.25 Utilities, Advertising, Encroachment and Memorials
 - AS 19.65 Alaska Marine Highway System
 - AS 19.65.050 Alaska Marine Highway System Fund and Budget
 - AS 19.75 Knik Arm Bridge and Toll Authority
- AS 2 Aeronautics



Commissioner's Office

Commissioner's Office – Marc Luiken, Commissioner

- 13 full-time budgeted positions
- .4% of FY2017 budget request
- \$2,190.1 (UGF \$743.0)
- Department leadership and contracting and appeals
- Challenges
 - Operating and maintaining a continually growing transportation infrastructure with reduced operating resources
 - Transitioning the culture at all levels of the department to make decisions using performance measures
 - An increase in the number and complication of federal reporting requirements
 - Recruitment and retention of qualified operators, mechanics and tradesmen in rural Alaska
 - Researching opportunities to divest or share responsibilities to operate and maintain transportation infrastructure where it makes sense



Administrative Services Division Program Development Division

Administrative Services Division – Mary Siroky, Director

- 92 full-time budgeted positions
- 2.8% of FY2017 budget request
- \$16,546.3 (UGF \$2,646.3)
- Finance, budget, human resources, procurement, internal review, equal employment and civil rights
- Challenges
 - Budget reductions
 - Implementation of the new accounting system
 - Increased federal financial reporting requirements

Program Development – Mike Vigue, Director

- 64 full-time budgeted positions
- 1.4% of FY2017 budget request
- \$8,552.6 (UGF \$520.2)
- Statewide Transportation Improvement Program (STIP), federal-aid highway agreements, long range transportation plan, capital budget, Strategic Highway Safety Plan, Alaska Highway Safety Office, community transit program
- Challenges
 - Consolidating planning functions to gain efficiencies
 - Implementation of the Fixing America's Surface Transportation (FAST) Act

Statewide Design & Engineering Services

Roger Healy, Chief Engineer

- 77 full and part-time budgeted positions
- 2.3% of FY2017 budget request
- \$13,718.4 (UGF \$482.4)
- Bridge design, design and construction standards, asset management, materials and quality assurance, National Environmental Policy Act (NEPA) review and approval, harbor program development
- Challenges
 - Implementing changes required by MAP-21 and new FAST Act
 - Assuming federal responsibility for NEPA decisions
 - Transitioning department to an asset/performance management agency





Statewide Aviation

John Binder, Deputy Commissioner

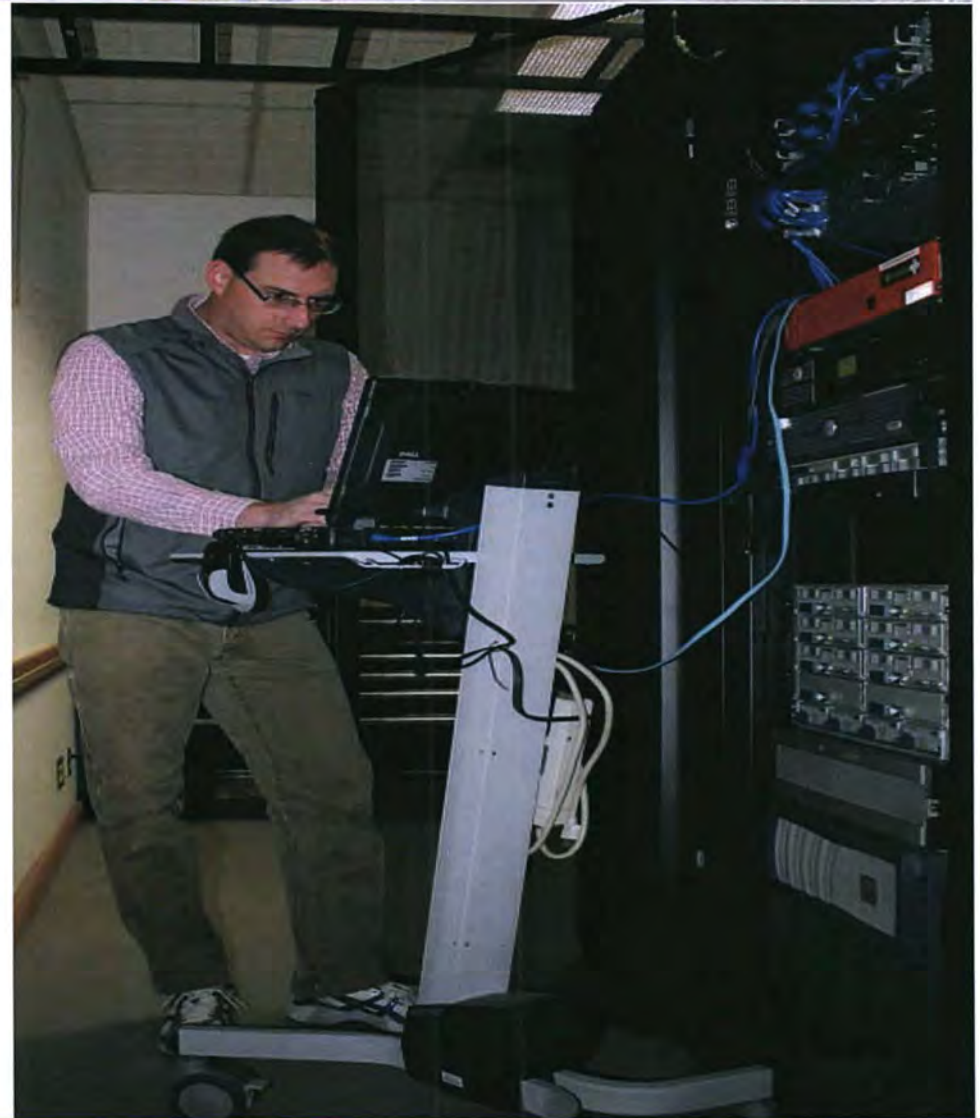
- 31 full-time budgeted positions
- .7% of FY2017 budget request
- \$4,070.0 (UGF \$301.6)
- Aviation leasing, system planning, capital program management, safety & security compliance, carrier compliance
- Challenges
 - Increasing federal regulations
 - Lack of geospatial information data
 - Land-use compliance
 - Airport obstructions
 - Wildlife management
 - Efficiently organizing structure to meet emerging aviation issues in a consistent and standardized manner statewide



Information Systems & Services Division

Bill Anker, Director

- 71 full-time budgeted positions
- 1.7% of FY2017 budget request
- \$10,304.5 (UGF \$1,614.8)
- Network support, security, application development and management, client support services, server and database administration, geospatial data system maintenance and reporting
- Challenges
 - Implementation and maintenance of secure and reliable systems that maximize performance and efficiency
 - Consolidating disparate systems to minimize cost
 - Assuring alignment of technology priorities



Statewide Equipment Fleet

Diana Rotkis, Fleet Manager

- 165 full and part-time budgeted positions
- 5.7% of FY2017 budget request
- \$33,930.1 (UGF \$0)
- Management of Highway Working Capital Equipment Fund (HWCF), credit card fuel process, fleet maintenance, parts and repairs, fleet procurement, fleet sales
- Challenges
 - Parts availability for an aging fleet
 - Technical advances in equipment vs availability of a skilled workforce
 - Inability to find trained/skilled technicians in rural areas, increasing costs of servicing those locations from urban areas like Anchorage



Measurement Standards & Commercial Vehicle Enforcement

Dan Smith, Director

- 62 full-time budgeted positions
- 1.1% of FY2017 budget request
- \$6,643.2 (UGF \$1,393.2)
- Commercial vehicle inspections, oversize permitting, weigh stations, weights and measuring device certification, metrology lab
- Challenges
 - Mandatory federal programs that were discretionary = New Entrant Safety Assurance Program

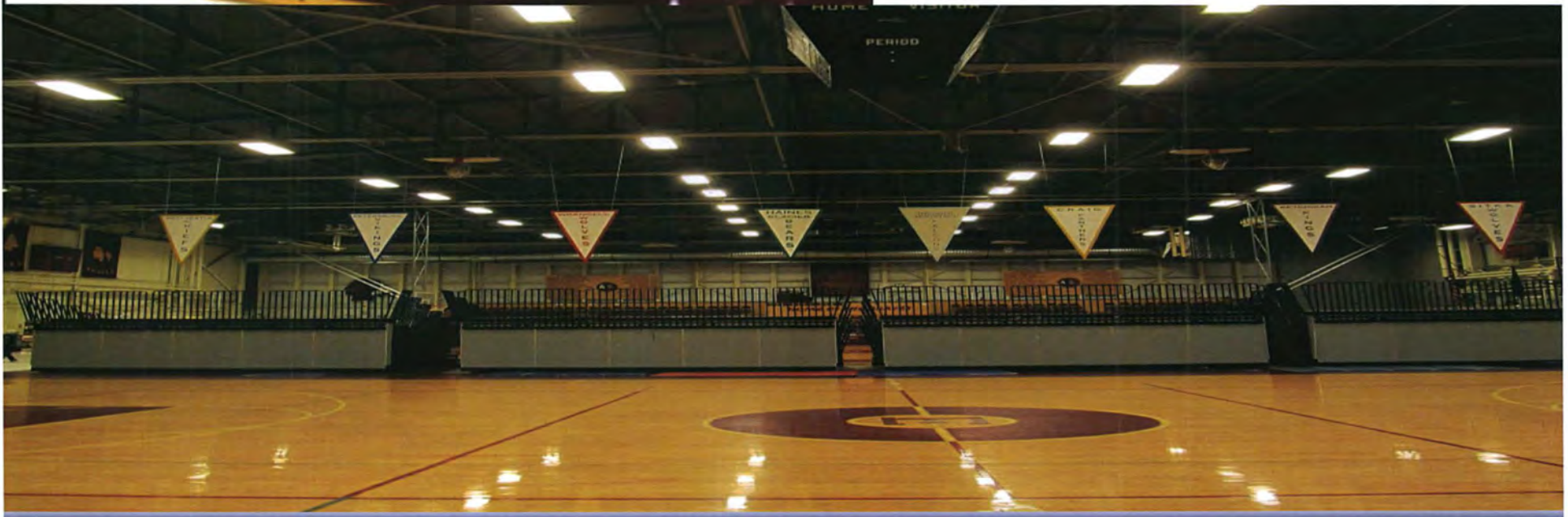




Statewide Public Facilities

David Kemp, Regional Director

- 31 full-time budgeted positions
- .8% of FY2017 budget request
- \$4,642.9 (UGF \$100.0)
- Project management for new construction and deferred maintenance for DOT&PF and other departments; Alaska Energy Savings Performance Program, leading statewide Facilities Maintenance Shared Services Project



AK International Airport System (AIAS)

John Binder, Exec. Dir./Deputy Commissioner

- 477 full and part-time budgeted positions
- 14.1% of FY2017 budget request
- \$83,599.2 budget request (UGF \$0)
- Composed of Ted Steven's and Fairbanks International Airports
- Operate the system office, maintain the runways, float ponds, fields and equipment, manage the airside leases, manage the airport terminals and concessions, airport police and fire department
- Challenges
 - International cargo mode shifts
 - Competitor airports
 - Carrier fleet mix changes
 - Global economy





Alaska Marine Highway System

John Falvey, General Manager

- 909 full-time and part-time budgeted positions
- 24.1% of FY17 budget request
- \$142,370.4 (UGF \$92,189.1)
- Management, reservation and marketing ; operation of the fleet; construction and repair of 11 vessels and 35 Terminals. Operates 3,500 route miles serving 35 ports of call
- Challenges
 - Meeting needs of Alaskans, visitors, commercial shippers with reduced budget
 - Fewer ships and increasing maintenance requirements
 - Correcting tariff inequities
 - Implementing new reservation system
 - Right sizing the fleet and shoreside infrastructure



Southcoast Region

Mike Coffey, Regional Director

- 266 full and part-time budgeted positions
- 8.1% of FY2017 budget request
- \$47,803.8 (UGF \$22,829.3)
- Design and engineering; construction; facilities, highways and aviation maintenance and operation; traffic signal maintenance
- Challenges –
 - Disasters
 - Meeting the public's expectations particularly for winter maintenance
 - Recruitment and retention of equipment operators in rural areas



Central Region

Dave Kemp, Regional Director

- 565 full and part-time budgeted positions
- 17.7% of FY2017 budget request
- \$104,820.7 (UGF \$41,991.9)
- Design and engineering; construction; facilities, highways, aviation maintenance and operation; traffic signal maintenance; Whittier Tunnel; Knik Arm Crossing
- Challenges
 - Disasters
 - Urban congestion
 - Meeting the public's expectations particularly for winter maintenance
 - Recruitment and retention of equipment operators in rural areas



Northern Region

David Miller, Regional Director

- 654 full and part-time budgeted positions
- 19.2% of FY2017 budget request
- \$113,881.9 (UGF \$67,881.2)
- Design & engineering; construction; facilities, highways and aviation maintenance and operation; traffic signal maintenance
- Challenges
 - Disasters
 - Meeting the public's expectations particularly for winter maintenance
 - Recruitment and retention of equipment operators in rural areas

Dalton Highway Aufeis Flooding

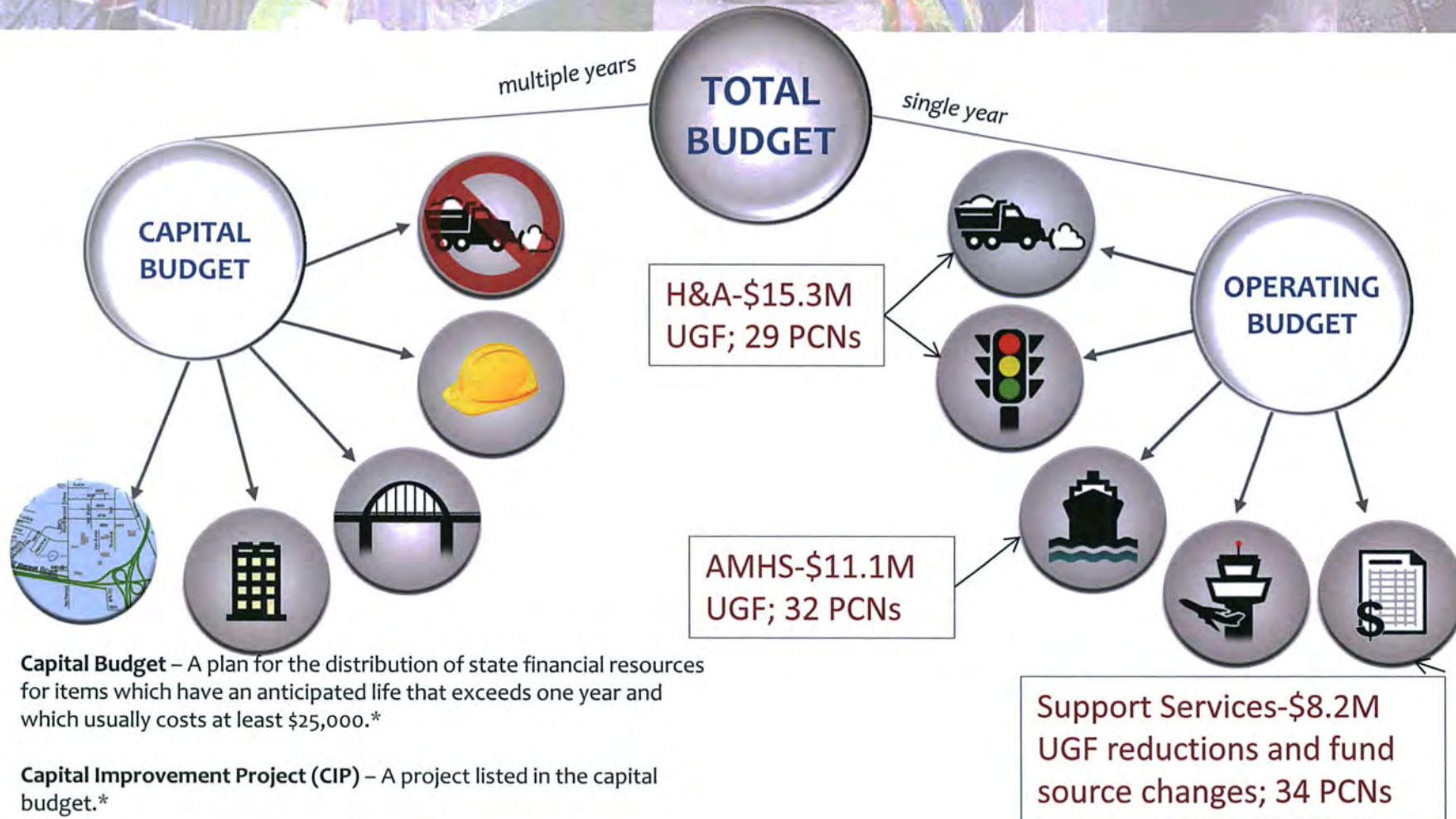
- Ice/flooding impacted 24 miles
- Road closed total of 28 days
- Partners: Alaska Trucking Association, Alyeska Pipeline, BP, Carlile, ConocoPhillips, ENI Petroleum, ExxonMobil, North Slope Borough, Lynden Transport, Peak Oilfield Services
- Contractors: AFC, Big Horn, Brice, Cruz
- Two state disaster declarations: April 7 and May 21





FY2016

\$34.6M UGF Reduction



Capital Budget – A plan for the distribution of state financial resources for items which have an anticipated life that exceeds one year and which usually costs at least \$25,000.*

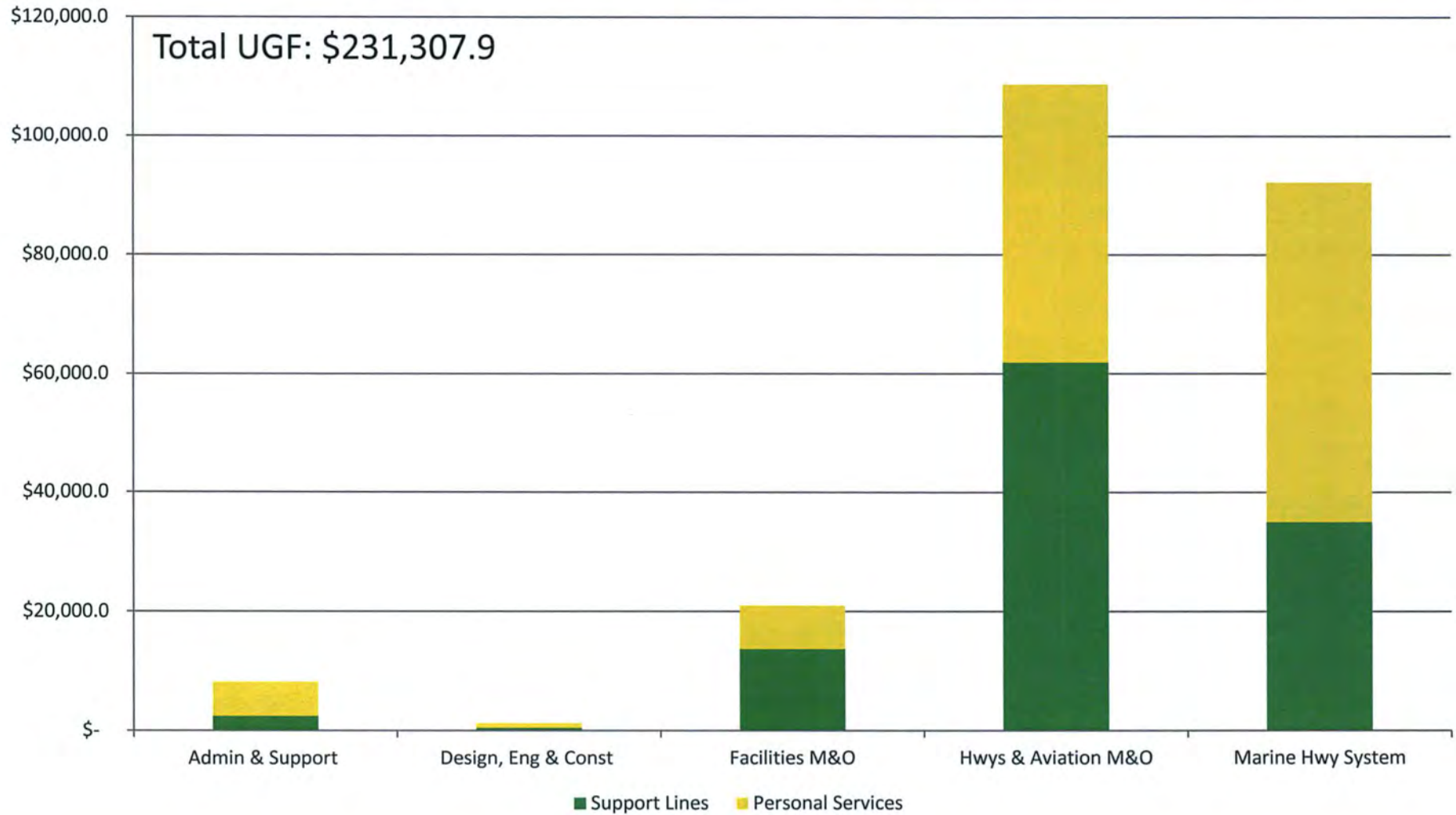
Capital Improvement Project (CIP) – A project listed in the capital budget.*

Strict rules and regulations prohibit spending capital \$s on routine maintenance and general operating budget activities.

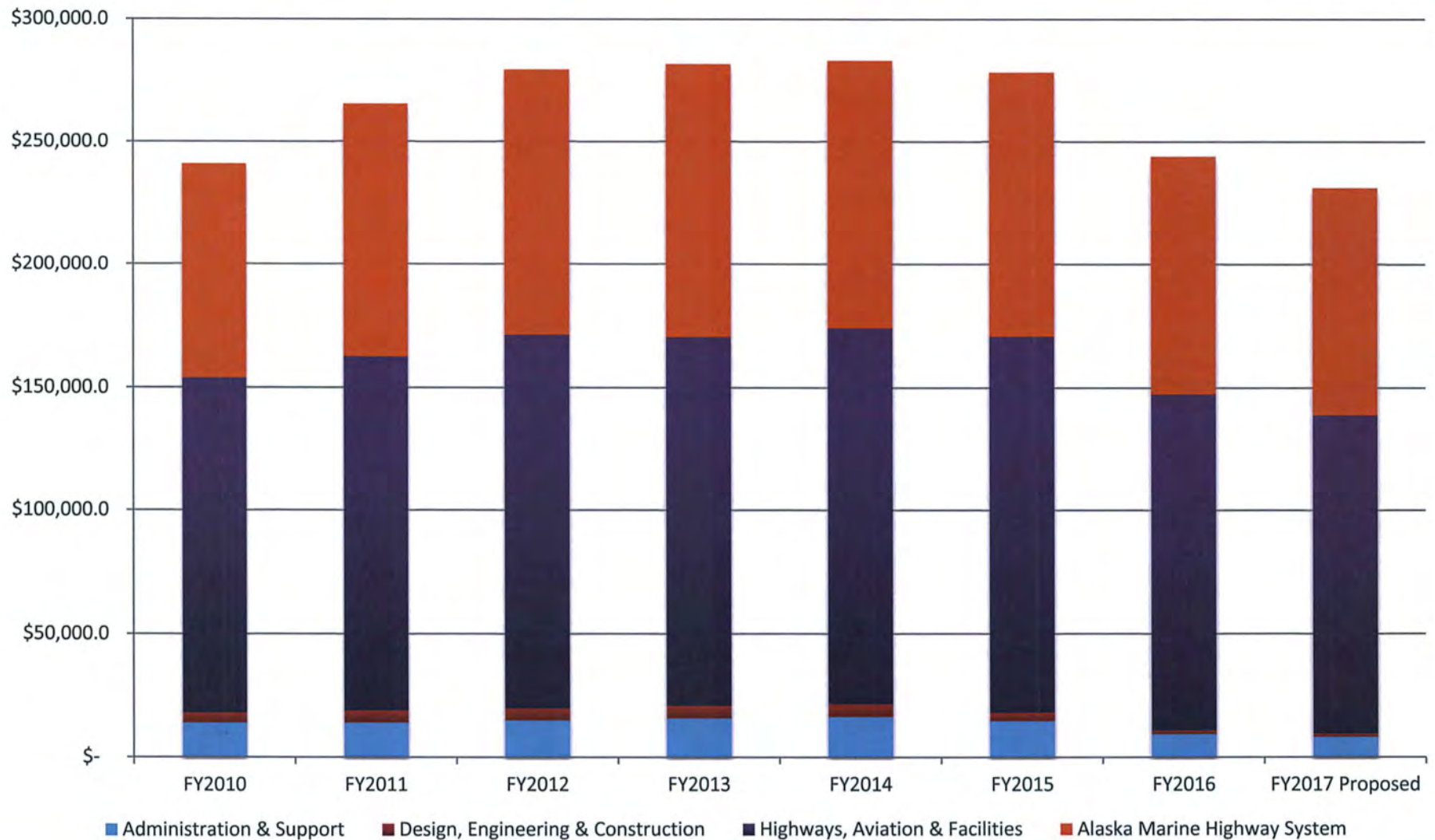
*Alaska Legislative Budget Handbook, November 2014

Operating Budget – A plan for the yearly distribution of state resources to cover the ongoing operations of state programs.*

FY2017 Unrestricted General Fund (UGF) Broken out by Appropriation Further Broken out by Personal Services & Support Lines



DOT & PF Unrestricted General Fund by RDU FY2010-FY2017 Governor's Proposed



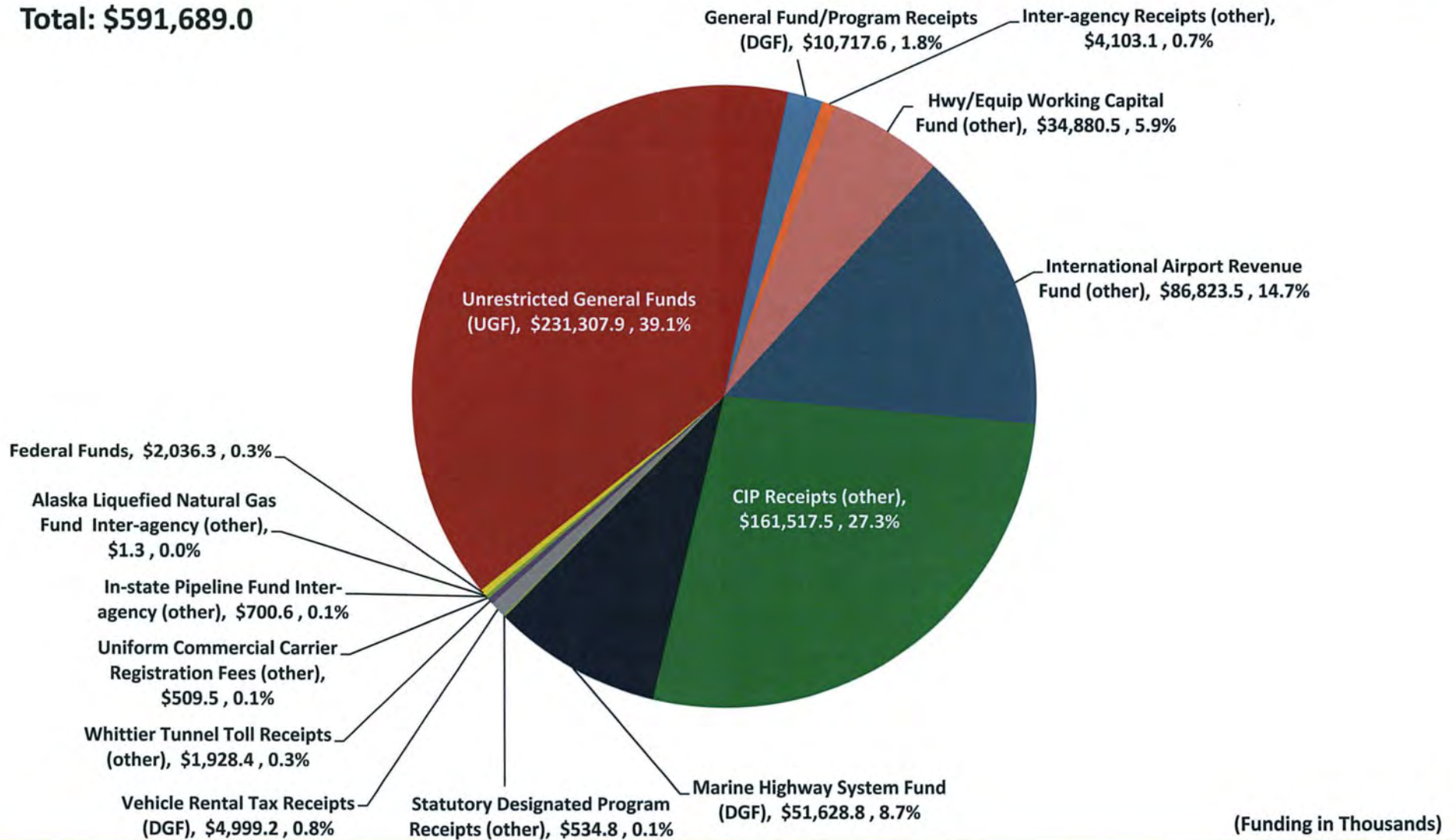
Summary of FY2017 Governor's Proposed Budget Development

	Funding Sources					Positions			Total
	UGF	DGF	Other	Fed	Total	PFT	PPT	NP	
FY2016 Management Plan:	244014.4	74777.4	289447.4	2028.7	610267.9	3125	390	222	3737
FY2017 Adjusted Base (Legislative Finance) Actions:									
Net FY17 Contractual Salary Increases	920.8	311.8	188.8	7.6	1429.0				
Reversal of NOA Fiscal Note for HB258	(35.3)				(35.3)				
Reversal of Gas Pipeline; AGDC; Oil and Gas Production Tax HB266			(70.0)		(70.0)				
Reversal of Other One-Time Appropriations		(2600.0)	(250.0)		(2850.0)				
Agency-wide Unallocated Reduction	(1393.9)		0.0		(1393.9)				
FY2017 Adjusted Base (Legislative Finance):	243506.0	75089.2	289566.2	2036.3	607347.7	3125	390	222	3737
FY2017 Governor Budget Increments:									
Increase Highway Safety Corridor Safe Driving Authority	0.3				0.3				
New Entrant Program Staff			73.0		73				
Mitigate Service Loss due to Past Reductions (multiple components)		700.0	110.0		810.0				
Utilize Available General Fund/Program Receipts for Existing Activities		312.1			312.1				
Tunnel Maintenance and Operations Contract Adjustment			1500.0		1500.0				
Technical Adjustment for Negative Fund Source	8.8				8.8				
Subtotal Increments:	9.1	1012.1	1683.0	0.0	2704.2	0	0	0	0
FY2017 Governor Budget Decrements:									
Budget Reductions Across all Divisions	(12207.2)	(6155.7)			(18362.9)	-27	-11	-14	-52
FY2017 Governor:	231307.9	69945.6	291249.2	2036.3	591689.0	3098	379	208	3685
Comparisons:									
% Change FY2017 Adjusted Base to FY2017 Governor	-5.0%	-6.8%	0.6%	0.0%	-2.6%	-0.9%	-2.8%	-6.3%	-1.4%
% Change FY2016 Management Plan to FY2017 Governor	-5.5%	-6.9%	0.6%	0.4%	-3.1%	-0.9%	-2.9%	-6.7%	-1.4%

(Funding in Thousands)

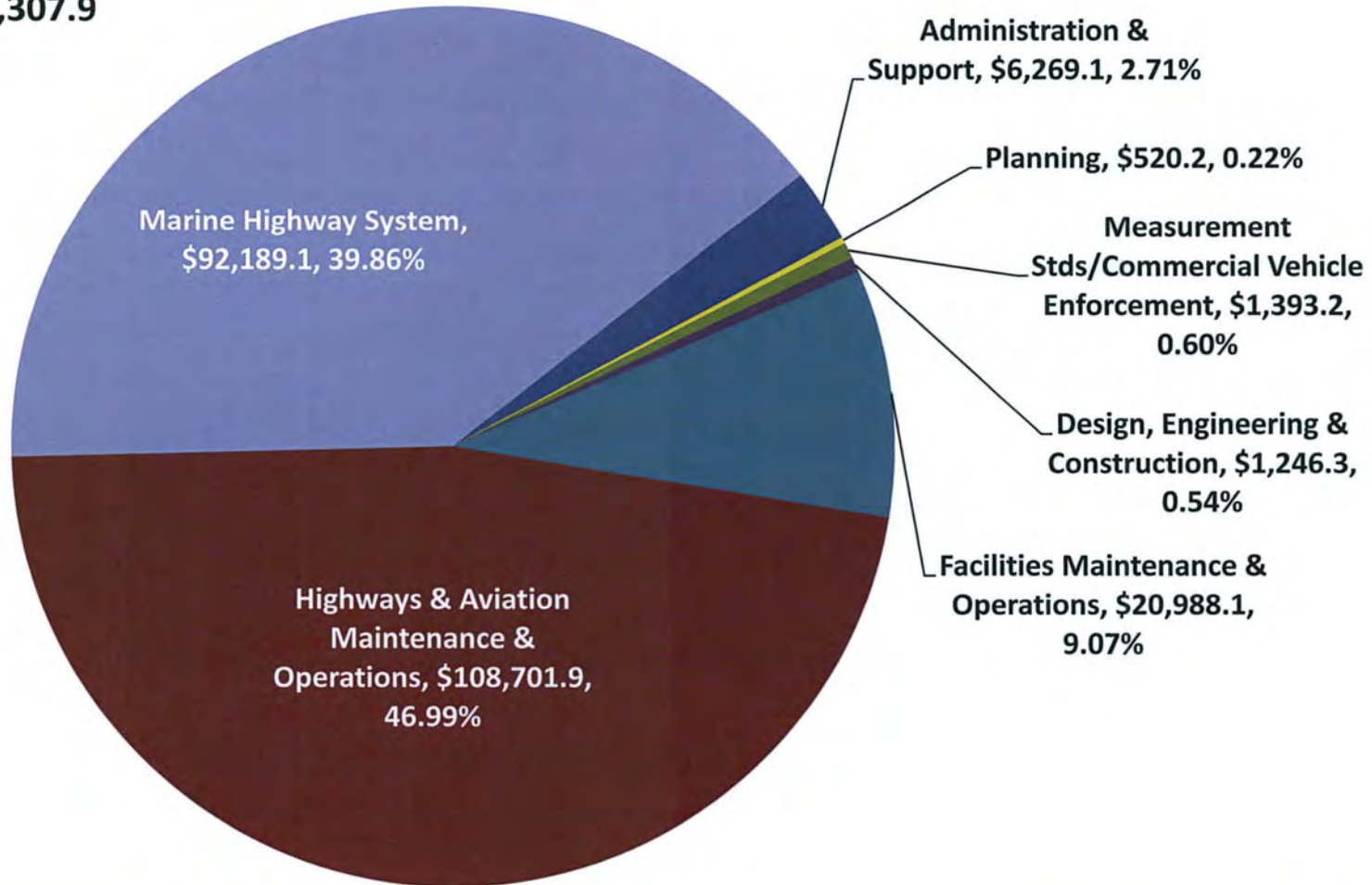
FY2017 Governor's Proposed Operating Budget All Funding Sources

Total: \$591,689.0



FY2017 Governor's Proposed UGF Operating Budget by Allocation

Total Unrestricted General Fund (UGF): \$231,307.9

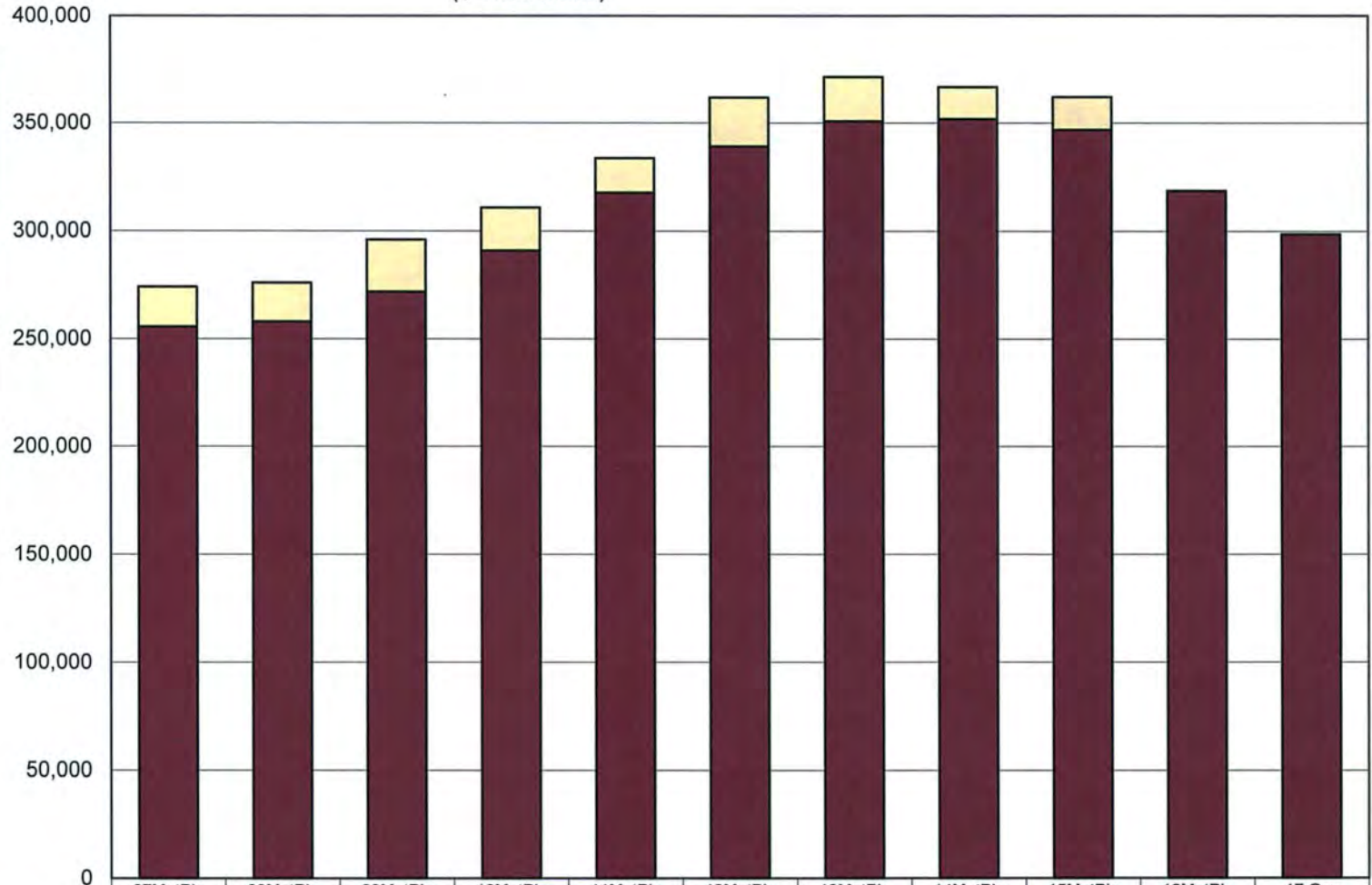


(Funding in Thousands)

Department of Transportation & Public Facilities Share of Total Agency Operations (GF Only) (\$ Thousands)

Including the "Fuel Trigger" appropriation, the GF budget for DOT&PF grew from \$274 million in FY07 to a peak of \$372 million in FY13 - an increase of \$97 million (at an annual average growth rate of 5%). Since then, the budget has been reduced to \$319 million in FY16 (a decline of \$53 million from the peak). The Governor's FY17 budget proposes reductions of another \$20 million from the FY16 Management Plan level.

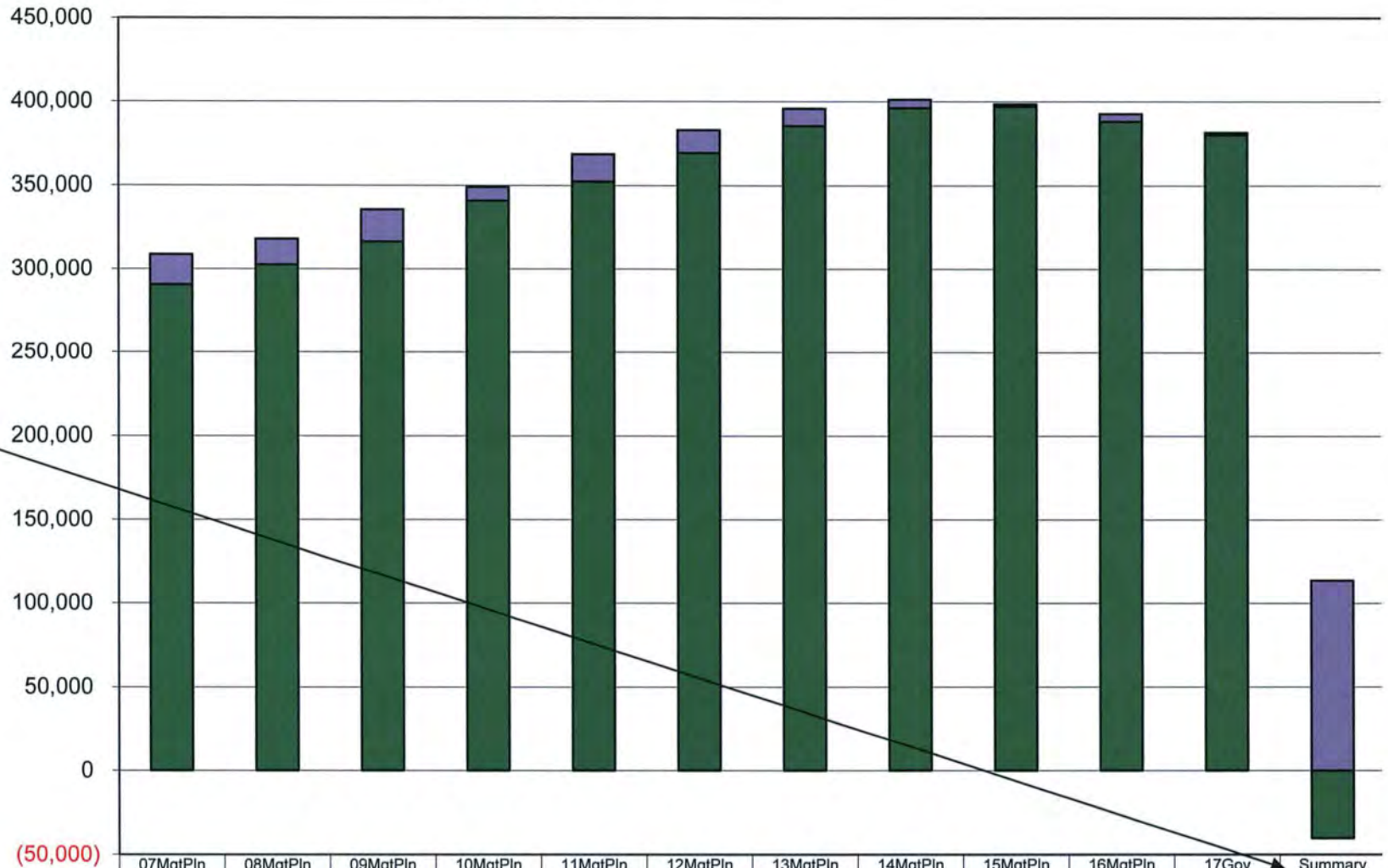
The FY17 Gov GF budget equates to \$896 per resident worker (based on 333,283 Alaskan workers).



	07MgtPln	08MgtPln	09MgtPln	10MgtPln	11MgtPln	12MgtPln	13MgtPln	14MgtPln	15MgtPln	16MgtPln	17 Gov
■ Fuel Trigger Distribution	18,442.0	18,011.8	24,026.0	19,935.3	15,850.1	22,853.2	20,681.6	15,116.7	15,476.1	-	-
■ Total GF Budget (less Fuel Trigger)	255,625.7	257,933.8	271,965.0	290,883.2	317,889.1	339,200.3	350,814.4	351,809.2	346,772.3	318,791.8	298,653.5
% of Agency Budget to Total Agencies' budgets	7.64%	7.45%	7.26%	7.58%	7.58%	7.58%	7.32%	7.16%	6.87%	6.50%	6.19%

Note: An amount for the fuel trigger appropriation has been added to the management plan of each year as necessary for an accurate comparison.

Department of Transportation & Public Facilities
Salary Adjustment Increases and Personal Services Costs
(All Funds)
(\$ Thousands)



Personal Services increased by \$73 million between FY07 and FY17--an increase of 24%.

Summary*
The change consists of a \$113 million increase for contractual salary adjustments and decreases of \$40.5 million in non-contractual personal services costs.

	07MgtPln	08MgtPln	09MgtPln	10MgtPln	11MgtPln	12MgtPln	13MgtPln	14MgtPln	15MgtPln	16MgtPln	17Gov	Summary
■ Salary Adjustments	17,923.7	15,355.7	19,184.2	8,281.1	16,210.8	13,749.3	10,365.6	4,934.3	1,429.2	4,588.5	1,429.0	113,451.4
■ Personal Svcs less Salary Adjustments	290,687.7	302,546.5	316,209.2	340,708.6	352,210.2	369,226.6	385,446.0	396,157.2	396,980.2	388,102.6	380,137.3	(40,496.5)

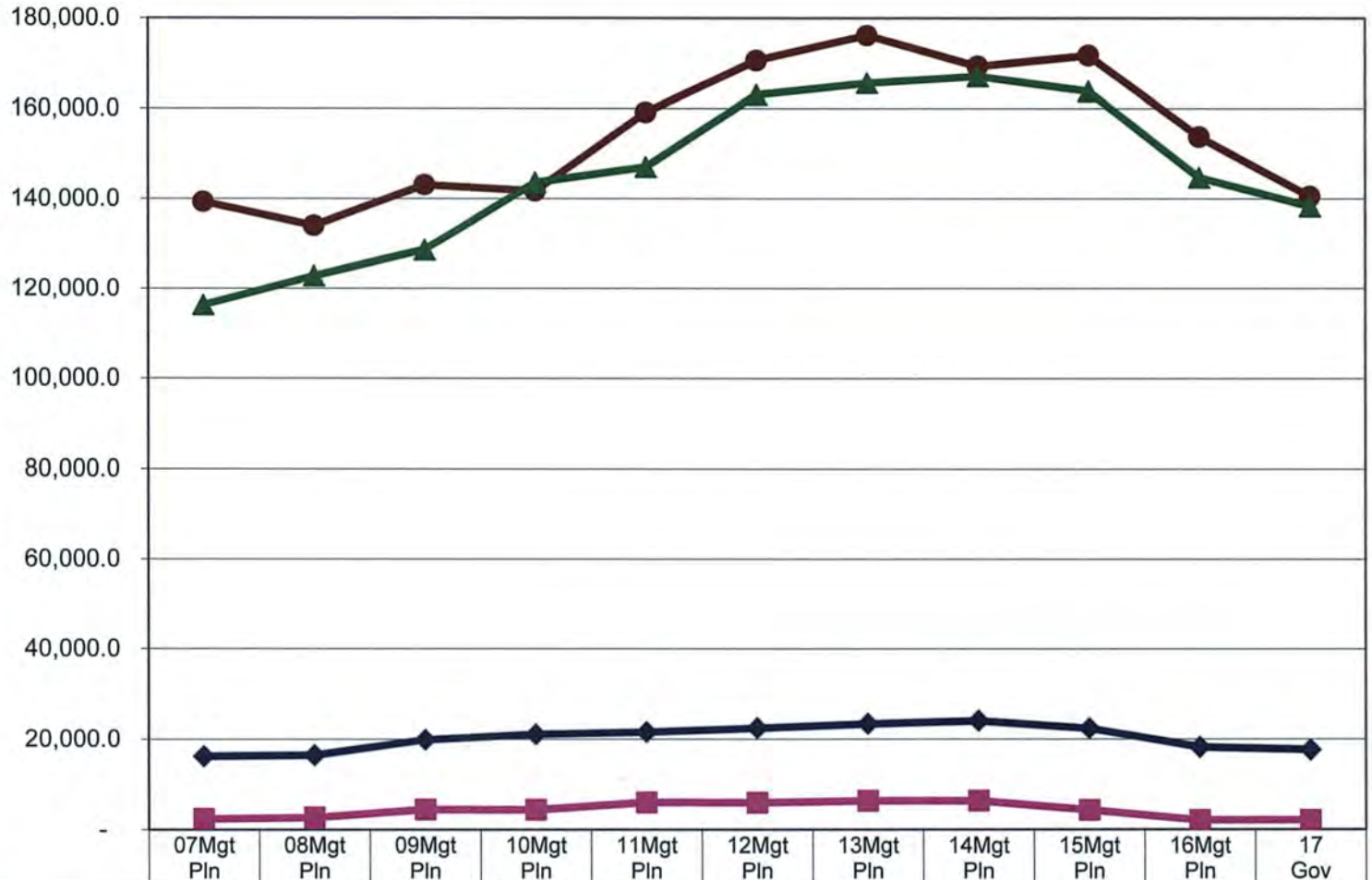
* Changes in the personal services line from FY07 to FY17 Governor's Request are segregated into two parts: (1) base increases (primarily due to contractual negotiations) and (2) other personal services increases such as transfers between line items or increases from new positions. The final "Summary" column sums the two types of changes during the period.

**Appropriations within the Department of Transportation & Public Facilities
(GF Only)
(\$ Thousands)**

The Alaska Marine Highway System (AMHS) and the Highways, Aviation and Facilities appropriations are the two largest GF appropriations within the agency. In the FY17 Gov Request they amount to 47% and 46% of the budget, respectively.

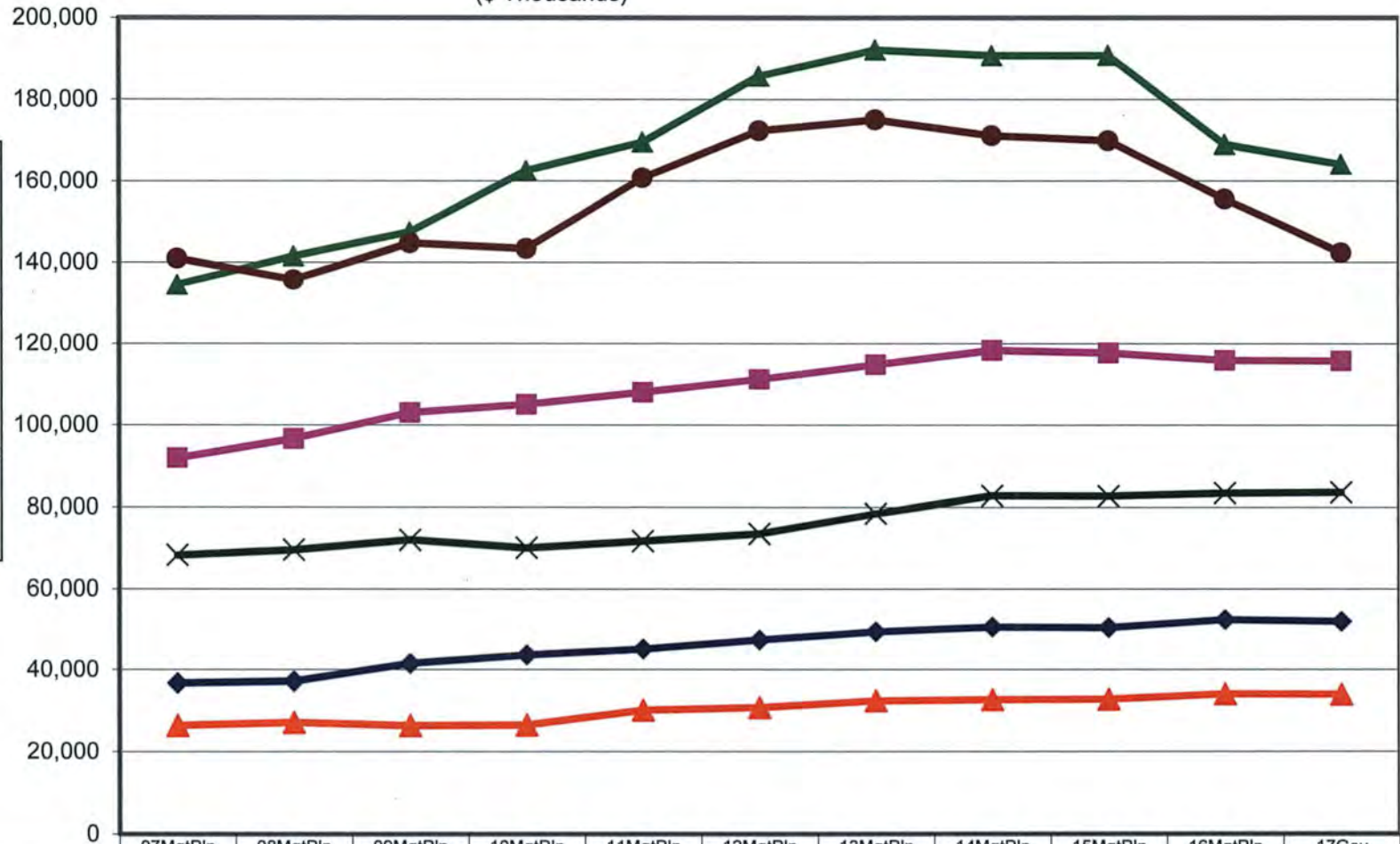
Budgeted general funds to AMHS increased 26% (\$37 million) between FY07 and FY13, and have subsequently been reduced to near the FY07 level in the Governor's FY17 budget.

Budgeted GF to Highways, Aviation and Facilities peaked in FY14 at \$167 million declining to \$138 million in the Governor's FY17 budget.



	07Mgt Pln	08Mgt Pln	09Mgt Pln	10Mgt Pln	11Mgt Pln	12Mgt Pln	13Mgt Pln	14Mgt Pln	15Mgt Pln	16Mgt Pln	17 Gov
● Marine Highway System	139,305	134,026	143,099	141,704	159,086	170,601	176,127	169,320	171,702	153,757	140,537
▲ Highways, Aviation and Facilities	116,212	122,789	128,567	143,617	147,058	163,011	165,596	167,092	163,785	144,705	138,329
◆ Administration and Support	16,178.	16,444.	19,879.	21,101.	21,587.	22,479.	23,428.	24,122.	22,424.	18,217.	17,669.
■ Design, Engineering and Construction	2,371.9	2,685.4	4,444.2	4,395.4	6,007.4	5,961.6	6,343.5	6,390.3	4,335.9	2,111.2	2,117.4

Appropriations within the Department of Transportation & Public Facilities (All Funds) (\$ Thousands)



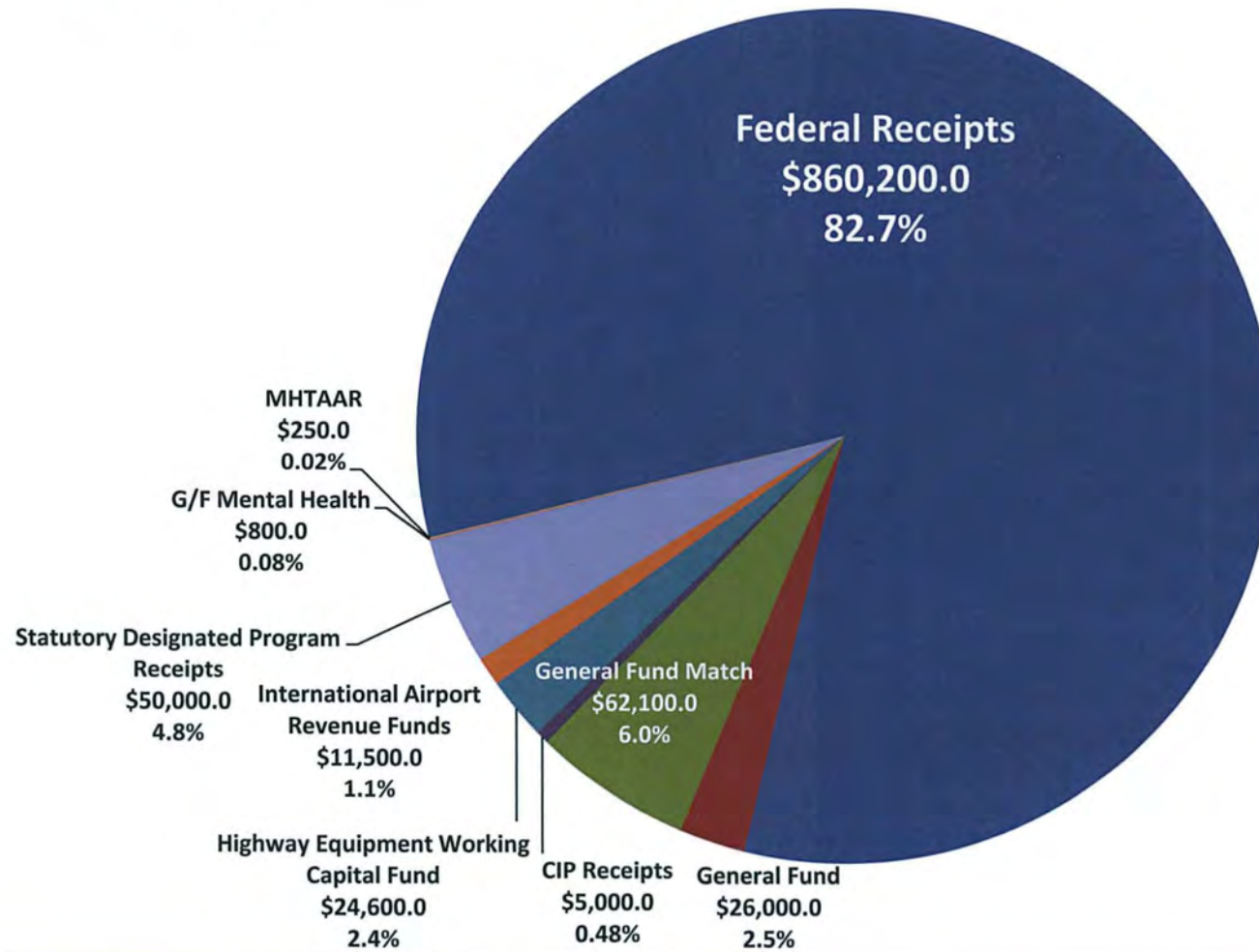
When counting all funding sources, Highways, Aviation and Facilities nudges AMHS in size (28% versus 24%). Design, Engineering and Construction rounds out 3rd at 20%. CIP Receipts via the capital budget (primarily federal) comprise this appropriation.

The International Airport System comes in 4th at 14% of the budget.

	07MgtPIn	08MgtPIn	09MgtPIn	10MgtPIn	11MgtPIn	12MgtPIn	13MgtPIn	14MgtPIn	15MgtPIn	16MgtPIn	17Gov
Highways/Aviation & Facilities	134,443.4	141,508.1	147,437.3	162,569.7	169,529.3	185,707.4	192,121.5	190,745.4	190,769.1	168,983.8	164,107.6
Marine Highway System	140,944.7	135,666.2	144,702.0	143,347.5	160,774.2	172,331.0	175,012.6	171,115.8	169,885.8	155,590.8	142,370.4
Design, Engineering & Constr.	91,948.6	96,640.4	102,996.3	105,018.7	108,007.7	111,209.6	114,880.3	118,369.4	117,722.0	115,919.1	115,798.8
International Airports	68,272.0	69,559.8	71,967.4	70,053.4	71,694.7	73,439.1	78,401.3	82,758.3	82,665.5	83,402.8	83,599.2
Administration and Support	36,705.5	37,166.4	41,498.1	43,593.6	45,046.8	47,325.1	49,361.3	50,520.7	50,367.8	52,330.8	51,882.9
State Equipment Fleet	26,368.8	27,100.2	26,343.0	26,494.2	30,102.8	30,736.4	32,380.7	32,648.6	32,743.3	34,040.6	33,930.1

FY2017 Proposed Capital Budget

Total = \$1,040,450.0





The End

Questions



ALASKA STATE LEGISLATURE
HOUSE FINANCE COMMITTEE

State Capitol, Room 519

Rep. Mark Neuman, Co-Chair

Rep. Steve Thompson, Co-Chair

Monday, February 1, 2016

1:30 PM

Agenda:

FY17 Budget Overviews:

Department of Transportation and Public Facilities

Presenting in Person:

Mark Luiken, Commissioner, Department of Transportation and Public Facilities

Mary Siroky, Director, Division of Administrative Services, Department of Transportation and Public Facilities

ML
MS

Judiciary

Presenting in Person:

Doug Wooliver, Deputy Administrative Director, Alaska Court System

DW

Questions - Available via teleconference:

Rhonda McLeod, Chief Financial Officer, Alaska Court System