



Alaska Department of Transportation & Public Facilities

Senate Finance Subcommittee Highways & Aviation

Dom Pannone, Administrative Services Director

John Binder, Deputy Commissioner

Rob Carpenter, Deputy Commissioner

February 24, 2021

Our mission is to ***Keep Alaska Moving*** through service and infrastructure.

Significant Span of Responsibility and Service

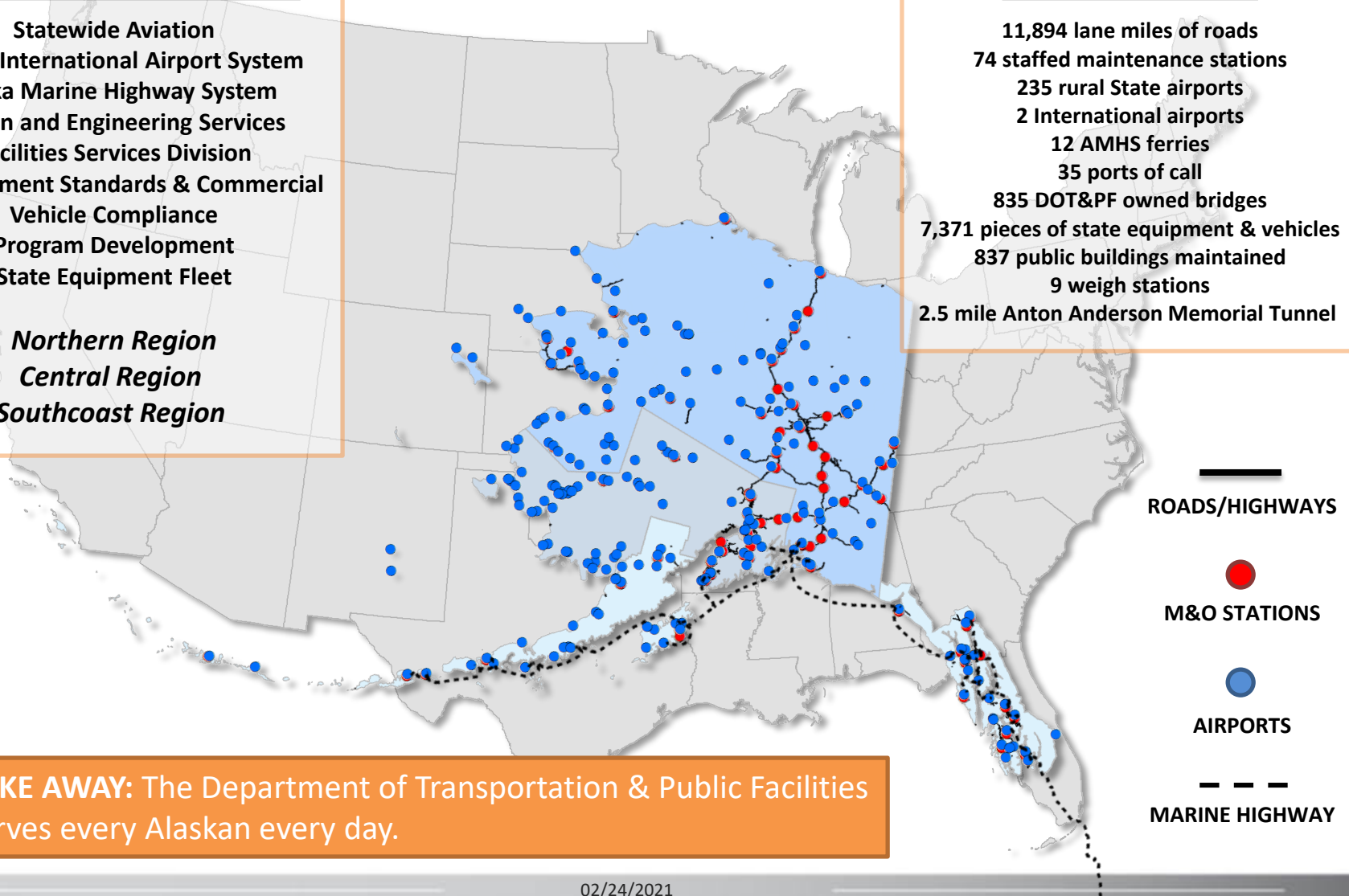
DEPARTMENT STRUCTURE

Statewide Aviation
Alaska International Airport System
Alaska Marine Highway System
Design and Engineering Services
Facilities Services Division
Measurement Standards & Commercial
Vehicle Compliance
Program Development
State Equipment Fleet

Northern Region
Central Region
Southcoast Region

INFRASTRUCTURE

11,894 lane miles of roads
74 staffed maintenance stations
235 rural State airports
2 International airports
12 AMHS ferries
35 ports of call
835 DOT&PF owned bridges
7,371 pieces of state equipment & vehicles
837 public buildings maintained
9 weigh stations
2.5 mile Anton Anderson Memorial Tunnel



TAKE AWAY: The Department of Transportation & Public Facilities serves every Alaskan every day.



Highways & Aviation

CHALLENGES



Limited resources

Turnover and recruitment

Unrealized Aviation &
Motor Fuel Tax Revenues

Climate change

Deferred maintenance

Per- and polyfluoroalkyl substances

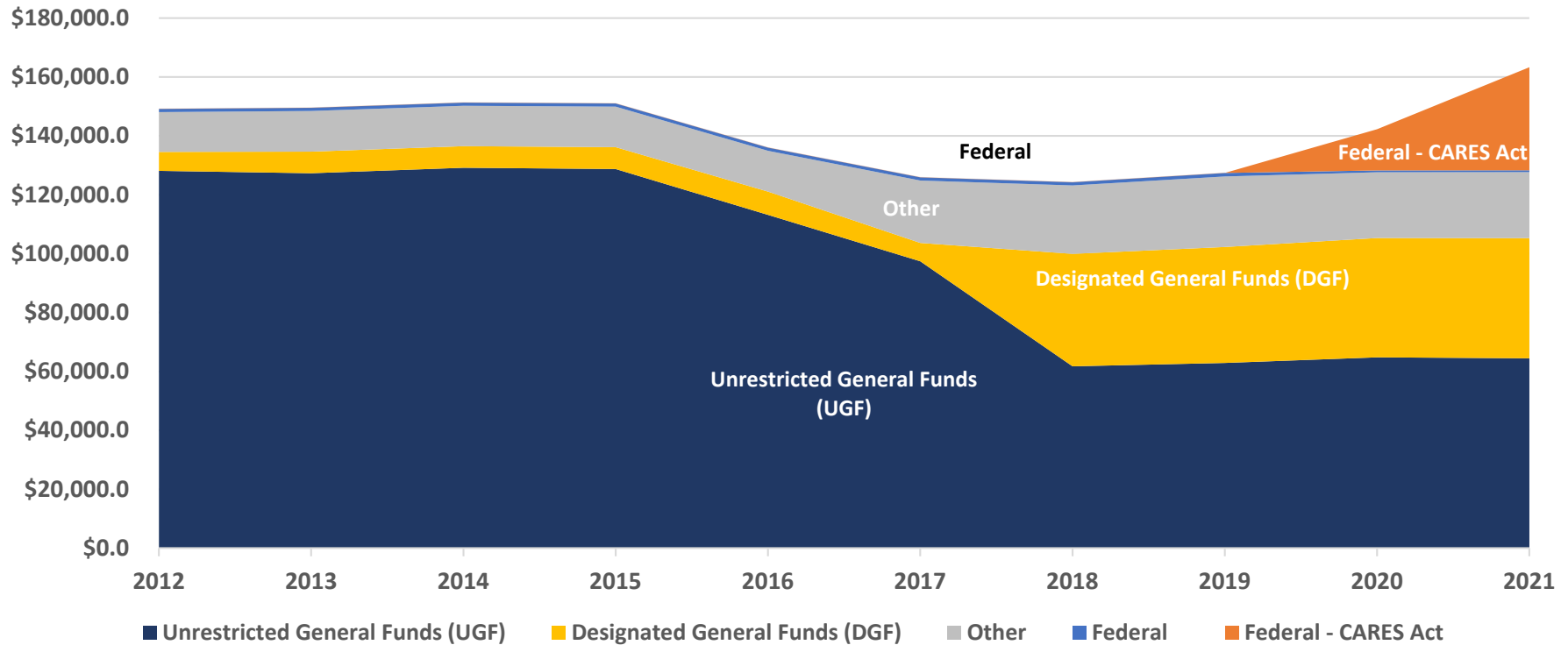


Dalton Highway Conditions, Fall 2019



Skagway / Klondike Highway closure, January 2020

Regional Highways & Aviation



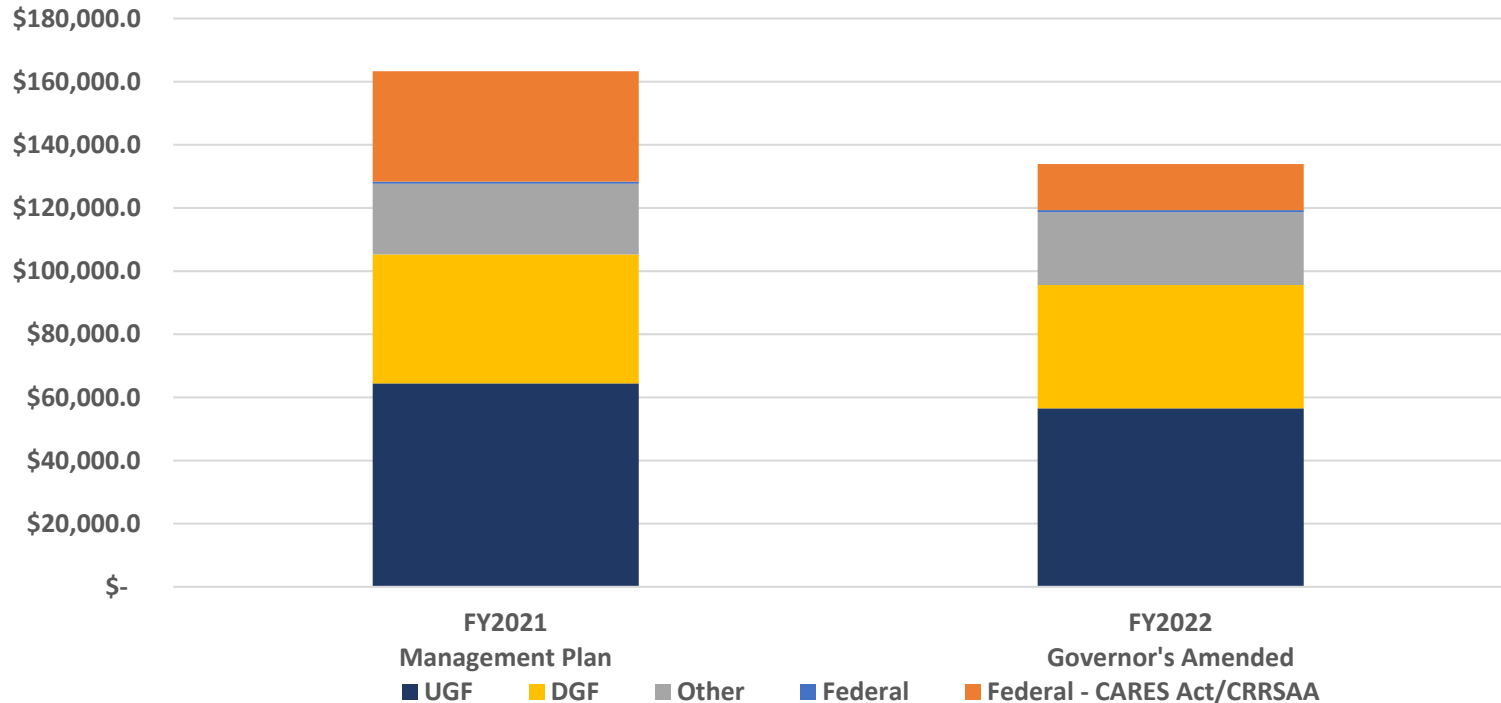
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Unrestricted General Funds (UGF)	\$128,114.1	\$127,300.1	\$129,146.9	\$128,728.9	\$113,145.6	\$97,396.1	\$61,715.6	\$62,852.1	\$64,799.1	\$64,440.9
Federal - CARES Act	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$14,000.0	\$35,000.0
Designated General Funds (DGF)	\$6,441.7	\$7,358.2	\$7,371.6	\$7,447.9	\$7,904.4	\$6,222.9	\$38,225.4	\$39,407.3	\$40,513.9	\$40,822.7
Other	\$13,509.8	\$13,798.8	\$13,684.7	\$13,739.0	\$13,876.2	\$21,204.7	\$23,213.6	\$23,956.2	\$22,302.5	\$22,401.6
Federal	\$1,102.4	\$1,086.1	\$1,091.8	\$1,094.3	\$1,094.3	\$1,092.1	\$1,094.5	\$1,163.4	\$649.0	\$650.1
Total:	\$149,168.0	\$149,543.2	\$151,295.0	\$151,010.1	\$136,020.5	\$125,915.8	\$124,249.1	\$127,379.0	\$142,264.5	\$163,315.3

Budgeted, Management Plan – FY2020 and FY2021 include FAA CARES Act RPL authority

\$ in Thousands (1,000)

FY2022 Operating Budget Comparison

Regional Highways & Aviation



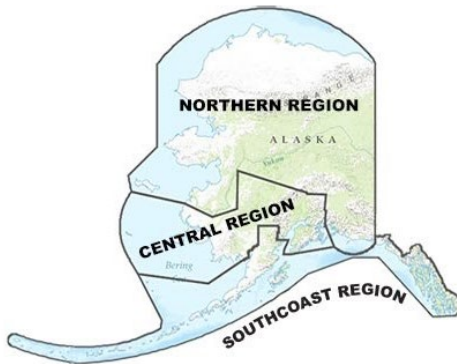
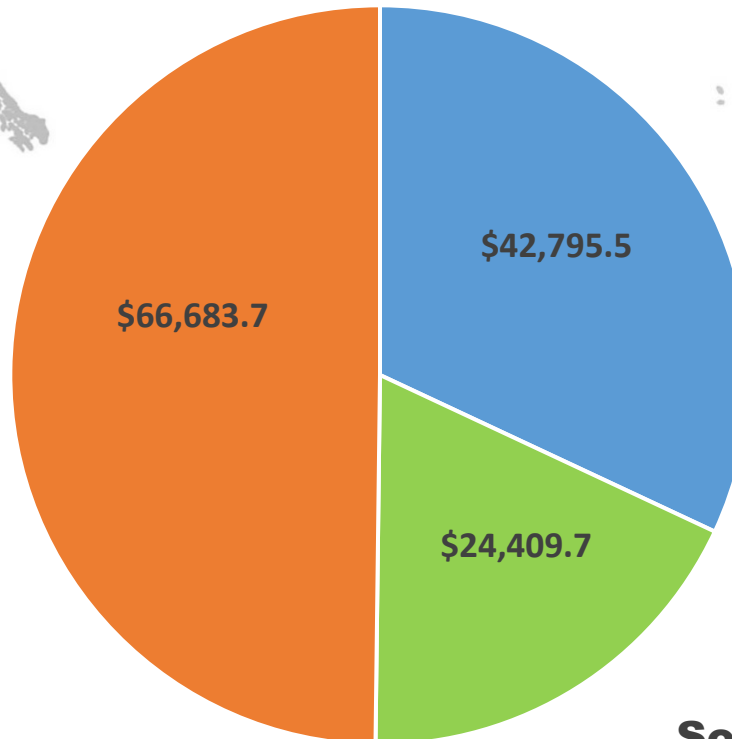
Fund Types	FY2021 Management Plan	FY2022 Governor's Amended	\$ Difference Between FY2021 & FY2022	% Difference Between FY2021 & FY2022
UGF	\$ 64,440.9	\$ 56,514.2	\$ (7,926.7)	-12.3%
Federal - CARES Act/CRRSAA	\$ 35,000.0	\$ 14,579.7	\$ (20,420.3)	-58.3%
DGF	\$ 40,822.7	\$ 39,090.8	\$ (1,731.9)	-4.2%
Other	\$ 22,401.6	\$ 23,054.1	\$ 652.5	2.9%
Federal	\$ 650.1	\$ 650.1	\$ -	0.0%
Total	\$ 163,315.3	\$ 133,888.9	\$ (29,426.4)	-18.0%

*Budgeted, Management Plan – FY2021 includes FAA CARES Act RPL authority

\$ in Thousands (1,000)

FY2022 Governor's Amended Operating Budget

Regional Highways & Aviation (\$133,888.9)



\$ in Thousands (1,000)

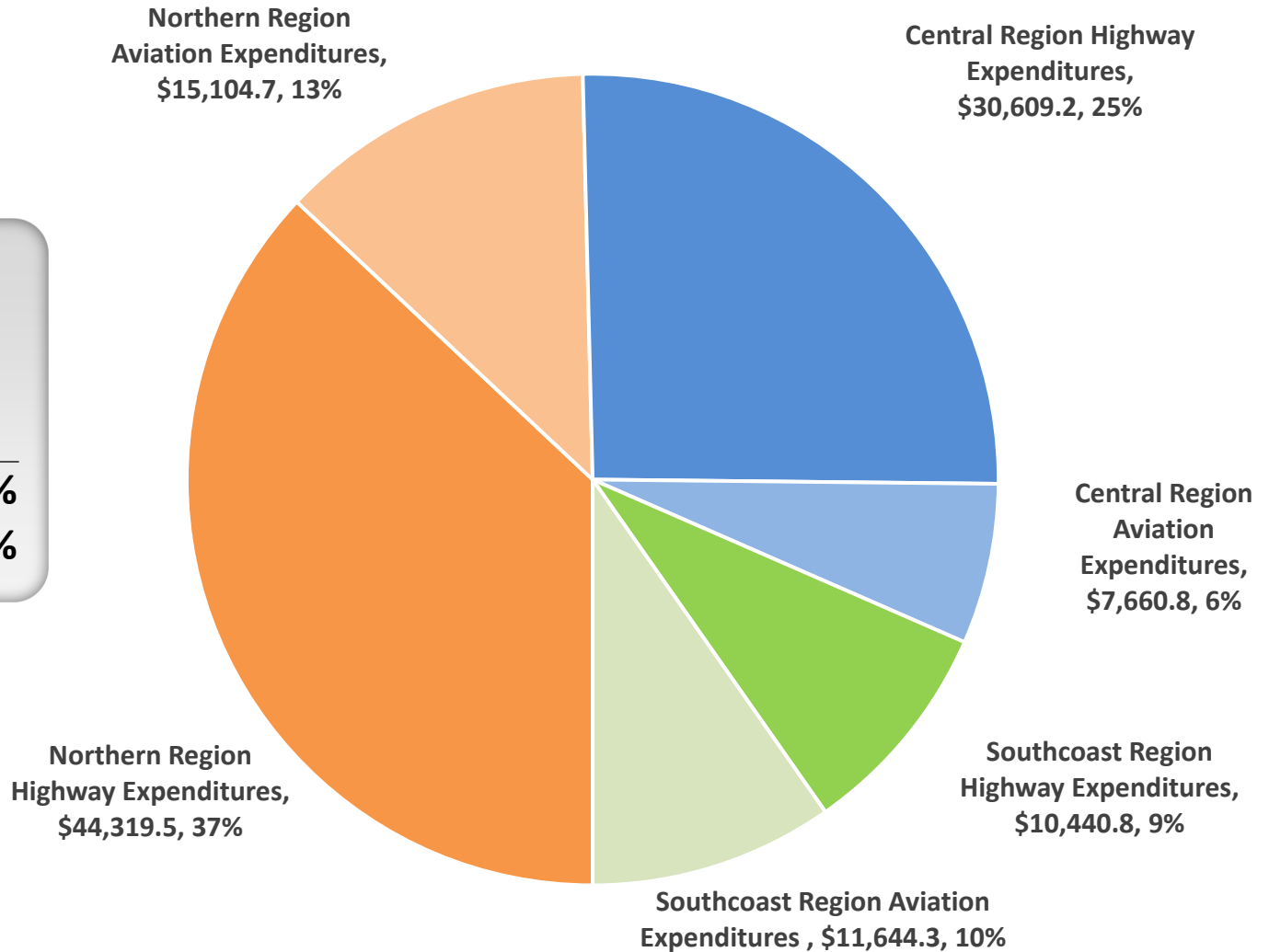


FY2020 Regional Highways and Aviation Actual Expenditures

All Fund Sources

(\$119,779.3)

FY2020 Highway vs. Aviation Expenditures	
Highway	71%
Aviation	29%



\$ in Thousands (1,000)



FY2022 Budgetary Actions

(one-time actions addressing ongoing issues)

Projected motor fuel shortfall (-502.8 DGF/502.8 UGF)

Replace rural aviation UGF with CARES Act funding for a one-time swap
(-14,600.8 UGF/14,600.8 Fed - CARES)

Rural Airport Paint Striping (2,302.3 Fed - CARES)

Dalton District Shift Change - Two Week On/Two Week Off
(1,298.6 Fed - CRRSAA)

Reopening of Silvertip Maintenance Station (620.0 Fed - CRRSAA)

Reopening of Chitina & Birch Lake Maintenance Stations (794.6 Fed - CRRSAA)



Reopening of Maintenance Stations

- Chitina, Birch Lake and Silvertip stations are open
- Temporary non-perm positions are in place; permanent positions are being requested
- FY2021 operational funding via RPL for federal receipt authority (CRRSAA)
- FY2022 funding via Governor's amendment for federal receipt authority (CRRSAA)
- Reactivation of facilities e.g., well and septic, restoration of telecommunications (Chitina, Birch Lake)
- Winter response times improved

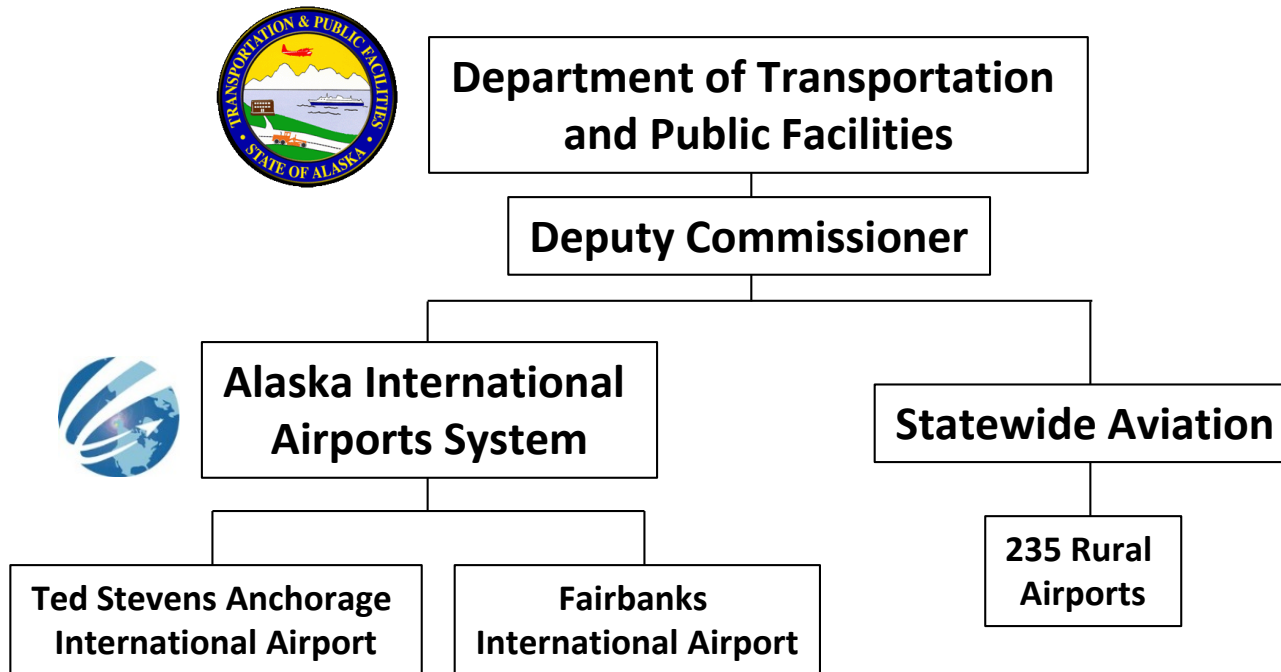
Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

FHWA (CRRSAA)	124,402.0
Highways & Aviation, Maintenance Stations	3,544.8
FY2021	2,130.2
FY2022	1,414.6
Unallocated	108,264.3
FY2022	108,264.3
Urbanized areas with a population >200,000	11,294.3
FY2022	11,294.3
Dalton Highway 2X2 Week Schedule	1,298.6
FY2022	1,298.6
FTA (CRRSAA)	55,786.5
Unallocated	55,786.5
FY2022	55,786.5
FAA (CRRSAA)	44,383.9
Alaska International Airport System	17,560.9
FY2022	17,560.9
Alaska Rural Airport System	26,823.0
FY2022	26,823.0
Grand Total	224,572.4

\$ in Thousands (1,000)

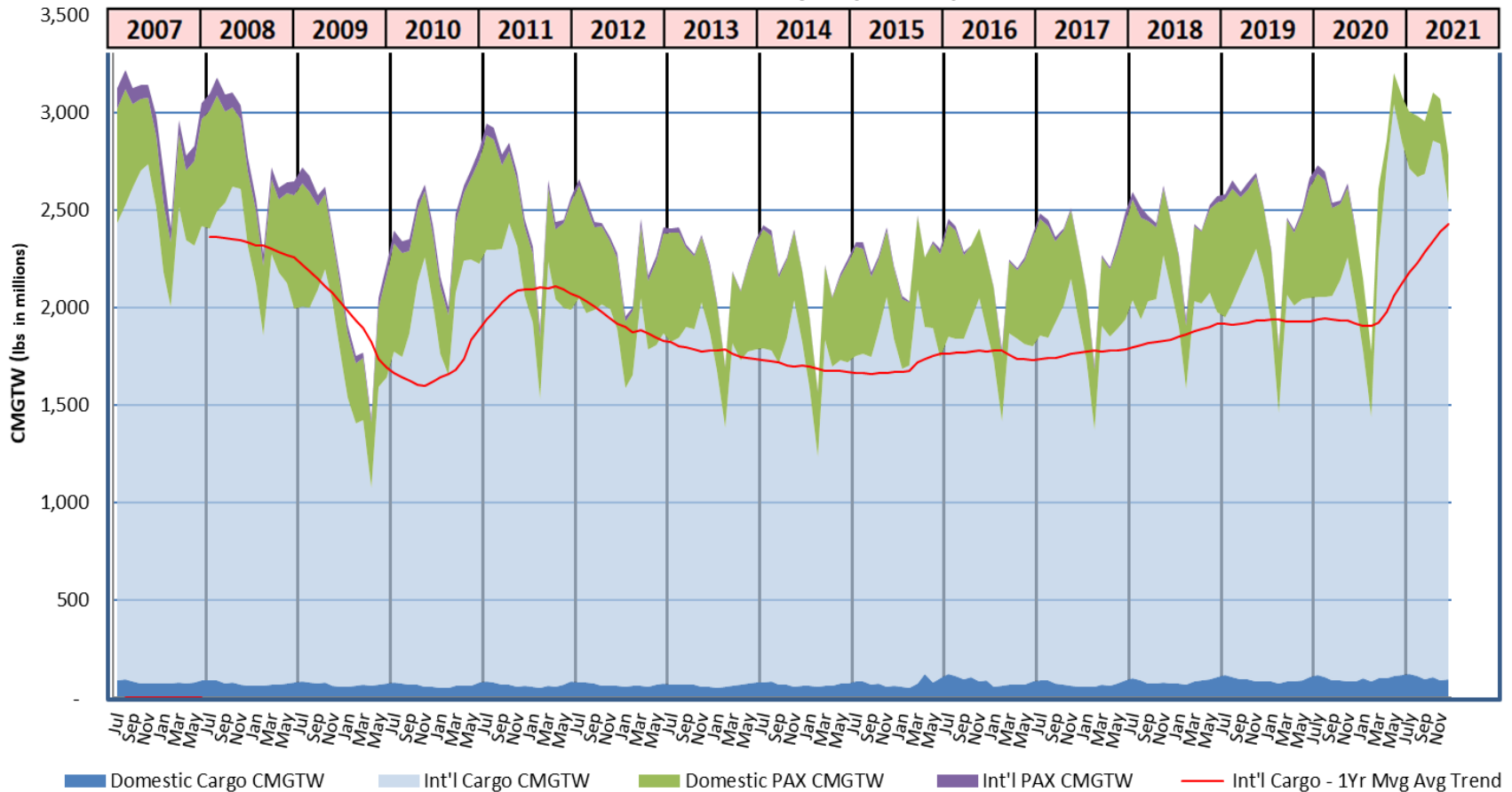


Aviation



Cargo/Pax Activity

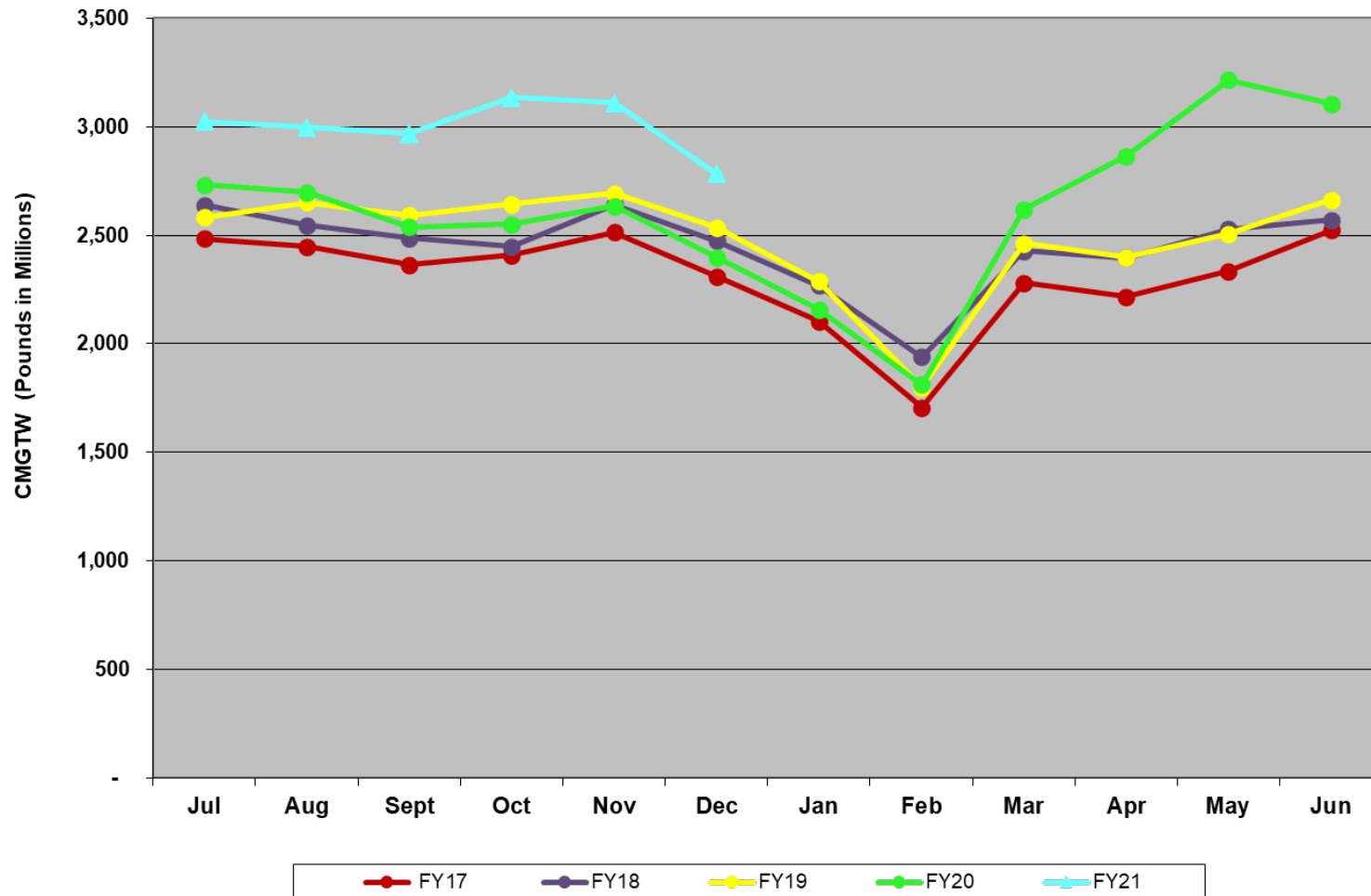
AIAS
Monthly Cargo & PAX CMGTW
- Domestic & Int'l -
FY07 - FY21 ytd (Dec '20)



Primary Revenue Driver - Airfield Activity (CMGTW): Up 5.0% FY2020 / Up 15.8% FY2021 ytd



AIAS
FY17 - FY21 YTD
Monthly Reported Combined Cargo - Pax CMGTW
As of December 31, 2020

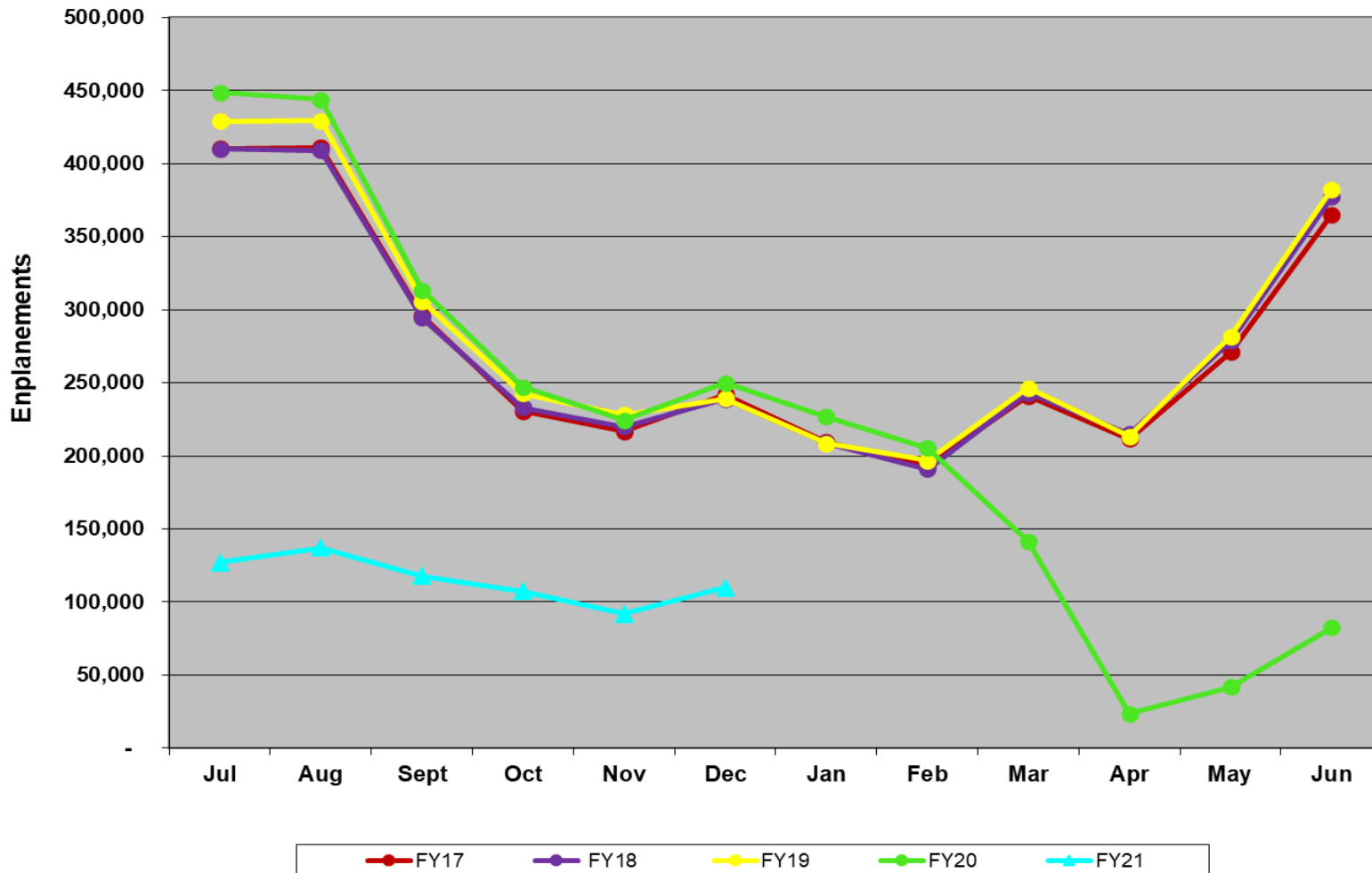


Passenger Activity

Down 22.2% FY2020 / Down 64.2% FY2021 ytd



AIAS
FY17 - FY21 YTD
Monthly Passenger Enplanements
As of December 31, 2020



Rural System Operating Budget

FY2020

- Operating Costs = \$40.7M (\$14.2M in FFY2020 AIP federal funds)
 - A CARES Act grant for \$49.4M was received and applied to Rural Airport operational costs for FFY2020 and beyond.
- Revenue = \$11.9M (\$6.9M Leasing + \$5.0M fuel taxes)
 - Fuel Tax to GF = \$5.1M less \$.1M shared with Local Sponsors

System Sustainability

- Cost reductions/efficiencies
 - Sand/Chemical optimization
 - Maintenance conversion to federal program
- Cost recovery options
 - Fuel Tax
 - User/Registration Fee
 - Landing Fees

AIP Rural System Capital Funding FFY2016 through FFY2020

Federal Capital Funding

- Rural System AIP annual average FFY2016 - 2019 = \$132.9M
- FFY2020 AIP = ~\$198.9M

Rural Airport System State Match Required

- Generally, 6.25% of project eligible costs
- A few Essential Air Service airports in designated economically distressed communities qualify for a 5% match of project eligible costs
- Most FFY2020 project matches were 100% CARES Act funded

Major Rural System AIP Construction Projects Expected to be Funded in FFY2021 & 2022

Pavement Rehab

- Bethel
- Homer
- Unalaska

Rural Access

- Angoon
- Bettles
- Brevig Mission

Rural Access

- Chevak
- Ekwok
- Kaltag
- Kongiganak
- Metlakatla
- New Stuyahok
- Newtok
- Noorvik
- Saint Mary's

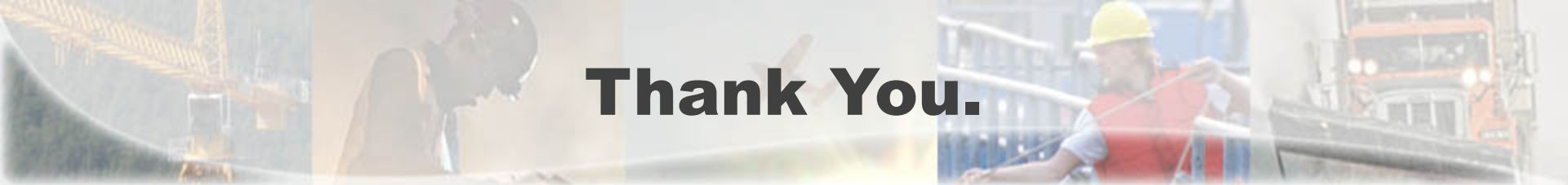
Rural Access

- Seward
- Togiak

Buildings

- Cold Bay
- Cordova
- McGrath
- Napaskiak

Alaska Airport Needs Directory: dot.alaska.gov/airport-portal-newsres.shtml



Thank You.

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