

# **State of Alaska FY2010 Governor's Operating Budget**

## **Department of Transportation/Public Facilities Central Region Planning Component Budget Summary**

## Component: Central Region Planning

### Contribution to Department's Mission

Identify, evaluate and establish priorities for capital projects that improve transportation infrastructure to facilitate economic development and enhance safety and efficiency. This includes development of the Statewide Transportation Improvement Program (STIP), the Airport Improvement Program (AIP), the Statewide Transportation Plan, and regional plans through a public process that results in orderly project and capital budget sequencing, and through the collection of highway and airport traffic volume and condition data.

### Core Services

- Establish and maintain cooperative planning processes with Design and Engineering Services, Maintenance and Operations, other state and federal agencies, and local governments. This includes providing legislators, local governments, other agencies and private citizens with a central point of contact to facilitate the exchange of information with the department and to allow these groups access to the Department of Transportation and Public Facilities' (DOT&PF) decision-making process;
- Meet requirements of the Federal Highway Administration (FHWA) that make Alaska eligible to receive federal highway funding. These requirements include collection of traffic and highway inventory data, coordination with local governments, implementation of public involvement procedures, and development of a STIP and Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) for FHWA funds;
- Meet requirements of the Federal Aviation Administration (FAA) that make Alaska eligible to receive federal airport development funds. These requirements include verification of enplanement data used to determine the state's allocation of FAA funding, the preparation of airport master plans, and the annual preparation of the program for aviation improvements;
- Prepare a capital improvement program to address improvement needs for roadways, ports and harbors, erosion control, pathways, barrier-free access, and other public facilities.

### FY2010 Resources Allocated to Achieve Results

<b>FY2010 Component Budget: \$1,844,200</b>	<b>Personnel:</b>	
	Full time	18
	Part time	0
	<b>Total</b>	<b>18</b>

### Key Component Challenges

- Recent turnover in top management resulted in significant management changes in Central Region Planning. Fifty-six years of combined Central Region DOT&PF Planning experience were lost in FY08 with the retirement of the Planning Chief and the resignation of the Budget and Programming Manager. Planning now has two new managers with no previous supervisory experience, and a new Planning Chief promoted from within the section. Training and staff development are high priorities in the coming years.
- Many of the Earmark projects received in SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) are for non-traditional projects, are inadequately funded to complete the projects, and have been pursued and secured by organizations that are unfamiliar with the federal transportation program. This results in substantial impacts to staff resources as attempts are made to develop reasonable scopes, schedules and budgets for project delivery.
- SAFETEA-LU, the federal highway transportation bill, and the STIP both expire September 30, 2009. Reauthorization of the bill, which provides the only source of consistent surface transportation funds for Alaska, is likely to result in a decline of federal funds to address state and community transportation needs. The STIP

must be updated for FFY2009-2014, yet there is no reasonable way to forecast funding levels. How to update the STIP through a public process when funding is uncertain is a challenge, especially when public expectations are raised when communities are asked to nominate new projects and there is not a state-funded program established to fund local priorities.

- The new federal planning regulations must be followed when developing a new or amended STIP for surface transportation projects. These regulations emphasize the use of visualization tools to communicate to the public the status of funding and projects in development, and impacts to the overall program when project costs increase and schedules change that require a shuffling of projects. Implementing the new planning regulations without causing further delays in project delivery will be an ongoing challenge. This is exacerbated by high bids and skyrocketing construction costs that reduce the spending power of the limited federal dollars.
- Alaska's reliance on the federal highway program, coupled with its static maintenance and operations budget, is making it increasingly difficult to address the growing needs of the National Highway System (NHS) for safety, capacity and pavement condition. High traffic volumes, studded tire use and aging pavement all contribute to the accelerated rutting on the major highways. Traffic volumes exceed the capacity on several two-lane rural highways, resulting in high rates of fatal and major injury crashes. Segments of the Seward Highway and Parks Highway have been designated as Safety Corridors; this designation is pending for the Sterling Highway and two non-NHS routes in the Mat-Su Valley. Current funding is inadequate to address long-term capacity needs, as well as the short-term pavement replacement needs. This challenge is regularly faced by Planning, as the Area Planners are often the first point of contact for complaints and for explaining the budget situation.
- Legislative "Earmarking" of state funds to specific state-owned roads has increased. In some cases, the funds are appropriated to low volume facilities rather than to high priority needs on the state system. Other times, the line-item appropriations are insufficient to cover the full costs of development, resulting in project delays and frustration for area legislators. Effective communication with legislative staff on DOT&PF priorities will continue to be a challenge until a state-funded program and project selection process is adopted.
- Airport capital projects at state-owned airports are identified by the department and funded by the Federal Aviation Administration through the Airport Improvement Program (AIP) based upon priority and need. There is a pressing need to improve equipment storage and replace maintenance equipment at many rural airports, in addition to improving the airports. The department must demonstrate it has adequate land interests at the airports before federal funds can be used to purchase equipment (10 years), replace buildings or improve the airports (20 years). The department has insufficient land interests at many rural airports where existing leases are expired or nearing expiration. Planning staff is facilitating resolution of this issue through its coordination with the Right-of-Way and Design Sections.
- Significant inflation and a leveling in the amount of available federal AIP funding to the state has resulted in a decrease in the number of projects that can be accomplished each year. In addition, several Alaskan airports are in need of basic improvements that are either ineligible for or do not compete well for AIP funding. To help bring the state's airport system up to minimum design standards and to meet forecasted demand, additional sources of financing is needed that incorporates participation from the Denali Commission, local governments, regional economic cooperatives and the private sector.
- The state's ports and harbors represent a significant financial investment and are an important element in the continued health of the commercial and recreational fishing industries. Unlike Alaska's federal-aid highways and airports, port and harbor facilities do not have an annual source of state-administered capital funding.
- Local cost sharing requirements for community transportation projects requires additional coordination and development of local project agreements.
- It remains difficult to recruit and retain Planner positions. Salary levels and changes to the benefit package have been cited by job applicants as the reasons we have not drawn interest from planning professionals in the private sector. New hires often come from outside of DOT&PF, with a large learning curve. Much time and energy is invested in bringing the new hires up to speed. It takes about two years for a new employee to become fully knowledgeable and functional in his/her position.

## Significant Changes in Results to be Delivered in FY2010

No significant changes are expected.

## Major Component Accomplishments in 2008

- Hired two new Planning Managers.
- Maintained 10 cooperative planning processes with local governments.
- Managed 27 Transfer of Responsibilities Agreements (TORAs) with local governments.
- Reviewed 150 project plan sets and other government agency plans.
- Reviewed 500 subdivision plats and zoning reviews for local governments.
- Reviewed 325 permit applications for driveways or encroachments within the right-of-way.
- Reviewed 10 new traffic Impact Assessments for major developments and participated in the negotiation of traffic mitigation measures.
- Prepared traffic forecasts and design designations for approximately 25 highway construction projects.
- Prepared and distributed the Central Region 2007 Annual Traffic Volume Report and 2007 Annual Average Daily Traffic (AADT) map series.
- Completed approximately 1,200 seasonal traffic counts as required by the Highway Performance Monitoring System (HPMS) program.
- Completed the Palmer Traffic Study and obtained resolution of support from the City of Palmer for the recommended couplet alternative. This recommendation is proceeding as a state-funded capital project that will improve traffic flow and accommodate accelerated development in downtown Palmer while preserving the character of the community and the capacity of the Glenn Highway.
- Participated with the Municipality of Anchorage and Central Region Preliminary Design and Environmental staff to establish the structure of the Highway-to-Highway Executive Oversight Committee and the Citizens' and Highway Users Advisory Committee.
- Completed the first phase of the Multimodal Corridor: Parks Highway Wasilla Alternate project. This study is to identify a preferred location for an alternate corridor around Wasilla, and will determine where the corridor should be jointly shared by the highway and railroad.
- Closed out three airport master plan FAA grants and obtained two new FAA planning grants for airport master plans.
- Prepared projects for two Aviation Project Evaluation Board meetings (airfield and buildings/equipment).

## Statutory and Regulatory Authority

AS 02 Aeronautics  
AS 36 Public Contracts  
AS 37 Public Finance  
AS 44 State Government  
AAC 17 Department of Transportation and Public Facilities

Contact Information
<p><b>Contact:</b> Judy Chapman, Transportation Planner  <b>Phone:</b> (907) 269-0519  <b>Fax:</b> (907) 269-0521  <b>E-mail:</b> judy.chapman@alaska.gov</p>

### Central Region Planning Component Financial Summary

*All dollars shown in thousands*

	FY2008 Actuals	FY2009 Management Plan	FY2010 Governor
<b>Non-Formula Program:</b>			
<b>Component Expenditures:</b>			
71000 Personal Services	1,561.6	1,686.6	1,753.7
72000 Travel	9.2	8.4	8.4
73000 Services	80.1	61.4	61.4
74000 Commodities	40.8	19.2	19.2
75000 Capital Outlay	0.0	1.5	1.5
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
<b>Expenditure Totals</b>	<b>1,691.7</b>	<b>1,777.1</b>	<b>1,844.2</b>
<b>Funding Sources:</b>			
1004 General Fund Receipts	94.3	108.1	119.4
1061 Capital Improvement Project Receipts	1,597.4	1,669.0	1,724.8
<b>Funding Totals</b>	<b>1,691.7</b>	<b>1,777.1</b>	<b>1,844.2</b>

### Estimated Revenue Collections

Description	Master Revenue Account	FY2008 Actuals	FY2009 Management Plan	FY2010 Governor
<b>Unrestricted Revenues</b>				
None.		0.0	0.0	0.0
<b>Unrestricted Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Restricted Revenues</b>				
Capital Improvement Project Receipts	51200	1,597.4	1,669.0	1,724.8
<b>Restricted Total</b>		<b>1,597.4</b>	<b>1,669.0</b>	<b>1,724.8</b>
<b>Total Estimated Revenues</b>		<b>1,597.4</b>	<b>1,669.0</b>	<b>1,724.8</b>

**Summary of Component Budget Changes  
From FY2009 Management Plan to FY2010 Governor**

*All dollars shown in thousands*

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
<b>FY2009 Management Plan</b>	<b>108.1</b>	<b>0.0</b>	<b>1,669.0</b>	<b>1,777.1</b>
<b>Adjustments which will continue current level of service:</b>				
-Transfer CIP Receipts from SW Aviation Used to Fund the Digital Mapping Project Manager Transferred from DMVA	0.0	0.0	46.4	46.4
-Transfer CIP Receipts to Central Design and Engineering Services for Personal Services Vacancy Factor Adjustments	0.0	0.0	-23.8	-23.8
-FY2010 Wage and Health Insurance Increases for Bargaining Units with Existing Agreements	1.5	0.0	43.0	44.5
-Correct Unrealizable Fund Sources in the Salary Adjustment for the Existing Bargaining Unit Agreements	9.8	0.0	-9.8	0.0
<b>FY2010 Governor</b>	<b>119.4</b>	<b>0.0</b>	<b>1,724.8</b>	<b>1,844.2</b>

**Central Region Planning  
Personal Services Information**

Authorized Positions			Personal Services Costs	
	<u>FY2009</u> <u>Management</u> <u>Plan</u>	<u>FY2010</u> <u>Governor</u>		
Full-time	18	18	Annual Salaries	1,133,551
Part-time	0	0	COLA	44,390
Nonpermanent	3	3	Premium Pay	0
			Annual Benefits	611,576
			<i>Less 2.00% Vacancy Factor</i>	(35,790)
			Lump Sum Premium Pay	0
<b>Totals</b>	<b>21</b>	<b>21</b>	<b>Total Personal Services</b>	<b>1,753,727</b>

**Position Classification Summary**

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Accounting Tech III	1	0	0	0	1
Administrative Clerk III	2	0	0	0	2
College Intern I	3	0	0	0	3
Eng Tech Sub Journey III	1	0	0	0	1
Planner II	2	0	0	0	2
Planner III	6	0	0	0	6
Research Analyst I	1	0	0	0	1
Statistical Technician I	1	0	0	0	1
Trans Planner I	1	0	0	0	1
Trans Planner II	2	0	0	0	2
Trans Planner III	1	0	0	0	1
<b>Totals</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>