

State of Alaska FY2007 Governor's Operating Budget

Department of Transportation/Public Facilities Planning Results Delivery Unit Budget Summary

Planning Results Delivery Unit

Contribution to Department's Mission

Optimize state investment in transportation and meet federal requirements through effective planning and programming.

Core Services

- Develop statewide and area transportation plans to guide transportation infrastructure development over the next 20 years and fulfill federal and state requirements.
- Coordinate the development, submission, and monitoring of the Needs List (a statewide list of transportation needs), and the federally required Statewide Transportation Improvement program, as well as the annual capital budget. Provide key analyses to the Commissioner on critical issues regarding capital funding for Alaska's transportation and public facility needs.
- Verify enplanement data used to determine the State's allocation of Federal Aviation Administration (FAA) funding, prepare airport master plans, and annually prepare the program for aviation improvements.
- Provide federally required highway data collection and analysis to state, federal and local agencies.
- Provide Geographic Information System (GIS) and Global Positioning System (GPS) data collection and analysis, as well as cartographic and other technical services. The result will be more accessible transportation data that can be displayed and analyzed in easy-to-understand ways.
- Develop and maintain the Statewide Transportation Plan, Public Involvement Plan, and Federal Transit Program.
- Provide administration of Scenic Byways Program, Federal Railroad Administration grants.
- Develop and maintain a bicycle and pedestrian plan.
- Provide administration of Urban Planning, and State Planning and Research Programs, as well as general accounting and administrative support.
- Develop and administer the State Highway Comprehensive Safety Program.
- Administer planning for resource and community access roads program

End Results	Strategies to Achieve Results
<p>A: Access optimal federal funds for highway construction projects.</p> <p><u>Target #1:</u> A federally reviewed Statewide Transportation Improvement Plan (STIP) not less than 30 days prior to the federal fiscal year. (Sept. 1). <u>Measure #1:</u> Number of days difference between the target date and STIP transmittal for federal approval.</p>	<p>A1: Streamline and improve federal-aid funding process.</p> <p><u>Target #1:</u> By June 30, 2005, promulgate modifications to regulations to reduce time needed to prepare a STIP. <u>Measure #1:</u> The deviation in months to approve regulations that modify the STIP process (17 AAC 05).</p> <p><u>Target #2:</u> Decrease time needed to process project development authorizations (PDAs) and amendments by 10%. <u>Measure #2:</u> The percent change in time between the date that a funding request is logged into the Management Reporting System to the date it is approved by FHWA.</p>
End Results	Strategies to Achieve Results
<p>B: Achieve measurable improvement in highway safety.</p> <p><u>Target #1:</u> A reduction in the number of fatal and major injury accidents of 1% per year over 5 years. <u>Measure #1:</u> Number of persons with fatal injuries and</p>	<p>B1: Increase the public's awareness of safe driving habits.</p> <p><u>Target #1:</u> Improve voluntary seatbelt use by at least 4% as compared to the 5-year average. <u>Measure #1:</u> Percent change in voluntary seatbelt usage</p>

major injuries accidents using a 3 year average.

as measured by the annual Alaska seatbelt use survey funded by NHTSA each year.

B2: Emphasize safety in transportation decision making.

Target #1: A federally reviewed Strategic Highway Safety Plan.

Measure #1: Undertake, prepare and complete a strategic highway safety plan, which follows AASHTO guidelines, within three federal fiscal years.

Major Activities to Advance Strategies

- Target behavior issues: high-risk youth and young drivers, areas of traffic congestion, seatbelt use, aggressive driving, etc.
- Evaluate any lapses of federal funds, and identify the cause of such lapse. Compare as a percentage of all funds that are administered by the divisio
- Create electronic tracking tools to enable a community to follow the history of each project through the STIP process.
- Create an overall communication strategy and related tools to enable faster and more thorough communications of changes occurring in the STIP.
- Provide design/build contract for HAR (highway advisory radio) and VMS (variable message signs) to enhance driver awareness of critical conditions.
- Ensure public awareness of the travel information system to ensure drivers are advised of changing highway conditions.

FY2007 Resources Allocated to Achieve Results

FY2007 Results Delivery Unit Budget: \$7,551,100

Personnel:

Full time	79
Part time	1
Total	80

Performance Measure Detail

A: Result - Access optimal federal funds for highway construction projects.

Target #1: A federally reviewed Statewide Transportation Improvement Plan (STIP) not less than 30 days prior to the federal fiscal year. (Sept. 1).

Measure #1: Number of days difference between the target date and STIP transmittal for federal approval.

STIP Review Timetable: Plan versus Actual

Year	Target Date	Actual Date	YTD Total
2004	Sept 1, 2003	November 1, 2003	61 days late
2006	Sept 1, 2005	Est. Feb. 1, 2006	153 days late
2008	Sept 1, 2008		

Analysis of results and challenges: An approved Statewide Transportation Improvement Plan (STIP) is essential if the state is to have access to federal funds once each federal fiscal year begins. Each STIP has a 2 year valid life. The target of having the STIP ready for federal review at least 30 days prior to the federal fiscal year beginning provides a time cushion to deal with the time necessary for two federal agencies to conduct

their reviews and issue letters of approval.

The above goal also ensures the division and regional staff are progressing in the many steps it takes to deliver the STIP. Efforts continue to shave time on the STIP development cycle, a process which has grown unwieldy in recent years.

The challenge of meeting the September 1, 2005 target date has been lack of a new federal-aid surface transportation authorization. The previous authorization lapsed on October 1, 2003, and it was extended six times. The piece-meal funding has hampered our ability to predict new funds for this STIP. Finally in August, 2005, Congress passed the new authorization. The new program funds have decreased significantly in favor of over \$1 billion in earmarked projects, and this fact has been a major challenge for the division and the department—ramping down the program while ramping up for all of the earmark projects.

A1: Strategy - Streamline and improve federal-aid funding process.

Target #1: By June 30, 2005, promulgate modifications to regulations to reduce time needed to prepare a STIP.

Measure #1: The deviation in months to approve regulations that modify the STIP process (17 AAC 05).

Timeline to Modify Regulation

Year	Target Date	Actual Date
2005	May 2005	May 7, 2005

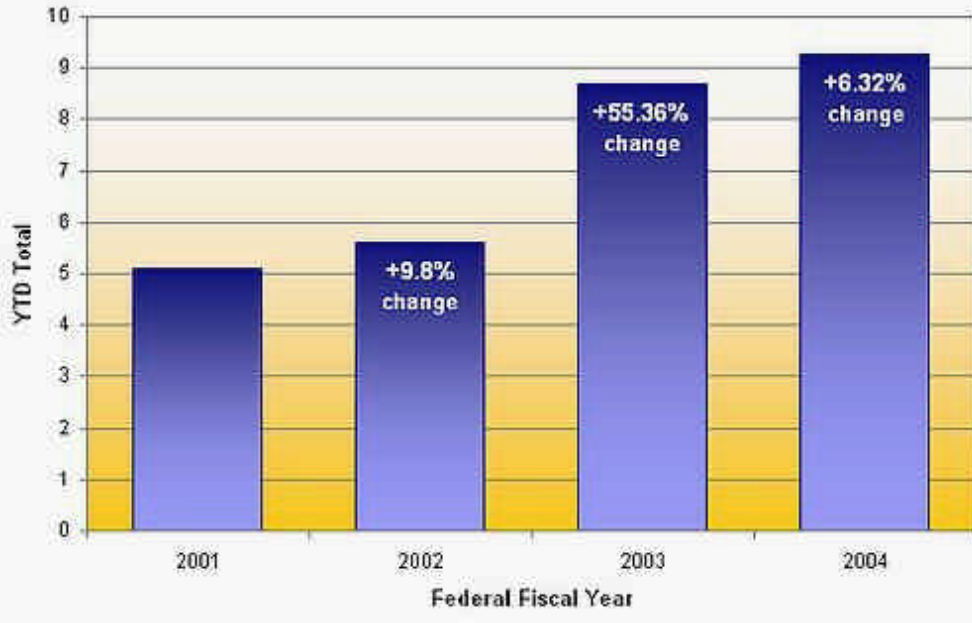
Analysis of results and challenges: This is a one-time measure that is critical to making a long-term change in how fast each STIP is prepared. The current STIP regulations call for three distinct public reviews, which along with several other required steps take more than two years to typically undertake. There are also other problems with the STIP development process, such as too much funding directed to lower classification roads, which jeopardizes higher classification roads which are of most important to the state's economic well-being. Changing these regulations is key to making meaningful change to the public process followed and in turn showing real accomplishment in making government more efficient.

Schedule to Modify STIP Regulations:
 September 2004 - Initiate Regulation Change
 November 2004 - Publish Draft Regulation
 December 2004 - Hold Public Hearings
 March 2005 - Release Final Regulations
 May 2005 - Final Regulations Approved

Target #2: Decrease time needed to process project development authorizations (PDAs) and amendments by 10%.

Measure #2: The percent change in time between the date that a funding request is logged into the Management Reporting System to the date it is approved by FHWA.

Days Taken to Process Project Development Authorizations

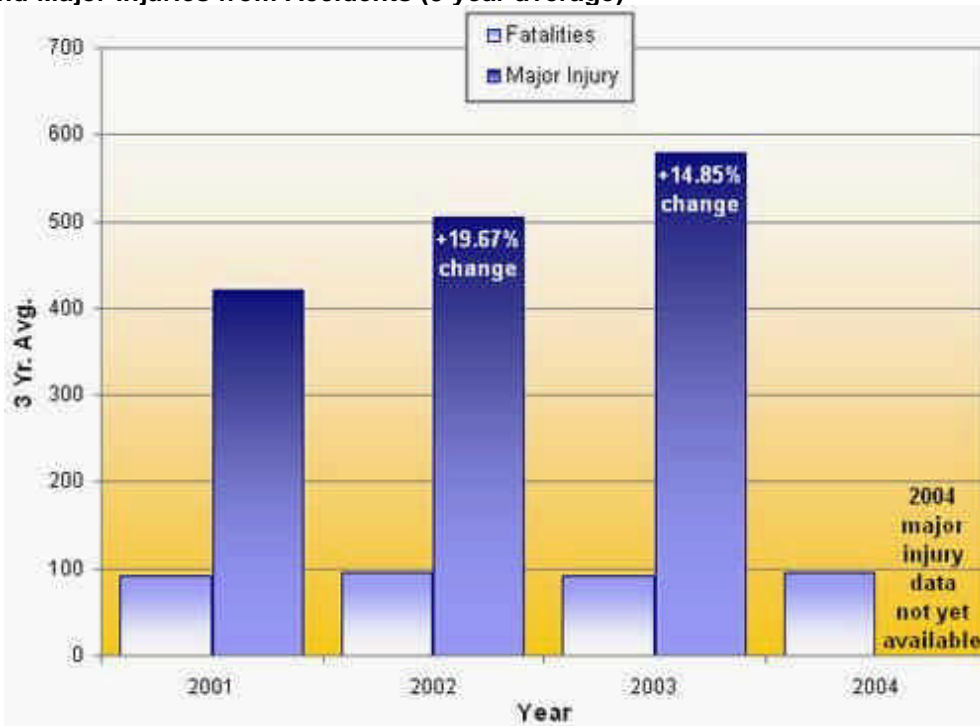


Analysis of results and challenges: The process to fund specific projects was often delayed because federal highway funds were not available. Congress had extended TEA-21 four times during 2004 and twice during 2005, while they were deliberating over the new federal-aid highway authorizations in a number of different bills. Each extension was an unknown while the appropriations also made major decreases to Alaska's funding. Many projects were delayed and the department tried to manage the uncertain situation by funding the most urgent projects first and paying bills owed on other projects. The federal-aid highway funds were not finalized until after the year was completed.

B: Result - Achieve measurable improvement in highway safety.

Target #1: A reduction in the number of fatal and major injury accidents of 1% per year over 5 years.

Measure #1: Number of persons with fatal injuries and major injuries accidents using a 3 year average.

Fatalities and Major Injuries from Accidents (3 year average)

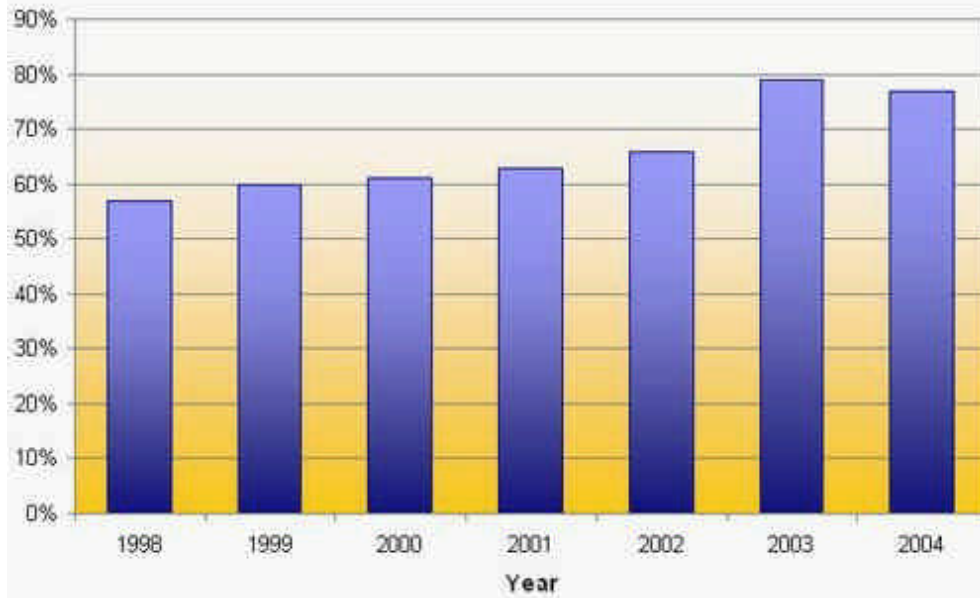
Analysis of results and challenges: Fatal and major injury accidents are extremely costly to the individuals involved, and society as a whole. Medical costs, lost productivity, and the emotional loss are extensive. Society also incurs costs in the form of accident response, public contribution to medical costs and rehabilitation, and even the cost of congestion due to accidents on busy highways. The National Highway Safety Administration estimates the total costs of accidents in Alaska as more than \$400 million annually; the majority of these costs are the result of accidents involving major injuries and fatalities.

A major injury accident is one in which the most serious injury is incapacitating, including amputation, concussion, internal injury, severe bleeding, moderate or severe burns, a fracture or dislocation.

B1: Strategy - Increase the public's awareness of safe driving habits.

Target #1: Improve voluntary seatbelt use by at least 4% as compared to the 5-year average.

Measure #1: Percent change in voluntary seatbelt usage as measured by the annual Alaska seatbelt use survey funded by NHTSA each year.

Seatbelt Use Rate

Analysis of results and challenges: The Alaska Highway Safety Office is required by federal rule to perform a standardized statewide occupant protection survey each year in order to measure the agency's progress toward eliminating motor vehicle injuries and fatalities.

The Alaska Highway Safety Office strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes, and to reduce the resulting economic losses to the residents of Alaska through outreach programs and federally funded highway safety grant projects.

The agency coordinates highway safety programming focused on public education, enforcement, promotion of new safety technology, integration of public health strategies, collaboration with safety and private sector organizations, and cooperation with state and local governments.

B2: Strategy - Emphasize safety in transportation decision making.

Target #1: A federally reviewed Strategic Highway Safety Plan.

Measure #1: Undertake, prepare and complete a strategic highway safety plan, which follows AASHTO guidelines, within three federal fiscal years.

Timeline to Complete Strategic Highway Safety Plan

Fiscal Year	Target Date	Actual Date
FY 2007	June 2007	

Analysis of results and challenges: The US Department of Transportation, through several agencies (FHWA, NHTSA, FMCSA) is encouraging each state highway agency to develop a strategic highway safety plan that follows 22 emphasis areas. Such plans are cross-agency in nature, addressing opportunities to positively influence safety through enforcement, design, driver behavior and other strategies. The Division of Program Development will spearhead this effort, but it will eventually involve participation from a wide variety of other internal and external components that also contribute to highway safety.

Completion of the plan by the end of FY2007 is based on the following schedule:

1. Hosed first safety planning meeting during 3rd quarter of FY04.
2. Established multi-agency steering committee during 4th quarter of FY04.
3. Selected consultant during 1st quarter of FY05.

4. Identified major target issues during 3rd quarter of FY05.
5. Draft Plan for public review during FY06.
6. Publish Final Plan during FY07.

Key RDU Challenges

Passage of the 1991, 1998 and 2005 surface transportation bills, most recently known as the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU), expanded the requirements to inform and involve the public in development of transportation plans and programs. As a result, the statewide and regional planning staff must participate in a greatly expanded public involvement program that includes holding multiple meetings throughout the region and other communications with local government, tribal organizations and the general public. Planning staff then evaluate and rank all projects to identify the highest priority projects that are to compete statewide for federal highway funding. SAFETEA-LU passed in August 2005, and it contains a large number of earmarks along with many significant policy and legal standards and requirements attached to the funding.

Other significant new requirements in the SAFETEA-LU legislation pertain to safety. A new program, known as “Safe Routes to School” (SRTS) was established in federal law and each state must assign a SRTS Coordinator position to oversee this safety initiative. The Division of Program development will house this new position and it will be coordinated with the existing Alaska Highway Safety Office. In addition, each state must prepare a Comprehensive Highway Safety Plan, which addresses the full range of safety strategies, including hazard elimination, education, enforcement and emergency response. The Division will initiate an effort to prepare this plan following national standards and guidelines.

The Division of Program Development along with the regional planning units located in each regional office will be completing work on the long-range transportation plan for Interior Alaska and will start an updated plan for the Statewide Policy Plan, to meet new federal requirements by 2007. These plans develop the 20-year transportation investment strategies for road, ferry, rail and air modes utilizing extensive local public involvement.

The Alaska Highway Safety Office identified major driver behavioral problem areas in the following categories: high-risk youth and young drivers; major urban areas with communities that have become recreational destinations; and the Municipality of Anchorage traffic congestion. Lack of child car seat and seatbelt usage continues to be an issue.

The Federal Aviation Administration has instituted a process called the Airport Capital Improvement Program which is designed to distribute Airport Improvement Program funds based upon priority and need. As part of the process, the regional planning staff must prepare a five-year aviation capital improvement program for each airport including the identification of planning, environmental, land and development needs. This activity requires the regional planning staff to conduct joint planning conferences at various airports throughout the region.

Three active lawsuits are challenging the manner by which transportation plans are prepared and transportation projects are evaluated and selected for funding. These three suits have the potential to significantly disrupt and make transportation planning more expensive. In response to one of these lawsuits, in 2005 the Legislature modified the state statute that governs transportation planning; the Division of Program Development must now undertake an effort to modify the regulations so that they conform to the new statute.

Significant Changes in Results to be Delivered in FY2007

No significant change anticipated.

Major RDU Accomplishments in 2005

- Analyzed and provided ongoing issue papers to Governor’s Washington DC staff on the SAFETEA-LU legislation, which involved 1,700 pages of legislation, and multiple drafts.
- Prepared update to the Southeast Region and Southwest Transportation Plan.
- Prepared multiyear, federally required, Statewide Transportation Improvement Program for 2006 to 2008.
- Completed the development update of regional transportation plan for Northwest Southeast Alaska.
- Increased seatbelt usage and traffic enforcement statewide through safety education programs.
- Completed placing in revised regulations that define the process of developing the Statewide Plan and the Statewide Transportation Improvement Program (STIP).

- Prepared draft Highway Use Agreement and Gas Pipeline Infrastructure Improvements in support of the potential Alaska Natural Gas Pipeline Agreement.
- Established an electronic search tool for the STIP known as e-STIP, released with the draft 2006-2008 STIP version.
- Established a new tool to make highway data readily accessible to staff and consultants, known as the Highway Data Port.
- Refined updated centerline coordinates of the main state highways to support mapping, Maintenance Management System, 511 System, GIS and other department initiatives.
- Launched the new accident reporting web form so that members of the public may submit accident reports in a manner that populates data bases at the Division of Motor Vehicles (DMV) and DOT and fulfills their legal requirement.

Contact Information
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Planning
RDU Financial Summary by Component

All dollars shown in thousands

	FY2005 Actuals				FY2006 Management Plan				FY2007 Governor			
	General Funds	Federal Funds	Other Funds	Total Funds	General Funds	Federal Funds	Other Funds	Total Funds	General Funds	Federal Funds	Other Funds	Total Funds
<u>Formula Expenditures</u>												
None.												
<u>Non-Formula Expenditures</u>												
Program Development	169.5	0.0	2,734.0	2,903.5	87.7	0.0	3,344.5	3,432.2	90.5	0.0	3,648.9	3,739.4
Central Region Planning	101.1	0.0	1,298.6	1,399.7	104.9	0.0	1,435.8	1,540.7	107.4	0.0	1,529.0	1,636.4
Northern Region Planning	74.9	0.0	1,240.8	1,315.7	75.9	0.0	1,426.0	1,501.9	70.9	0.0	1,519.3	1,590.2
Southeast Region Planning	7.7	0.0	430.7	438.4	17.3	0.0	533.2	550.5	17.3	0.0	567.8	585.1
Totals	353.2	0.0	5,704.1	6,057.3	285.8	0.0	6,739.5	7,025.3	286.1	0.0	7,265.0	7,551.1

Planning
Summary of RDU Budget Changes by Component
From FY2006 Management Plan to FY2007 Governor

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2006 Management Plan	285.8	0.0	6,739.5	7,025.3
Adjustments which will continue current level of service:				
-Program Development	2.4	0.0	184.7	187.1
-Central Region Planning	2.1	0.0	79.2	81.3
-Northern Region Planning	-5.2	0.0	79.3	74.1
-Southeast Region Planning	0.0	0.0	29.4	29.4
Proposed budget increases:				
-Program Development	0.4	0.0	119.7	120.1
-Central Region Planning	0.4	0.0	14.0	14.4
-Northern Region Planning	0.2	0.0	14.0	14.2
-Southeast Region Planning	0.0	0.0	5.2	5.2
FY2007 Governor	286.1	0.0	7,265.0	7,551.1