



Alaska Department of Transportation & Public Facilities

FY2016 Governor's Endorsed Budget Overview

Presented to the Senate Finance Subcommittee

Mary Siroky, Administrative Services Director

March 10, 2015



Mission and Core Services

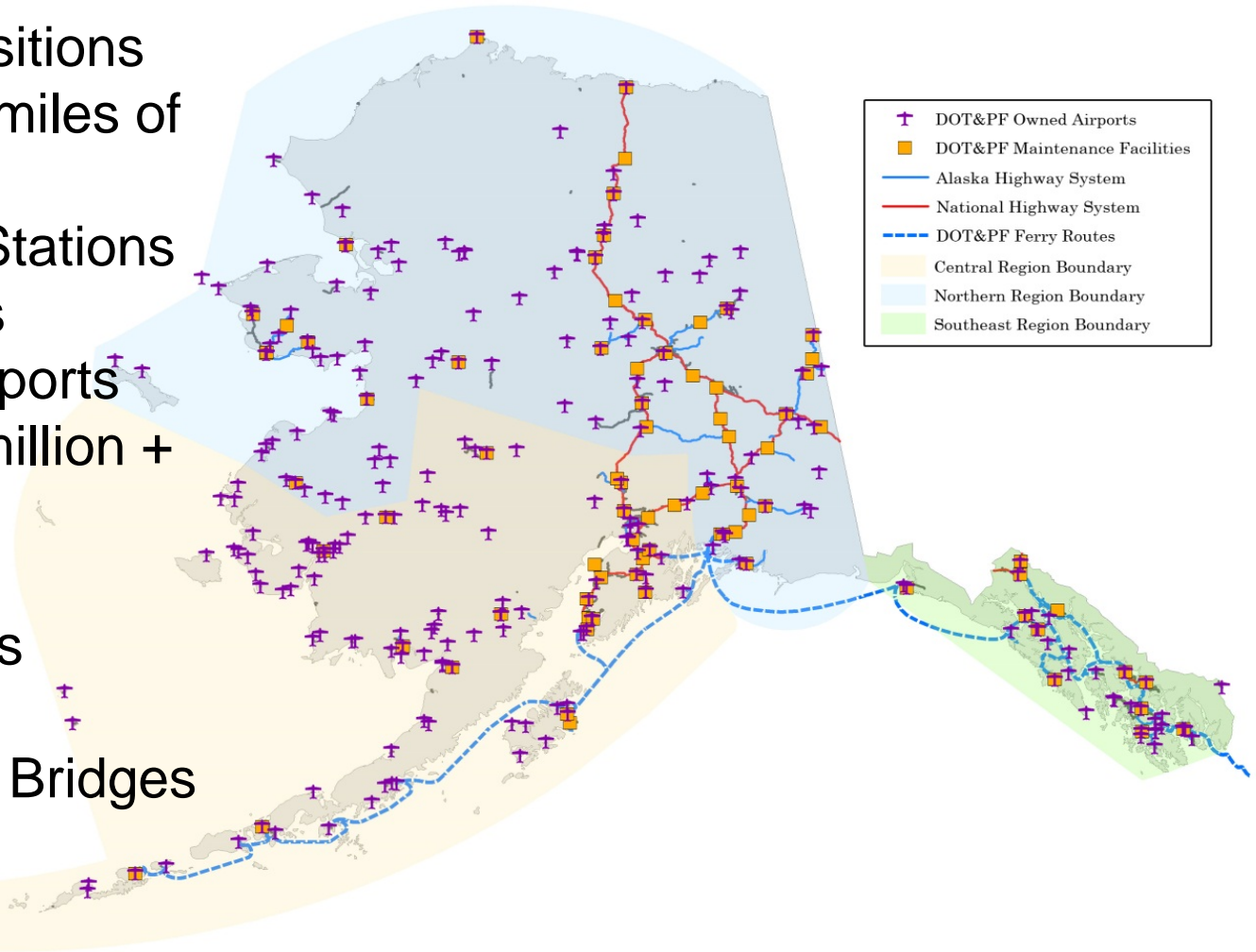
“Keep Alaska moving through service and infrastructure.”

Core Services:

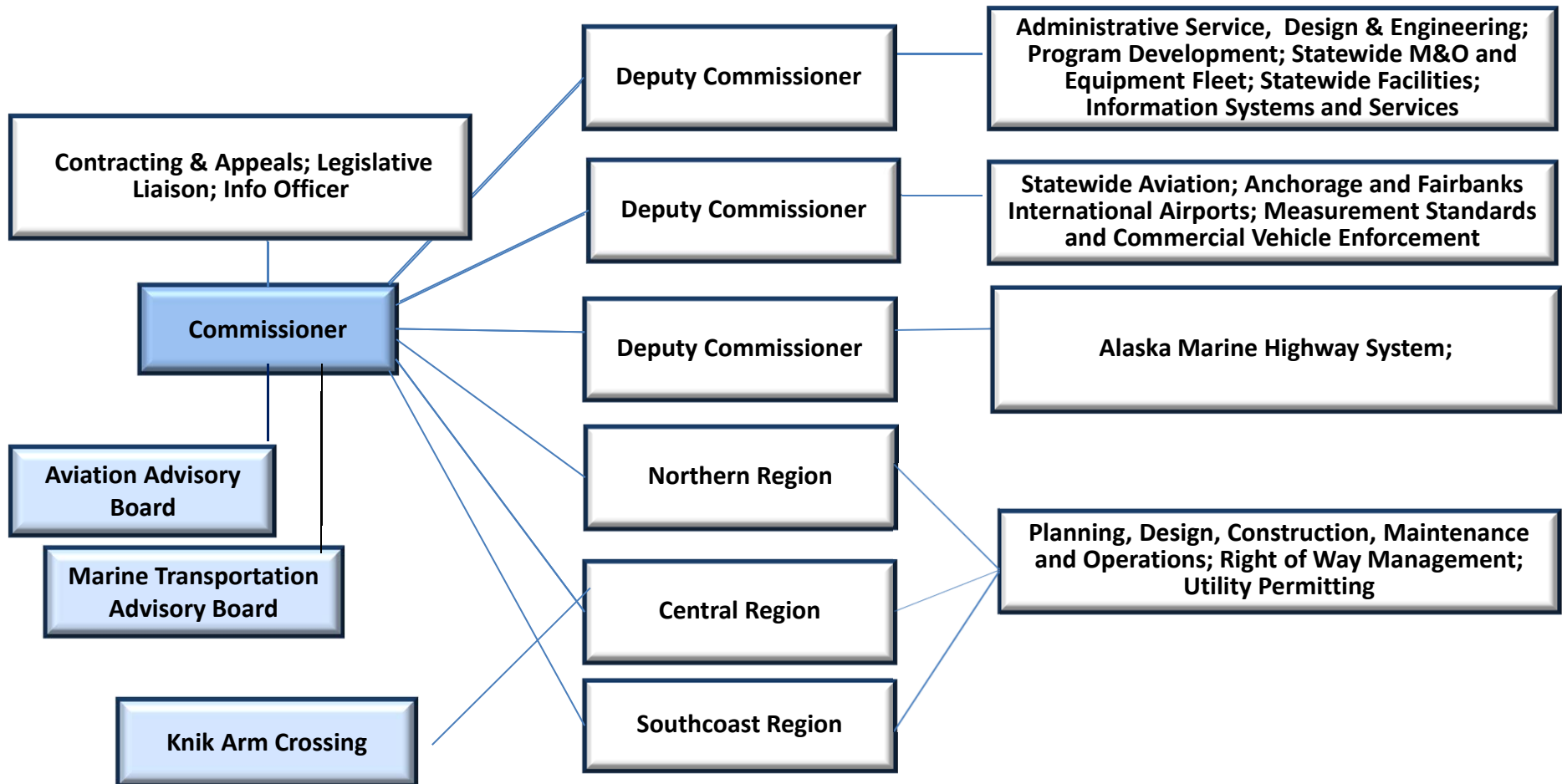
- Construction of transportation infrastructure and facilities
- Maintenance and operations of the state transportation systems
- Measurement standards/commercial vehicle enforcement

DOT&PF Assets

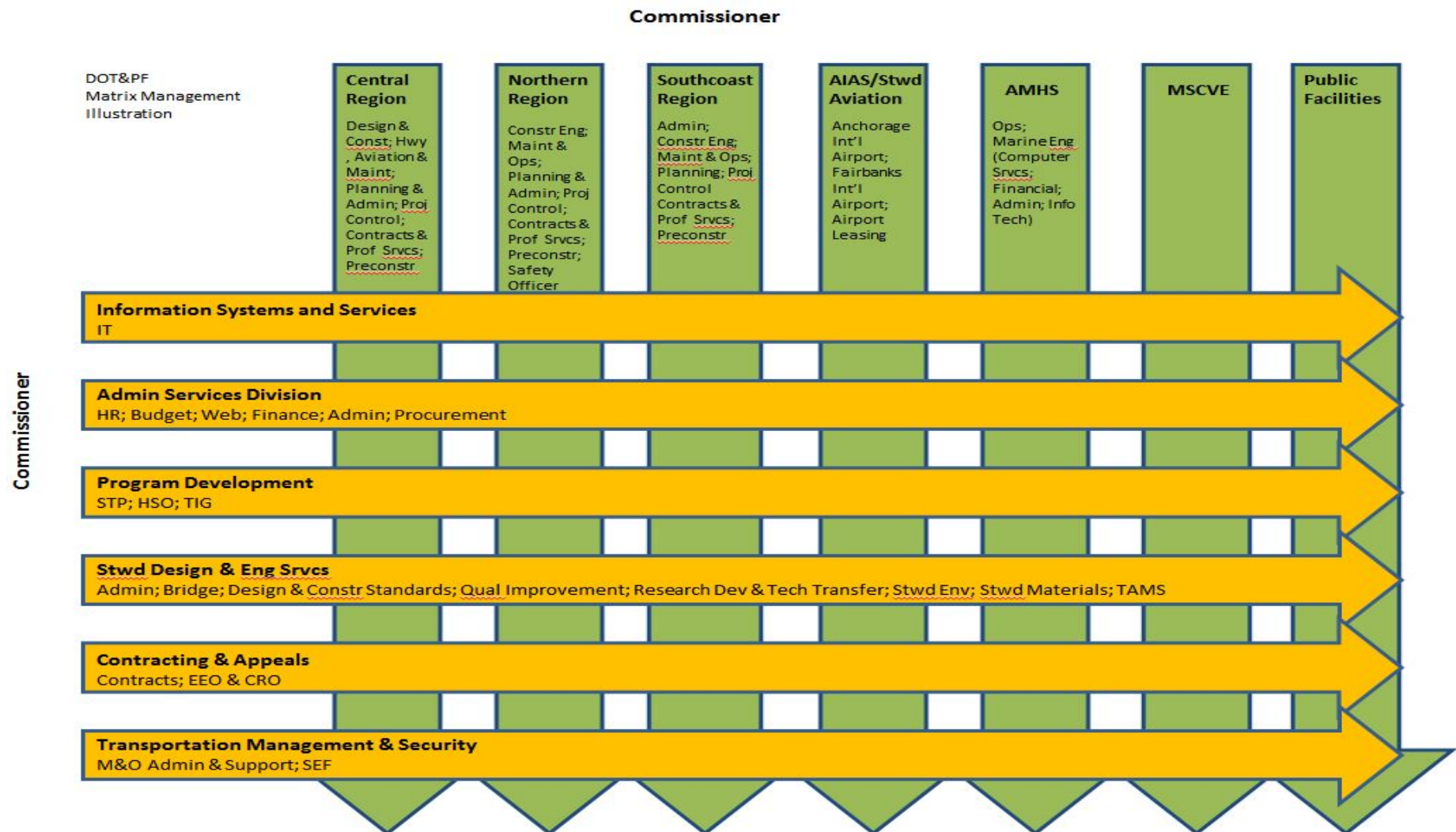
- 3,180 full time positions
- 5,619 center line miles of roads/highways
- 79 Maintenance Stations
- 249 State Airports
- 2 International Airports
- 720 Facilities (4 million + sq. ft.)
- 11 Ferries
- 35 Ferry Terminals
- 22 Harbors
- 810 State Owned Bridges
- 7 Weigh Stations



Organization



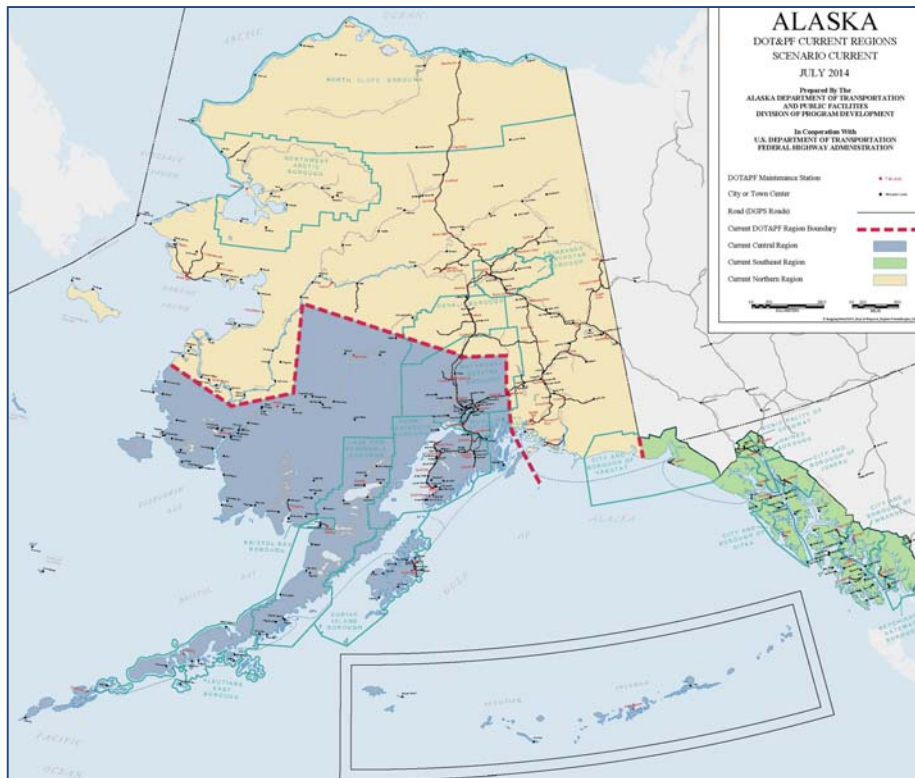
Fabric of DOT&PF



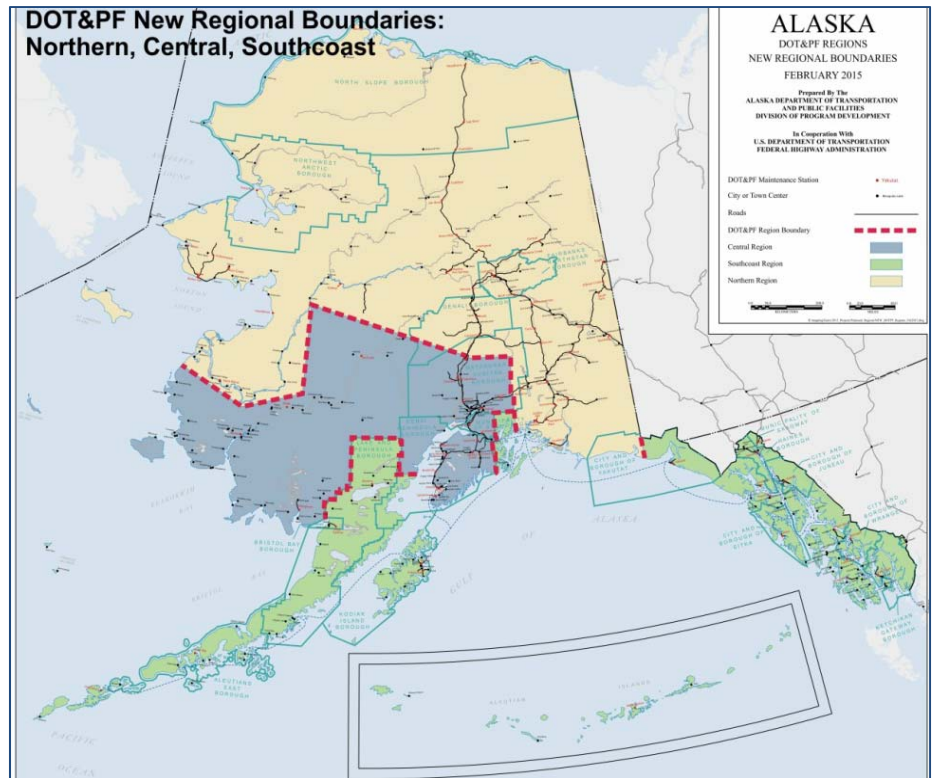
What did we Accomplish in 2014?

- Operated and maintained safe and reliable roads, airports, ferries & facilities
- Operational efficiencies
 - Use recapped tires Bethel pilot foreman
 - Closed gift shops Everyday lean innovations
- Organizational efficiencies
 - Information Systems and Services Division
 - Regional boundary change = Southcoast Region

DOT&PF Regional Boundaries



Old Boundaries



New Boundaries

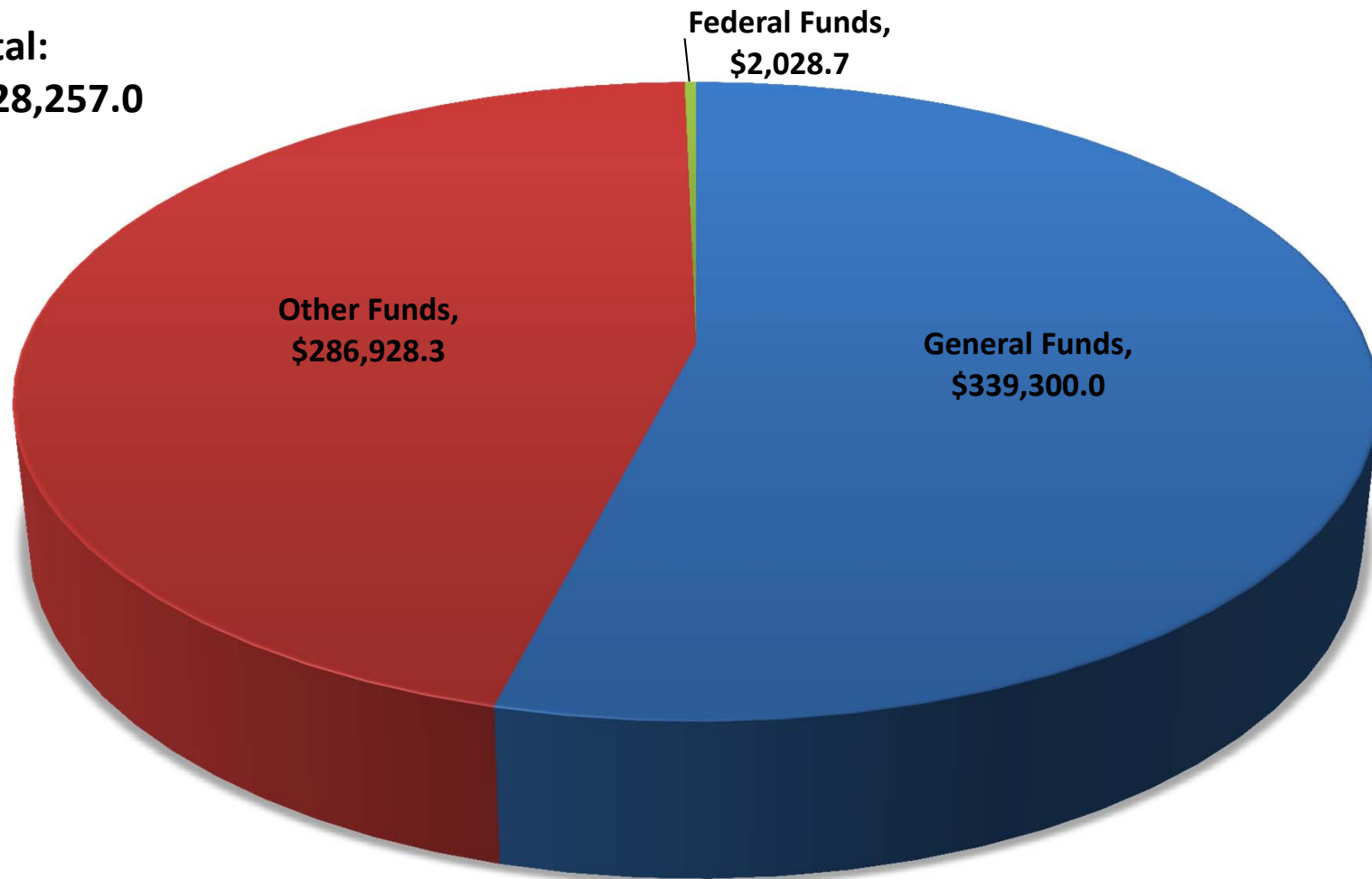


Where are We Headed?

- Organizing to meet budget challenges
 - Consolidations and efficiencies
 - Minimize service level impact
 - Institute sustainable changes
- Continue to enhance legislative and public communications
- MAP 21 and funding available to local community projects

FY2016 Governor's Endorsed Budget

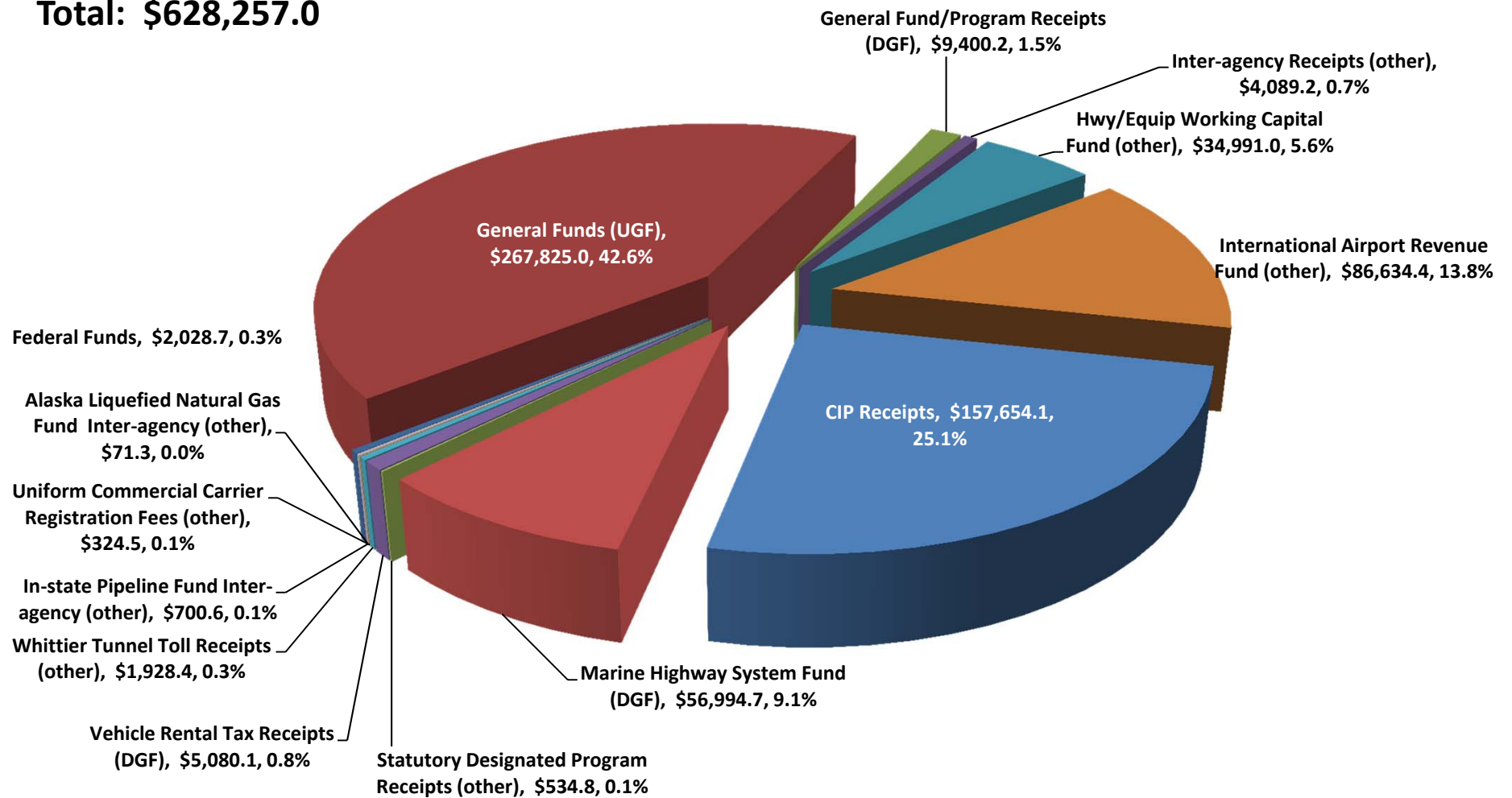
Total:
\$628,257.0



(Funding in Thousands)

FY2016 Governor's Endorsed Operating Budget Funding Sources

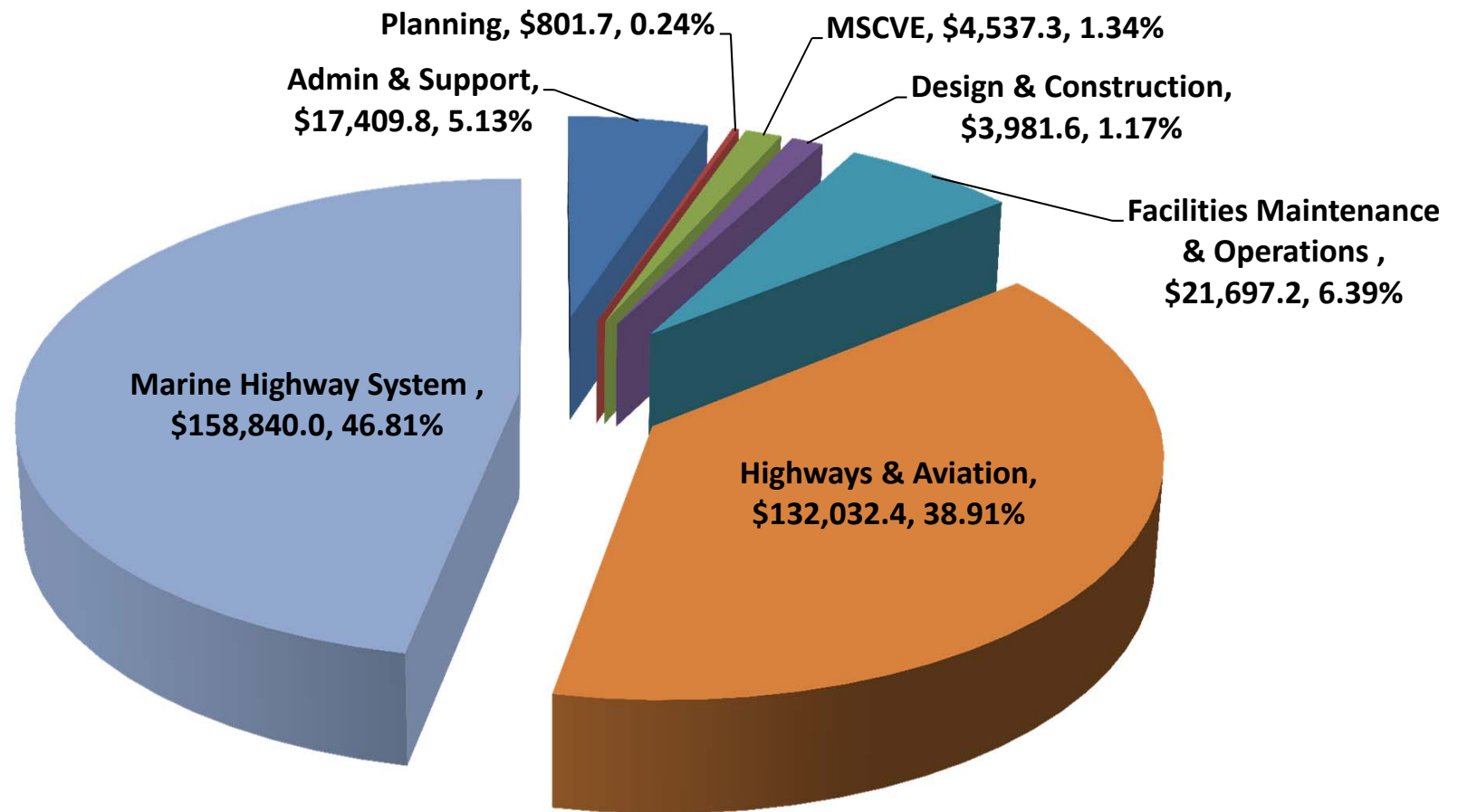
Total: \$628,257.0



(Funding in Thousands)

FY2016 General Fund Governor's Endorsed Operating Budget by Allocations

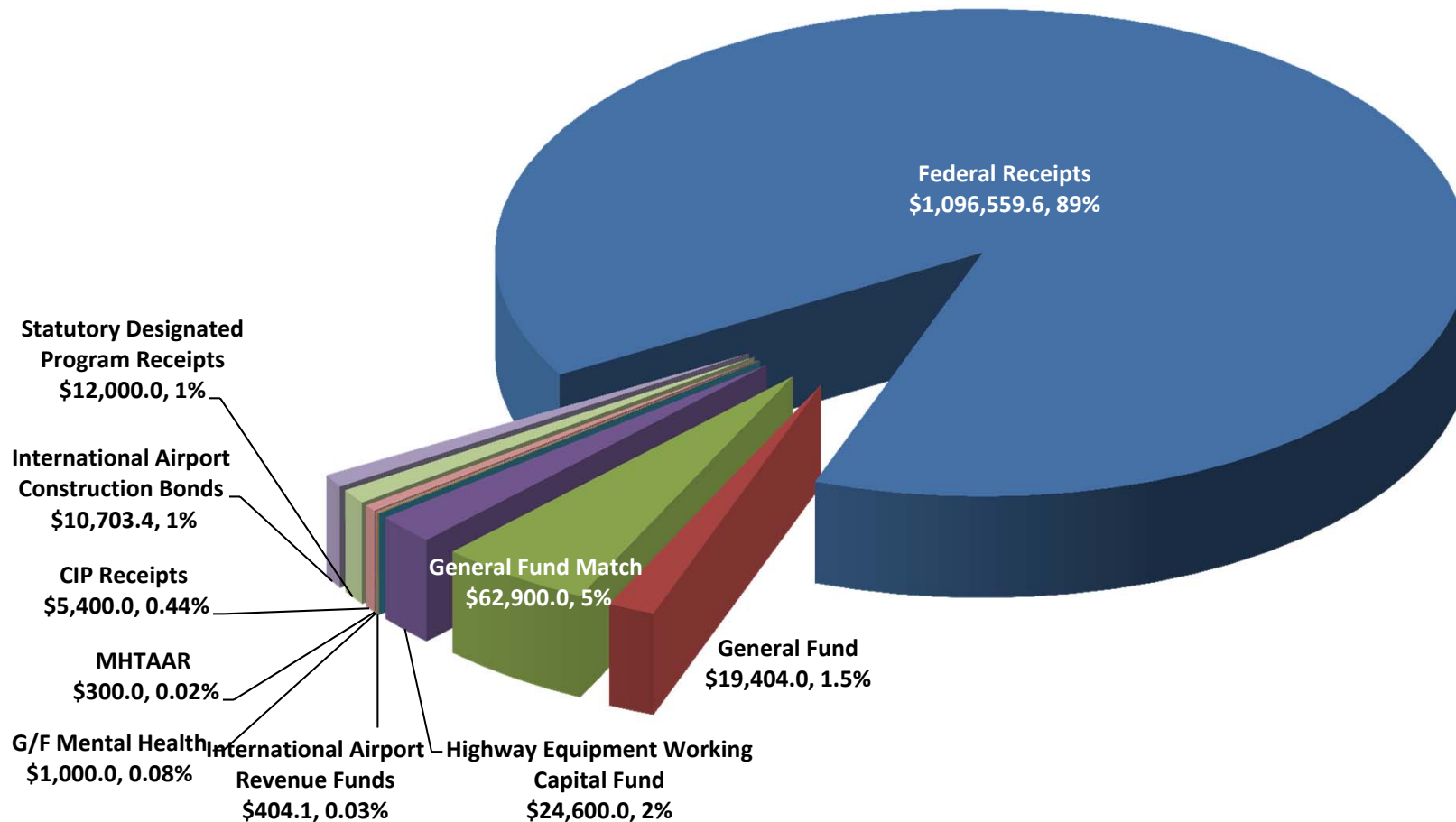
Total: \$339,300.0



(Funding in Thousands)

FY2016 Governor's Endorsed Capital Budget

Total: \$1,233,271.1



(Funding in Thousands)

National Environmental Policy Act

Cost

\$1,235.4 CIP

4 Positions at DOT&PF

2 Positions at Law

DOT&PF Assumes Federal Highway Administrations role to review & approve

- Environmental Impact Statements (EIS)
 - Environmental Assessments (EA)
 - Defend ourselves if sued
-
- Advantages
 - Control over decision making
 - Quick decision making: time = money
 - Federal role is eliminated
 - Consult directly with other federal agencies
 - Try innovative process or procedures
 - Adopt new policies quickly if needed
-
- Application process takes two years

FY2016 Governor Endorsed Operating Budget Changes

New Initiatives

Deadhorse Airport Extended Operations	\$	570.7
Telematics Fleet Management System	\$	250.0
Full National Environmental Policy Act Assignment ('6005')	\$	1,235.4

One-Time Items

Reduce Naturally Occurring Asbestos Ch 13 SLA 2012	(HB 258) (Ch 15 SLA 12 P45 L30 P46 L1) (HB 284)	\$	(55.0)
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Position Count Reductions

9 full-time; 3 part-time; 4 non-permanent

Reductions

Administration & Support RDU	\$	(1,034.0)
Design & Construction RDU	\$	(979.3)
International Airports RDU	\$	(325.6)
Highways & Aviation Components	\$	(5,837.5)
Facilities Components	\$	(194.9)
Alaska Marine Highway System	\$	(3,560.0)
Total Reductions	\$	(11,931.3)

Fund Sources for Reductions: General Funds \$11,000.2; Federal \$325.6; Inter-agency \$700.5; Statutory Designated Program Receipts \$100.0
(Funding in Thousands)



Reductions

Administration and Support RDU

- Positions, travel, supplies, services, use vehicle pools

Highways and Aviation – maintenance and operations

- 3 positions Bethel airport– reduce operations to 5am to 10pm
- 1 position Akutan
- Winter maintenance – reduce # of position, overtime, commodities
 - Will use service levels to set maintenance priorities
- Use federal preservation funding when allowable to do routine maintenance
- Design and Construction RDU
 - Positions, travel, training, services
- Alaska Marine Highway System
 - Eliminate 39 weeks of service
 - Bars

FY2016 House Finance

Subcommittee – UGF & PCN Reductions

Position Count Reductions

22 full-time
12 part-time

UGF Reductions

Administration & Support RDU	\$ (2,522.9)
Equal Employment & Civil Rights-CIP Receipts Replaced UGF	\$ (107.6)
Internal Review-CIP Receipts Replaced UGF	\$ (102.7)
Leased Facilities-Fund Source Change UGF to CIP Receipts	\$ (2,000.0)
Statewide Procurement-Personal Services (1 PFT)	\$ (200.0)
Program Development-Personal Services, Services (2 PFT)	\$ (106.3)
Central Region Planning-Travel	\$ (3.1)
Northern Region Planning-Travel	\$ (3.2)
Highways, Aviation and Facilities RDU	\$ (7,396.2)
Northern Region Facilities-Personal Services (1 PFT)	\$ (100.0)
Central Region Highways & Aviation-Personal Services, Services, Commodities (1 PFT, 5 PPT)	\$ (2,075.1)
Northern Region Highways & Aviation-Personal Services, Services, Commodities (11 PFT, 7 PPT)	\$ (3,669.1)
Southcoast Region Highways & Aviation-Personal Services, Services, Commodities (5 PFT)	\$ (1,320.2)
Whittier Access and Tunnel-UGF to CIP Receipts	\$ (231.8)
Marine Highway System RDU	\$ (10,000.0)
Marine Vessel Operations-Personal Services, Commodities	\$ (6,000.0)
Marine Vessel Fuel-Commodities (\$2M UGF to AMHS Receipts)	\$ (4,000.0)
Total UGF Reductions	\$ (19,919.1)

FY2016 Proposed Fee Increases

AMHS Fare Increase

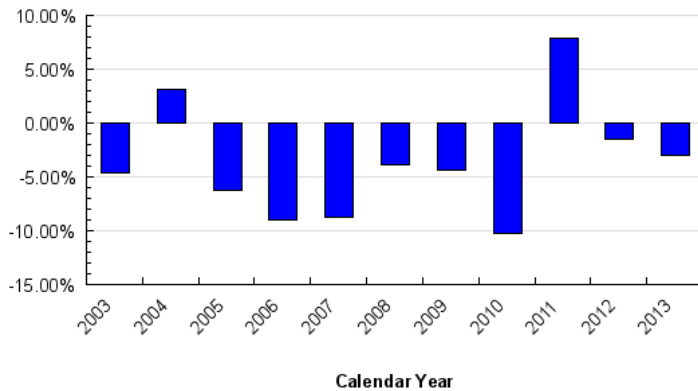
- 4.5% = \$1.8M

Deadhorse Landing Fees

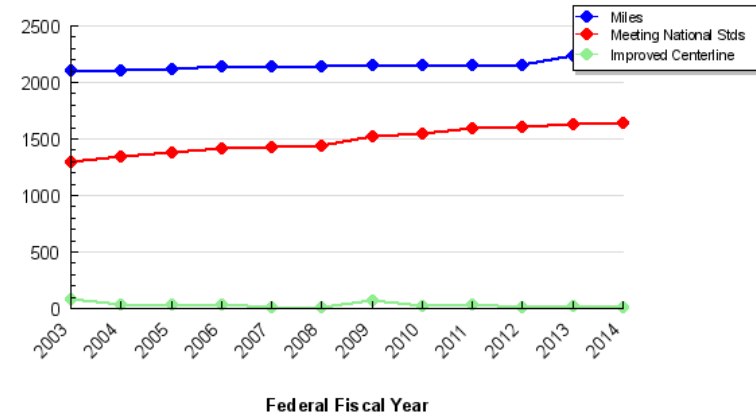
- \$285.0 in FY2016
 - \$570.0 in FY2017
-
- Whittier Tunnel Fare increase 10%

Measures and Results

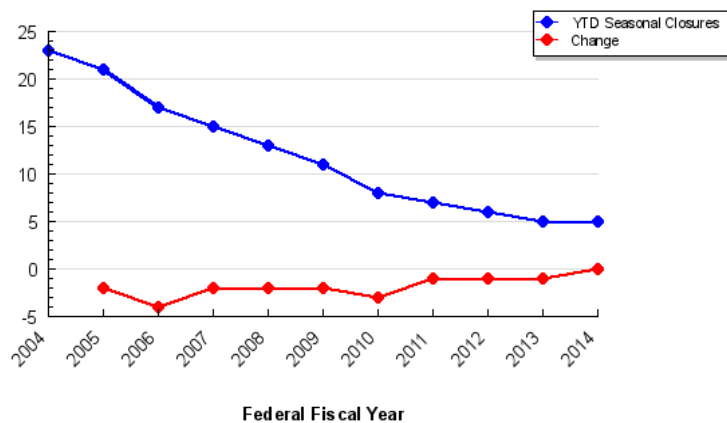
3-Year Moving Average Percentage Change in Traffic Fatalities per 100 Million Vehicle Miles Traveled



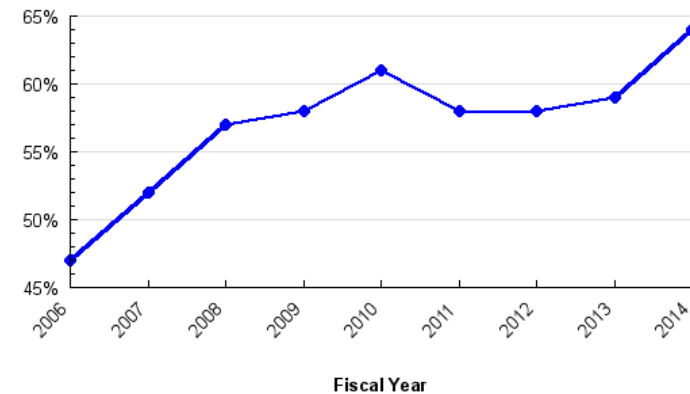
National Highway System Miles



Change in Number of Rural Airports that are Closed Seasonally



Alaska Marine Highway System (AMHS) Vessel Car Deck Capacity Utilization



WINTER MAINTENANCE PRIORITY LEVELS

Priority Levels provide the basis for dispatching operators and equipment so they can effectively perform snow and ice removal and control operations. The following guidelines are the minimum manpower and resource allocation when general area-wide weather conditions are of such duration and intensity as to demand full deployment of Department resources. The roadway surface condition goals stated below represent the desired end product. The actual performance in achieving these goals will vary due to the dynamic nature of winter weather.

Priority Level I Examples: Egan Drive, Juneau; Richardson Highway, Fairbanks; Glenn Highway, Anchorage; Knik Goose Bay Road Safety Corridor, MatSu; Sterling Highway Safety Corridor, Sterling

- A Priority Level I designation applies to major high-volume, high-speed highways, expressways, minor highways and other major urban and community routes designated by the District (these routes may or may not include school bus routes, school roads, medical center roads and airport roads). All safety corridors are included in this service level.
- As soon as resources allow following the storm, good winter driving conditions (Performance Target A) should prevail.
- Appropriate snow control operations usually begin before two (2) inches or more snow has accumulated. Anti-icing may be performed on these routes prior to the storm.

Priority Level II Examples: Douglas Highway, Juneau; Badger Rd., Fairbanks; Tudor Rd., Anchorage; Trunk Rd., MatSu; Kenai Spur, Soldotna.

- Assigned to routes of lesser priority than Priority Level I roads based on traffic volume, speeds and uses (these routes may or may not include school bus routes, school roads, medical center roads and airport roads). Typically routes in this Priority Level are major highways and arterials connecting communities.
- As soon as resources allow following the storm, fair to good winter driving conditions (Performance Target A/B) should prevail.
- Appropriate snow control operations usually begin after two (2) inches or more snow has accumulated and after Priority One sections of highway have been appropriately cleared. Sanding operations should begin when ice or compact snow conditions are evident and Priority Level I sections of highway have been appropriately cleared.

Priority Level III Examples: Fritz Cove Rd., Juneau; Ballaine Rd., Fairbanks; Abbott Rd., Anchorage; Willow Fishhook Rd., MatSu; Funny River Rd., Soldotna

- This priority is primarily assigned to major local roads (collector roads) in larger urban communities or as determined by the District Superintendent.
- As soon as resources allow following the storm, fair winter driving conditions (Performance Target B/C) should prevail. Appropriate snow control operations should begin after Priority Level I and II sections of highway have been completed. In some cases, because of the snowfall duration, these roads may become nearly impassable before they are plowed.

Priority Level IV Examples: Tee Harbor Rd., Juneau; Steele Creek Rd., Fairbanks; Upper Huffman Rd., Anchorage; Skilak Lake Rd., Soldotna, there are no level IV roads in MatSu

- This Priority Level applies primarily to minor local roads as determined by the District Superintendent. These roads typically provide residential or recreational access.
- As soon as resources allow following the storm, fair winter driving conditions (Performance Target C) should prevail.

Priority Level V Examples: Engineer's Cutoff, Juneau; Fairbanks Creek Rd., Fairbanks; Crow Creek Rd., Girdwood; Whiskey Gulch Rd., Ninilchik

- This Priority Level applies to roadways that are designated as "No Winter Maintenance" routes.
- No winter maintenance activities are performed on these roads except as approved by the Regional Maintenance and Operations Director/Chief.

ALASKA MARINE HIGHWAY SYSTEM
DRAFT* FY16 Potential Budget Reduction Impacts by Port *DRAFT
(NOTE: This refers to AMHS service in FY 16, from July 2015 to June 2016)

Bellingham – Service to Bellingham will be reduced in October and November due to the Malaspina being laid up for that time. It will change from weekly service to every other week service as the Taku will alternate weeks between Bellingham and Prince Rupert. Service will also be reduced March through May due to extended layup of the Kennicott. The elimination of the Bellingham express cross gulf run during these three months will remove a weekly port call from Bellingham.

Prince Rupert – Service to Prince Rupert will be cut in half in July through November while the Malaspina is laid up for those months. Only one vessel (Matanuska) will be available during July-Sept to provide service to Prince Rupert. In October through November, Prince Rupert will only see every other week service as Taku alternates weeks between Bellingham and Prince Rupert.

Metlakatla – Service to Metlakatla (Annette Bay) will be reduced by two days per month from May through September while the Lituya is used to service Coffman Cove and South Mitkoff Island. LeConte was originally scheduled to provide this service, but due to cuts in Malaspina service to Northern Lynn Canal (NLC), LeConte cannot leave NLC and Lituya will be tasked to cover Coffman Cove and South Mitkoff Island.

Ketchikan – Service to Ketchikan will be reduced from July through September while the Taku is laid up as well as October and November when the Malaspina remains in layup instead of stopping in Ketchikan on her Bellingham run. Ketchikan will also see reduced service March through May when the Kennicott remains in layup and is not making the Bellingham Cross-Gulf run which normally stops in Ketchikan.

Wrangell – Wrangell will be reduced in service from July through November. The Matanuska and Columbia will still stop in Wrangell from July through September, but the Taku, which normally also calls in Wrangell, will not be operating during that time. In October and November only the Taku will be available to service Wrangell because the Columbia and Matanuska will be laid up.

Petersburg – Petersburg will be reduced in service from July through November. The Matanuska and Columbia will still stop in Wrangell from July through September, but the Taku, which normally also calls in Petersburg, will not be operating during that time. In October and November only the Taku will be available to service Petersburg because the Columbia and Matanuska will be laid up.

Kake – Kake will not receive service from the Taku July through September. The Matanuska will service Kake during this time, but at a lower frequency than the Taku since the Matanuska will be required to service a much larger area during this time.

Angoon – Service to Angoon will not be able to be provided for just over three weeks in April while the LeConte is in her annual overhaul project. The Fairweather is scheduled to begin service at the beginning of May and will stop in Angoon. Note, this service was going to be provided by bringing Aurora down to SE from Prince William Sound, but due to layups of Chenega, Aurora must remain as the only vessel in Prince William Sound.

ALASKA MARINE HIGHWAY SYSTEM

DRAFT* FY16 Potential Budget Reduction Impacts by Port *DRAFT

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Sitka – Sitka will see reduced service from July through September while the Taku is laid up, but will still get service during this time from the Fairweather and mainliners. Service will be reduced greatly to Sitka in October and November as the Fairweather is in a federal overhaul project and three of the mainliners are laid up. The only vessel able to service Sitka during this time is the Taku which will also be making runs to Bellingham. The Leconte may be able to occasionally run to Sitka during this time to offer additional limited service depending upon Northern Lynn Canal traffic and scheduling.

Tenakee – Tenakee will receive no service for a period of six weeks from April through mid-May while the Leconte is in her annual overhaul project.

Hoonah - Hoonah will receive very limited service using the Taku for a period of six weeks from April through mid-May while the Leconte is in her annual overhaul project

Pelican - Pelican will receive no service for a period of six weeks from April through mid-May while the Leconte is in her annual overhaul project.

Gustavus - Gustavus will receive very limited service using the Taku for a period of six weeks from April through mid-May while the Leconte is in her annual overhaul project.

Juneau – Service to Juneau will be reduced from July through September with the layup of the Taku and the Malaspina. The Malaspina will not be running Dayboat service during this time from Juneau-Haines-Skagway-Haines-Juneau. In October and November the Malaspina will remain in layup and therefore will not be making her port calls in Juneau on her Bellingham run. Since the Bellingham cross-gulf run by the Kennicott will be eliminated from March through May, Juneau will also see fewer port calls during this time. Additionally, the Leconte will be in her annual overhaul project for six weeks from April through mid-May which also reduces service to Juneau during this time.

Haines – Service to Haines will be reduced from July through September since the Malaspina will not be running Dayboat service during this time from Juneau-Haines-Skagway-Haines-Juneau. Haines will receive service during this time from mainliners and the Leconte. Service will also be reduced in October and November when two of the mainliners that service Haines go into layup and the Taku is the only mainliner available.

Skagway - Service to Skagway will be reduced from July through September since the Malaspina will not be running Dayboat service during this time from Juneau-Haines-Skagway-Haines-Juneau. Haines will receive service during this time from mainliners and the Leconte. Service will also be reduced in October and November when two of the mainliners that service Skagway go into layup and the Taku is the only mainliner available.

Yakutat – Yakutat will receive no service from October through May since the Kennicott (which stops in Yakutat on her cross-gulf run) will be laid up during this time.

ALASKA MARINE HIGHWAY SYSTEM

DRAFT* FY16 Potential Budget Reduction Impacts by Port *DRAFT

(NOTE: This refers to AMHS service in FY 16, from July 2015 to June 2016)

Cordova – Service to Cordova will be reduced throughout the year as the Aurora will be the only vessel operating in Prince William Sound (PWS) with the exception of her four week annual overhaul from mid-September through mid-October during which time the Chenega will operate in PWS.

Tatitlek - Service to Tatitlek will be reduced throughout the year as the Aurora will be the only vessel operating in Prince William Sound (PWS) with the exception of her four week annual overhaul from mid-September through mid-October during which time the Chenega will operate in PWS.

Valdez - Service to Valdez will be reduced throughout the year as the Aurora will be the only vessel operating in Prince William Sound (PWS) with the exception of her four week annual overhaul from mid-September through mid-October during which time the Chenega will operate in PWS.

Whittier - Service to Whittier will be reduced throughout the year as the Aurora will be the only vessel operating in Prince William Sound (PWS) with the exception of her four week annual overhaul from mid-September through mid-October during which time the Chenega will operate in PWS. Additional service will also be reduced from March through May since the Kennicott will be laid up during this time and not making her cross-gulf runs to Whittier.

Chenega Bay – Chenega Bay will not have service from October through May while the Kennicott is in layup and will not be making her cross-gulf run with a stop in Chenega Bay.

Homer – Homer will have no service for six weeks from March through mid-April while the Kennicott remains in layup and the Tustumena is in her six week annual overhaul.

Seldovia – Seldovia will have no service for six weeks from March through mid-April while the Kennicott remains in layup and the Tustumena is in her six week annual overhaul.

Kodiak – Kodiak will have no service for six weeks from March through mid-April while the Kennicott remains in layup and the Tustumena is in her six week annual overhaul.

Port Lions – Port Lions will have no service for six weeks from March through mid-April while the Kennicott remains in layup and the Tustumena is in her six week annual overhaul.

Ouzinkie – Ouzinkie will have no service for six weeks from March through mid-April while the Tustumena is in her six week annual overhaul.

Old Harbor – Service to Old Harbor will be reduced as only one Aleutian chain run per month will be made by the Tustumena during the summer.

Chignik - Service to Chignik will be reduced as only one Aleutian chain run per month will be made by the Tustumena during the summer.

Sand Point - Service to Sand Point will be reduced as only one Aleutian chain run per month will be made by the Tustumena during the summer.

ALASKA MARINE HIGHWAY SYSTEM

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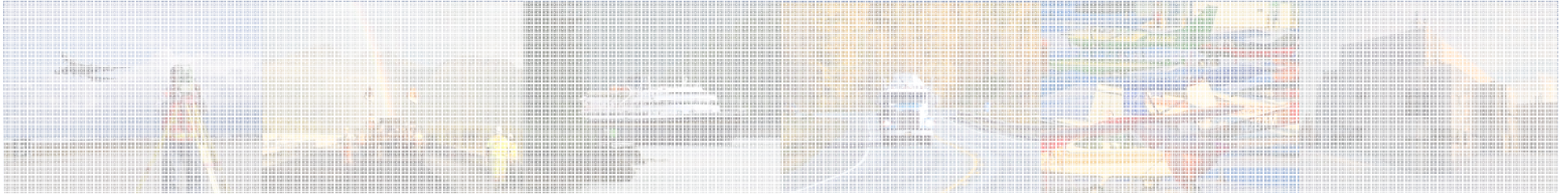
King Cove - Service to King Cove will be reduced as only one Aleutian chain run per month will be made by the Tustumena during the summer.

Cold Bay - Service to Cold Bay will be reduced as only one Aleutian chain run per month will be made by the Tustumena during the summer.

False Pass - Service to False Pass will be reduced as only one Aleutian chain run per month will be made by the Tustumena during the summer.

Akutan - Service to Akutan will be reduced as only one Aleutian chain run per month will be made by the Tustumena during the summer.

Dutch Harbor (Unalaska) - Service to Dutch Harbor will be reduced as only one Aleutian chain run per month will be made by the Tustumena during the summer.



Questions?