



Alaska Department of Transportation & Public Facilities

Department Overview Senate Finance Committee

Marc Luiken, Commissioner
Amanda Holland, Administrative Services Director

February 22, 2017

Keep Alaska Moving through service and infrastructure



Transportation & Public Facilities

Keep Alaska Moving through service and infrastructure

The Department of Transportation & Public Facilities is responsible for providing these core services:

- **Preserve** Alaska's Transportation Infrastructure
- **Operate** Alaska's Transportation Infrastructure
- **Modernize** Alaska's Transportation Infrastructure
- **Provide** Transportation Services

Sources:

Department Home: dot.alaska.gov

Strategic Plan: dot.alaska.gov/comm/strategic_plan.shtml

Department Fact Sheet: dot.alaska.gov/comm/legislative/docs/Fact-Sheet.pdf

Our DOT&PF People: Alaskans Serving Alaska

Meet some of the transportation professionals who
Keep Alaska Moving

Joshua McGrath

Vessel Captain, Alaska Marine Highway System

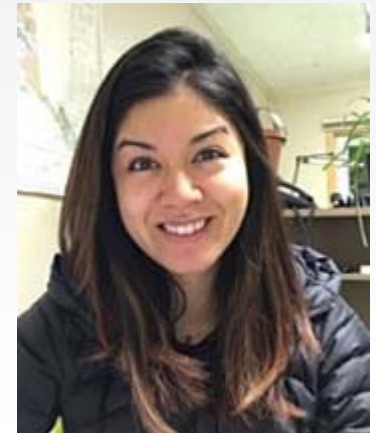
- California Maritime Academy graduate
- Responsible for all shipboard activities and safe navigation of the vessel
- Received the department's recognition award for Leadership in 2014
- Captain McGrath donates his time by volunteering for Mercy Ships, the world's largest civilian hospital ship



Vanessa Musich

Project Engineer, Northern Region Construction, Nome

- University of Notre Dame graduate
- Manage Western Alaska projects – Shishmaref Airport Resurfacing
- Rural Alaska depends on safe and functional infrastructure, especially airports, for access and transportation of goods
- Exemplifies DOT&PF core values – open, respectful communicator



Who is DOT&PF?

Over \$7.5 Billion in infrastructure asset value under DOT&PF responsibility, consisting of:

- Roads, highways and bridges
- DOT&PF staffed maintenance stations
- Rural Airports
- International Airports
- Ferries
- Ferry Terminals
- Ports and harbors
- Public facilities
- State equipment and vehicles
- Weigh Stations
- Anderson Memorial Tunnel

DOT&PF consists of approximately 3,662 permanent full-time, part-time and non-permanent employees in 8 labor unions in 85 locations throughout the state.



Who is DOT&PF?

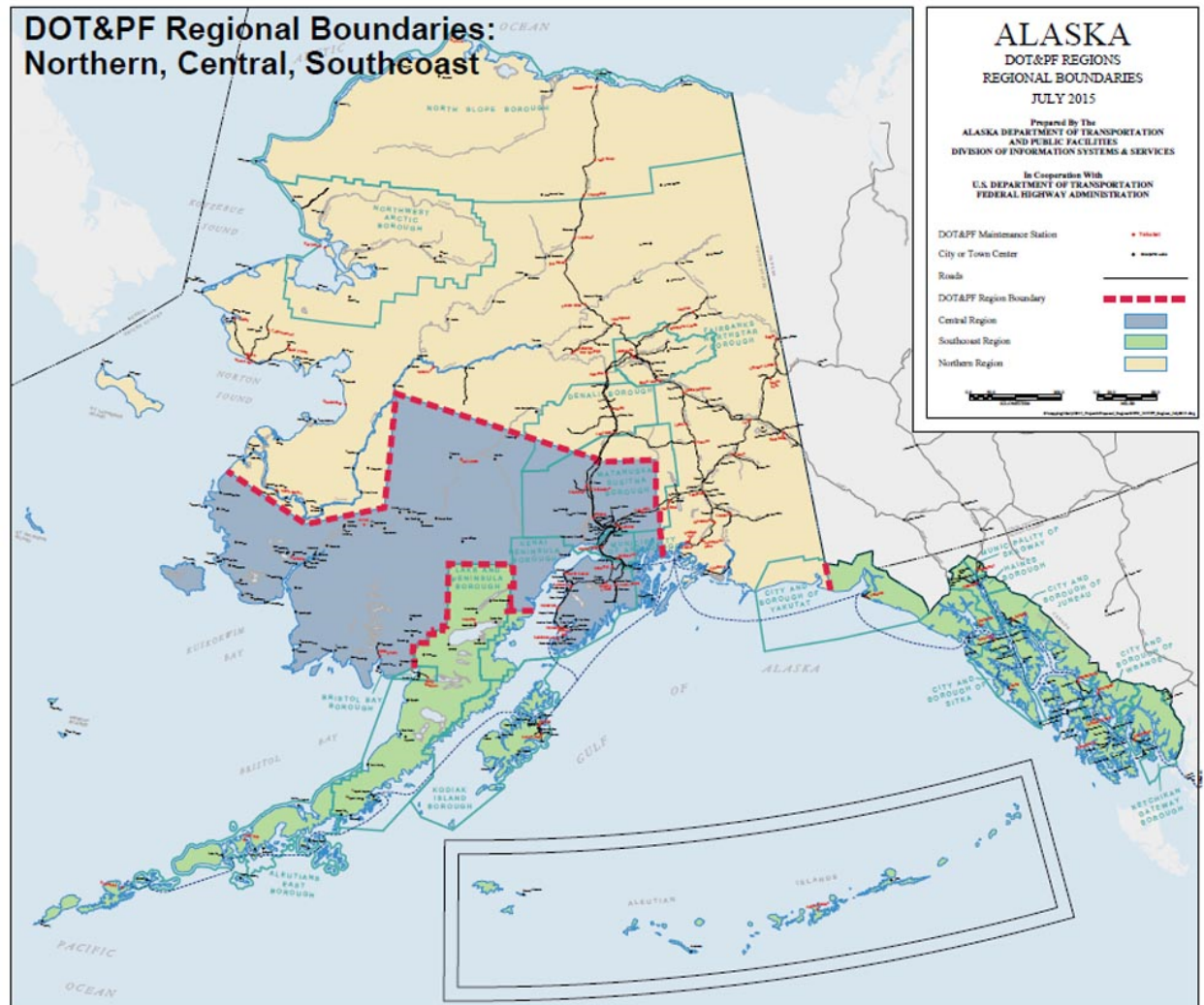
Regions

- Northern
- Central
- Southcoast

Systems

- Alaska Marine Highway
- Alaska International Airports

Statewide functions



One DOT&PF

Leaders at all levels influence effectiveness and efficiency



Fosters communication and sharing of best practices up, down, and across a vast geographically diverse organization



Those closest to front line delivery often have the best ideas



Unites department through Trust, Teamwork, and Results

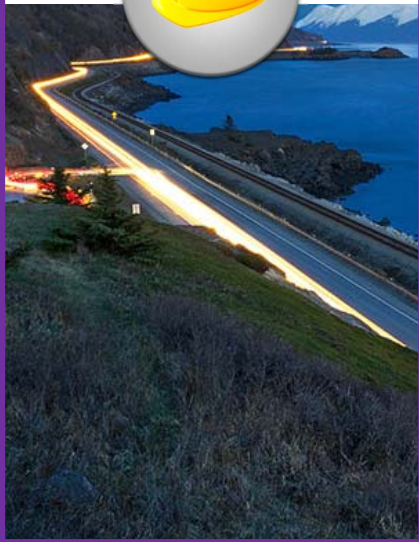


Transportation & Public Facilities

Results Based Alignment: Core Services

PRESERVE ALASKA'S TRANSPORTATION INFRASTRUCTURE

*Preserve extends the life
of existing infrastructure*



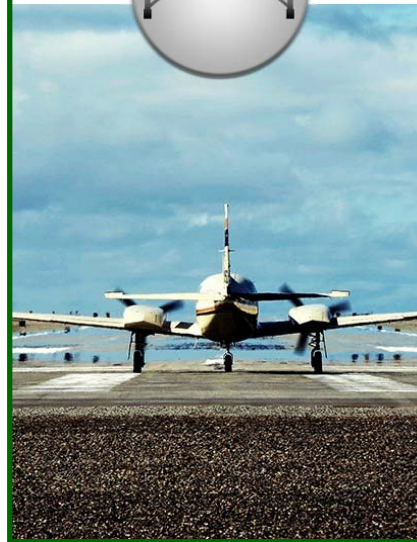
OPERATE ALASKA'S TRANSPORTATION INFRASTRUCTURE

*Operate allows
movement on existing
infrastructure*



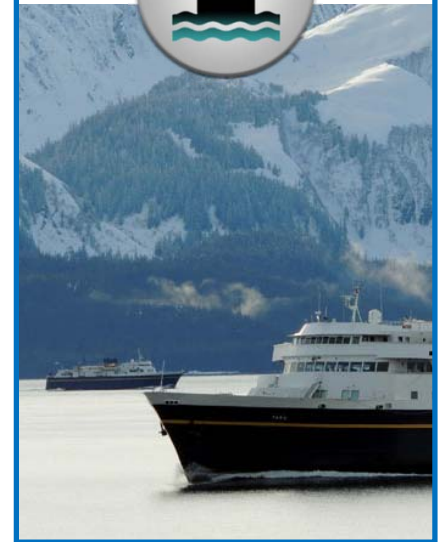
MODERNIZE ALASKA'S TRANSPORTATION INFRASTRUCTURE

*Modernize updates
infrastructure to meet
modern standards and
capacity*



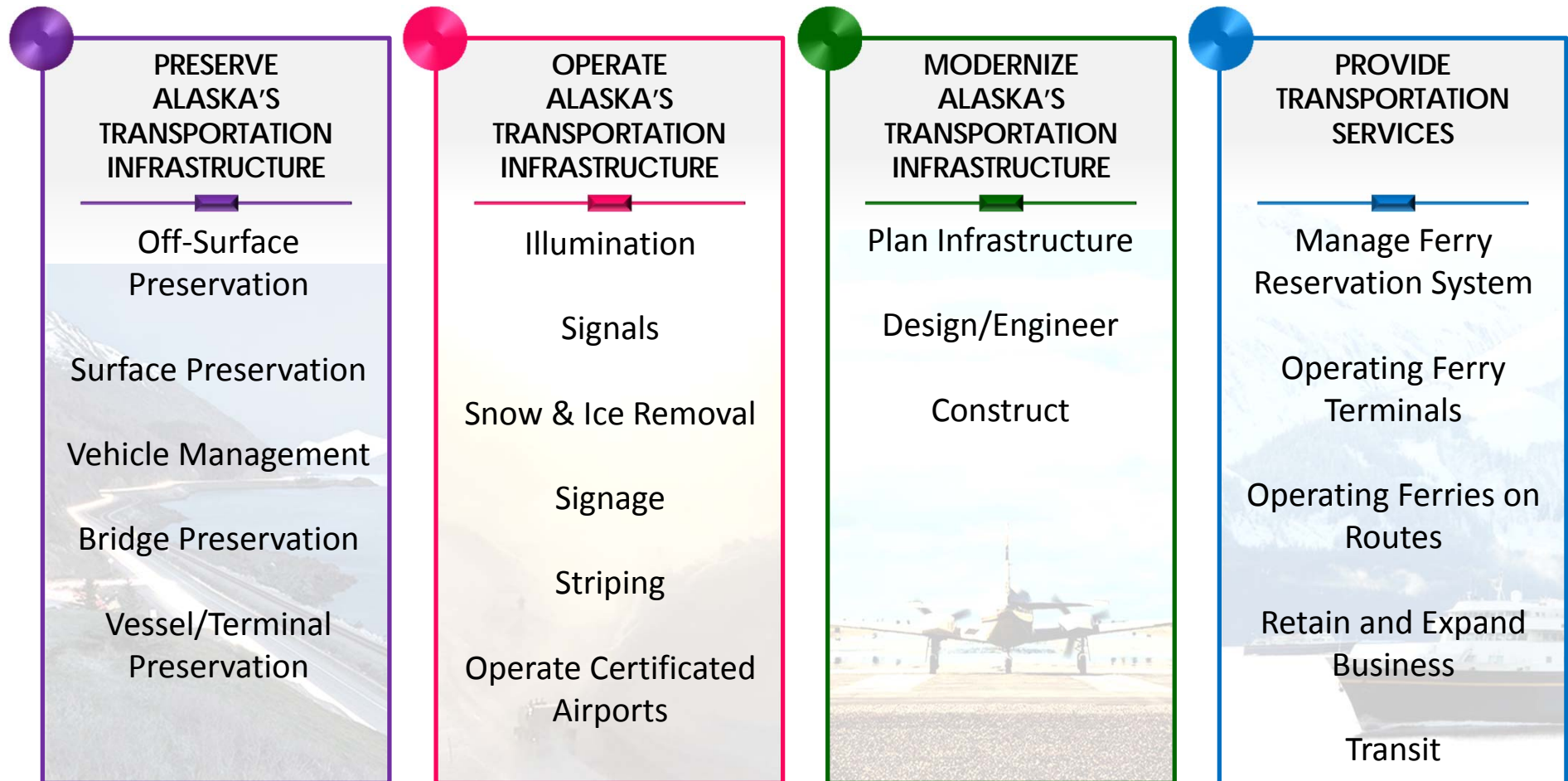
PROVIDE TRANSPORTATION SERVICES

*Services provided to
move people and goods*



Results Based Alignment: Direct Services

Keep Alaska Moving through service and infrastructure

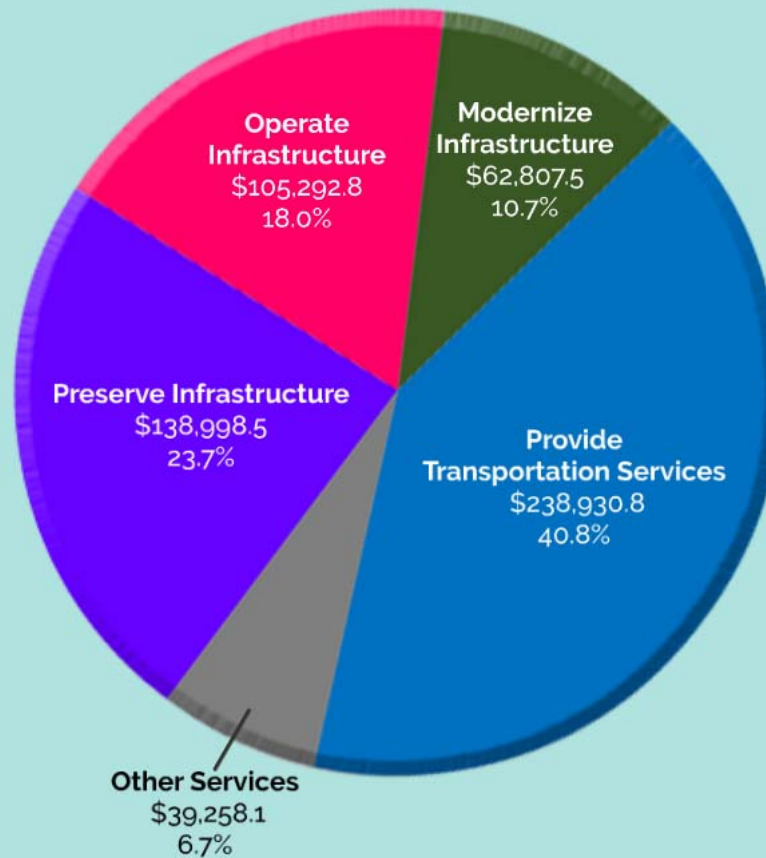


Budget Breakout by Core Service

\$585,287.7

(FY2017 Management Plan - \$ shown in thousands)

FY2017 Operating Budget



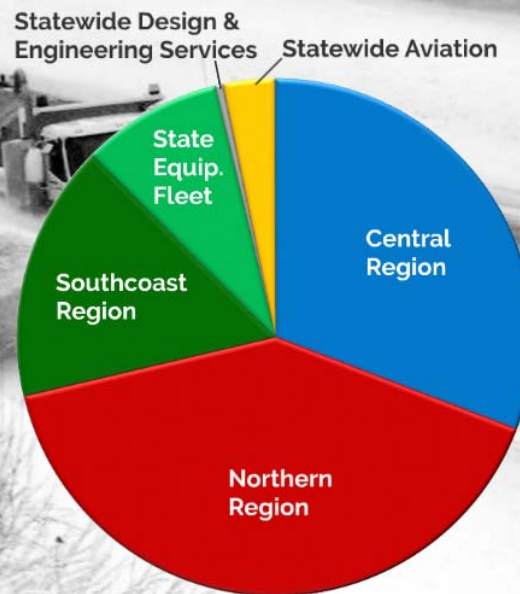
Example: Budget/Core Service Alignment (FY2017 Management Plan)

Operating Budget

CORE SERVICE

OPERATE ALASKA'S TRANSPORTATION INFRASTRUCTURE

Operate allows movement on existing infrastructure



(FY2017 Management Plan - \$ shown in thousands)

(FY2017 Management Plan - \$ shown in thousands)



- Illumination
 - Snow & Ice Removal
 - Operate Certificated Airports
 - Striping
 - Signage
 - Signals
 - Information
- Transportation Services

Results Based Alignment

Consistent Levels of Service

Roadway Priorities and Performance Targets

Priority 1

High volume, high-speed roadways, such as expressways and safety corridors

Priority 2

Major highways and arterials connecting communities

Priority 3

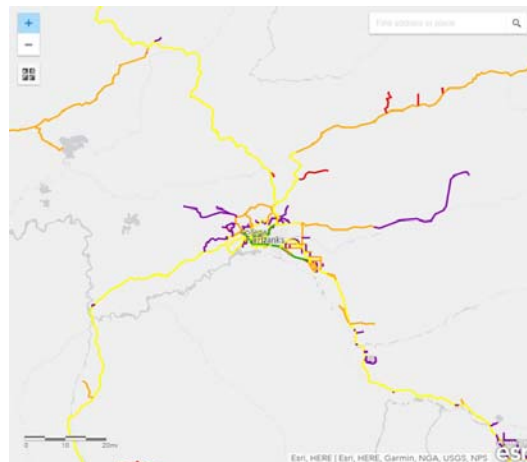
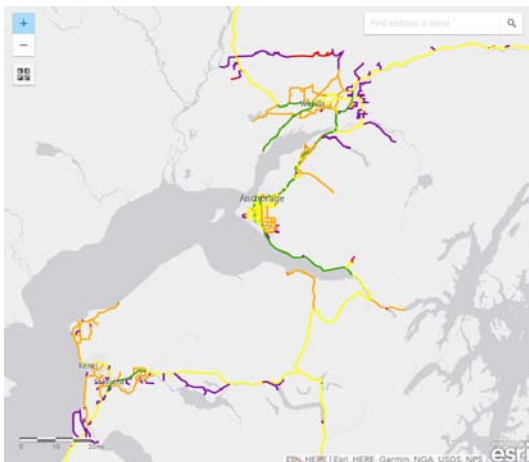
Major local roads or collector roads

Priority 4

Minor local roads that primarily provide residential or recreational access

Priority 5

Roadways that are designated as “No Winter Maintenance” routes, such as Denali Highway and Taylor Highway



Screenshots of interactive Winter Road Maintenance Priority Map for Anchorage, Fairbanks, and Juneau

Sample Performance Data

Highway Winter Performance Targets

Percent of times
Target Condition
was achieved
within time goal

96.6%

Average
precipitation per
event in inches

Southcoast 10.0

Central 5.2

Northern 4.4

Time to restore roads to Target Condition

	Time Goal	Average
Priority 1	24 Hours	9:59 Hours
Priority 2	36 Hours	13:06 Hours
Priority 3	48 Hours	19:16 Hours
Priority 4	96 Hours	31:25 Hours

Surface condition: A



Surface condition: B



Surface condition: C

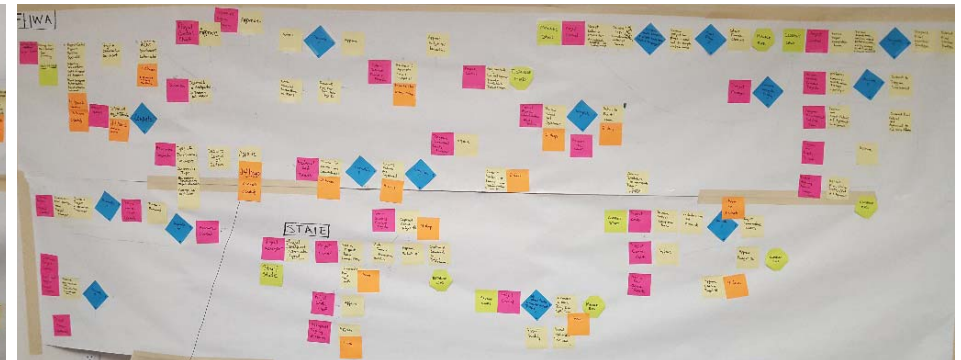
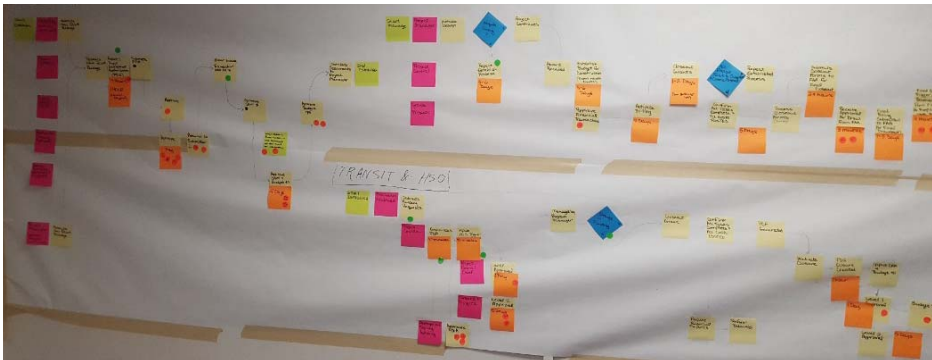


Kaizen – Project Control

1st Kaizen event for the State of Alaska

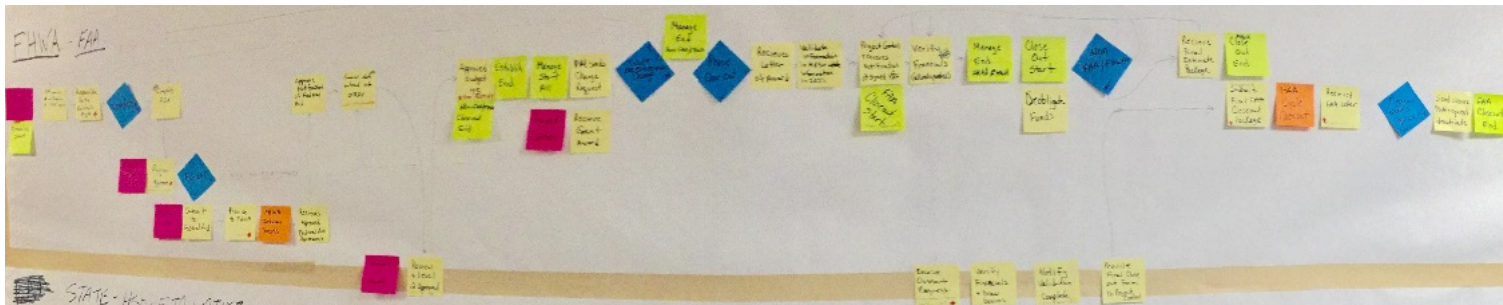
Current Process

- 110 Steps
- 22 Loopbacks
- 19 Decisions
- Average Lead Time: 10.5 Weeks



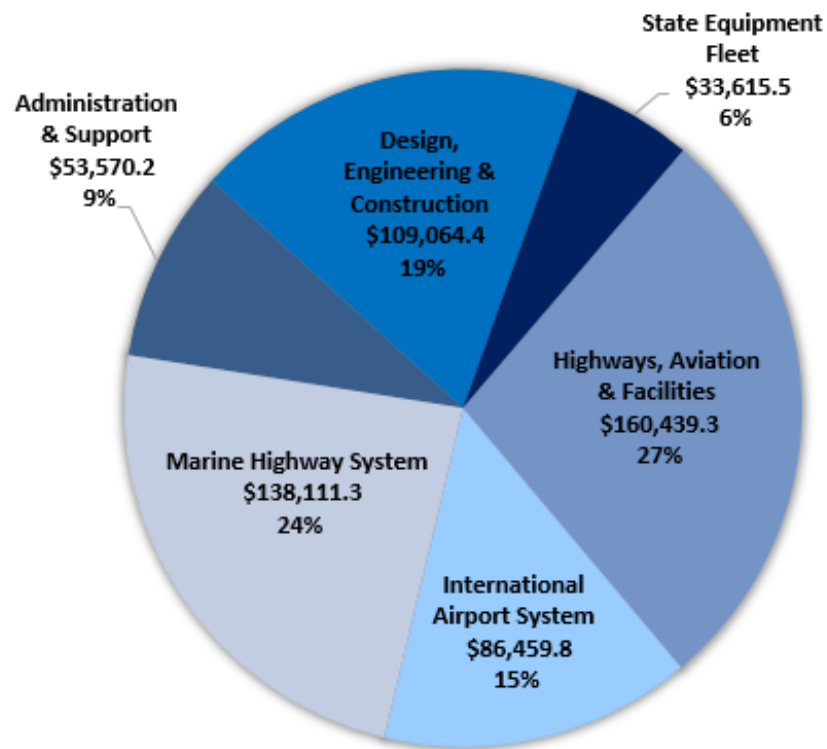
Future Process

- 26 Steps (76% reduction)
- 4 Loopbacks (82% reduction)
- 6 Decisions (68% reduction)
- Combined 5 separate processes into one



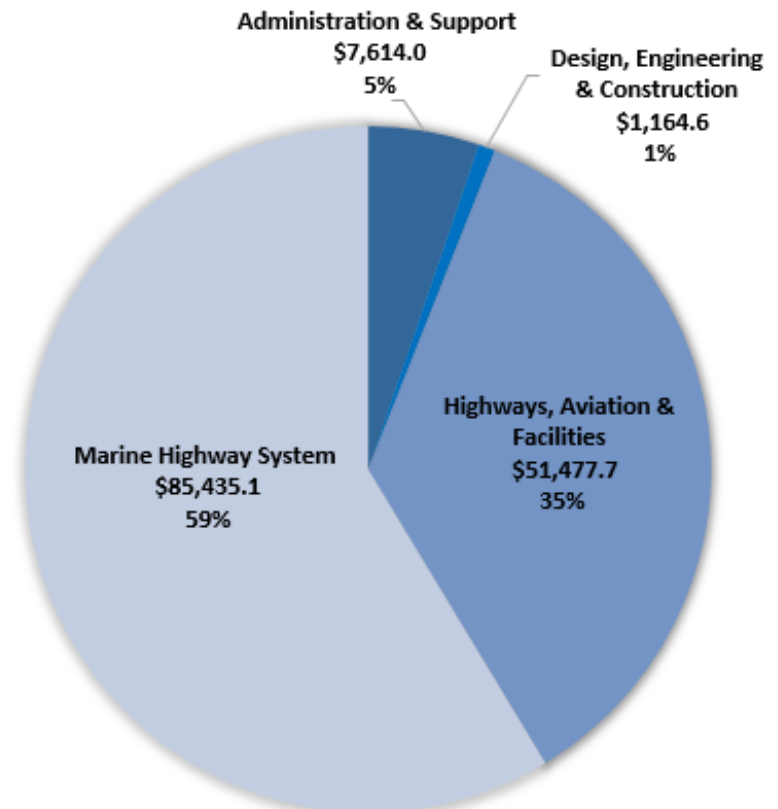
FY2018 Governor's Proposed Operating Budget: Results Delivery Units (RDU)

All Funds



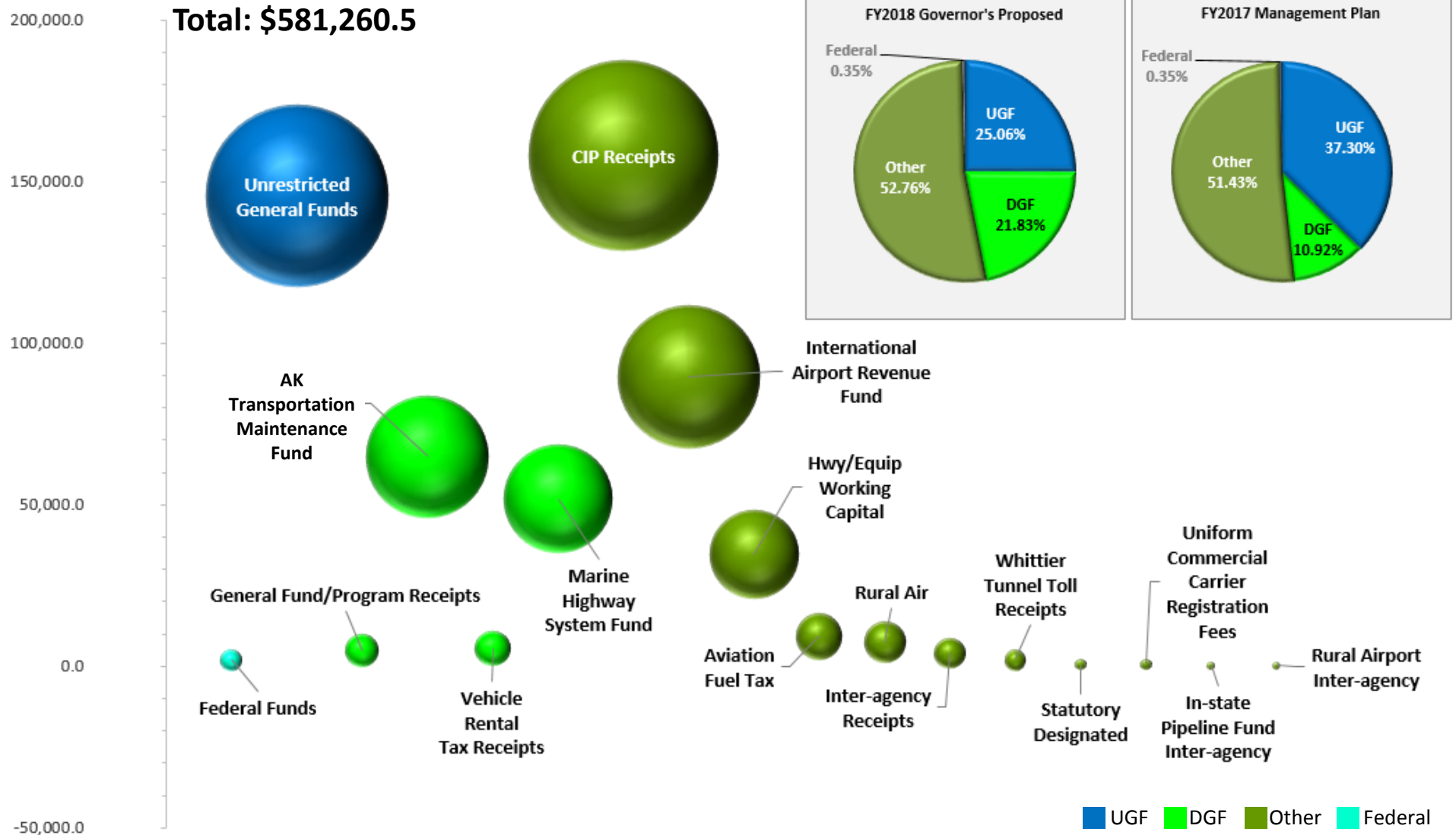
Total: \$581,260.5

Unrestricted General Funds

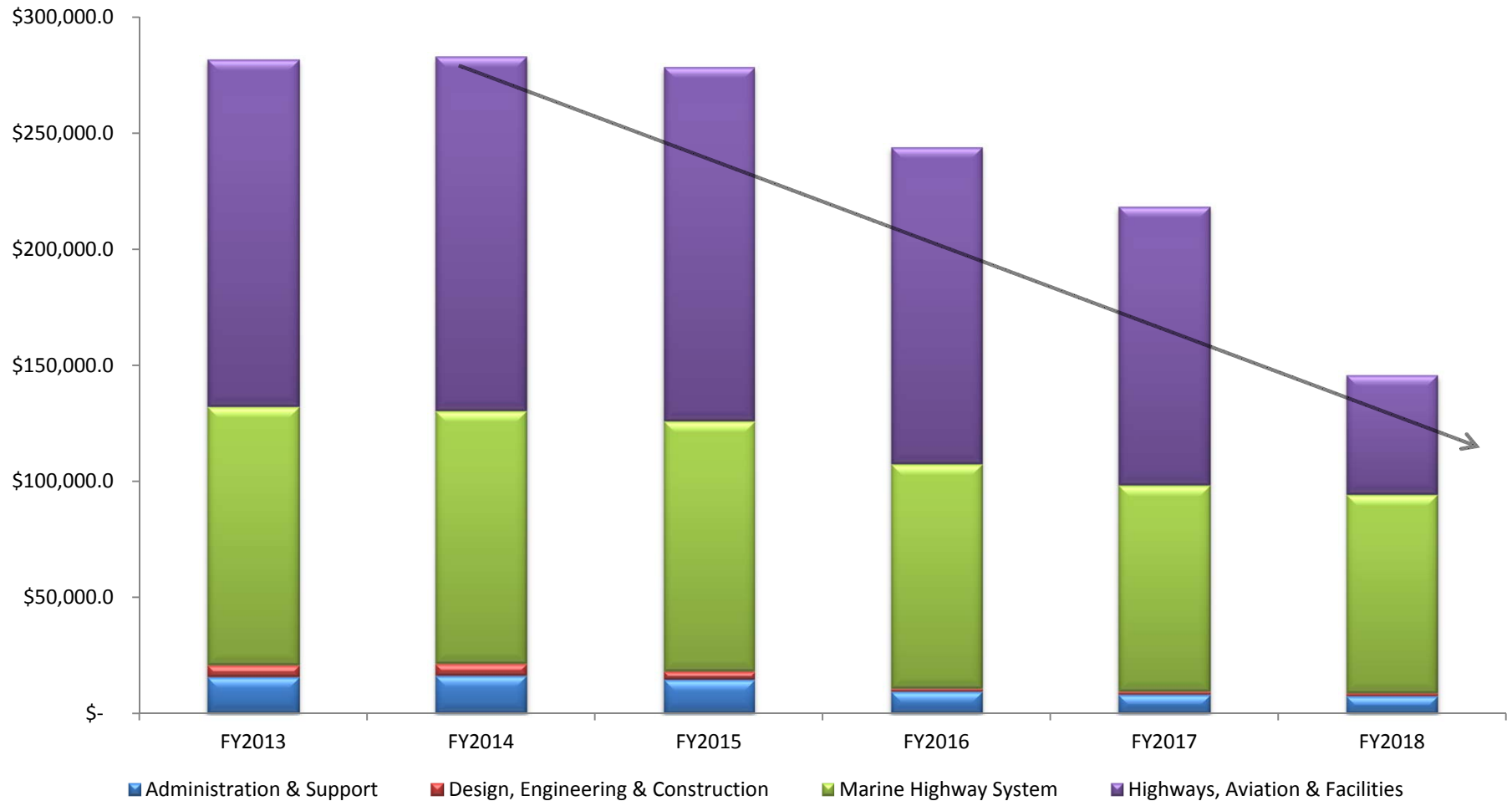


Total: \$145,691.4

FY2018 Governor's Proposed Operating Budget: All Funding Sources



FY2013-FY2018 Governor's Proposed Unrestricted General Fund by RDU



(Funding in Thousands)

FY2018 Governor's Proposed Operating Budget Changes

Increases	International Airport System increases for maintenance and security contracts, deicing chemicals, safety supplies, feasibility study (OTI) and records management (Intl Airport Fund Receipts)	\$2,590.8
	Authority for Facilities Maintenance and Operations (Inter-agency Receipt Authority)	\$286.8
	Total	\$2,877.6
One-Time Items	Reverse One-Time Appropriation of Alaska Marine Highway System Funds	(\$2,000.0)
Organizational Changes	Dissolution of Knik Arm Crossing Component	(\$736.4)
Salary Adjustments	Salary and Health Insurance Increases	\$4,037.8
	Supervisory Unit 15 Hour Furlough Contract Term Reduction	(\$171.4)
	Total	\$3,866.4
Reductions	AMHS Service Level Reductions	(\$2,501.4)
	Savings from Shared Services of Alaska Implementation	(\$271.7)
	Delete unrealizable receipt authority	(\$179.2)
	Total	(\$2,952.3)
Position Count Reductions	Delete 76 Federal Program Positions & Partial Funding	(\$4,553.3)
	Delete 12 Vacant Positions & Partial Funding	(\$529.3)
	Total	(\$5,082.6)
Agency Transfers	Transfer PCN from Alaska Court System for Maintenance of Court Facilities Transfer 35 PCNs to Dept. of Administration for Shared Services of Alaska Implementation	
Fund Source Swaps	Maintain Existing Programs With Capital Improvement Project Receipt Authority	\$1,131.1
	Maintain Existing Programs With Rural Airport Receipts	\$1,499.9
	Replace General Fund with Aviation Fuel Tax Funds	\$4,512.3
	Replace General Fund with Motor Fuel Tax Funds	\$64,821.0
	Replace General Fund Program Receipts with Rural Airport Receipts	\$12.7
	Total	\$71,977.0

(Funding in Thousands)



FY2018 Proposed Reductions

Administration & Support RDU

- Position Reduction-5 (3 PFT; 2 NP)
- Deletion of unrealizable receipt authority \$179.2

Design & Construction RDU

- Position Reduction-71 (31 PFT; 11 PPT; 29 NP)
- Dissolution of Knik Arm Crossing Component
 - Position Reduction 6 PFT

State Equipment Fleet RDU

- Position Reduction (5 PFT)

Highways & Aviation RDU

- Position Reduction-4 (1 PFT; 1 PPT; 2 NP)

International Airport System RDU

- Position Reduction (2 PFT)

Shared Services of Alaska Implementation

- Transferred 35 PCNs to Dept. of Administration
- \$271.7 reduction

Marine Highway System RDU

- (\$2,501.4) UGF
- (\$482.5) AMHS Funds
- Position Reduction (119 PFT; 24 PPT, 35 NP)
- Reduce operating weeks by 1.2 weeks
- Reduction in annual vessel operating weeks from 335.1 to 333.9
- The Taku and Chenega are not scheduled to operate at all in FY2018
- Bellingham and Prince Rupert will receive service on alternating weeks for 7.5 weeks from January 2nd through February 21st while the Kennicott is in her annual overhaul project
- No major service gaps compared to FY2017
- Service levels are approximately equal to FY2003 levels
- Reverse One-Time Appropriation of Alaska Marine Highway System Funds (\$2,000.0)

Capital Program Optimization

END-STATE: a DOT&PF team with the core competencies necessary to ensure all program work meets current quality standards and federal regulatory requirements in the most effective and efficient manner possible.





Commitment to:

- **Honor Collective Bargaining Agreements**
- **Respect DOT&PF employees**
- **Ensure the end state is sustainable**
- **No negative impact to our federal program**
- **Account for potential infusion of stimulus-type federal \$\$**

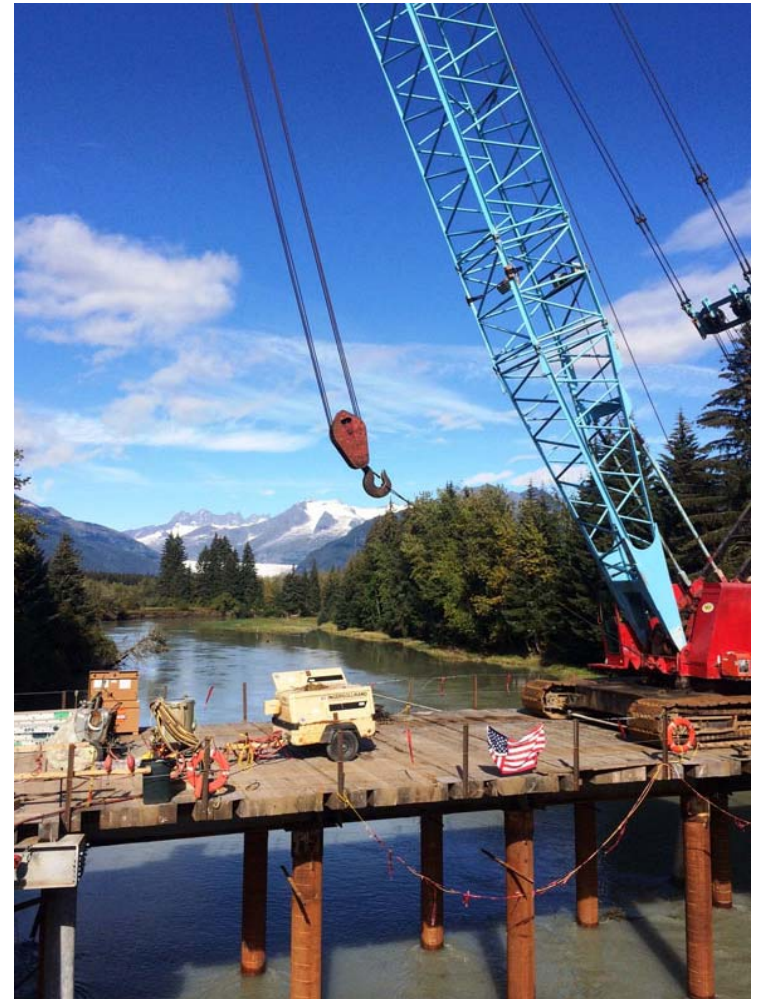


Upcoming Action

Focused Position Management:
No layoffs in FY2018

**Feasibility Study / Capital Program
Process / Organizational Review:**
Report Fall 2017

Innovation:
Northern Region Project Delivery
Pilot – Currently in Process





What to Expect

FY2018

- Governor's Amended is DOT&PF's mission for FY2018
- Feasibility Study Final Report in Fall 2017

FY2019

- Study Final Report considered during budget development
- Prepare for 2018 Legislative Session





Thank You

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Commissioner

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Transportation is an *economic driver*

- Preserve, operate, and modernize existing infrastructure
- Provide transportation services
- Federally funded capital improvement projects

Impacts *daily quality of life*

- Safety
- Mobility
- Connectivity¹



Tanana River Bridge, old and new. Photo by Jason Sakalaskas, Alaska DOT&PF