

State of Alaska FY2007 Governor's Operating Budget

Department of Transportation/Public Facilities Transportation Management and Security Component Budget Summary

Component: Transportation Management and Security

Contribution to Department's Mission

To coordinate operations, including fleet management, highway, aviation and facility maintenance, safety and security issues and provide oversight of those areas for department management.

Core Services

- Develop policies, procedures and standards for Maintenance and Operations (M&O) activities statewide to ensure uniform maintenance practices, and provide technical guidance to regional offices.
- Manage the state's fleet of vehicles and equipment to ensure that vehicles are readily available to meet individual department missions.
- Coordinate major maintenance projects and determine priority of statewide projects.
- Coordinate employee workplace safety programs including oversight of accident investigation, reporting, and avoidance programs, and oversee of the deployment and integration of the department's Safety Manual.
- Implement and promote the use of Maintenance Management Systems (MMS) for highways, aviation and facilities operations.
- Provide technical input for implementation of the Alaska Land Mobile Radio (ALMR) System and deploy new radios for department purposes.
- Coordinate federally mandated security at state airports, terminals, tunnels and other transportation infrastructure. Participate with federal, military and other state agencies in statewide security exercises.
- Provide liaison with Division of Homeland Security, Department of Military and Veterans Affairs (DMVA)

FY2007 Resources Allocated to Achieve Results

FY2007 Component Budget: \$956,800	Personnel:	
	Full time	8
	Part time	0
	Total	8

Key Component Challenges

Deferred maintenance needs continue to increase at state facilities due to lack of capital funding and fewer available operating resources for vital preventative and routine maintenance tasks. The steadily increasing cost of materials, equipment, parts and fuel reduces the amount of resources to address general maintenance activities such as ditching, brush cutting and sign replacement. The capital budget has grown tremendously and is a blessing and a curse. As new facilities are being constructed a corresponding increase in funding to properly operate and maintain them is required.

Shifts in weather patterns are having a detrimental effect on infrastructure in the state. Fall storms continue to wreak havoc on airports, roads and buildings in western Alaska causing millions of dollars in damages. In Interior areas of the state, warmer weather trends are causing thawing of permafrost. This is resulting in pavement failure and ground deformation on roadways and airports increasing the deferred maintenance backlog.

World events such as the burgeoning economies of Asia and the recent hurricanes have triggered higher costs of heavy equipment and parts. Additionally, the high cost of commodities including petroleum and steel is contributing to the increasing cost of procuring and operating equipment. To offset some of these cost increases, light duty vehicles were reduced by 10% in certain departments including Department of Transportation & Public Facilities (DOT&PF) and the fleet operations were reorganized and eliminated several mid tier manager positions.

The Department initiated a training and certification program for heavy-duty equipment operators to provide consistent training to 451 operators across the state. The trainings started in the south central area of the state and will be conducted in all stations by the end of 2006. The goal of the training program is a reduction in the number of accidents and expensive equipment damage.

Security of all transportation assets is still a main focus. Continued communication and coordination with local, state and federal law enforcement is essential to respond to terrorist actions as well as natural disasters. Federal security regulations continue to evolve for the airports, marine highway terminals and vessels, and other surface infrastructure including tunnels and bridges. The Commissioner's Office must keep abreast of the new requirements for all the modal functions and be able to direct resources to the changing priorities.

The workforce of operators and mechanics is aging and retiring. Finding skilled, qualified operators, mechanics and tradesmen is becoming increasingly difficult as salaries and benefits in the private sector have surpassed the state. A general trend across the state and nation is that young people are not flocking to the trades.

The public and users of the highway and airport system continue to demand an ever-increasing level of service.

Significant Changes in Results to be Delivered in FY2007

- A better trained workforce of equipment operators that will result in reduced accidents and vehicle repair costs. An accident review process will be implemented to assure that the department is addressing accidents consistently across the state.
- Management of Highways and Aviation (H&A) and Facilities operations will be better informed through expanded use of the Maintenance Management System (MMS) and have greater ability to plan and track specific work activities.

Major Component Accomplishments in 2005

- The Maintenance Management System for H&A is deployed and all foremen have been trained.
- Hired a contractor to develop a training and certification program for all H&A heavy equipment operators. First training sessions were completed in Central Region.
- Completed reorganization of State Equipment Fleet into a statewide division responsible for procuring and maintaining all state vehicles. Fleet management was streamlined resulting in elimination of several mid tier manager positions. A right sizing study and moratorium on vehicle purchases was enacted to reduce the number of light duty vehicles.
- Started a workplace safety inspection program with Department of Labor and Workforce Development (DOLWD). Inspectors from both departments visited various stations and found minor safety discrepancies that were immediately corrected. Working cooperatively with DOLWD creates a safer work environment. This effort continues the emphasis on a safe work environment started with revision of the Safety Manual.
- Installed new radios in H&A vehicles from Homer to Fairbanks to operate on the now functioning ALMR system.

Statutory and Regulatory Authority

AS 44.42.010-900 State Government
AS 02 Aeronautics
AS 19 Highways and Ferries
AS 35 Public Building, Works and Improvements
AAC 13 Public Safety
AAC 14 Public Works
AAC 17 DOT&PF
CFR 14 Aeronautics
CFR 23 Highways

Contact Information

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**Transportation Management and Security
Component Financial Summary**

All dollars shown in thousands

	FY2005 Actuals	FY2006 Management Plan	FY2007 Governor
Non-Formula Program:			
Component Expenditures:			
71000 Personal Services	437.3	726.8	783.7
72000 Travel	22.2	66.3	51.3
73000 Services	23.7	202.2	102.2
74000 Commodities	23.2	24.6	19.6
75000 Capital Outlay	0.0	0.0	0.0
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
Expenditure Totals	506.4	1,019.9	956.8
Funding Sources:			
1004 General Fund Receipts	0.0	370.0	270.0
1007 Inter-Agency Receipts	232.0	368.8	389.9
1061 Capital Improvement Project Receipts	274.4	281.1	296.9
Funding Totals	506.4	1,019.9	956.8

Estimated Revenue Collections

Description	Master Revenue Account	FY2005 Actuals	FY2006 Management Plan	FY2007 Governor
Unrestricted Revenues				
None.		0.0	0.0	0.0
Unrestricted Total		0.0	0.0	0.0
Restricted Revenues				
Interagency Receipts	51015	232.0	368.8	389.9
Capital Improvement Project Receipts	51200	274.4	281.1	296.9
Restricted Total		506.4	649.9	686.8
Total Estimated Revenues		506.4	649.9	686.8

**Summary of Component Budget Changes
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	370.0	0.0	649.9	1,019.9
Adjustments which will continue current level of service:				
-Delete one-time-item funding for Heavy Equipment Operator Training	-275.0	0.0	0.0	-275.0
-FY 07 Wage Increases for Bargaining Units and Non-Covered Employees	2.8	0.0	10.6	13.4
-FY 07 Health Insurance Cost Increases for Bargaining Units and Non-Covered Employees	0.4	0.0	1.0	1.4
-FY 07 Retirement Systems Cost Increase	5.3	0.0	19.8	25.1
Proposed budget increases:				
-Restore a portion of Heavy Equipment Operator Training funding (OTI)	165.0	0.0	0.0	165.0
-Risk Management Self-Insurance Funding Increase	1.5	0.0	5.5	7.0
FY2007 Governor	270.0	0.0	686.8	956.8

**Transportation Management and Security
Personal Services Information**

Authorized Positions		Personal Services Costs	
<u>FY2006</u>		<u>FY2007</u>	
	<u>Management</u>	<u>Governor</u>	
	<u>Plan</u>		
Full-time	8	8	Annual Salaries 501,793
Part-time	0	0	COLA 13,823
Nonpermanent	0	0	Premium Pay 0
			Annual Benefits 275,661
			<i>Less 0.96% Vacancy Factor (7,577)</i>
			Lump Sum Premium Pay 0
Totals	8	8	Total Personal Services 783,700

Position Classification Summary

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Administrative Manager I	0	0	1	0	1
Engineer/Architect IV	0	0	1	0	1
Maint & Operations Specialist	1	1	1	0	3
Safety Officer	2	0	0	0	2
Spec Asst To The Comm II	1	0	0	0	1
Totals	4	1	3	0	8