

DEPARTMENT OF TRANSPORTATION
CONSTRUCTION MANAGEMENT
LINE ITEM



Accountable Process Budget Presentation

DESCRIPTION: CONSTRUCTION MANAGEMENT LINE ITEM

- Manage financing of projects from the design stage through project completion
- Projects involve major construction, rehabilitation, and preservation
- Programs within the line item include
 - Federal Construction – New
 - Rehabilitation/Preservation
 - State Construction – New

DESCRIPTION: FEDERAL CONSTRUCTION – NEW PROGRAM

- In cooperation with the federal government DOT is responsible for
 - 978 miles of interstate
 - 1,926 miles of other federal highways
- Projects typically involve increasing capacity, rehabilitating, preserving, or otherwise modifying existing routes rather than adding new routes

DESCRIPTION: REHABILITATION/PRESERVATION PROGRAM

- Rehabilitate and preserve
 - 2,900 miles of federal interstate and highways
 - 5,100 miles of other state highways
- Rehabilitation: repair damage to pavement surfaces with surface treatments to extend overall pavement life
 - Appropriated 2/11 of motor fuel and special fuel tax after appropriations to B&C roads and collector road fund (UCA 72-2-106(1))
- Preservation: preserve current pavement condition through preventive and minor responsive maintenance

DESCRIPTION: STATE CONSTRUCTION – NEW PROGRAM

- Highway projects that have prioritized importance as necessary highways but that may not be eligible for federal funding
 - Example: Bangerter Highway

POSSIBLE QUESTIONS FOR APB FRAMEWORK

- Under what authority do DOT and the Transportation Commission operate?
 - How does that authority relate specifically to the Construction Management line item?
 - Should the Legislature adjust statutory authority?
 - How do the department's mission, goals, objectives, and performance metrics tie to its statutory responsibilities?
 - Should the department modify its strategic vision to align better with statute?

POSSIBLE QUESTIONS FOR APB FRAMEWORK

- How are transportation projects prioritized?
 - How do the commission and department balance short-term and long-term needs?
 - What methods and tools do elected policymakers have to change or influence the prioritization process?
 - What role does debt financing play in the prioritization process? What are benefits, costs, and net impacts of debt financing?

POSSIBLE QUESTIONS FOR APB FRAMEWORK

- What are the condition of the State's highways?
 - How do these conditions compare to surrounding and similar states?
 - What criteria does the department use to establish goals for pavement condition?
 - How does the department determine the type of treatment for a section of highway?
 - What is the average cost per mile for each type of road and each type of treatment? What is the life cycle cost per mile for each type road? How do costs in Utah compare to costs in surrounding and similar states?

POSSIBLE QUESTIONS FOR APB FRAMEWORK

- What are the financing sources and amounts by source for the Construction Management line item?
 - What constitutional and statutory provisions affect funding to the line item?
 - Is current funding sufficient to meet the State’s highway infrastructure needs?
 - What options are available to place the burden of financing more directly on users?

POSSIBLE QUESTIONS FOR APB FRAMEWORK

- What are the expenditure categories and amounts by category for the line item?

POSSIBLE QUESTIONS FOR APB FRAMEWORK

- Why does the State provide the service?
 - What segments of the State-owned system might be transferred to local governments due to the segment being used primarily as a local route rather than as a statewide route?

STATUTORY RESPONSIBILITIES: DEPARTMENT OF TRANSPORTATION

- Executive Director
 - Oversight and supervision of any transportation project involving state funds (UCA 72-1-202(2)(c))
 - Appoint two deputy directors and division directors (UCA 72-1-202 & 203)

STATUTORY RESPONSIBILITIES: DEPARTMENT OF TRANSPORTATION

- Department
 - Plan, research, design, and construct state transportation systems
 - Ensure that systems are safe, reliable, environmentally sensitive, and serve the needs of the public, commerce, and industry
 - Coordinate with utility companies for the reasonable, efficient, and cost-effective installation, maintenance, operation, relocation, and upgrade of utilities with state highway rights-of-way (UCA 72-1-201)

PRIORITIZATION PROCESS

- Transportation Commission duties
 - Determine priorities and funding levels of projects in the state transportation system
 - Make policies and rules necessary to perform the commission's duties (UCA 72-1-303(1)(a) & (d))

PRIORITIZATION PROCESS

- Department of Transportation duties
 - Compile project lists for the commission to determine priorities and funding levels (UCA 72-1-303(1)(a))
 - Deputy Director of Planning and Investment – assist the executive director with programming and prioritization of transportation projects (UCA 72-1-203(2)(c)(iii))
 - Develop statewide strategic initiatives and assess capacity needs and establish goals for corridors (UCA 72-1-211(2))

PRIORITIZATION PROCESS

- Department of Transportation duties
 - Statewide strategic initiatives considerations
 - Corridor preservation
 - Congestion reduction
 - Development of new transportation capacity projects
 - Long-term maintenance and operations of the transportation system
 - Safety

PRIORITIZATION PROCESS

- Department of Transportation duties
 - Goals for corridors meet the following:
 - High volume of travel and throughput
 - Connect projected major centers of economic activity, population growth, and future job centers
 - Major freight corridors
 - Accommodate multiple modes of travel

DOT PERFORMANCE AND GOALS

- Department of Transportation strategic goals
 - Zero fatalities
 - Optimize mobility
 - Preserve infrastructure

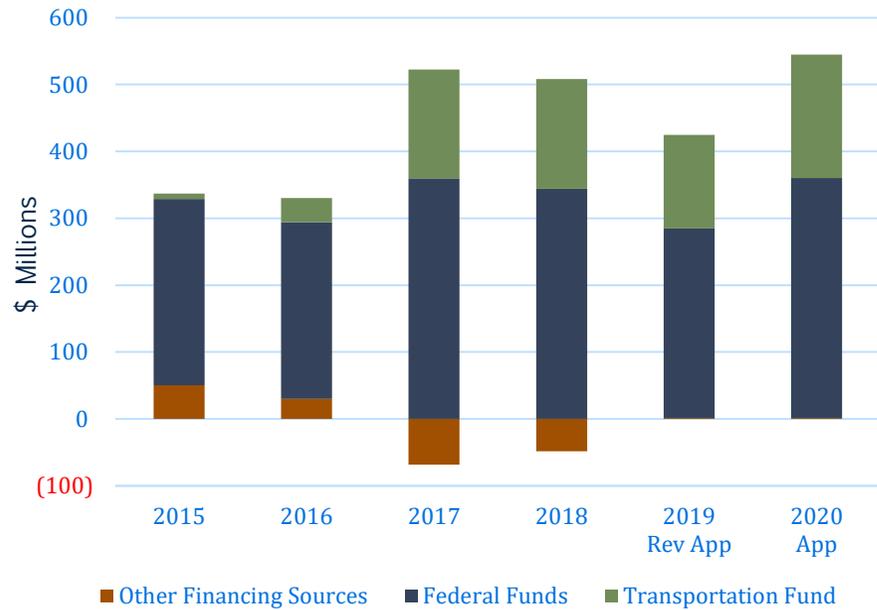
PRIORITIZATION PROCESS

- DOT reports to IGG each year the following performance measures related to its strategic goals:

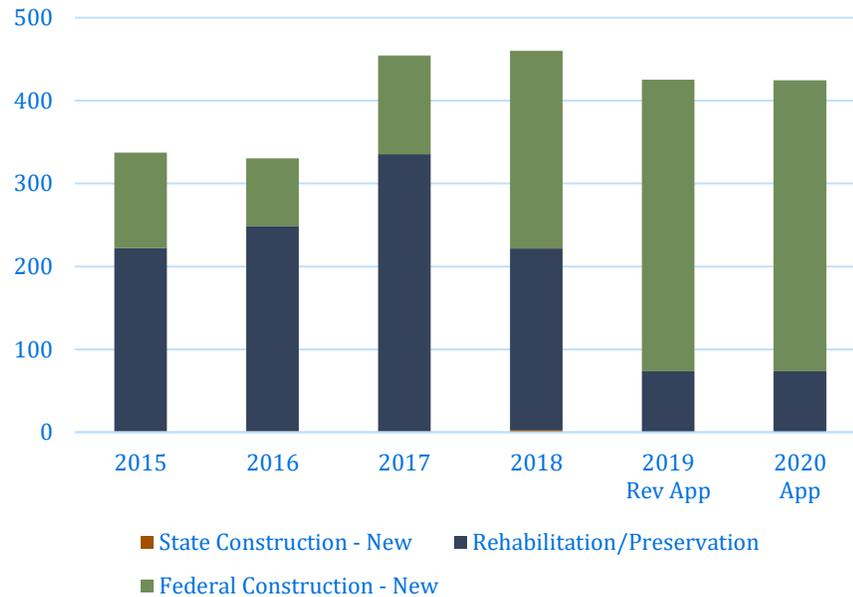
Goal	Target
Reduce Fatalities, Injuries, and Crashes	
Traffic fatalities	2% reduction
Traffic serious injuries	2% reduction
Traffic crashes	2% reduction
Internal fatalities	Zero
Internal injuries	< 6.5%
Internal equipment damage	< 7.5%
Preserve Infrastructure	
Pavement in good condition	>= 50%
Pavement in poor condition	< 10%
Structures in fair or good condition	>= 80%
Automated transportation management systems in good condition	>= 90%
Signals in good condition	>= 90%
Optimize Mobility	
Minimize delay along I-15	Score > 90
Reliable fast condition on I-15 along the Wasatch Front	>= 85% of segments
Optimal use of snow and ice equipment and materials	> 92% effectiveness
Support increase of trips by public transit	10%

FINANCING TO CONSTRUCTION MANAGEMENT

By financing source

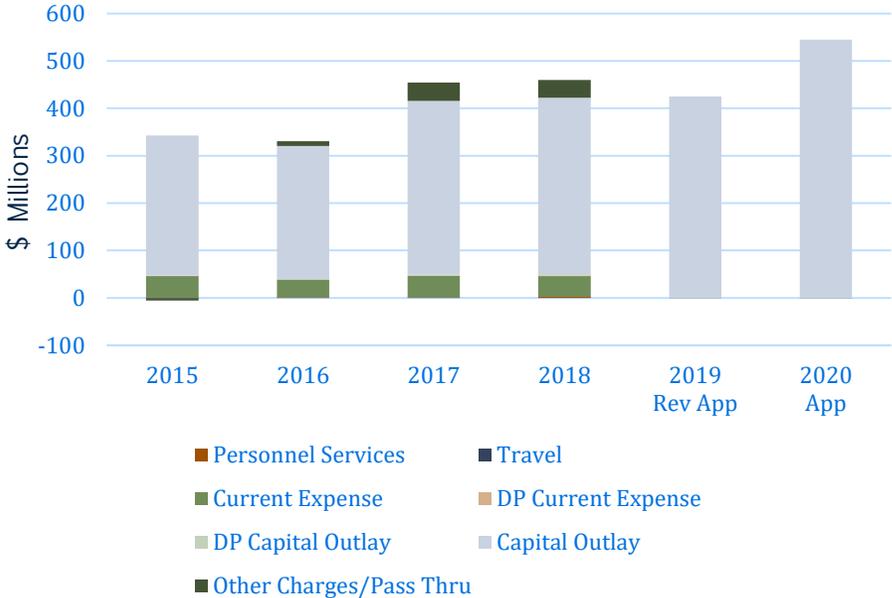


By program



EXPENDITURES FROM CONSTRUCTION MANAGEMENT

By category



LFA RECOMMENDATIONS

- Change line item and program names for clarity
~~Construction Management~~ Highway System Construction
~~Federal Construction – New~~ Federal Construction
~~State Construction – New~~ State Construction
DOT supports the recommendation

LFA RECOMMENDATIONS

- Add intent language specifying ordered objectives in the prioritization/funding process
 - Participate with the federal government so as to maximize receipt of federal funds
 - Maintain existing assets at target conditions as determined through data-driven prioritization
 - Add capacity

DOT supports the recommendation

LFA OPTIONS

- Reduce or eliminate sales tax earmarks
 - Eliminate lane miles/roads from the state's portfolio
 - Do not add lane miles
 - Do not expand capacity; use congestion pricing
 - Do not build parking garages or only build at periphery of public transit
 - Do not add “nice to haves” (e.g. sound wall, variable speed zone)

DOT views these as policy decisions for the Legislature

LFA OPTIONS

- Reduce or eliminate sales tax earmarks
 - Maintain roads at a quality similar to other states
DOT and the Transportation Commission have implemented a long-term asset management strategy based on “Good Roads Cost Less”
 - Fully fund total cost of ownership for new capacity
This is current practice of the Legislature
 - Be more efficient in projects
DOT is committed to being effective and efficient with taxpayer dollars

LFA OPTIONS

- Maximizing partner investments by prioritizing projects that bring other federal/state/local resources to the table

DOT supports this option

LFA OPTIONS

- Pursue road user charges
 - Better enforcing existing HOV tolls
DOT is exploring strategies to decrease violations and increase toll collections
 - More aggressively toll new capacity along state-financed corridors
Current eligibility to toll certain corridors is generally limited

LFA OPTIONS

- Pursue road user charges

- Set toll levels sufficient to cover maintenance costs

- Toll collections cover daily operations and maintenance costs, but are insufficient to pay for more significant system rehabilitation*

- Set a per mile charge

- DOT is implementing a voluntary road user charge (RUC) program for alternative fuel and hybrid vehicles, and it is exploring additional RUC demonstration program options*

LFA OPTIONS

- Eliminate intent language that lets DOT spend whatever gas tax is collected notwithstanding the appropriated amount

DOT supports the current practice of including the intent language in the appropriations bill if actual revenues exceed estimates