

SB

32

(File 3)

SFIN

FILE

This folder contains miscellaneous back-
up material for
SB 32
from general budget overview meetings.

For primary material, see the SB 32
Capital Budget binder

Adopted from Smart's
to CSSB 32(FIN) AMENDMENT
Version "D"

ADM #1

OFFERED IN THE SENATE

BY SENATOR WILKEN

TO: CSSB 32 (FIN)

AGENCY: Department of Administration

Page 7, line 11

AMEND the following appropriation to read as follows:

Pioneers' Home Health and
Safety Repairs (ED 99)

General Funds

[144,000] 250,000

EXPLANATION: The original Pioneers' Home Health and Safety Repairs request was \$500,000. This amendment will fund the request at 50 percent.

ADM#2

AMENDMENT

OFFERED IN THE SENATE

BY SENATOR WILKEN

TO: CSSB 32 (FIN)

AGENCY: Department of Administration

Page 7, following line 12

INSERT

Information Service Fund
Equipment Replacement
(ED 99)

Other Funds
3,500,000

EXPLANATION: This amendment is funded by the state's Information Services Fund. Adoption of this amendment will not reduce costs to the Information Technology Group nor to user agencies in FY2000.

ADMIN#7

i-GS1022AD.11
Cramer
5/7/99

AMENDMENT

by: PARNELL

OFFERED IN THE SENATE

TO: CSSB 32(FIN), Draft Version "D"

1 Page 5, following line 28:

2 Insert a new bill section to read:

3 **** Sec. 11. DEPARTMENT OF ADMINISTRATION.** The sum of \$288,000 is
4 appropriated from the general fund to the Department of Administration in the following
5 amounts and for the following programs for increased operating costs for the fiscal year
6 ending June 30, 1999:

7	PROGRAM	APPROPRIATION AMOUNT
8	Alaska Oil and Gas Conservation	\$ 188,000
9	Commission	
10	Longevity bonus grant program	100,000"

11 Renumber the following bill sections and conform internal bill section references in the back
12 pages accordingly.

13 Page 6, line 5:

14 Delete "SECTION 14"

15 Insert "SECTION 15"

MEMORANDUM *State of Alaska*

Department of Administration

Division of Administrative Services

To: Annalee McConnell
Director
Office of Management & Budget

Date: April 30, 1999

Phone: 465-5655

From: Sharon Barton
Director

Subject: FY1999
AOGCC
Budget
Shortfall

The AOGCC's anticipated budget shortfall for FY1999 is \$188.0.

The anticipated shortfall is the result of the convergence of increased costs, budget reductions and no vacancy in commission positions. It also includes a new obligation to pay overtime to the Commission's four Petroleum Inspectors and pay for emergency roof repairs currently under way.

Historical budget cuts have reduced commission personnel to an unacceptably low level. Although we have analyzed our operating practices and reduced our overtime obligation to the extent possible without jeopardizing the inspection program, we cannot reduce our funding needs any further. Without supplemental funding we anticipate closing the Commission on June 4, 1999.

The supplemental request is for the following:

7100	Personal Services	22.5
7300	Contractual	147.9 (Includes approximately 30.0 for roof repair)
7400	Supplies	9.4
7500	Equipment	8.2

If you have any questions, please call me.

Cc: Bob Poe
Alison Elgee
David Koivuniemi
Mike Abbott
Joan Brown
Eric Swanson

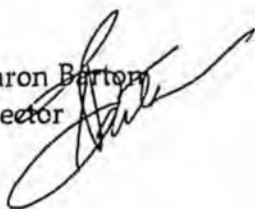
MEMORANDUM *State of Alaska*

*Department of Administration
Division of Administrative Services*

To: Annalee McConnell
Director
Office of Management & Budget

Date: April 30, 1999

From: Sharon Barton
Director



Phone: 465-2277

Subject: Longevity
Bonus
Supplemental
Request

The Department of Administration is requesting a FY1999 supplemental appropriation of \$100.0 GF for the Longevity Bonus Program.

The bonus payment with an May 1, 1999 issue date recently processed. The total of that payment was \$5,176.6. One monthly bonus payment remains in this fiscal year. We have updated our projections to include this latest payment and now estimate that our shortfall will be \$100.0.

If you have any questions, please call me.

C: Bob Poe
Alison Elgee
David Koivuniemi
Jim Kohn
Eric Swanson

CED#1

A m e n d m e n t

CSSB32(FIN)

BY: Senator Torgerson

Department: Commerce

Page 7 Line 19 INSERT:

EDA Annual Planning Grant 100,000 GF

CED#2

**Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)**

**Offered by Senator John Torgerson
May, 1999**

Page 7, Line 16 Kodiak launch Complex (ED 6)

**Delete: < 5,000,000 > Other Funds
Insert: 6,000,000 Other Funds**

Explanation:

Technical adjustment to correspond to Front Section 9 (page 5, lines 13-23)

Edu #1

AMENDMENT

OFFERED IN THE SENATE

BY SENATOR WILKEN

TO: CSSB 32 (FIN)

AGENCY: Department of Education

Page 8, following line 18

DELETE

Library - Repair Archives
Building Foundation (ED 3-4)

General Funds
90,000

INSERT

Library - Statewide Library
Electronic Doorway (SLED)
(ED 99)

General Funds
90,000

EXPLANATION: Through a cooperative venture between the University of Alaska Fairbanks and the State Library, SLED provides Internet access to more than 50 communities in Alaska. SLED allows access to the State and Legislative home pages, to basic government, education, medical and legal information. SLED does not provide e-mail or other commercial Internet services. The major goal of SLED is to provide increased information access for Alaskans.

The repair of the Archives Building foundation is not a safety-related project. A safety study by DOT determined that the building, staff and contents are secure. The project as proposed will not fix the problems with the Archives Building. The Department of Education will continue to work with the Department of Transportation and Public Facilities to identify the scope and cost for the foundation work.

F4G #1

**Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)**

**Offered by Senator John Torgerson
May, 1999**

**Fish & Game
Page 17**

Delete:

**Statewide Facilities Deferred Maintenance (ED 99)
< 200,000 > General Funds**

**Vessel and Aircraft Maintenance (ED 99)
< 100,000 > General Funds**

Insert on Page 17, after Line 2:

**Deferred Maintenance, Renewal, Replacement of Facilities, Equipment,
Vessels and Aircraft
400,000 General Funds**

F & G #2

AMENDMENT

OFFERED IN THE
SENATE FINANCE COMMITTEE
To: WORK DRAFT CSSB 32(FIN)

BY SENATOR DONLEY

Page 16, line 26

Delete	"Rabbit Creek Shooting Range"
Insert	"Anchorage Indoor Rifle Range"

DNR #1

**Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)**

**Offered by Senator John Torgerson
May, 1999**

Page 18, after Line 21 (Department of Natural Resources)

Insert:

**Land Status Geographic Information Systems (ED 99)
200,000 General Funds**

Explanation: This project completes the automation of the state's land status plats.

DNR #2

1-GS1022\D
BC

Amendment

Offered in the Senate

by: Phillips

To: SB 32

Department of Natural Resources

		Appropriation Items	General Fund
1	Page 19, after line 20.		
2	Insert "Copper River Basin Best Interest Finding"	100,000	100,000

Description:

This contract will provide the baseline information to allow the completion of a "best interest finding." This finding is required by statute before the issuance of an exploration license.

The companies will bid the amount of exploration expenditures. Successful exploration will bring in 12.5% in royalties, rental of \$3/acre/year, severance taxes, jobs and other benefits.

The capital funds allows the Division of Oil and Gas to contract with a private company to compile baseline data to complete a "Best Interest Finding" for exploration of oil and gas in the Copper River basin. It does not increase personnel in DNR.

Any exploration license fees and royalties will go into the general fund.

Copper River Basin Exploration Licensing

- ◆ **Copper River Basin Gas Exploration**
 - ✓ Previous Gas Shows in Older Wells
 - ✓ Analogous Basin to Cook Inlet where 5.4 TCF Produced to Date
 - ✓ Jump-Start Stranded Gas Development
- ◆ **Competitive Bid Filed 7/15/98** ^{\$100,000}
 - ✓ Best Interest Finding ~~\$200,000~~
 - ✓ \$400,000 License Fee, 12.5% Royalty
 - ✓ Bid a Dollar Value Work Commitment
 - ✓ Multi-Year Capital Expenditure
- ◆ **Positive Impacts**
 - ✓ Cooperative Work With ADGGS Summer 99 Field Season
 - ✓ Identify Gas Resources for Interior Communities
 - ✓ Additional Resources for Anchorage - ENSTAR & LNG Export
 - ✓ Incremental Pipeline Development Towards North Slope Reserves

TITLE: Maintain staffing levels for workload demands and exploration licensing

DESCRIPTION:

The division will utilize \$100.0 of this increment to contract a third party to compile the baseline information needed for best interest findings for exploration licenses. The division has received compelling proposals for a license in the Copper River area, which may not be issued until the finding process has been completed. There have been no oil and gas lease sales in this area in over 16 years. When the last sale was conducted, the contents of the best interest finding were much less inclusive than is now required by law, and division staff would virtually be starting from scratch to gather all of the necessary information. By law, a finding must discuss the petroleum potential of an area; fish and wildlife species and their habitat; current and projected uses in the area; cumulative effects of oil and gas exploration, development, production and transportation, including effects on subsistence uses, and historic and cultural resources; advantages, disadvantages and risks of various oil and gas transportation methods; and the effects of oil and gas exploration and development on communities in the area.

Concurrent with this exploration license, the division will be preparing for its first areawide oil and gas lease sale in the North Slope foothills. This sale area is outside of all previous North Slope sales, so, as with the Copper River area, the division has no baseline information that could form the groundwork for the best interest finding. Division staff will be concentrating on gathering information for this sale, at the expense of the Copper River finding.

Without this increment, the division will have to postpone the finding process for the Copper River Basin until FY01, and not be able to issue a license until FY02, three years from now. By that time it is very likely the companies interested in this area will no longer have in their exploration budgets funding to proceed with exploration in this area. Thus, no license would be issued, and the state will have lost an opportunity for new discoveries of oil and gas. In addition to the Copper River area, and in anticipation of industry's increased interest in the state's exploration licensing program, the division would utilize the remainder of this increment to allow us to begin developing "spec" best interest findings over other oil and gas basins in remote areas of the state. By having a third party compile the baseline information, the process of writing a finding will be considerably shortened, and the exploration licensing program would be allowed to pick up momentum.

Historically the division has very low, if any, turnover of positions. This \$100.0 increment in personal services will allow the division the opportunity to start the fiscal year with a more manageable vacancy factor.

EXPENDITURES

Personal Services	100.0
Travel	
Contractual	100.0
Supplies	
Equipment	
Lands & Buildings	
Grants & Claims	
Miscellaneous	
Total	200.0

FUNDING SOURCES

1002 Federal Receipts	
1003 General Fund Match	
1004 General Fund	
1005 GF Program Receipts	200.0
1007 IA Receipts	
1061 CIP Receipts	
1066 School Fund	
1108 Stat Des Prg Rcpts	
Total	200.0

STAFFING

Permanent Full-Time	
Permanent Part-time	
Temporary	

**DECREMENT
or INCREMENT
Form C5**

AGENCY NATURAL RESOURCES

BRU OIL and GAS DEVELOPMENT

COMPONENT OIL & GAS DEVELOPMENT #439

Page 1 of 1

Revised Date:

FY00

DNR #10

Scott J. ...

INTENT LANGUAGE

Offered in the Senate

To: CSSB 32(FIN)

Line Item: Department of Natural Resources, Snowmobile Trails Development

Page 19, line 17:

It is the intent of the Legislature that the Department of Natural Resources contract with appropriate entities to develop trails, safety and education programs. The legislature does not intend for these funds to be spent on additional staff in the department.

DPS #1

Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)

Offered by Senator John Torgerson
May, 1999

Public Safety
Page 19

Delete:

Aircraft and Vessel Repair and Maintenance (ED 99)
< 500,000 > General Funds

Fish & Wildlife Protection – Statewide Equipment (ED 99)
< 125,000 > General Funds

Insert on Page 19, after Line 23:

Repair, Replacement and Maintenance of Vessels, Fish & Wildlife
Enforcement Vessels and Aircraft (ED 99)
975,000 General Funds

DPS # 2

Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)

Offered by Senator John Torgerson
May, 1999

(ED 99)

Insert on Page 20, after Line 4: (Department of Public Safety)

Village Police Officer Training and Equipment 650,000 Other Funds

Explanation: This amendment appropriates \$650,00 in one-time federal receipts for advanced training, uniforms and equipment for village and tribal police officers.

DPS#3

1-GS1022\D
BWC
5/6/99

Amendment

Offered in Senate Finance Committee

To: CSSB 32(FIN)

By: Senator Phillips

Department of Public Safety

Page 20, after line 4.

	Appropriation Item	General Funds
Add: Birchwood Squadron, Alaska Civil Air Patrol	\$8,000	\$8,000

Description:

This funding is necessary to remove two 12,000 underground fuel storage tanks at the Civil Air Patrol hangar at the Birchwood Airport. The Alaska Civil Air patrol has applied for, and received approval for, matching funds from the DEC Storage Tank Assistance Program for \$12,000. This funding provides the required match.

UNDERGROUND STORAGE TANKS

PROJECT DESCRIPTION AND JUSTIFICATION:

The Alaska Civil Air Patrol has 3 sites which had or have under ground storage tanks (UST's). The State of Alaska has been enjoying the availability of the fuel tanks for Search and Rescue, Disaster Relief and Emergency Services for years. Now it has come time to help remove these tanks so compliance can be met which is mandated by the State of Alaska. As it stands now, all of the tanks owned by the Alaska Civil Air Patrol, are mandated to be removed no later than December 22, 1998.

1) The Maintenance hanger, at Lake Hood, had a 2,000 gallon underground storage tank which was purchased in 1982 along with the hanger. This tank was removed under a ADEC grant which did not cover the total cost of removal. There is testing needed which has been estimated at \$4,800.00. This is to say nothing about the cost of clean up of contaminated soil that has been found there.

2) The Birchwood Squadron at the Birchwood Airport has (2) UST's each are 1,200 gallons in size. These tanks were purchased along with the hanger in 1989. One tank is now out of service and the other is expected to be out of service and free of product by December 1, 1998. The CAP has also applied for a grant under the ADEC grant program for these tanks. As of this date we have not received a grant for removal of these tanks. The estimated cost to remove these tanks are \$10,000.00 each. This is also not including any clean up costs of contaminated soil or any hidden costs.

3) The Juneau Squadron at the Juneau Airport has (2) UST's each are 1,000 gallons in size. It is not clear if the UST's were in place when CAP purchased the property in 1959 or installed at a later date. These tanks have been out of service with no product in them since 1991. The CAP has also applied for a grant under the ADEC grant program for these tanks. As of this date we have not received a grant for removal of these tanks but the ADEC has indicated that a grant for removal may be possible. The estimated cost to remove these tanks are \$10,000.00 each. This is also not including any clean up costs of contaminated soil or any hidden costs.

ANALYSIS OF ESTIMATED COSTS:

The 5 tanks that need funds for removal or testing are estimated to run well over \$60,000.00. This is not mentioning anything about any clean up costs of contaminated soil or any hidden costs or replacements of the tanks that are or will be removed in time.



Official Business

Alaska State Legislature

SENATE

State Capitol
Juneau, AK 99801-1182

MEMORANDUM

TO: Senator John Torgerson, Co-Chair
Senator Dave Donley, Vice-Chair
Senate Finance Committee

FROM: Senator Rick Halford *Rick*
Senator Randy Phillips *RFP*

DATE: April 28, 1999

SUBJECT: Capital Budget priority funding request

We request that you include the following project in the capital budget.

Birchwood Squadron, Alaska Civil Air Patrol \$8,000

This funding is necessary to remove two 1,200-gallon underground fuel storage tanks located at the CAP Hangar at Birchwood Airport. The Alaska Civil Air Patrol has applied for, and received approval for, matching funds from the DEC Storage Tank Assistance Program totaling \$12,000.

The total cost of the tank removal project is \$20,000. In the event the matching grants are not available the amount requested is \$20,000.

DOT #1

Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)

Offered by Senator John Torgerson
May, 1999

Insert on Page 24, after line 16: (Anchorage International Airport)

Anchorage International Airport \$11,500,000 Other Funds
Terminal Baggage System Upgrade/Replacement (ED 10-25)

Explanation: This amendment appropriates \$11.5 mm from the International Airport Revenue Fund to upgrade the AIA baggage system.

Capital Budget Amendment:

Anchorage International Airport Terminal Baggage System Upgrade/Replacement	\$11.5 Million IARF
--	---------------------

Supporting Explanation:

This CIP request provides funding necessary for the upgrade and replacement of the entire baggage handling system at Anchorage International Airport's domestic passenger terminal (South Terminal). This project includes the replacement of existing out-bound baggage make-up conveyor systems, replacement of ticket counter conveyors, additional check-in conveyors, new interline baggage conveyors, new curbside conveyors, additional tour bag processing conveyors, and a security scanning system conveyor.

This project will allow for the entire baggage system at the South Terminal to be replaced/upgraded in conjunction with the Terminal Redevelopment Project that was approved by the legislature in 1998. This CIP project provides funding for new systems and replacement systems that were not part of the original Terminal Redevelopment Project. Included are replacement conveyors for existing out-bound baggage handling systems that contain components that are obsolete (up to 40 years old) and for which parts are no longer manufactured. Also included are new out-bound and interline conveyor systems which will significantly reduce baggage processing time. These additional systems will reduce maintenance costs and will greatly enhance passenger convenience and service.

Approval of this CIP project this fiscal year will allow for the installation of these additional improvements concurrent with the construction of the new terminal facility. This will minimize construction cost, provide the optimum level of service to passengers upon opening of the new terminal and minimize disruption to the travel public that would otherwise be caused by installation at a later date.

This project is completely funded with International Airport Revenue Funds.

DOT #3

Amendment

Offered in Senate Finance
To: Work Draft CS for SB32 (FIN)

By: *Senator
Torgerson*

Delete:

Page 24, line 17 - 19

Add:

Page 31, line 14

	ALLOCATIONS	APPROPRIATION ITEMS	GENERAL FUND	OTHER FUNDS
National Highway System Program (NHS) Construction		<u>402,424,159</u> [377,924,159]	24,422,059	<u>378,002,100</u> [353,502,100]
Anchorage International Airport Terminal Expansion Landside Access Improvements	24,500,000			

This amendment moves a NHS project from the Airport Improvement Program appropriation to the National Highway System Construction appropriation.

AMENDMENT

DOT #5

OFFERED IN THE SENATE FINANCE COMMITTEE
TO: WORK DRAFT CSSB 32(FIN)

BY Sen. Donley

DELETE:

On page 37, lines 16-21.

	Allocations	Appropriation Items	General Funds	Other Funds
Trails and Recreational Access for Alaska (TRAAK) Category A (ED 99)		12,528,663	1,131,313	11,397,350
Trails and Recreational Access for Alaska (TRAAK) Category B (ED 99)		1,005,826	90,826	915,000
Trails and Recreational Access for Alaska (TRAAK) Category C (ED 99)		8,392,877	757,877	7,635,000

INSERT:

On page 37, after line 15.

	Allocations	Appropriation Items	General Funds	Other Funds
Trails and Recreational Access for Alaska (TRAAK) (ED 99)		22,175,799	2,002,449	20,173,350
TRAAK State Match (ED 99)	2,002,449			
Anchorage: US Forest Service: Portage Valley Trail System Construction (ED 18)	3,000,000			
Bethel: Boardwalk Construction (ED 39)	730,000			
Central Region: Americans with Disabilities Act Pedestrian Facilities (ED 99)	190,000			
Central Region: Winter Trail Marking (ED 99)	165,000			
Church Road Bike Path Design and Construction (ED 25)	77,350			
Copper River Highway: MP 5.5 - Bridge/Pedestrian Walkway (ED 35)	1,000,000			
Edgerton Highway: Kenny Lake Multi-use Trail (ED 35)	125,000			

(TRAAK) 1

Fairbanks: 100 Mile Loop Multi- Use Trail (ED 29-34)	145,000
Fairbanks: Chena Hot Springs Road: Chena River State Recreation Area (ED 33)	550,000
Fairbanks: Chena River Bicycle Trail (ED 32)	135,000
Fairbanks: Creamer's Refuge Phase I (ED 30)	380,000
Fairbanks: McGrath Road Bike/ Pedestrian Trail (ED 33)	65,000
Juneau: Channel Drive Wayside Construction Transportation Enhancement (ED 4)	1,970,000
Juneau: Glacier Highway: Eagle Beach State Recreation Area Trailhead and Wayside (ED 4)	1,655,000
Kenai Spur Road Unity Trail Pedestrian/Bike Path (ED 9)	1,640,000
Ketchikan: Lighting for Married Man's Trail (ED 1)	35,000
Ketchikan: Totem Bight State Historical Park Scenic Wayside (ED 1)	10,000
Kodiak: East Elementary School to Main Elementary School Separated Pathway (ED 6)	295,000
Lower Yukon Trail Staking (ED 99)	300,000
Naknek/King Salmon: Pathway Construction (ED 40)	1,760,000
North Pole: Bike Trail Rehabilitation and Connections (ED 34)	675,000
Northern Region: Americans with Disabilities Act Pedestrian	750,000

Facilities (ED 99)	
Parks Highway Pedestrian Bridges Construction (ED 26)	2,385,000
Petersburg: Mitkof Highway Coastal Path (ED 2)	135,000
Richardson Highway: MP 127 - Gulkana River Wayside (ED 36)	95,000
Richardson Highway: MP 337 Eielson Air Force Base Wayside (ED 34)	160,000
Scenic Byways Grants (ED 99)	350,000
Seward Highway: Bird Flats to Bird Point Pathway Construction (ED 18)	285,000
Southeast Region: Scenic Viewshed (ED 99)	285,000
Valdez Gold Rush Trail (ED 35)	130,000
Wasilla-Bogard Road and Crusey Pathways (ED 26)	460,000
Wasilla: Knik Goose Bay Road Pedestrian Path Construction (ED 28)	145,000
Wrangell: Airport Loop Phase #1 (ED 2)	91,000

AMENDMENT

DOT#7

OFFERED IN THE SENATE FINANCE COMMITTEE
TO: WORK DRAFT CSSB 32(FIN)

BY Sen. Donkey

DELETE:

On page 28, lines 27-32.

	Allocations	Appropriation Items	General Funds	Other Funds
Community Transportation Program (CTP) Category A (ED 99)		69,207,533	7,952,533	61,255,000
Community Transportation Program (CTP) Category B (ED 99)		23,845,880	3,767,930	20,077,950
Community Transportation Program (CTP) Category C (ED 99)		2,717,694	235,694	2,482,000

INSERT:

On page 28, after line 26.

	Allocations	Appropriation Items	General Funds	Other Funds
Community Transportation Program (CTP) (ED 99)		95,723,564	11,951,864	83,771,700
CTP State Match (ED 99)	11,951,864			
Abandoned Vehicle Program (ED 99)	95,000			
Annual Internal Review Audit Program (ED 99)	230,000			
Annual Planning Work Program (ED 99)	7,125,000			
Anvik: Bridge Replacement (ED 36)	800,000			
Bridge Inventory, Inspection, Monitoring, Rehabilitation, and Replacement Program (ED 99)	3,000,000			
Central Region Non-National Highway System Pavement and Bridge Refurbishment (ED 99)	3,050,000			
Civil Rights Program (ED 99)	175,000			
Commercial Vehicle Safety Enforcement (ED 99)	350,000			

(CTP) 1

Cordova: Lake Avenue Upgrade (ED 35)	940,000
Fairbanks: 2nd/Wilbur (ED 31)	675,000
Fairbanks: Airport Way/Sportsman Way Signalization (ED 30)	270,000
Fairbanks: BAR-97 Emissions Test Equipment Grant Program (ED 31)	865,000
Fairbanks: Courthouse Traffic Revisions (ED 31)	525,000
Fairbanks: Electrical Plug-In and Operation Program (ED 31)	1,855,000
Fairbanks: Old Steese Highway Reconstruction (ED 31)	50,000
Fairbanks: Trainor Gate Road Upgrade (ED 31)	485,000
Fairbanks: University Avenue Widening (ED 30)	3,370,000
Fairbanks: University of Alaska New Geist Access (ED 29)	5,920,000
Fairbanks: Vehicle Inspection Program Improvements (ED 29-34)	185,000
Highway Data Equipment Acquisition and Installation (ED 99)	1,045,000
Homer: Bartlett/Hohe Street Rehab (ED 7)	1,140,000
Homer: East End Road MP 0.0 to 3.6 Rehabilitation (ED 7)	6,650,000
Intelligent Transportation System (ED 99)	675,000

Juneau: Glacier Highway: McNugget to Loop Road Safety Improvements and Paving (ED 4)	1,300,000
Kasigluk: Sanitation Road Reconstruction (ED 39)	282,000
Kenai: Forest Drive/Redoubt Avenue Rehabilitation (ED 9)	2,500,000
Kodiak: Rezanof Drive 'Y' Intersection Improvement (ED 6)	920,000
Kongiganak: Sanitation Boardwalk Construction (ED 39)	425,000
Matanuska-Susitna Borough: Hatcher Pass Road MP 7.0 to 14 Rehabilitation (ED 26-28)	3,650,000
Matanuska-Susitna Borough: Knik- Goose Bay Road Rehabilitation (ED 28)	95,000
Matanuska-Susitna Borough: Palmer-Wasilla Highway Extension (ED 26)	5,000,000
Matanuska-Susitna Borough: Trunk Road Reconstruction (ED 27)	2,100,000
National Highway Institute Training (ED 99)	165,000
Northern Region Non-National Highway System Pavement and Bridge Refurbishment (ED 99)	2,755,000
Program Review and Evaluation (ED 99)	190,000
Public Transportation Social Service Van Replacement (ED 99)	240,000
Seismic Retrofit - Bridges (ED 99)	1,745,000
Sitka: Harbor Way Reconstruction/O'Connell Bridge - Harbor Drive (ED 2)	1,395,000

Soldotna: Kalifornsky Beach Road MP 16.4 to 22.4 Rehabilitation and Safety Improvements (ED 8)	1,775,000
Southeast Region Non-National Highway System Pavement and Bridge Refurbishment (ED 99)	3,550,000
Statewide Road Surfacing and Transfer (ED 99)	4,200,000
Statewide Western Alliance for Quality Transportation Construction Training (ED 99)	50,000
Unalaska South Channel Bridge Construction (ED 40)	2,300,000
Urban Planning Program (ED 99)	1,755,000
Safety: Non-National Highway System Highway Safety Improvement Program (ED 99)	3,600,000
Safety: Non-National Highway System Pavement Markings and Signalization (ED 99)	450,000
Shaktoolik: Landfill Road (ED 38)	55,000
Statewide Research Program (ED 99)	1,600,000
St. Mary's: Airport Road Rehabilitation (ED 38)	445,000
Stevens Village: Sanitation Road (ED 36)	265,000
Unalaska: East Point/Ballyhoo Road Rehabilitation Phase I (ED 40)	909,700
Unalaska: East Point/Ballyhoo Road Rehabilitation, Phase II (ED 40)	305,000
Venetie: Sanitation Road Construction (ED 36)	275,000

AMENDMENT

DOT#10

OFFERED IN THE SENATE FINANCE COMMITTEE
TO: WORK DRAFT CSSB 32(FIN)

BY Sen Donley

DELETE:

On page 22, lines 24-26:	Appropriation Items	General Funds	Other Funds
Anchorage Metropolitan Area Transportation Study (AMATS) Projects (ED 10-25)	49,912,059	4,507,059	45,405,000

INSERT:

On page 22, after line 23:	Appropriation Items	General Funds	Other Funds
Anchorage Area Contingency for Planning/Construction Shortfalls and Road/Intersection Improvements (ED 10-25)	655,800		655,800
Anchorage Air Quality/Non- Attainment Area Projects (ED 10-25),	6,787,952	612,952	6,175,000
Anchorage: Arctic Blvd. Reconstruction: Dimond Blvd. to Raspberry Rd./68th Ave. and Raspberry Rd from Arctic to C St. (ED 11)	329,779	29,779	300,000
Anchorage: Dowling Road – Raspberry To Lake Otis Parkway(ED 10-25)	1,364,700		1,364,700
Anchorage: Elementary School Pedestrian Overpass; New Design, Replacement, Construction, Improvements and ADA Upgrades (ED 10-25)	862,922	77,922	785,000
Anchorage: Northern Lights Blvd. – Noise Barriers (ED 10-25)	240,739	21,739	219,000
Anchorage: Victor Road – 100 th Avenue to Dimond Drive (ED 10-25)	500,055	45,155	454,900

1	Anchorage: 15th Avenue	2,748,159	248,159	2,500,000
2	Reconstruction: L St. to Juneau			
3	Street (ED 15)			
4				
5				
6	AMATS National Highway System	11,948,994	1,078,994	10,870,000
7				
8	Anchorage: Port Access: Ocean	1,099,263		
9	Dock Road/Rail Rack (ED 13)			
10				
11	Anchorage: Minnesota Drive and	4,699,351		
12	International Airport Road			
13	Interchange (ED 11)			
14				
15	Anchorage: Minnesota Drive: Old	1,055,293		
16	Seward Highway: International			
17	Airport Road Surface			
18	Rehabilitation (ED 10)			
19				
20	Anchorage: New Seward Highway at	5,095,086		
21	Dimond Interchange Capacity			
22	Improvement (ED 17)			
23				
24				
25	AMATS Roadway Improvement Program	23,183,497	2,093,467	21,090,000
26				
27	Anchorage: DeArmoun Rd	549,632		
28	Reconstruction (ED 18)			
29				
30	Anchorage: Dowling Rd.	3,572,606		
31	Reconstruction: Lake Otis Pkwy.			
32	to Old Seward Hwy. (ED 20)			
33				
34	Anchorage: Highway Safety	1,648,895		
35	Projects (ED 10-25)			
36				
37	Anchorage: LED Signal	2,682,203		
38	Installation (ED 10-25)			
39				
40	Eagle River: Business Blvd.	2,088,601		
41	Roadway Rehabilitation. Old Glen			
42	Highway to Old Glenn Highway			
43	(ED 25)			
44				
45	Anchorage: Old Seward Hwy.	12,641,530		
46	Reconstruction (ED 17)			
47				
48				
49				
50				

1	AMATS Transportation Enhancement	4,913,708	443,708	4,470,000
2	Programs			
3				
4	Anchorage: Ship Creek Trail	1,923,711		
5	(ED 14)			
6				
7	Eagle River: Business Blvd. Area	2,989,997		
8	Pedestrian Safety Improvements			
9	(ED 25)			
10				
11				

AMENDMENT

DOT #11

OFFERED IN THE SENATE FINANCE COMMITTEE

BY Senator John Torgerson

TO: WORK DRAFT CSSB 32(FIN)

DELETE:

On page 21, lines 18-19.

	Allocations	Appropriation Items	General Funds	Other Funds
Facilities Deferred Maintenance and Critical Repairs (ED 99)		1,028,000	1,028,000	

INSERT:

On page 21, after line 26.

	Allocations	Appropriation Items	General Funds	Other Funds
Facilities Deferred Maintenance and Critical Repairs (ED 99)		1,178,000	1,178,000	
Closure of State-Maintained Portion of Harborview Facility (ED 35)	150,000			
Other Facilities Deferred Maintenance and Critical Repairs (ED 99)		1,028,000		

This amendment provides funding for the Department of Transportation and Public Facilities to close the State's portion of the Harborview facility in Valdez.

DOT #12

Amendment to an Amendment

Offered in Senate Finance
To: Work Draft CS for SB32 (FIN)

By: *Senator Wilken*

Add:

	ALLOCATIONS	APPROPRIATION ITEMS	GENERAL FUND	OTHER FUNDS
Community Transportation Program (NHS) Construction		<u>99,223,564</u> [95,723,564]	11,951,864	<u>87,271,700</u> [83,771,700]
Kenai: Kenai Peninsula Roads	3,500,000			

This amendment adds a Public Lands Discretionary project (100% federal funding) recently approved by Federal Highway Administration.

DOT # 13 AMENDED

I-GS10224-18
Cramer
5/7/99

AMENDMENT

OFFERED IN THE SENATE

BY SENATOR DONLEY

TO: CSSB 32(), Draft Version "D"

1 Page 6, lines 4 - 5:

2 Delete all material and insert:

3 *** Sec. 13.** If sec. 17 of this Act has not taken effect under sec. 14 of this Act before
4 July 1, 2000, sec. 17 of this Act is repealed on July 1, 2000.

5 *** Sec. 14.** Section 17 of this Act takes effect on the day after the ^{insert language} ~~commissioner~~ ^{bill} of
6 transportation and public facilities ^{to} publishes public notice of a proposal to amend the
7 Statewide Transportation Improvement Plan to incorporate all the projects included in sec.
8 17 of this Act. The commissioner of transportation and public facilities shall immediately
9 notify the lieutenant governor and the revisor of statutes when the notice is published.

10 *** Sec. 15.** Except as provided in sec. 14 of this Act, this Act takes effect July 1, 1999.

11 (SECTION 16 OF THIS ACT BEGINS ON PAGE __)"

12 Renumber the following bill sections and conform internal bill section references in the back
13 pages accordingly.

14 Page 7, line 2:

15 Delete "section 15"

16 Insert "section 18"

"the AMATS policy
committee authorizes"

17 Page 22, lines 24 - 26:

18 Delete all material.

19 Page 53, following line 17:

20 Insert a new bill section to read:

21 *** Sec. 17.** The following appropriation items are made from the general fund or other

1 funds as set out in sec. 18 of this Act, which lists funding sources, to the Department of
 2 Transportation and Public Facilities for the purposes expressed. The appropriations are for
 3 capital projects and lapse under AS 37.25.020.

4	APPROPRIATION	GENERAL	OTHER
5	ALLOCATIONS	ITEMS	FUND
			FUNDS
6	Anchorage Area	655,800	655,800
7	Contingency for		
8	Planning/Construction		
9	Shortfalls and Road/		
10	Intersection Improvements		
11	(ED 10-25)		
12	Anchorage Air Quality/	6,787,952	612,952
13	Non-Attainment Area		6,175,000
14	Projects (ED 10-25)		
15	Anchorage: Arctic Blvd.	329,779	29,779
16	Reconstruction: Dimond		300,000
17	Blvd. to Raspberry Rd./		
18	68th Ave. and Raspberry		
19	Rd. from Arctic to C St.		
20	(ED 11)		
21	Anchorage: Dowling Road -	1,364,700	1,364,700
22	Raspberry to Lake Otis		
23	Parkway (ED 10-25)		
24	Anchorage: Elementary School	862,922	77,922
25	Pedestrian Overpass; New		785,000
26	Design, Replacement,		
27	Construction, Improvements		
28	and ADA Upgrades (ED 10-25)		
29	Anchorage: Northern Lights	240,739	21,739
30	Blvd. - Noise Barriers		219,000
31	(ED 10-25)		

1	Anchorage: Victor Road -	500,055	45,155	454,900
2	100th Avenue to Dimond			
3	Drive (ED 10-25)			
4	Anchorage: 15th Avenue	2,748,159	248,159	2,500,000
5	Reconstruction: L St. to			
6	Juneau Street (ED 15)			
7	AMATS National Highway	11,948,994	1,078,994	10,870,000
8	System			
9	Anchorage: Port Access:	1,099,263		
10	Ocean Dock Road/Rail			
11	Rack (ED 13)			
12	Anchorage: Minnesota	4,699,351		
13	Drive and International			
14	Airport Road Interchange			
15	(ED 11)			
16	Anchorage: Minnesota	1,055,293		
17	Drive: Old Seward			
18	Highway: International			
19	Airport Road Surface			
20	Rehabilitation (ED 10)			
21	Anchorage: New Seward	5,095,086		
22	Highway at Dimond			
23	Interchange Capacity			
24	Improvement (ED 17)			
25	AMATS Roadway	23,183,497	2,093,467	21,090,000
26	Improvement Program			
27	Anchorage: DeArmoun Rd.	549,632		
28	Reconstruction (ED 18)			
29	Anchorage: Dowling Rd.	3,572,606		
30	Reconstruction: Lake			
31	Otis Pkwy. to Old Seward			
32	Hwy. (ED 20)			

1	Anchorage: Highway	1,648,895		
2	Safety Projects			
3	(ED 10-25)			
4	Anchorage: LED Signal	2,682,203		
5	Installation (ED 10-25)			
6	Eagle River: Business	2,088,601		
7	Blvd. Roadway			
8	Rehabilitation: Old Glenn			
9	Highway to Old Glenn			
10	Highway (ED 25)			
11	Anchorage: Old Seward	12,641,530		
12	Hwy. Reconstruction			
13	(ED 17)			
14	AMATS Transportation		4,913,708	443,708
15	Enhancement Programs			4,470,000
16	Anchorage: Ship Creek	1,923,711		
17	Trail (ED 14)			
18	Eagle River: Business	2,989,997		
19	Blvd. Area Pedestrian			
20	Safety Improvements			
21	(ED 25)"			

22 Renumber the following bill sections accordingly.

DOT #14

1-GS1022D.19
Cramer/
5/7/99

AMENDMENT

OFFERED IN THE SENATE

BY SENATOR DONLEY

TO: CSSB 32, Draft Version "D"

1 Page 6, lines 4 - 5:

2 Delete all material and insert:

3 *** Sec. 13.** If sec. 17 of this Act has not taken effect under sec. 14 of this Act by July 1,
4 2000, sec. 17 of this Act is repealed on July 2, 2000.

5 *** Sec. 14.** Section 17 of this Act takes effect on the day after the commissioner of
6 transportation and public facilities publishes public notice of a proposal to amend the
7 Statewide Transportation Improvement Plan to incorporate the projects included in sec. 17
8 of this Act. The commissioner of transportation and public facilities shall immediately notify
9 the lieutenant governor and the revisor of statutes when the notice is published.

10 *** Sec. 15.** Except as provided in sec. 14 of this Act, this Act takes effect July 1, 1999.

11 (SECTION 16 OF THIS ACT BEGINS ON PAGE __)"

12 Renumber the following bill sections and conform internal bill section references in the back
13 pages accordingly.

14 Page 7, line 2:

15 Delete "section 15"

16 Insert "section 18"

17 Page 28, lines 27 - 32:

18 Delete all material.

19 Page 53, following line 17:

20 Insert a new bill section to read:

21 *** Sec. 17.** The following appropriation items are made from the general fund or other

1 funds as set out in sec. 18 of this Act, which lists the funding sources, to the Department of
 2 Transportation and Public Facilities for the purposes expressed. The appropriations are for
 3 capital projects and lapse under AS 37.25.020.

4	APPROPRIATION	GENERAL	OTHER
5	ALLOCATIONS	FUND	FUNDS
6	Community Transportation	95,723,564	11,951,864
7	(CTP) (ED 99)		83,771,700
8	CTP State Match (ED 99)	11,951,864	
9	Abandoned Vehicle	95,000	
10	Program (ED 99)		
11	Annual Internal Review	230,000	
12	Audit Program (ED 99)		
13	Annual Flanning Work	7,125,000	
14	Program (ED 99)		
15	Anvik: Bridge	800,000	
16	Replacement (ED 36)		
17	Bridge Inventory, Inspection,	3,000,000	
18	Monitoring, Rehabilitation,		
19	and Replacement program		
20	(ED 99)		
21	Central Region Non-National	3,050,000	
22	Highway System Pavement		
23	and Bridge Refurbishment		
24	(ED 99)		
25	Civil Rights Program (ED 99)	175,000	
26	Commercial Vehicle Safety	350,000	
27	Enforcement (ED 99)		
28	Cordova: Lake Avenue	940,000	
29	Upgrade (ED 35)		
30	Fairbanks: 2nd/Wilbur	675,000	
31	(ED 31)		
32	Fairbanks: Airport Way/	270,000	

1-GS1022D.19

1	Sportsman Way	
2	Signalization (ED 30)	
3	Fairbanks: BAR-97	865,000
4	Emissions Test	
5	Equipment Grant	
6	Program (ED 31)	
7	Fairbanks: Courthouse	525,000
8	Traffic Revisions (ED 31)	
9	Fairbanks: Electrical	1,855,000
10	Plug-In and Operation	
11	Program (ED 31)	
12	Fairbanks: Old Steese	50,000
13	Highway Reconstruction	
14	(ED 31)	
15	Fairbanks: Trainor Gate	485,000
16	Road Upgrade (ED 31)	
17	Fairbanks: University	3,370,000
18	Avenue Widening	
19	(ED 30)	
20	Fairbanks: University of	5,920,000
21	Alaska New Geist	
22	Access (ED 29)	
23	Fairbanks: Vehicle	185,000
24	Inspection Program	
25	Improvements (ED 29-34)	
26	Highway Data Equipment	1,045,000
27	Acquisition and	
28	Installation (ED 99)	
29	Homer: Bartlet/Hohe	1,140,000
30	Street Rehab (ED 7)	
31	Homer: East End Road	6,650,000
32	MP 0.0 to 3.6	

1	Rehabilitation (ED 7)	
2	Intelligent Transportation	675,000
3	System (ED 99)	
4	Juneau: Glacier Highway:	1,300,000
5	McNugget to Loop Road	
6	Safety Improvements	
7	and Paving (ED 4)	
8	Kasigluk: Sanitation Road	282,000
9	Reconstruction (ED 39)	
10	Kenai: Forest Drive/Redoubt	2,500,000
11	Avenue Rehabilitation	
12	(ED 9)	
13	Kodiak: Rezanof Drive 'Y'	920,000
14	Intersection Improvement	
15	(ED 6)	
16	Kongiganak: Sanitation	425,000
17	Boardwalk Construction	
18	(ED 39)	
19	Matanuska-Susitna Borough:	3,650,000
20	Hatcher Pass Road MP 7.0	
21	to 14 Rehabilitation	
22	(ED 26-28)	
23	Matanuska-Susitna Borough:	95,000
24	Knik-Goose Bay Road	
25	Rehabilitation (ED 28)	
26	Matanuska-Susitna Borough:	5,000,000
27	Palmer-Wasilla Highway	
28	Extension (ED 26)	
29	Matanuska-Susitna Borough:	2,100,000
30	Trunk Road Reconstruction	
31	(ED 27)	
32	National Highway Institute	165,000

1	Training (ED 99)	
2	Northern Region Non-	2,755,000
3	National Highway	
4	System Pavement and	
5	Bridge Refurbishment	
6	(ED 99)	
7	Program Review and	190,000
8	Evaluation (ED 99)	
9	Public Transportation	240,000
10	Social Service Van	
11	Replacement (ED 99)	
12	Seismic Retrofit - Bridges	1,745,000
13	(ED 99)	
14	Sitka: Harbor Way	1,395,000
15	Reconstruction/O'Connell	
16	Bridge - Harbor Drive (ED 2)	
17	Soldotna: Kalifornsky Beach	1,775,000
18	Road MP 16.4 to 22.4	
19	Rehabilitation and Safety	
20	Improvements (ED 8)	
21	Southeast Region Non-	3,550,000
22	National Highway System	
23	Pavement and Bridge	
24	Refurbishment (ED 99)	
25	Statewide Road Surfacing	4,200,000
26	and Transfer (ED 99)	
27	Statewide Western Alliance	50,000
28	for Quality Transportation	
29	Construction Training (ED 99)	
30	Unalaska South Channel	2,300,000
31	Bridge Construction (ED 40)	
32	Urban Planning Program	1,755,000

1-GS1022'D.19

- 1 (ED 99)
- 2 Safety: Non-National 3,600,000
- 3 Highway System
- 4 Highway Safety
- 5 Improvement
- 6 Program (ED 99)
- 7 Safety: Non-National 450,000
- 8 Highway System
- 9 Pavement Markings and
- 10 Signalization (ED 99)
- 11 Shaktoolik: Landfill 55,000
- 12 Road (ED 38)
- 13 Statewide Research 1,600,000
- 14 Program (ED 99)
- 15 St. Mary's: Airport Road 445,000
- 16 Rehabilitation (ED 38)
- 17 Stevens Village: Sanitation 265,000
- 18 Road (ED 36)
- 19 Unalaska: East Point/ 909,700
- 20 Ballyhoo Road
- 21 Rehabilitation, Phase I
- 22 (ED 40)
- 23 Unalaska: East Point/ 305,000
- 24 Ballyhoo Road
- 25 Rehabilitation, Phase II
- 26 (ED 40)
- 27 Venetie: Sanitation Road 275,000
- 28 Construction (ED 36)"

- 29 Renumber the following bill sections accordingly.

- 30 Adjust funding source information accordingly.

DOT # 15

I-GS1022\D.20
Cramer
5/7/99

A M E N D M E N T

OFFERED IN THE SENATE

BY SENATOR DONLEY

TO: CSSB 32, Draft Version "D"

1 Page 6, lines 4 - 5:

2 Delete all material and insert:

3 **"* Sec. 13.** If sec. 17 of this Act has not taken effect under sec. 14 of this Act before
4 July 1, 2000, sec. 17 of this Act is repealed on July 1, 2000.

5 *** Sec. 14.** Section 17 of this Act takes effect on the day after the commissioner of
6 transportation and public facilities publishes public notice of a proposal to amend the
7 Statewide Transportation Improvement Plan to incorporate the projects included in sec. 17
8 of this Act. The commissioner of transportation and public facilities shall immediately notify
9 the lieutenant governor and the revisor of statutes when the notice is published.

10 *** Sec. 15.** Except as provided in sec. 14 of this Act, this Act takes effect July 1, 1999.

11 (SECTION 16 OF THIS ACT BEGINS ON PAGE __)"

12 Renumber the following bill sections and conform internal bill section references in the back
13 pages accordingly.

14 Page 7, line 2:

15 Delete "section 15"

16 Insert "section 18"

17 Page 37, lines 16 - 21:

18 Delete all material.

19 Page 53, following line 17:

20 Insert a new bill section to read:

21 **"* Sec. 17.** The following appropriation items are made from the general fund or other

1 funds as set out in sec. 18 of this Act, which lists funding sources, to the Department of
 2 Transportation and Public Facilities for the purposes expressed. The appropriations are for
 3 capital projects and lapse under AS 37.25.020.

4	APPROPRIATION	GENERAL	OTHER	
5	ALLOCATIONS	ITEMS	FUND	
			FUNDS	
6	Trails and Recreational	22,175,799	2,002,449	20,173,350
7	Access for Alaska (TRAAK)			
8	(ED 99)			
9	TRAAK State Match (ED 99)	2,002,449		
10	Anchorage: US Forest	3,000,000		
11	Service: Portage Valley			
12	Trail System Construction			
13	(ED 18)			
14	Bethel: Boardwalk	730,000		
15	Construction (ED 39)			
16	Central Region: Americans	190,000		
17	with Disabilities Act			
18	Pedestrian Facilities (ED 99)			
19	Central Region: Winter Trail	165,000		
20	Marking (ED 99)			
21	Church Road Bike Path	77,350		
22	Design and Construction			
23	(ED 25)			
24	Copper River Highway:	1,000,000		
25	MP 5.5 - Bridge/Pedestrian			
26	Walkway (ED 35)			
27	Edgerton Highway: Kenny	125,000		
28	Lake Multi-Use Trail (ED 35)			
29	Fairbanks: 100 Mile Loop	145,000		
30	Multi-Use Trail (ED 29-34)			
31	Fairbanks: Chena Hot Springs	550,000		
32	Road: Chena River State			

1	Recreation Area (ED 33)	
2	Fairbanks: Chena River	135,000
3	Bicycle Trail (ED 32)	
4	Fairbanks: Creamer's Refuge	380,000
5	Phase I (ED 30)	
6	Fairbanks: McGrath Road	65,000
7	Bike/Pedestrian Trail (ED 33)	
8	Juneau: Channel Drive	1,970,000
9	Wayside Construction	
10	Transportation Enhancement	
11	(ED 4)	
12	Juneau: Glacier Highway:	1,655,000
13	Eagle Beach State Recreation	
14	Area Trailhead and Wayside	
15	(ED 4)	
16	Kenai Spur Road Unity	1,640,000
17	Trail Pedestrian/Bike	
18	Path (ED 9)	
19	Ketchikan: Lighting for	35,000
20	Married Man's Trail (ED 1)	
21	Ketchikan: Totem Bight State	10,000
22	Historical Park Scenic	
23	Wayside (ED 1)	
24	Kodiak: East Elementary	295,000
25	School to Main Elementary	
26	School Separated Pathway	
27	(ED 6)	
28	Lower Yukon Trail Staking	300,000
29	(ED 99)	
30	Naknek/King Salmon:	1,760,000
31	Pathway Construction	
32	(ED 40)	

1	North Pole: Bike Trail	675,000
2	Rehabilitation and	
3	Connections (ED 34)	
4	Northern Region:	750,000
5	Americans with Disabilities	
6	Act Pedestrian Facilities	
7	(ED 99)	
8	Parks Highway Pedestrian	2,385,000
9	Bridges Construction	
10	(ED 26)	
11	Petersburg: Mitkof Highway	135,000
12	Coastal Path (ED 2)	
13	Richardson Highway: MP	95,000
14	127 - Gulkana River	
15	Wayside (ED 36)	
16	Richardson Highway: MP	160,000
17	337 Eielson Air Force	
18	Base Wayside (ED 34)	
19	Scenic Byways Grants	350,000
20	(ED 99)	
21	Seward Highway: Bird	285,000
22	Flats to Bird Point	
23	Pathway Construction	
24	(ED 18)	
25	Southeast Region: Scenic	285,000
26	Viewshed (ED 99)	
27	Valdez Gold Rush Trail	130,000
28	(ED 35)	
29	Wasilla-Bogard Road and	460,000
30	Crusey Pathways (ED 26)	
31	Wasilla: Knik Goose Bay	145,000
32	Road Pedestrian Path	

- 1 Construction (ED 28)
- 2 Wrangell: Airport Loop 91.000
- 3 Phase #1 (ED 2)"
- 4 Renumber the following bill sections accordingly.
- 5 Adjust funding source information accordingly.

UNV #3

AMENDMENT

By Senator Green

Senate Bill 32, Draft 'D'

Section 14

Page 37, after Line 21

	Appropriation	General Funds	Federal Funds	Other Funds
Insert:	UNIVERSITY OF ALASKA			
Alaska Small Business Development Center (ED 99)		450,000		

Background Information:

The Alaska Small Business Development Center was inadvertently omitted when the Governor submitted his budget request. This \$450,000 appropriation leverages \$1,547,800 in federal funds, private sector funds and funds from local communities. Without these general funds the Center will be unable to continue services past September 1999.

The Small Business Development Center is a cooperative program of the U.S. Small Business Administration, and the University of Alaska. It was designed to provide small businesses with the practical assistance they need to survive, grow and prosper. The SBDC works with both established businesses and individuals who are planning to go into business and is committed to strengthening the Alaskan economy through growth and stability in small business.

The Small Business Development Center in 1998:

- Provided assistance to a total of 3284 small business owners or prospective small business owners
- Provided over 8901 hours of business workshop training to Alaska small businesses or prospective business owners
- Created 196 actual new jobs and insured retention of an additional 49 jobs
- Created 81 new businesses in the State of Alaska Responsible for businesses receiving a total of \$2,780,375 in capital through loans

And thus far in 1999:

- Provided assistance to 1632 small business owners
- Provided over 3970 hours of business workshop training
- Created 91 new jobs and insured retention of 64
- Created 39 new businesses in the State of Alaska Responsible for businesses receiving a total of \$4,966,715 in capital through loans and equity investment
- Provided assistance to 89 business owners or prospective business owners who had received AFDC or TANF payments within the last two years.

The Procurement Technical Assistance Center:

- Sponsored 64 outreach conferences with a total attendance of 1143 and participated in additional 21 non-sponsored conferences with a total attendance of 475
- Conducted 704 counseling sessions with businesses interested in government contracting
- Responsible for Alaska businesses receiving 466 prime contract awards and 127 subcontract awards
- Directly responsible, as reported by clients, for Alaskan businesses receiving \$183,407,614 in government contracts for the first nine months of the year

The Buy Alaska Program:

- Researched 255 buying needs of Alaskan businesses
- Completed 93 successful Buyer/Seller matches with Alaskan companies
- Retained \$15.24 million in purchases from Alaska businesses that would have been made out of State of Alaska Created 331 direct and indirect jobs through matches made
- Enrolled 311 new clients

FRONT #1

**Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)**

**Offered by Senator John Torgerson
May, 1999**

(ED 99)

Insert on Page 5, after line 28:

Sec. ___ Department of Natural Resources. The unexpended and unobligated balance of the appropriation made in sec. 9, ch. 139, SLA 1998, page 3, lines 26-30 (Department of Natural Resources for appraisal of public school lands - \$432,525) is reappropriated to the Department of Natural Resources for the same purpose for the fiscal year ending June 30, 2000.

Explanation: This extends the lapse date of the current year appropriation.

FRONT # 2

**Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)**

**Offered by Senator John Torgerson
May, 1999**

**Capital Project Matching Grant Programs.
Page 2, Line 7**

**Delete: < \$13,150,000 > General Funds
Insert: \$13,150,000 Alaska Housing Finance Corporation Receipts**

Page 2, Line 10

**Delete: < \$1,850,000 > General Funds
Insert: 1,850,000 Alaska Housing Finance Corporation Receipts**

Explanation: This amendment replaces \$15,000,000 in General Funds with unappropriated AHFC Receipts.

A M E N D M E N T

OFFERED IN THE SENATE

BY SENATOR LEMAN

TO: CSSB 32(FIN), Draft Version "D"

1 Page 5, following line 28:

2 Insert a new bill section to read:

3 **"* Sec. 11. GRANT TO ARCTIC POWER.** The sum of \$250,000 is appropriated from
4 the general fund to the Department of Community and Regional Affairs for payment as a
5 grant under AS 37.05.316 to Arctic Power for education efforts to open the coastal plain of
6 the Arctic National Wildlife Refuge for oil and gas exploration and development."

7 Renumber the following bill sections and conform internal bill section references in the back
8 pages accordingly.

9 Page 6, line 2:

10 Delete "secs. 8 and 9"

11 Insert "secs. 8, 9, and 11"

12 Page 6, line 5:

13 Delete "SECTION 14"

14 Insert "SECTION 15"



ANWR:

**JOBS AND ENERGY
FOR AMERICA**

ARCTIC POWER

1049 West 5th Avenue
Anchorage, Alaska 99501
(907) 274-2697
Fax (907) 274-2706

<http://www.anwr.org>

203 Maryland Avenue, N.E.
Washington, D.C. 20002
(202) 544-6355
(202) 544-6655
Fax (202) 544-5763
<http://www.anwr.org>

MEMORANDUM

DATE: April 27, 1999
TO: Senate Finance Committee Members
House Finance Committee Members
FROM: Cam Toohey, Arctic Power
RE: FY2000 ANWR Education State Funding

Arctic Power is requesting \$250,000 in the FY2000 Capital Budget for on-going education efforts to open the Coastal Plain of the Arctic National Wildlife Refuge for oil and gas exploration and development.

As in years past, the state funds will be used to conduct ANWR tours, continue DC education, produce communication materials, maintain union outreach, and respond to media campaigns. At this time we are witnessing a very organized effort from several national environmental organizations including the Sierra Club and AK Wilderness League, promoting wilderness designation for the Coastal Plain through both congressional and administrative channels. Maintaining a constant pro-development education presence is crucial if Alaska's efforts to open the region are to be successful.

State funds will be matched by Arctic Power through private memberships and contributions. State funds will not be used for Arctic Power staff or general operating activities.

The Legislature has supported Arctic Power activities since 1995. A funding history follows:

FY97	\$250.0
FY98	\$550.0
FY99	\$225.0
FY2000 proposed	\$250.0

Thank you for your attention to this matter. If you have any questions or require additional information, please contact Cam Toohey at 907-274-2697.



ANWR:

**JOBS AND ENERGY
FOR AMERICA**

**FY2000 State Budget Request
draft 4/19/99**

ARCTIC POWER
1049 West 5th Avenue
Anchorage, Alaska 99501
(907) 274-2697
Fax (907) 274-2706
<http://www.anwr.org>

203 Maryland Avenue, N.E.
Washington, D.C. 20002
(202) 544-6355
(202) 544-6655
Fax (202) 544-5763
<http://www.anwr.org>

DC Education effort	\$115,000
Target States	\$110,000
ANWR Tours	\$45,000
Union Outreach	\$50,000
Media response	\$50,000
Communication Material	\$50,000
<u>State Official Outreach</u>	<u>\$55,000</u>
FY2000 State funding budget	\$475,000

FY99 State funding carry-forward	\$225,000
FY2000 State funding appropriation (new-request)	\$250,000
Total FY2000 State funds	\$475,000

If you have any questions or require additional information, contact
Cam Toohey at 907-274-2697.

FRONT#6

1-GS1022AD.2
Cramer✓
5/5/99

AMENDMENT

*Offered by
Senator Torgerson
(by request)*

OFFERED IN THE SENATE

TO: CSSB 32(FIN), Draft Version "D"

1 Page 5, following line 28:

2 Insert a new bill section to read:

3 *** Sec. 11. KETCHIKAN TREATMENT FACILITY.** The sum of \$200,000 is
4 appropriated from statutory designated program receipts to the Department of Health and
5 Social Services for construction of a regional youth/residential diagnostic treatment facility
6 in Ketchikan."

7 Renumber the following bill sections and conform internal bill section references in the back
8 pages accordingly.

9 Page 6, line 2:

10 Delete "secs. 8 and 9"

11 Insert "secs. 8, 9, and 11"

12 Page 6, line 5:

13 Delete "SECTION 14"

14 Insert "SECTION 15"

Alaska State Legislature

Chairman,
Judiciary Committee

State Capitol
Juneau, Alaska 99801-1162
(907) 465-3873
Fax: (907) 465-3922



500 North Street
Suite 100
Ketchikan, Alaska 99901
(907) 225-8888
Fax: (907) 225-8888

Senator Robin L. Taylor

MEMORANDUM

TO: SENATOR JOHN TORGERSON, CO-CHAIR SENATE FINANCE COMMITTEE
FROM: SENATOR ROBIN L. TAYLOR
SUBJECT: REQUEST TO SPONSOR AMENDMENT TO SB 32
DATE: 5/5/99
CC:

Senator Torgerson:

Following is a request to amend Senate Bill No. 32. The City of Ketchikan has received the funds and would like them to be transferred to the Department of Health and Social Services. This amendment would allow an authorization appropriation needed for DISS to accept the funds. No appropriation of state general funds would be involved.

Robin L. Taylor
Robin L. Taylor
by John Kinnel

District A:

Hyder • Ketchikan • Kupreanof • Meyers Chuck • Petersburg • Saxman • Sitka • Wrangell

Senate Finance Committee **FRONIERO**
Amendment to CS for SB 32 (Fin

Offered by Sen. Long
May, 1999

Sec. ____ DEPARTMENT OF ADMINISTRATION. (a) Sec. 6 (f), ch. 2, SLA1999 is amended to read:

(f) The unexpended and unobligated corporate receipts balances of the appropriations made in sec. 10, ch. 4, FSSLA 1994, page 7, lines 30 - 31 (federal competitive grants/public housing - \$7,076,000) and sec. 10, ch. 4, FSSLA 1994, page 7, line 32 (federal competitive grants - \$4,953,000) are reappropriated to the Department of Administration for boiler system replacement at the Fairbanks Pioneers' Home. [, and t] The unexpended and unobligated corporate receipts balance, not to exceed \$588,664 [\$676,834], of the appropriation made in sec. 10, ch. 4, FSSLA 1994, page 7, line 34 (other competitive grants - \$1,300,000) are reappropriated to the Department of Administration for boiler system replacement at the Fairbanks Pioneers' Home[.] and the remaining unexpended and unobligated corporate receipts balance in excess of \$588,664 is reappropriated to the Department of Community and Regional Affairs for state match of federal funds from the U.S. Department of Commerce.

U

AMENDMENT

OFFERED IN THE SENATE

BY SENATOR LEMAN

TO: CSSB 32(FIN), Draft Version "D"

*From the department of
environmental conservation
from federal non-point
source pollution funds*

1 Page 5, following line 28:

2 Insert a new bill section to read:

3 ** Sec. 11. The sum of \$566,000 is appropriated from interagency receipts to the
4 following departments for operating costs for the fiscal year ending June 30, 2000, in the
5 amounts and for the purposes stated:

6	DEPARTMENT AND PURPOSE	APPROPRIATION AMOUNT
7	Department of Natural Resources,	\$121,000
8	division of forestry, for monitoring	
9	the Forest Practices Act	
10	Department of Fish and Game, habitat	284,000
11	division, for monitoring Best Management	
12	Practices in cooperation with the division	
13	of forestry in the Department of Natural	
14	Resources	
15	Department of Natural Resources, division of	66,000
16	forestry, for Tanana River dynamics	
17	Department of Fish and Game, habitat division,	40,000
18	for identification of fish utilization areas of the	
19	Tanana River in cooperation with the division	
20	of forestry in the Department of Natural Resources	
21	Department of Fish and Game, habitat division,	55,000
22	Best Management Practices for road and	
23	stream crossings in the Tongass National	
24	Forest."	

1 Renumber the following bill sections and conform internal bill section references in the back
2 pages accordingly.

3 Page 3, line 12:

4 Delete "SECTION 14"

5 Insert "SECTION 15"

FRONT#10

AMENDMENT

OFFERED IN THE SENATE

BY SENATOR DONLEY

To: CSSB 32(FIN), Draft Version "D"

Page 5, following line 28:

Insert a new bill section to read:

"*Sec. 11. The sum of \$25,000 is appropriated from the general fund to the Department of Health and Social Services for payment as a grant under AS 37.05.316 to Hope Community Resources for a fire suppression sprinkler system."

Insert a new bill section to read:

"*Sec. 12. The sum of \$34,500 is appropriated from the general fund to the Department of Health and Social Services for payment as a grant under AS 37.05.316 to the Alaska Center for the Blind for a fire suppression sprinkler system."

Page 21, line 5,

	Appropriation Items	General Funds	Other Funds
Delete	"2,250,000		2,250,000"
Insert	"2,190,500		2,190,500"

Renumber bill sections accordingly

FRONT #11

Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)

Offered by Senator John Torgerson
May, 1999

Page 14, Line 26 & 27 (Sanitation Municipal Matching Grants Program)

Delete:

Cordova Mile 17 Landfill Construction (ED 35)
< 1,960,000 > General Funds

Insert:

Cordova Mile 17 Landfill Construction (ED 35)
1,745,000 General Funds

and

Insert on Page 5, after line 28:

(new) Sec ____ EXXON VALDEZ OIL SPILL RESTORATION FUND.

(a) The legislature finds that

- (1) as a result of the judgment entered by the United States District Court in the criminal case United States of America v. Exxon Shipping Company and Exxon Corporation, No. A90-015 CR, the state received \$50,000,000 in restitution "to be used by the State of Alaska exclusively for restoration projects, within the State of Alaska, relating to the 'Exxon Valdez' oil spill";
- (2) the money received by the state in restitution is held in the "Exxon Valdez oil spill restoration fund," established by the Department of Revenue, to implement the judgment; and
- (3) the appropriation in (b) of this section is made in order to achieve the purposes in the court's restitution order.

(b) The sum of \$215,000 is appropriated from the income accrued during the fiscal year ending June 30, 2000, on the Exxon Valdez oil spill restoration fund described in (a) of this section to the Department of Environmental Conservation for the Cordova Mile 17 Landfill Construction (ED 35).

FRONT # 15

1-GS1022VD.22

Cramer
5/7/99

CBR FRONT AMENDED

A M E N D M E N T

By: Parnell

OFFERED IN THE SENATE

TO: CSSB 32(FIN), Draft Version "D"

1 Page 1, line 1, following ";":

2 Insert "making and amending appropriations under art. IX, sec. 17(c),
3 Constitution of the State of Alaska, from the constitutional budget reserve fund;"

4 Page 5, following line 28:

5 Insert a new bill section to read:

6 **"* Sec. 11. CONSTITUTIONAL BUDGET RESERVE FUND.** (a) Section 42(b),
7 ch. 139, SLA 1998, as amended by sec. 22, ch. 2, SLA 1999, is amended to read:

8 (b) If the unrestricted state revenue available for appropriation in fiscal year
9 1999 is insufficient to cover the general fund appropriations made for fiscal year
10 1999, the amount necessary to balance revenue and general fund appropriations, not
11 to exceed ~~\$1,050,000,000~~ ^{\$1,100,000,000} [\$900,000,001], is appropriated to the general fund from the
12 budget reserve fund (art. IX, sec. 17, Constitution of the State of Alaska).

13 (b) If the unrestricted state revenue available for appropriation in fiscal year 2000 is
14 insufficient to cover the general fund appropriations made for fiscal year 2000, the amount
15 necessary to balance revenue and general fund appropriations, not to exceed \$1,007,000,000,
16 is appropriated to the general fund from the budget reserve fund (art. IX, sec. 17, Constitution
17 of the State of Alaska)."

18 Renumber the following bill sections and conform internal bill section references in the back
19 pages accordingly.

20 Page 6, line 4:

21 Delete all material and insert:

22 **"* Sec. 14.** The appropriations made and amended by sec. 11 of this Act are made under

1-GS1022W.22

- 1 art. IX, sec. 17(c), Constitution of the State of Alaska.
- 2 * Sec. 15. (a) Section 11(a) of this Act takes effect immediately under AS 01.10.070(c).
- 3 (b) Except as provided in (a) of this section, this Act takes effect July 1, 1999."

- 4 Page 6, line 5:
- 5 Delete "SECTION 14"
- 6 Insert "SECTION 16"

MEMORANDUM

State of Alaska

Department of Revenue
Office of the Commissioner

TO: Annalee McConnell
Director OMB

DATE: May 7, 1999

TELEPHONE NO: 465-4880

FAX NUMBER: 465-2389

FROM: Ross Kinney
Deputy Commissioner

SUBJECT: CBRF Draw

Based on the spring 1999 Revenue Sources Book, we show a total draw from the CBRF of \$1,048.2 million for FY 99. We have already drawn \$900 million from the CBRF. This leaves us with a \$148.2 million shortfall for the current year. However, there are subsequent events that affect the amount we need to have available for the remainder of this year.

These adjustments reflect the potential for oil price and production volatility, the need to adjust for accruals, and differences between actual and projected revenues for other sources. These adjustments of approximately \$77 million added to the \$148.2 result in a need to draw \$225 million for FY 99.

This draw of \$225 million should meet our cash flow needs and balance the budget for this year. If this amount exceeds what we need, the excess will be swept back into the CBRF.

table 6 Constitutional Budget Reserve Fund and Alaska Permanent Fund
\$ million

The spring 1999 revenue forecast for the Constitutional Budget Reserve Fund and the Alaska Permanent Fund are summarized below.

	actual fy 1998	fy 1999	fy 2000	fy 2001
CONSTITUTIONAL BUDGET RESERVE FUND				
Beginning Balance (1)	3171.7	3559.1	2784.2	2029.6
Earnings (2)	368.4	218.1	132.4	89.2
Petroleum Tax, Royalty Settlements and Miscellaneous Fund Transfers (3)	344.0	55.2	120.0	120.0
General Fund Surplus/CBR Draw (4)	<u>(325.0)</u>	<u>(1048.2)</u>	<u>(1007.0)</u>	<u>(1023.8)</u>
Ending Balance	3559.1	2784.2	2029.6	1215.0
ALASKA PERMANENT FUND (5)				
<u>Principal</u>				
Beginning Balance (Cost Basis)	17,828.0	18,516.2	18,980.2	19,716.2
Dedicated Petroleum Revenue	230.5	138.0	135.0	148.0
Inflation Proofing	422.7	288.0	574.0	597.0
Deposits to Principal (6)	35.0	38.0	27.0	29.0
End-of-Year Balance (Cost Basis)	18,516.2	18,980.2	19,716.2	20,488.2
<u>Earnings and Earnings Reserve Account</u>				
ERA Beginning Balance	107.0	1389.5	2206.5	2314.5
Statutory Net Income (7)	2634.0	2143.0	1787.0	1857.0
Dividend Payout	(893.0)	(999.0)	(1078.0)	(1084.0)
Inflation Proofing	(423.0)	(288.0)	(574.0)	(597.0)
Deposits to Principal (6)	(35.0)	(38.0)	(27.0)	(29.0)
Other Appropriations	(0.5)	(1.0)	0.0	(0.5)
ERA End-of-Year Balance (Cost Basis)	1389.5	2206.5	2314.5	2461.0
<u>Market Value</u>				
Principal End-of-Year (Cost Basis)	18,516.2	18,980.2	19,716.2	20,488.2
ERA End-of-Year Balance (Cost Basis)	1389.5	2206.5	2314.5	2461.0
End-of-Year Unrealized Earnings	3971.5	3689.0	3794.0	3902.0
Dividends Payable	893.0	999.0	1078.0	1084.0
End-of-Year Balance (Market Value)	24,770.2	25,874.7	26,902.7	27,935.2
<u>Reconciliation</u>				
Dividends Payable	<u>(893.0)</u>	<u>(999.0)</u>	<u>(1078.0)</u>	<u>(1084.0)</u>
End-of-Year Balance (Market Value)	23,877.2	24,875.7	25,824.7	26,851.2

- (1) The FY 1998 activity reflects actual activity for the CBRF. Subsequent activity is estimated.
- (2) The projected earnings rate for FY 1999 is 6.08 percent and for FY 2000 and 2001, 5.5 percent. These projections are based on Callan Associates, Inc.'s capital market assumptions and Department of Revenue, Treasury Division's asset allocation.
- (3) Settlement estimates are provided by the Department of Revenue and Department of Law net of annual Federal Minerals and Management Service payments and Department of Revenue and Department of Law appropriations.
- (4) The FY 1999, 2000 and 2001 CBRF draw projections are provided by the Office of Management and Budget.
- (5) Source: Alaska Permanent Fund Corporation's February 28, 1999 financial projections.
- (6) Deposits to principal include royalty litigation settlement payments that cannot legally be used to pay Permanent Fund dividends.
- (7) Realized rate of return assumed for FY 1999 was 10.13 percent. The estimated total return for subsequent years is 7.75 percent and the realized rate of return is estimated to be 7.33 percent given the 1999 Callan Associates, Inc.'s capital market assumptions.

- (6) Deposits to principal include royalty litigation settlement payments that cannot legally be used to pay Permanent Fund dividends.
- (7) Realized rate of return assumed for FY 1999 was 10.13 percent. The estimated total return for subsequent years is 7.75 percent and the realized rate of return is estimated to be 7.33 percent given the 1999 Callan Associates, Inc's. capital market assumptions.
-

FRONT #16

I-CS1022AD.10

Cramer
5/7/99

A M E N D M E N T

OFFERED IN THE SENATE

by: PARNELL

TO: CSSB 32(FIN), Draft Version "D"

1 Page 5, following line 28:

2 Insert a new bill section to read:

3 **** Sec. 11.** (a) Section 53, ch. 100, SLA 1997, as amended by sec. 7, ch. 139, SLA 1998,
4 is amended to read:

5 Sec. 53. AMERICAN RED CROSS GRANT LAPSE EXTENSION. That
6 portion of the appropriation made in sec. 30, ch. 117, SLA 1996, page 39, line 8
7 (Department of Military and Veterans' Affairs for disaster planning and control -
8 \$3,161,000) that was awarded by the department as a grant to the American Red
9 Cross lapses into the funds from which appropriated on June 30, 2000 [1999].

10 (b) Section 8, ch. 139, SLA 1998, is amended to read:

11 Sec. 8. LAPSE EXTENSION OF FY 1998 AMERICAN RED CROSS
12 GRANT. That portion of the appropriation made in sec. 39, ch. 98, SLA 1997, page
13 41, line 17 (Department of Military and Veterans' Affairs for disaster planning and
14 control \$3,341,600) that was awarded by the department as a grant to the American
15 Red Cross lapses into the funds from which appropriated on June 30, 2000 [1999]."

16 Renumber the following bill sections and conform internal bill section references in the back
17 pages accordingly.

18 Page 6, line 5:

19 Delete "SECTION 14"

20 Insert "SECTION 15"

MEMORANDUM

State of Alaska
Department of Military and Veterans Affairs

To: Annalee McConnell, Director
Office of Management & Budget
Office of the Governor

Date: May 3, 1999

FILE NO: REDCROSS

TELEPHONE NO: 465-4730

FROM: Carol B. Carroll, Director
Administrative Services
DMVA/DNR

SUBJECT: Grant Extension

Prior to FY 99, the American Red Cross, Alaska Chapter received state funds to assist victims of disasters in the "Gap" area. This area is outside of organized areas in the State. The services are directed toward individuals and replace items lost by the family in a fire or provide food and shelter for a temporarily homeless family.

The FY 97 (AR34495-99) and FY 98 (AR34057-99) grants have funds remaining of \$15,217.79 and \$50,000 respectively. In order to continue this service to the "Gap" area, it would be necessary to extend the lapse date of these grants.

The department believes this is a valuable service for individual families who are victims of a disaster.

The grants are in the Disaster Planning and Control Appropriation, grant line-item in both the FY 97 and FY 98 operating budget. The grant is not separately identified except in the detail budget book.

FRONT #17

I-GS1022D.14 ✓
Cramer
5/7/99

AMENDMENT

OFFERED IN THE SENATE

TO: CSSB 32(FIN), Draft Version "D"

by: PARNELL

1 Page 5, following line 28:

2 Insert a new bill section to read:

3 **** Sec. 11. MISCELLANEOUS CLAIMS.** The following amounts are appropriated from
4 the general fund to the following departments to pay miscellaneous claims and stale-dated
5 warrants for the fiscal year ending June 30, 1999:

6	DEPARTMENT	APPROPRIATION
7	Administration	\$ 2,423.29
8	Fish and Game	1,952.90
9	Law	1,189.20"

10 Renumber the following bill sections and conform internal bill section references in the back
11 pages accordingly.

12 Page 6, line 5:

13 Delete "SECTION 14"

14 Insert "SECTION 15"

FRONT#18

1-GS1022VD.21

Cramer ✓

5/7/99

A M E N D M E N T

OFFERED IN THE SENATE

TO: CSSB 32(FIN), Draft Version "D"

By: Parnell

1 Page 5, following line 28:

2 Insert a new bill section to read:

3 **"* Sec. 11. EXPENSES RELATED TO THE BP AMOCO-ARCO MERGER.** (a) The
4 sum of \$100,000 is appropriated from the general fund to the Department of Law for costs
5 associated with the proposed BP Amoco - ARCO merger for the fiscal years ending June 30,
6 1999, and June 30, 2000.

7 (b) The sum of \$100,000 is appropriated from the general fund to the Alaska
8 Legislative Council for costs associated with the proposed BP Amoco - ARCO merger for
9 the fiscal years ending June 30, 1999, and June 30, 2000."

10 Renumber the following bill sections and conform internal bill section references in the back
11 pages accordingly.

12 Page 6, line 5:

13 Delete "SECTION 14"

14 Insert "SECTION 15"

FRONT#19

1-LS8000A.11
Utermohle
5/7/99

AMENDMENT

By: Parnell

OFFERED IN THE SENATE
TO:

- 1 * Sec. A. DEPARTMENT OF LAW SUBMERGED LANDS LITIGATION. The sum of
- 2 \$30,000 is appropriated from the general fund to the Department of Law for the costs of the
- 3 Glacier Bay/Tongass submerged lands quiet title litigation for the fiscal year ending June 30,
- 4 1999.
- 5 * Sec. B. Section A of this Act takes effect immediately under AS 01.10.070(c).

FRONT #20

SS1022\D.24
Cramer
5/7/99

AMENDMENT

OFFERED IN THE SENATE

by: Sen Torgerson

TO: CSSB 32(FIN), Draft Version "D"

1 Page 5, following line 28:

2 Insert a new bill section to read:

3 **** Sec. 11. FEDERAL AND OTHER PROGRAM RECEIPTS FOR FISCAL YEAR 1999**
4 **CAPITAL BUDGET. Federal or other program receipts as defined in AS 37.05.146 that**
5 **exceed the amounts appropriated by ch. 139, SLA 1998, are appropriated conditioned upon**
6 **compliance with the program review provisions of AS 37.07.080(h)."**

7 **Renumber the following bill sections and conform internal bill section references in the back**
8 **pages accordingly.**

9 Page 6, following line 3:

10 Insert a new bill section to read:

11 **** Sec. 14. Section 11 of this Act is retroactive to July 1, 1998."**

12 **Renumber the following bill sections and conform internal bill section references in the back**
13 **pages accordingly.**

14 Page 6, line 4:

15 Delete "This"

16 Insert "Except as provided in sec. 16, this"

17 Page 6, following line 4:

18 Insert a new bill section to read:

19 **** Sec. 16. Section 11 of this Act takes effect immediately under AS 01.10.070(c)."**

1-GS1022\D.24

1 Renumber the following bill sections and conform internal bill section references in the back
2 pages accordingly.

3 Page 6, line 5:

4 Delete "SECTION 14"

5 Insert "SECTION 17"

MUNI/UNICORP#1

Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)

Offered by Senator John Torgerson
May, 1999

FY 00 Municipal Capital Project Matching Grants

Page 3, Line 14 (ED 38)

Delete: Mountain Village - Community facilities and equipment
<\$25,000> Other funds

Page 45, after Line 29

Insert: Mountain Village Teen Center Renovation and Equipment
Purchase \$25,000 Other funds

FY 00 Municipal and Unincorporated Capital Project Matching Grants – title changes

Page 39, Line 8-9 (ED 39)

Delete title: Chefnak Community Building, Phase 2
Insert title: Chefnak Generator Purchase

Page 43, Line 4-5 (ED 3-4)

Delete title: Juneau Fire Station Repairs, Phase IV
Insert title: Juneau Building Maintenance: Deferred Building
Maintenance

Page 51, Line 21-22 (ED 39)

Delete title: Koliganek Emergency Completion VPSO Building
Insert title: Koliganek Equipment Purchase

Explanation: This amendment appropriates the municipal grant funds in the Mountain Village account to a specific project.

Also, this provides for requested project changes to three grantees.

MUNI #2

AMENDMENT

To: CS SB 32 (FIN)

BY: Sen. Adams

On page 48, lines 20/21:

Reduce the capital matching grant for Shungnak to 25,000 [50,000]

SUPP#1
(FRONT)

**Senate Finance Committee
Amendment to
Work Draft CS for SB32 (FIN)**

**Offered by Senator John Torgerson
May, 1999**

Sec. ___ Fish and Game. The appropriation made by chapter 137, SLA 1998, page 32, line 20 (Administration and Support) is amended by adjusting the "Other Funds" as follows:

**Federal Receipts \$60.0
Inter-Agency Receipts (\$60.0)**

SENATE FINANCE COMMITTEE
FY 99 SELECTED DOT CAPITAL BUDGET PROJECTS

As of July 22, 1998

<u>Agency/Project Title</u>	<u>Total</u>	<u>Status</u>
<u>AMATS Projects</u>		
Anchorage: Abbott Loop Road: Abbott Loop Road to Tudor and Dowling Road: Lake Otis to Abbott Loop Road Connections Preengineering	400,000	Project scored by AMATS, added to TIP. \$400 programmed for Facility Concept Report in '99.
Anchorage: Dowling Road - Raspberry to Lake Otis Parkway Preengineering	1,500,300	Dowling Rd - Old Seward to Lake Otis is in TIP for right-of-way in '98 and construction in '00. AMATS will re-evaluate the section from Old Seward to Raspberry.
Anchorage: Arctic - Dimond to Raspberry Construction	600,000	In TIP for construction in '99.
Anchorage: Traffic Signal/Intersection Improvements - Abbott Loop Road/Abbott Road Construction	140,000	Municipality of Anchorage taking lead, plans to complete as soon as possible. Early summer '99 completion expected.
<u>Transportation/Public Facilities - Anchorage Municipal Area Transportation System (AMATS) Preconstruction</u>		
Anchorage: Victor Road - 100th Ave to Dimond Dr	500,100	Not in TIP as result of low evaluation score. AMATS will re-evaluate project.
Anchorage: Abbott Road Reconstruction: Lake Otis to Birch Road	500,100	In TIP for preliminary engineering in '99.
<u>Transportation/Public Facilities - Anchorage Municipal Area Transportation System (AMATS) Contingency</u>		
Anchorage Area Contingency for Planning/Construction Shortfalls and Road/Intersection Improvements	721,000	Will be used as needed.
<u>Transportation/Public Facilities - Anchorage Municipal Area Transportation System (AMATS) Construction</u>		
Anchorage: Ship Creek Trail	3,000,000	Design underway in '98; in TIP for construction in '99 and '01.
<u>Transportation/Public Facilities - Fairbanks Municipal Area Transportation System (FMATS) Construction</u>		
Fairbanks Municipal Area Transportation System	4,000,000	Will be used as needed.

SENATE FINANCE COMMITTEE
FY 99 SELECTED DOT CAPITAL BUDGET PROJECTS

As of July 22, 1998

<u>Agency/Project Title</u>	<u>Total</u>	<u>Status</u>
<u>Transportation/Public Facilities - National Highway System (NHS)</u>		
<u>Preconstruction</u>		
Sitka: Cross Baronoff Island Corridor Study	750,000	This study is included in the Southeast Transportation Plan. NHS in amended STIP 1999.
Marine Highways: Blind Slough Facility	675,000	This project is included in the Southeast Plan and in Transit Ferryboat Discretionary Program in amended STIP; design in 99, right-of-way/utilities in 00, construction in 01. An Environmental Assessment or Impact Statement is an expected requirement for development of the project. Development of the Blind Slough facility is one of the top priorities of the Inside Passage Highway.
Glenn Highway: MP 31.5 to 34.5 Safety Lighting	145,900	This project covers part of the NHS project 6040, Safety Lighting - Knik River Br. to Parks Hwy, which is in the long term NHS program for construction in 2008. Due to the legislative interest in this project, its location in the program was reevaluated, but was not advanced due to unfunded operating budget impacts.
Inter Island Highway: Ketchikan to Petersburg, including EIS	2,000,000	This project is included in the Southeast Plan. An Environmental Assessment or Impact Statement is programmed in the STIP for 1999. Will start with finalization of Southeast Plan. Preferred route subject of reassessment for Final Plan.
Marine Highways: Wrangell Ferry Dock	175,000	This project is included in the Southeast Plan. This terminal facility will be upgraded as part of the Inside Passage Highway. NHS in amended STIP for design 1999 and construction in 2000.
Seward Highway: MP 100 to 115 Bird Point to Anchorage - Passing Lanes	3,500,100	Federal funding for Preliminary Engineering was requested on July 20. Scoping and environmental currently underway. Construction is scheduled for 2002, but will commence sooner if possible.
<u>Transportation/Public Facilities - National Highway System (NHS)</u>		
<u>Construction</u>		

SENATE FINANCE COMMITTEE
FY 99 SELECTED DOT CAPITAL BUDGET PROJECTS

As of July 22, 1998

<u>Agency/Project Title</u>	<u>Total</u>	<u>Status</u>
Marine Highways: Blind Slough Facility	3,825,000	This project is included in the Southeast Plan; cooperative project with InterIsland Ferry Authority. An Environmental Assessment or Impact Statement is an expected requirement for development of the project. Development of the Blind Slough facility is one of the top priorities of the Inside Passage Highway. Programmed in Transit Ferryboat Discretionary Program in amended STIP; design in 1999, right-of-way/utilities in 2000, construction in 2001
Glenn Highway: MP 31.5 to 34.5 Safety Lighting	849,800	This project covers part of the NHS project 6G40, Safety Lighting - Knik River Br. to Parks Hwy, which is in the long term NHS program for construction in 2008. Due to the legislative interest in this project, its location in the program was reevaluated, but was not advanced due to unfunded operating budget impacts.
Steese Highway: Mile 22-35 Rehabilitation	4,300,000	Project submitted to and funded by Public Lands Discretionary Program for 1999. Work should commence summer 1999.
Steese Highway: Mile 35-44 Rehabilitation	4,000,000	Design included in amended STIP for 1999. Project submitted to Public Lands Discretionary Program for construction in 2000.
<u>Transportation/Public Facilities - Community Transportation Program (CTP) Preconstruction</u>		
Coffman Cove Facility	420,000	A priority project included in the Southeast Plan; cooperative project with InterIsland Ferry Authority. An Environmental Assessment or Impact Statement is an expected requirement for development of the project. Programmed in Transit Ferryboat Discretionary Program for design and utilities/right-of-way in 1999 and construction in 2000.
Crooked Creek: Crooked Creek to Donlin Creek Road	284,000	This project is not included in the current STIP or the Needs List. Project added to Needs List and evaluated by the Project Evaluation Board for inclusion in 2001-2003 STIP.
Homer: East End Road MP 0.0 to 3.6 Rehabilitation Right of Way	650,000	Right of Way is scheduled in the current STIP for FFY1999.
Kodiak: Otmeloi Way Rehabilitation	500,000	This is a new project which was evaluated by the Project Evaluation Board. It received a score of 100.0, which was not high enough to place it in the 99-00 STIP amendment.

SENATE FINANCE COMMITTEE
FY 99 SELECTED DOT CAPITAL BUDGET PROJECTS

As of July 22, 1998

<u>Agency/Project Title</u>	<u>Total</u>	<u>Status</u>
Kodiak: Selief Lane Reconstruction	450,000	Scheduled for design in FFY1999 in the amended STIP. Given the legislative interest, it was re-scored by the Project Evaluation Board, and advanced two years.
Soldotna: Funny River Road: MP 2.7-17.0 Rehabilitation	650,000	Scheduled for FFY1999 in the current STIP. Given the legislative and community interest, it was re-examined by the Project Evaluation Board and advanced two years.
<u>Transportation/Public Facilities - CTP Projects with Community Match</u>		
Hollis: Inter Island Ferry Authority Vessel Construction Engineering Grant	250,000	This project has been added to the STIP on 1999 as an amendment to the existing IIFA vessel project.
Hollis: Inter Island Ferry Authority Vessel	2,385,000	This project is in the amended STIP in the 1999 Transit Program and provides supplementary funding for the InterIsland Ferry Authority vessel project as per the IIFA-DOT Memorandum of Understanding.
Coffman Cove: Inter Island Ferry Authority Vessel Construction Engineering Grant	50,000	This project is in the amended STIP in the 1999 Transit Ferryboat Discretionary Program and provides design funding for the InterIsland Ferry Authority vessel project.
Coffman Cove: Inter Island Ferry Authority Vessel	2,554,000	This project is in the amended STIP in the 1999 Transit Ferryboat Discretionary Program. Also slated for High Priority Project funding. Provides construction funding for the InterIsland Ferry Authority vessel project. Match provided by IIFA.
Hyder Marine Facility	1,800,000	This is a new project which has been evaluated by the Project Evaluation Board and will be included in the 2001-2003 STIP.
<u>Transportation/Public Facilities - Community Transportation Program (CTP) Construction</u>		

SENATE FINANCE COMMITTEE
FY 99 SELECTED DOT CAPITAL BUDGET PROJECTS

As of July 22, 1998

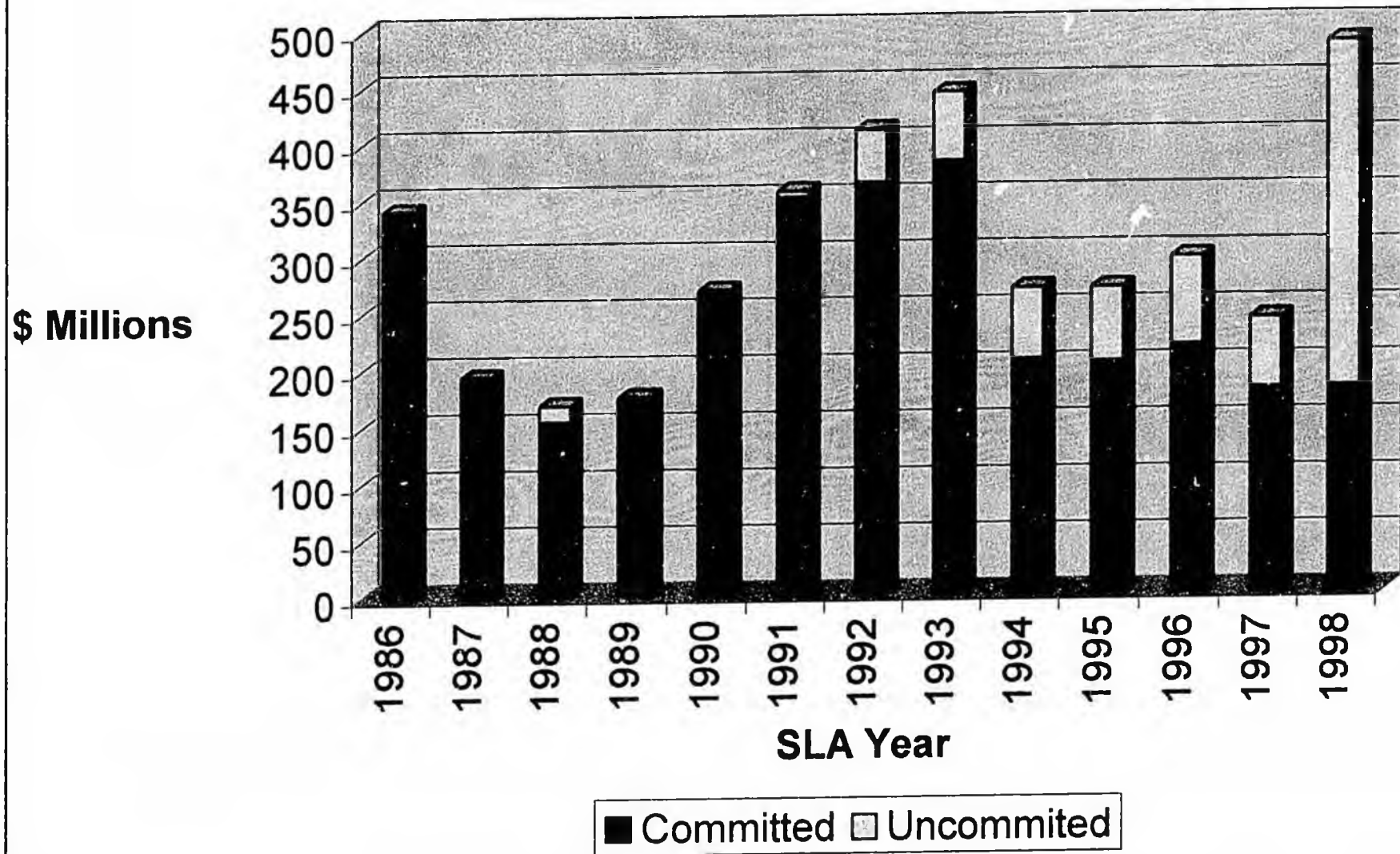
<u>Agency/Project Title</u>	<u>Total</u>	<u>Status</u>
Coffman Cove Facility	2,380,000	A priority project included in the Southeast Plan; cooperative project with InterIsland Ferry Authority. An Environmental Assessment or Impact Statement is an expected requirement for development of the project. Programmed in Transit Ferryboat Discretionary Program for design and utilities/right-of-way in 1999 and construction in 2000.
Fairbanks: Repave Minnie Street, Illinois to Old Steese	425,000	This is a new project which was evaluated by the Project Evaluation Board. It received a score of 87.3, which was not high enough to place it in the 99-00 STIP amendment.
Soldotna: Funny River Road: MP 2.7-17.0 Rehabilitation	3,550,000	Scheduled for design in FFY1999 in the current STIP. Given the legislative and community interest, it was re-examined by the Project Evaluation Board and advanced two years.
Soldotna: Sport Lake Road Rehabilitation	200,000	Environmental document is nearly complete. Construction scheduled in 99.
<u>Transportation/Public Facilities - Trails and Recreational Access for Alaska (TRAAK) Preconstruction</u>		
Kodiak: East Elementary School to Main Elementary Separated Pathway	60,000	Scheduled for design in FFY1999 in the amended STIP. Given the legislative interest, it was re-scored by the Project Evaluation Board, and advanced two years.
<u>Transportation/Public Facilities - Trails and Recreational Access for Alaska (TRAAK) Construction</u>		
Kenai Borough: Ninilchick Fairgrounds Paving and ADA Access Improvement	50,000	This is a new project to be evaluated by the Project Evaluation Board if eligible for federal highway funding.
Kodiak: East Elementary School to Main Elementary Separated Pathway	300,000	Scheduled for construction in 2000 in the amended STIP. Given the legislative interest, it was re-scored by the Project Evaluation Board, and advanced two years.
Ninilchick Pedestrian Street Lights	150,000	This is a new project which was evaluated by the Project Evaluation Board. It received a score of 69 which was not high enough to place it in the 99-00 STIP amendment.

SENATE FINANCE COMMITTEE
FY 99 SELECTED DOT CAPITAL BUDGET PROJECTS

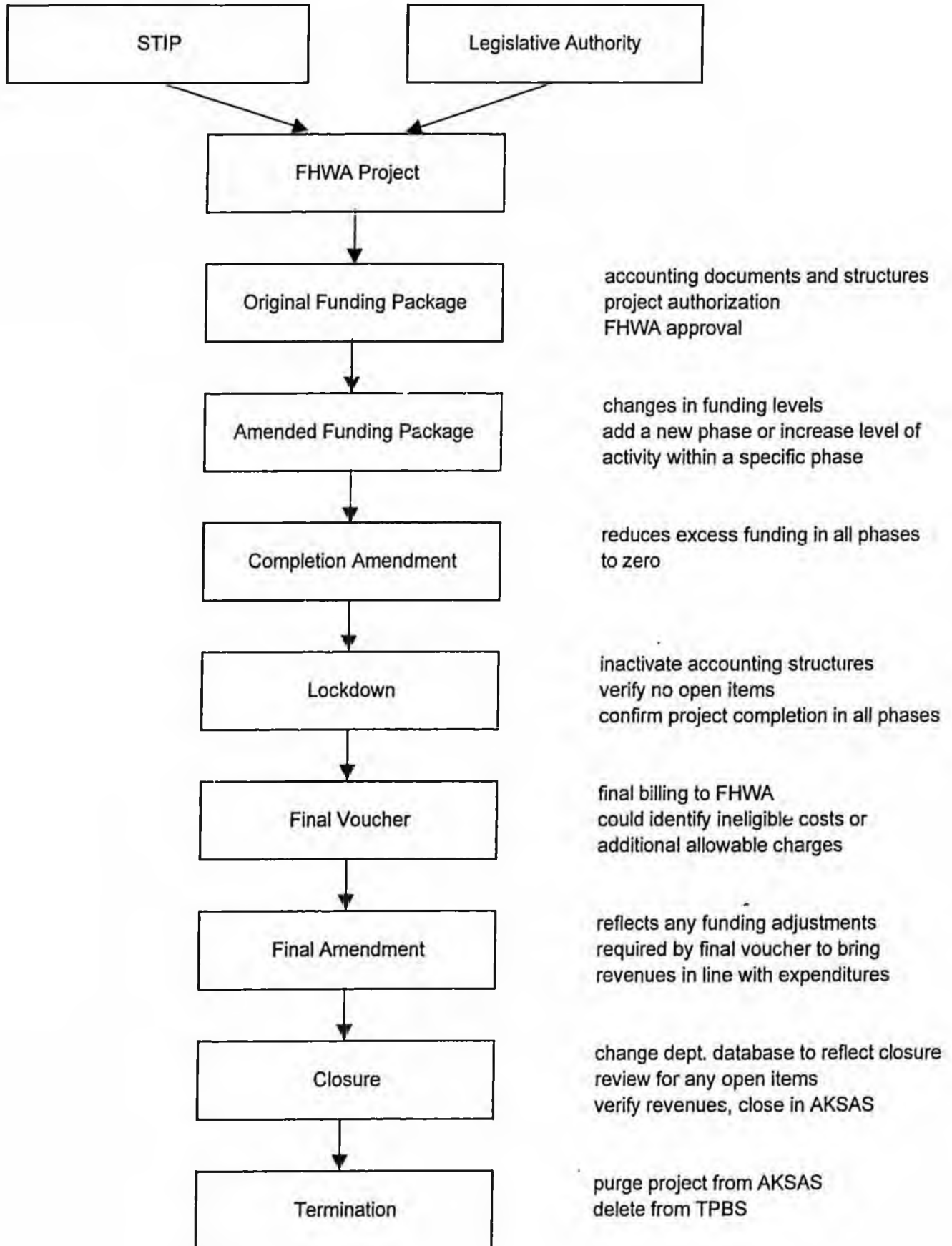
As of July 22, 1998

<u>Agency/Project Title</u>	<u>Total</u>	<u>Status</u>
<u>Transportation/Public Facilities - Demonstration Projects</u>		
Ketchikan: Ketchikan to Gravina Island Bridge	20,200,000	Project received High Priority Project Program funding and is also programmed for funding from the Bridge Discretionary Program. Project preconstruction work currently underway.
Ketchikan: Shipyard and Drydock Construction and Improvement	3,000,000	This is a new project to be evaluated by the Project Evaluation Board.
Marine: Feeder Ferry Acquisition	9,000,000	This authority will be used to implement projects developed through the Southeast Plan.

Federal Funds Appropriated to DOT&PF



**Department of Transportation and Public Facilities
FHWA Project Funding Sequence**



The Project Evaluation Process

Presentation to the Senate Finance Committee

February 4, 1999

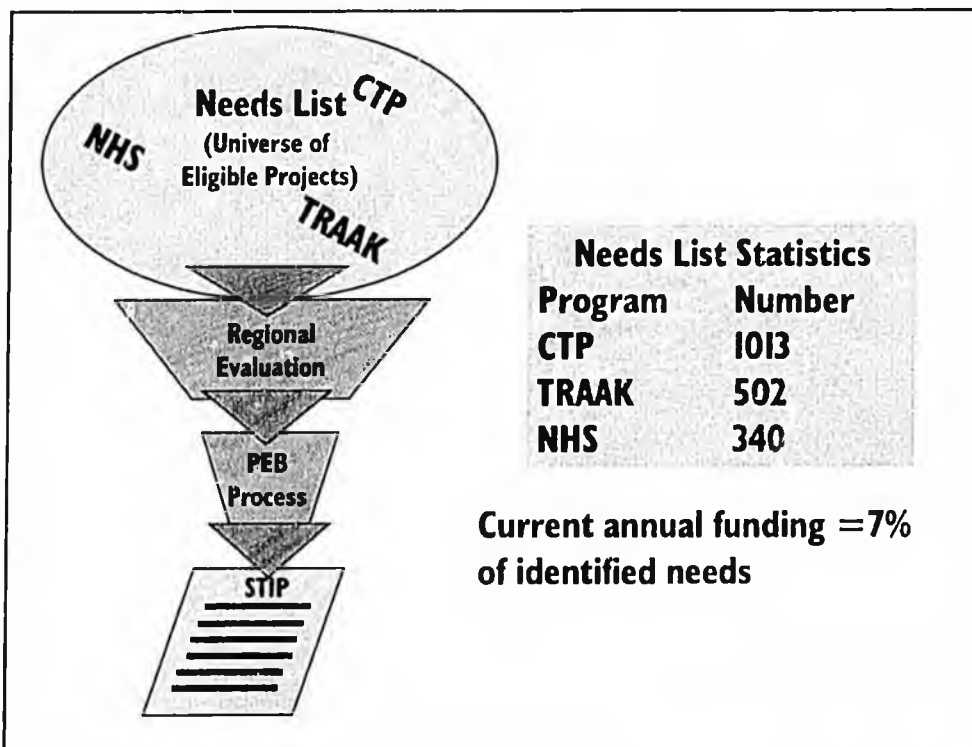
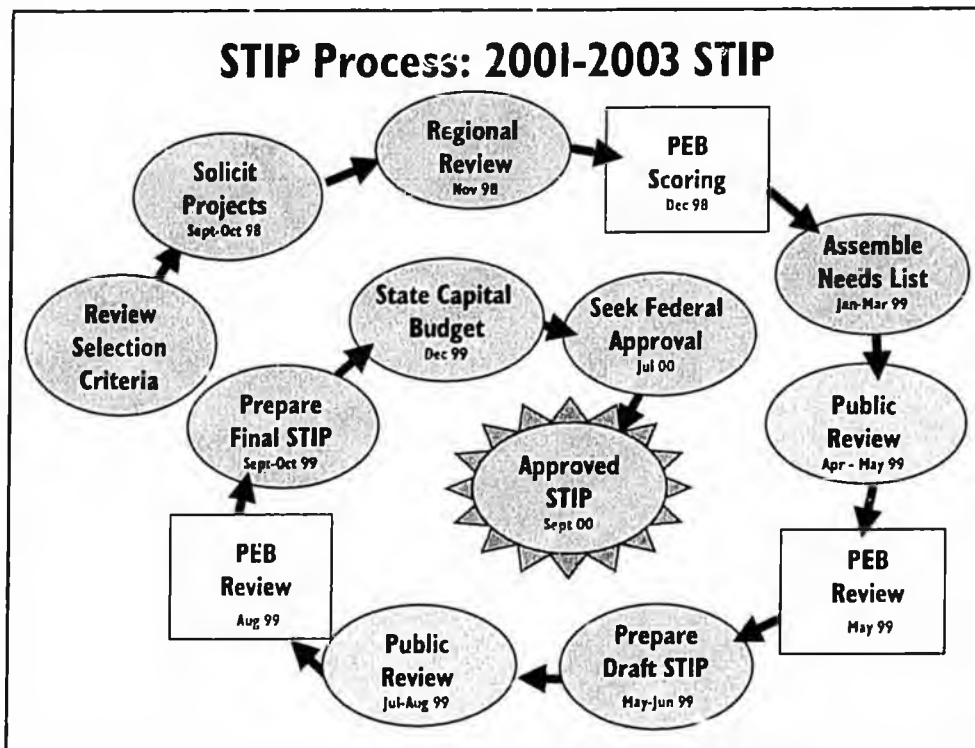
Alaska
Department of Transportation
and Public Facilities



Introduction

- **Project ranking part of STIP process**
- **Development of criteria-based process**
- **Project Evaluation Board**
- **Aviation Project Evaluation Board**
- **Federal Requirements: 23 CFR 450**
- **State Requirements: 44.42.050 (d)**

STIP Process: 2001-2003 STIP



Development of Criteria-based System

- **Federal requirements for public process**
- **Need for “level playing field”**
- **Community complaints about old system; frequency of change and renominations**
- **Need to include four kinds of projects in CTP**
- **Funding needs within each group change**
- **Issue is proper balance among differing needs**

Project Selection Criteria

- **Criteria have had 3 rounds of public review and comment**
- **Criteria establish benchmarks for scoring**
- **Scores from criteria establish project rankings**
- **Criteria now in use for all modes**
- **FAA has endorsed Alaska’s criteria - apply nationally**

Project Selection For CTP and TRAAK

- **Project Evaluation Board - Replaces historic practice of "Commissioner's prerogative."**
- **Board comprised of 6 senior members of department.**
- **Each member scores projects after presentation.**
- **Average of scores used to rank projects.**

Feedback

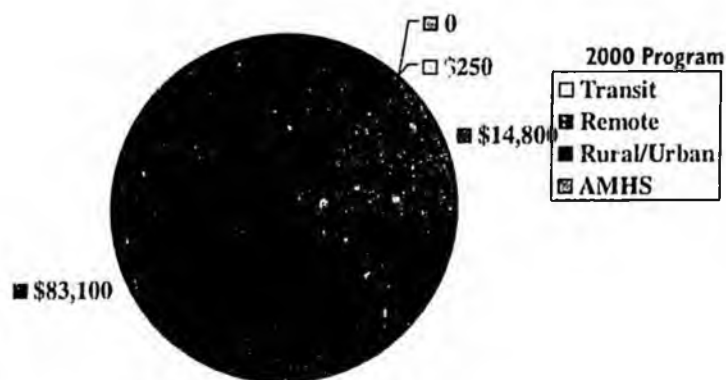
- **Communities prefer method to the "old way"**
- **Complaints about incentive for local capital contribution and ownership and maintenance**
- **Open system preferred - scores can be questioned, rescores requested**

Ranking Criteria Categories

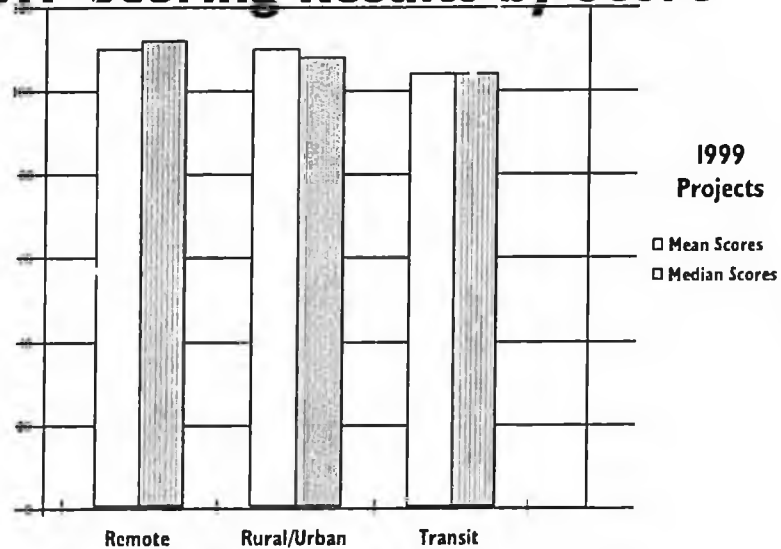
Rural/Urban Projects -(max score)

- | | |
|--|--|
| <ul style="list-style-type: none"> • Economic Benefits (10) • Health & Quality of Life (5) • Safety (25) • Intermodal Transportation (10) • Local Contribution to Capital Cost (20) • Local Ownership/M&O Contribution (25) • Departmental M&O Cost & Priority (25) | <ul style="list-style-type: none"> • Public Support (15) • Environmental Approval Readiness (10) • Surface Rehabilitation (20) • Cost, Length & Traffic Volume (20) • Deficient Bridges (15) • Deficient Width/grade/alignment (15) • Functional Class (10) • Other (10) |
|--|--|

Scoring Results by Category



CTP Scoring Results by Score



Project Selection for NHS

- Because of important role of NHS, limited number and stability of potential projects, NHS projects are not scored
- Emphasis on deficient sections of NHS. Current goal is to fully upgrade NHS system in 12-14 years
- Despite their statewide significance, NHS routes have limited constituency.
- Safety, Bridge and Pavement Management Systems used to help schedule projects.

PEB - Membership

- **Deputy Commissioner, Operations (Chair)**
- **Director, Statewide Planning**
- **Regional Director, Northern Region**
- **Regional Director, Central Region**
- **Regional Director, Southeast Region**
- **Director, Design & Engineering Services**

Acronym Primer

- **SwTP - a 20 year, multi-modal plan for transportation (Statewide Transportation Plan)**
- **STIP - a program for spending federal highway and transit money (Statewide Transportation Improvement Program)**
- **PIP - rules governing how the public process used to prepare the SwTP and STIP (Public Involvement Procedures).**
- **AIP - program for spending federal aviation money (Aviation Improvement Program)**

These acronyms come from the federal regulations.

AMHS Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Economic benefits following construction.</p> <p>Weighting: 3</p>	Significant economic benefits; endorsed as an economic development project by local, borough or state government.	Expanded capacity or new access specifically built to support regional or local industrial, commercial or resource development	Provides minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	N/A	N/A
<p>2. Health and quality of life</p> <p>Weighting: 3</p>	Project's primary objective is passenger public health.	Project's secondary objective is passenger public health.	Project's objective is not public health.	N/A	N/A
<p>3. Safety.</p> <p>Weighting: 5</p>	Project's primary objective is passenger safety.	Project's secondary objective is passenger safety.	Project's objective is not safety.	N/A	N/A
<p>4. Improves intermodal transportation or lessens redundant facilities.</p> <p>Weighting: 3</p>	Greatly improves the connection between modes and coordination and integration of passenger and freight systems and services and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves the connection between modes and enhances coordination and integration of passenger and freight systems and/or would clearly reduce the need for moderate capital investment in another mode.	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes.	Moderately decreases the connection between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode.	Greatly decreases the connection between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode.
<p>5. Local, other agency or user contribution to fund capital costs.</p> <p>Weighting: 2</p>	Contribution of state match, design, right-of-way, and/or materials totals 25% or more of project cost.	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 5% of project cost.	No contribution.	N/A	N/A

AMHS Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
6. Local, other agency or user contribution to fund maintenance and operations (M&O) costs. Weighting: 4	Contributions = 100% and assumption of ownership. (Assumption of ownership of like facility OK.)	Contributions cover ___% of M&O costs. One point for each 25%.	Contributions cover < 25% to >10% of M&O costs.	Contributions cover <10% to > 1% of M&O cost.	Contributions cover <1% of M&O cost.
7. Public support. Weighting: 3	Preponderance of public record shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project; and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project and contravenes official state/local plans.
8. Environmental approval readiness Weighting: 2	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft documents circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
9. System continuity and maintenance: facilities or vessels. Weighting: 4	Project replaces currently operating facilities or vessels that are or beyond useful life.	Project provides facilities or vessels to expand service.	Project will neither replace currently operating facilities or vessels nor expand service.	N/A	N/A
10. Does this project make significant improvements in level of service or capacity? Weighting: 3	Yes, major reason for project. Existing facilities or services currently at capacity.	Yes, major reason for project. Existing facilities or services rapidly approaching capacity.	Not a major reason for project.	No, existing facilities or services are adequate for current and projected use.	No, existing facilities or services are currently significantly underutilized.

AMHS Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
11. Would improvements reduce M&O costs; address M&O priority? Weighting: 5	Yes, M&O priority a major reason for project; significant M&O cost reduction; or local organization will assume full maintenance.	Yes, M&O priority a partial reason for project; moderate M&O cost reduction; or local organization will assume partial maintenance.	Not an M&O priority negligible positive or negative affect on M&O costs.	New facility or vessel; would increase M&O costs moderately; no assumption of maintenance by local organization.	New facility or vessel; would increase M&O costs significantly; no assumption of maintenance by local organization.
12. What is current utilization factor of the terminal or service? Weighting: 3	Volume/capacity ratio or traffic volume in top third of eligible projects.	Volume/capacity ratio or traffic volume in middle third of eligible projects.	Volume/capacity ratio or traffic volume in bottom third of eligible projects.	New facility or service. No established traffic volume. Traffic projections support project.	New facility or service. No established traffic volume. Traffic projections do not support project.
13. Is the project required to comply with regulatory requirements? Weighting: 5	Yes.	N/A	No.	N/A	N/A
14. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 47

Remote Roads and Trails Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Economic benefits following construction.</p> <p>Weighting: 4</p>	Supports economic benefit; endorsed as an economic development project by regional governmental agency or representative group.	Supports capacity or new access specifically built to support regional or local industrial, commercial or resource development	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	N/A	N/A
<p>2. Health and quality of life (Air and water quality, neighborhood continuity, access to basic necessities)</p> <p>Weighting: 5</p>	This project provides a significant contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.	This project provides a moderate contribution to improved health or quality of life, or reduces or removes an existing negative factor.	Project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
<p>Examples: Access to basic sanitation = 5; dust control = 4; access to medical facility = 3.</p>					
<p>3. Safety.</p> <p>Weighting: 5</p>	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern.	Less than 5% of project addresses safety.	N/A	N/A
<p>4. Improves intermodal transportation or lessens redundant facilities.</p> <p>Weighting: 2</p>	Greatly improves the connectivity between modes and coordination and integration of passenger and freight systems and services and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves the connectivity between modes and enhances coordination and integration of passenger and freight systems and/or would clearly reduce the need for moderate capital investment in another mode.	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes.	Moderately decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode.	Greatly decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode.

Remote Roads and Trails Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>5. Local, other agency or user contribution to fund capital costs.</p> <p>Weighting: 2</p>	Contribution of state match, design, right-of-way, and/or materials totals 25% or more of project cost.	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 5% of project cost.	Contribution covers no capital costs; contributes nothing.	N/A	N/A
<p>6. Local, other agency or user contribution to fund M&O costs. (For non-DOT or DOT unsuited to long-term ownership). Commitment must be in writing before points will be assigned.</p> <p>Weighting: 5</p>	Sponsor will assume ownership if currently a DOT&PF facility; or sponsor will assume ownership of another DOT&PF facility of similar M&O cost.	Sponsor will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost.	<p>Sponsor contributes nothing.</p> <p>Continued sponsor ownership & operation of locally-owned facility = 1 pt.; And results in significant local maintenance savings = 2 pts.</p>	N/A	N/A
<p>7. Departmental M&O priority (Use for DOT&PF facilities.)</p> <p>Weighting: 5</p>	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority.	Not an M&O priority; would increase M&O costs moderately.	Not an M&O priority; would increase M&O costs significantly.
<p>8. Public support.</p> <p>Weighting: 3</p>	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project; and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.
<p>9. Environmental approval readiness</p> <p>Weighting: 2</p>	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft documents circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.

Remote Roads and Trails Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
10. Will project provide new and/or improved access to the noted uses: water sources, landfills, sewage lagoons/honey bucket sites, health care, airports, subsistence sites, or river/ocean access? Weighting: 5	New access to two or more uses = 5.	New access to one = 3; Improved access to two or more = 2; Improved access to one of listed uses = 1.	None of uses listed.	N/A	N/A
11. System preservation. Weighting: 3	Major purpose of project is to extend the life of existing facility by 10 or more years.	Secondary purpose of project is to extend life of existing facility by 10 or more years.	Preservation is not significant purpose of the project.	N/A	N/A
12. Is this a joint project with ADEC, BIA or PHS? Weighting: 4	Yes.	N/A	No.	N/A	N/A
13. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 47

Rural and Urban Streets and Roads Project Evaluation Criteria
(on the Contiguous or AMHS System but Not on the NHS)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Economic benefits following construction.</p> <p>Weighting: 2</p>	Supports significant new, identifiable, permanent economic opportunities or benefits of statewide or interstate scope.	Supports moderate new, identifiable, permanent economic opportunities or benefits of regional or local scope.	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	N/A	N/A
<p>2. Health and quality of life (Air and water quality, neighborhood continuity, access to basic necessities)</p> <p>Weighting: 1</p>	This project provides a significant contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.	This project provides a moderate contribution to improved health or quality of life, or reduces or removes an existing negative factor.	Project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
<p>3. Safety.</p> <p>Weighting: 5</p>	HSIP priority = 5 60% - 80% = 4 80% - 100% = 5	5% - 20% = 1 20% - 40% = 2 40% - 60% = 3	Less than 5% of project addresses safety.	N/A	N/A
<p>4. Improves intermodal transportation or lessens redundant facilities.</p> <p>Weighting: 2</p>	Would clearly reduce the need for capital investment in another mode and result in a reduction in operating costs by reducing redundancy in our system or greatly improves the connection between modes for travelers or freight.	May reduce the need for capital investment in another mode and result in a reduction in operating costs by reducing redundancy in our system or would moderately improve the connection between modes for travelers or freight.	Does not impact other mode requirements.	May increase demand on another mode possibly requiring additional capital expenditure.	Will increase demand on another mode requiring additional capital expenditure.
<p>5. Local, other agency or user contribution to fund capital costs.</p> <p>Weighting: 4</p>	Contribution of state match, design, right-of-way, and/or materials: no point limit - 1 pt per each 5% of project cost.	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 5% of project cost.	Contribution covers no capital costs; contributes nothing.	N/A	N/A

* This category may also be used to score roads of a similar character not on the contiguous system such as Nome-Council.

Rural and Urban Streets and Roads Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>6. Local, other agency or user contribution to fund M&O costs. (For non-DOT or DOT unsuited to long-term ownership) <i>For 1998-2000 STIP: commitment must be in writing before points will be assigned.</i> Weighting: 5</p>	Sponsor will assume ownership if currently a DOT&PF facility; or sponsor will assume ownership of another DOT&PF facility of similar M&O cost.	Sponsor will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost.	Sponsor contributes nothing. Continued sponsor ownership & operation of locally-owned facility = 1 pt.; And results in significant local maintenance savings = 2 pts.	N/A	N/A
<p>7. Departmental M&O costs and priority (Use for DOT facilities.) Weighting: 5</p>	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority; little affect on M&O costs.	Not an M&O priority, would increase M&O costs moderately.	Not an M&O priority; would increase M&O costs significantly.
<p>8. Public support? Weighting: 3</p>	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state or local plans.	Majority of public record shows support for project; and nominally supported in official state or local plans.	Public record is divided or undocumented toward project; and not supported in official state or local plans.	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and/or contravenes official state/local plans.
<p>9. Environmental approval readiness. Weighting: 2</p>	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.

Rural and Urban Streets and Roads Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
10. Surface rehabilitation. Weighting: 4	Primarily 3-R and a PMS recommendation for rehab within 2 years, or a gravel surface badly deteriorated or serious surface deformation.	Primarily 3-R; a portion of the project addresses serious foundation problems.	Primarily major reconstruction; addresses longer-range rehabilitation.	N/A	N/A
11. Cost, length, AADT evaluation. Divide project cost (in thousands) by length (in miles) and further divide result by Avg. Annual Daily Traffic. Weighting: 4	Between: 0 - 55¢ = 5 55¢ - 80¢ = 4	Between: 80¢ - \$1.10 = 3 \$1.10 - \$1.50 = 2 \$1.50 - \$2.50 = 1	Between: \$2.50 - \$3.00 = 0	Between: \$3.00 - \$4.00 = -1 \$4.00 - \$6.00 = -2 \$6.00 - \$10.00 = -3	Between: \$10.00 - \$54.00 = -4 \$54.00 - ∞ = -5
12. Deficient bridges. Weighting: 3	Deficient bridge needing replacement.	Deficient bridge eligible for repair/replacement.	No bridge deficiencies	N/A	N/A
13. Deficient width/grade/alignment Weighting: 3	Significantly deficient w/g/a relative to standards.	Moderately deficient w/g/a relative to standards.	No w/g/a deficiencies	N/A	N/A
14. Functional class. Weighting: 2	Major Arterial = 5 Minor Arterial = 4	Major Collector or Urban Collector	Minor Collector	Local Roads/Streets	N/A
15. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 47

TRAAK Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Health and quality of life (Air and water quality, neighborhood continuity, enhanced recreational opportunities, enhanced understanding of natural and manmade environment) Weighting: 3</p>	<p>This project provides a significant contribution to improved health or quality of life through reduction or removal of existing negative factor or provision of a new facility which improves quality of life.</p>	<p>This project provides a moderate contribution to improved health or quality of life through reduction or removal of existing negative factor or provision of a new facility which improves quality of life.</p>	<p>Project will have no affect either positive or negative on quality of life issues.</p>	<p>This project provides a moderate degradation to health or quality of life.</p>	<p>This project provides a significant degradation to health or quality of life.</p>
<p>2. Safety. Weighting: 5</p>	<p>Addresses demonstrated safety problem of significance.</p>	<p>Addresses demonstrated safety problem of moderate nature or there is a record of public concern.</p>	<p>Project does not have a safety component.</p>	<p>Project will have a minor adverse affect on safety.</p>	<p>Project will have a major adverse effect on safety.</p>
<p>3. Local, other agency or user contribution to fund capital costs. Weighting: 4</p>	<p>Contributions covers 25% or more of project costs. Note: award 1 point for each 5% contribution.</p>	<p>Note: award 1 point for each 5% contribution.</p>	<p>No contribution.</p>	<p>N/A</p>	<p>N/A</p>
<p>4. Local, other agency or user contribution to fund operations and maintenance (O&M) costs. (Use for non-DOT facilities or facilities DOT is unsuited to long-term ownership). Weighting: 5</p>	<p>Sponsor will assume ownership if currently a DOT&PF facility; or sponsor will assume ownership of another DOT&PF facility of similar M&O cost.</p>	<p>Sponsor will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost.</p>	<p>Sponsor contributes nothing. Continued sponsor ownership & operation of locally-owned facility = 1 pt., and results in significant local maintenance savings = 2 pts.</p>	<p>N/A</p>	<p>N/A</p>

For 2000-2000 STIP: *Commitment must be in writing before points will be assigned.*

Criteria relates to TRAAK Projects not involving a related improvement to a highway, road, ferry or transit project.

TRAAK Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
5. Departmental M&O costs and priority (Use for DOT facilities). Weighting: 5	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority; little affect on M&O costs	Not an M&O priority; would increase M&O costs moderately.	Not an M&O priority; would increase M&O costs significantly.
6. Public support. Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state or local plans.	Majority of public record shows support for project; or nominally supported in official state or local plans.	Public record is divided or undocumentated toward project	Majority of public record shows opposition to project; and not supported in official state or local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state or local plans.
7. Environmental approval readiness Weighting: 2	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
8. Project bridges gap or removes barrier between existing trail systems or provides interpretive center or rest area continuity. Weighting: 3	Project provides an important connection.	Project provides a modest connection.	No gaps bridged or barriers removed but does connect to existing networks.	Project is isolated from existing networks.	N/A
9. Project is tied to a recreational, educational or tourism event or activity? This project would strongly support/sustain this event/ ? Weighting: 2	Event or activity is of statewide or regional significance and well known/long standing. Yes to both (5), yes to one (4).	Event or activity is local and well known/long standing. Yes to both (3) or yes to one (2). Event is new but growing in importance (1).	Event is local and not growing.	N/A	N/A

TRAAK Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
10. Any of the six intrinsic qualities: scenic, historic, cultural, natural, archaeological, recreational. Weighting: 3	One point for each one; maximum 5.	(See to left.)	None.	N/A	N/A
11. Capital cost Weighting: 3	Total project cost (all phases): \$250,000 or less = 5	Total project cost (all phases): \$250,000-\$500,000 = 3	Total project cost (all phases): \$500,000-\$750,000 = 1 \$750,000 or more = 0	N/A	N/A
12. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 41

Transit Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Health and quality of life (Neighborhood continuity, access to basic necessities) Weighting: 3</p>	Project provides significant contribution to improved health or quality of life.	Project provides moderate contribution to improved health or quality of life.	Project will have no effect, either positive or negative, on quality of life issues.	Project provides a moderate degradation to health or quality of life.	Project provides a significant degradation to health or quality of life.
<p>2. Safety. Weighting: 4</p>	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern.	Project has no effect on safety.	N/A	N/A
<p>3. Improves intermodal transportation or reduces redundant facilities. Weighting: 2</p>	Greatly improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for capital investment in another mode.	Minimal to no effect on transportation system connectivity, or coordination and integration of passenger systems and services, and does not change the requirement for investment in other modes.	Moderately decreases the connectivity between modes, or decreases coordination and integration of passenger systems and services and/or results in redundant investments.	Greatly decreases the connectivity between modes or coordination and integration of passenger systems, and/or results in redundant investments.
<p>4. Local, other agency or user contribution to fund capital costs. Weighting: 5</p>	Local or user contributions fund ___% of local match for capital costs. (One point for each 20% of local match.)	(see to left)	Local or user contributions fund none of the capital costs.	N/A	N/A
<p>5. Local contribution to fund operations and maintenance (O&M) costs. Weighting: 5</p>	Local or user contributions cover 100% of O&M costs, and include ownership of facility.	One point for each 20% of local support of O&M costs.	Local or user contributions cover none of O&M costs.	N/A	N/A

Transit Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
6. Public support. Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project; and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.
7. Environmental approval readiness. Weighting: 1	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
8. System continuity and maintenance (vehicles). Weighting: 4	Project replaces currently operating vehicles that are at or beyond FTA replacement standards.	Project provides vehicles to expand service.	Vehicles will neither replace currently operating vehicles nor expand service.	N/A	N/A
9. Is the project listed in State Air Quality Implementation Plan? Weighting: 2	Yes, a required element.	Yes, a contingency element = 4. No, but qualifies for CMAQ funds = 2-3.	Not listed in plan; does not qualify for CMAQ funds; no significant air quality impacts.	No, and project will have moderate negative air quality impacts.	No, and project will have significant negative air quality impacts.
10. Has local agency exhausted FTA/ other funding sources? Weighting: 3	Yes, including filing of FTA Section 3 application.	Yes, excluding Section 3.	No, but FTA funding unlikely.	No, and FTA funding a possibility.	No, and FTA funding a strong possibility.
11. Does project support private-non-profit providers? Weighting: 4	Yes, will replace existing PNP agency vehicle which scored above ___ on Sec. 16 ranking.	Yes, new vehicle for PNP provider which scored above ___ on Sec. 16 ranking.	No.	N/A	N/A

Transit Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
12. Will project support coordinated service or brokerage? Weighting: 4	Yes, with 5 or more agencies participating.	Yes, with 3 agencies participating.	No.	No, even though coordinated system/brokerage is in operation in community.	N/A
13. Increased mobility for the disadvantaged.? Weighting: 5	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is major benefit of project; and/or necessary for existing facility or system to comply with ADA.	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is moderate benefit of project.	Meets ADA requirements but has limited benefits for mobility disadvantaged.	Will require substantial cost to meet ADA requirements.	No intention/ impossible to meet ADA requirements.
14. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	Project includes liabilities not otherwise rated.	N/A

Total Weight = 47

PROJECT EVALUATION CRITERIA

AIRFIELD PROJECTS

Standards	(5)	(3)	(0)	(-3)	(-5)
1. Safety Weighting: 5	Substantially increases safety	Moderately increases safety	Maintains Status Quo	N/A	N/A
2. Health & Quality of Life (Access to Basic Necessities) Weighting: 4	Provides a significant contribution to improved health or quality of life	Provides a moderate contribution to improved health or quality of life	Has no effect either positive or negative on health/quality of life issues	N/A	N/A
3. Economic Benefits Weighting: 3	Provides significant permanent economic opportunities or benefits statewide or interstate. A formal economic evaluation is required.	Provides moderate identifiable, permanent economic opportunities or benefits regionally or locally	Maintains Status Quo	N/A	N/A
4. Community Support Weighting: 2	Community Public record and state/local plans fully support project. A supporting resolution from local government is required for Community class airports. Local Sponsors receive 5 points, if a supporting resolution has been submitted confirming sponsorship.	Majority of public record supports the project. Nominally supported in official state/local plans.	Public record is divided or undocumented towards the project	Majority of public record opposes the project. Not supported in official state/local plans.	Abundance of public record opposes the project. Opposing resolution from local elected body. Contradicts official state/local plans.
5. Community M&O Contribution Weighting: 4	Local government assumes ownership of facility, including M&O responsibilities and federal grant obligations	Local government assumes full M&O responsibility of facility	Local government assumes no new responsibilities or cost	N/A	N/A

PROJECT EVALUATION CRITERIA

AIRFIELD PROJECTS

Standards	(5)	(3)	(0)	(-3)	(-5)
1. Safety Weighting: 5	Substantially increases safety	Moderately increases safety	Maintains Status Quo	N/A	N/A
2. Health & Quality of Life (Access to Basic Necessities) Weighting: 4	Provides a significant contribution to improved health or quality of life	Provides a moderate contribution to improved health or quality of life	Has no effect either positive or negative on health/quality of life issues	N/A	N/A
3. Economic Benefits Weighting: 3	Provides significant permanent economic opportunities or benefits statewide or interstate. A formal economic evaluation is required.	Provides moderate identifiable, permanent economic opportunities or benefits regionally or locally	Maintains Status Quo	N/A	N/A
4. Community Support Weighting: 2	Community Public record and state/local plans fully support project. A supporting resolution from local government is required for Community class airports. Local Sponsors receive 5 points, if a supporting resolution has been submitted confirming sponsorship.	Majority of public record supports the project. Nominally supported in official state/local plans.	Public record is divided or undocumented towards the project	Majority of public record opposes the project. Not supported in official state/local plans.	Abundance of public record opposes the project. Opposing resolution from local elected body. Contradicts official state/local plans.
5. Community M&O Contribution Weighting: 4	Local government assumes ownership of facility, including M&O responsibilities and federal grant obligations	Local government assumes full M&O responsibility of facility	Local government assumes no new responsibilities or cost	N/A	N/A

PROJECT EVALUATION CRITERIA

AIRFIELD PROJECTS

Standards	(5)	(3)	(0)	(-3)	(-5)
6. Local Capital Contribution Weighting: 3	Contribution of state match, design, ROW, and/or materials totals 25% or more of project cost.	Contribution of state match, design, ROW, and/or materials: 1 point per each 5% of project cost. All Local Sponsors receive at least 1 point.	Provides no capital costs; contributes nothing.	N/A	N/A
7. Maintenance & Operations Weighting: 4	Very High M&O priority	Moderate M&O priority	Not an M&O priority	N/A	N/A
8. Security/Certification (Certified Airports Only) Weighting: 2	Corrects deficiencies to meet minimum requirements		No affect on security/certification	N/A	N/A
9. Aviation Alternatives Weighting: 3	N/A	N/A	No access to other public aviation facilities	Moderate facility redundancy with access to another public airport	Substantial facility redundancy with access to another public airport
10. Community Transportation Alternatives Weighting: 4	No other transportation alternatives available	Transportation alternatives available. See Note #1.	Transportation alternatives available. See Note #1.	Other alternatives may provide comparable transportation benefits	Other alternatives will provide superior transportation benefits
Note #1: Under Criteria 10, all season road access available to the contiguous highway system or to an alternative airport = 0. Seasonal road access available to the contiguous highway system or to an alternative airport = 2. All season ferry/barge service available =1. Seasonal ferry/barge service frequency: Weekly or more frequent service = 2; Less frequent than weekly but more frequently than monthly service = 3; Less frequently than monthly service = 4.					

PROJECT EVALUATION CRITERIA

AIRFIELD PROJECTS

Standards	(5)	(3)	(0)	(-3)	(-5)
11. Runway Length Weighting: 5	Existing runway less than 2,000 feet See Note # 2	Existing runway is less than 3,000 feet See Note # 2	Existing runway is 3,000 feet or greater See Note # 2	N/A	N/A
Note # 2: For airports with existing runways less than 3000' that do NOT otherwise receive any points Criteria 11, projects which install runway edge lighting receive 1 point and projects which resurface the runway receive 1 point.					
12. Runway Surface Condition Weighting: 4	Improves poor/failing surface to all-weather capability	Runway surface condition is acceptable but needs improvement	Runway surface condition is good	N/A	N/A
13. Aviation Hazards: Trees in approach; Aircraft in Safety Area; Severe Xwinds/Turbulence Weighting: 2	Corrects significant hazards	Corrects minor hazards	Maintains Status Quo	N/A	N/A
14. Erosion/ Flooding Weighting: 4	Alleviates immediate threat to airport	Addresses problem needing attention	Maintains Status Quo	N/A	N/A
15. Other Factors Not Previously Evaluated Weighting: 4	Project shows significant innovation or unique benefits not previously evaluated	Project shows moderate innovation or unique benefits not previously evaluated	All project ranking factors previously evaluated	N/A	N/A

PROJECT EVALUATION CRITERIA

AIRPORT EQUIPMENT

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>1. Age of Equipment in years</p> <p>-Vehicles (smaller)* -Heavy Equipment#</p> <p>Weighting: 3</p>	<p>*Small vehicles - pickups, vans, sedans</p> <p>>7 >15</p>	<p>*Motorgraders, loaders, dump trucks, tractors dozers, snow blowers, ARFF trucks, etc.</p> <p>7 15,14,13</p>	<p>N/A 12,11,10,9</p>	<p>6,5 8,7,6</p>	<p>4 or less 5 or less</p>
<p>2. Hours or Miles</p> <p>-Vehicles (smaller)* -Heavy Equipment</p> <p>Weighting: 3</p>	<p>*Small Vehicles - pickups, vans, sedans, etc.</p> <p>>65,000 miles >6,500 hours</p>	<p><65,000>45,000 miles <6,500>5,500 hours</p>	<p><45,000>35,000 miles <5,500>4,500 hours</p>	<p><35,000>15,000 miles <4,500>2,500 hours</p>	<p><15,000 miles <2,500 hours</p>
<p>3. Mechanical or Operating Condition</p> <p>Weighting: 4</p>	<p>Poor condition. Frequent breakdowns resulting in substantial down time.</p>	<p>Fair condition. Problems reported frequently and repairs completed which require above average down time.</p>	<p>Good condition. Requires routine maintenance and minor repairs.</p>	<p>Very good condition and dependable.</p>	<p>Excellent condition - Equipment is like new and very dependable.</p>
<p>4. Changes In Airfield Conditions/ Needs</p> <p>Weighting: 4</p>	<p>Substantial increase in surface area requiring service and/or change in type of equipment needed.</p>	<p>some expansion of surface area requiring service and/or change in type of equipment needed.</p>	<p>No changes made to area service or equipment needs.</p>	<p>Some reductions of surface area requiring service or equipment needs.</p>	<p>Substantial reduction of surface area requiring service or equipment needs.</p>

PROJECT EVALUATION CRITERIA

AIRPORT EQUIPMENT

Standards	(5)	(3)	(0)	(-3)	(-5)
5. Safety of On Site Equipment Operations Weighting: 3	On site equipment operation creates ongoing hazardous conditions for operators and/or passengers.	Reports of hazardous equipment conditions are dealt with routinely and are not considered to be major.	No safety issues exist at this time.	N/A	N/A
6. Existing Equipment Inventory Weighting: 3	On site equipment size/capacity/type is not adequate for needs of airport	Higher capacity or different type equipment would improve productivity; however existing equipment is adequate.	Equipment meets all requirements at this time.	N/A	Equipment exceeds all requirements at this time.
7. Equipment options for continued operation Weighting: 2	No alternative equipment available which could fulfill the function in the event of primary equipment failure.	Alternative equipment available which could marginally fulfill the function in the event of primary equipment failure.	Alternative equipment available which could adequately fulfill the function in the event of primary equipment failure.	N/A	N/A
8. Disposition of to-be-replaced equipment Weighting: 1	Equipment is dependable and will be reassigned to another airport in need of equipment.	Equipment will suffice for emergency back-up and is worth keeping as such.	Equipment is to be used for parts to repair like units, sold or disposed of with no additional use.	N/A	N/A
9. Land ownership status Weighting: 5	Property ownership is adequate to acquire equipment and title opinion is on file with the FAA.	N/A	Property ownership adequate to acquire equipment, but no title opinion on file.	N/A	Property ownership not adequate to acquire equipment.

PROJECT EVALUATION CRITERIA

AIRPORT EQUIPMENT

Standards	(5)	(3)	(0)	(-3)	(-5)
10. Other factors not evaluated Weighting: 2	Equipment acquisition has significant benefits not previously evaluated.	Equipment acquisition has moderate benefits not previously evaluated.	N/A	N/A	N/A

**PROJECT EVALUATION CRITERIA
AIRPORT BUILDINGS**

Standards	(5)	(3)	(0)	(-3)	(-5)
1. Safety of Existing Structure Weighting: 3	Roof, foundation or structural defects are hazardous to personnel.	Roof, foundation or structural defects have been reported and repairs undertaken.	No roof, foundation or structural defects noted at this time.	N/A	N/A
2. Needs Weighting: 5	Airport requirements or existing building condition creates need for new building or major rehabilitation of existing building.	Space or building condition inadequate but servicable for airport needs.	Existing facilities are adequate.	Present facilities are under-utilized	N/A
3. Project Conditions Weighting: 3	Probable project contractor mobilization cost sharing with another project.	Possible project contractor mobilization cost saving (in concert with another project).	No projects scheduled for this area at this time.	Project timing would interfere with another project underway.	N/A
4. Appearance Weighting: 1	Extensive damage resulting from extended use & weather conditions.	Exterior appearance poor - Internal deficiencies exist.	Appearance is satisfactory at this time.	N/A	N/A
5. Weather Conditions Weighting: 1	Special conditions exist continuously which result in increased problems due to exposure.	Special conditions exist at times which result in increased damage.	Weather conditions have no impact at this time.	N/A	N/A
6. Airfield Safety Weighting: 2	Significant airfield safety improvement through use of dry sand and/or protected equipment.	Some airfield safety improvement through use of dry sand and/or protected equipment.	No change	N/A	N/A
7. Land ownership	N/A	N/A	Property ownership adequate to	N/A	Property ownership not adequate to construct

**PROJECT EVALUATION CRITERIA
AIRPORT BUILDINGS**

Standards	(5)	(3)	(0)	(-3)	(-5)
status			construct the project		the project
Weighting: 4					
8. Other factors not previously evaluated	Project has significant benefits not previously evaluated	Project has moderate benefits not previously evaluated	All factors have been evaluated.	N/A	N/A
Weighting: 2					

The Problems with Line Item Appropriation of Match & Legislative Authority

- **Delay of projects - insufficient match or authority available**
 - **Extremely difficult to estimate design costs in advance**
 - **Construction cost estimate not accurate until design complete**
- **More match is appropriated than is necessary**
 - **Delayed projects take match with them**
 - **Need for project by project contingency**
 - **Over-authorization**
 - **Match ratios can change following design**
- **Additional operating costs**
 - **More revised program actions require more staff**
 - **Necessary to monitor many small project pots rather than one large pot**
 - **Will likely exhaust accounting system structures within 5 years**

UNRESTRICTED AUTHORIZATION BALANCE REPORT RRN:0162042 RSN:04355 02/02/1999
 APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL
 75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:
 COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 00075-15 TRANSPORTATION & PF	5629.18	3940.74	924.51	763.94
** 57222-15 CHAPTER 138 SLA 1998	.30	.00	.00	.30
** 57224-15 CHAPTER 139 SLA 1998	628.89	23.52	288.91	316.47
** 57227-15 CHAPTER 7, SLA 1998	9.10	6.70	2.32	.09
** 57228-15 CHAPTER 99 SLA 1997	.15	.00	.00	.15
** 57230-15 CHAPTER 100 SLA 1997	311.80	98.54	133.88	79.37
** 57232-15 CHAPTER 50, SLA 1997	.44	.32	.12	.00
** 57234-15 CHAPTER 5 FSSLA 1996	1.62	1.62	.00	.00
** 57235-15 CHAPTER 123 SLA 1996	376.81	184.19	106.98	85.63
** 57237-15 CHAPTER 103 SLA 1995	339.57	202.29	72.46	64.82
** 57239-15 CHAPTER 8 FSSLA 1994	1.28	1.28	.00	.01
** 57240-15 CHAPTER 4 FSSLA 1994	502.59	361.45	77.37	63.77
** 57244-15 CHAPTER 79 SLA 1993	498.73	365.15	68.88	64.70
** 57246-15 CHAPTER 41, SLA 1993	24.50	19.90	4.60	.00

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 CONT QUIT PGDN RR PFKYS HELP

UNRESTRICTED AUTHORIZATION BALANCE REPORT RRN:0162042 RSN:04355 02/02/1999
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 COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 57246-15 CHAPTER 41, SLA 1993	24.50	19.90	4.60	.00
** 57248-15 CHAPTER 5 FSSLA 1992	420.93	336.66	36.19	48.09
** 57250-15 CHAPTER 96 SLA 1991	320.72	286.02	27.05	7.66
** 57251-15 CHAPTER 73 SLA 1991	.50	.10	.40	.00
** 57252-15 CHAPTER 208 SLA 1990	198.29	181.16	9.78	7.35
** 57256-15 CHAPTER 117 SLA 1989	176.05	162.01	13.61	.43
** 57260-15 CHAPTER 172 SLA 1988	165.59	137.95	12.92	14.72
** 57266-15 CHAPTER 3 FSSLA 1987	203.17	197.09	5.02	1.06
** 57270-15 CHAPTER 128 SLA 1986	269.08	259.03	9.49	.56
** 57278-15 CHAPTER 96 SLA 1985	197.72	194.86	1.79	1.07
** 57282-15 CHAPTER 22 SLA 1984	.29	.13	.15	.00
** 57284-15 CHAPTER 24 SLA 1984	68.26	65.93	1.79	.54
** 57392-15 CHAPTER 171 SLA 1984	17.84	17.71	.11	.01
** 57394-15 CHAPTER 10 SLA 1983	10.80	10.80	.00	.00

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 CONT QUIT PGUP PGDN RR PFKYS HELP

UNRESTRICTED AUTHORIZATION BALANCE REPORT RRN:0162042 RSN:04355 02/02/1999
 APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL
 75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:
 COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 57394-15 CHAPTER 10 SLA 1983	10.80	10.80	.00	.00
** 57400-15 CHAPTER 94 SLA 1983	7.00	7.00	.00	.00
** 57402-15 CHAPTER 106 SLA 1983	.12	.11	.01	.00
** 57404-15 CHAPTER 107 SLA 1983	172.39	171.04	1.00	.34
** 57406-15 CHAPTER 25 SLA 1982	125.86	124.94	.48	.44
** 57408-15 CHAPTER 101 SLA 1982	.41	.40	.00	.00
** 57410-15 CHAPTER 139 SLA 1982	3.50	3.35	.15	.00
** 57418-15 CHAPTER 82 SLA 1981	60.14	58.94	.81	.39
** 57422-15 CHAPTER 50 SLA 1980	5.70	5.70	.00	.00
** 57426-15 CHAPTER 118 SLA 1980	2.15	2.15	.00	.00
** 57428-15 CHAPTER 120 SLA 1980	78.74	77.88	.36	.51
** 57444-15 CHAPTER 113 SLA 1978	63.04	62.86	.00	.18
** 57464-15 CHAPTER 247 SLA 1976	123.91	123.61	.07	.23
** 66997-15 OTHER APPROPRIATIONS	34.75	34.20	.22	.34

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 CONT QUIT PGUP PGDN RR PFKYS HELP

UNRESTRICTED AUTHORIZATION BALANCE REPORT RRN:0162042 RSN:04355 02/02/1999
 APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL
 75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:
 COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 66997-15 OTHER APPROPRIATIONS	34.75	34.20	.22	.34
** 66998-15 SPECIAL ITEMS	51.73	47.92	.22	3.59
** 66999-15 RSA'S	154.73	106.21	47.40	1.13

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 CONT QUIT PGUP RR PFKYS HELP

APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL

75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:

COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 00075-15 TRANSPORTATION & PF	5629.18	3940.74	924.51	763.94
** 57222-15 CHAPTER 138 SLA 1998	.30	.00	.00	.30
** 57224-15 CHAPTER 139 SLA 1998	628.89	23.52	288.91	316.47
** 57227-15 CHAPTER 7, SLA 1998	9.10	6.70	2.32	.09
** 57228-15 CHAPTER 99 SLA 1997	.15	.00	.00	.15
** 57230-15 CHAPTER 100 SLA 1997	311.80	98.54	133.88	79.37
** 57232-15 CHAPTER 50, SLA 1997	.44	.32	.12	.00
** 57234-15 CHAPTER 5 FSSLA 1996	1.62	1.62	.00	.00
** 57235-15 CHAPTER 123 SLA 1996	376.81	184.19	106.98	85.63
** 57237-15 CHAPTER 103 SLA 1995	339.57	202.29	72.46	64.82
** 57239-15 CHAPTER 8 FSSLA 1994	1.28	1.28	.00	.01
** 57240-15 CHAPTER 4 FSSLA 1994	502.59	361.45	77.37	63.77
** 57244-15 CHAPTER 79 SLA 1993	498.73	365.15	68.88	64.70
** 57246-15 CHAPTER 41, SLA 1993	24.50	19.90	4.60	.00

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 CONT QUIT PGDN RR PFKYS HELP

APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL

75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:

COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 57246-15 CHAPTER 41, SLA 1993	24.50	19.90	4.60	.00
** 57248-15 CHAPTER 5 FSSLA 1992	420.93	336.66	36.19	48.09
** 57250-15 CHAPTER 96 SLA 1991	320.72	286.02	27.05	7.66
** 57251-15 CHAPTER 73 SLA 1991	.50	.10	.40	.00
** 57252-15 CHAPTER 208 SLA 1990	198.29	181.16	9.78	7.35
** 57256-15 CHAPTER 117 SLA 1989	176.05	162.01	13.61	.43
** 57260-15 CHAPTER 172 SLA 1988	165.59	137.95	12.92	14.72
** 57266-15 CHAPTER 3 FSSLA 1987	203.17	197.09	5.02	1.06
** 57270-15 CHAPTER 128 SLA 1986	269.08	259.03	9.49	.56
** 57278-15 CHAPTER 96 SLA 1985	197.72	194.86	1.79	1.07
** 57282-15 CHAPTER 22 SLA 1984	.29	.13	.15	.00
** 57284-15 CHAPTER 24 SLA 1984	68.26	65.93	1.79	.54
** 57392-15 CHAPTER 171 SLA 1984	17.84	17.71	.11	.01
** 57394-15 CHAPTER 10 SLA 1983	10.80	10.80	.00	.00

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 CONT QUIT PGUP PGDN RR PFKYS HELP

UNRESTRICTED AUTHORIZATION BALANCE REPORT RRN:0162042 RSN:04355 02/02/1999
 APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL
 75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:
 COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 57394-15 CHAPTER 10 SLA 1983	10.80	10.80	.00	.00
** 57400-15 CHAPTER 94 SLA 1983	7.00	7.00	.00	.00
** 57402-15 CHAPTER 106 SLA 1983	.12	.11	.01	.00
** 57404-15 CHAPTER 107 SLA 1983	172.39	171.04	1.00	.34
** 57406-15 CHAPTER 25 SLA 1982	125.86	124.94	.48	.44
** 57408-15 CHAPTER 101 SLA 1982	.41	.40	.00	.00
** 57410-15 CHAPTER 139 SLA 1982	3.50	3.35	.15	.00
** 57418-15 CHAPTER 82 SLA 1981	60.14	58.94	.81	.39
** 57422-15 CHAPTER 50 SLA 1980	5.70	5.70	.00	.00
** 57426-15 CHAPTER 118 SLA 1980	2.15	2.15	.00	.00
** 57428-15 CHAPTER 120 SLA 1980	78.74	77.88	.36	.51
** 57444-15 CHAPTER 113 SLA 1978	63.04	62.86	.00	.18
** 57464-15 CHAPTER 247 SLA 1976	123.91	123.61	.07	.23
** 66997-15 OTHER APPROPRIATIONS	34.75	34.20	.22	.34

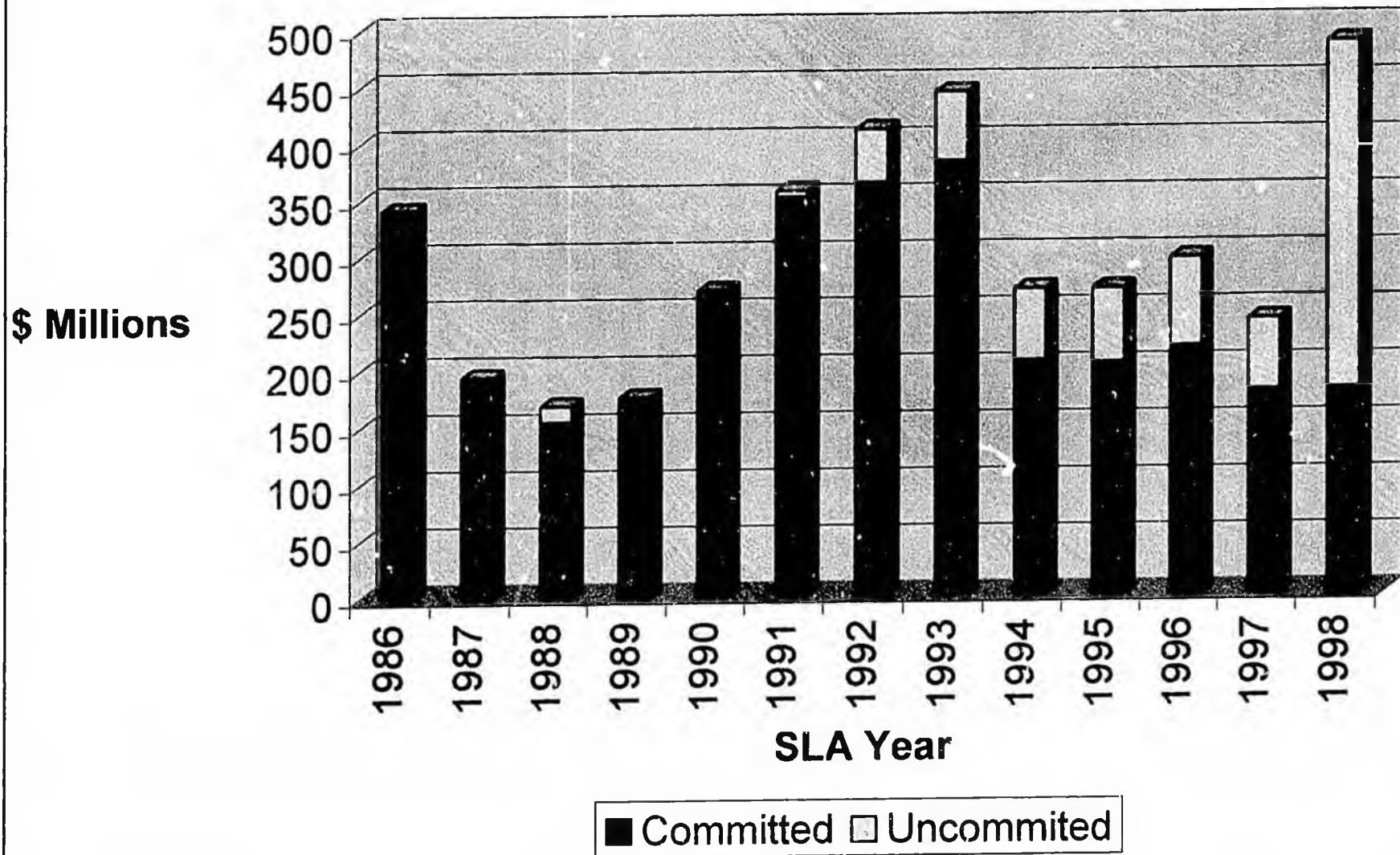
FOR NEXT SECTION ENTER==> NUMBER _____ YEAR _____ LEVEL LIMIT _____
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---
 CONT QUIT PGUP PGDN RR PFKYS HELP

UNRESTRICTED AUTHORIZATION BALANCE REPORT RRN:0162042 RSN:04355 02/02/1999
 APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL
 75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:
 COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 66997-15 OTHER APPROPRIATIONS	34.75	34.20	.22	.34
** 66998-15 SPECIAL ITEMS	51.73	47.92	.22	3.59
** 66999-15 RSA'S	154.73	106.21	47.40	1.13

FOR NEXT SECTION ENTER==> NUMBER _____ YEAR _____ LEVEL LIMIT _____
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---
 CONT QUIT PGUP RR PFKYS HELP

Federal Funds Appropriated to DOT&PF



AMHS Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Economic benefits following construction.</p> <p>Weighting: 3</p>	Significant economic benefits; endorsed as an economic development project by local, borough or state government.	Expanded capacity or new access specifically built to support regional or local industrial, commercial or resource development	Provides minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	N/A	N/A
<p>2. Health and quality of life</p> <p>Weighting: 3</p>	Project's primary objective is passenger public health.	Project's secondary objective is passenger public health.	Project's objective is not public health.	N/A	N/A
<p>3. Safety.</p> <p>Weighting: 5</p>	Project's primary objective is passenger safety.	Project's secondary objective is passenger safety.	Project's objective is not safety.	N/A	N/A
<p>4. Improves intermodal transportation or lessens redundant facilities.</p> <p>Weighting: 3</p>	Greatly improves the connection between modes and coordination and integration of passenger and freight systems and services and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves the connection between modes and enhances coordination and integration of passenger and freight systems and/or would clearly reduce the need for moderate capital investment in another mode.	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes.	Moderately decreases the connection between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode.	Greatly decreases the connection between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode.
<p>5. Local, other agency or user contribution to fund capital costs.</p> <p>Weighting: 2</p>	Contribution of state match, design, right-of-way, and/or materials totals 25% or more of project cost.	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 5% of project cost.	No contribution.	N/A	N/A

AMHS Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
6. Local, other agency or user contribution to fund maintenance and operations (M&O) costs. Weighting: 4	Contributions = 100% and assumption of ownership. (Assumption of ownership of like facility OK.)	Contributions cover ___% of M&O costs. One point for each 25%.	Contributions cover < 25% to >10% of M&O costs.	Contributions cover <10% to > 1% of M&O cost.	Contributions cover <1% of M&O cost.
7. Public support. Weighting: 3	Preponderance of public record shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project; and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project and contravenes official state/local plans.
8. Environmental approval readiness Weighting: 2	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft documents circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
9. System continuity and maintenance: facilities or vessels. Weighting: 4	Project replaces currently operating facilities or vessels that are or beyond useful life.	Project provides facilities or vessels to expand service.	Project will neither replace currently operating facilities or vessels nor expand service.	N/A	N/A
10. Does this project make significant improvements in level of service or capacity? Weighting: 3	Yes, major reason for project. Existing facilities or services currently at capacity.	Yes, major reason for project. Existing facilities or services rapidly approaching capacity.	Not a major reason for project.	No, existing facilities or services are adequate for current and projected use.	No, existing facilities or services are currently significantly underutilized.

AMHS Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>11. Would improvements reduce M&O costs; address M&O priority?</p> <p>Weighting: 5</p>	Yes, M&O priority a major reason for project; significant M&O cost reduction; or local organization will assume full maintenance.	Yes, M&O priority a partial reason for project; moderate M&O cost reduction; or local organization will assume partial maintenance.	Not an M&O priority negligible positive or negative affect on M&O costs.	New facility or vessel; would increase M&O costs moderately; no assumption of maintenance by local organization.	New facility or vessel; would increase M&O costs significantly; no assumption of maintenance by local organization.
<p>12. What is current utilization factor of the terminal or service?</p> <p>Weighting: 3</p>	Volume/capacity ratio or traffic volume in top third of eligible projects.	Volume/capacity ratio or traffic volume in middle third of eligible projects.	Volume/capacity ratio or traffic volume in bottom third of eligible projects.	New facility or service. No established traffic volume. Traffic projections support project.	New facility or service. No established traffic volume. Traffic projections do not support project.
<p>13. Is the project required to comply with regulatory requirements?</p> <p>Weighting: 5</p>	Yes.	N/A	No.	N/A	N/A
<p>14. Other factors not specified.</p> <p>Weighting: 2</p>	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 47

Remote Roads and Trails Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Economic benefits following construction.</p> <p>Weighting: 4</p>	Supports economic benefit; endorsed as an economic development project by regional governmental agency or representative group.	Supports capacity or new access specifically built to support regional or local industrial, commercial or resource development	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	N/A	N/A
<p>2. Health and quality of life (Air and water quality, neighborhood continuity, access to basic necessities)</p> <p>Weighting: 5</p>	This project provides a significant contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.	This project provides a moderate contribution to improved health or quality of life, or reduces or removes an existing negative factor.	Project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
<p>Examples: Access to basic sanitation = 5; dust control = 4; access to medical facility = 3.</p>					
<p>3. Safety.</p> <p>Weighting: 5</p>	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern.	Less than 5% of project addresses safety.	N/A	N/A
<p>4. Improves intermodal transportation or lessens redundant facilities.</p> <p>Weighting: 2</p>	Greatly improves the connectivity between modes and coordination and integration of passenger and freight systems and services and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves the connectivity between modes and enhances coordination and integration of passenger and freight systems and/or would clearly reduce the need for moderate capital investment in another mode.	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes.	Moderately decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode.	Greatly decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode.

Remote Roads and Trails Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
5. Local, other agency or user contribution to fund capital costs. Weighting: 2	Contribution of state match, design, right-of-way, and/or materials totals 25% or more of project cost.	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 5% of project cost.	Contribution covers no capital costs; contributes nothing.	N/A	N/A
6. Local, other agency or user contribution to fund M&O costs. (For non-DOT or DOT unsuited to long-term ownership). Commitment must be in writing before points will be assigned. Weighting: 5	Sponsor will assume ownership if currently a DOT&PF facility; or sponsor will assume ownership of another DOT&PF facility of similar M&O cost.	Sponsor will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost.	Sponsor contributes nothing. Continued sponsor ownership & operation of locally-owned facility = 1 pt.; And results in significant local maintenance savings = 2 pts.	N/A	N/A
7. Departmental M&O priority (Use for DOT&PF facilities.) Weighting: 5	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority.	Not an M&O priority; would increase M&O costs moderately.	Not an M&O priority; would increase M&O costs significantly.
8. Public support. Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project; and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.
9. Environmental approval readiness Weighting: 2	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft documents circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.

Remote Roads and Trails Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
10. Will project provide new and/or improved access to the noted uses: water sources, landfills, sewage lagoons/honey bucket sites, health care, airports, subsistence sites, or river/ocean access? Weighting: 5	New access to two or more uses = 5.	New access to one = 3; Improved access to two or more = 2; Improved access to one of listed uses = 1.	None of uses listed.	N/A	N/A
11. System preservation. Weighting: 3	Major purpose of project is to extend the life of existing facility by 10 or more years.	Secondary purpose of project is to extend life of existing facility by 10 or more years.	Preservation is not significant purpose of the project.	N/A	N/A
12. Is this a joint project with ADEC, BIA or PHS? Weighting: 4	Yes.	N/A	No.	N/A	N/A
13. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 47

Rural and Urban Streets and Roads Project Evaluation Criteria
(on the Contiguous or AMHS System but Not on the NHS)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Economic benefits following construction.</p> <p>Weighting: 2</p>	Supports significant new, identifiable, permanent economic opportunities or benefits of statewide or interstate scope.	Supports moderate new, identifiable, permanent economic opportunities or benefits of regional or local scope.	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	N/A	N/A
<p>2. Health and quality of life (Air and water quality, neighborhood continuity, access to basic necessities)</p> <p>Weighting: 1</p>	This project provides a significant contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.	This project provides a moderate contribution to improved health or quality of life, or reduces or removes an existing negative factor.	Project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
<p>3. Safety.</p> <p>Weighting: 5</p>	HSIP priority = 5 60% - 80% = 4 80% - 100% = 5	5% - 20% = 1 20% - 40% = 2 40% - 60% = 3	Less than 5% of project addresses safety.	N/A	N/A
<p>4. Improves intermodal transportation or lessens redundant facilities.</p> <p>Weighting: 2</p>	Would clearly reduce the need for capital investment in another mode and result in a reduction in operating costs by reducing redundancy in our system or greatly improves the connection between modes for travelers or freight.	May reduce the need for capital investment in another mode and result in a reduction in operating costs by reducing redundancy in our system or would moderately improve the connection between modes for travelers or freight.	Does not impact other mode requirements.	May increase demand on another mode possibly requiring additional capital expenditure.	Will increase demand on another mode requiring additional capital expenditure.
<p>5. Local, other agency or user contribution to fund capital costs.</p> <p>Weighting: 4</p>	Contribution of state match, design, right-of-way, and/or materials: no point limit - 1 pt per each 5% of project cost.	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 5% of project cost.	Contribution covers no capital costs; contributes nothing.	N/A	N/A

* This category may also be used to score roads of a similar character not on the contiguous system such as Nome-Council.

Rural and Urban Streets and Roads Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>6. Local, other agency or user contribution to fund M&O costs. (For non-DOT or DOT unsuited to long-term ownership) For 1998-2000 STIP: commitment must be in writing before points will be assigned. Weighting: 5</p>	Sponsor will assume ownership if currently a DOT&PF facility; or sponsor will assume ownership of another DOT&PF facility of similar M&O cost.	Sponsor will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost.	Sponsor contributes nothing. Continued sponsor ownership & operation of locally-owned facility = 1 pt.; And results in significant local maintenance savings = 2 pts.	N/A	N/A
<p>7. Departmental M&C costs and priority (Use for DOT facilities.) Weighting: 5</p>	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority; little affect on M&O costs.	Not an M&O priority, would increase M&O costs moderately.	Not an M&O priority; would increase M&O costs significantly.
<p>8. Public support? Weighting: 3</p>	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state or local plans.	Majority of public record shows support for project; and nominally supported in official state or local plans.	Public record is divided or undocumented toward project; and not supported in official state or local plans.	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and/or contravenes official state/local plans.
<p>9. Environmental approval readiness. Weighting: 2</p>	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.

Rural and Urban Streets and Roads Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
10. Surface rehabilitation. Weighting: 4	Primarily 3-R and a PMS recommendation for rehab within 2 years, or a gravel surface badly deteriorated or serious surface deformation.	Primarily 3-R; a portion of the project addresses serious foundation problems.	Primarily major reconstruction; addresses longer-range rehabilitation.	N/A	N/A
11. Cost, length, AADT evaluation. Divide project cost (in thousands) by length (in miles) and further divide result by Avg. Annual Daily Traffic. Weighting: 4	Between: 0 - 55¢ = 5 55¢ - 80¢ = 4	Between: 80¢ - \$1.10 = 3 \$1.10 - \$1.50 = 2 \$1.50 - \$2.50 = 1	Between: \$2.50 - \$3.00 = 0	Between: \$3.00 - \$4.00 = -1 \$4.00 - \$6.00 = -2 \$6.00 - \$10.00 = -3	Between: \$10.00 - \$54.00 = -4 \$54.00 - ∞ = -5
12. Deficient bridges. Weighting: 3	Deficient bridge needing replacement.	Deficient bridge eligible for repair/replacement.	No bridge deficiencies	N/A	N/A
13. Deficient width/grade/alignment Weighting: 3	Significantly deficient w/g/a relative to standards.	Moderately deficient w/g/a relative to standards.	No w/g/a deficiencies	N/A	N/A
14. Functional class. Weighting: 2	Major Arterial = 5 Minor Arterial = 4	Major Collector or Urban Collector	Minor Collector	Local Roads/Streets	N/A
15. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 47

TRAAK Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Health and quality of life (Air and water quality, neighborhood continuity, enhanced recreational opportunities, enhanced understanding of natural and manmade environment) Weighting: 3</p>	<p>This project provides a significant contribution to improved health or quality of life through reduction or removal of existing negative factor or provision of a new facility which improves quality of life.</p>	<p>This project provides a moderate contribution to improved health or quality of life through reduction or removal of existing negative factor or provision of a new facility which improves quality of life.</p>	<p>Project will have no affect either positive or negative on quality of life issues.</p>	<p>This project provides a moderate degradation to health or quality of life.</p>	<p>This project provides a significant degradation to health or quality of life.</p>
<p>2. Safety. Weighting: 5</p>	<p>Addresses demonstrated safety problem of significance.</p>	<p>Addresses demonstrated safety problem of moderate nature or there is a record of public concern.</p>	<p>Project does not have a safety component.</p>	<p>Project will have a minor adverse affect on safety.</p>	<p>Project will have a major adverse effect on safety.</p>
<p>3. Local, other agency or user contribution to fund capital costs. Weighting: 4</p>	<p>Contributions covers 25% or more of project costs. Note: award 1 point for each 5% contribution.</p>	<p>Note: award 1 point for each 5% contribution.</p>	<p>No contribution.</p>	<p>N/A</p>	<p>N/A</p>
<p>4. Local, other agency or user contribution to fund operations and maintenance (O&M) costs. (Use for non-DOT facilities or facilities DOT is unsuited to long-term ownership). Weighting: 5</p>	<p>Sponsor will assume ownership if currently a DOT&PF facility; or sponsor will assume ownership of another DOT&PF facility of similar M&O cost.</p>	<p>Sponsor will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost.</p>	<p>Sponsor contributes nothing. Continued sponsor ownership & operation of locally-owned facility = 1 pt., and results in significant local maintenance savings = 2 pts.</p>	<p>N/A</p>	<p>N/A</p>

For 2000-2000 STIP: *Commitment must be in writing before points will be assigned.*

Criteria relates to TRAAK Projects not involving a related improvement to a highway, road, ferry or transit project.

TRAAK Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
5. Departmental M&O costs and priority (Use for DOT facilities). Weighting: 5	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority; little affect on M&O costs	Not an M&O priority; would increase M&O costs moderately.	Not an M&O priority; would increase M&O costs significantly.
6. Public support. Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state or local plans.	Majority of public record shows support for project; or nominally supported in official state or local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state or local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state or local plans.
7. Environmental approval readiness Weighting: 2	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
8. Project bridges gap or removes barrier between existing trail systems or provides interpretive center or rest area continuity. Weighting: 3	Project provides an important connection.	Project provides a modest connection.	No gaps bridged or barriers removed but does connect to existing networks.	Project is isolated from existing networks.	N/A
9. Project is tied to a recreational, educational or tourism event or activity? This project would strongly support/sustain this event/? Weighting: 2	Event or activity is of statewide or regional significance and well known/long standing. Yes to both (5), yes to one (4).	Event or activity is local and well known/long standing. Yes to both (3) or yes to one (2). Event is new but growing in importance (1).	Event is local and not growing.	N/A	N/A

TRAAK Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
10. Any of the six intrinsic qualities : scenic, historic, cultural, natural, archaeological, recreational. Weighting: 3	One point for each one; maximum 5.	(See to left.)	None.	N/A	N/A
11. Capital cost Weighting: 3	Total project cost (all phases): \$250,000 or less = 5	Total project cost (all phases): \$250,000-\$500,000 = 3	Total project cost (all phases): \$500,000-\$750,000 = 1 \$750,000 or more = 0	N/A	N/A
12. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 41

Transit Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
1. Health and quality of life (Neighborhood continuity, access to basic necessities) Weighting: 3	Project provides significant contribution to improved health or quality of life.	Project provides moderate contribution to improved health or quality of life.	Project will have no effect, either positive or negative, on quality of life issues.	Project provides a moderate degradation to health or quality of life.	Project provides a significant degradation to health or quality of life.
2. Safety. Weighting: 4	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern.	Project has no effect on safety.	N/A	N/A
3. Improves intermodal transportation or reduces redundant facilities. Weighting: 2	Greatly improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for capital investment in another mode.	Minimal to no effect on transportation system connectivity, or coordination and integration of passenger systems and services, and does not change the requirement for investment in other modes.	Moderately decreases the connectivity between modes, or decreases coordination and integration of passenger systems and services and/or results in redundant investments.	Greatly decreases the connectivity between modes or coordination and integration of passenger systems, and/or results in redundant investments.
4. Local, other agency or user contribution to fund capital costs. Weighting: 5	Local or user contributions fund ___% of local match for capital costs. (One point for each 20% of local match.)	(see to left)	Local or user contributions fund none of the capital costs.	N/A	N/A
5. Local contribution to fund operations and maintenance (O&M) costs. Weighting: 5	Local or user contributions cover 100% of O&M costs, and include ownership of facility.	One point for each 20% of local support of O&M costs.	Local or user contributions cover none of O&M costs.	N/A	N/A

Transit Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>6. Public support.</p> <p>Weighting: 3</p>	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project; and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.
<p>7. Environmental approval readiness.</p> <p>Weighting: 1</p>	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
<p>8. System continuity and maintenance (vehicles).</p> <p>Weighting: 4</p>	Project replaces currently operating vehicles that are at or beyond FTA replacement standards.	Project provides vehicles to expand service.	Vehicles will neither replace currently operating vehicles nor expand service.	N/A	N/A
<p>9. Is the project listed in State Air Quality Implementation Plan?</p> <p>Weighting: 2</p>	Yes, a required element.	Yes, a contingency element = 4. No, but qualifies for CMAQ funds = 2-3.	Not listed in plan; does not qualify for CMAQ funds; no significant air quality impacts.	No, and project will have moderate negative air quality impacts.	No, and project will have significant negative air quality impacts.
<p>10. Has local agency exhausted FTA/ other funding sources?</p> <p>Weighting: 3</p>	Yes, including filing of FTA Section 3 application.	Yes, excluding Section 3.	No, but FTA funding unlikely.	No, and FTA funding a possibility.	No, and FTA funding a strong possibility.
<p>11. Does project support private-non-profit providers?</p> <p>Weighting: 4</p>	Yes, will replace existing PNP agency vehicle which scored above __ on Sec. 16 ranking.	Yes, new vehicle for PNP provider which scored above __ on Sec. 16 ranking.	No.	N/A	N/A

Transit Criteria (continued)

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
12. Will project support coordinated service or brokerage? Weighting: 4	Yes, with 5 or more agencies participating.	Yes, with 3 agencies participating.	No.	No, even though coordinated system/brokerage is in operation in community.	N/A
13. Increased mobility for the disadvantaged? Weighting: 5	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is major benefit of project; and/or necessary for existing facility or system to comply with ADA.	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is moderate benefit of project.	Meets ADA requirements but has limited benefits for mobility disadvantaged.	Will require substantial cost to meet ADA requirements.	No intention/ impossible to meet ADA requirements.
14. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	Project includes liabilities not otherwise rated.	N/A

Total Weight = 47

PROJECT EVALUATION CRITERIA

AIRFIELD PROJECTS

Standards	(5)	(3)	(0)	(-3)	(-5)
1. Safety Weighting: 5	Substantially increases safety	Moderately increases safety	Maintains Status Quo	NIA	N/A
2. Health & Quality of Life (Access to Basic Necessities) Weighting: 4	Provides a significant contribution to improved health or quality of life	Provides a moderate contribution to improved health or quality of life	Has no effect either positive or negative on health/quality of life issues	N/A	N/A
3. Economic Benefits Weighting: 3	Provides significant permanent economic opportunities or benefits statewide or interstate. A formal economic evaluation is required.	Provides moderate identifiable, permanent economic opportunities or benefits regionally or locally	Maintains Status Quo	NIA	N/A
4. Community Support Weighting: 2	Community Public record and state/local plans fully support project. A supporting resolution from local government is required for Community class airports. Local Sponsors receive 5 points, if a supporting resolution has been submitted confirming sponsorship.	Majority of public record supports the project. Nominally supported in official state/local plans.	Public record is divided or undocumented towards the project	Majority of public record opposes the project. Not supported in official state/local plans.	Abundance of public record opposes the project. Opposing resolution from local elected body. Contradicts official state/local plans.
5. Community M&O Contribution Weighting: 4	Local government assumes ownership of facility, including M&O responsibilities and federal grant obligations	Local government assumes full M&O responsibility of facility	Local government assumes no new responsibilities or cost	NIA	N/A

PROJECT EVALUATION CRITERIA

AIRFIELD PROJECTS

Standards	(5)	(3)	(0)	(-3)	(-5)
6. Local Capital Contribution Weighting: 3	Contribution of state match, design, ROW, and/or materials totals 25% or more of project cost.	Contribution of state match, design, ROW, and/or materials: 1 point per each 5% of project cost. All Local Sponsors receive at least 1 point.	Provides no capital costs; contributes nothing.	N/A	N/A
7. Maintenance & Operations Weighting: 4	Very High M&O priority	Moderate M&O priority	Not an M&O priority	N/A	N/A
8. Security/Certification (Certified Airports Only) Weighting: 2	Corrects deficiencies to meet minimum requirements		No affect on security/certification	N/A	N/A
9. Aviation Alternatives Weighting: 3	N/A	N/A	No access to other public aviation facilities	Moderate facility redundancy with access to another public airport	Substantial facility redundancy with access to another public airport
10. Community Transportation Alternatives Weighting: 4	No other transportation alternatives available	Transportation alternatives available. See Note #1.	Transportation alternatives available. See Note #1.	Other alternatives may provide comparable transportation benefits	Other alternatives will provide superior transportation benefits
<p>Note #1: Under Criteria 10, all season road access available to the contiguous highway system or to an alternative airport = 0. Seasonal road access available to the contiguous highway system or to an alternative airport = 2. All season ferry/barge service available = 1. Seasonal ferry/barge service frequency: Weekly or more frequent service = 2; Less frequent than weekly but more frequently than monthly service = 3; Less frequently than monthly service = 4.</p>					

PROJECT EVALUATION CRITERIA

AIRFIELD PROJECTS

Standards	(5)	(3)	(0)	(-3)	(-5)
11. Runway Length Weighting: 5	Existing runway less than 2,000 feet See Note # 2	Existing runway is less than 3,000 feet See Note # 2	Existing runway is 3,000 feet or greater See Note # 2	N/A	N/A
Note # 2: For airports with existing runways less than 3000' that do NOT otherwise receive any points Criteria 11, projects which install runway edge lighting receive 1 point and projects which resurface the runway receive 1 point.					
12. Runway Surface Condition Weighting: 4	Improves poor/failing surface to all-weather capability	Runway surface condition is acceptable but needs improvement	Runway surface condition is good	N/A	N/A
13. Aviation Hazards: Trees in approach; Aircraft in Safety Area; Severe Xwinds/Turbulence Weighting: 2	Corrects significant hazards	Corrects minor hazards	Maintains Status Quo	N/A	N/A
14. Erosion/Flooding Weighting: 4	Alleviates immediate threat to airport	Addresses problem needing attention	Maintains Status Quo	N/A	N/A
15. Other Factors Not Previously Evaluated Weighting: 4	Project shows significant innovation or unique benefits not previously evaluated	Project shows moderate innovation or unique benefits not previously evaluated	All project ranking factors previously evaluated	N/A	N/A

PROJECT EVALUATION CRITERIA

AIRPORT EQUIPMENT

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>1. Age of Equipment in years</p> <p>-Vehicles (smaller)* -Heavy Equipment#</p> <p>Weighting: 3</p>	<p>*Small vehicles - pickups, vans, sedans</p> <p>>7 >15</p>	<p>*Motorgraders, loaders, dump trucks, tractors dozers, snow blowers, ARFF trucks, etc.</p> <p>7 15,14,13</p>	<p>N/A 12,11,10,9</p>	<p>6,5 8,7,6</p>	<p>4 or less 5 or less</p>
<p>2. Hours or Miles</p> <p>-Vehicles (smaller)* -Heavy Equipment</p> <p>Weighting: 3</p>	<p>*Small Vehicles - pickups, vans, sedans, etc.</p> <p>>65,000 miles >6,500 hours</p>	<p><65,000>45,000 miles <6,500>5,500 hours</p>	<p><45,000>35,000 miles <5,500>4,500 hours</p>	<p><35,000>15,000 miles <4,500>2,500 hours</p>	<p><15,000 miles <2,500 hours</p>
<p>3. Mechanical or Operating Condition</p> <p>Weighting: 4</p>	<p>Poor condition. Frequent breakdowns resulting in substantial down time.</p>	<p>Fair condition. Problems reported frequently and repairs completed which require above average down time.</p>	<p>Good condition. Requires routine maintenance and minor repairs.</p>	<p>Very good condition and dependable.</p>	<p>Excellent condition - Equipment is like new and very dependable.</p>
<p>4. Changes in Airfield Conditions/ Needs</p> <p>Weighting: 4</p>	<p>Substantial increase in surface area requiring service and/or change in type of equipment needed.</p>	<p>some expansion of surface area requiring service and/or change in type of equipment needed.</p>	<p>No changes made to area service or equipment needs.</p>	<p>Some reductions of surface area requiring service or equipment needs.</p>	<p>Substantial reduction of surface area requiring service or equipment needs.</p>

PROJECT EVALUATION CRITERIA

AIRPORT EQUIPMENT

Standards	(5)	(3)	(0)	(-3)	(-5)
5. Safety of On Site Equipment Operations Weighting: 3	On site equipment operation creates ongoing hazardous conditions for operators and/or passengers.	Reports of hazardous equipment conditions are dealt with routinely and are not considered to be major.	No safety issues exist at this time.	N/A	N/A
6. Existing Equipment Inventory Weighting: 3	On site equipment size/capacity/type is not adequate for needs of airport	Higher capacity or different type equipment would improve productivity; however existing equipment is adequate.	Equipment meets all requirements at this time.	N/A	Equipment exceeds all requirements at this time.
7. Equipment options for continued operation Weighting: 2	No alternative equipment available which could fulfill the function in the event of primary equipment failure.	Alternative equipment available which could marginally fulfill the function in the event of primary equipment failure.	Alternative equipment available which could adequately fulfill the function in the event of primary equipment failure.	N/A	N/A
8. Disposition of to-be-replaced equipment Weighting: 1	Equipment is dependable and will be reassigned to another airport in need of equipment.	Equipment will suffice for emergency back-up and is worth keeping as such.	Equipment is to be used for parts to repair like units, sold or disposed of with no additional use.	N/A	N/A
9. Land ownership status Weighting: 5	Property ownership is adequate to acquire equipment and title opinion is on file with the FAA.	N/A	Property ownership adequate to acquire equipment, but no title opinion on file.	N/A	Property ownership not adequate to acquire equipment.

PROJECT EVALUATION CRITERIA

AIRPORT EQUIPMENT

Standards	(5)	(3)	(0)	(-3)	(-5)
10. Other factors not evaluated Weighting: 2	Equipment acquisition has significant benefits not previously evaluated.	Equipment acquisition has moderate benefits not previously evaluated.	N/A	N/A	N/A

**PROJECT EVALUATION CRITERIA
AIRPORT BUILDINGS**

Standards	(5)	(3)	(0)	(-3)	(-5)
1. Safety of Existing Structure Weighting: 3	Roof, foundation or structural defects are hazardous to personnel.	Roof, foundation or structural defects have been reported and repairs undertaken.	No roof, foundation or structural defects noted at this time.	N/A	N/A
2. Needs Weighting: 5	Airport requirements or existing building condition creates need for new building or major rehabilitation of existing building.	Space or building condition inadequate but servicable for airport needs.	Existing facilities are adequate.	Present facilities are under-utilized	N/A
3. Project Conditions Weighting: 3	Probable project contractor mobilization cost sharing with another project.	Possible project contractor mobilization cost saving (in concert with another project).	No projects scheduled for this area at this time.	Project timing would interfere with another project underway.	N/A
4. Appearance Weighting: 1	Extensive damage resulting from extended use & weather conditions.	Exterior appearance poor - Internal deficiencies exist.	Appearance is satisfactory at this time.	N/A	N/A
5. Weather Conditions Weighting: 1	Special conditions exist continuously which result in increased problems due to exposure.	Special conditions exist at times which result in increased damage.	Weather conditions have no impact at this time.	N/A	N/A
6. Airfield Safety Weighting: 2	Significant airfield safety improvement through use of dry sand and/or protected equipment.	Some airfield safety improvement through use of dry sand and/or protected equipment.	No change	N/A	N/A
7. Land ownership Weighting: 2	N/A	N/A	Property ownership adequate to	N/A	Property ownership not adequate to construct

**PROJECT EVALUATION CRITERIA
AIRPORT BUILDINGS**

Standards	(5)	(3)	(0)	(-3)	(-5)
status Weighting: 4			construct the project		the project
8. Other factors not previously evaluated Weighting: 2	Project has significant benefits not previously evaluated	Project has moderate benefits not previously evaluated	All factors have been evaluated.	N/A	N/A

The Project Evaluation Process

Presentation to the Senate Finance Committee

February 4, 1999

Alaska

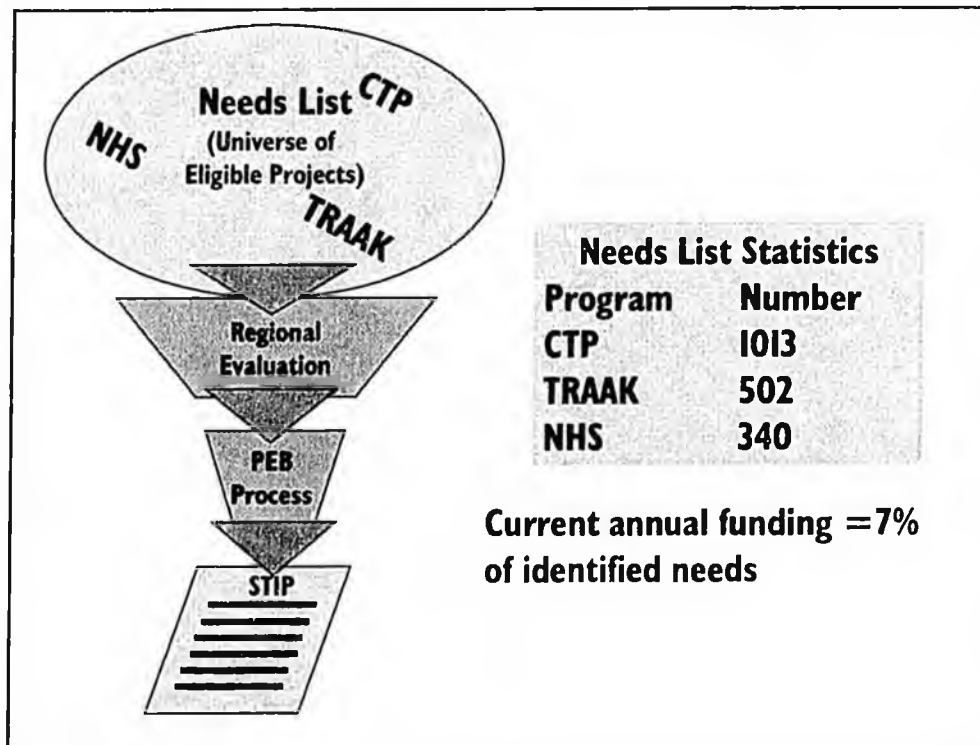
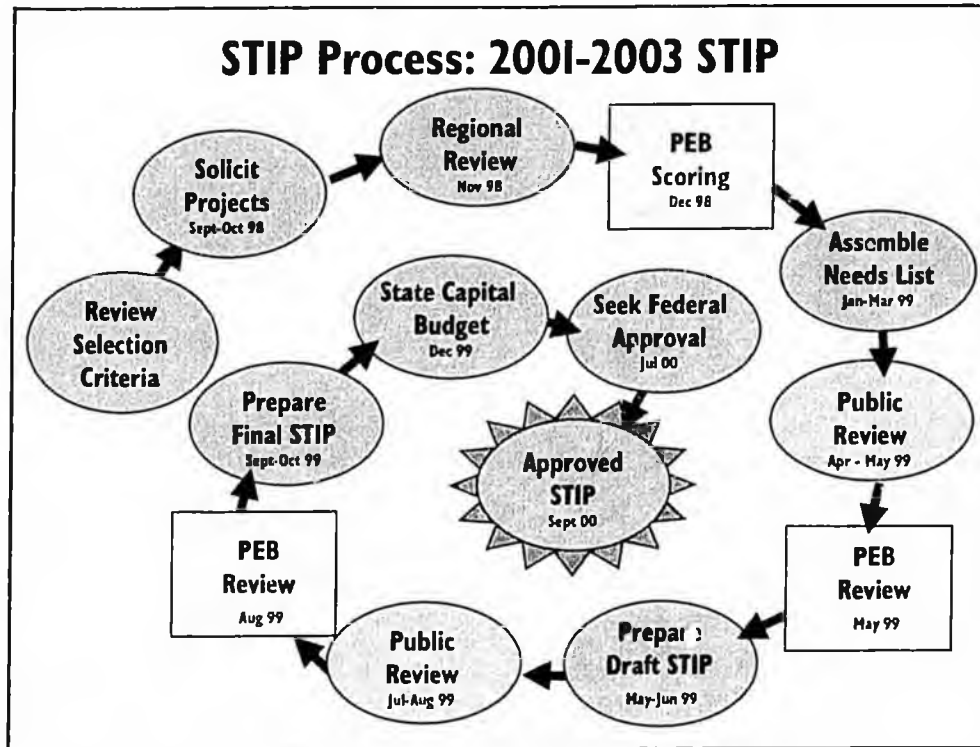
**Department of Transportation
and Public Facilities**



Introduction

- **Project ranking part of STIP process**
- **Development of criteria-based process**
- **Project Evaluation Board**
- **Aviation Project Evaluation Board**
- **Federal Requirements: 23 CFR 450**
- **State Requirements: 44.42.050 (d)**

STIP Process: 2001-2003 STIP



Development of Criteria-based System

- **Federal requirements for public process**
- **Need for “level playing field”**
- **Community complaints about old system; frequency of change and renominations**
- **Need to include four kinds of projects in CTP**
- **Funding needs within each group change**
- **Issue is proper balance among differing needs**

Project Selection Criteria

- **Criteria have had 3 rounds of public review and comment**
- **Criteria establish benchmarks for scoring**
- **Scores from criteria establish project rankings**
- **Criteria now in use for all modes**
- **FAA has endorsed Alaska’s criteria - apply nationally**

Project Selection For CTP and TRAAK

- **Project Evaluation Board - Replaces historic practice of “Commissioner’s prerogative.”**
- **Board comprised of 6 senior members of department.**
- **Each member scores projects after presentation.**
- **Average of scores used to rank projects.**

Feedback

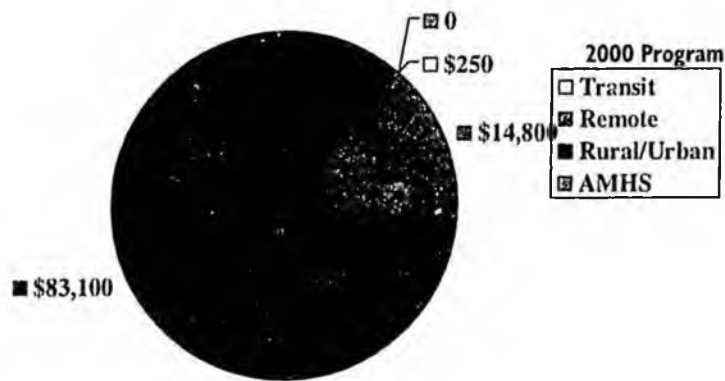
- **Communities prefer method to the “old way”**
- **Complaints about incentive for local capital contribution and ownership and maintenance**
- **Open system preferred - scores can be questioned, rescores requested**

Ranking Criteria Categories

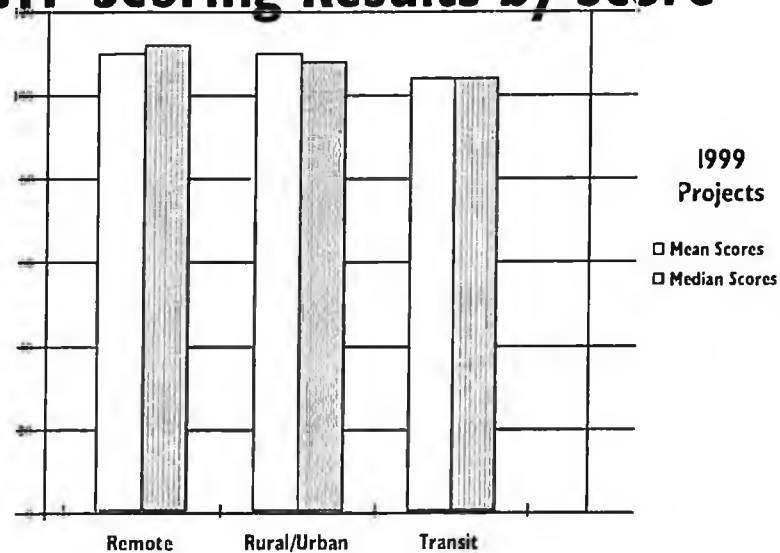
Rural/Urban Projects -(max score)

- Economic Benefits (10)
- Health & Quality of Life (5)
- Safety (25)
- Intermodal Transportation (10)
- Local Contribution to Capital Cost (20)
- Local Ownership/M&O Contribution (25)
- Departmental M&O Cost & Priority (25)
- Public Support (15)
- Environmental Approval Readiness (10)
- Surface Rehabilitation (20)
- Cost, Length & Traffic Volume (20)
- Deficient Bridges (15)
- Deficient Width/grade/alignment (15)
- Functional Class (10)
- Other (10)

Scoring Results by Category



CTP Scoring Results by Score



Project Selection for NHS

- Because of important role of NHS, limited number and stability of potential projects, NHS projects are not scored
- Emphasis on deficient sections of NHS. Current goal is to fully upgrade NHS system in 12-14 years
- Despite their statewide significance, NHS routes have limited constituency.
- Safety, Bridge and Pavement Management Systems used to help schedule projects.

PEB - Membership

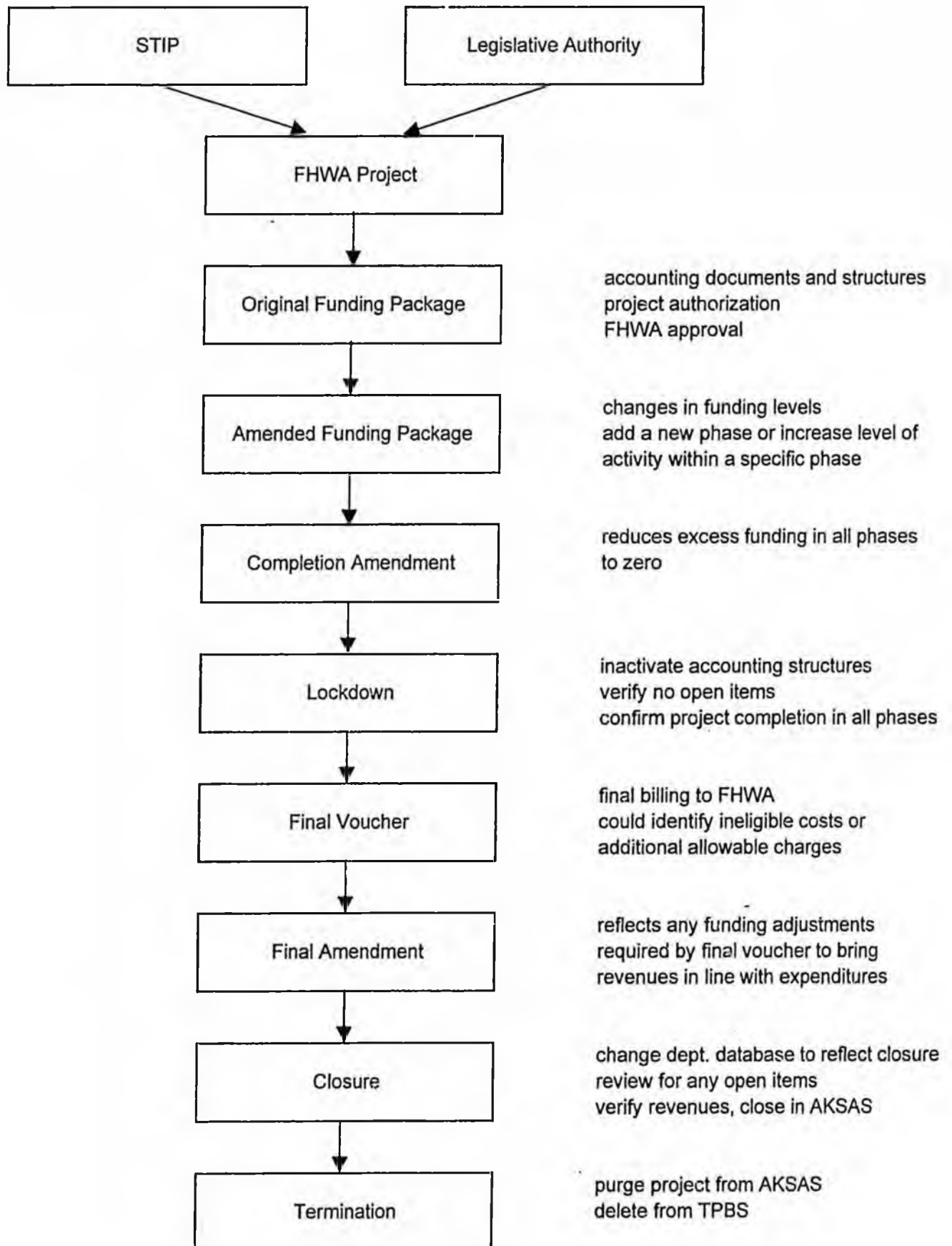
- **Deputy Commissioner, Operations (Chair)**
- **Director, Statewide Planning**
- **Regional Director, Northern Region**
- **Regional Director, Central Region**
- **Regional Director, Southeast Region**
- **Director, Design & Engineering Services**

Acronym Primer

- **SwTP - a 20 year, multi-modal plan for transportation (Statewide Transportation Plan)**
- **STIP - a program for spending federal highway and transit money (Statewide Transportation Improvement Program)**
- **PIP - rules governing how the public process used to prepare the SwTP and STIP (Public Involvement Procedures).**
- **AIP - program for spending federal aviation money (Aviation Improvement Program)**

These acronyms come from the federal regulations.

Department of Transportation and Public Facilities FHWA Project Funding Sequence



APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL

75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:

COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 00075-15 TRANSPORTATION & PF	5629.18	3940.74	924.51	763.94
** 57222-15 CHAPTER 138 SLA 1998	.30	.00	.00	.30
** 57224-15 CHAPTER 139 SLA 1998	628.89	23.52	288.91	316.47
** 57227-15 CHAPTER 7, SLA 1998	9.10	6.70	2.32	.09
** 57228-15 CHAPTER 99 SLA 1997	.15	.00	.00	.15
** 57230-15 CHAPTER 100 SLA 1997	311.80	98.54	133.88	79.37
** 57232-15 CHAPTER 50, SLA 1997	.44	.32	.12	.00
** 57234-15 CHAPTER 5 FSSLA 1996	1.62	1.62	.00	.00
** 57235-15 CHAPTER 123 SLA 1996	376.81	184.19	106.98	85.63
** 57237-15 CHAPTER 103 SLA 1995	339.57	202.29	72.46	64.82
** 57239-15 CHAPTER 8 FSSLA 1994	1.28	1.28	.00	.01
** 57240-15 CHAPTER 4 FSSLA 1994	502.59	361.45	77.37	63.77
** 57244-15 CHAPTER 79 SLA 1993	498.73	365.15	68.88	64.70
** 57246-15 CHAPTER 41, SLA 1993	24.50	19.90	4.60	.00

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 CONT QUIT PGDN RR PFKYS HELP

APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL

75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:

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** 57250-15 CHAPTER 96 SLA 1991	320.72	286.02	27.05	7.66
** 57251-15 CHAPTER 73 SLA 1991	.50	.10	.40	.00
** 57252-15 CHAPTER 208 SLA 1990	198.29	181.16	9.78	7.35
** 57256-15 CHAPTER 117 SLA 1989	176.05	162.01	13.61	.43
** 57260-15 CHAPTER 172 SLA 1988	165.59	137.95	12.92	14.72
** 57266-15 CHAPTER 3 FSSLA 1987	203.17	197.09	5.02	1.06
** 57270-15 CHAPTER 128 SLA 1986	269.08	259.03	9.49	.56
** 57278-15 CHAPTER 96 SLA 1985	197.72	194.86	1.79	1.07
** 57282-15 CHAPTER 22 SLA 1984	.29	.13	.15	.00
** 57284-15 CHAPTER 24 SLA 1984	68.26	65.93	1.79	.54
** 57392-15 CHAPTER 171 SLA 1984	17.84	17.71	.11	.01
** 57394-15 CHAPTER 10 SLA 1983	10.80	10.80	.00	.00

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT

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 CONT QUIT PGUP PGDN RR PFKYS HELP

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75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:

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ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 57394-15 CHAPTER 10 SLA 1983	10.80	10.80	.00	.00
** 57400-15 CHAPTER 94 SLA 1983	7.00	7.00	.00	.00
** 57402-15 CHAPTER 106 SLA 1983	.12	.11	.01	.00
** 57404-15 CHAPTER 107 SLA 1983	172.39	171.04	1.00	.34
** 57406-15 CHAPTER 25 SLA 1982	125.86	124.94	.48	.44
** 57408-15 CHAPTER 101 SLA 1982	.41	.40	.00	.00
** 57410-15 CHAPTER 139 SLA 1982	3.50	3.35	.15	.00
** 57418-15 CHAPTER 82 SLA 1981	60.14	58.94	.81	.39
** 57422-15 CHAPTER 50 SLA 1980	5.70	5.70	.00	.00
** 57426-15 CHAPTER 118 SLA 1980	2.15	2.15	.00	.00
** 57428-15 CHAPTER 120 SLA 1980	78.74	77.88	.36	.51
** 57444-15 CHAPTER 113 SLA 1978	63.04	62.86	.00	.18
** 57464-15 CHAPTER 247 SLA 1976	123.91	123.61	.07	.23
** 66997-15 OTHER APPROPRIATIONS	34.75	34.20	.22	.34

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 CONT QUIT PGUP PGDN RR PFKYS HELP

APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL

75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:

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ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 66997-15 OTHER APPROPRIATIONS	34.75	34.20	.22	.34
** 66998-15 SPECIAL ITEMS	51.73	47.92	.22	3.59
** 66999-15 RSA'S	154.73	106.21	47.40	1.13

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
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 CONT QUIT PGDN RR PFKYS HELP

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** 57270-15 CHAPTER 128 SLA 1986	269.08	259.03	9.49	.56
** 57278-15 CHAPTER 96 SLA 1985	197.72	194.86	1.79	1.07
** 57282-15 CHAPTER 22 SLA 1984	.29	.13	.15	.00
** 57284-15 CHAPTER 24 SLA 1984	68.26	65.93	1.79	.54
** 57392-15 CHAPTER 171 SLA 1984	17.84	17.71	.11	.01
** 57394-15 CHAPTER 10 SLA 1983	10.80	10.80	.00	.00

FOR NEXT SECTION ENTER==> NUMBER YEAR LEVEL LIMIT

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 CONT QUIT PGUP PGDN RR PFKYS HELP

UNRESTRICTED AUTHORIZATION BALANCE REPORT RRN:0162042 RSN:04355 02/02/1999
 APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL

75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:
 COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 57394-15 CHAPTER 10 SLA 1983	10.80	10.80	.00	.00
** 57400-15 CHAPTER 94 SLA 1983	7.00	7.00	.00	.00
** 57402-15 CHAPTER 106 SLA 1983	.12	.11	.01	.00
** 57404-15 CHAPTER 107 SLA 1983	172.39	171.04	1.00	.34
** 57406-15 CHAPTER 25 SLA 1982	125.86	124.94	.48	.44
** 57408-15 CHAPTER 101 SLA 1982	.41	.40	.00	.00
** 57410-15 CHAPTER 139 SLA 1982	3.50	3.35	.15	.00
** 57418-15 CHAPTER 82 SLA 1981	60.14	58.94	.81	.39
** 57422-15 CHAPTER 50 SLA 1980	5.70	5.70	.00	.00
** 57426-15 CHAPTER 118 SLA 1980	2.15	2.15	.00	.00
** 57428-15 CHAPTER 120 SLA 1980	78.74	77.88	.36	.51
** 57444-15 CHAPTER 113 SLA 1978	63.04	62.86	.00	.18
** 57464-15 CHAPTER 247 SLA 1976	123.91	123.61	.07	.23
** 66997-15 OTHER APPROPRIATIONS	34.75	34.20	.22	.34

FOR NEXT SECTION ENTER==> NUMBER _____ YEAR _____ LEVEL LIMIT _____
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---
 CONT QUIT PGUP PGDN RR PFKYS HELP

UNRESTRICTED AUTHORIZATION BALANCE REPORT RRN:0162042 RSN:04355 02/02/1999
 APPROPRIATION EXPENDITURES BY EXTENDED NEXT LOWER LEVEL

75-15 TRANSPORTATION & PF ORIG:85 DEPARTMENTS () FN:
 COA:1999 IN MILLIONS

ENTITY NUMBER - DESCRIPTION	AUTHORIZ	EXPENDED	OBLIGT'D	BALANCE
** 66997-15 OTHER APPROPRIATIONS	34.75	34.20	.22	.34
** 66998-15 SPECIAL ITEMS	51.73	47.92	.22	3.59
** 66999-15 RSA'S	154.73	106.21	47.40	1.13

FOR NEXT SECTION ENTER==> NUMBER _____ YEAR _____ LEVEL LIMIT _____
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---
 CONT QUIT PGUP RR PFKYS HELP



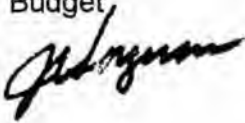
Official Business

Alaska State Senate

Senate Finance Committee

Mail Stop 3100
State Capitol
Juneau, Alaska 99801-1182

To: Senator Sean Parnell
Co-chair
Senator Dave Donley
Senator Randy Phillips
Senator Loren Leman
Senator Gary Wilken
Senator Lyda Green
Senator Pete Kelly
Senator Al Adams
Office of Management & Budget

From: Senator John Torgerson 
Co-chair

Date: January 25, 1999

Subject: Capital Budget
Full Finance and Capital Subcommittee
Duties and Responsibilities

This session, a new process will be used to write the Senate Finance Committee Substitute for the Capital Budget. After initial overviews, the budget process will be managed by a special subcommittee made up of the following members: Senator Dave Donley, Chair; Senators Torgerson, Wilken and Adams. As Senate Finance Co-chair for the Capital Budget, I will receive all requests and amendments for Capital Budget consideration throughout the session. My office will then distribute to the subcommittee those requests and amendments.

1. Overviews will be heard by the full Senate Finance Committee, beginning Tuesday, January 26. Initially, we will hear overviews from OMB, AHFC, DOT and the statewide sanitation project managers.
2. After the full committee overviews, the Capital Budget will be referred to the special subcommittee for detailed review and development. This subcommittee will hold regularly scheduled meetings separate from the Senate Finance Committee meetings.
3. The subcommittee will present its recommended budget to the full committee on or before April 20, 1999.

Both the subcommittee chair and I will be involved in all negotiations necessary to finalize the Capital Budget.

Capital Budget Duties and Responsibilities
Page 2

All responsibilities for writing the Reappropriations portion of the Capital Budget will be handled by my office.

I look forward to working with each of you during the next two years.

cc: Senate President Drue Pearce
Speaker Brian Porter
Representative Eldon Mulder
Representative Gene Therriault
Senate Secretary
Senate Finance Secretary

SENATE FINANCE COMMITTEE

SIGN-IN

SB 28-INCREASE IN PROGRAM RECEIPTS

NAME: Dan Spencer Sub./Bill No: _____

Co./Dept./Title: OMB Phone: _____

Address: _____ Zip: _____

Do you wish to testify? ___ Yes ___ No Respond to Questions

NAME: _____ Sub./Bill No: _____

Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

Do you wish to testify? ___ Yes ___ No ___ Respond to Questions

NAME: _____ Sub./Bill No: _____

Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

Do you wish to testify? ___ Yes ___ No ___ Respond to Questions

NAME: _____ Sub./Bill No: _____

Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

Do you wish to testify? ___ Yes ___ No ___ Respond to Questions

Bill History/Action Display

BILL: SB 32 SHORT TITLE: CAPITAL BUDGET APPROPRIATIONS
 BILL VERSION:
 SPONSOR(S): RULES BY REQUEST OF THE GOVERNOR

CURRENT STATUS: (S) FIN STATUS DATE: 1/21/99

TITLE: "An Act making and amending capital appropriations and reappropriations and capitalizing funds; and providing for an effective date."

Full Text No Fiscal Information for Bill/Resolution.

Bill History

Jrn-Date	Jrn-Page	Action
1/21/99		(S) READ THE FIRST TIME - REFERRAL(S)
1/21/99		(S) FIN
1/21/99		(S) GOVERNOR'S TRANSMITTAL LETTER

Similar Subject Match or Exact Subject Match

APPROPRIATIONS

BUDGET

PUBLIC WORKS

Bill Root:

[Return to BASIS Main Menu\(21th Legislature\)](#)
 BASIS Last Updated 1/21/99 2:40 PM

05/05/99
19:54:03

LEGISLATIVE TELECONFERENCE NETWORK SYSTEM
PARTICIPANT LIST (TESTIFIERS ONLY)
TCN:90704 SCHEDULED FOR:05/05/99 18:00 TO 23:00
PUBLIC HEARING SENATE FINANCE

LTN1150
BY:JNU
FOR:FBY

LOCATION: FAIRBANKS

SB 32	MR.	✓RON	RICKETTS	FIDC-AMA	TESTIFY
SB 32	MS.	✓MARY	NORDALE	AMA	TESTIFY
SB 32	MR.	✓TOM	BUDTZEN	AMA	TESTIFY
SB 32	MR.	✓EARL	BEISTLINE	AMA	TESTIFY
SB 32	MR.	RICH	HUGHES		TESTIFY
SB 32	MS.	✓PAMELA	HELD		TESTIFY
SB 32	MS.	✓MARY JANE	FATE		TESTIFY
SB 32	MR.	✓FRANK	WILLIAMS		TESTIFY
SB 32	MR.	✓ROYCE	CHAPMAN		TESTIFY
SB 32	MR.	✓STEWART	WEINBERG		TESTIFY
SB 32	MS.	RUTH	BURNETTE		TESTIFY
SB 32	MR.	✓ROGER	BURGGRAF		TESTIFY
SB 32	MS.	✓SARA	ALDEN	DFYS	TESTIFY
SB 32	MR.	✓PAUL	WOODMAN	WEATHERIZATION	TESTIFY
SB 32	MR.	✓JAKE	POOLE		TESTIFY
SB 32	MR.	✓BART	LEBON	SCHOOL BOARD	TESTIFY
SB 32	MR.	✓JERRY	WALKER		TESTIFY
SB 32	MR.	✓RON	DIXON	TVC	TESTIFY
SB 32	MR.	✓MIKE	YOUNG		TESTIFY
SB 32	MS.	✓JUDY	WARWICK		TESTIFY
SB 32	MS.	DEBBIE	TILSWORTH		TESTIFY
SB 32	MS.	✓EILEEN	CUMMINGS		TESTIFY

✓Don Gray
Jack Herbert

05/05/99
18:27:31

LEGISLATIVE TELECONFERENCE NETWORK SYSTEM
PARTICIPANT LIST (TESTIFIERS ONLY)
TCN:90704 SCHEDULED FOR:05/05/99 18:00 TO 23:00
PUBLIC HEARING SENATE FINANCE

LTN1150
BY:JNU
FOR:ALL

LOCATION: ANCHORAGE

ALL ITEMS	✓ CAROL	HEYMAN	SBA	TESTIFY
ALL ITEMS	✓ SEAN	BROSNAHAN	DOG WASH	TESTIFY
ALL ITEMS	✓ PATRICK	SHIFLEA	AK COM DEV COR	TESTIFY

LOCATION: FAIRBANKS

SB 32	MR.	✓ RON	RICKETTS	FIDC-AMA	TESTIFY
SB 32	MS.	✓ MARY	NORDALE	AMA	TESTIFY
SB 32	MR.	✓ TOM	BUDTZEN	AMA	TESTIFY
SB 32	MR.	✓ EARL	BEISTLINE	AMA	TESTIFY
SB 32	MR. left	RICH	HUGHES		TESTIFY
SB 32	MS.	✓ PAMELA	HELD		TESTIFY
SB 32	MS.	✓ MARY JANE	FATE		TESTIFY
SB 32	MR.	✓ FRANK	WILLIAMS		TESTIFY
SB 32	MR.	✓ ROYCE	CHAPMAN		TESTIFY
SB 32	MR.	✓ STEWART	WEINBERG		TESTIFY
SB 32	MS.	RUTH	BURNETTE		TESTIFY
SB 32	MR.	✓ ROGER	BURGGRAF		TESTIFY
SB 32	MS.	✓ SARA	ALDEN	DFYS	TESTIFY
SB 32	MR.	✓ PAUL	WOODMAN	WEATHERIZATION	TESTIFY
SB 32	MR.	✓ JAKE	POOLE		TESTIFY
SB 32	MR.	✓ BART	LEBON	SCHOOL BOARD	TESTIFY
SB 32	MR.	✓ JERRY	WALKER		TESTIFY

LOCATION: HOMER

SB 32		FRED	LAU	HOMEK SR CITIZEN	TESTIFY
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LOCATION: MATSU

ALL ITEMS	MS	✓ PAULINE	HOOTEN	TESTIFY
ALL ITEMS	MR	✓ TIM	ANDERSON	TESTIFY
ALL ITEMS	MR	✓ TIM	FOX	TESTIFY