

1/27/09

OVERVIEW:

STATE

TRANSP.

IMPROVE-

MENT

PROGRAM



What is the STIP?

- Statewide Transportation Improvement Program
- Spending program for Federal Highway funds
- Required by federal law
 - 4 year plan for highway spending
 - STIP must be fiscally constrained
 - Frequently amended
 - Substantial public process required
 - Must conform to long-range transportation plan
 - Federal approval before funds released

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STIP: What's Eligible

- Historically, only about 20% of the “high level” roads and bridges, plus ferries
 - 1991 Alaska specific amendment: “any public road”
- Other eligible work classes:
 - Public ferries and terminals
 - Public transit systems
 - Public bike and pedestrian trails that serve “transportation” purpose

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Alaska DOT&PF

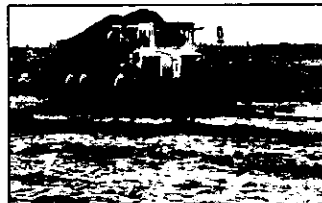
Other 49 states, federal funds used only on largest highways...



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Alaska DOT&PF

...in 1991, change in federal law allowed federal funds to be spent on any public road in Alaska

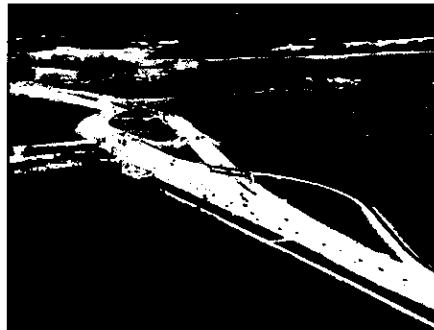


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So, we're the ONLY state...



...where federal highway funds can fund boardwalks as well as interchanges



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More Eligibility = Too Many Needs Competing



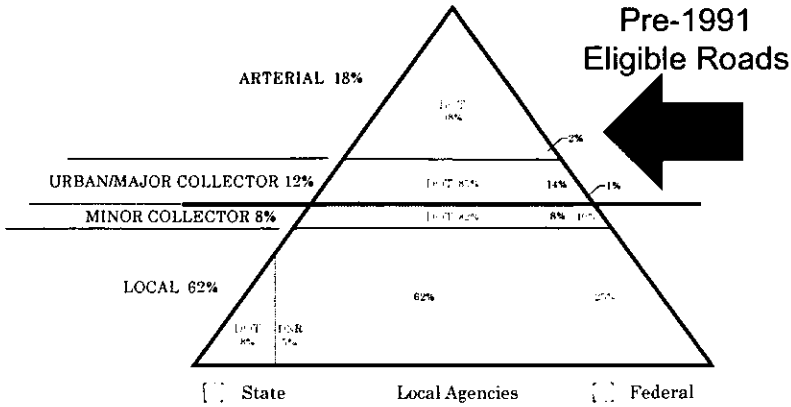
- Federal program simple not big enough to meet all the original plus new categories of need
 - Villages: basic access, sanitation roads, dust control
 - Urban: congestion, safety
 - Other: Ferry and highway modernization, new routes, economic development

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Alaska DOT&PF



ALASKA PUBLIC ROAD MILES:
Arterial, Collector, and Local Road Mileage by Ownership
As of December 2003

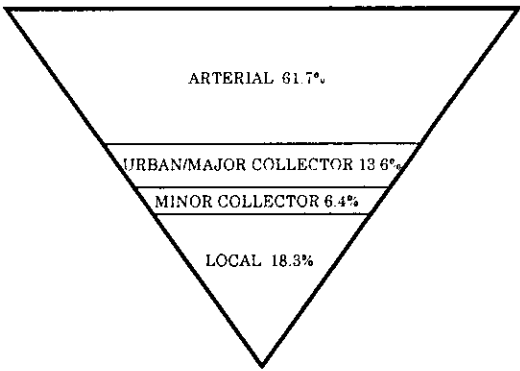


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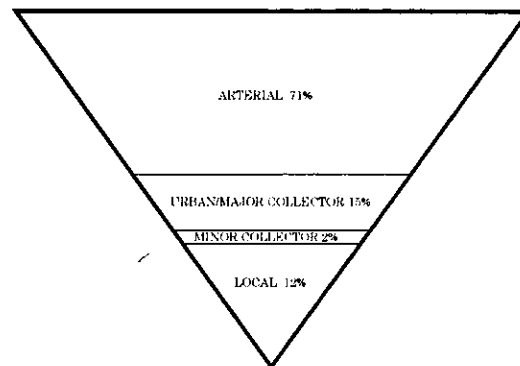
ALASKA PUBLIC ROAD MILES:
Distribution of 2003 VMT by Functional Class
(13,540,000 vehicle miles traveled)



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ALASKA PUBLIC ROAD MILES:
Distribution of 2003 Accidents by Functional Class



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Summary of Pyramids

- State owns/maintains 92% of high functional class routes (major collectors and arterials)
- These high functional class routes comprise 30% of all roads, where:
 - 75% of travel occur
 - 86% of accidents occur (in \$ costs to society)

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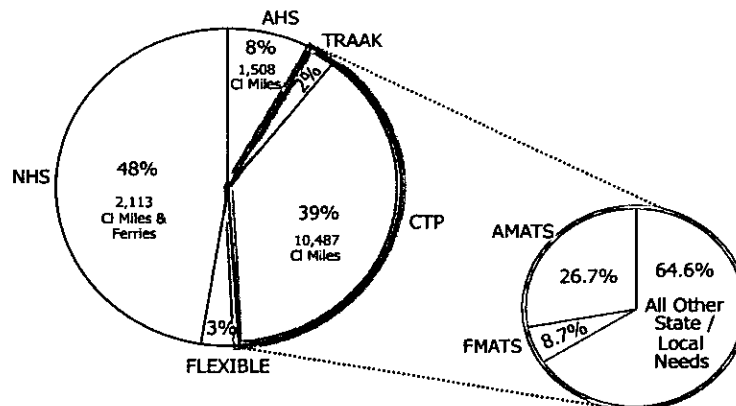
Alaska's STIP Categories



- NHS - National Highway System
 - Most important highways and ferries
- AHS - Alaska Highway System
 - Other major highways and ferries
- CTP - Community Transportation Program - Most community roads, some state roads
- TRAAK - Trails & Recreational Access for Alaska

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Distribution of Federal-Aid Transportation Formula Funds Per 17 AAC 05.155-200



December 2005

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How are Projects Selected?

- Approved State Transportation Plans: From long range transportation plan (required by federal and Alaska statutes)
- Management Systems: Federal mandate: structured data systems that keep track of critical conditions including:
 - Safety (state and local roads)
 - Bridges (state and local roads)
 - Pavement (state roads only)
- Scoring: For CTP and TRAAK projects not in state plans or management systems
 - Based on nominations and defined criteria

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Alaska's MPOs

- Metropolitan Planning Organization
 - Federally required partners in the federal highway program
 - Hold full decision authority over both plans and use of federal highway funds
 - Decisions apply to state and not-state owned roads (except NHS routes)
 - Anchorage and Fairbanks are both MPOs
 - Known as AMATS and FMATS

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Federal Highway Funds Challenge



- Many rules to work within
 - 120 funding types, plus “age” classes
- Most funds: use or lose in one year
- Funding types and time limits often drive project choices
- Since 2005: new rules have mushroomed
- Long and constant training curve for staff

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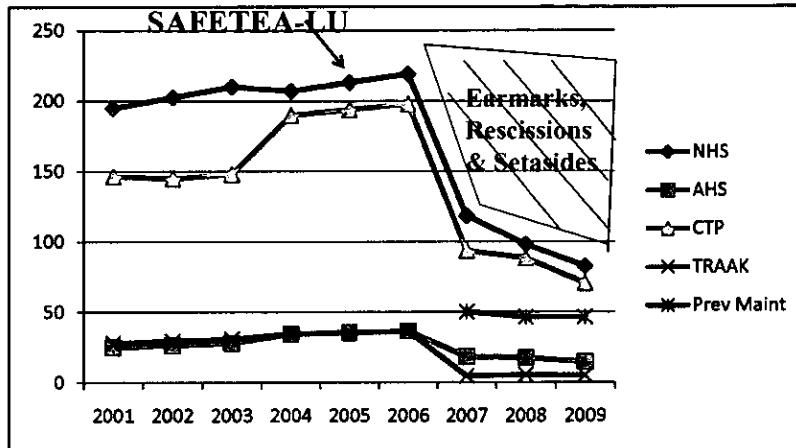
Recent Rules and Impact



- Ever more earmarks
 - Less funds to other needs as earmarks were deductive
 - Some projects not practical or too costly
- New pattern of rescissions
- Age class of funds now strictly enforced
- Time trap rule now strictly enforced
 - Unfinished projects must be repaid or completed

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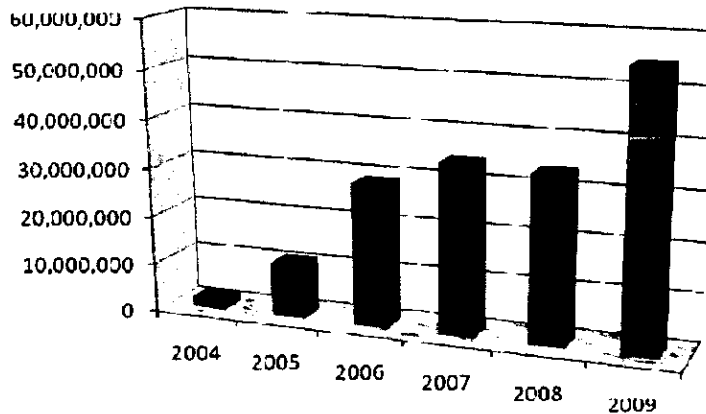
Alaska's Federal Highway formula funds for the STIP are decreasing



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Highway Funds Rescissions Since 2004



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Once Ineligible Projects Constructed Since 2000

Rural Highway Projects 2000 - 2008



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Federal Funds Crystal Ball

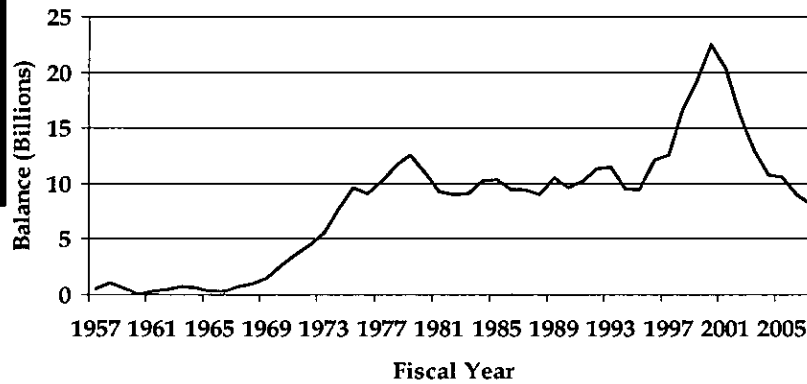


- 2009: Fully funded, plus possible stimulus funds too
- 2010: Predicted deficit in trust fund, plus new highway bill required
 - 2010 federal year: just 8 months
- New highway bill:
 - Many concerns over funding and policy changes that could result

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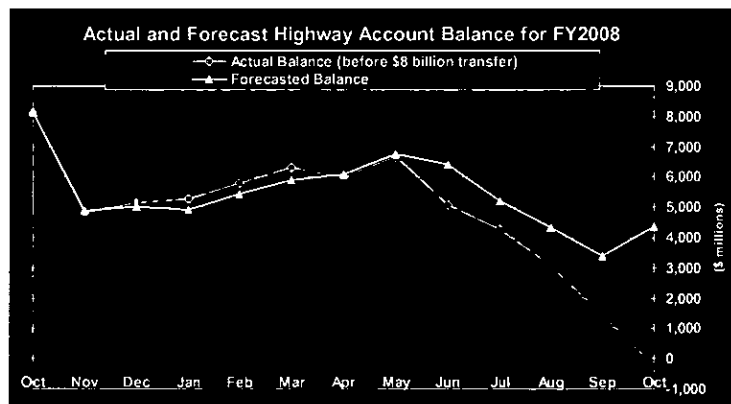
Highway Account Balance 1957-2007



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FY 2008: Actual and Forecasted Highway Account Balance



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September 2008: Congress stepped in...



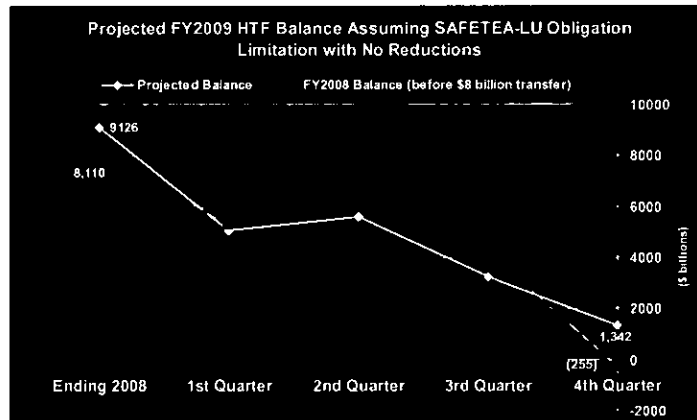
And provided an **\$8 Billion** infusion of general funds into the trust fund

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FY 2009: Predicted Status of the Highway Account



Projected FY09 ending balance of \$1-\$2 billion, but... we could again experience cash flow problems



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STIP Calendar

- 2006 - 2009 STIP set to expire
 - Possible amendment yet this year
- 2010 to 2013 STIP must be prepared
 - Call for nominations to communities
 - Update of scoring criteria
 - Scoring of projects
 - Program draft STIP for public comment
 - Approval needed in just 8 months

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STIP and Fiscal Constraint

- New rules requires strict fiscal constraint in each STIP
 - Must estimate future federal funds
 - Trust fund uncertainty, possible formula changes, possible earmarking
 - Must estimate cost of future projects
 - Highly dynamic cost circumstances
 - Possible downswing due to economic forces
 - STIP now programmed with estimated inflation

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Sum Up

- STIP rules more complex and demanding than ever
- Federal funds declining, and less flexible
- Alaska shares STIP funds more widely than other states
- Federal program facing possible big changes in 2010
- Despite these challenges: Must write new STIP or fail to garner future funds

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Questions?



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information we need to help us all make good decisions as we deliberate the bills before us in committee.

Our first agenda item is an overview presentation by the commissioner of the Department of Transportation and Public Facilities, Leo von Schöben.

Commissioner, please introduce yourself and your affiliation for the record. Would you like us to ask questions as you go along or hold them until the end of the presentation?

Jim Beattie

*Nancy Schlappe
Jeff Ottesen
Ron Cair*

Our next item on the agenda is the Statewide Transportation Improvement Program. Presenting will be Jeff Ottesen, Director of Program Development for DOT.

Jeff, please introduce yourself and your affiliation for the record.

I'd like to thank the department for taking the time to educate us on the organization and the challenges you face. We will see you here on Thursday for the department's presentation on the Alaska Marine Highway System and the Alaska Class Fast Ferry project.

If there is no further business the committee will stand adjourned at _____ p.m.



House Transportation Committee
January 27, 2009

Let the record show that the Transportation committee was convened at _____ p.m.

Today we have the privilege of meeting jointly with the Senate Transportation Committee.

Senator Kookesh, would you like to recognize the Senate members present?

Let the record reflect that the following Senate members are present:

Kookesh ___ Menard ___ Davis ___ Meyer ___ Pask van ___

Also let the record reflect that the following House members are present today:

Representatives

Johnson ___ Johansen ___ Harris ___ Munoz ___ Doogan ___ Gruenberg ___

& myself **Representative Wilson.**

I would like to recognize the staff today: **Carrie Cooper rider** Senate Recording Secretary, *House Recording*

Nancy Hemingway
Jake Wade is our LIO Moderator,

My committee aide is, **Becky Rooney.**

The Senate Committee Aid is **Nancy Barnes.**

Before we start, please turn off your cell phones. Just turning them to vibrate will still interfere with the recording system. Thank you.

We have asked the Department to come and give us an overview of their organization. They will also be drilling down in key areas to provide us with the

STATE OF ALASKA

SARAH PALIN, GOVERNOR

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
OFFICE OF THE COMMISSIONER

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JUNEAU, ALASKA 99811-2500

FAX: (907) 586-8365
PHONE: (907) 465-3900

January 29, 2009

The Honorable Albert Kookesh
Chair, Senate Transportation Committee
Alaska State Legislature
State Capitol
Juneau, AK 99811

The Honorable Peggy Wilson
Chair, House Transportation Committee
Alaska State Legislature
State Capitol
Juneau, AK 99811

Dear Senator Kookesh and Representative Wilson:

Enclosed are answers to questions asked during the joint House and Senate Transportation Committee meeting held on January 27, 2009.

The Department will provide the following information by February 4, 2009:

1. Ketchikan Airport: Has the state investigated taking over the Ketchikan airport? What would that mean?
2. State Transportation Improvement Program's list of statutes and regulations.

Additionally I would like to clarify my response to Rep. Johansen's question about the department complying with the hiring freeze.

The Department of Transportation and Public Facilities is complying with the Governor's hiring freeze announced in her State of the State speech. Our regular design and construction program, combined with gas line preparedness and the potential economic stimulus package will put pressures on our already difficult task of finding and retaining qualified design and construction staff. Our intent is to request waivers to fill vacant positions where they are needed to support project delivery and construction programs. We are hopeful the Governor's Office will be receptive to these requests since the projects provide a needed economic base for the state.

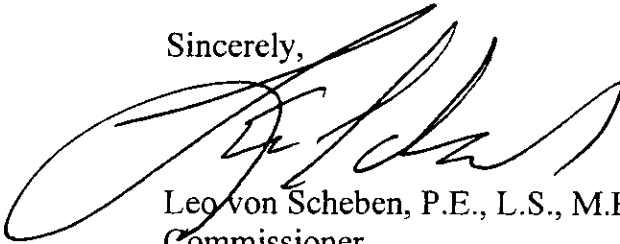
We currently use consultants in our construction programs (primarily design) to assist with the work load where it is not practical to add staff and will continue to

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rely on them should we determine that existing staffing levels will not be sufficient to assure successful project administration.

If you have additional questions do not hesitate to contact me or Mary Siroky at 465-3900.

Sincerely,



Leo von Scheben, P.E., L.S., M.B.A.
Commissioner

Enclosures: Answer Sheet
Public Review Draft of the Proposed 2010-2013 Project Evaluation Criteria

WESTERN ALASKA ACCESS PLANNING STUDY (ROAD TO NOME)

Project overview

- \$1,000,000 available from Roads to Resources program
- June 2008 – DOT&PF issues RFP for Western Alaska Access Planning Study
- August 2008 – DOT&PF hired DOWL Engineers
-
- Study area – west of the Dalton Highway, north of the Yukon River basin, south of the Brooks Range
- Project website: www.westernakaccess.com

Goals

- Identify transportation corridor based on economic benefits, engineering & environmental constraints, cultural & subsistence factors, and land ownership
- Analyze highway costs and benefits
- Develop a process that streamlines development timelines and costs
- Identify actions needed to implement construction

Timeline

- August 2008 – January 2009
 - Compile & evaluate existing data on transportation corridors
 - Update & analyze regional economic data
 - Prepare GIS mapping
 - Perform resource analysis – reports available January
 - Economic analysis of foreseeable corridor development scenarios
- February – December 2009
 - Examine alternative routes based on regional economic opportunities & other data
 - Conduct engineering analysis of construction and maintenance aspects
 - Define design process, including NEPA and right-of-way
 - Build GIS database
 - Develop cost estimates for construction and maintenance
 - Final Report: December 2009

Preliminary Findings

- Strong support for project from Native Corporations, City of Nome and mining companies
- Agencies, governments and corporations willing to share data
- Forestry, agriculture and oil/gas resources confined to eastern portion of study area
- Mineral and energy resource data are well documented
- Total un-mined resource value: greater than \$22billion
- East-west mainline corridor favored by resource development entities
- Demand and price for Alaska's export commodities set by global economy

FOLLOWUP INFORMATION REQUESTED DURING JAN 27, 2009 JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEE MEETING

AMHS WARD COVE LAY UP FACILITY

AMHS is considering consolidating vessel storage (lay-up), Ketchikan operations, warehousing and headquarters functions into one location. The Department programmed state general funds in November 2008 for an evaluation of Ward Cove for a consolidated AMHS facility.

Tasks undertaken to date include topographic and bathymetric surveys, property valuation estimate, and development of site plan alternatives. A stage one environmental site assessment is in progress and will be completed mid-February. The Department is waiting for permission from the Ketchikan Gateway Borough to enter the property to complete the environmental fieldwork.

The evaluation of the site's viability as a consolidated facility will be completed by March 2009. The \$5 million appropriation was effective May 16, 2007.

PRINCE RUPERT

The operation of the railroad causes no problems to AMHS operations. DOT&PF&PF is not aware of any changes in their plans in the future.

Bob Thompson with the City of Prince Rupert stated these tracks are just a spur line used for building trains. He added that with phase two of the container project the railroad will be building more tracks for staging by the container terminal and this should decrease the use of the spur line by the ferry terminal. He will update Jim Beedle if there are any changes.

BRIDGE INFORMATION

State Owned Bridges: 813

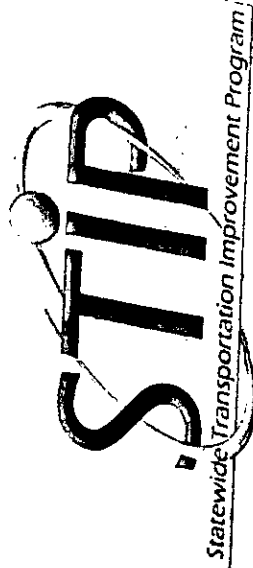
Non-State Owned Bridges: 118

State owned bridges includes bridges owned by the DOT and other State agencies.

GRAVINA

Alternatives currently under consideration for evaluation in the Supplemental EIS (SEIS) include shuttle ferries, a submersed tunnel, lift span bridges and conventional bridge crossings.

The public process DOT&PF&PF is following is compliant with Section 6002 of SAFETEA-LU. Agency and public input has been gathered through written solicitation and public scoping meetings held in the community of Ketchikan.



2010 to 2013 Project Evaluation Criteria

Alaska Department of Transportation and Public Facilities

(ADOT&PF)

Division of Program Development

Public Review Draft

December 2008

STIP Project Scoring Criteria Public Review Draft

Fiscal Uncertainty

Fiscal uncertainty in the federal-aid program is driving ADOT&PF to make very conservative funding projections into the near future. It also drives the ADOT&PF to narrow its focus rather than make sweeping change to the scoring criteria.

Unlike other states Alaska does not have taxes or fees dedicated to transportation needs. The consequence is a dependence on federal-aid to fund Alaska's transportation needs. This dependence makes Alaska especially sensitive to changes in federal – aid transportation funding. Currently, there are risks to the certainty of a steady federal-aid funding stream in the future. They are:

- The federal highway trust fund gathers its funding through federal fuel and other taxes and was expected to go into partial deficit in Federal Fiscal Year (FFY) 2009. Due to a variety of factors (price of fuel depressing sales, the public driving less, etc) the fund was nearing empty this last summer. Congress acted by adding money to the trust fund. However, even with this additional funding, it is unclear whether the trust fund will be able to remain solvent through FFY09. If the fund does not remain solvent it will be unable to disburse to the States the full amounts of funding currently anticipated in FFY09.
- Federal-aid funding will be reduced by a federally mandated rescission (cut) of funding in FFY09. Alaska's loss of funding is anticipated to be between \$51 to \$85 million dollars, which amounts to roughly 12% to 20% of what was authorized.
- In 2010 and beyond, the level of federal funding will be determined by a new surface transportation authorization act. With no real effort in Congress to date, it is very difficult to predict what this future act of Congress might mean for transportation. Some suspected outcomes will be greater support for transit projects, and a new emphasis on reducing green house gases, perhaps with mandates for the states to find ways to reduce driving and less funding for roads.
- Another factor is the fact that even FY2009 funding level cannot be supported by the current revenue to the highway trust fund. Only a tax increase of some type can restore even this current

Alaska Department of Transportation and Public Facilities

funding level, and any growth in funding would require additional tax revenues. Raising taxes after fuel prices have increased so rapidly may prove difficult for elected officials. Thus relying on significant growth in revenue to the trust fund cannot be taken for granted. Accordingly, the next STIP must take this reduced expectation into account.

Changes to STIP criteria

There are a few proposed changes to the scoring criteria:

- Within Remote and Trail Projects Criteria, Standard #1, Economic Benefits, access to renewable energy resources will be considered.
- Within Remote and Trail Projects Criteria, Standard #3, Safety, Performance goals of the Alaska Highway Safety Performance Plan are given some emphasis.
 - An important benefit of the recently adopted State Strategic Highway Safety Plan (SHSP) is coordination of safety goals and programs. This standard now includes safety goals of the Highway Safety Improvement Program (HSIP) and Alaska Highway Safety Performance Plan.

Within Urban & Rural Projects Criteria, Standard #1, Economic Benefits, access to renewable energy resources will be considered.

- Within Urban & Rural Standard #3, Safety, Performance goals of the Alaska Strategic Highway Safety Plan is given emphasis.
 - An important benefit of the recently adopted State Strategic Highway Safety Plan (SHSP) is coordination of safety goals and programs. This standard now includes safety goals of the Highway Safety Improvement Program (HSIP) and Alaska Strategic Highway Safety Plan.
- Within Urban & Rural Standard #12, Functional Class, minor collectors would be given 0 points rather than 1 point.

December 2008

- With an expected downturn in future federal highway funding, ADOT&PF has placed emphasis on funding "core" projects. That means the limited/reduced federal funding will be spent on projects to maintain and improving Alaska's main highways before improvements will be funded for local class roads. Alaska's main highways are functionally classed as arterial or major collector. This proposed change will give greater weight to projects to improve communities' arterial highways and major collectors rather than minor roads.
- Within the TRAAK Projects Criteria, Standard #2, Safety, the Alaska Highway Safety Performance Plan Performance Goal of Reducing the number of Bicyclists and Pedestrians killed or injured in crashes is addressed.
- Within ITS evaluation criteria Standard #1 the Alaska Iways Architecture no longer includes the name "Implementation" hence the new acronym has been changed from "AI2" to "AKIA." Within ITS evaluation criteria Standard #3, the "ITS plan" is referring to the Alaska Iways Architecture.
- The total points available in each category were raised from 47 to 50. This was done by changing the number of points available in the several different criteria within each criteria set.
- The use of the scoring in the -5 range was deleted in all categories. This was done to take advantage of a electronic scoring system the department will use to speed up scoring. The technology can only register 9 different score values, which is the range between +5 and -3, including the 0 score. Historically, the -5 score was very seldom used, thus this change is not likely to have much impact.
- A new cost effectiveness score was created in all categories to respond to changes in the regulations that govern the STIP scoring process. This regulation change was the result of a court decision.

2010 – 2013
STIP Project Scoring Criteria Public Review Draft

Remote and Trail Projects Criteria			
Scoring Criteria			
Standards	(5)	(3)	(0)
1a. Economic benefits if not new mode or facility.	Supports economic benefit; endorsed in an economic or energy development project by regional governmental agency or representative group including access to an economic or energy development project.	Supports capacity or new access specifically built to support regional or local industrial, commercial or resource development including access to an economic or energy development project.	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.
Weighting: 0 or 3			(-3) N/A
OR			
1b. Economic benefits if new mode or facility.	Consideration of costs and benefits via an analysis demonstrates: Project has very significant monetary and/or non-monetary benefits and provides access to an economic or energy development project.	Project has average monetary and/or non-monetary benefits and provides access to an economic or energy development projects.	Project has below average monetary and/or non-monetary benefits.
Weighting: 0 or 3			N/A
<i>Economic benefits analysis in 1a. and 1b. shall not consider benefits due to project construction.</i>			
2. Health and quality of life (Air and water quality, neighborhood continuity, access to basic necessities) Weighting: 4	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 effect either positive or negative on quality of life issues.
Examples: Access to basic sanitation = 5; dust control = 4; access to medical facility = 3.			This project provides a significant degradation to health or quality of life.

Remote and Trail Projects Criteria

Scoring Criteria	
(5)	(3)
<p>Standards</p> <p>3. Safety. Meets one of the goals or strategies listed in the Alaska Strategic Highway Safety Plan (SHSP).</p>	<p>(0)</p> <p>No mitigation is demonstrated to address a crash problem or potential in other categories.</p> <p>A) crashes on the project's segments or intersections have a crash rate below the statewide average, or,</p> <p>B) historical crash patterns identified are less than 3 or more crashes per year,</p> <p>C) there are no demonstrated traffic conflicts between a non-motorized use facility and vehicular traffic, or</p> <p>D) there is no current mode of travel to be replaced</p>
<p>Proposes mitigation which is recognized in the SHSP to address</p> <p>A) a major portion of crashes on a segment or intersection with a crash rate exceeding the Critical Rate defined in the HSIP Program, or,</p> <p>B) historical crash patterns identified from 3 or more crashes, at least two of which involve deaths or major injuries, or</p> <p>C) documented high accident potential or risk between a major non-motorized use facility and vehicular traffic' or</p> <p>D) documented high accident potential or risk for existing mode to be replaced by the project being scored.</p>	<p>Proposes mitigation which is recognized in the SHSP to address</p> <p>A) a major portion of crashes on a segment or intersection with a crash rate above the statewide average, or,</p> <p>B) historical crash patterns identified from 3 or more crashes per year, or</p> <p>C) traffic conflicts between a primary non-motorized use facility and vehicular traffic, or</p> <p>D) documented moderate accident potential risk for existing mode to be replaced by the project being scored.</p>
<p>Weighting: 5</p> <p>Minimum latest available 10-year record. When using anecdotal crash information from first hand (EMS, Fire, Police, M&O - on-scene responsibility) = maximum score is 4 points. When using anecdotal safety information from second-hand sources (not on-scene responsibility) or data not recognized in practice = maximum score 2 points.</p>	<p>(-3)</p> <p>Proposes features which are recognized in practice to worsen A) a major portion of crashes on a segment or intersection with a crash rate exceeding the Critical Rate defined in the HSIP Program, or,</p> <p>B) historical crash patterns identified from 3 or more crashes, at least two of which involve deaths or major injuries, or</p> <p>C) documented high accident potential or risk between a major non-motorized use facility and vehicular traffic.</p>
<p>4. Improves intermodal transportation or lessens redundant facilities.</p>	<p>Greatly improves the connectivity between modes and coordination of passenger and freight systems and/or would clearly reduce the need for significant capital investment in another mode.</p>
<p>Weighting: 4</p>	<p>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.</p>
<p>Greatly improves the connectivity between modes and coordination of passenger and freight systems and/or would clearly reduce the need for significant capital investment in another mode.</p>	<p>Minimal or no effect 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.</p>
<p>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.</p>	<p>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.</p>

**2010 + 2013
STIP Project Scoring Criteria Public Review Draft
Remote and Trail Projects Criteria**

Scoring Criteria		(5)	(3)	(0)	(-3)
Standards				Contribution covers no capital costs; contributes nothing.	N/A
5. Local, other agency or user contribution to fund capital costs. Weighting: 5		Contribution of cash matching funds, design, and/or materials: 1 point per each 10% of project cost.			
<i>Match required by state match policy shall not be considered in this question. Only contributions that exceed the required match contribution shall be considered.</i>					
6b. Departmental M&O priority (Use for DOT&PF facilities.)	Very high M&O priority. OR 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 and the exchange is a very high M&O priority	Moderate M&O priority. OR 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 and the exchange is a moderate M&O priority	Not an M&O priority. OR Sponsor will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost. (No net increase in M&O costs.)	Not an M&O priority; would increase M&O costs significantly.	
Weighting: 6	<i>STIP commitment must be in writing and passed by the governing body of the community or tribe before points will be assigned</i>				
7. Public support.	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in state, tribal, or local plans (Resolution is only required in areas/communities represented by locally elected body)	Majority of public record shows support for project including resolution of support from local elected body; and nominally supported in official state, tribal, or local plans (Resolution is only required in areas/communities represented by locally elected body)	Project has resolution of support from local elected body OR There is a public record of support if project is located in unincorporated community in unorganized borough (Resolution is only required in areas/communities represented by locally elected body)	No resolution of support from Local elected body Or There is no public record of support if project is located in unincorporated community in unorganized borough	
Weighting: 4					

Remote and Trail Projects Criteria			
Standards	(5)	(3)	(0)
	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.
8. Environmental approval readiness Weighting: 3	Environmental approval likely with Categorical Exclusion or already complete. New access to two or more uses = 5.	Environmental approval likely with Environmental Assessment or draft documents circulated. New access to one = 3; Improved access to two or more = 2; Improved access to one of listed uses = 1.	Environmental approval unlikely. N/A
9. 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: 3	New access to two or more uses = 5.	Improved access to one of listed uses = 1.	N/A
10. System preservation. Weighting: 5	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
11. Is this a joint project coordinated with ADEC, BIA, ANTHC, Denali Commission, or similar? Weighting: 5	NA	Yes	No. N/A
12. Cost Effectiveness: Project cost/persons whom facility provides essential services & benefits described in Criteria 1, 2, 3, 4 or 9 Weighting: 1	\$5,000 per capita or less This assumes that most benefits in remote areas are not "transportation" savings, which are relatively minor relative to project costs and other benefits in remote areas for CTP type projects	\$10,000 per capita or less	\$20,000 per capita or less More than \$20,000 per capita.
13. Other factors not specified. Weighting: 2	Each PEB member is allocated 2 points for each project scored. Between 0-5 points may be allocated to each project from this "pool" of points. Points from Remote, Rural/Urban and other STIP categories must be used for projects within the same category.		Negative points may be assigned to projects that are excessive in scope, cost or deemed not in state's interest. If negative points assigned, 4 or more PEB members must jointly agree and identify the reasons for this decision.
Total Weight = 50			

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Urban and Rural Projects Criteria		Scoring Criteria	
Standards	(5)	(3)	(0)
1a. Economic benefits if not new mode or facility. Weighting: 0 or 3	Supports economic benefit; endorsed in an economic development project by regional governmental agency or representative group or provides new direct access to an energy resource.	Supports capacity, or new access specifically built to support regional or local industrial, commercial or resource or provides moderate access to an energy resource.	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.
OR	No documentation provided.		
1b. Economic benefits if new mode or facility. Weighting: 0 or 3	Consideration of costs and benefits via an analysis demonstrates: Project has very significant monetary and/or non-monetary benefits or provides new direct access to an energy resource.	Project has average monetary and/or non-monetary benefits or provides moderate access to an energy resource	Project has below average monetary and/or non-monetary benefits.
<i>Economic benefits analysis in 1a. and 1b. shall not consider benefits due to project construction.</i>			
2. Health and quality of life (Air and water quality, neighborhood continuity, access to basic necessities) Weighting: 1	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 effect either positive or negative on quality of life issues.
			This project provides a significant degradation to health or quality of life.

Urban and Rural Projects Criteria

Standards	(5)	(3)	Scoring Criteria (0)	(-3)
<p>3. Safety. Meets goals or strategies listed in the Alaska Strategic Highway Safety Plan (SHSP).</p>	<p>Proposes mitigation which is recognized in practice to address</p> <ul style="list-style-type: none"> A) a major portion of crashes on a segment or intersection with a crash rate exceeding the Critical Rate defined in the HSIP Program, or, B) a documented high accident potential or risk between a major non-motorized use facility and vehicular traffic, or C) addresses two or more of the strategies in the SHSP. 	<p>Proposes mitigation which is recognized in practice to address</p> <ul style="list-style-type: none"> A) a major portion of crashes on a segment or intersection with a crash rate above the statewide average, or B) traffic conflicts between a primary non-motorized use facility and vehicular traffic, or C) addresses one of the strategies in the SHSP. 	<p>No mitigation is demonstrated to address a crash problem or potential in other categories.</p> <ul style="list-style-type: none"> A) crashes on the project's segments or intersections have a crash rate below the statewide average, or, B) historical crash patterns identified are less than 3 or more crashes per year, or C) no demonstrated traffic conflicts between a non-motorized use facility and vehicular traffic. 	<p>Proposes features which are recognized in practice to worsen</p> <ul style="list-style-type: none"> A) a major portion of crashes on a segment or intersection with a crash rate exceeding the Critical Rate defined in the HSIP Program, or, B) exacerbates a strategy of the SHSP in a significant manner.
<p>Weighting: 4 <i>Minimum latest available 10 year record. When using anecdotal crash information from first hand (EMS, Fire, Police, M&O - on-scene responsibility) = maximum score is 4 points. When using anecdotal safety information from second-hand sources (not on-scene responsibility) or data not recognized in practice = maximum score 2 points.</i></p>				
<p>4. Improves intermodal transportation or lessens redundant facilities.</p>	<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.</p>	<p>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.</p>	<p>Does not impact other mode requirements.</p>	<p>Will increase demand on another mode requiring additional capital expenditure.</p>
<p>Weighting: 4 Local, other agency or user contribution to fund capital costs.</p>	<p>Contribution of cash matching funds, design, . . and/or materials: 1 pt per each 10% of project cost.</p>			
<p>Weighting: 5 Match required by state match policy shall not be considered in this question. Only contributions that exceed the required match contribution shall be considered.</p>	<p>Contribution covers no capital costs; contributes nothing.</p>			
<p>N/A</p>				

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Urban and Rural Projects Criteria		Scoring Criteria	(-3)
Standards	(5)	(3)	(0)
6a. Local, other agency or user contribution to fund M&O costs. (For non-DOT or DOT unsuited to long-term ownership.) Weighting: 0 or 5		Sponsor will assume full M&O responsibility, or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost.	N/A
STIP commitment must be in writing and passed by the governing body of the community or tribe before points will be assigned.			
6b. Departmental M&O costs and priority (Use for DOT facilities.) Weighting: 0 or 5	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority; little effect on M&O costs.
7. Public support? Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in state, tribal, or local plans (Resolution is only required in areas/communities represented by locally elected body)	Majority of public record shows support for project including resolution of support from local elected body, and nominally supported in official state, tribal, or local plans (Resolution is only required in areas/communities represented by locally elected body)	Project has resolution of support from local elected body OR There is a public record of support if project is located in unincorporated community in unorganized borough (Resolution is only required in areas/communities represented by locally elected body)
8. 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 unlikely. Environmental approval

Urban and Rural Projects Criteria

Standards	(5)	(3)	Scoring Criteria (0)	(-3)
9. Surface rehabilitation, or deficient width/grade/alignment (w/g/a). Weighting: 6	Primarily surface refurbishment and a PMS recommendation for rehab within 2 years, or a gravel surface badly deteriorated or serious surface deformation. or Significantly deficient w/g/a relative to standards.	Primarily 3-R; a portion of the project addresses serious foundation problems, or Moderately deficient w/g/a relative to standards.	Primarily major reconstruction; addresses longer-range rehabilitation. or No w/g/a deficiencies.	N/A
10. Cost, length, AADT evaluation. Weighting: 6	Use same mathematical approach used in preparing 2004-2006 STIP. Scored automatically.			
11. Cost effectiveness Transportation related savings during project's life minus project's cost divided by population served	Net transportation savings greater than \$1,000 per capita \$5 Million net project "benefit" (transportation savings \$15M minus project cost \$10M) divided by 5,000 population equals 1,000 (without reducing for project cost)	Net transportation savings between \$1,000 per capita and negative \$1000 per capita	Net transportation savings lower than negative \$1,000 per capita (\$1,000 per capita net increase in transportation costs) \$5 Million project divided by 5,000 population equals above threshold of -1,000 (without accounting for transportation savings)	N/A
12. Deficient bridges? Weighting: 1 Eligible for replacement? Weighting: 1 **	Deficient bridge(s) needing replacement*. * "Eligible for replacement" means the bridge has a sufficiency rating of less than 50 points and has been determined to be eligible for replacement by ADOT&PF Bridge section. ** "Eligible for rehabilitation" means the bridge has a sufficiency rating between 50 and 80 points and has been determined to be eligible for rehabilitation by ADOT&PF Bridge section.	Deficient bridge(s) eligible for rehabilitation**	No bridge deficiencies	N/A
13. Functional class. Weighting: 5	Major Arterial = 5 Minor Arterial = 4	Major Collector or Urban Collector = 3	Minor Collector = 0	Local Roads/Streets or Unclassified -3

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Urban and Rural Projects Criteria		Scoring Criteria
(5)	(3)	(-3)
Standards	Each PEB member is allocated 2 points for each project scored. Between 0-5 points may be allocated to each project from this "pool" of points. Points from Remote, Rural/Urban and other STIP categories must be used for projects within the same category.	Negative points may be assigned to projects that are excessive in scope, cost or deemed not in state's interest. <u>If negative points assigned: 4 or more PEB members must jointly agree and identify the reasons for this decision.</u>
14. Other factors not specified.		
Weighting: 2		
Total Weight = 50		

TRAALK Projects Criteria		Scoring Criteria		
Standards	(5)	(3)	(0)	(-3)
<p>1. Health and quality of life Air and water quality, neighborhood continuity, enhanced recreational opportunities, enhanced understanding of natural and manmade environment. Weighting: 5</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 that 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 that improves quality of life.</p>	<p>Project will have no effect either positive or negative on quality of life issues.</p>	<p>This project provides a significant degradation to health or quality of life.</p>
<p>2. Safety. Addresses the Alaska Strategic Highway Safety Plan (SHSP) goal of reducing the number of bicyclists and pedestrians killed or injured in vehicular crashes Weighting: 5</p>	<p>This project provides a significant contribution to improved pedestrian and/or bicyclist's safety reduction or removal of existing negative factor or fulfillment of a SHSP goal toward same..</p>	<p>This project provides a moderate contribution to improved pedestrian and/or bicyclist's safety reduction or removal of existing negative factor or fulfillment of a SHSP goal toward same..</p>	<p>Project does not have a safety component.</p>	<p>Project will have a major adverse effect on safety of pedestrians or bicyclists.</p>
<p>3. Local, other agency or user contribution to fund capital costs excluding land (in excess of required match). Weighting: 5 <i>Match required by state match policy shall not be considered in this question. Only contributions that exceed the required contribution shall be considered.</i></p>	<p>Award 1 point for each 10% contribution in excess of required match.</p>	<p>No contribution.</p>	<p>No contribution.</p>	<p>N/A</p>
<p>4a. Local, other agency or user contribution to assume ownership, including operations & maintenance costs (DOT facilities). Weighting: 4 <i>Commitment must be in writing and approved by legislative body before points will be assigned.</i></p>	<p>Sponsor will assume ownership of 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 of DOT&PF facility, or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost.</p>	<p>Sponsor contributes nothing.</p>	<p>N/A</p>

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TRAAK Projects Criteria		Scoring Criteria		
Standards	(5)	(3)	(0)	(-3)
4b. Local, other agency or user contribution to fund operations and maintenance (O&M) costs. (Use for non-DOT facilities). Weighting: 4	Sponsor will assume ownership of and maintenance responsibility for new facility.	Sponsor will assume full M&O responsibility (but not ownership); or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost	Continued sponsor ownership & operation of locally-owned facility = 2 pts; and results in significant local maintenance savings = 3 pts.	Sponsor assumes neither ownership nor M&O responsibility
5. Public support. Weighting: 4	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in state, tribal, or local plans.	Majority of public record shows support for project including resolution of support from local elected body; and nominally supported in official state, tribal, or local plans.	Project has resolution of support from local elected body Or There is a public record of support if project is located in unincorporated community in unorganized borough.	No resolution of support from Local elected body Or There is no public record of support if project is located in unincorporated community in unorganized borough.
Weighting: 5 <i>Resolution is only required in areas/communities represented by locally elected body.</i>				
6. Project bridges gap or removes barrier between existing trail systems or provides interpretive center or rest area continuity. Weighting: 6	Project provides an important connection (bridges gap, removes barrier or provides interp. or rest area continuity).	Project provides a modest connection. (bridges gap, removes barrier or provides interp. or rest area continuity).	No gaps bridged or a barrier removed but does connect to existing networks.	Project creates barrier or displaces existing non-motorized uses.
7. Project is tied to an annual 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 minor and local.	N/A

TRAAK Projects Criteria

Standards	Scoring Criteria		
	(5)	(3)	(0)
8. Any of the six intrinsic qualities: scenic, historic, cultural, natural, archaeological, recreational. Weighting: 6	One point for each quality; maximum 5. Project must include interpretation of historic, cultural, natural and archaeological attributes for points.	None.	N/A
9. Project includes Stabilization or renovation of a historic property related to transportation Weighting: 4	Nomination includes letter or other documentation of inclusion of the renovated property on the National Historic Register.	Nomination includes letter of support from Office of History & Archeology that declares the property to be of significant (4 or 3), or of moderate (2 or 1) historical importance.	Project does not include stabilization or renovation of a historic property. Project will harm or reduce in value an historic property.
10. Cost Effectiveness: Project cost/persons whom facility provides essential services & benefits described in Criteria 1.2.6. or 7 Weighting: 3	\$100 per capita or less \$1 million project serves 10,000 persons	\$300 per capita or less \$1.5 million project serves 5,000 persons	\$1,000 per capita or less \$5 million project serves 5,000 persons N/A These calculations assume that most benefits in for TRAAK projects are not "transportation" savings, and are non-quantifiable for TRAAK type projects N/A
11. Capital cost Weighting: 3	Total project cost (all phases): \$ 500,000 or less = 5	Total project cost (all phases): \$ 500,000-\$1,000,000 = 3	Total project cost (all phases): \$ 1,000,000- \$1,500,000 = 1 \$ 1,500,000 or more = 0
12. Other factors not specified. Weighting: 2 Total Weight = 50	Each PEB member is allocated 2 points for each project scored. Between 0-5 points may be allocated to each project from this "pool" of points. Points from Remote, Rural/Urban and other STIP categories must be used for projects within the same category.		Negative points may be assigned to projects that are excessive in scope, cost or deemed not in state's interest. If negative points assigned: 4 or more PEB members must jointly agree and identify the reasons for this decision.

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Transit Projects Criteria		Scoring Criteria	
Standards	(5)	(3)	(0)
1. Health and quality of life (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.
2. Safety	Strongly addresses a significant and existing safety problem.	Adds demonstrated existing safety problem of moderate nature.	No record of safety issues addressed by project or it is not primary purpose of project.
Weighting: 2			N/A
10 year record: 2 or more deaths or major injuries = 5; 1 major injury = 3; speculative or anecdotal safety problem = maximum points 2.			
3. Improves intermodal transportation or reduces redundant facilities.	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.
Weighting: 4			N/A
4. Local, other agency or user contribution to fund capital costs	Contribution of state match, design, right-of-way, and/or materials: 1 pt per each 8% of project cost exceeding required match.		Contribution covers no capital costs; contributes nothing.
Weighting: 5			
Match required by state match policy shall not be considered in this question. Only contributions that exceed the required match contribution shall be considered.			
5. Local contribution to fund operations and maintenance (O&M) costs.	Local contributions cover 100% of O&M costs, and include ownership of facility.		
Weighting: 4			
If local sponsor of project does not fully cover O&M costs it is disqualified from consideration.			
		One point for each 20% of local support of O&M costs over required match.	

Transit Projects Criteria

		Scoring Criteria		
Standards	(5)	(3)	(0)	(-3)
6. Public support.	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in state, tribal, or local plans (Resolution is only required in areas/communities represented by locally elected body)	Majority of public record shows support for project including resolution of body; and nominally supported in official state, tribal, or local plans (Resolution is only required in areas/communities represented by locally elected body)	Project has resolution of support from local elected body OR There is a public record of support if project is located in unincorporated community in unorganized borough (Resolution is only required in areas/communities represented by locally elected body)	No resolution of support from Local elected body Or There is no public record of support if project is located in unincorporated community in unorganized borough
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 unlikely.
8. System continuity and maintenance (vehicles). Weighting: 4	Project replaces currently operating vehicles that are at or beyond FTA replacement standards. Yes, a required element.	Project provides vehicles to expand service.	Vehicles will neither replace currently operating vehicles nor expand service.	N/A
9. Is the project listed in State Air Quality Implementation Plan? Weighting: 4	Yes, including filing of FTA 5309 application.	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 significant negative air quality impacts.
10. Has local agency exhausted FTA/ other funding sources? Weighting: 3	Yes, including filing of FTA 5309 application.	Yes, excluding FTA 5309 funding.	No, but FTA funding unlikely.	No, and FTA funding a strong possibility.
11. Does project support private-non-profit (PNP) providers? Weighting: 4	Yes, will replace existing PNP agency vehicle, which scored above 90 on FTA 5310 ranking.	Yes, new vehicle for PNP provider that scored above 90 on FTA 5310 ranking.	No.	N/A

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Transit Projects Criteria		Scoring Criteria		
Standards	(5)	(3)	(0)	(-3)
12. Will project support coordinated service or brokerage? Weighting: 6	Yes, with 5 or more agencies participating.	Yes, with 3 agencies participating.	No.	N/A
13. Cost effectiveness Transportation related savings during project's life minus project's cost divided by population served. Weighting: 1	Net transportation savings greater than \$1,000 per capita.	Net transportation savings between than \$1,000 per capita and negative \$1,000 per capita.	Net transportation savings lower than negative \$1,000 per capita (\$1,000 per capita net increase in transportation costs)	N/A
14. 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.	No intention/ impossible to meet ADA requirements.
15. Other factors not specified. Weighting: 2 Maximum Weight: 50	Each PEB member is allocated 2 points for each project scored. Between 0-5 points may be allocated to each project from this "pool" of points. Points from Transit, Remote, Rural/Urban and other STIP categories must be used for projects within the same category.			Negative points may be assigned to projects that are excessive in scope, cost or deemed not in state's interest. If negative points assigned, 4 or more PEB members must jointly agree and identify the reasons for this decision.

Intelligent Transportation System Projects Pre-Screening Criteria		Yes	No
Standards			
A. Clear and complete project and operational plan definition? Yes/No	Project implementation and operation plan clearly defined. (Yes; project may proceed to B.)		Project implementation and operation plan inadequate. (No; project not eligible for consideration.)
B. Project fulfills Alaska and National ITS Architecture? Yes/No	Project is clearly defined to fully conform to Alaska and National ITS architecture. (Yes; project may proceed to C.)		Project not defined to meet Alaska and National ITS architecture. (No; project not eligible for consideration.)
C. Project adheres to NTCIP* requirements? (Unless legacy systems prevent such requirement.) Yes/No	Project documentation clearly identifies all NTCIP requirements and is designed to meet them. (Yes; project may proceed to scoring.)		Vague identification of NTCIP requirements or no indication that they will be conformed to. (No; project not eligible for consideration.)

*NTCIP = "National Transportation Communication for ITS Protocols."

Intelligent Transportation System Projects Criteria		Scoring Criteria	
Standards			
1. Fosters department's ITS Program Areas defined in Alaska Iways Architecture (AKIA). Weighting: 7	Strongly supports the functional needs of 3 or more ITS Program Areas as defined in AKIA. (5)	Support of ITS Program Areas is minimal, speculative or temporary. (0)	N/A (-3)
<i>All Program Areas: Commercial Vehicle Operations, Snow & Ice Control, Multimodal Information, Internal Operations, Traveler Safety and Security, Traveler Communications. See Chapter 4, Concept of Operations.</i>			
2. Enhances the department's operating budget. Weighting: 5	Project provides a significant contribution to department operating budget (>250,000)	Project provides a moderate contribution to department operating budget (\$150,000)	This project will cause the department to incur significant new costs not offset by savings, revenue or avoided costs.
3. Integration with Departments' ITS plan, i.e. Alaska Iways Architecture (AKIA) Weighting: 3	Project concept strongly integrated with other activities or ITS Program Areas within department.	Project concept moderately integrated with other ITS Program Areas within department.	N/A
4. Integration external to department including other agencies and/or private sector. Weighting: 3	Project concept strongly integrated with other activities or ITS applications external to department.	Project concept moderately integrated with other ITS applications external to department.	N/A

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Intelligent Transportation System Projects Criteria			
Scoring Criteria			
Standards	(5)	(3)	(0)
5. Local, other agency or user contribution to fund project development. Weighting: 3	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 8% of project cost. Maximum = 5.	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 8% of project cost.	Contribution covers no capital costs; contributes nothing.
6. Local, other agency or user contribution to fund M&O costs. (For non-DOT or DOT unsuited to long-term ownership). Weighting: 3	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.
<i>Match required by state match policy shall not be considered in this question. Only contributions that exceed the required match contribution shall be considered.</i>			
7. Magnitude of project costs including capital and operating. (Include allied projects in cost calculation.) Weighting: 6	Project cost of less than \$1 million including operating costs for 5 years.	Project cost of less than \$3 million including operating costs for 5 years.	Project cost of less than \$5 million including operating costs for 5 years.
8. Sustainability of technology involved. Weighting: 5	Project relies on technology proven sustainable in Alaskan circumstances. Chance of long-term project success is very high.	Project relies on technology used but not considered proven sustainable in Alaskan circumstances. Chance of project long-term project success is moderately high.	Project relies on technology yet unproven in Alaskan circumstances. Chance of project success unknown.
9. Multi-use potential. Weighting: 6	Project technology expands ITS potential beyond this project significantly.	Project technology expands ITS potential beyond this project moderately.	Little or no ITS expansion potential offered by this project.
10. Time to completion. Weighting: 3	Project implementation likely <18 months.	Project implementation >18 months, but <36 months.	Project implementation >36 months.
11. Cost effectiveness Transportation related savings during project's life minus project's cost divided by population served. Weighting: 3	Net transportation savings greater than \$1,000 per capita	Net transportation savings between \$1,000 per capita and negative \$1000 per capita	Net transportation savings lower than negative \$1,000 per capita net increase in transportation costs)
<i>Use ADT x 2 if population served is not easily quantifiable.</i>			

Intelligent Transportation System Projects Criteria

Standards		Scoring Criteria	
12. Geographic extent. Weighting: 3	(5) Project beneficiaries in all three regions of state.	(3) Project beneficiaries in at least two regions of state.	(0) Project beneficiaries in only one region or community.
Maximum weight = 50			(-3) N/A