

**ALASKA LEGISLATURE**

**2071**

**HOUSE and SENATE FINANCE COMMITTEE FILES, 1999 - 2000**

*2071*

**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
<b>CONSTITUTIONAL BUDGET RESERVE FUND</b>				
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
<b>ALASKA PERMANENT FUND (5)</b>				
<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

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.** (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

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. 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>
<b><u>AMATS Projects</u></b>		
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.
<b><u>Transportation/Public Facilities - Anchorage Municipal Area Transportation System (AMATS) Preconstruction</u></b>		
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.
<b><u>Transportation/Public Facilities - Anchorage Municipal Area Transportation System (AMATS) Contingency</u></b>		
Anchorage Area Contingency for Planning/Construction Shortfalls and Road/Intersection Improvements	721,000	Will be used as needed.
<b><u>Transportation/Public Facilities - Anchorage Municipal Area Transportation System (AMATS) Construction</u></b>		
Anchorage: Ship Creek Trail	3,000,000	Design underway in '98; in TIP for construction in '99 and '01.
<b><u>Transportation/Public Facilities - Fairbanks Municipal Area Transportation System (FMATS) Construction</u></b>		
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>
<b><u>Transportation/Public Facilities - National Highway System (NHS)</u></b>		
<b><u>Preconstruction</u></b>		
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.
<b><u>Transportation/Public Facilities - National Highway System (NHS)</u></b>		
<b><u>Construction</u></b>		

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.
<b><u>Transportation/Public Facilities - Community Transportation Program (CTP) Preconstruction</u></b>		
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.
<b><u>Transportation/Public Facilities - CTP Projects with Community Match</u></b>		
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.
<b><u>Transportation/Public Facilities - Community Transportation Program (CTP) Construction</u></b>		

SENATE FINANCE COMMITTEE  
**FY 99 SELECTED DOT CAPITAL BUDGET PROJECTS**

As of July 22, 1998

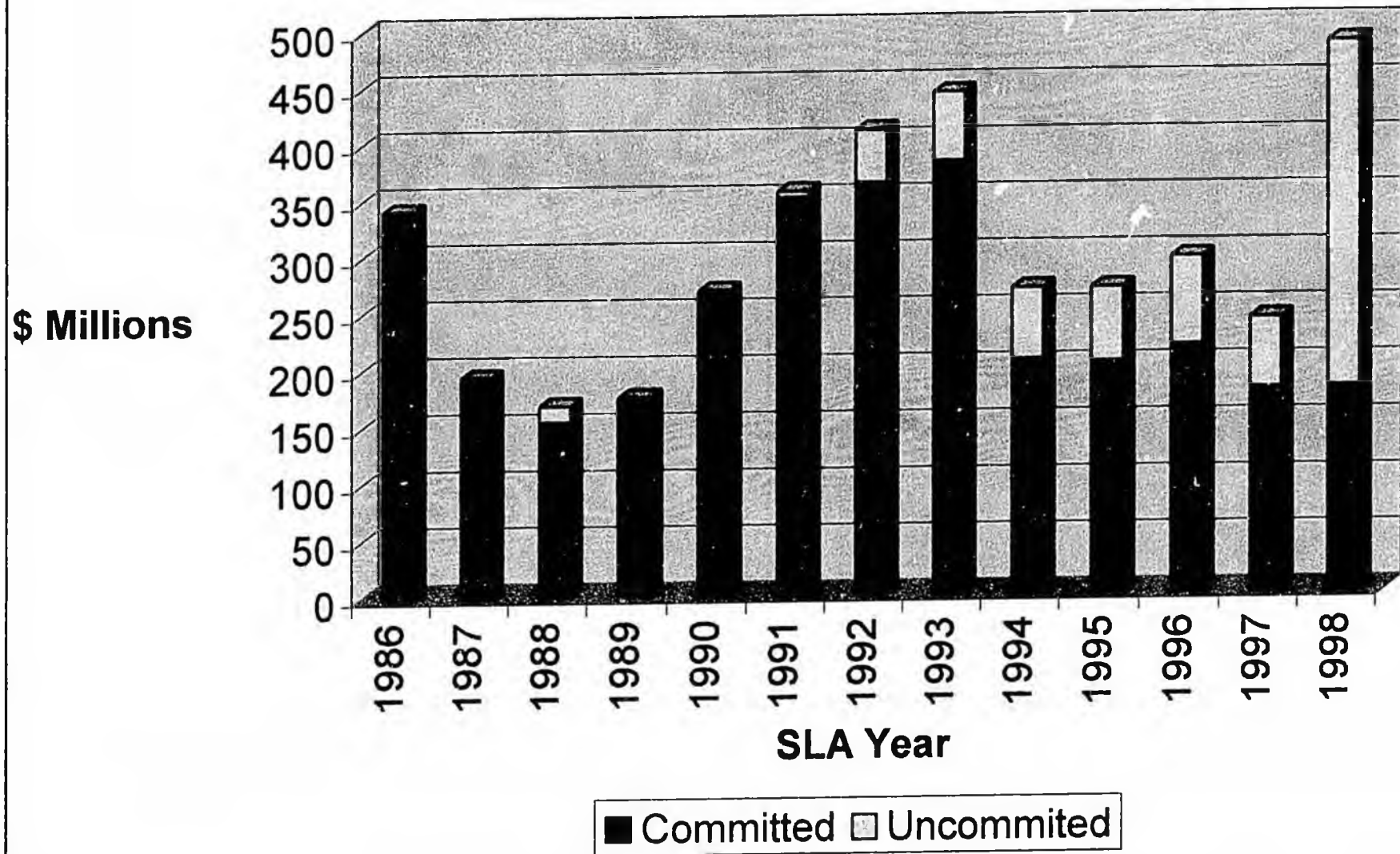
<u>Agency/Project Title</u>	<u>Total</u>	<u>Status</u>
Coffman Cove Facility	2,380,000	A priority project included in the Southeast Plan; cooperative project with InterIsland Ferry Authority. An Environmental Assessment or Impact Statement is an expected requirement for development of the project. Programmed 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.
<b><u>Transportation/Public Facilities - Trails and Recreational Access for Alaska (TRAAK) Preconstruction</u></b>		
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.
<b><u>Transportation/Public Facilities - Trails and Recreational Access for Alaska (TRAAK) Construction</u></b>		
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**

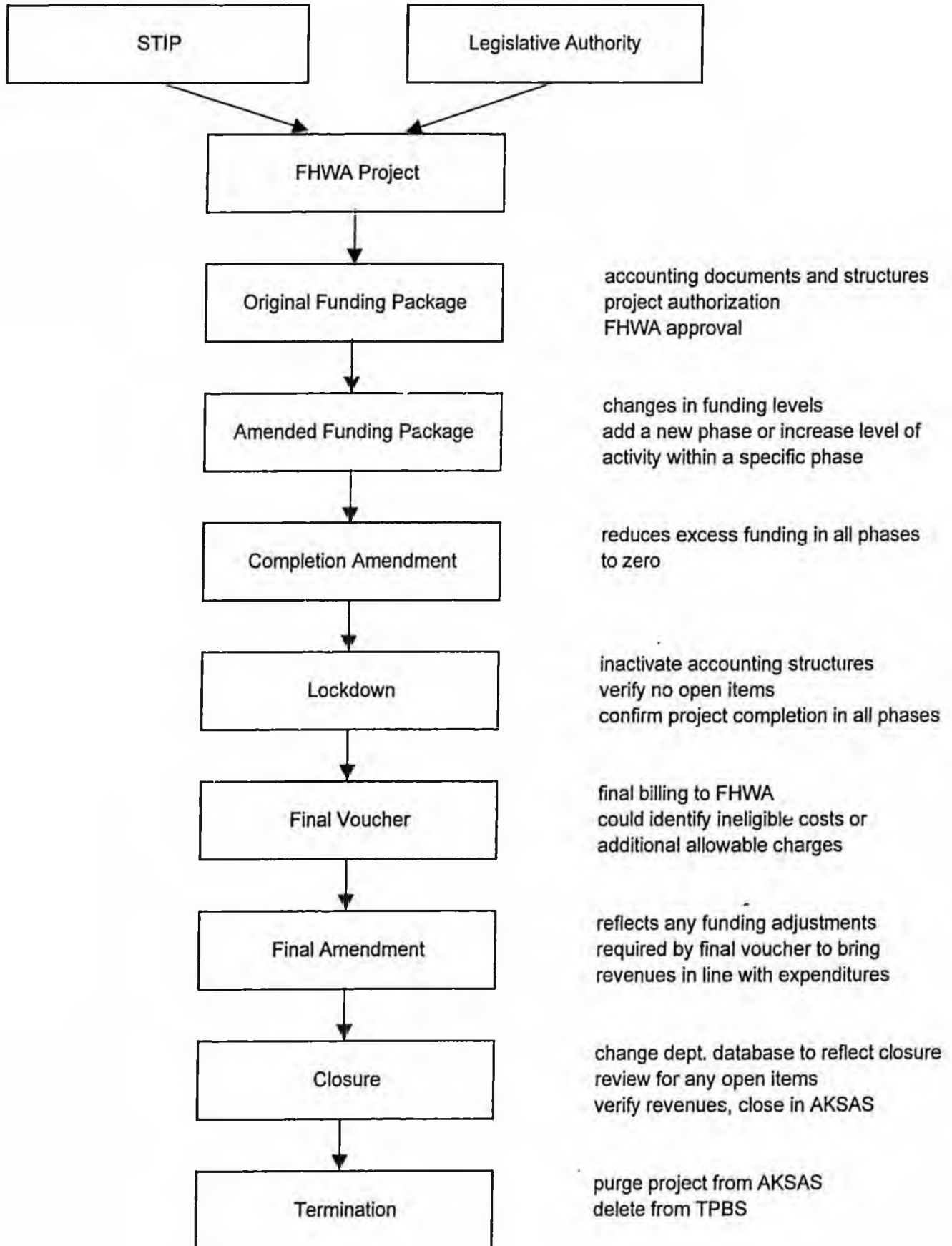
As of July 22, 1998

<u>Agency/Project Title</u>	<u>Total</u>	<u>Status</u>
<b><u>Transportation/Public Facilities - Demonstration Projects</u></b>		
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**

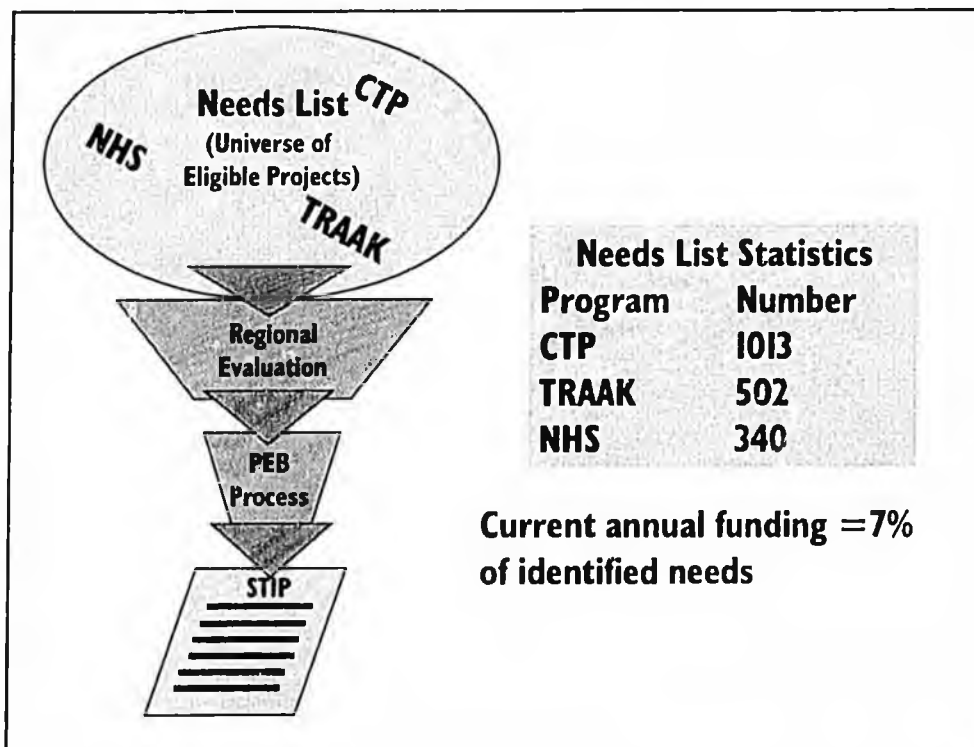
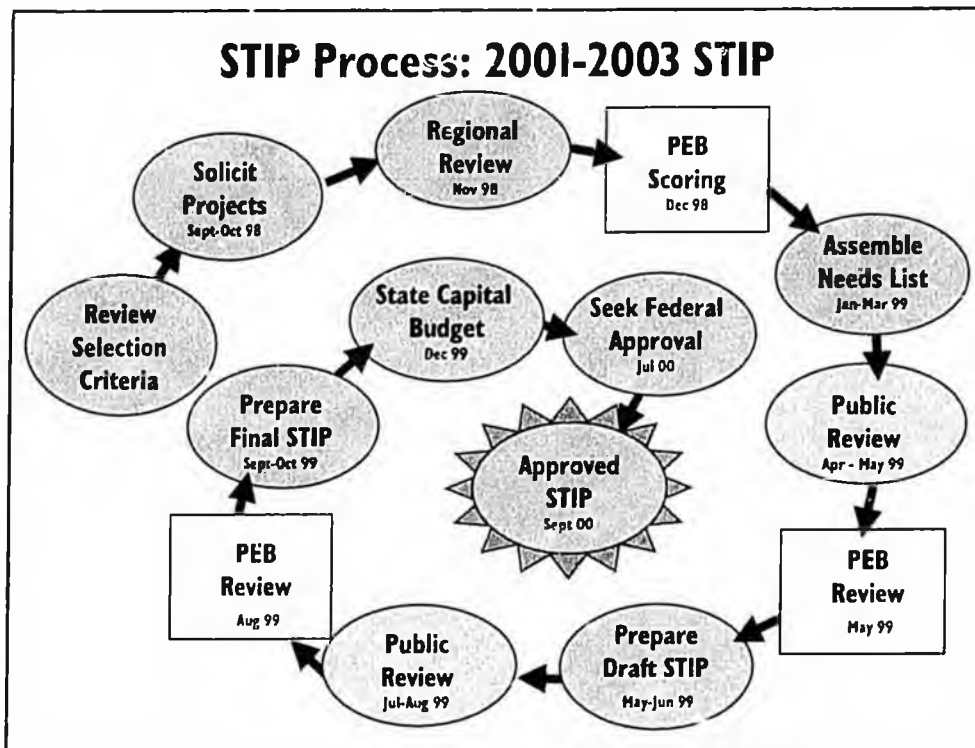
**Alaska**  
**Department of Transportation**  
**and Public Facilities**



## **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**

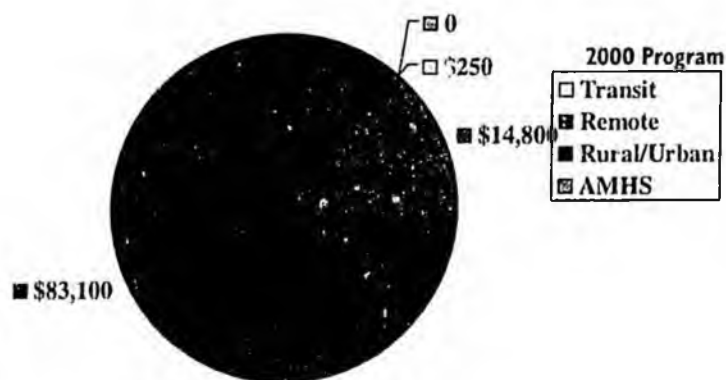
- **Communities prefer method to the "old way"**
- **Complaints about incentive for local capital contribution and ownership and maintenance**
- **Open system preferred - scores can be questioned, rescores requested**

# Ranking Criteria Categories

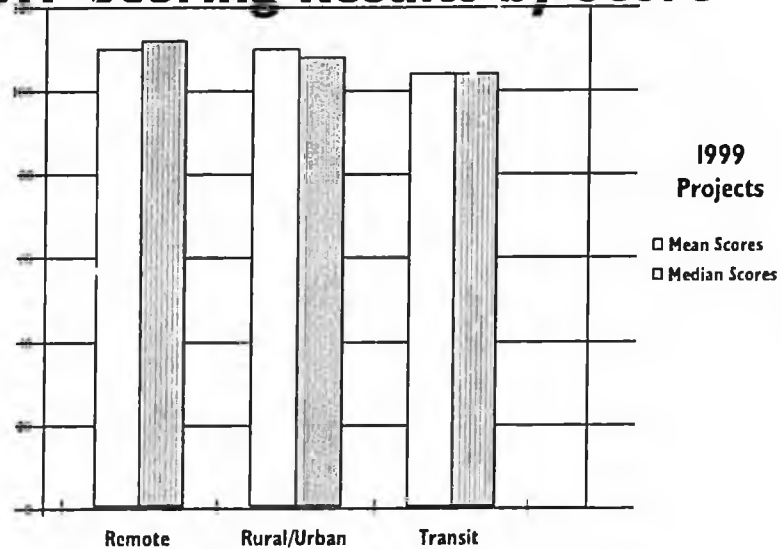
Rural/Urban Projects -(max score)

- 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.**

## AMHS Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. <b>Economic benefits</b> 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. <b>Health and quality of life</b></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. <b>Safety.</b></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. <b>Improves intermodal transportation</b> 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. <b>Local, other agency or user contribution to fund capital costs.</b></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)
11. Would improvements <b>reduce</b> 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 <b>utilization</b> 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 <b>regulatory</b> requirements?  Weighting: 5	Yes.	N/A	No.	N/A	N/A
14. <b>Other factors</b> 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

# CORRECTION

THE FOLLOWING DOCUMENT(S)  
HAVE BEEN REFILMED TO  
ASSURE LEGIBILITY OR PAGINATION



Rev. 6/98

Central Microfilm Services  
Department of Education & Early Development  
State of Alaska

## AMHS Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. <b>Economic benefits</b> 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. <b>Health and quality of life</b></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. <b>Safety.</b></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. <b>Improves intermodal transportation</b> 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. <b>Local, other agency or user contribution to fund capital costs.</b></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><b>1. Economic benefits following construction.</b></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><b>2. Health and quality of life</b> (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><b>3. Safety.</b></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><b>4. Improves intermodal transportation or lessens redundant facilities.</b></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&amp;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 &amp; 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&amp;O priority (Use for DOT&amp;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. <b>Economic benefits</b> 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. <b>Health and quality of life</b> (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. <b>Safety.</b></p> <p>Weighting: 5</p>	<p>HSIP priority = 5</p> <p>60% - 80% = 4</p> <p>80% - 100% = 5</p>	<p>5% - 20% = 1</p> <p>20% - 40% = 2</p> <p>40% - 60% = 3</p>	Less than 5% of project addresses safety.	N/A	N/A
<p>4. Improves <b>intermodal transportation</b> 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. <b>Local, other agency or user contribution to fund capital costs.</b></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 <b>contribution to fund M&amp;O costs.</b> (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 <b>M&amp;O costs and priority</b> (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. <b>Public support?</b>  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. <b>Environmental approval readiness.</b>  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)
<b>10. Surface rehabilitation.</b>  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
<b>11. Cost, length, AADT evaluation.</b> 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
<b>12. Deficient bridges.</b> Weighting: 3	Deficient bridge needing replacement.	Deficient bridge eligible for repair/replacement.	No bridge deficiencies	N/A	N/A
<b>13. Deficient width/grade/alignment</b> 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
<b>14. Functional class.</b> Weighting: 2	Major Arterial = 5 Minor Arterial = 4	Major Collector or Urban Collector	Minor Collector	Local Roads/Streets	N/A
<b>15. Other factors not specified.</b> 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><b>1. Health and quality of life</b> (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><b>2. Safety.</b>  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><b>3. Local, other agency or user contribution to fund capital costs.</b>  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><b>4. Local, other agency or user contribution to fund operations and maintenance (O&amp;M) costs. (Use for non-DOT facilities or facilities DOT is unsuited to long-term ownership).</b> Weighting: 5</p>	<p>Sponsor will assume ownership if currently a DOT&amp;PF facility; or sponsor will assume ownership of another DOT&amp;PF facility of similar M&amp;O cost.</p>	<p>Sponsor will assume full M&amp;O responsibility; or sponsor will assume full M&amp;O of another DOT&amp;PF facility of similar M&amp;O cost.</p>	<p>Sponsor contributes nothing. Continued sponsor ownership &amp; 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 <b>intrinsic qualities:</b> scenic, historic, cultural, natural, archaeological, recreational. Weighting: 3	One point for each one; maximum 5.	(See to left.)	None.	N/A	N/A
11. <b>Capital cost</b> 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. <b>Other factors not specified.</b> 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. <b>Health and quality of life</b> (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. <b>Safety.</b>  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. <b>Improves intermodal transportation</b> 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. <b>Local, other agency or user contribution to fund capital costs.</b>  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. <b>Local contribution to fund operations and maintenance (O&amp;M) costs.</b> 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)
<p><b>6. Public support.</b></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><b>7. Environmental approval readiness.</b></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><b>8. System continuity and maintenance (vehicles).</b></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><b>9. Is the project listed in State Air Quality Implementation Plan?</b></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><b>10. Has local agency exhausted FTA/ other funding sources?</b></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><b>11. Does project support private-non-profit providers?</b></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	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.

# CORRECTION

THE FOLLOWING DOCUMENT(S)  
HAVE BEEN REFILMED TO  
ASSURE LEGIBILITY OR PAGINATION



Rev. 6/98

Central Microfilm Services  
Department of Education & Early Development  
State of Alaska

## 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>&gt;7 &gt;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>&gt;65,000 miles &gt;6,500 hours</p>	<p>&lt;65,000&gt;45,000 miles &lt;6,500&gt;5,500 hours</p>	<p>&lt;45,000&gt;35,000 miles &lt;5,500&gt;4,500 hours</p>	<p>&lt;35,000&gt;15,000 miles &lt;4,500&gt;2,500 hours</p>	<p>&lt;15,000 miles &lt;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  
 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

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

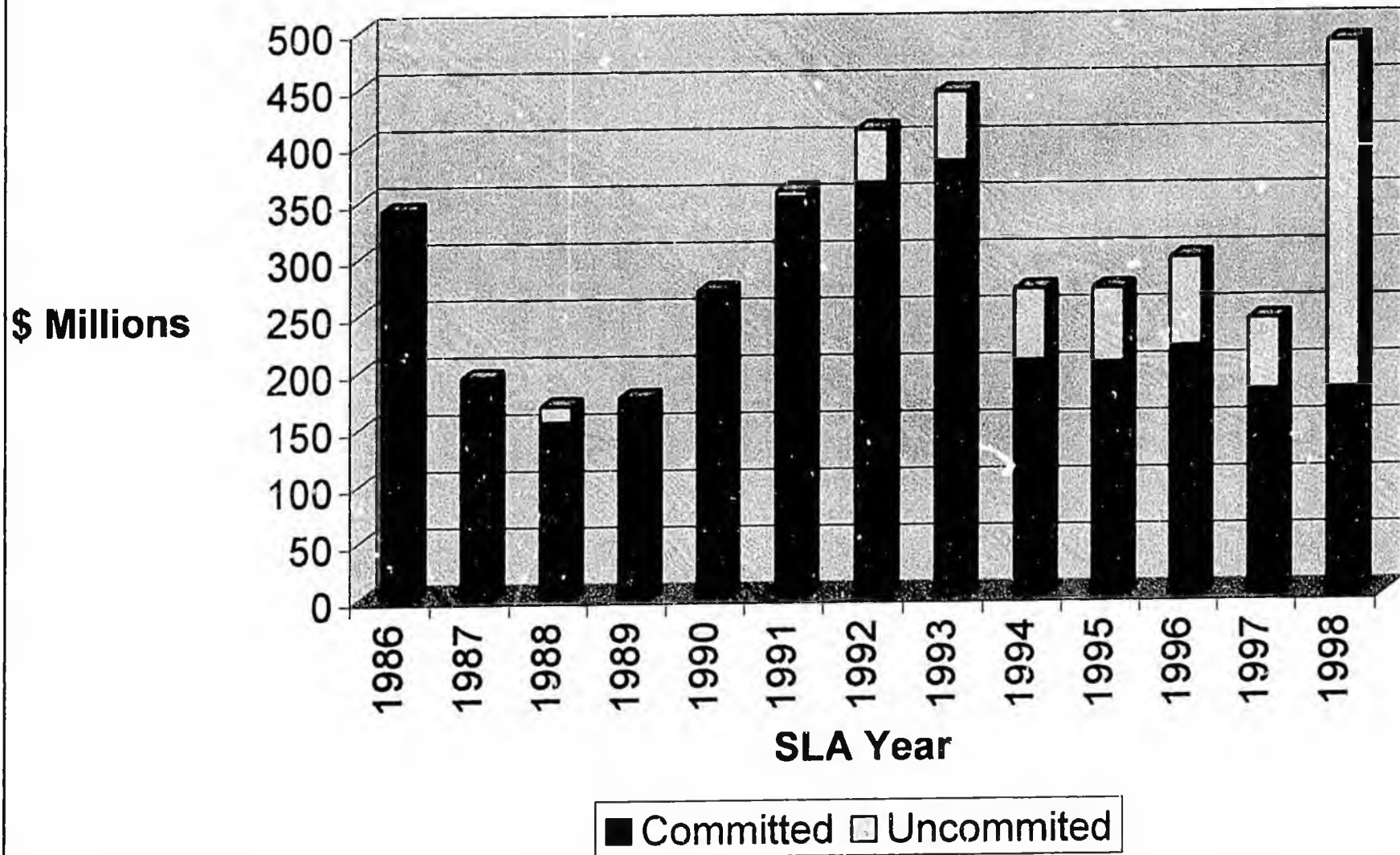
FOR NEXT SECTION ENTER==> NUMBER \_\_\_\_\_ YEAR \_\_\_\_\_ LEVEL LIMIT \_\_\_\_\_  
 Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10--PF11--PF12---  
 CONT QUIT PGUP PGDN RR PFKYS HELP

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. <b>Economic benefits</b> 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. <b>Health and quality of life</b></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. <b>Safety.</b></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. <b>Improves intermodal transportation</b> 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. <b>Local, other agency or user contribution to fund capital costs.</b></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&amp;O costs; address M&amp;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><b>1. Economic benefits following construction.</b></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><b>2. Health and quality of life</b> (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><b>3. Safety.</b></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><b>4. Improves intermodal transportation or lessens redundant facilities.</b></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>	<p>Contribution of state match, design, right-of-way, and/or materials totals 25% or more of project cost.</p>	<p>Contribution of state match, design, right-of-way, and/or materials: 1 point per each 5% of project cost.</p>	<p>Contribution covers no capital costs; contributes nothing.</p>	N/A	N/A
<p>6. Local, other agency or user contribution to fund M&amp;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>	<p>Sponsor will assume ownership if currently a DOT&amp;PF facility; or sponsor will assume ownership of another DOT&amp;PF facility of similar M&amp;O cost.</p>	<p>Sponsor will assume full M&amp;O responsibility; or sponsor will assume full M&amp;O of another DOT&amp;PF facility of similar M&amp;O cost.</p>	<p>Sponsor contributes nothing.</p> <p>Continued sponsor ownership &amp; 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&amp;O priority (Use for DOT&amp;PF facilities.)</p> <p>Weighting: 5</p>	<p>Very high M&amp;O priority.</p>	<p>Moderate M&amp;O priority.</p>	<p>Not an M&amp;O priority.</p>	<p>Not an M&amp;O priority; would increase M&amp;O costs moderately.</p>	<p>Not an M&amp;O priority; would increase M&amp;O costs significantly.</p>
<p>8. Public support.</p> <p>Weighting: 3</p>	<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.</p>	<p>Majority of public record shows support for project; and nominally supported in official state/local plans.</p>	<p>Public record is divided or undocumented toward project</p>	<p>Majority of public record shows opposition to project; and not supported in official state/local plans.</p>	<p>Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.</p>
<p>9. Environmental approval readiness</p> <p>Weighting: 2</p>	<p>Environmental approval likely with Categorical Exclusion or already complete.</p>	<p>Environmental approval likely with Environmental Assessment or draft documents circulated.</p>	<p>Environmental approval likely with Environmental Impact Statement.</p>	<p>Environmental approval extremely difficult 50/50 chance.</p>	<p>Environmental approval unlikely.</p>

**Remote Roads and Trails Criteria (continued)**

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>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</p>	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
<p>11. System preservation. Weighting: 3</p>	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
<p>12. Is this a joint project with ADEC, BIA or PHS? Weighting: 4</p>	Yes.	N/A	No.	N/A	N/A
<p>13. Other factors not specified. 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

**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. <b>Economic benefits</b> 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. <b>Health and quality of life</b> (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. <b>Safety.</b></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. <b>Improves intermodal transportation</b> 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. <b>Local, other agency or user contribution to fund capital costs.</b></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&amp;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&amp;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)
<b>10. Surface rehabilitation.</b>  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
<b>11. Cost, length, AADT evaluation.</b> 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
<b>12. Deficient bridges.</b> Weighting: 3	Deficient bridge needing replacement.	Deficient bridge eligible for repair/replacement.	No bridge deficiencies	N/A	N/A
<b>13. Deficient width/grade/alignment</b> 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
<b>14. Functional class.</b> Weighting: 2	Major Arterial = 5 Minor Arterial = 4	Major Collector or Urban Collector	Minor Collector	Local Roads/Streets	N/A
<b>15. Other factors not specified.</b> 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><b>1. Health and quality of life</b> (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><b>2. Safety.</b>  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><b>3. Local, other agency or user contribution to fund capital costs.</b>  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><b>4. Local, other agency or user contribution to fund operations and maintenance (O&amp;M) costs. (Use for non-DOT facilities or facilities DOT is unsuited to long-term ownership).</b> Weighting: 5</p>	<p>Sponsor will assume ownership if currently a DOT&amp;PF facility; or sponsor will assume ownership of another DOT&amp;PF facility of similar M&amp;O cost.</p>	<p>Sponsor will assume full M&amp;O responsibility; or sponsor will assume full M&amp;O of another DOT&amp;PF facility of similar M&amp;O cost.</p>	<p>Sponsor contributes nothing. Continued sponsor ownership &amp; 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