ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672
5158 HTRA HB 213 (FILE 1) - HB 213 (FILE 2) 730

ROAD NAME	SECTION DESCRIPTION	FROM MP	TO MP	LENGTH	R/U	REGION	CURRENT FED AID NO	PROPOSED FUNCT CLASS
GILLAM WAY	17TH AVENUE-AIRPORT WAY	0.00	0.38	0.38	U	NOR	FAU 655	URBAN COLLECTOR
GILLAM WAY/BARNETTE STREET	AIRPORT WAY-1ST AVENUE	0.38	0.88	0.50	U	NOR	FAU 655	MINOR ARTERIAL
1ST AVENUE/2ND AVENUE	WILBUR STREET-COWLES STREET	0.00	0.37	0.37	U	NOR	FAU 656	MINOR ARTERIAL
1ST AVENUE/2ND AVENUE	COWLES STREET-NOBLE STREET	0.37	1.57	1.20	U	NOR	FAU 656	URBAN COLLECTOR
CUSHMAN/ILLINOIS STREETS	VAN HORN ROAD-COLLEGE ROAD	0.00	3.01	3.01	U	NOR	FAU 663	MINOR ARTERIAL
NOME DRIVE/PHILLIPS FIELD RD	PEGER ROAD-ILLINOIS STREET	0.00	1.82	1.82	U	NOR	FAU 666	MINOR ARTERIAL
GEIST ROAD CORRIDOR	PARKS HIGHWAY-STEESE HIGHWAY	0.00	6.04	6.04	U	NOR	FAU 668	PRINCIPAL ARTER
LACEY/NOBLE STREET COUPLET	AIRPORT WAY-WENDELL STREET	0.00	0.60	0.60	U	NOR	FAU 671	MINOR ARTERIAL
WENDELL STREET/OLD STEESE HWY	LACEY/NOBLE COUPLET-TRAINOR GATE RD	0.00	0.99	0.99	U	NOR	FAU 672	MINOR ARTERIAL
KETCHIKAN FERRY TERMINAL ROAD	KETCHIKAN FERRY TERMINAL-TONGASS AVENUE	0.00	0.15	0.15	U	SE	FAP 91-1	MINOR ARTERIAL
TONGASS AVENUE	FERRY TERMINAL ROAD-NORTH TONGASS HWY	0.15	0.57	0.42	U	SE	FAP 91-1	PRINCIPAL ARTER
NORTH TONGASS UPPER ROUTE	NORTH TONGASS-KETCHIKAN URBAN BOUNDARY	0.57	0.77	0.20	U	SE	FAP 91-1	MINOR ARTERIAL
NORTH TONGASS UPPER ROUTE	URBAN BOUNDARY-WARD COVE	0.77	6.07	5.30	R	SE	FAP 91-1	MINOR ARTERIAL
EGAN DRIVE	JUNEAU FERRY TERM-MENDENHALL LOOP ROAD	12.00	21.13	9.13	U	SE	FAP 93-2	PRINCIPAL ARTER
AUKE BAY FERRY TERMINAL ROAD	GLACIER HIGHWAY-S.E. MARINE HIGHWAY	0.00	0.09	0.09	U	SE	FAP 93-3	PRINCIPAL ARTER
GLACIER HIGHWAY	LOOP ROAD-AUKE BAY FERRY TERMINAL	21.30	25.67	4.37	U	SE	FAP 93-3	PRINCIPAL ARTER
GLACIER HIGHWAY	AUKE BAY FERRY TERMINAL-SAWMILL CREEK	25.67	55.76	30.09	U	SE	FAP 93-3	MINOR ARTERIAL
HAINES FERRY TERMINAL	SOUTHEAST MARINE HWY-LUTAK RD	428.00	428.11	0.11	R	SE	FAP 95-6	PRINCIPAL ARTER
LUTAK ROAD	HAINES FT-MAIN STREET VIA 2ND AVENUE	428.11	432.28	4.17	R	SE	FAP 95-6	PRINCIPAL ARTER
HAINES HIGHWAY	2ND AVE-US/CANADA BORDER VIA MAIN STREET	432.28	472.10	39.82	R	SE	FAP 95-6	PRINCIPAL ARTER
KLONDIKE HIGHWAY	SKAGWAY FERRY TERMINAL-US/CANADA BORDER	14.00	28.73	14.73	R	SE	FAP 97-2	PRINCIPAL ARTER
SOUTH TONGASS HIGHWAY	KETCHIKAN SOUTH C/L-WHITMAN CREEK	0.00	12.34	12.34	R	SE	FAS 902	MAJOR COLLECTOR
WARD LAKE ROAD	NORTH TONGASS HWY-CONNELL LAKE RD	0.00	3.27	3.27	R	SE	FAS 912	MAJOR COLLECTOR
HYDABURG HIGHWAY	SALTERY PT-HOLLIS RD VIA HYDABURG	0.00	25.90	25.90	R	SE	FAS 913	MAJOR COLLECTOR
HOONAH AIRPORT ROAD	HOONAH FERRY TERMINAL-AIRPORT	0.00	2.20	2.20	R	SE	FAS 918	MAJOR COLLECTOR
NORTH TONGASS HIGHWAY	KETCHIKAN URBAN LIMITS-KNUDSON COVE RD	0.00	13.15	13.15	R	SE	FAS 920	MAJOR COLLECTOR
HOLLIS FERRY SPUR ROAD	HOLLIS HIGHWAY-HOLLIS FERRY LANDING	0.00	0.27	0.27	R	SE	FAS 924	MAJOR COLLECTOR
HOLLIS HIGHWAY	CRAIG-CLARK BAY FERRY TERMINAL	0.00	34.25	34.25	R	SE	FAS 924	MAJOR COLLECTOR
METLAKATLA FERRY TERMINAL RD	METLAKATLA FT-WALDEN POINT ROAD	14.00	14.26	0.26	R	SE	FAS 927	MAJOR COLLECTOR
BIG SALT ROAD	HOLLIS HIGHWAY-CONTROL LAKE	0.00	17.10	17.10	R	SE	FAS 929	MAJOR COLLECTOR
KLAWOCK AIRPORT ROAD	BIG SALT ROAD-KLAWOCK AIRPORT	0.00	0.69	0.69	R	SE	FAS 929	MAJOR COLLECTOR
THORNE BAY ROAD	CONTROL LAKE-THORNE BAY	17.10	34.73	17.63	R	SE	FAS 929	MAJOR COLLECTOR
SAWMILL CREEK ROAD	HALIBUT POINT ROAD-BLUE LAKE ROAD	0.00	5.36	5.36	U	SE	FAS 933	MINOR ARTERIAL
SAWMILL CREEK ROAD	BLUE LAKE ROAD-HERRING COVE	5.36	7.11	1.75	U	SE	FAS 933	URBAN COLLECTOR
HALIBUT POINT ROAD	SITKA FERRY TERMINAL-LINCOLN STREET	0.00	6.67	6.67	U	SE	FAS 935	PRINCIPAL ARTER
RODMAN BAY ROAD	HALIBUT POINT RD-STARRIGAVIN CR CAMPGRD	0.00	0.71	0.71	U	SE	FAS 935	URBAN COLLECTOR
HARBOR DRIVE	LINCOLN STREET-SITKA AIRPORT	6.67	8.48	1.81	U	SE	FAS 935	MINOR ARTERIAL
PETERSBURG FERRY TERMINAL	MITKOF HIGHWAY-SE MARINE HIGHWAY	0.00	0.16	0.16	R	SE	FAS 937	MAJOR COLLECTOR
MITKOF HIGHWAY	SANDY BEACH-BLIND SLOUGH VIA PETERSBURG	0.00	20.04	20.04	R	SE	FAS 937	MAJOR COLLECTOR
PAPKES LANDING ROAD	MITKOF HWY.-PAPKES LANDING	0.00	0.53	0.53	R	SE	FAS 937	LOCAL ROAD
MITKOF HIGHWAY	BLIND SLOUGH-DRY STRAIT	20.04	36.08	16.04	R	SE	FAS 937	MINOR COLLECTOR
PETERSBURG AIRPORT ROAD	MITKOF HIGHWAY-AIRPORT	0.00	1.06	1.06	R	SE	FAS 938	MAJOR COLLECTOR
KAKE FERRY TERMINAL	KEKU ROAD-FERRY TERMINAL	0.00	0.10	0.10	R	SE	FAS 939	MAJOR COLLECTOR
PETERSBURG/KAKE ROAD	PETERSBURG-KAKE	0.00	56.30	56.30	R	SE	FAS 939	MAJOR COLLECTOR
MALLOTT AVENUE	SMALL BOAT HARBOR-AIRPORT VIA YAKUTAT	0.00	5.13	5.13	R	SE	FAS 940	MAJOR COLLECTOR
MONTI BAY ROAD	MALLOTT AVENUE-MONTI BAY	0.00	0.50	0.50	R	SE	FAS 941	MINOR COLLECTOR
DANGEROUS RIVER ROAD	MALLOTT AVENUE-SITUK RIVER	0.00	8.55	8.55	R	SE	FAS 942	MAJOR COLLECTOR
WRANGELL FERRY TERMINAL	EVERGREEN AVE-FERRY TERMINAL	0.00	0.09	0.09	R	SE	FAS 943	MAJOR COLLECTOR
ZIMMOVIA HIGHWAY	FERRY TERMINAL-PAT CREEK	0.00	10.70	10.70	R	SE	FAS 943	MAJOR COLLECTOR
WRANGELL AIRPORT ROAD	ZIMMOVIA HWY-WRANGELL AIRPORT	0.00	1.17	1.17	R	SE	FAS 943	MAJOR COLLECTOR
MUD BAY ROAD	HAINES HIGHWAY-MUD BAY	0.00	8.92	8.92	R	SE	FAS 987	MAJOR COLLECTOR

ALASKA LAND AND MARINE HIGHWAY FUNCTIONAL CLASSIFICATION
FEDERAL AID AND STATE MAINTAINED ROUTES

11-Mar-8

ROAD NAME	SECTION DESCRIPTION	FROM MP	TO MP	LENGTH	R/U	REGION	CURRENT FED AID NO	PROPOSED FUNCT CLASS
LUTAK ROAD	HAINES FERRY TERMINAL-CHILKOOT LAKE	0.00	6.00	6.00	R	SE	FAS 991	MAJOR COLLECTOR
DYEA ROAD	KLONDIKE HIGHWAY-TAIYA RIVER	0.00	7.20	7.20	R	SE	FAS 997	MAJOR COLLECTOR
ANGOON FERRY TERMINAL	FERRY TERMINAL-KOOTZNAHOO ROAD	5.00	5.11	0.11	R	SE	FAS 998	MAJOR COLLECTOR
SOUTH TONGASS HIGHWAY	BRYANT STREET-DEERMONT STREET	0.00	2.89	2.89	U	SE	FAU 902	PRINCIPAL ARTER
SOUTH TONGASS HIGHWAY	DEERMONT STREET-SOUTH URBAN BDY	2.89	3.79	0.90	U	SE	FAU 902	URBAN COLLECTOR
DEERMONT STREET	SO TONGASS HWY-WOODLAND AVENUE	0.00	0.15	0.15	U	SE	FAU 903	URBAN COLLECTOR
WOODLAND AVENUE	DEERMONT STREET-PARK AVENUE	0.15	0.32	0.17	U	SE	FAU 903	URBAN COLLECTOR
PARK AVENUE	WOODLAND AVENUE-BAWDEN STREET	0.32	0.62	0.30	U	SE	FAU 903	URBAN COLLECTOR
SCHOENBAR ROAD	PARK AVENUE-2ND AVENUE	0.00	1.80	1.80	U	SE	FAU 904	URBAN COLLECTOR
DEERMONT STREET	WOODLAND AVENUE-FAIR STREET	0.00	0.20	0.20	U	SE	FAU 907	URBAN COLLECTOR
FAIR STREET	DEERMONT STREET-PARK AVENUE	0.20	0.28	0.08	U	SE	FAU 907	URBAN COLLECTOR
PARK AVENUE	FAIR STREET-WOODLAND AVENUE	0.28	0.43	0.15	U	SE	FAU 907	URBAN COLLECTOR
WATER STREET/2ND AVENUE	SOUTH JCT-NORTH JCT SOUTH TONGASS HWY	0.00	1.06	1.06	U	SE	FAU 908	URBAN COLLECTOR
GRANT STREET	SOUTH TONGASS HWY-MAIN STREET	0.00	0.05	0.05	U	SE	FAU 911	URBAN COLLECTOR
MAIN STREET/PINE STREET	GRANT STREET-BAWDEN STREET	0.05	0.18	0.13	U	SE	FAU 911	URBAN STREET
BAWDEN STREET	PINE STREET-BARNEY WAY	0.18	0.36	0.18	U	SE	FAU 911	URBAN COLLECTOR
JEFFERSON/4TH/JACKSON	SOUTH TONGASS HWY-BARANOF AVE	0.00	0.51	0.51	U	SE	FAU 912	URBAN COLLECTOR
BARANOF AVENUE	JACKSON STREET-BUREN ROAD	0.51	0.94	0.43	U	SE	FAU 912	URBAN COLLECTOR
BUREN/ALASKA/BRYANT STREET	BARANOF AVENUE-SOUTH TONGASS HIGHWAY	0.94	1.17	0.23	U	SE	FAU 912	URBAN COLLECTOR
BARANOF/TOWER/ALASKA	BUREN ROAD-BUREN ROAD	1.17	1.66	0.49	U	SE	FAU 912	URBAN STREET
CBD STREETS	CENTRAL BUSINESS DISTRICT	0.00	0.44	0.44	U	SE	FAU 915	URBAN COLLECTOR
NORTH TONGASS HIGHWAY	UPPER ROUTE-URBAN BOUNDARY	0.00	0.47	0.47	U	SE	FAU 918	URBAN COLLECTOR
QUINN/YOUNG/SAYLES STREETS	SO. TONGASS-WATER STREET	0.00	0.28	0.28	U	SE	FAU 919	URBAN COLLECTOR
AIRPORT SHUTTLE ACCESS ROAD	SHUTTLE FERRY TERMINAL-TONGASS AVENUE	0.00	0.08	0.08	U	SE	FAU 922	URBAN COLLECTOR
WHITECLIFF AVENUE	SOUTH TONGASS HWY-WATER STREET	0.00	0.09	0.09	U	SE	FAU 923	URBAN COLLECTOR
MADISON STREET	SOUTH TONGASS HWY-FOURTH STREET	0.00	0.17	0.17	U	SE	FAU 927	URBAN COLLECTOR
AMALGA HARBOR ROAD	GLACIER HIGHWAY-AMALGA HARBOR	0.00	0.68	0.68	U	SE	FAU 950	URBAN COLLECTOR
INDIAN COVE ROAD	GLACIER HIGHWAY-PROPOSED CBJ PARK	0.00	0.45	0.45	U	SE	FAU 951	URBAN COLLECTOR
UAJ ROAD	GLACIER HWY-MENDENHALL LOOP RD	0.00	0.45	0.45	U	SE	FAU 952	URBAN COLLECTOR
FISH CREEK ROAD	NORTH DOUGLAS HWY-EAGLE CREST SKI AREA	0.00	5.20	5.20	U	SE	FAU 953	URBAN COLLECTOR
GASTINEAU CHANNEL CORRIDOR	GLACIER HIGHWAY-NORTH DOUGLAS ROAD	0.00	1.50	1.50	U	SE	FAU 954	URBAN COLLECTOR
OLD GLACIER HIGHWAY	SOUTH JCT-NORTH JCT WITH EGAN DRIVE	0.00	8.14	8.14	U	SE	FAU 955	URBAN COLLECTOR
OLD DAIRY ROAD	OLD GLACIER HWY-JUNEAU AIRPORT RD	0.00	0.56	0.56	U	SE	FAU 956	URBAN COLLECTOR
CREST AVENUE	OLD DAIRY RD-JUNEAU AIRPORT RD	0.00	0.32	0.32	U	SE	FAU 957	URBAN COLLECTOR
10TH STREET	GLACIER AVENUE-EGAN DRIVE	0.00	0.11	0.11	U	SE	FAU 958	MINOR ARTERIAL
DOUGLAS HIGHWAY	EGAN DRIVE-B STREET IN DOUGLAS	0.11	2.60	2.49	U	SE	FAU 958	MINOR ARTERIAL
NORTH DOUGLAS ROAD	DOUGLAS HIGHWAY-POINT HILDA	0.00	20.04	20.04	U	SE	FAU 959	URBAN COLLECTOR
JORDAN CREEK CORRIDOR	MENDENHALL LOOP RD-OLD GLACIER HWY	0.00	2.70	2.70	U	SE	FAU 960	URBAN COLLECTOR
INDUSTRIAL BOULEVARD	GLACIER HIGHWAY-END ROUTE	0.00	0.84	0.84	U	SE	FAU 961	URBAN COLLECTOR
JUNEAU AIRPORT ROAD	NORTH JCT-SOUTH JCT WITH OLD GLACIER HWY	0.00	1.15	1.15	U	SE	FAU 962	URBAN COLLECTOR
THANE ROAD	JUNEAU FERRY TERMINAL-END ROUTE	0.00	5.31	5.31	U	SE	FAU 963	URBAN COLLECTOR
MENDENHALL LAKE CAMPGROUND RD	MENDENHALL LOOP RD-MENDENHALL LAKE	0.00	1.11	1.11	U	SE	FAU 964	URBAN COLLECTOR
STEVEN RICHARDS DRIVE	MENDENHALL LOOP RD-RIVERSIDE DRIVE	0.00	0.27	0.27	U	SE	FAU 965	URBAN COLLECTOR
MENDENHALL GLACIER ROAD	MENDENHALL LOOP ROAD-GLACIER	0.00	1.47	1.47	U	SE	FAU 966	URBAN COLLECTOR
MENDENHALL LOOP ROAD	EGAN DRIVE-MENDENHALL GLACIER RD	0.00	2.19	2.19	U	SE	FAU 966	MINOR ARTERIAL
MENDENHALL LOOP ROAD	MENDENHALL GLACIER ROAD-GLACIER HWY	2.19	6.19	4.00	U	SE	FAU 966	URBAN COLLECTOR
RIVERSIDE DRIVE	OLD GLACIER HWY-MENDENHALL LOOP RD	0.00	2.75	2.75	U	SE	FAU 967	URBAN COLLECTOR
WEST VALLEY CORRIDOR	GLACIER HIGHWAY-MENDENHALL LOOP ROAD	0.00	2.40	2.40	U	SE	FAU 968	URBAN COLLECTOR
WEST VALLEY ACCESS	MENDENHALL LOOP RD-WEST VALLEY CORRIDOR	0.00	1.20	1.20	U	SE	FAU 969	URBAN COLLECTOR
FRITZ COVE ROAD	GLACIER HIGHWAY-SMUGGLERS COVE	0.00	2.58	2.58	U	SE	FAU 970	URBAN COLLECTOR
ENGINEERS CUTOFF	GLACIER HIGHWAY-FRITZ COVE ROAD	0.00	1.59	1.59	U	SE	FAU 971	URBAN COLLECTOR

ROAD NAME	SECTION DESCRIPTION	FROM MP	TO MP	LENGTH	R/U	REGION	CURRENT FED AID NO	PROPOSED FUNCT CLASS
HOSPITAL DRIVE	OLD GLACIER HWY-BARTLETT MEM HOSPITAL	0.00	0.28	0.28	U	SE	FAU 972	URBAN COLLECTOR
WHITTIER STREET	EGAN DRIVE-WILLOUGHBY AVENUE	0.00	0.15	0.15	U	SE	FAU 973	URBAN COLLECTOR
FERRY WAY	EGAN DRIVE-FRANKLIN STREET	0.00	0.05	0.05	U	SE	FAU 974	URBAN COLLECTOR
WILLOUGHBY AVENUE	EGAN DRIVE-GLACIER AVENUE	0.00	0.41	0.41	U	SE	FAU 975	URBAN COLLECTOR
GLACIER AVENUE	SOUTH JCT-NORTH JCT WITH EGAN DRIVE	0.00	1.92	1.92	U	SE	FAU 976	URBAN COLLECTOR
MAIN STREET	EGAN DRIVE-4TH STREET	0.00	0.20	0.20	U	SE	FAU 977	MINOR ARTERIAL
HIGHLAND DRIVE	EGAN DRIVE-COLEMAN STREET	0.00	0.25	0.25	U	SE	FAU 978	URBAN COLLECTOR
EVERGREEN AVENUE/IRWIN STREET	COLEMAN STREET-12TH STREET	0.25	0.59	0.34	U	SE	FAU 978	URBAN COLLECTOR
SEWARD STREET	4TH STREET-EGAN DRIVE	0.00	0.23	0.23	U	SE	FAU 979	URBAN COLLECTOR
GOLD CREEK ACCESS	EGAN DRIVE-8TH STREET	0.00	0.50	0.50	U	SE	FAU 980	URBAN COLLECTOR
FRANKLIN/4TH STREETS	EGAN DRIVE-MAINSTREET	0.00	0.42	0.42	U	SE	FAU 981	URBAN COLLECTOR
CALHOUN AVENUE/12TH STREET	MAIN STREET-EGAN DRIVE	0.42	1.33	0.91	U	SE	FAU 981	URBAN COLLECTOR
DAVIS AVENUE	OLD GLACIER HIGHWAY-STATE JAIL COMPLEX	0.00	0.63	0.63	U	SE	FAU 982	URBAN COLLECTOR
CHURCHILL AVENUE	DAVIS AVENUE-END ROUTE	0.00	0.20	0.20	U	SE	FAU 983	URBAN STREET
OLD GLACIER HIGHWAY NORTH	SUNSET STREET-GLACIER HIGHWAY	0.00	0.39	0.39	U	SE	FAU 984	URBAN COLLECTOR
BENCH ROAD CORRIDOR	DOUGLAS HIGHWAY-FISH CREEK ROAD	0.00	7.50	7.50	U	SE	FAU 985	URBAN COLLECTOR
CROW HILL DRIVE	DOUGLAS HIGHWAY-BENCH ROAD	0.00	0.60	0.60	U	SE	FAU 986	URBAN COLLECTOR
PIONEER AVENUE	DOUGLAS HIGHWAY-BENCH ROAD	0.00	0.70	0.70	U	SE	FAU 987	URBAN COLLECTOR
NORTH DOUGLAS SOUTH ACCESS	NORTH DOUGLAS HIGHWAY-BENCH ROAD	0.00	0.50	0.50	U	SE	FAU 988	URBAN COLLECTOR
NORTH DOUGLAS NORTH ACCESS	NORTH DOUGLAS HIGHWAY-BENCH ROAD	0.00	0.50	0.50	U	SE	FAU 989	URBAN COLLECTOR

PROJECT RANKING CRITERIA
June 9, 1986

Q1. Does the project extend the service life of the facility?

Assumptions: Any work to be done to an existing facility potentially qualifies. This question is intended to reward projects which protect the State's investment in the existing system.

Projects were divided into the following categories of given points:

Reconstruction Project	25 points
Resurfacing/Overlay Project	15 points
New Project	0 points

Q2. Is the project needed to continue the development and construction of previously funded projects in the program?

1. Supplemental funding for work that is under contract or funding for ongoing operational programs such as ridesharing. — 75 points

2. Supplemental funding for a project that is ready to go to bid in the first quarter of the budget year (July 1). — 55 points

3. Construction phase funding or funding for completion of pre-construction phases (preliminary engineering, right-of-way, and utilities). — 35 points

4. Funding to begin preliminary engineering. — 15 points

5. New or other projects. — 0 points

Q3. Will the completion of this project have direct and identifiable post-construction benefits to the local, regional, or statewide economy?

1. Highway resurfacing and improvements would have little or no economic effect, since these projects repair or replace existing facilities. — 3 points

2. Widening existing roadways would have a moderate impact on the economy since these projects expand existing facilities. It is assumed a certain amount of infrastructure and economic activity already exists and these projects would support the expansion of this existing activity. — 5 points

3. New roads built to support community growth and development. — 7 points

4. New or expanded capacity for roads built specifically to support industrial, commercial, or resource development. Few projects will be scored using item 4. This criteria is intended to support regional developments such as a Red Dog Mining project.

$$\frac{\text{Number of Jobs}}{\text{Project Cost}} \times 2{,}000{,}000 = \text{points}$$

Q4. Will State maintenance and/or operations costs change as a result of this project?

Reduction in State M&O costs (e.g. some rehabilitation projects without any expansion, transfer of responsibility to local government)	20 points
No additional State M&O costs/positions (e.g. safety improvement, some reconstruction and rehabilitation projects)	15 points
One new State M&O position (e.g. typically in cases of added capacity, interchange projects)	10 points
Two new State M&O positions (e.g. new facilities)	5 points
Three or more new State M&O positions	0 points

Q5. Impact on Alaskan job market.

1. Majority of project jobs can be filled by Alaskans — 10 points
2. All other projects — 0 points

Assumptions: Apply this item to all projects, design, right-of-way, construction, or combinations of those. Judge each project on its own merits. This item is intended to reward projects that are likely to result in Alaskan hire. (Anchorage projects all received 10 points.)

Q6. Will the project provide low-cost solutions to safety problems at high-hazard locations? The higher the safety cost/benefit ratio or dollars addressing safety, the higher the points awarded.

1. Specific safety projects for State of Alaska facilities — 100 points
   Projects would include:
   - Illumination, signalization, and/or channelization of intersections and facilities with high accident rates. This includes safety improvement projects.
   - Guardrails.
   - Repair of specific hazardous conditions such as site distance problems.
2. Safety related projects — 65 points
   - Accident history of facility indicates need for upgrade. (Many Anchorage reconstruction projects fall into this category.)
   - Lane widths of 10 feet or less.
   - No or abrupt shoulders.
3. Other safety projects — 30 points
   - Unsafe operating environment. Rehabilitation and capacity improvement projects may qualify.
   - Lane width or shoulders substandard.
4. All other projects — 0 points

Q7. What is the functional classification of the facility? This question rewards the higher functionally classed facilities consistent with State goals and objectives.

1.	Interstate highways, expressways	60 points
2.	Major arterial highways	50 points
3.	Minor arterial highways	40 points
4.	Major collectors, urban collectors	30 points
5.	Other state-maintained routes	20 points

Q8. What type of improvement is proposed? This question rewards projects which protect the State's investment in existing facilities.

1.	Project is aimed at preventing an imminent failure of the facility.	60 points
2.	Restoration (3R type projects), preservation, structural maintenance or rehabilitation of an existing facility.	50 points
3.	Reconstruction for the purposes of bringing the facility up to modern standards. This scores only those reconstruction projects with no expansion.	40 points
4.	Improvement or expansion of a facility for the purposes of economic development, improved safety, or improved levels of service. This score; reconstruction projects with expansion, interchanges, safety projects, and capacity improvement projects.	30 points
5.	New facility development to relieve congestion of an existing facility, improve efficiency of the transportation system or generate economic development.	20 points

Q9. What is the regional perception of the public's support for this project relative to other projects being ranked? Projects were scored based on input from local governments. The average of scores for this question cannot exeed 15.

1. The project is in the top third of public priorities.	25 points
2. The project is in the middle third of public priorities.	15 points
3. The project is in the lower third of public priorities.	5 points

Q10. What importance does the region give to factors not addressed by the other ranking items? The average of scores for this question cannot exceed 100.

As a guide and an aide for consistency, projects were divided into the following categories of points. Other factors may be used and the regions may be asked to provide backup information on the factors used to evaluate a project.

Imminent pavement failure, projects of regional significance.	200-175 points
Interstate with LOS E or below (may include interchange projects).	175-150 points
Top M&O priorities, priority major facility projects.	150-125 points
Major facility projects with average - slightly above average priority.	125-100 points
Average priority projects, minor facility projects, projects of less than average importance.	100-50 points
Projects with limited or no relationship to the overall transportation system, not on the State system, low traffic volumes.	50-0 points

Q11. Is this project prompted by capacity concerns? If a ratio is estimated, the maximum score is 75 points.

1. Roadways - Less than two lanes

$$\frac{\text{Current year ADT} \times 25}{(.5)\ (\text{Capacity at LOS C for terrain type})} = \text{points}$$

2. Two lane roadways

Adequate shoulders[A] $\dfrac{\text{Current year ADT} \times 25}{(\text{Capacity at LOS C for terrain type and area})^{A}} = \text{points}$

3. Multi-lane roadway

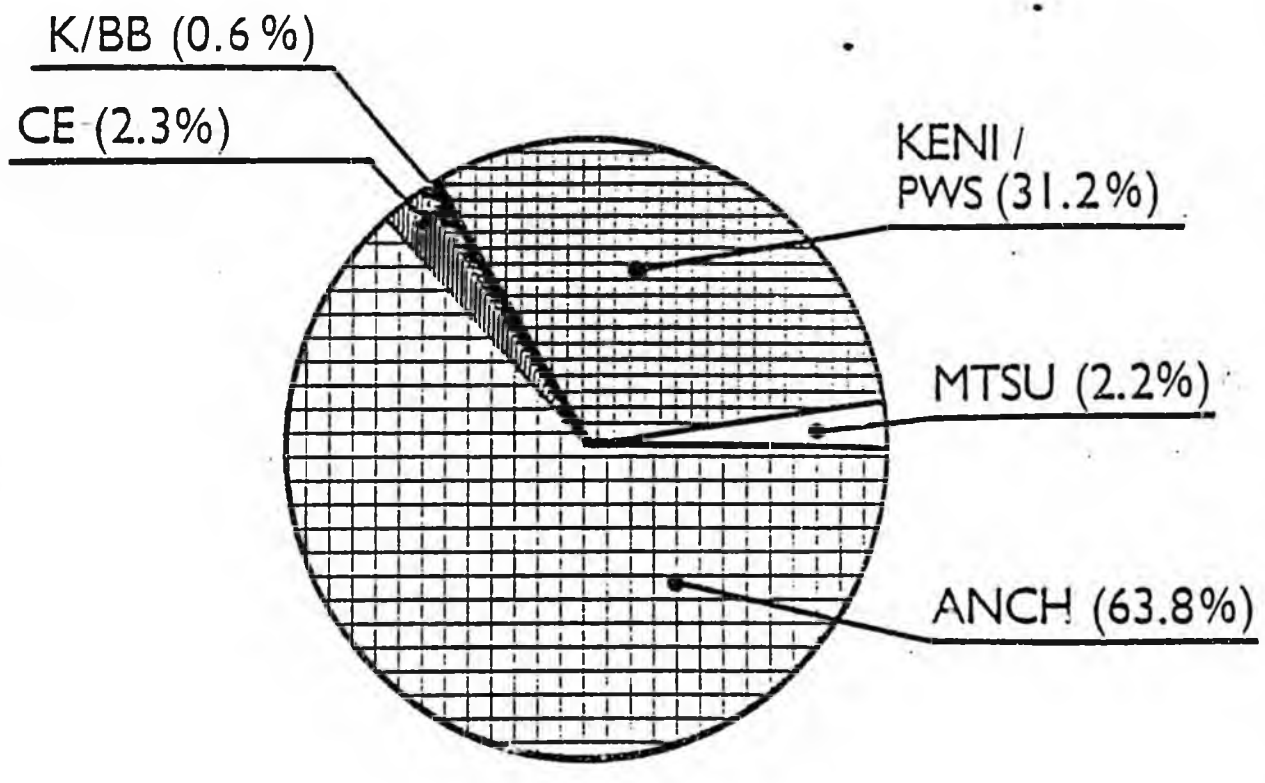
Single-direction ADT $\dfrac{(.10)\ (\text{Current year ADT})\ (25)}{(\text{Capacity at LOS C for terrain type})^{A}(\#\text{ of lanes in that direction})} = \text{points}$

Note: [A]If shoulders are inadequate, multiply LOS C by .8.

Q12. Does the facility related to the project meet identified standards for such a facility? Projects were divided into the following categories of points:

Project addresses air quality, access control, and safety standards. Facility is extremely substandard and is seasonally impassable.	100 points
Facility is substandard but passable year round. Reconstruction of substandard facilities, i.e. lack of shoulders, inadequate lane widths, etc.	75 points
Facility meets minimal or most standards but requires resurfacing.	50 points
New or recently constructed to standards.	0-25 points

TOTAL VALUE BY AREA



Legend of Planning Areas

ANCH = Anchorage
CE = Central Regionwide Projects
K/BB = Kodiak/Bristol Bay
KENI/PWS = Kenai Peninsula/Prince William Sound
MTSU = Matanuska-Susitna

The Six Year Improvement Program format is shown below. The information in the column headings is explained beneath the insert. All dollar amounts are to be multiplied by 1000, for example $1,000.0 = $1,000,000.00.

January 8, 1987
1:22:22 pm

CENTRAL REGION SIX YEAR CAPITAL IMPROVEMENT PROGRAM
OBLIGATION/SPENDING PLAN FY88 - FY93

FEDERAL HIGHWAYS PROGRAM

(1) ELECT DIST	(2) EXP/ ALT	(3) FISCAL YEAR	(4) FUND TYPE	(5) CLASS TYPE	(6) PHASE(S)	(7) FISCAL YEAR 87 PROJECT	(8) FHWA FUND	(9) GEN FUND	(10) ADD. FED. REQUIRED	(11) TOTAL FUND	(12) MATCH RATIO	(13) AREA
7	EXP	87	FH	UR	2	ANCH 'C' ST: TUDOR RD TO MINNESOTA DR / PE	$255.8	$24.2	$0.0	$280.0	0.9135	ANCH
7	EXP	87	FH	UR	2	ANCH DOWLING RD: LK OTIS TO MINNESOTA DR / PE	$356.3	$33.7	$0.0	$390.0	0.9135	ANCH
7	EXP	87	FH	UR	2	ANCH REHAB PROJECTS / PE	$319.7	$30.3	$0.0	$350.0	0.9135	ANCH

(1) Election District: This is the House District in which the project is physically located. Regionwide projects are shown as Election District 92.

(2) EXP: Refers to projects that are included in the obligation portion of the Six Year Plan.
ALT: Refers to projects that are identified as alternates.

(3) Fiscal Year: Refers to the State Fiscal Year (July 1 to June 30) for State General Fund projects and Federal Fiscal Year (October 1 to September 30) for Federal funded projects.

(4) Fund Type:

FH = Federal Highways
GFA = General Fund Aviation
IA = International Airport Revenue Fund
FA = Federal Aviation
GF = General Fund
BR = Bridge
GFH = General Fund Highways
OT = Other
SA = Safety

(5) Class Type:

Federal Highways

IS = Interstate
PS = Primary/Secondary
UR = Urban
ST = Safety
BR = Bridge
TR = Transit

Federal Aviation

PR = Primary
CN = Comm - Non Primary
NC = Non-Commercial
AP = Area Population
DI = Discretionary

General Fund

PF = Public Facilities
HB = Harbors

(6) Phase: Refers to the numerical phase of project development.

2 = Preliminary Engineering 3 = Right-of-Way 4 = Construction 7.= Utilities
8 = Planning/Transit/Ridesharing/Miscellaneous

(7) Project: This provides a basic project description including location, project termini, the type of improvement, and the phase of project development.

(8) Fund Type: This indicates the funding source: Federal Aid Highways - FHWA, Federal Aviation - AIP, International Airports Revenue Fund - IARF; and State General Fund - GF.

(9) General Fund: Refers to the General Fund match required to complement the Federal Funds.

(10) Additional Federal Required: This refers to the additional legislative authorization required in order to receive and expend the Federal Funds.

(11) Total Funds: Indicates the total cost of the project, or project phase shown in the Six Year Program. This amount includes Federal Funds and required General Fund match.

(12) Match Ratio: Indicates the Federal Funding ratio used to support various types of Federal Programs.

(13) Area: References the geographical planning area. Map Page 5.

CE = Central Region
ANCH = Anchorage Area
AIA = Anchorage International Airport
MTSU = Matanuska-Susitna Area
KENI - Kenai/Prince William Sound Area
K/BB = Kodiak Island/Bristol Bay Area
YKAP = Yukon/Kuskokwim/Aleutian/Pribilof Area

Note: FY'87 Projects have already received authorization. They are listed here for reference purposes to show the FY'87 spending/obligation plan which provides the base for the proposed FY'88 - FY'93 Six Year Capital Improvement Programs.

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: HB 213
Publish Date:

REQUEST

Revision Date:
Title: An act relating to the allocation of federal-aid highway funds.
Sponsor: Rep. Hoffman
Requestor: House Transportation

Agency Affected: DOT&PF
BRU: Various
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL		<50,200.0>	<74,600.0>	-	-	-
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS		<50,200.0>	<74,600.0>	-	-	-
OTHER (IARF)						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: The amounts shown above are based on federal fiscal years and represent the amounts we would be unable to obligate as a result of this bill. Application of this bill to FFY87 would have resulted in the "loss" of $56 million, however since the bill is not effective until 7/1/87 it is impossible to project the actual impact for the projects and amounts that will remain in federal fiscal year 1987. ★

Prepared by: Ron B. Lind, Director
Phone: 465-4070
Division: Plans, Programs, and Budget
Date: 04/14/87

Approved by Commissioner: Mike D. Utz
Date: 4/15/87
Agency:

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)
Senate Secretary

★ PLEASE NOTE THERE ARE MANY VARIABLES TO ASSESSING FISCAL IMPACT FROM THIS BILL. THIS ESTIMATE SHOULD BE VIEWED AS A "WORSE-CASE" ESTIMATE FOR FIRST 3 YEARS. MBH

Because of time constraints only three years of calculations were prepared, and it is expected that by 1990 we should be able to have additional projects ready to obligate in the Secondary and Primary categories.

These amounts are based on the FHWA project listings in our Capital Improvement Program 1987 - 1993. The attached table shows the impact by federal system by year and attached lists identify specific projects by region.

Even though the loss of ability to obligate funds in the early years would not mean the loss of federal apportionments it has the same impact. The federal program does not have a mechanism which would allow a state to obligate the losses in early years in the later years.

We have not included cost estimates for increased maintenance that would be required on our existing system if reconstruction projects were not completed because we did not have time to quantify these items. But we know there would be a cost.

Federal Obligation and Project Activity Loss

(In Millions of Dollars)

Formula

	FFY 1987*		Anticipated Loss		FFY 1988		Anticipated Loss		FFY 1989		Anticipated Loss	
	Available	Expected	Federal Dollars	Project Activity	Available	Expected	Federal Dollars	Project Activity	Available	Expected	Federal Dollars	Project Activity
Interstate	34.7	41.4	-0-	6.7	34.7	43.2	-0-	8.5	34.7	37.3	-0-	2.6
Primary	73.5	32.5	41.0	-0-	73.5	29.9	43.6	-0-	73.5	7.2	66.3	-0-
Secondary	31.8	16.8	15.0	-0-	31.8	25.2	6.6	-0-	31.8	23.5	8.3	-0-
Urban	3.6	44.2	-0-	40.6	3.6	52.3	-0-	48.7	3.6	80.4	-0-	76.8
			56.0	47.3			50.2	57.2			74.6	79.4

* Applied to activity for the entire fiscal year, including some obligations that have already occurred.

Dept. of Transportation & Public Facilities

Position Paper

BILL NO: HB213

TITLE: "An Act relating to allocation of federal-aid highway funds; and providing for an effective date."

APPROVED: Mark S. Hickey MSH
Commissioner

DATE: April 13, 1987

The Department of Transportation and Public Facilities is opposed to HB213. This bill would seriously restrict the ability of the department to meet transportation needs in many parts of Alaska. Some of the major problems we see with this legislation are -

(1) It would severely reduce and almost eliminate federal funding available for urban system improvements. Most federal-aid routes in Anchorage, Fairbanks, Juneau, Ketchikan and Sitka are on the federal-aid urban system. Only $3.6 annually in federal funding would be available for highway improvements on these routes.

(2) The bill nullifies the special flexibility in federal highway law available only to Alaska and Puerto Rico under Subsection 118(f) of Title 23. Shortly after statehood, Alaskans successfully sought the addition of Subsection 118(f) to federal highway law to enable our new state to fully participate in the federal highway program. We believe it is poor public policy to limit the options available to us under federal highway law.

(3) The bill makes no specific provision for the federal funding needs of the Alaska Marine Highway System, and the formula factors recognized by the bill do not allocate funds specifically for Marine Highway needs. We currently conduct an ongoing program to improve transfer facilities and rebuild our vessels using primary and secondary funds.

(4) The bill would discourage Alaska from full-fledged participation in the national effort to rebuild the Interstate System. We understand it is the intent of the sponsors to prevent transfers of primary system funds to Interstate improvements. Therefore, our expenditures on our almost 1100 miles of Interstate would be limited to the $34.7 million available annually and directed specifically at Interstate needs.

(CONTINUED)

For further information call Susan Fleischhauer at 465-3900.

(5) Implementation of this bill will likely cause the department to embark upon the construction of new collector and potentially arterial links. These new miles of federal-aid highways will require a new commitment of general fund resources to meet federal requirements for road maintenance.

(6) The bill assumes that factors that work well at the national level for allocating funds will work well for distributing funds within Alaska. We question whether postal route miles, for example, has any relevance to the diverse funding needs of each region of Alaska.

(7) The bill provides for almost an immediate effective date (July 1, 1987). We will not have enough bid-ready projects in the primary and secondary categories to spend all of federal funding in the three months remaining before the close of the federal fiscal year (September 30, 1987). We do not see this problem being resolved until FY89 at the earliest because of the long time spans involved in developing federal-aid projects.

In the months ahead the Department will pursue reviewing and refining the way we select and rank projects in our capital improvement program. We recognize that we have not made a full transition to a capital improvement program that relies almost exclusively on federal funds to meet transportation needs, even in our most remote areas. We believe this effort is the best approach to meeting the improvement needs of our highway system, and urge the Legislature to give us time to allow it to proceed.

- additions of the Committee Substitute

5-0834L

Utermohle
4-27-87

Original sponsors: Hoffman, Adams,
Davidson, et al.

IN THE HOUSE

CS FOR HOUSE BILL NO. 213 ( )

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIFTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act relating to allocation of federal-aid highway funds; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 19.15 is amended by adding a new section to read:

Sec. 19.15.050. ALLOCATION OF FEDERAL AID. (a) The department shall allocate and expend nine percent of federal-aid highway funds received for federal-aid highway programs on qualified projects in the marine highway system. The department shall allocate and expend the balance of federal-aid highway funds received for federal-aid highway programs among the administrative regions of the department for qualified projects in the same proportion as the eligibility of each region bears to the total eligibility of the state to receive the funds. However, in determining the allocation of the balance of the funds utilizing the federal allocation formulas for the federal-aid primary system and the federal-aid secondary system, the department shall use designated federal primary system route mileage or designated federal secondary system route mileage, as appropriate, instead of rural delivery route mileage.

(b) Subject to (c) of this section, the department may transfer surplus federal-aid highway funds allocated to a region under (a) of this section to qualified projects in another region if all qualified projects within the region to which the funds were allocated are funded.

(c) The department may not transfer federal-aid highway funds

among federal-aid highway programs unless a surplus of funds exists after all qualified projects within a federal-aid highway program are funded. The department shall allocate surplus funds within a federal-aid highway program first to qualified projects within the federal-aid secondary system, then the federal-aid primary system, and then the federal-aid urban system. If all qualified projects eligible for funding under a federal-aid highway program are funded, the department may transfer surplus funds to qualified projects eligible for funding under the federal-aid interstate system.

(d) In this section

(1) "federal-aid highway program" means the federal-aid primary system, the federal-aid secondary system, or the federal-aid urban system

(2) "qualified project" means a highway project eligible for federal-aid highway funds that receives points under the state ranking criteria for federal-aid highway projects.

* Sec. 2. This Act takes effect July 1, 1987.

HOUSE COMMITTEE REPORT

(7)

Date referred: 3/25/87 FURTHER REFERRALS: Finance

DATE: May 11, 1987

The Transportation Committee has considered HB 213

"An Act relating to allocation of federal-aid highway funds; and providing for an effective date."

RECOMMENDS:

[x] replace with CSSB 213 (Trsp) [X] the same title

[ ] attached amendment(s) [ ] a new title

[ ] dc pass

[X] do not pass

[ ] no recommendation

[ ] individual recommendations

[ ] additional referral to the ______ Committee

ADOPTS: [X] ______ letter of intent

ATTACHES NEW FISCAL NOTE(s):

[ ] fiscal impact

[ ] zero fiscal note

[x] zero with analysis

[ ] same as previous fiscal note published ______

[ ] same as previous zero fiscal note published ______

SIGNING DO PASS:

Heinrich Springer

Bette Cato

SIGNING OTHER RECOMMENDATIONS:

Ben [illegible] (no rec)

[illegible] (NO REC)

M. Miller Do Not PASS

Bill Hudson - Do not pass without considerable more work.

[illegible] Pearce - Do not pass - ever!

Bette Cato

Chairman's signature

Official Business

COMMITTEE:

House Transportation Committee

DATE: April 13, 1987

Subject of meeting:

CSSJR 18: Commemorative Stamp; AK HWY's 50th Year

*HB 213: Allocation of Federal Highway F Funds

SIGN-IN

NAME Please include title	ADDRESS Please use full address. Please include zip.	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
J.W. Schreiber Acting Dept Commiss.	IAK DOT & PF Pouch Z Juneau 99811	465-3900	IAK DOT & PF	Y (HB213)
Ron Whitecraft Staff Assistant	to Sen Duncan	5-4766		SJR 18 Yes
[illegible]	[illegible]	[illegible]		Y (HB213)

* indicates first public hearing

Official Business

COMMITTEE:

House Transportation Committee

DATE: April 15, 1987

Subject of meeting:

HB 213: Allocation of Federal Highway Funds.

SSHB 173: International Airport Authority

(WORK SESSION ONLY)

SIGN-IN

NAME Please include title	ADDRESS Please use full address. Please include zip.	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?	
[illegible]	[illegible] Juneau		Self	yes	173
Robert Poe	Dep Com DOT/PF		DOT/PF	Yes	173
J.W. Scribner	Acting Dyctr		"	Available	213

Official Business

COMMITTEE:

House Transportation Committee

DATE: May 4, 1987

SIGN-IN

Subject of meeting:

*HJR 33: Relating to the shipping of Alaska oil.

SCR 5: Marketing of International Airports.

HB 213: Allocation of Federal Highway Funds

NAME Please include title	ADDRESS Please use full address. Please include zip.	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
Jim Palmer Mgr Govt Affairs	STANDARD Alaska Production Co. Box 196612 Anch 99519	564-5403		HJR 33
Chief Vincent Wright	Research & Taxation	465-2.73		HJR 33
Mark Hickey	DOT/PF		DOT/PF	HB 213
Sen. Sturgulewski	The Alaskan State Leg. Pouch V Juneau 99811	465-4989	Sponsor of SCR 5	
Rep. Hoffman	"	465-4453	Sponsor of HB 213	

* indicates first public hearing

Official Business

COMMITTEE:

House Transportation Committee

DATE: May 8,1987

Subject of meeting:

HB 213: Allocation of Feferal Highway Funds

*HB 280: Taxation of Watercraft Motor Fuel

CSSB 17: Vandalism of Traffic Control Devices

SIGN-IN

NAME Please include title	ADDRESS Please use full address. Please include zip.	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
Carl A. Meyer Chief of Audit Appeals	Dept. of Revenue P.O. Box SA	465-2343	DOR	Available for HB 280 Questions
Alexis Gabby Staff Attorney Sen. Faiks	— CSSB 17	465-4523	Senator Faiks	Yes SB 17
Jon Scribner	DOT&PF Pouch Z JNU	465-3900	DOT&PF	if questions, yes HB 213

*indicates first public hearing

Official Business

COMMITTEE:

House Transportation Committee

DATE: May 11, 1987

Subject of meeting:

HB 213: Allocation of Federal-aid Highway Funds

SB 25am: Tax Assessment of Private Airports

CSSB 125am: Creating Marine Highway Advisory Board

SIGN-IN

NAME Please include title	ADDRESS Please use full address. Please include zip.	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
DALE STALEY	SB 125	4766	Senator Duncan	YES
MARK HICKEY	SB 125 / HB 213	3902	DOT/PF	QUESTIONS ONLY HB 213

STATE OF ALASKA

LYMAN F. HOFFMAN
REPRESENTATIVE

HOUSE OF REPRESENTATIVES

P.O. BOX V
JUNEAU, ALASKA 99811
(907) 465-4530, 465-4453

DISTRICT 25
AKIACHAK
AKIAK
ATMAUTLUAK
BETHEL
CHEFORNAK
EEK
GOODNEWS BAY
KASIGLUK
KIPNUK
KONGIGANAK
KWETHLUK
KWIGILLINGOK
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMUTE
NUNAPITCHUK
OSCARVILLE
PLATINUM
QUINHAGAK
TOKSOOK BAY
TUNTUTULIAK
TUNUNAK

MAY 13 1987

M E M O R A N D U M

To: Representative Bette Cato
Chairman, House Transportation Committee

From: Representative Lyman Hoffman

Date: May 12, 1987

Subject: CSHB 213 (TRSP)

I would like to extend my appreciation to you and the House Transportation Committee for the time and committment afforded CSHB 213 (Trsp).

I feel this legislation is very important, and has revealed many inequities in the state's allocation of federal highway funds.

However, additional research by the House Transportation Committee during the interim will be of great value in remedying this situtation.

LFH/ldn

P. O. Box 763 Bethel, Alaska 99559 (907) 543-3543

STATE OF ALASKA

LYMAN F. HOFFMAN
REPRESENTATIVE

P.O. BOX V
JUNEAU, ALASKA 99811
(907) 465-4530, 465-4453

HOUSE OF REPRESENTATIVES

DISTRICT 25
AKIACHAK
AKIAK
ATMAUTLUAK
BETHEL
CHEFORNAK
EEK
GOODNEWS BAY
KASIGLUK
KIPNUK
KONGIGANAK
KWETHLUK
KWIGILLINGOK
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMUTE
NUNAPITCHUK
OSCARVILLE
PLATINUM
QUINHAGAK
TOKSOOK BAY
TUNTUTLIAK
TUNUNAK

M E M O R A N D U M

To: Representative Adams
Representative Grussendorf
Representative Davidson
Representative Springer
Representative Cato
Represenative Herrmann
Representative Wallis
Representative Sund

From: Representative Lyman Hoffman

Date: May 11, 1987

Subject: CSHB 213 - Allocation of Federal Highway Funds

The bill on allocation of federal highway funds, which you co-sponsored, (CSHB 213) was passed out of the House Transportation Committee today, and is scheduled for the House Finance Committee on Wednesday, May 13, 1987.

There were a number of concerns addressed during the House Transportation Committee's review of CSHB 213. The House Transportation Committee agreed that the issue of fair and equitable distribution of federal highway funds be placed as a major priority for the committee and additional research be conducted during the interim.

However, the House Transportation Committee wanted to provide the House Finance Committee the opportunity to address CSHB 213 during this legislative session.

If you have any questions, please do not hesitate to contact my office.

P.O. Box 763 Bethel, Alaska 99559 (907) 543-3543

HB

213

(FILE 2)

SUMMARY OF INTERIM WORK ON HB 213

House Transportation Committee chairman, Representative Bette Cato, and transportation committee staff worked during this interim to address recommendations and concerns associated with HB 213.

House Bill 213, "An Act relating to allocation of federal-aid highway funds; and providing for an effective date", passed out of the House Transportation Committee (HTC) on May 11, 1987, and is currently being considered by the House Finance Committee. House Transportation Committee members submitted a letter of intent with CSHB 213 (trans) when it passed out of committee. This letter of intent (attached) reflects House Transportation concerns and provides policies and a formula that the committee would like to see the Department of Transportation and Public Facilities (DOT/PF) implement to help address these concerns.

During interim, DOT/PF Director of Plans, Program and Budget, Mr. Ron Lind, informed HTC staff that the department was holding several meetings with regional directors to discuss and review changes to the department's present capital project ranking criteria. On August 24, 1987, DOT/PF provided HTC staff with information on the changes made by the department to improve the capital program development process. Commissioner Mark Hickey stated he did not think this process had incorporated all the changes which he feels are ultimately necessary.

The changes outlined in Commissioner Hickey's letter reflect major changes in the project ranking criteria. These changes include:

(a) Creation of a separate set of criteria for federal highway (FHWA), Airport Improvement Program (AIP), and other funding (includes State General Funds).

(b) Award of additional points to projects that directly support industrial, commercial or resource development.

(c) Recognition of the importance of a particular transportation facility which may provide the only year-round access to a community.

(d) Recognition that the formal functional classificiation of highways may not be appropriate for roads not on the contiguous road system.

Representative Lyman Hoffman's staff has reviewed the new criteria and feels these changes address many of the concerns expressed over the current project ranking criteria. However, Laurie Nottingham, aide to Representative Hoffman, stated that the real concerns lie in the policies and guidelines adopted by the DOT/PF. Representative Hoffman would like to see the department adopt more concise, clearly defined policies that ensure fair and equitable distribution within in region of the federal-aid dollars.

Representative Hoffman is currently working to outline policy changes for DOT/PF that would provide each region with clear guidelines for the capital program development program. Representative Hoffman will provide this information during the HTC meeting on November 10, 1987.

This overview of HB 213 includes:

- summary
- copy of HB 213
- DOT/PF's new ranking criteria
- House Research analysis and information on distribution of federal-aid dollars
- committee minutes
- additional backup information.
- The section labeled comments will include information provided by Representative Hoffman.

On August 24, 1987 the Department of Transportation

3. Required that any project identified as an "Alternate" be an "Expected" project within two years. This will assure that federal items for which we are programming funding actually end up being scheduled for completion.

4. Required that regional personnel notify the appropriate legislators of meetings scheduled with community planning groups and others to discuss development of the capital program, as well as solicit more input from affected legislators regarding possible projects for unorganized areas.

The target dates identified within these instructions will be modified slightly to reflect the later due date of October 31, 1987, now apparently established for the operating and capital budgets. Additional information will be forwarded as available regarding regional meeting schedules. Any comments, suggestions or project proposals for consideration would be most welcomed. Please call if you have any questions.

Sincerely,

Mark S. Hickey
Commissioner

Attachments

cc: House Transportation Committee Members
Susan Fleischhauer, Legislative Liaison, DOT&PF
Keith Gerken, Deputy Commissioner, Operations
Ron B. Lind, Director, Plans, Programs, and Budget
Robert G. Poe, Jr., Deputy Commissioner, Budget and Finance
Regional Directors, DOT&PF

The Commissioner's specific modifications to the ranking criteria and funding matrix have been incorporated into this package and all of the major changes have been discussed and approved by him. I would also like to thank you for the review efforts already provided by your staff during the preparation of this package.

The key due dates shown below, are based on an October 15, 1987 submission date approved by the Division of Budget Review.

Revised FFY88 Obligation Lists	September 1
FY89 Capital Budget (Project descriptions and rankings)	September 15
FY90 - 94 Complete packages	September 30
Commissioner's Review (Deputy Commissioner's and Regional Directors)	Week of October 5
Submission to OMB	October 15

If you have questions concerning this process please contact me or have your staff contact Ron Lind and his staff in the Division of Plans, Programs, and Budget. Thank you, in advance, for your cooperation in this planning effort, it is a very important element in the positive changes we are trying to bring about within DOT&PF.

Attachments

cc: Mark S. Hickey, Commissioner, DOT&PF
John Lucas, Senior Budget Analyst, Office of Management and Budget
All DOT&PF Directors
Planning Chiefs

CORRECTION

THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: Regional Directors
Doyle Ruff, Executive Director
International Airport System
George Davidson, Systems Director
Alaska Marine Highway System

DATE: August 12, 1987

FILE NO:

TELEPHONE NO: 465-3900

FROM: Robert G. Poe, Jr.
Deputy Commissioner
Budget and Finance

SUBJECT: 1988-1994 Capital Improvement Program

Attached are the instructions for revision of the FFY88 obligation plans, preparation of the 1989-1994 Capital Improvement Program and the 1989 capital budget request. All of these items are interrelated, however, the specific due dates and uses of each vary. The project ranking criteria and funding limits have already been provided to your planning staff.

The process for this year is very similar to last year, however, there have been some changes to this process as follows:

1. FHWA "Expected" obligation plan totals are now targeted at the obligation limit, not apportionment total.

2. AIP totals are based on the increased amounts contained in the reauthorization bills under review by Congress. Ultimate disposition of these bills may require readjustment of the totals.

3. "Alternate" lists for FHWA and AIP are limited to 60% of "Expected".

4. Ranking criteria is applied to all 1989 projects as well as new starts in the 6 year program, not just the items requiring additional funding in the budget year.

5. A comparison to the year by year project listings contained in the "Capital Improvement Program 1987 - 1993" will be provided in the new document.

6. Six year project listings will be with the capital budget submitted to OMB.

7. Alternate projects must be incorporated into an "Expected" list within 2 years. It is still anticipated that almost all "Alternate" projects will appear as "Expected" in the next year.

8. Opportunity for public participation especially by Legislators, will be increased. Specific directions on this issue are not yet available but it will be necessary to notify Legislators of meetings scheduled with community planning groups and others to discuss the capital program.

The Commissioner's specific modifications to the ranking criteria and funding matrix have been incorporated into this package and all of the major changes have been discussed and approved by him. I would also like to thank you for the review efforts already provided by your staff during the preparation of this package.

The key due dates shown below, are based on an October 15, 1987 submission date approved by the Division of Budget Review.

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If you have questions concerning this process please contact me or have your staff contact Ron Lind and his staff in the Division of Plans, Programs, and Budget. Thank you, in advance, for your cooperation in this planning effort, it is a very important element in the positive changes we are trying to bring about within DOT&PF.

Attachments

cc: Mark S. Hickey, Commissioner, DOT&PF
John Lucas, Senior Budget Analyst, Office of Management and Budget
All DOT&PF Directors
Planning Chiefs

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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OFFICE OF THE COMMISSIONER

SEP 3 1987

August 24, 1987

The Honorable Bette Cato
House Transportation Committee Chairman
P.O. Box V
Juneau, AK 99811

Dear Representative BETTE Cato:

Attached are the detailed instructions issued within DOT&PF for the preparation of the 1989 Capital Budget and the revised Six Year Plan. These instructions will need to be considered in context with the instructions from the Division of Budget Review when issued.

Our instructions improve the capital program development process. However, they do not incorporate all changes that I ultimately feel are necessary. Some major changes already instituted which I think you will find of interest are as follows:

1. Project Ranking Criteria has been improved by:

   (A) Creation of a separate set of criteria for federal highway (FHWA), Airport Improvement Program (AIP), and other funding (includes State General Funds).

   (B) Award of additional points to projects that directly support industrial, commercial or resource development. (Questions #3 and 5)

   (C) Recognition of the importance of a particular transportation facility which may provide the only year-round access to a community. (Question #8)

   (D) Recognition that the formal functional classification of highways may not be appropriate for roads not on the contiguous road system. (Question #7; FHWA Ranking Criteria)

2. A project-by-project comparison to the information contained in the printed document "Capital Improvement Program 1987-1993" will be provided. This will allow an understanding of the changes and reasons for the changes that have occurred or are proposed.

3. Required that any project identified as an "Alternate" be an "Expected" project within two years. This will assure that federal items for which we are programming funding actually end up being scheduled for completion.

4. Required that regional personnel notify the appropriate legislators of meetings scheduled with community planning groups and others to discuss development of the capital program, as well as solicit more input from affected legislators regarding possible projects for unorganized areas.

The target dates identified within these instructions will be modified slightly to reflect the later due date of October 31, 1987, now apparently established for the operating and capital budgets. Additional information will be forwarded as available regarding regional meeting schedules. Any comments, suggestions or project proposals for consideration would be most welcomed. Please call if you have any questions.

Sincerely,

Mark S. Hickey
Commissioner

Attachments

cc: House Transportation Committee Members
Susan Fleischhauer, Legislative Liaison, DOT&PF
Keith Gerken, Deputy Commissioner, Operations
Ron B. Lind, Director, Plans, Programs, and Budget
Robert G. Poe, Jr., Deputy Commissioner, Budget and Finance
Regional Directors, DOT&PF

INSTRUCTIONS

1988 - 1994 Capital Improvement Program

INTRODUCTION

The 1989 capital budget request is a subset of the "1988 - 1994 Capital Improvement Program." The project funding requests entered on the CP-1's, Capital Project Description for all sources except Federal Highway Administration (FHWA) and Airport Improvement Program (AIP) funding exactly match the items in the 1989 obligation plan. For AIP and FHWA funded projects, the CP-1's, the 1989 capital budget request, are only used to request the additional funding required for projects contained on the 1988 and 1989 obligation lists. Therefore, the obligation plans for FHWA and AIP must be completed before the budget request forms can be prepared.

The remainder of this package identifies the funding limits for the various fund sources, the project ranking criteria, the steps required for preparation of the obligation plans, and the technical data requirements for completion of the computer files we will use to accumulate our program. Instructions from the Office of the Governor, Division of Budget Review will be distributed as soon as they are available. The information currently available indicates that there will be very little change from their 1988 instructions. The general information requirements for data on the CP-1's will be contained in those instructions. Specific attention should be given to the operating cost elements and assuring that the CP-1 (except for PE and APD projects) is as project specific as possible. This will allow for a more understandable review and prioritization process.

SCHEDULE

1988 - 1994 Capital Improvement Program

August 26	Headquarters provides update of estimated federal obligation funding for FFY87.
September 1	1988 Revised Obligation Plans Submitted for Review.
September 15	1988 Revised Obligation Plans Approved.
September 15	1989 Obligation Plans and 1989 Capital Budget Submitted to Headquarters.
September 30	1990 - 1994 Obligation Plans Submitted
October 5	Submit any revisions caused by federal obligation activity during September which is different than that assumed. (Hopefully this will not be required.)
Week of October 5	Budget discussions between Commissioner, Deputy Commissioners and Regional Directors
October 13	Submit revisions required as result of budget discussions.
October 15	Complete capital program package submitted to Office of Management and Budget.
November 1	Public document prepared based on Departmental Submission.
December	Public document modified to reflect Governor's decisions.
January	Document submitted to Legislature.

GENERAL INSTRUCTIONS

There are two basic requirements for revision of obligation plans: 1) verification/update of the FFY88 Expected and Alternate Lists and 2) verification and update of the 1989 - 1994 obligation plans. Revisions to the 1988 Expected and Alternate lists are due September 1, 1989 obligation lists and budget requests, September 15, and the 1990 through 1994 information, September 30.

The criteria for project inclusion on the Expected and Alternate obligation lists remains the same. All projects must be capable of being obligated during the year, however those on the Expected List are the ones that you anticipate doing within the available funding and those on the Alternate List will only be used if unforseen problems arise with the Expected Projects. Any project included on the Alternate List must appear in the next year and as an Expected project within two years.

In preparing the obligation plan, Design and Construction (D&C) may only be able to provide an estimate for total cost by phase, in these situations please use the following percentages to derive a figure for federal share for the obligation plan. Project estimate figures are to be rounded, see "G. Report Format and Data Input".

	Federal Portion %
Interstate System Projects	94.73
Primary, Secondary	91.35
Urban	91.35/100[A]
Bridge	80
Safety	90
RR-Hwy Crossing funds used for ROW purchase	75
Federal Lands Highways[B]	100
All AIP Projects	93.75

Note: [A] Use this figure if the Department does not provide matching funds for the urban system project.

[B] These funds are not part of the States obligation limits and therefore do not count against the limits. Typically, these projects are not constructed by the State.

For purposes of estimating the federal shares for the budget and the obligation plan you should assume that there will not be unforseen non-participating costs. If a specific item of work is known not to be eligible for participation it should be considered as a separate project. An example of this type of expense would be the lighting for the "second runway" at Kodiak which the Federal Aviation Administration (FAA) had early on identified as ineligible. The "match pot" request for state funds will include funding to cover average ineligible items. Major disallowance of costs on projects may need to be covered by a supplemental appropriations if they exceed the total historical projections.

Regional personnel may need to check with D&C to assure that cost estimates conform to the assumptions above.

Additional Notes:

Except for the funding limit decreases, revising the obligation plan will be virtually the same as last year's process. The following are items that need to be clarified:

1. Project - specific preliminary engineering starts need to be included in the obligation plan.

2. Any proposed use of safety apportionments FFY88 and FFY89-94 should be included in the obligation plan. There is no need to list each specific safety project. The actual request in the FY89 Capital Budget for new federal authority will be a single, statewide request limited to the amount of the new apportionments.

   *If a safety project does not rank high enough in the 'HSIP', but still has a high Regional priority, then the project should be programmed as a seperate line item.

3. Each region needs to include bridge projects and urban projects in the obligation plan. The Department has unobligated balances in both bridge and urban categories. A list of eligible bridges is attached for programming consideration.

A. <u>1988 "Expected" and "Alternate" Revision.</u>

Each region needs to review their current Federal Highway Administration (FHWA) and Airport Improvement Program (AIP) plans as printed in the "Capital Improvement Program 1987 to 1993" and identify project changes to conform to the reduced funding guidelines as well as accomodate other changes which have occurred. The changes proposed for 1988 will need to be documented and approved prior to adoption of the 1988 Expected Revised Obligation Plan by the Department. In addition, no items will be included on the 1988 105 Program for FHWA that are not on the 1988 Revised Plan (Expected and Alternate).

Even though previous Obligation Revisions may have identified changes in the 1988 Plan, they must be categorized for this process to assure that there is a concise explanation and justification of all program changes. It is realized that activities during September 1987, the last month of the federal year may cause a need to revise the 1988 proposal. These modifications will be processed as soon as possible after October 1. Each project in the 1988 Expected and Alternate List should be coded for condition/change and any funding change identified. The following categorizations should be used, however, certain types require a project specific explanation.

1. No change to published FY88 Obligation Plan (Blue Book).

2. Funding additions and reductions due to minor programming actions (i.e. changes in federal funding sources or ratios, etc.) not new phases.

3. Funding additions or subtractions due to revised cost estimates, not new phases.

4. Phase deletions due to project development issues (ability to accomplish project with staff resources, major unresolved issues such as right-of-way or wetlands mitigations or funding constraints). Specific reasons must be identified for each phase.

5. Phase deletions to live within lower obligation plan limits. This reason would only be used if items 1-4 did not result in sufficient savings to reduce the funding to the new limit.

6. Phase additions as a result of new projects or phases being advanced (for example, an alternate project being substituted for an expected project) when an expected project cannot be accomplished. This reason would only be used if item 5 not used. In other words if 1-4 resulted in a reduction in excess of the required reduction for the new limit you could substitute projects.

7. Phase/Project substitutions because of priority changes which removed a current phase to allow inclusion of a new phase. Specific explanation of the reasons for the change is required.

The specific reasons required for certain projects should be summarized in the space provided on the file, (sample report attached) and a more detailed explanation provided in a memorandum submitted with the proposed revision. This will be the first Obligation Revision for 1988 and create the basis for all changes after that date.

B. Obligation Plans 1989 - 1994

The project listings as contained in the "1987 - 1993 Capital Improvement Program" will serve as the basis for these lists. Because of the changed levels of obligation available for each year it is expected that FHWA projects will need be moved to later years and AIP projects accelerated. Each project status must be categorized. See "A. 1988 Expected and Alternate Revision" for details.

The 1989 - 1993 lists must be reviewed for changed priorities, conditions and scheduling concerns before consideration of the new projects for the 1994 year is made.

The same financial limits and definitions apply to the 1989 - 1994 lists as apply to the 1988 Expected and Alternate Listings. Alternate Lists will not be included in the published material for years beyond 1990, however you may choose to provide them in your internal review and data base.

Any project which appears in the Alternate List must be included in the following year, and as an Expected project within two years.

C. Obligation Limits - FHWA

In preparing the revision of the Obligation Plan for federal fiscal year 1988, (FFY88) and beyond, we will use the federal "obligation" limit, rather than the "apportionment" level.

Projected Obligation (from FHWA)	=	$145,781,000
HPR, PL & PR (Not CIP Construction)	=	(3,030,900)
		$142,750,100

We will use our statewide limit of $143 million for the list of Expected projects, (8.2% decrease from last year), and $86.0 million for Alternate projects (60% of the Expected List).

	FFY88		FFY89 - 94	
	EXPECTED	ALTERNATE	EXPECTED	ALTERNATE
HIGHWAYS	$ 143.0	$ 86.0	$ 143.0	$ 86.0

The regional allocations are as follows:

	REGIONAL UNITS $'s Millions		
REGION	EXPECTED HIGHWAYS	ALTERNATE HIGHWAYS	RATIOS
Central	$ 65	$39	45.5%
Northern	54.3	32.6	38%
Southeast	13.6	8.2	9.5%
Marine Hwys	8.6	5.2	6.0%
Statewide	1.4	.8	1%
TOTAL	$143.0	$86.0	100%

The same methodology was used the last two years to distribute funding using the fiscal matrix. The percentages were revised due to the addition of the Statewide share (approx 1.0%) in the highways program and the application of the highway program percentages directly to the total amount of proposed federal obligation authority available.

D. Obligation Limits - Aviation

The AIP obligation ceiling will be higher this year than last. This is based on the assumption that either the House or Senate Bill, now under review, will pass. Again each region will be given a percentage of the total. Project proposals will then be evaluated on a statewide basis to assure consistancy with the Alaska Aviation System Plan and federal funding constraints. Statewide considerations of these projects may cause the regional amounts to vary from this allocation.

	REGIONAL UNITS, $'s MILLIONS		
REGION	EXPECTED AVIATION	ALTERNATE AVIATION	RATIOS
CENTRAL	$ 16.7	$ 10.0	44%
NORTHERN	15.6	9.4	41%
SOUTHEAST	5.7	3.4	15%
AIA & FIA	10.0	6.0	Direct Entitlement
TOTAL	$ 48.0	$ 28.0	100%

The Alternate limits reflect 60% of the Expected list.

E. General Fund Limits

The following general fund regional allocations ($'s thousands) are to be used for the six year plan. The 1989 limit has been increased to approximate the level used initially for FY88. This increased funding allows the presentation of a more complete listing of project options for review. In addition, the 1989 required programming for ports and harbors has been increased to equal the receipts from tax on marine fuels. The funding limits after 1989 are unchanged from last year's plans.

	FY89	FY90	FY91	FY92	FY93	FY94
Central	$11,700.0	$5,100.0	$5,100.0	$5,100.0	$5,100.0	$5,100.0
Northern	9,600.0	4,400.0	4,400.0	4,400.0	4,400.0	4,400.0
Southeast	4,970.0	2,100.0	2,100.0	2,100.0	2,100.0	2,100.0
AMHS	3,250.0	2,200.0	2,200.0	2,200.0	2,200.0	2,200.0
*Statewide	5,250.0	1,200.0	1,200.0	1,200.0	1,200.0	1,200.0
TOTALS	$36,100.0	$15,000.0	$15,000.0	$15,000.0	$15,000.0	$15,000.0

*General Fund Match will be submitted as a total by mode for each fiscal year by Headquarters.

Mandatory General Fund Projects in all years (after FY'89)

1. Advanced Project Definition $ (regional discretion)
2. Handicapped Access @ $250,000

General Fund Required Programming for FY'89 (Excludes Match)

Programming Levels $'s in millions	CE	NO	SE	MHS	HQ	TOTAL
Advance Project Definition	$0.4	$0.2	$0.1	$0.05	$--	$0.75
Aviation	0.5	0.4	0.1	--	--	1.0
Erosion Control	1.0	1.0	--	--	--	2.0
Marine (Ports and Harbors)	1.8	0.7	1.8	--	--	4.3
Facilities*	1.0	1.5	1.0	0.5	--	4.0
Barrier Free Access	0.5	0.5	0.5	0.2	--	1.7
State-Maintained Roads (Non-federally eligible work)	0.5	0.5	0.15	--	--	1.15
LSR&T	--	--	--	--	4.0	4.0
Research	--	--	--	--	0.5	0.5
Regional Discretion	6.0	4.5	1.5	2.5	0.75	15.2
TOTAL GF ALLOCATION	$11.7	$9.6	$4.97	$3.25	$5.25	$36.1

* DOT&PF M&O camp facilities, repairs of multiple occupancy buildings, and correction of construction errors even on single use facilities if DOT&PF was in charge of the facility. Does not include Water and Sewer at airports.

F. Ranking Criteria and Application

The attached ranking criteria should be strictly and conservatively applied. This year there is an expanded requirement for scoring projects.

Projects in FY'88 ALT, all FY'89 projects and any new project starts after FY'89 must be scored. In previous years only the projects requesting new funding in the budget year were scored.

*When ranking a specific phase of a project, treat the phase as if it were the actual construction project. - "What will the total project accomplish"?

G. Report Format and Data Input

1. Like last year, the report format and data input will utilize your personal computers. This will allow the final document to be in a standardized format.

   a. Headquarters will provide the data diskette for the currently published information and hard copy for FFY'88 & FY'89.

   b. "Reflex" will again be the data base.

   c. Headquarters will compile and merge the regional reports.

2. Data Input for Project Forms

   a. All numbers in thousands with commas and one (1) decimal place. FY'88 data will be rounded to at least the nearest thousand, FY'89 to at least the nearest five thousand, and years FY'90 and beyond to at least the nearest ten thousand unless an exact amount is known.

   b. Project titles should establish type of work and project limits. (easily understood abbreviations are fine)

   c. The 'Add.Fed.Required' column will be used for values in Fiscal Years 88-89-90 only.

   d. Expected and alternate projects for federal-aid are required in the early years of the Six Year Program. It is not required to have 'Alternates' after FY90. Alternates for FY90 and beyond are your option.

   e. The 'Class Type' data field: divide out the PS (primary/secondary) indicator into two seperate indicators P & S.

   f. Be consistant with project names. Pick a good title and maintain its use throughout; PDA's, 105, Obligation Plan, Six Year, etc.

   g. Several new data fields have been included in the report.

      - Revised FHWA Funds or AIP or General Fund.
      - Comments
      - Score
      - Revision indicator
      - Phase - we have the data but never used it on the final report.

   h. Column field keys are indicated on the attached form.

   i. Project ranking scores are to be recorded.

3. CP-1's must be provided for projects requiring funding in the 1988 Legislative session for the FY'89 Budget. A diskette with the appropriate format has been provided to the planning section.

* Specific PE starts should be identified in the obligation plan. For the FY'89 Annual Budget highways mode, one CP-1, listing the projects and estimated funding, can summarize the highways PE starts for that year. To make the report list hwys PE together the titles used should start with "PE-HWYS-..."

4. Unprogrammed Federal Authorization

Those phases of existing federal-aid appropriations or allocations not scheduled in the six years of the plan should be included in a list which will be reviewed for possible lapse. The list should simply be: Chapter/Year/ page/line; Title; Amount; and the reason the funding will not be obligated.

5. Strip Maps, Area Maps and Project Scheduling
* The following is required only if there was a change from last year's material.

Strip maps are required to provide a visual display of federal-aid highway project development.

a. Only projects on major routes.

b. Only projects listed in the 'Expected' list.

c. Use Northern Region's definitions and symbols.

d. Southeast will need to provide strip maps for the following:

- Haines Highway
- Klondike Highway
- Egan Expressway
- Glacier Highway
- Tongass Avenue - Ketchikan

Area maps locating significant projects are required for the following:

a. City of Anchorage

b. City of Fairbanks

c. City of Juneau

d. City of Ketchikan

e. Regional Aviation projects - (one map for all six years)

Map Key

FY 89 = ■ FY 92 = ▬
FY 90 = ▲ FY 93 = ▲
FY 91 = ○ FY 94 = ●

Project Scheduling for AMHS

a. Provide a list of vessels and delineate the fiscal year the work is scheduled to be performed on each vessel.

6. Required Submittal

Each region is to provide Headquarters with the folllowing:

a. One hard copy of each of the following reports generated from your data file.

1. Federal Highways Obligation Plan containing additional authorization required.
2. Federal Aviation Obligation Plan and additional authorization required.
3. International Airports Projects.
4. General Fund Projects.
5. Other Funding Projects.

b. Appropriate CP-1's

c. List of unprogrammed federal authorization

d. Strip maps, area maps, vessel listings

e. Program data diskette(s) used to produce the above items.

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SIX YEAR CAPITAL IMPROVEMENT PROGRAM

August 5, 198

*** NORTHERN REGION ***

FEDERAL HIGHWAYS FUNDS
FISCAL YEAR'88

FISCAL YEAR	REGION	EXP/ALT	6YEAR PLAN FHWA FUNDS	REVISED FHWA FUNDS	REVISION INDICATOR	COMMENTS (ACTUAL/REVISION)	PHASE	ADDITIONAL FHWA/AIP REQUIRED	CLASS TYPE	ELECT DIST	PROJECT	SCORE
88	NO	EXP	$0.0	$11,000.0		BOR -87-1 \MOVED FROM E'87	-		IS	17	Tok Hwy, MP 65-75	
88	NO	EXP	$14,250.0	$0.0			4	$14,250.0	IS	17	Alaska Hwy, MP 1285-1302	
88	NO	EXP	$6,650.0	$0.0			4	$0.0	IS	17	Tok Cut-Off, MP 0 North	
88	NO	EXP	$180.0	$0.0			2	$180.0	IS	17	Alaska Hwy, MP 1230 N Erosion PE	
88	NO	EXP	$1,425.6	$0.0			2,3,7	$1,452.6	IS	16	Glenn Hwy, MP 118 N PE/ROW/Util	
88	NO	EXP	$900.0	$0.0			2	$900.0	IS	21	Parks Hwy Widening PE	
88	NO	EXP	$2,300.0	$0.0			2,4	$2,300.0	IS	18	Rich Hwy, Eielson N Rehab	
88	NO	EXP	$47.4	$0.0			2	$47.4	IS	17	Parks Hwy Erosion Control PE	
88	NO	EXP	$2,898.0	$0.0			2,4	$2,898.0	P	19	Steese Expressway Rehab	
88	NO	EXP	$1,350.0	$0.0			2,3,7	$1,350.0	P	17	Rich Hwy, MP 173 N PE/ROW/UTIL	
88	NO	EXP	$215.0	$0.0			2	$215.0	P	24	Dalton Hwy, 9 Mile Hill N PE	
88	NO	EXP	$20.0	$0.0			3	$20.0	P	19	Steese Hwy, MP 81 N-ROW	
88	NO	EXP	$65.0	$0.0			2	$65.0	P	19	Steese Hwy Overlay, MP 10 E-PE (Fox to Cleary)	
88	NO	EXP	$4,500.0	$0.0			4	$4,500.0	P	24	Elliott Hwy, MP 26 N Rehab	
88	NO	EXP	$3,151.0	$0.0			4	$0.0	P	17	Richardson Hwy - MP 79 North Rehab	
88	NO	EXP	$2,755.0	$0.0			4,7	$1,800.0	S	18	Badger Rd/Richardson Hwy (Peridot-5th)	
88	NO	EXP	$3,688.0	$0.0			4	$0.0	S	17	Denali Hwy, MP 0-21	
88	NO	EXP	$4,680.0	$0.0			4	$2,750.0	S	23	Nome-Council, MP 32-42	
88	NO	EXP	$1,128.0	$0.0			3,4,7	$1,128.0	S	21	Parks Hwy/Sheep Crk Conn	
88	NO	EXP	$475.0	$0.0			2	$475.0	S	23	Nome-Council 53 East PE	
88	NO	EXP	$180.0	$0.0			2	$180.0	S	23	Nome-Council 4-15 PE (snow fence)	
88	NO	EXP	$725.0	$0.0			2	$725.0	S	17	Taylor Hwy, MP 66 N PE	
88	NO	EXP	$270.0	$0.0			2	$270.0	S	17	Denali Hwy, MP 21 N PE	
88	NO	EXP	$236.2	$0.0			4,7	$0.0	SA	20	Fairbanks Signal Oper&Safety Impr	
88	NO	EXP	$506.0	$0.0			4,7	$0.0	SA	20	S Cushman/Van Horn Signal	
88	NO	EXP	$416.3	$0.0			2,3,4,7	$0.0	UR	20	3rd St/Hamilton/Farewell	
88	NO	EXP	$1,564.0	$0.0			4,7	$0.0	UR	20	23rd Avenue Extension	
88	NO	EXP	$164.6	$0.0			4,7	$0.0	UR	20	3rd Avenue Signal	
88	NO	EXP	$713.0	$0.0			3,4,7	$713.0	UR	20	Barnette St Widening	
88	NO	EXP	$186.0	$0.0			4	$186.0	UR	20	Illinois St Rehab	
88	NO	EXP	$475.0	$0.0			2	$475.0	UR	20	Old Steese, Wendell-Expwy-PE	
88	NO	EXP	$600.0	$0.0			2,3	$600.0	UR	20	Lacey-Noble Connec PE/ROW	
88	NO	EXP	$200.0	$0.0			2	$200.0	UR	20	Minnie St Corridor	
88	NO	EXP	$225.0	$0.0			2	$225.0	UR	20	Lathrop ST, S Fairbanks Expwy, Van Horn PE	
88	NO	EXP	$650.0	$0.0			2	$650.0	UR	20	Market/Washington/Resak PE	
88	NO	EXP	$2,000.0	$0.0			4	$2,000.0	UR	20	Old Rich Hwy Reconstr	
88	NO	EXP	$475.0	$0.0			2		UR	20	Wendell St. Widening P.E.	
TOTAL BY 'EXPECTED' FISCAL YEAR'88			$68,176.1	$11,000.0								
89	NO	EXP	$589.2	$0.0			4	$589.2	IS	17	Parks Hwy, Erosion Control	
89	NO	EXP	$7,600.0	$0.0			4	$7,600.0	S	17	Taylor Hwy, MP 43 N Reconst	
89	NO	EXP	$550.0	$0.0			4	$550.0	S	23	Nome-Council, MP 4-15 Snow Fence	
89	NO	EXP	$600.0	$0.0			4	$600.0	S	23	Nome-Taylor Hwy, MP 0 N Const	
89	NO	EXP	$12,328.0	$0.0			7,4	$3,000.0	UR	20	Geist Exten, Aurora-Lemeta, Util & Const	
89	NO	EXP	$15,640.0	$0.0			3	$15,640.0	UR	20	Geist Exten, Illinois-ROW	
89	NO	EXP	$4,600.0	$0.0			3	$4,600.0	UR	20	Geist Exten, University-Peger-ROW	
89	NO	EXP	$8,950.0	$0.0			4	$0.0	UR	20	Geist Exten, Lemeta-Birch Hill Const	
89	NO	EXP	$500.0	$0.0			2,4	$500.0	UR	20	Northern Region FAU	
89	NO	EXP	$950.0	$0.0			3,4,7	$950.0	UR	20	FMATS TSM Improvements	
89	NO	EXP	$6,000.0	$0.0			4	$6,000.0	UR	20	Peger Road Widening	

*TOTALS AFFECTED BY ROUNDING

1988 - 1994 CAPITAL IMPROVEMENTS PROGRAM

PROJECT RANKING CRITERIA

AIP AIRPORTS + I.A.R.F.

PROJECT RANKING CRITERIA

July, 1987

Q1. Does the project extend the service life of the facility?

Service life = design life of facility

$$\text{Yes} = \frac{\text{Extended service life in years}}{\text{Original design life in years}} \times 25 = \text{points}$$

Note: No more than 25 points can be awarded for this question.

No = 0

Assumption: Any work to be done to an existing facility potentially qualifies. This item is intended to reward-projects which protect the State's investment in the existing system.

Q2. Is the project needed to continue the development of previously funded projects in the program?

1. Supplemental funding for work that is under contract.

75 points

2. Supplemental construction funding for a project that is ready to go to bid in the first quarter of the budget year.

55 points

3. Construction phase funding where project will be ready for bid in the budget year and pre-construction phases were programmed in prior years.

35 points

4. Funding need was identified in last year's six year capital improvement program.

15 points

5. All other projects

0 points

Q3. Will the completion of this project have direct and identifiable post-construction benefits to the local, regional or statewide economy?

1. Runway resurfacing would have little or no economic effect, since these projects repair or replace existing facilities.

0 points

2. Expansion of airport aprons would have a moderate impact on the economy since these projects expand existing facilities. It is assumed that a certain amount of infrastructure and economic activity already exists and these projects would support the expansion of this existing activity.

15 points

3. New airports built to support community growth and development.

30 points

4. New or expanded capacity for airports built specifically to support industrial, commercial or resource development.

$$\left(\frac{\text{Number of Jobs}}{\text{Project Cost}} \times 2{,}000{,}000\right) \times 30 = \text{points [not to exceed 150]}$$

Note: Most projects will not be scored using item 4. The project must support new industrial, commercial, resource or other development specifically identified as part of an organized and recognized review of the development (only projects meeting these criteria can be awarded any points under item 4).

Q4. Will state maintenance and/or operations costs change as a result of this project?

Reduction in State M&O costs (i.e. facility upgraded, transfer of responsibility to local government)	20 points
No additional State M&O costs/positions	10 points
Additional State M&O costs/positions	0 points

Q5. Impact on Alaskan job market.

1. Majority of project jobs can be filled by Alaskans	50 points
2. All other projects	0 points

Assumptions: Apply this item to all projects, design, right-of-way, construction or combinations of those. Judge each project on its own merits. This item is intended to reward projects that are likely to result in Alaskan hire.

Q6. Will the project provide low-cost solutions to safety problems at high-hazard locations?

Assumptions: All safety projects get points, but low-cost projects get more points.

: Projects receive points based upon the tier in which the majority of the value of the work is performed. For example, a project to extend a runway to a length in excess of the AASP standard and fence the airport would be categorized as a Tier IV and receive 0 points, even though some of the work was eligible for a higher point score. To achieve the maximum points for the fencing project it would need to be made a separate project.

Tier 1: 100 points

Low cost safety projects

Examples:

° Resurfacing (gravel)
° Runway Lighting: provided it's North of 66° Latititude (AASP)
° Obstruction Removal (most cases)
° Runway marking
° Fencing
° CFR equipmen
° Jet blast abatement
° Airspace easement acquisition
° Consolidate fuel storage

Tier II: 65 points

Moderate cost safety projects

Examples:

° Resurfacing (pavement replacement)
° Runway extension (to AASP standards)
° Safety area extension (to FAA standards)
° Apron relocation (to AASP standards)
° Apron expansion (to AASP standards where congestion exists)
° Heliport construction/designation (to separate fixed-wing aircraft from rotary wing)

Tier III: 30 points

Examples:

° Airport relocation
° Crosswind runway
° Parallel taxiway

Tier IV: 0 points

Projects not safety-related

Examples:

° Increasing runway, runway safety area, or apron dimensions beyond AASP or FAA standards, as appropriate.

° Consolidated terminals
° Other terminal area improvements (parking, water, and sewer, etc.)
° Lease lot development

Q7. What is the functional classification of the facility?
*(Assumption: DOT/PF weights these classifications based on statewide importance.)

Tier 1: International airports

50 points

Tier 2: Regional center airports

40 points

Tier 3: District and transport airports

30 points

Tier 4: Community and reliever airports

20 points

Tier 5: Local airports

10 points

Q8. What is the primary purpose of the proposed improvement? (one tier per project)

Tier 1: Project is aimed at preventing an imminent failure or re-opening of the facility, or the reduction of service, which provides the only year-round access to the community.

100 points

Tier 2: Bring existing facility up to AASP or FAA standards.

60 points

Tier 3: Prevent imminent, near term physical failure of the existing facility.

50 points

Tier 4: Structural maintenance or safety improvement to existing facility.

40 points

Tier 5: Improve or expand existing facility for the purposes of economic development.

30 points

Tier 6: Construction of new airport not intended to replace existing airport.

20 points

Q9. What is the regional perception of the public's support for this project relative to other projects being ranked?

1. The project is in the top third of public priorities.

25 points

2. The project is in the middle third of public priorities.

15 points

3. The project is in the lower third of priorities.

5 points

Note: The average of scores for this question cannot exceed 15.

Q10. What importance does the region give to factors not addressed by the other ranking items?

* The Administration and the Department are interested in projects that will provide long term economic development/benefits to Alaskans. Please keep this in mind when assigning points for this question.

Score this item 0 to 200 for each project; however, the average of the points given to all projects cannot exceed 100.

Note: Regions may be asked to provide back-up information on what these factors were and their importance in evaluating the proposed project.

Q11. Is this project prompted by capacity concerns?

Range 0 to 75

Note: It is highly unlikely that runway capacity will be a problem except at international and a few regional center airports.

For Runway Projects

$$\frac{\text{Total hourly traffic for runway system}}{\text{Hourly capacity runway system (VCR)}} \times 75$$

Example: Single runway VFR system:

$$\frac{5 \text{ Operations}}{55 \text{ Operations}} \times 75 = 6.8 = 7 \text{ (rounded)}$$

For Apron Projects

Predominantly GA and Air taxi operations: $\frac{\text{\# Based and itinerant aircraft} \times 320\ yd^2}{\text{Area existing apron (in } yd^2\text{)}} \times 75$

Predominantly Heavy aircraft (DC-6, C-130, B737): $\frac{\text{Max. \# aircraft operating simultaneously} \times 3300\ yd^2}{\text{Area existing apron}} \times 75$

Q12. Does the proposed project upgrade the existing facility to meet identified standards?

$$\frac{\text{AASP Standard - Existing relevant dimension}}{\text{Standard dimension}} \times \begin{cases} 100 \text{ for runways} \\ 50 \text{ for other} \end{cases}$$

Example: Community Airport Apron expansion project.
AASP STANDARD = 60,000 ft^2
EXISTING AREA = 20,000 ft^2

$$\frac{\text{AASP Standard - Existing area (in } ft^2\text{)}}{\text{AASP standard}} \times 50 = \frac{60{,}000\ ft^2 - 20{,}000\ ft^2}{60{,}000\ ft^2} \times 50 = 33.3 = 33 \text{ (rounded)}$$

Example: Community Airport Runway extension project
AASP STANDARD = 3000 ft.
EXISTING RUNWAY = 1700 ft.

$$\frac{\text{AASP Standard - Existing runway length}}{\text{AASP standard}} \times 100 = \frac{3000 - 1700}{3000} \times 100 = 43.3 = 43 \text{ (rounded)}$$

* Score the predominant improvement only.
For example: a project is lengthening the runway and increasing the apron area - score the runway extension only.

FHWA HIGHWAYS

PROJECT RANKING CRITERIA

July, 1987

Q1. Does the project extend the service life of the roadway?

Service life = design life of facility

Yes = $\frac{\text{Extended service life in years}}{\text{Original design life in years}}$ X 25 = points

Note: No more than 25 points can be awarded for this question.

No = 0

Assumptions: Any work to be done to an existing roadway potentially qualifies. This item is intended to reward projects which protect the State's investment in the existing system.

Q2. Is the project needed to continue the development and construction of previously funded projects in the program?

1. Supplemental funding for work that is under contract.

75 points

2. Supplemental construction funding for a project that is ready to go to bid in the first quarter of the budget year.

55 points

3. Construction phase funding where project will be ready for bid in budget year and pre-construction phases were funded in prior years.

35 points

4. Funding need was identified in last year's six year capital improvement program.

15 points

5. All other projects

0 points

Q3. Will the completion of this project have direct and identifiable post-construction benefits to the local, regional or statewide economy?

1. Highway resurfacing, would have little or no economic effect, since these projects repair or replace existing facilities.

0 points

2. Widening existing roadways would have a moderate impact on the economy since these projects expand existing facilities. It is assumed that a certain amount of infrastructure and economic activity already exists and these projects would support the expansion of this existing activity.

15 points

3. New roads built to support community growth and development.

30 points

4. New or expanded capacity for roads built specifically to support industrial, commercial or resource development.

$$\left(\frac{\text{Number of Jobs}}{\text{Project Cost}} \times 2{,}000{,}000 \right) \times 30 = \text{points [not to exceed 150]}$$

Note: Most projects will not be scored using item 4. The project must support new industrial, commercial, resource or other development specifically identified as part of an organized and recognized review of the development (only projects meeting these criteria can be awarded any points under item 4).

Q4. Will state maintenance and/or operations costs change as a result of this project

State M&O costs (i.e. facility upgraded, transfer of responsibility to local government)	20 points
No additional State M&O costs/positions	10 points
Additional State M&O costs/positions	0 points

Q5. Impact on Alaskan job market.

1. Majority of project jobs can be filled	50 points
2. All other projects	0 points

Assumptions: Apply this item to all projects, design, right of way, construction or combinations of those. Judge each project on its own merits. This item is intended to reward projects that are likely to result in Alaskan hire.

Q6. Will the project provide low-cost solutions to safety problems at high-hazard locations?

1. Specific safety projects for facilities operated and maintained by the State of Alaska.

$$\frac{\text{Dollars directly addressing safety}}{\text{Project Cost}} \times 100 = \text{points}$$

° Illumination, signalization and/or channelization of intersection with high accident rates.

° Guardrails

° Repair of specific hazardous conditions

2. Safety-related projects

$$\frac{\text{Dollars directly addressing safety}}{\text{Project Cost}} \times 65 = \text{points}$$

° Accident history of facility indicates need for upgrade

° Lane widths with less than tolerable conditions

° No shoulders

3. Other safety projects

$$\frac{\text{Dollars directly addressing safety}}{\text{Project Cost}} \times 30 = \text{points}$$

° Unsafe operating environment

° Lane width, shoulders or runway substandard

° Resurface

4. All other projects 0 points

Q7. What is the functional classification of the facility?
*(Assumption: DOT/PF weights these classifications based on statewide importance.)

Roads on contiguous Road System

1. Interstate highways

50 points

2. Major arterial highways

40 points

3. Minc. arterial highways, (Statewide purpose, M&O facilities)

30 points

4. Major collectors, Urban collectors (Regional purpose)

20 points

5. Other state-maintained routes (Local purpose)

10 points

Rural Roads (not on the contiguous road system):

1. Federal-aid road from regional center airports, from a hospital and connection to communities and military bases.

60 points

2. Federal-aid road to district airports, from a hospital and connections to communities, public health hospitals, and military bases.

50 points

3. Road to communities identified as regional center airports and connections to major recreational centers.

40 points

4. Road to communities identified as district airports and connections to major recreational centers, other State maintenance routes.

30 points

5. Other Federal-Aid routes or State-maintained routes off of the contiguous road system.

20 points

Q8. What type of improvement is proposed?
* (One improvement per project)

1. Project is aimed at preventing an imminent failure or reopening the facility, which provides the only access to the community.

100 points

2. Reconstruction for the purposes of bringing a facility that is below tolerable standards up to design standards.

60 points

3. Restoration, preservation, structural maintenance or safety improvement to an existing facility.

50 points

4. Improvement or expansion of a facility for the purposes of economic development, improved safety or improved levels of service.

40 points

5. New facility development to relieve congestion of an existing facility, improve efficiency of the transportation system or generate economic development.

30 points

Q9. What is the regional perception of the public's support for this project relative to other projects being ranked?

1. The project is in the top third of public priorities.
25 points

2. The project is in the middle third of public priorities.
15 points

3. The project is in the lower third of public priorities.
5 points.

Note: The average of scores for this question cannot exceed 15.

Q10. What importance does the region give to factors not addressed by the other ranking items?
* The Administration and the Department are interested in projects that will provide long term economic development/benefits to Alaskans. Please keep this in mind when assigning points for this question.

Score this item 0 to 200 for each project; however, the average of the points given to all projects cannot exceed 100.

Note: Regions may be asked to provide back-up information on what these factors were and their importance in evaluating the proposed project.

Q11. Is this project prompted by capacity concern?

Roadways - Less than two lanes

$$\frac{\text{Current year ADT x 25}}{(.5)(\text{Capacity at LOS C for terrain type})} = \text{points}$$

Two lane roadways

Adequate shoulders $\dfrac{\text{Current year ADT x 25}}{(\text{Capacity at LOS C for terrain type and area})} = \text{points}$

Note: If a combination of lane-width and shoulders are below tolerable standards, multiply capacity by (.8)

Multi-lane roadway

Single-direction ADT $\dfrac{(.10\ (\text{Current year ADT}\ (25)}{(\text{Capacity for terrain type}\ (\#\ \text{of lanes in that direction})} = \text{points}$

Q12. Is the project to improve a facility which is below tolerable standards?
* (A project <u>can</u> score in all three categories)

A. WIDTH

1. If below tolerable (for functional class and traffic volume)
35 points

2. If between tolerable and design
5 points

B. ALIGNMENT/SITE DISTANCE

1. If below tolerable
35 points

2. If between tolerable and design
5 points

C. SURFACE

1. Extreme (pavement failed)
35 points

2. Substandard but passable
30 points

3. Needs preventative resurfacing
20 points

4. @ Standard
0 points

GENERAL FUND

PROJECT RANKING CRITERIA

July, 1987

Q1. Does the project extend the service life of the facility?

Service life = design life of facility

$$\text{Yes} = \frac{\text{Extended service life in years}}{\text{Original design life in years}} \times 25 = \text{points}$$

Note: No more than 25 points can be awarded for this question.

No = 0

Assumptions: Any work to be done to an existing facility potentially qualifies. This item is intended to reward projects which protect the State's investment in the existing system.

Q2. Is the project needed to continue the development and construction of previously funded projects in the program?

1. Supplemental funding for work that is under contract.

75 points

2. Supplemental construction funding for a project that is ready to go to bid in the first quarter of the budget year.

55 points

3. Construction phase funding where project will be ready for bid in the budget year and pre-construction phases were funded in prior years.

35 points

4. Funding need was identified in last year's six year capital improvement program.

15 points

5. All other projects.

0 points

Q3. Will the completion of this project have direct and identifiable post-construction benefits to the local, regional or statewide economy?

1. Highway resurfacing, public facilities repairs and improvements, harbor float replacement or runway resurfacing would have little or no economic effect, since these projects repair or replace existing facilities.

0 points

2. Additional harbor floats, expansion of airport aprons or widening existing roadways would have a moderate impact on the economy since these projects expand existing facilities. It is assumed that a certain amount of infrastructure and economic activity already exists and these projects would support the expansion of this existing activity.

15 points

3. New roads or airports built to support community growth and development.

30 points

4. New or expanded capacity for roads, airports or harbors built specifically to support industrial, commercial or resource development.

$$\left(\frac{\text{Number of Jobs}}{\text{Project Cost}} \times 2{,}000{,}000 \right) \times 30 = \text{points [not to exceed 150]}$$

Note: Most projects will not be scored using item 4. The project must support new industrial, commercial, resource or other development specifically identified as part of an organized and recognized review of the development (only projects meeting these criteria can be awarded any points under item 4).

Q4. Will state maintenance and/or operations costs change as a result of this project?

Reduction in State M&O costs (i.e. facility upgraded, transfer of responsibility to local government)	20 points
No additional State M&O costs/positions	10 points
Additional State M&O costs/positions	0 points

Q5. Impact on Alaskan job market.

1. Majority of project jobs can be filled by Alaskans	50 points
2. All other projects	0 points

Assumptions: Apply this item to all projects, design, right-of-way, construction or combinations of those. Judge each project on its own merits. This item is intended to reward projects that are likely to result in Alaskan hire.

Q6. Will the project provide low-cost solutions to safety problems at high-hazard locations?

1. Specific safety projects for facilities operated and maintained by the State of Alaska.

$$\frac{\text{Dollars directly addressing safety}}{\text{Project Cost}} \times 100 = \text{points}$$

° Illumination, signalization and/or channelization of intersections with high accident rates.

° Guardrails

° Dangerous surface condition on runway or runway safety area

° Repair of specific hazardous conditions

2. Safety-related projects

$$\frac{\text{Dollars directly addressing}}{\text{Project Cost}} \times 65 = \text{points}$$

° Accident history of facility indicates need for upgrade

° Runway length is deficient by more than 1000 feet or width by more than 15 feet

° Lane widths with less than tolerable conditions

° No shoulders

3. Other safety projects

$$\frac{\text{Dollars directly addressing safety}}{\text{Project Cost}} \times 30 = \text{points}$$

° Unsafe operating environment

° Lane width, shoulders or runway substandard

° Required CFR, fencing, etc.

4. All other projects 0 points 0 points

Q7. What is the functional classification of the facility?
*(Assumption: DOT/PF weights these classifications based on statewide importance.)

1. International airports, Interstate highways.

50 points

2. Regional center airports, Major arterial highways

40 points

3. District and transport airports, minor arterial highways, regional ports, buildings (statewide purpose, M&O facilities).

30 points

4. Community airports, reliever airports, major collectors, urban collectors, sub-regional harbors, buildings (regional purpose).

20 points

5. Local airports, other state-maintained routes, local harbors, buildings (local purpose).

10 points

Q8. What type of improvement is proposed?
* (one improvement per project)

1. Project is aimed at preventing an imminent failure or reopening of the facility, which provides the only access to the community.

100 points

2. Project is aimed at preventing an imminent failure of the facility.

60 points

3. Restoration, preservation, structural maintenance or safety improvement to an existing facility.

50 points

4. Reconstruction for the purposes of bringing the facility up to modern standards.

40 points

5. Improvement or expansion of a facility for the purposes of economic development, improved safety or improved levels of service.

30 points

6. New facility development to relieve congestion of an existing facility, improve efficiency of the transportation system or generate economic development.

20 points

Q9. What is the regional perception of the public's support for this project relative to other projects being ranked?

1. The project is in the top third of public priorities.
25 points

2. The project is in the middle third of public priorities
15 points

3. The project is in the lower third of public priorities
5 points

Note: The average of scores for this question cannot exceed 15.

Q10. What importance does the region give to factors not addressed by the other ranking items?

* The Administration and the Department are interested in projects that will provide long term economic development/benefits to Alaskans. Please keep this in mind when assigning points for this question.

Score this item 0 to 200 for each project; however, the average of the points given to all projects cannot exceed 100.

Note: Regions may be asked to provide back-up information on what these factors were and their importance in evaluating the proposed project.

Q11. Is this project prompted by capacity concerns?

For apron projects, harbor expansions and marine highway system improvements, estimate a volume to capacity ratio based on the demand for the limited space and the capacity of the respective tiedown, parking, mooring areas, transfer facilities and/or vessels. Multiply this ratio by 25 to determine point score; however, no project with an estimated ratio can score more than 75 points.

Roadways - Less than two lanes

$$\frac{\text{Current year ADT} \times 25}{(.5)(\text{Capacity at LOS C for terrain type})} = \text{points}$$

Two lane roadways

Adequate shoulders $\dfrac{\text{Current year ADT} \times 25}{(\text{Capacity at LOS C for terrain type and area})A} = \text{points}$

Note: A If a combination of lane-width and shoulders are below tolerable standards, multiply capacity by (.8)

Multi-lane roadway

Single-direction ADT $\frac{(.10 \text{ (Current year ADT (25)}}{\text{(Capacity for terrain type (\# of lanes in that direction)}}$ = points

For Runway Projects

$$\frac{\text{Total hourly traffic for runway system}}{\text{Hourly capacity runway system (VFR)}} \times 75$$

Example: Single runway VFR system:

$$\frac{5 \text{ Operations}}{55 \text{ Operations}} \times 75 = 6.8 = 7 \text{ (rounded)}$$

For Apron Projects

Predominantly GA and Air taxi operations $\frac{\text{\# Based and itinerant aircraft x 320 yd}^2}{\text{Area existing apron (in yd}^2\text{)}} \times 75$

Predominantly Heavy aircraft (DC-6, C-130, B737) $\frac{\text{Max. \# aircraft operating simultaneously x 3300 yd}^2}{\text{Area existing apron}} \times 75$

Q12. Is the project to improve a facility which is below tolerable standards?

A. ROADWAYS & RUNWAYS
(A project can score in all three categories)

Width

1. If below tolerable (for functional class and traffic volume) 35 points
2. If between tolerable and design 5 points

Alignment/Site Distance

1. If below tolerable 35 points
2. If between tolerable and design 5 points

Surface

1. Extreme (pavement failed) 35 points
2. Substandard but passable 30 points
3. Needs preventative resurfacing 20 points
4. @ Standard 0 points

B. EQUIPMENT

Funding approval for the project will:

1. Avoid the required closure of the facility — 105 points
2. Avoid the possible disruption of service — 50 points
3. Reduce M&O costs — 35 points
4. Provides duplication (backup) — 0 points

C. BUILDINGS/FACILITIES

1. Has the building and/or facility been sited for Handicapped Access or Fire/Life Safety code violations? — 105 points
2. Is the facility in non-compliance of code, which if not remedied, could cause the disruption of service to the facility? — 50 points
3. Will the project reduce M&O costs? — 35 points
4. Other — 0 points

D. HARBOR FACILITIES

Funding approval for the project will:

1. Avoid closure of the facility due to high risk/ safety related problems — 105 points
2. The local jurisdiction takes over M&O responsibilities — 50 points
3. Reduce M&O costs to State — 35 points
4. Add amenities to existing facilities — 0 points

* This is provided for consideration on question 10. It's a good guideline for your point(s) dispersal.

Stratification for Questions 10
==========

200	Regional Significance/Imminent Failure
150	Top M&O priorities/critical
125	More than average/not critical
100	Average priority
50	Minor Facilities

HIPS PHASE II: HIGHWAY NEEDS ASSESSMENT PROCESS

Task 2:

Determine Standards, Assessment Criteria and Tolerable Conditions

H. W. Lochner, Inc.

June 24, 1987

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INTRODUCTION

The Highway Improvement Programming System (HIPS) is a management process for highway system improvements. Phase II begins HIPS by developing a Highway Needs Assessment Process by Functional Classification for the HIPS management subsystems described below. The Pavement Management Subsystem (PMS) is being developed separately by others.

The management subsystems being considered in HIPS Phase II are:

- Functional Improvements
- Bridges
- Unpaved Roads

This report documents Task 2, wherein standards for the various elements selected in Task 1 have been determined within each subsystem for each functional classification. The 1984 AASHTO Policy on Geometric Design of Highways and Streets was used in determining these standards. Each element was also analyzed to determine tolerable conditions for each functional class, both urban and rural.

Interviews were held with select personnel from Construction, Design and Maintenance in each Region to assist in determining assessment criteria to be used.

Roadway data from the Highway Analysis System (HAS) will be compared to the appropriate tolerable conditions to determine substandard sections or bridges. Needs will then be developed by determining the cost to improve these sections up to the minimum design standards established for the appropriate functional class.

DEFINITIONS AND GLOSSARY OF TERMS

A - Total number of accidents during a study period, used in calculating an Accident Rate.

ADT - Average Daily Traffic volume, usually for a year.

Accident Rate, R_a - The accident rate for a highway section expressed in accidents per million vehicle-miles traveled.

As-Built Plans - A record drawing which is a plan that has been checked in the field and corrected to show the major differences between the "as designed" and "as built" conditions.

AASHTO - American Association of State Highways and Transportation Officials.

Bridge Roadway Width - The most restrictive minimum distance between curbs on the structure roadway.

Capacity - The maximum number of vehicles expected to pass over a given section of a lane or roadway during a given time period under prevailing roadway and traffic conditions.

Continuity - Something that continues or is connected such as a road.

Critical Accident Rate, R_c - A statistically derived value to which a comparison may be made to determine if the accident rate at a specific location is high enough above the average rate of similar locations or roadway categories to be designated as a critical location.

Critical Member - A structural member of a bridge having a deficiency which causes the bridge to be posted.

D - The directional split as a percent the peak direction is of the total volume during the peak hour or design hour.

DHV - Design Hourly Volume. An hourly volume used for design purposes representing traffic expected to use the highway.

Demand Flow Rate - The rate of flow representing the maximum number of vehicles passing a point during a time interval less than one hour but expressed as an equivalent hourly rate.

Design Speed - The maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern.

Design Standards - The minimum criteria or conditions to which a highway or a planned improvement is constructed in order to provide desirable speed, safety and comfort to the motorist.

Full Approach Roadway Width - The full width of a roadway approaching a bridge, either from curb to curb or from outside shoulder to outside shoulder.

H - The maximum loading for a bridge for design purposes as determined by a two-axle standard truck. The H followed by a number such as 20 indicates the gross weight in tons of the standard truck.

HS - The maximum loading for a bridge for design purposes as determined by a standard truck train. The HS followed by a number such as 20 indicates the gross weight in tons of the standard truck train.

HAR - Hazardous Accident Rate used by ADOT&PF in their hazard elimination priority formula.

HAS - Highway Analysis System. This system coordinates the formatting, data entry and retrieval of all data bases required for the Highway Improvement Programming System.

Inventory Rating - A capacity rating for a bridge for a load level which can safely utilize an existing structure for an indefinite period of time, under standard operating conditions.

K - The percent the Design Hour Volume is of the annual Average Daily Traffic volume.

k - A constant at 95 percent confidence used to calculate the Critical Accident Rate.

L - Total length in miles of a section for which an accident rate is being calculated.

Lane Width - The width of a strip of roadway used for a single lane of vehicles.

LOS - Level of Service. A qualitative rating of the effectiveness of a highway in serving traffic, measured in terms of operating conditions, ranging from "A" for best operation to "E" for poor operations at possible capacity load.

Level Terrain - That terrain condition where highway sight distances, as governed by both horizontal and vertical restrictions, are generally long or could be made so without construction difficulty or major expense.

M - Represents vehicle exposure expressed in million vehicles used in the calculation of the Critical Accident Rate.

Maximum Service Flow Rate - The highest 15-minute rate of flow that can be accommodated on a highway facility under ideal conditions, while maintaining the operating characteristics for a stated level of service, expressed as passenger cars per hour per lane.

Mountainous Terrain - That terrain condition where longitudinal and transverse changes in the elevation of the ground with respect to the road are abrupt, and where benching and side hill excavation are frequently required to obtain acceptable horizontal and vertical alignment.

NBIS - National Bridge Inspection Standards.

Operating Rating - A capacity rating which represents the absolute maximum permissible load level under restricted operating conditions to which a bridge may be subjected.

Pavement Width - Equal to the lane width times the number of lanes.

PHF - Peak Hour Factor. The ratio of total hourly volume to the maximum 15-minute rate of flow within the hour, calculated by dividing the total hourly volume by four times the highest 15 minute volume.

Posting Rating - The ratio of the Operating Rating for a bridge to its Inventory Rating.

Roadway Width - The pavement width plus the width of both shoulders.

R_{CHAR} - The Critical Accident Rate calculated using the Hazardous Accident Rate as one of the variables.

Rolling Terrain - That terrain condition where the natural slopes consistently rise above and/or fall below the road grade and where occasional steep slopes offer some restriction to normal horizontal and vertical road alignment.

Severity Index - A method of identifying high accident locations by taking into account the severity of accidents and the resulting economic loss.

Shoulder Width - The width of the shoulder from the edge of the pavement to the outside edge of the shoulder.

SI&A - Structural Inventory and Appraisal. An inventory method to identify the pertinent data elements about an individual bridge which will form a bridge inventory data base.

Subsurface Condition - The condition of the roadway below the subgrade.

Surface Condition - The condition of the roadway above the subgrade.

Sufficiency Rating - An evaluation process resulting in a numerical value which indicates the sufficiency of a bridge to remain in service. The higher the rating the more sufficient is the bridge.

T - The percent of trucks in the traffic stream during a given period of time, usually the peak hour or design hour volume.

T' - The time period in years used to calculate an Accident Rate, usually the three most recent years where data is available.

Tolerable Conditions - The minimum conditions under which an existing roadway can provide reasonable speed, safety and comfort to the motorist.

Tolerable Speed - The minimum speed below design speed that can be permitted on an existing highway while still maintaining safety and comfort to the motorist.

Transverse Slope - The slope across a roadway away from its center to its outside edge.

V - The average daily traffic volume for a highway section used in computing the accident rate.

V/C - Volume/Capacity Ratio. The ratio of peak hour volumes (Demand Flow Rate) to the capacity of given roadway section, where capacity represents the maximum at Level of Service E.

$V/C_{LOS\ D}$ - The volume/capacity ratio where the capacity represents Level of Service D.

Vertical Clearance - The clearance from above the bridge deck or from the roadway to the lowest bridge member.

Section I

Design Standards
Tolerable Conditions

The design standards and tolerable conditions to be used for the Alaska Highway Needs Assessment Process are shown on Table 1. The general description of Interstate, Arterial, Collector and Local Road are shown for rural highways in the tables. For urban roadways, the Urban Street classification replaces the Local Road and all other higher classification descriptions remain the same. Traffic volumes consistent with AASHTO have been used. The rural design standards have not been increased for DHVs greater than 200 on the collectors and greater than 400 ADT for the local roads since nearly all traffic volumes on these two road classifications in Alaska do not reach the higher traffic volumes specified in AASHTO.

The needs analysis for a roadway functionally classified as Minor Arterial, for example, will use the arterial standards, and geometrics will be based on traffic volume.

Table 2 includes the design standards and tolerable conditions for bridges on both the rural and urban highways.

Design speed and tolerable speed for the rural system are shown on Table 3. Tolerable speed is the minimum speed below design speed that can be permitted on an existing highway while still maintaining safety and comfort to the motorist. When considering improvements in the needs assessment process, all geometric features will be improved to design standards.

The design speeds for urban highways are as follows:

Arterials	40 mph
Urban Collectors	30 mph
Urban Streets	20 mph

The tolerable speeds for urban highways are as follows:

Arterials	35 mph
Urban Collectors	25 mph
Urban Streets	20 mph

Design standards for horizontal curves will include a radius consistent with the 1984 AASHTO Policy on Geometric Design of Highways and Streets using a maximum superelevation rate of 0.06 ft./ft.

DESIGN STANDARDS AND TOLERABLE CONDITIONS
RURAL HIGHWAYS

Functional Class	Traffic Volume		Design Standards		Tolerable Conditions	
	ADT	DHV	Lane Width (Ft.)	Shoulder Width(1) (Ft.)	Lane Width (Ft.)	Shoulder Width(2) (Ft.)
Interstate		<200	12	6	11	6
		200-400	12	8	11	6
		>400	12	10	11	8
Arterial	<400		12	4	11	3
	>400		12	6	11	4
		200-400	12	8	11	6
		>400	12	10	11	8
Collector	<400		11	2	10	1
	>400		11	4	10	2
		>100	11	6	10	4
Local	<400		10	2	9	0
	>400		11	4	10	2

URBAN ROADWAYS

Functional Class	Traffic Volume (DHV)	Number of Lanes	Design Standards			Tolerable Conditions		
			Lane Width (Ft.)	Shoulders		Lane Width (Ft.)	Shoulders	
				Left	Right(3)		Left	Right(3)
Arterial(4)	>1500	2	12	NA	8	11	NA	7
	1500-3000	4	12	2	8	11	1	7
	3000-4500	6	12	2	8	11	1	7
Urban Collector	0-1500	2	11	NA	8	10	NA	7
Urban Street	All	2	10	NA	7	9	NA	6

(1) On multilane divided highways the outside shoulder width will be as listed. The inside median shoulder shall be 4 feet wide when there are two lanes in each direction. On divided highways with three or more lanes in each direction, the shoulder width required is 8 feet.

(2) For multilane divided highways the inside shoulder shall be 3 feet for two lanes in each direction and 7 feet for three or more lanes in each direction.

(3) Width shown includes parking lane width. Where parking is not permitted, a 2 foot shy distance from the lane edge will be required.

(4) The urban Arterial classification includes Interstate, other Freeways and Expressways, Principal Arterials and Minor Arterials.

TABLE 1

BRIDGE ROADWAY WIDTH
RURAL AND URBAN HIGHWAYS

Functional Class	Design Standards		Tolerable Conditions
Interstate	Full approach roadway width		Pavement width plus 2 feet each side
Arterial	Full approach roadway width		Pavement width plus 2 feet each side
Collectors	ADT <400	Pavement width plus 2 feet each side	Pavement width
	ADT >400	Pavement width plus 3 feet each side	Pavement width plus 1 foot each side
	DHV >100	Full approach roadway width	Pavement width plus 2 feet each side
Local Roads and Urban Streets	ADT <400	Pavement width plus 2 feet each side	Pavement width
	ADT >400	Pavement width plus 3 feet each side	Pavement width plus 1 foot each side

TABLE 2

DESIGN SPEED
RURAL HIGHWAYS

Functional Class	Terrain(1)	Traffic Volume Group and Design Speed		
Interstate		<400 ADT	>400 ADT	DHV>200
	L	55 mph	65 mph	65 mph
	R	50	60	60
	M	40	50	50
Arterial		<400 ADT	>400 ADT	DHV>200
	L	55 mph	65 mph	65 mph
	R	50	60	60
	M	40	50	50
Collector		<400 ADT	>400 ADT	DHV>200
	L	40 mph	50 mph	60 mph
	R	30	40	50
	M	20	30	40
Local Road		<250 ADT	250-400 ADT	>400 ADT
	L	30 mph	40 mph	50 mph
	R	25	30	40
	M	20	20	30

TOLERABLE SPEED
RURAL HIGHWAYS

Functional Class	Terrain(1)	Traffic Volume Group and Tolerable Speed		
Interstate		<400 ADT	>400 ADT	DHV>200
	L	45 mph	55 mph	55 mph
	R	40	50	50
	M	30	40	40
Arterial		<400 ADT	>400 ADT	DHV>200
	L	45 mph	55 mph	55 mph
	R	40	50	50
	M	30	40	40
Collector		<400 ADT	>400 ADT	DHV>200
	L	30 mph	40 mph	50 mph
	R	25	35	40
	M	20	25	30
Local Road		<250 ADT	250-400 ADT	>400 ADT
	L	25 mph	30 mph	40 mph
	R	25	25	30
	M	20	20	25

(1) L = Level
R = Rolling
M = Mountainous

TABLE 3

BRIDGES ELIGIBLE

FOR

SPECIAL REPLACEMENT

AND

REHABILITATION FUNDS

LIST OF STRUCTURES CURRENTLY ELIGIBLE
FOR HBRRP FUNDING

THE FOLLOWING LIST OF BRIDGES ARE CURRENTLY ELIGIBLE FOR HBRRP FUNDING AND MAY BE DESIGNED AND/OR CONSTRUCTED UNDER THE FY'89 AUTHORIZATIONS TO THE EXTENT THAT FUNDING IS AVAILABLE.

ON SYSTEM BRIDGES ELIGIBLE FOR REPLACEMENT FUNDS
EFFECTIVE JULY 1, 1987

(ON SYSTEM BRIDGES ARE ELIGIBLE FOR 65% TO 85% OF AVAILABLE FUNDING)

STATE	STRUCTURE NO.	INVENTORY ROUTE	SYSTEM	FEATURES INTERSECTED	FACILITY CARRIED BY STRUCTURE	LOCATION	HWY DIST	CNTY
020	0540	131005760	05	MATANUSKA RIVER	OLD GLENN HIGHWAY	MILE POINT 16.9	01	170
020	0815	131005840	05	PETERS CREEK	PETERSVILLE ROAD	MILE POINT 32.8	01	170
020	0810	131005840	05	KROTO CREEK	PETERSVILLE ROAD	MILE POINT 13.9	01	170
020	0433	131004340	05	BARBARA CREEK	SELDOVIA JAKOLOF	MILE POINT 4.8	01	120
020	0509	11100A210	01	ROBERTSON RIVER	ALASKA HIGHWAY	MILE POINT 1347.4	02	240
020	1142	11100A430	01	BISON GULCH	PARKS HIGHWAY	MILEPOINT 209.4	02	290
020	1147	111000A40	01	NENANA RV AT PARK STATION	PARKS HIGHWAY	MILE POINT 238.0	02	290
020	0301	131009240	05	KLAWAK RIVER	CRAIG/KLAWOCK HWY	MILE POINT 6.0	03	200
020	0787	132009550	14	SALMON CREEK	TWIN LAKES DRIVE	MILE POINT 1.6 JUNEAU	03	110
020	0806	131009360	05	SITKA FERRY TERMINAL	MOVABLE TMB TRUSS	SITKA	06	220
020	0206	131008510	05	MILLION DOLLAR BRIDGE	COPPER RIVER HWY	MILEPOINT 48.8	05	080
020	0397	131008500	05	KUSKALANA RIVER	EDGERTON/MCCARTHY	MILE POINT 50.8	05	260
020	1194	131008500	05	GILAHINA RIVER	EDGERTON/MCCARTHY	MILE POINT 62.7	05	260
020	1195	131008500	05	LAKINA RIVER	EDGERTON/MCCARTH	MILE POINT 78.0	05	260
020	0861	131008800	05	JACK CREEK	NABESNA ROAD	MILE POINT 35.4	05	240
020	0577	131000710	03	ONE MILE CREEK	RICHARDSON HWY	MILE POINT 184.7	05	260
020	0888	11100A120	01	CARLSON CREEK	TOK CUTOFF HWY	MILEPOINT 67.5	05	260

ON SYSTEM BRIDGES ELIGIBLE FOR REHABILITATION FUNDS
EFFECTIVE JULY 1, 1987

(ON SYSTEM BRIDGES ARE ELIGIBLE FOR 65% TO 85% OF AVAILABLE FUNDING)

020	0496	131005800	05	LITTLE SUSITNA RIVER	FISHHOOK/WILLOW RD	MILE POINT 8.1	01	170
020	1017	131004340	05	SELDOVIA SLOUGH	SELDOVIA AIRPORT R	MILEPOINT 0.5	01	120
020	0317	11100A440	01	JULIUS CREEK	PARKS HIGHWAY	MILEPOINT 251.4	02	290
020	1140	131007850	05	CHICKEN CREEK	TAYLOR HIGHWAY	MILE POINT 66.9	02	000
020	0663	11100A120	01	TOK RIVER	TOK CUTOFF HWY	MILE POINT 103.4	02	000
020	0732	131000930	04	GOLD CREEK	EGAN DRIVE	JUNEAU	03	110
020	1565	131009130	05	SALTERY CREEK	HYDABURG HIGHWAY	PRINCE OF WALES ISLAND	03	200
020	1361	131009290	05	DUKE CREEK	BIG SALT LAKE ROAD	PRINCE OF WALES ISLAND	03	200
020	NBIS REQUIRED/ON SYSTEM BRIDGE INSPECTION							