

SUBJECT: RECOMMENDING PROJECTS FOR THE ALASKA STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, COMMUNITY TRANSPORTATION PROGRAM AND THE TRANSPORTATION ALTERNATIVE PROGRAM.

AGENDA OF: MARCH 21, 2023

Assembly Action: *Approved under the consent Agenda.*
3/21/23 SP

AGENDA ACTION REQUESTED: Present to the Assembly for consideration.

Route To Department/Director	Signature	Comments
Originator - B. Sworts	<input checked="" type="checkbox"/> <i>Brad Sworts</i>	
Public Works Director	<input checked="" type="checkbox"/> <i>[Signature]</i> <i>3/9/23</i>	
Planning Director	<input checked="" type="checkbox"/> <i>[Signature]</i> <i>A. Strawn 3/10/2023</i>	
Finance Director	<input checked="" type="checkbox"/> <i>[Signature]</i>	
Borough Attorney	<input checked="" type="checkbox"/> <i>[Signature]</i>	
Borough Manager	<input checked="" type="checkbox"/> <i>[Signature]</i>	
Borough Clerk	<input checked="" type="checkbox"/> <i>[Signature]</i> <i>3/14/23 SP</i>	

ATTACHMENT (S) : Fiscal Note: YES X NO
 Resolution Serial No. 23-027 (3 pp)
 Resolution Serial No. 22-108 (2 pp)
 CTP Criteria Guidance (20 pp)
 TAP Criteria Guidance (10 pp)

SUMMARY STATEMENT:

The State of Alaska Department of Transportation and Public Facilities (ADOT&PF) has formally announced a new award cycle for the Community Transportation Program (CTP) and the Transportation Alternative Program (TAP).

On October 18, 2022, the Assembly passed Resolution Serial No. 22-108 authorizing the submittal of a Phase 1 Notice of Intent to apply for project nominations under each of these two programs. Subsequently, the Borough submitted a Notice of Intent to apply for each program, naming the projects recommended by the Assembly.

Phase 2 of the application for each of these programs is known as the "Call for Projects". This phase requires the submittal of a full project application that includes a resolution of support with a commitment to maintenance responsibility and providing local matching funds.

All projects will require at least a 9.03% local match and, if the ADOT&PF-approved estimate increases over the life of the project, the Borough would be required to match the new estimate accordingly. For this reason, contingencies will be assessed on Borough match (50% on preconstruction phases and 15% on the construction estimate). Commitment to local match above the required 9.03% improves the likelihood of receiving funding, as shown in the attached CTP and TAP (scoring) Criteria Guidance. Staff suggests commitment to at least a 10.03% match to maximize scoring while accounting for Borough funding constraints.

Each public entity is limited to two CTP and two TAP projects. The CTP projects are not-to-exceed a federal share amount of \$15,000,000 each; TAP projects are not to exceed \$5,000,0000 each.

For the two CTP projects proposed, Borough staff anticipates the Borough will be required to provide matching funds in the amount of \$1,504,500 each.

For the TAP projects proposed, Borough staff anticipates the Borough will be required to provide matching funds in the amount of \$501,500 per project. However, one of the TAP projects proposed is the Palmer Fishhook Pathway, which was partially funded through the Borough's TIP21 transportation package. Should TAP funding be awarded to this project, existing Borough funds allocated to this project would be leveraged as match, and no new match would be required for this project.

The Borough has matching funds available in the amount of \$2,000,000 from State of Alaska debt services reimbursement, appropriated by the Assembly for community transportation non-federal match in Resolution Serial Number 22-080. An additional \$600,000 is available in funding from the U.S. Treasury's Local Assistance and Tribal Consistency Fund for Eligible Revenue Sharing Counties. The U.S. Treasury funding was appropriated by the Assembly in Resolution Serial No. 22-106 for purposes that include matching requirements for CTP and TAP projects.

In addition to the \$2,600,000 available match funding as described above, another \$910,500 will be required if the project applications are accepted into the CTP and TAP programs for funding. **The total local match required will amount to \$3,510,500 and will leverage \$40,000,000 in federal funds.** This will enable the borough to complete a sorely needed upgrade of two sub-standard segments of Seldon Road, one of the busiest arterial roads in the borough's road network.

This current State nomination process is the last opportunity for the Borough to utilize the CTP and TAP programs within the future Mat-Su Valley Planning Metropolitan Planning Organization (MPO) Urbanized Area (UA), which resides within the MSB Core Area. Once the MPO is established, state-controlled Federal Highway Administration funding will be limited for use on National Highway System and Alaska Highway System projects selected at the State's discretion.

The Borough commits to prioritizing selected projects for construction following the design to ensure the projects are fully developed to meet CTP/TAP program goals.

The Borough also commits to ongoing maintenance of the completed Borough-nominated projects once they have been constructed. If determined necessary to increase the competitiveness of these projects to a level that is more likely to obtain successful award of funding, the Borough commits to maintenance responsibilities for several State-owned roads as well. These roads could include Hollywood Road, Edlund Road, the south third of Vine Road, all of Davis Road, and a portion of Seldon Road from Schrock Road to Wasilla-Fishhook.

ADOT&PF Central Region Nominated Projects:

ADOT&PF - Central Region is also eligible to nominate two CTP and two TAP projects on behalf of their region. ADOT&PF - Central Region intends to nominate their four projects within the Mat-Su Borough. Both CTP projects would improve the section of Bogard Road between Trunk Road and the Bogard-Seldon intersection. The TAP projects nominated by the State are 1) Palmer-Fishhook Pathway, Trunk Road to the Glenn Highway; 2) Seldon Road Pathway, Bogard Road to Wasilla-Fishhook Road. If funded, these projects would benefit all Borough transportation system users. These projects would not reduce the chance of funding for MSB-nominated projects and all four nominated CTP projects could be funded.

ADOT&PF has asked for a resolution of support for their two CTP and two TAP project nominations. No match is required for ADOT&PF's nominations. Scoring incentivizes transfer of maintenance from ADOT&PF to local government. With this in mind, maintenance for the Central Region nominated CTP projects would remain with ADOT&PF,

but MSB accepts maintenance responsibilities for the TAP projects.

RECOMMENDATION OF ADMINISTRATION: Approve the legislation as presented.

MATANUSKA-SUSITNA BOROUGH
FISCAL NOTE

Agenda Date: March 21, 2023

SUBJECT: RECOMMENDING PROJECTS FOR THE ALASKA STATE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, COMMUNITY TRANSPORTATION PROGRAM AND THE TRANSPORTATION ALTERNATIVE PROGRAM.

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
AMOUNT REQUESTED \$ 43,510,500	FUNDING SOURCE Roads & Bridges Cap. Projects
FROM ACCOUNT # 430.000.000.422.000 (2,600.0 of match)	PROJECT 35473
TO ACCOUNT: TBD once grant approved.	PROJECT # TBD once grant approved
VERIFIED BY: <i>[Signature]</i>	CERTIFIED BY:
DATE: 3-8-23	DATE:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
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REVENUE	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
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FUNDING: (Thousands of Dollars)

General Fund						
State/Federal Funds	40,000.0					
Other	2,600.0					
TOTAL	42,600.0					

POSITIONS: 910.5 currently unfunded.

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary) *# Actual amts depend on what is applied for & received. Still need funding for 910.5 for match.*

PREPARED BY: _____ PHONE: _____
 DEPARTMENT: *Chapman* DATE: _____
 APPROVED BY: *[Signature]* DATE: 3/8/23

CTP

Criteria Guidance



ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DIVISION OF PROGRAM DEVELOPMENT & STATEWIDE PLANNING

JULY 2022 | Version 1.0

IM 23-059
RS 23-027

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Criteria Guidance

This document is intended for both the Project Evaluation Board (PEB) and the communities nominating a CTP project. Criteria is broken out by two main categories: Urban/Rural Criteria and Remote Criteria. This document can also be used for further clarification of the scoring criteria tables provided in the application.

PEB Scoring

PEB members shall refer to this document when scoring project nominations to aid in consistent and fair scores.

If the project information is missing for a category, not explained, or ambiguous the PEB member may decide to select 0 points.

If a project includes multiple roads and/or bridges, each will be scored separately and then averaged for ONLY a few of the criteria where it makes sense. For example, a project with three roads will get a single score for Economic Benefits but will receive a score for each road and then averaged for the Safety criteria. Criteria to be scored individually and then averaged for Urban/Rural Criteria include the following: Safety, Intermodal, M&O Costs, Environmental, Corrects Deficient Roadway and Deficient Bridges. Criteria to be scored individually and then averaged for Remote Criteria include the following: Safety, Intermodal, M&O Costs, Environmental, Access, and System Preservation.

REMOTE vs URBAN/RURAL Criteria Designation

New, 11/16/2022: The Department will be flexible in evaluating which criteria set communities are scored against relative to their AMHS Level-of-Service and other access options. The traditional method that considered service as 'present or absent' was insufficient for consideration of cost of living and access to opportunities. DOT&PF staff will exercise leniency in the determination of Rural vs. Remote. Department planning staff will provide written justifications for factors leading to nominations being scored under the Remote criteria.

In the past, the AMHS service recommendation for the Rural/Urban criteria was for service of once per week or more. For this project nomination cycle, factors to be used in this determination may include but are not limited to: average AMHS level of service; currently projected level of AMHS service based on published schedules; 139 certificated airport access and schedules; 139 essential air service airport access; cost of living index; as well as other factors. The Department's intent will be to look at multiple factors to extend leniency to areas that 'should' be categorized as remote.

URBAN/RURAL Criteria

Economic Benefits

Economic benefits analysis shall not consider benefits due to project construction.

A public plan may include an economic development plan, or other plans such as a comprehensive plan, transportation plan, or documented public testimony with language on economic development and must include documented public involvement. Economic benefits may be realized from new roads, road improvements (design additions or changes) or preservation/rehabilitation of existing infrastructure.

Source for disadvantaged and low income population may come from latest US Census Data.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
1. Economic Benefits	This project meets two of the following: 1) is supported in a public plan with a specific economic development section; 2) provides new accessibility and reduces transportation costs; 3) projects that include special consideration of economic development for disadvantaged and low income population.	This project meets one of the following: 1) is supported in a public plan with a specific economic development section; 2) provides improved accessibility and reduces transportation costs; 3) projects that include special consideration of economic development for disadvantaged and low income population.	This project meets one of the following: 1) supports minimal, speculative, or temporary economic opportunities; 2) benefits or provides non-crucial benefit to existing economic activity.	The project does not support economic development.

URBAN/RURAL Criteria

Economic Benefits

Economic benefits analysis shall not consider benefits due to project construction.

A public plan may include an economic development plan, or other plans such as a comprehensive plan, transportation plan, or documented public testimony with language on economic development and must include documented public involvement. Economic benefits may be realized from new roads, road improvements (design additions or changes) or preservation/rehabilitation of existing infrastructure.

Source for disadvantaged and low income population may come from latest US Census Data.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
1. Economic Benefits	This project meets two of the following: 1) is supported in a public plan with a specific economic development section; 2) provides new accessibility and reduces transportation costs; 3) projects that include special consideration of economic development for disadvantaged and low income population.	This project meets one of the following: 1) is supported in a public plan with a specific economic development section; 2) provides improved accessibility and reduces transportation costs; 3) projects that include special consideration of economic development for disadvantaged and low income population.	This project meets one of the following: 1) supports minimal, speculative, or temporary economic opportunities; 2) benefits or provides non-crucial benefit to existing economic activity.	The project does not support economic development.

REMOTE Criteria

Economic Benefits

Economic benefits analysis shall not consider benefits due to project construction.

A public plan may include an economic development plan, or other plans such as a comprehensive plan, transportation plan, or documented public testimony with language on economic development and must include documented public involvement. Economic benefits may be realized from new roads, road improvements (design additions or changes) or preservation/rehabilitation of existing infrastructure.

Source for disadvantaged and low income population may come from the Environmental Justice Screening and Mapping Tool, <https://ejscreen.epa.gov/mapper/>.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
1. Economic Benefits	This project meets two of the following: 1) is supported in a public plan with a specific economic development section; 2) provides new accessibility and reduces transportation costs; 3) projects that include special consideration of economic development for disadvantaged and low income population.	This project meets one of the following: 1) is supported in a public plan with a specific economic development section; 2) provides improved accessibility and reduces transportation costs; 3) projects that include special consideration of economic development for disadvantaged and low income population.	This project meets one of the following: 1) supports minimal, speculative, or temporary economic opportunities; 2) benefits or provides non-crucial benefit to existing economic activity.	The project does not support economic development.

Health & Quality of Life

Health & Quality of Life is a 'holistic' focus in the following areas: improves multiple modes of travel such as active transportation and transit, provides or improves access to everyday destinations, key facilities and recreational opportunities, improves social equity, improves air quality, removes impacts to environment, enhances neighborhood continuity, increases community cohesion and connects communities.

A definition of a “measurable contribution” to health & quality of life may include: the number and type of facilities accessible by a new road or improved infrastructure, an estimated reduction in vehicle use (due to increased bike and pedestrian activity), a measure of improving health of a stream or wildlife habitat along a road, an estimated number of residents connected by a new road, a measure of demographically diverse or disadvantaged persons able to use the new or improved infrastructure, etc.

A “significant” contribution is one where it addresses three or more areas in the definition above. For example, a project that improve multiple modes of travel, provides access to key facilities and promotes active transportation is a significant contribution.

A “moderate” contribution is one where the project addresses two in the definition above.

A “minor” contribution is one where the project addresses one area in the definition above.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
13. Other Factors	This project includes more than two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes one innovative, resilient, creative or unique benefit not otherwise rated.	Project exhibits no innovative, resilient, creative or unique benefits not otherwise rated.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
13. Other Factors	This project includes more than two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes one innovative, resilient, creative or unique benefit not otherwise rated.	Project exhibits no innovative, resilient, creative or unique benefits not otherwise rated.

Health & Quality of Life

Health & Quality of Life is a 'holistic' focus in the following areas: improves multiple modes of travel such as active transportation and transit, provides or improves access to everyday destinations, key facilities and recreational opportunities, improves social equity, improves air quality, removes impacts to environment, enhances neighborhood continuity, increases community cohesion and connects communities.

A definition of a “measurable contribution” to health & quality of life may include: the number and type of facilities accessible by a new road or improved infrastructure, an estimated reduction in vehicle use (due to increased bike and pedestrian activity), a measure of improving health of a stream or wildlife habitat along a road, an estimated number of residents connected by a new road, a measure of demographically diverse or disadvantaged persons able to use the new or improved infrastructure, etc.

A “significant” contribution is one where it addresses three or more areas in the definition above. For example, a project that improve multiple modes of travel, provides access to key facilities and promotes active transportation is a significant contribution.

A “moderate” contribution is one where the project addresses two in the definition above.

A “minor” contribution is one where the project addresses one area in the definition above.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
2. Health & Quality of Life	This project provides a significant (addresses 3 or more areas in the definition) measurable contribution to improved health & quality of life.	This project provides a moderate (addresses 2 areas in the definition) measurable contribution to improved health & quality of life	This project provides a minor (addresses 1 area in the definition) measurable contribution to health & quality of life.	This project provides no measureable contribution to health & quality of life.

Safety

Prior crash history may be used to support mitigating measures. Crash data is available from [Alaska Highway Safety Office](#), Crash Data Manager. Crash data can include crashes between all modes (vehicle to vehicle, vehicle to bicycle, bus to vehicle, etc.). If data is unavailable, other crash data may come from authoritative sources such as local care facilities or clinics, emergency response agencies or public documented materials.

If no crash data exists applications shall include documented crash potential or risk and/or include how the improvement addresses a documented emphasis area in the SHSP or other plans as listed above.

Crash data for other locations, other than the project location will **not** be accepted as a documented history of crashes.

A project may meet a documented strategy in the Alaska Strategic Highway Safety Plan (SHSP), a community/tribal highway safety plan or is addressed in a public transportation plan as a safety concern.

Communities proposing new roads shall address the safety design standards and how the project proposes crash mitigation which is recognized in practice to address safety issues. The [Crash Modification Factors Clearinghouse](#) can be used to determine and provide guidance on safety design standards and crash mitigation applications. A CMF is a multiplicative factor that indicates the

proportion of crashes that would be expected after implementing a countermeasure. Examples of countermeasures include installing a traffic signal, increasing the width of edge lines, and installing a median barrier.

For “new roads” maximum points is 3 where the project must emphasize safety design standards that mitigate crashes. If project does not emphasize the safety design standards or they are minimal the maximum point is 1.

Criteria Scoring

Standard	(4-5)	(3)	(0)
3. Safety	This project meets three of the following (5 pts) or two of the following (4 pts): A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues.	This project meets one of the following: A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues. For new roads (max. 3 pts) the project must emphasize safety design standards that mitigate crashes.	No mitigation is demonstrated to address a crash problem or potential. No demonstrated traffic conflicts between modes. For new roads, the project minimally emphasizes or does not emphasize safety design standards recognized by safety & design engineers to mitigate crashes.

Intermodal

Intermodal refers to roadways providing a connection between “major” intermodal facilities in order to reduce capital investment or reduce operating costs. Examples of intermodal facilities include roads airports, ports/harbors, bus feeder services, and rail or transit facilities. Bike/Pedestrian facilities are not considered “major” but may score up to 3 points if the project improves connection to or from a bike/pedestrian facility.

Reducing the burden on another mode or adjacent facility may include reducing the financial burden or capacity on another mode or facility.

Criteria Scoring

Standard	(5)	(3)	(1)
4. Improves intermodal transportation or lessens redundant facilities.	This project meets two of the following: 1) improves connection between "major" modes for travelers or freight; 2) reduces the burden on another "major" mode(s) or adjacent facility.	This project meets one of the following: 1) improves or preserves the connection between "major" modes for travelers or freight; 2) reduces the burden on another "major" mode(s) or adjacent facility. Improves connection to/from a bike/pedestrian facility (Max 3pts)	This project has minimal impact or does not impact another "major" mode(s) or adjacent facility.

Contribution

The required match (9.03%) is based on the DOT&PF engineer’s estimate, not the project sponsor’s estimate. Contributions that exceed the required match per DOT&PF match policy 09.01.040 shall be considered for 3-5 additional points.

proportion of crashes that would be expected after implementing a countermeasure. Examples of countermeasures include installing a traffic signal, increasing the width of edge lines, and installing a median barrier.

For “new roads” maximum points is 3 where the project must emphasize safety design standards that mitigate crashes. If project does not emphasize the safety design standards or they are minimal the maximum point is 1.

Criteria Scoring

Standard	(4-5)	(3)	(0)
3. Safety	This project meets three of the following (5 pts) or two of the following (4 pts): A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues.	This project meets one of the following: A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues. For new roads (max. 3 pts) the project must emphasize safety design standards that mitigate crashes.	No mitigation is demonstrated to address a crash problem or potential. No demonstrated traffic conflicts between modes. For new roads, the project minimally emphasizes or does not emphasize safety design standards recognized by safety & design engineers to mitigate crashes.

Intermodal

Intermodal refers to roadways providing a connection between “major” intermodal facilities in order to reduce capital investment or reduce operating costs. Examples of intermodal facilities include roads airports, ports/harbors, bus feeder services, and rail or transit facilities. Bike/Pedestrian facilities are not considered “major” but may score up to 3 points if the project improves connection to or from a bike/pedestrian facility.

Reducing the burden on another mode or adjacent facility may include reducing the financial burden or capacity on another mode or facility.

Criteria Scoring

Standard	(5)	(3)	(1)
4. Improves intermodal transportation or lessens redundant facilities.	This project meets two of the following: 1) improves connection between "major" modes for travelers or freight; 2) reduces the burden on another "major" mode(s) or adjacent facility.	This project meets one of the following: 1) improves or preserves the connection between "major" modes for travelers or freight; 2) reduces the burden on another "major" mode(s) or adjacent facility. Improves connection to/from a bike/pedestrian facility (Max 3pts)	This project has minimal impact or does not impact another "major" mode(s) or adjacent facility.

Contribution

The required match (9.03%) is based on the DOT&PF engineer’s estimate, not the project sponsor’s estimate. Contributions that exceed the required match per DOT&PF match policy 09.01.040 shall be considered for 3-5 additional points.

Example 1: City has committed to a contribution \$745,000 or 21.6% of the total project cost (\$3,440,000). Contribution is 12.97% more than the federal aid match minimum (9.03%). Project nomination receives 4 points.

Example 2: City has committed to a contribution of \$550,000 or 11.57% of the total project cost (\$4,750,000). Contribution is 2.54% more than the federal aid match minimum (9.03%). Project nomination receives 2 points.

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required. Cost estimates must be prepared or approved by DOT&PF.

Criteria Scoring

Standard	(4-5)	(2-3)	(0)
5. Local, other agency or user contribution to fund capital costs.	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is >10 - 15% (4 pts) and >15% (5pts).	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is 1 - 5% (2pts) and >5 - 10% (3pts)	Contribution covers no contribution beyond required federal aid match commitment of 9.03%.

M&O Costs

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required. Cost estimates must be prepared or approved by DOT&PF.

Criteria Scoring

Standard	(5)	(3)	(0)
6a. Local, other agency or user contribution to fund M&O costs (For non-DOT&PF sponsored projects).	This project meets one of the following: 1) local entities will assume ownership of and maintenance and operations responsibility for 100% of the DOT&PF facility; 2) local entities will assume ownership of and maintenance and operations responsibility of another DOT&PF facility of similar M&O cost.	This project meets one of the following: 1) local entities will assume ownership of and maintenance and operations responsibility for less than 100% of the DOT&PF facility; 2) local entities will assume ownership of and maintenance and operations responsibility of another DOT&PF facility with lesser M&O costs.	The local entities continue ownership of and maintenance and operations responsibility. No change.

Standard	(5)	(3)	(0)
6b. Departmental M&O costs and priority (For DOT&PF sponsored projects).	The project results in significant M&O priority , e.g., project results in a transfer of ownership of and maintenance and operations responsibility to a local government.	The project results in a moderate M&O priority , e.g. local government assumes partial responsibility.	The local government does not assume ownership of and maintenance and operations responsibility.

Public Support

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a “strong” public record of support is required where a large portion of population served by the facility (>50%) is supportive of the project.

Capital Improvement Program (CIP) and similar lists adopted by resolution will be considered as a resolution. Any document for which the sponsor would like to have considered as a ‘plan’ must include documentation of public involvement.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
7. Public support	This project meets all of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project meets one of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project has some support but is not identified as a high priority.	No resolution or public record of support or project is not identified in state, tribal or local plans.

Environmental

Projects must include a recent environmental document where the project scope matches the environmental document.

Criteria Scoring

Standard	(4-5)	(3)	(0)
8. Environmental approval readiness	The projects meets one of the following: A) Environmental approval complete (5 pts); B) Environmental approval likely with a categorical exclusion (CE) document (4 pts).	The project meets one of the following: A) Environmental approval likely with an Environmental Assessment (EA); B) Environmental approval likely with an Environmental Impact Statement (EIS).	Environmental approval unlikely or not provided.

Corrects Deficient Roadway

This criteria refers to correction in width, grade and/or alignment (w/g/a). Projects that address a situation where there is a demonstrated traffic demand indicating the current number of lanes is

Standard	(5)	(3)	(0)
6b. Departmental M&O costs and priority (For DOT&PF sponsored projects).	The project results in significant M&O priority, e.g., project results in a transfer of ownership of and maintenance and operations responsibility to a local government.	The project results in a moderate M&O priority, e.g. local government assumes partial responsibility.	The local government does not assume ownership of and maintenance and operations responsibility.

Public Support

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a “strong” public record of support is required where a large portion of population served by the facility (>50%) is supportive of the project.

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Environmental

Projects must include a recent environmental document where the project scope matches the environmental document.

Criteria Scoring

Standard	(4-5)	(3)	(0)
8. Environmental approval readiness	The projects meets one of the following: A) Environmental approval complete (5 pts); B) Environmental approval likely with a categorical exclusion (CE) document (4 pts).	The project meets one of the following: A) Environmental approval likely with an Environmental Assessment (EA); B) Environmental approval likely with an Environmental Impact Statement (EIS).	Environmental approval unlikely or not provided.

Corrects Deficient Roadway

This criteria refers to correction in width, grade and/or alignment (w/g/a). Projects that address a situation where there is a demonstrated traffic demand indicating the current number of lanes is

deficient for projected design year capacity, project should be scored as if having at least 2 of 3 substandard w/g/a features.

Reference: [Alaska DOT&PF Highway Preconstruction Manual, Chapter 11](#)

Prior coordination with Alaska DOT&PF, Regional Design & Engineering Services will help determine if a project corrects w/g/a.

For bridge widening projects may be included if improving capacity (max 3 pts).

Criteria Scoring

Standard	(5)	(3)	(0)
9. Corrects deficient roadway width/grade/alignment (w/g/a)	This project corrects a route with at least 2 substandard w/g/a.	This project corrects a route with at least 1 substandard w/g/a. For new roads (max 3pts), the w/g/a must meet design standards. Bridge widening projects that improve capacity (3 pts).	Does not correct deficiency. For new roads the design standards are not met.

Cost Effectiveness

The cost effectiveness uses the following algorithm:

$$\text{Cost (in thousands)/Route Length (miles)/Annual Average Daily Traffic (AADT)}$$

Example:

- Project cost = 8,500,000; Route length = 2.5 miles; AADT = 545
- $8500/2.5/545 = \$6.23$
- Score = 3 pts

Example:

- Project cost = 5,200,000; Route length = 1.2 miles; AADT = 250
- $5,200/1.2/250 = \$17.33$
- Score = 0 pts

The Alaska DOT&PF, [Transportation Data Programs](#) section will provide an actual or estimated Average Annual Daily Traffic (AADT) for current and new roads. In addition, the Alaska DOT&PF will calculate the cost effectiveness.

If the project includes only bridge work, the bridge will have an assumed length of 1 mile.

If the project includes only an intersection, the intersection will have an assumed length of .5 mile.

Criteria Scoring

Standard	(4-5)	(2-3)	(0-1)
10. Cost Effectiveness (Cost divided by length divided by AADT)	\$0 - \$3.50 = 5 \$3.51 - \$5.00 = 4	\$ 5.01 - \$6.50 = 3 \$6.51 - \$8.00 = 2	\$8.01 - \$10.00 = 1 >\$10.00 = 0

Deficient Bridges

A 'deficient bridge' is a bridge that has at least one bridge condition rating of the deck, superstructure, or substructure in poor condition (rating is 4 or less).

The Alaska DOT&PF, Design & Engineering Services, Bridge Section maintains a database of bridges and condition information. The Bridge Section can check the bridge management system (BMS) if the nomination includes a bridge in the BMS. If the bridge is not in the BMS, the Project Sponsor shall coordinate with the Bridge Section (via Alaska DOT&PF Regional Planner) on the condition rating prior to submitting their nomination.

Example: A bridge is fracture critical and it has at least one bridge condition rating in poor condition rating, the project receives 4 points (3 points + Extra Point).

Criteria Scoring

Standard	(5)	(4)	(3)	(2)
11. Deficient Bridges	5 pts- All three bridge condition ratings (deck, superstructure, substructure) are in poor condition (Rating 4 or less).	4 pts- If two bridge condition ratings (deck, superstructure, substructure, or culvert) in poor condition (Rating is 4 or less). Extra point if bridge is functionally obsolete, fracture critical or has hydraulic issues.	At least one bridge condition rating (deck, superstructure, substructure, or culvert) is in poor condition (Rating is 4 or less). Extra point if bridge is functionally obsolete, fracture critical or has hydraulic issues.	Bridge or culvert that has inadequate lane or shoulder widths, is load posted, are fracture critical, or has hydraulic issues (scour, overtopping), has inadequate vertical or horizontal clearances, is poorly aligned with the roadway.

Functional Class

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. All public roads in Alaska are functional classified. Functional classification can be verified in Alaska DOT&PF's Geographic Information System maps, see: [Functional Class Maps](#)

If project nominations include a new road, the functional class assignment will need to be recommended by an Alaska DOT&PF Regional Planner based on the Alaska DOT&PF functional classification criteria.

Criteria Scoring

Standard	(4-5)	(2-3)	(0)
12. Functional classification.	Arterial (5 pts); Major Collector (4 pts)	Minor Collector (3 pts); Local Road (2 pts)	N/A

Other Factors

Other factors include projects that include unique, innovative or creative ways to accelerate project delivery, fund, or meet its intended purpose. Some examples include local bond package to support funding, partnerships to support funding and/or infrastructure improvements, or access to other grants and funding sources, or creative ways to ensure access for low income or disadvantaged populations.

Deficient Bridges

A 'deficient bridge' is a bridge that has at least one bridge condition rating of the deck, superstructure, or substructure in poor condition (rating is 4 or less).

The Alaska DOT&PF, Design & Engineering Services, Bridge Section maintains a database of bridges and condition information. The Bridge Section can check the bridge management system (BMS) if the nomination includes a bridge in the BMS. If the bridge is not in the BMS, the Project Sponsor shall coordinate with the Bridge Section (via Alaska DOT&PF Regional Planner) on the condition rating prior to submitting their nomination.

Example: A bridge is fracture critical and it has at least one bridge condition rating in poor condition rating, the project receives 4 points (3 points + Extra Point).

Criteria Scoring

Standard	(5)	(4)	(3)	(2)
11. Deficient Bridges	5 pts- All three bridge condition ratings (deck, superstructure, substructure) are in poor condition (Rating 4 or less).	4 pts- If two bridge condition ratings (deck, superstructure, substructure, or culvert) in poor condition (Rating is 4 or less). Extra point if bridge is functionally obsolete, fracture critical or has hydraulic issues.	At least one bridge condition rating (deck, superstructure, substructure, or culvert) is in poor condition (Rating is 4 or less). Extra point if bridge is functionally obsolete, fracture critical or has hydraulic issues.	Bridge or culvert that has inadequate lane or shoulder widths, is load posted, are fracture critical, or has hydraulic issues (scour, overtopping), has inadequate vertical or horizontal clearances, is poorly aligned with the roadway.

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Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. All public roads in Alaska are functional classified. Functional classification can be verified in Alaska DOT&PF's Geographic Information System maps, see: [Functional Class Maps](#)

If project nominations include a new road, the functional class assignment will need to be recommended by an Alaska DOT&PF Regional Planner based on the Alaska DOT&PF functional classification criteria.

Criteria Scoring

Standard	(4-5)	(2-3)	(0)
12. Functional classification.	Arterial (5 pts); Major Collector (4 pts)	Minor Collector (3 pts); Local Road (2 pts)	N/A

Other Factors

Other factors include projects that include unique, innovative or creative ways to accelerate project delivery, fund, or meet its intended purpose. Some examples include local bond package to support funding, partnerships to support funding and/or infrastructure improvements, or access to other grants and funding sources, or creative ways to ensure access for low income or disadvantaged populations.

elected body, a “strong” public record of support is required where a large portion of population served by the facility (>50%) is supportive of the project.

Capital Improvement Program (CIP) and similar lists adopted by resolution will be considered as a resolution. Any document for which the sponsor would like to have considered as a ‘plan’ must include documentation of public involvement.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
7. Public support	This project meets all of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project meets one of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project has some support but is not identified as a high priority.	No resolution or public record of support or project is not identified in state, tribal or local plans.

Environmental

Projects must include a recent environmental document where the project scope matches the environmental document.

Criteria Scoring

Standard	(4-5)	(3)	(0)
8. Environmental approval readiness	The projects meets one of the following: A) Environmental approval complete (5 pts); B) Environmental approval likely with a categorical exclusion (CE) document (4 pts).	The project meets one of the following: A) Environmental approval likely with an Environmental Assessment (EA); B) Environmental approval likely with an Environmental Impact Statement (EIS).	Environmental approval unlikely or not provided.

Access

Access refers to people’s ability to reach desired services and activities, which is the ultimate goal of most transport activity. Project nominations that address improved access to water sources, landfills, sewage lagoons, sanitary waste disposal sites, health care, airports, subsistence harvest sites, or a river or ocean access shall be considered for points.

Criteria Scoring

Standard	(5)	(3)	(0)
9. Access	The project includes 'new' access to two or more uses; OR 'improves' access to two or more services or activities.	The project includes 'new' access to one use; OR 'improves' access to one service or activity.	The project includes no access or no new access.

System Preservation of Existing Facility

System preservation consists of work that is planned and performed to improve, restore or sustain the condition of the transportation facility in a state of good repair. Preservation activities generally do not add capacity or structural value, but do restore the overall condition of the transportation facility. This may include pavement and bridge preservation, including unpaved roads that need preservation treatment.

Criteria Scoring

Standard	(4-5)	(2-3)	(0)
5. Local, other agency or user contribution to fund capital costs.	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is >10 - 15% (4 pts) and >15% (5pts).	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is 1 - 5% (2pts) and >5 - 10% (3pts).	Contribution covers no contribution beyond required federal aid match commitment of 9.03%.

M&O Costs

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required.

Criteria Scoring

Standard	(5)	(3)	(0)
6a. Local, other agency or user contribution to fund M&O costs (For non-DOT&PF sponsored projects).	This project meets one of the following: 1) local entities will assume ownership of and maintenance and operations responsibility for 100% of the DOT&PF facility; 2) local entities will assume ownership of and maintenance and operations responsibility of another DOT&PF facility of similar M&O cost.	This project meets one of the following: 1) local entities will assume ownership of and maintenance and operations responsibility for less than 100% of the DOT&PF facility; 2) local entities will assume ownership of and maintenance and operations responsibility of another DOT&PF facility with lesser M&O costs.	The local entities continue ownership of and maintenance and operations responsibility. No change.

Standard	(5)	(3)	(0)
6b. Departmental M&O costs and priority (For DOT&PF sponsored projects).	The project results in significant M&O priority, e.g., project results in a transfer of ownership of and maintenance and operations to a local government.	The project results in a moderate M&O priority, e.g. local government assumes partial responsibility.	The local government does not assume ownership of and maintenance and operations responsibility.

Public Support

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally

Criteria Scoring

Standard	(4-5)	(2-3)	(0)
5. Local, other agency or user contribution to fund capital costs.	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is >10 - 15% (4 pts) and >15% (5pts).	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is 1 - 5% (2pts) and >5 - 10% (3pts).	Contribution covers no contribution beyond required federal aid match commitment of 9.03%.

M&O Costs

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required.

Criteria Scoring

Standard	(5)	(3)	(0)
6a. Local, other agency or user contribution to fund M&O costs (For non-DOT&PF sponsored projects).	This project meets one of the following: 1) local entities will assume ownership of and maintenance and operations responsibility for 100% of the DOT&PF facility; 2) local entities will assume ownership of and maintenance and operations responsibility of another DOT&PF facility of similar M&O cost.	This project meets one of the following: 1) local entities will assume ownership of and maintenance and operations responsibility for less than 100% of the DOT&PF facility; 2) local entities will assume ownership of and maintenance and operations responsibility of another DOT&PF facility with lesser M&O costs.	The local entities continue ownership of and maintenance and operations responsibility. No change.

Standard	(5)	(3)	(0)
6b. Departmental M&O costs and priority (For DOT&PF sponsored projects).	The project results in significant M&O priority, e.g., project results in a transfer of ownership of and maintenance and operations to a local government.	The project results in a moderate M&O priority, e.g. local government assumes partial responsibility.	The local government does not assume ownership of and maintenance and operations responsibility.

Public Support

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally

Intermodal

Intermodal refers to roadways providing a connection between “major” intermodal facilities in order to reduce capital investment or reduce operating costs. Examples of intermodal facilities include roads airports, ports/harbors, bus feeder services, and rail or transit facilities. Bike/Pedestrian facilities are not considered “major” but may score up to 3 points if the project improves connection to or from a bike/pedestrian facility.

Reducing the burden on another mode or adjacent facility may include reducing the financial burden or capacity on another mode or facility.

Criteria Scoring

Standard	(5)	(3)	(1)
4. Intermodal transportation	This project meets two of the following: 1) improves connection between "major" modes for travelers or freight; 2) reduces the burden on another "major" mode(s) or adjacent facility.	This project meets one of the following: 1) improves or preserves the connection between "major" modes for travelers or freight; 2) reduces the burden on another "major" mode(s) or adjacent facility. Improves connection to/from a bike/pedestrian facility (Max 3pts)	This project has minimal impact or does not impact another "major" mode(s) or adjacent facility.

Contribution

The required match (9.03%) is based on the DOT&PF engineer’s estimate, not the project sponsor’s estimate. Contributions that exceed the required match per DOT&PF match policy 09.01.040 shall be considered for 3-5 additional points.

Example 1: City has committed to a contribution \$745,000 or 21.6% of the total project cost (\$3,440,000). Contribution is 12.97% more than the federal aid match minimum (9.03%). Project nomination receives 4 points.

Example 2: City has committed to a contribution of \$550,000 or 11.57% of the total project cost (\$4,750,000). Contribution is 2.54% more than the federal aid match minimum (9.03%). Project nomination receives 2 points.

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required. Cost estimates must be prepared or approved by DOT&PF.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
2. Health & Quality of Life	This project provides a significant (addresses 3 more areas in the definition) measurable contribution to improved health & quality of life.	This project provides a moderate (addresses 2 areas in the definition) measurable contribution to improved health & quality of life	This project provides a minor (addresses 1 area in the definition) measurable contribution to health & quality of life.	This project provides no measureable contribution to health & quality of life.

Safety

Prior crash history may be used to support mitigating measures. Crash data is available from [Alaska Highway Safety Office](#), Crash Data Manager. Crash data can include crashes between all modes (vehicle to vehicle, vehicle to bicycle, bus to vehicle, etc.). If data is unavailable, other crash data may come from authoritative sources such as local care facilities or clinics, emergency response agencies or public documented materials.

If no crash data exists applications shall include documented crash potential or risk and/or include how the improvement addresses a documented emphasis area in the SHSP or other plans as listed above.

Crash data for other locations, other than the project location will **not** be accepted as a documented history of crashes.

A project may meet a documented strategy in the Alaska Strategic Highway Safety Plan (SHSP), a community/tribal highway safety plan or is addressed in a public transportation plan as a safety concern.

Communities proposing new roads shall address the safety design standards and how the project proposes crash mitigation which is recognized in practice to address safety issues. The [Crash Modification Factors Clearinghouse](#) can be used to determine and provide guidance on safety design standards and crash mitigation applications. A CMF is a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure. Examples of countermeasures include installing a traffic signal, increasing the width of edge lines, and installing a median barrier.

For “new roads” maximum points is 3 where the project must emphasize safety design standards that mitigate crashes. If project does not emphasize the safety design standards or they are minimal the maximum point is 1.

Criteria Scoring

Standard	(4-5)	(3)	(0)
3. Safety	This project meets three of the following (5 pts) or two of the following (4 pts): A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues.	This project meets one of the following: A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues. For new roads (max. 3 pts) the project must emphasize safety design standards that mitigate crashes.	No mitigation is demonstrated to address a crash problem or potential. No demonstrated traffic conflicts between modes. For new roads, the project minimally emphasizes or does not emphasize safety design standards recognized by safety & design engineers to mitigate crashes.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
2. Health & Quality of Life	This project provides a significant (addresses 3 more areas in the definition) measureable contribution to improved health & quality of life.	This project provides a moderate (addresses 2 areas in the definition) measureable contribution to improved health & quality of life	This project provides a minor (addresses 1 area in the definition) measurable contribution to health & quality of life.	This project provides no measureable contribution to health & quality of life.

Safety

Prior crash history may be used to support mitigating measures. Crash data is available from [Alaska Highway Safety Office](#), Crash Data Manager. Crash data can include crashes between all modes (vehicle to vehicle, vehicle to bicycle, bus to vehicle, etc.). If data is unavailable, other crash data may come from authoritative sources such as local care facilities or clinics, emergency response agencies or public documented materials.

If no crash data exists applications shall include documented crash potential or risk and/or include how the improvement addresses a documented emphasis area in the SHSP or other plans as listed above.

Crash data for other locations, other than the project location will **not** be accepted as a documented history of crashes.

A project may meet a documented strategy in the Alaska Strategic Highway Safety Plan (SHSP), a community/tribal highway safety plan or is addressed in a public transportation plan as a safety concern.

Communities proposing new roads shall address the safety design standards and how the project proposes crash mitigation which is recognized in practice to address safety issues. The [Crash Modification Factors Clearinghouse](#) can be used to determine and provide guidance on safety design standards and crash mitigation applications. A CMF is a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure. Examples of countermeasures include installing a traffic signal, increasing the width of edge lines, and installing a median barrier.

For “new roads” maximum points is 3 where the project must emphasize safety design standards that mitigate crashes. If project does not emphasize the safety design standards or they are minimal the maximum point is 1.

Criteria Scoring

Standard	(4-5)	(3)	(0)
3. Safety	This project meets three of the following (5 pts) or two of the following (4 pts): A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues.	This project meets one of the following: A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues. For new roads (max. 3 pts) the project must emphasize safety design standards that mitigate crashes.	No mitigation is demonstrated to address a crash problem or potential. No demonstrated traffic conflicts between modes. For new roads, the project minimally emphasizes or does not emphasize safety design standards recognized by safety & design engineers to mitigate crashes.

5pts- Major resurfacing, restoration and rehabilitation or reconstruction work to completely restore the road or bridge to an improved or restored condition includes:

Pavement: restore structural integrity, repaving, overlays, reclamation, drainage improvements, improve deficient geometry, truck climbing lanes, passing lanes, adding turnouts. Also includes gravel to pavement (hard surfacing).

Bridge: partial or complete deck replacement, superstructure replacement, substructure/culvert strengthening or partial/full replacement.

3pts-Preventative maintenance and minor rehabilitation work to sustain the road or bridge in its current condition, such as:

Pavement: patching and surface seals, crack sealing, filling pot holes, area wide striping, rumble strips, systematic sign replacement, systematic replacement or upgrade of light and signal poles, provide resurfacing & restoration but does not alter roadway geometry, repair drainage, installing guardrail,

Bridge: painting, deck seals (sealing cracks), thin deck overlays, rehab/replace joints, scour countermeasure (riprap), wash bridge deck and clean deck drains, protective coat, replace timber running planks, steel member repair, repair/replace approach slabs, seismic retrofit, bridge rail retrofit or replacement.

1 pt- New roads or bridges receive maximum 1 point. Project nominations should include discussion on preserving the life of the infrastructure.

Criteria Scoring

Standard	(5)	(3)	(1)
10. Preserves an existing facility	Rehabilitation or reconstruction work to completely restore the road or bridge to an improved (strengthened) or restored condition.	Preventive maintenance work to sustain the road or bridge in its current condition.	New paved or gravel roads and bridges (Max 1 pt)

Joint Project

Project nominations that include a joint project with other entities will receive additional points. Projects must include a commitment from the other entity or entities by a letter of agreement or other formal plan in order to receive points.

Partners may include a federal, state or local government entity.

Criteria Scoring

Standard	(5)	(3)	(1)
11. Joint Project The project is coordinated with another federal, state or local government entity.	Yes - includes letter of agreement or other formal document showing commitment from joint entity.	N/A	No - does not have a joint entity to support project. Does not have a letter of agreement or other formal document showing commitment from joint entity.

Cost Effectiveness

The Cost Effectiveness uses the following algorithm:

Cost/persons whom facility provides essential services

Example:

- Project cost = 8,078,514; Population = 2,382
- $8,078,514/2382 = \$3,391.48$
- Score = 4 pts

Population is available on the State of Alaska Commerce, Community and Economic Development, [Certified Population Counts](#) or going to the [U.S. Census Bureau](#)

Criteria Scoring

Standard	(4-5)	(2-3)	(0-1)	(-1)
12. Cost Effectiveness Total project cost/persons whom facility provides essential services and benefits.	5pts – If per capita cost is \$3,000 or less. 4pts – If per capita cost is \$3,001-\$6,000.	3pts – If per capita cost is \$5,001 - \$8,000. 2pts – If per capita cost \$8,001 - \$11,000.	1pt – If per capita cost is \$11,001 - \$14,000. Opt – If per capita cost is \$14,000 - \$25,000.	If per capita cost is >\$25,000

Other Factors

Other factors include projects that contain unique, innovative or creative ways to accelerate project delivery, fund, or meet its intended purpose. Some examples include local bond package to support funding, partnerships to support funding and/or infrastructure improvements, or access to other grants and funding sources.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
13. Other Factors	This project includes more than two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes one innovative, resilient, creative or unique benefit not otherwise rated.	Project exhibits no innovative, resilient, creative or unique benefits not otherwise rated.

Criteria Scoring

Standard	(5)	(3)	(1)
11. Joint Project The project is coordinated with another federal, state or local government entity.	Yes - includes letter of agreement or other formal document showing commitment from joint entity.	N/A	No - does not have a joint entity to support project. Does not have a letter of agreement or other formal document showing commitment from joint entity.

Cost Effectiveness

The Cost Effectiveness uses the following algorithm:

Cost/persons whom facility provides essential services

Example:

- Project cost = 8,078,514; Population = 2,382
- $8,078,514 / 2382 = \$3,391.48$
- Score = 4 pts

Population is available on the State of Alaska Commerce, Community and Economic Development, [Certified Population Counts](#) or going to the [U.S. Census Bureau](#)

Criteria Scoring

Standard	(4-5)	(2-3)	(0-1)	(-1)
12. Cost Effectiveness Total project cost/persons whom facility provides essential services and benefits.	5pts – If per capita cost is \$3,000 or less. 4pts – If per capita cost is \$3,001-\$6,000.	3pts – If per capita cost is \$5,001 - \$8,000. 2pts – If per capita cost \$8,001 - \$11,000.	1pt – If per capita cost is \$11,001 - \$14,000. 0pt – If per capita cost is \$14,000 - \$25,000.	If per capita cost is >\$25,000

Other Factors

Other factors include projects that contain unique, innovative or creative ways to accelerate project delivery, fund, or meet its intended purpose. Some examples include local bond package to support funding, partnerships to support funding and/or infrastructure improvements, or access to other grants and funding sources.

Criteria Scoring

Standard	(5)	(3)	(1)	(0)
13. Other Factors	This project includes more than two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes one innovative, resilient, creative or unique benefit not otherwise rated.	Project exhibits no innovative, resilient, creative or unique benefits not otherwise rated.

Criteria Weights

Urban/Rural

URBAN/RURAL STANDARD	WEIGHT
Other Factors	2%
Economic Benefits	2%
Health & Quality of Life	3%
Public Support	5%
Intermodal	5%
Functional Class	5%
Environmental Approval Readiness	10%
Corrects Deficient Roadway	10%
Deficient Bridges	10%
Cost Effectiveness	12%
Contributing Funds	12%
M&O Costs	12%
Safety	12%

Remote

REMOTE STANDARD	FINAL
Public Support	3%
Access	3%
System Preservation	3%
Other Factors	3%
Economic Benefits	3%
Environmental Approval Readiness	5%
Contributing Funds	10%
Joint Project	10%
Cost Effectiveness	12%
Intermodal	12%
M&O Costs	12%
Health & Quality of Life	12%
Safety	12%

TAP

Criteria Guidance



ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DIVISION OF PROGRAM DEVELOPMENT & STATEWIDE PLANNING

JULY 2022 | Version 1.0

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CRITERIA GUIDANCE

This document is intended for both the Project Evaluation Board (PEB) and the communities nominating a Transportation Alternatives Program (TAP) project. This document can also be used for further clarification of the scoring criteria tables provided in the application.

PEB Scoring

PEB members shall refer to this document when scoring project nominations to aid in consistent and fair scores.

If the project information is missing for a category, not explained, or ambiguous the PEB member may decide to select 0 points.

If a project includes multiple facilities, each will be scored separately and then averaged for ONLY select criteria. For example, a project with three separate trail projects will get a single score for Health & Quality of Life but will receive a score for each trail and then averaged for the Safety criteria. Criteria to be scored separately and then averaged include the following: Safety, M&O Costs, Bridge Gaps, Intrinsic Qualities, Historic Transportation, and Capital Costs.

Criteria

Health & Quality of Life

Health & Quality of Life is a 'holistic' focus in the following areas: improves access to multiple modes of travel such as active transportation and transit, provides or improves access to everyday destinations, key facilities and recreational opportunities, improves social equity, improves air quality, removes impacts to environment, enhances neighborhood continuity, increases community cohesion and connects communities.

The definition of a measurable contribution to health & quality of life may include: the number and type of facilities accessible by a new active transportation facility or improved infrastructure, an estimated reduction of vehicle use (due to increased bike and pedestrian activity), a measure of improving health of a stream or wildlife habitat along a road, an estimated number of residents connected by a new active transportation facility, a measure of demographically diverse or disadvantaged persons able to use and access the new or improved infrastructure, etc.

Criteria Scoring:

Proposed Standard	(5)	(3)	(1)	(0)
1. Health & Quality of Life	This project provides a significant (addresses 3 or more areas in the definition) measurable contribution to improved health & quality of life.	This project provides a moderate (addresses 2 areas in the definition) measurable contribution to improved health & quality of life.	This project provides a minor (addresses 1 area in the definition) measurable contribution to health & quality of life.	The project lacks any type of measurable contribution to health & quality of life.

Safety

Prior crash history (vehicle to pedestrian, pedestrian to bicycle, etc.) may be used to support mitigating measures. Crash data is available from [Alaska Highway Safety Office](#), Crash Data Manager. If data is unavailable, other crash data may come from authoritative sources such as local care facilities or clinics, emergency response agencies or public documented materials.

If no crash data exists applications shall include documented crash potential or risk and/or include how the improvement addresses a documented emphasis area in the SHSP or other plans as listed above.

Crash data for other locations, other than the project location will **not** be accepted as a documented history of crashes.

A project may meet a documented strategy in the Alaska Strategic Highway Safety Plan (SHSP), a community/tribal highway safety plan or is addressed in a public transportation plan as a safety concern.

Communities proposing new facilities shall address the safety design standards and how the project proposes crash mitigation which is recognized in practice to address safety issues. The [Crash Modification Factors Clearinghouse](#) can be used to determine and provide guidance on safety design standards and crash mitigation applications. A CMF is a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure. Examples of countermeasures include increase bike lane width, install separated bike lanes, install sidewalk barrier, installing a raised island for cyclists, adding crosswalks, etc.

For “new facilities” maximum points is 3 where the project must emphasize safety design standards that mitigate crashes. If project does not emphasize the safety design standards or they are minimal the maximum point is 1.

Criteria Scoring:

Proposed Standard	(4-5)	(3)	(0)
2. Safety	This project meets three of the following (5 pts) or two of the following (4 pts): A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues.	This project meets one of the following: A) a documented history of crashes, crash potential and risk; B) a documented strategy in the SHSP or other documented safety plans as listed; C) proposes mitigation which is recognized in practice by safety & design engineers to address safety issues. For new facilities (max. 3 pts) the project must emphasize safety design standards that mitigate crashes.	No mitigation is demonstrated to address a crash problem or potential. No demonstrated traffic conflicts between modes. For new roads, the project minimally emphasizes or does not emphasize safety design standards recognized in professional practice to mitigate crashes.

Match Contribution

The required match (9.03%) is based on the DOT&PF engineer’s estimate, not the project sponsor’s estimate. Contributions that exceed the required match per DOT&PF match policy 09.01.040 shall be considered for 3-5 additional points.

Safety

Prior crash history (vehicle to pedestrian, pedestrian to bicycle, etc.) may be used to support mitigating measures. Crash data is available from [Alaska Highway Safety Office](#), Crash Data Manager. If data is unavailable, other crash data may come from authoritative sources such as local care facilities or clinics, emergency response agencies or public documented materials.

If no crash data exists applications shall include documented crash potential or risk and/or include how the improvement addresses a documented emphasis area in the SHSP or other plans as listed above.

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Communities proposing new facilities shall address the safety design standards and how the project proposes crash mitigation which is recognized in practice to address safety issues. The [Crash Modification Factors Clearinghouse](#) can be used to determine and provide guidance on safety design standards and crash mitigation applications. A CMF is a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure. Examples of countermeasures include increase bike lane width, install separated bike lanes, install sidewalk barrier, installing a raised island for cyclists, adding crosswalks, etc.

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Match Contribution

The required match (9.03%) is based on the DOT&PF engineer’s estimate, not the project sponsor’s estimate. Contributions that exceed the required match per DOT&PF match policy 09.01.040 shall be considered for 3-5 additional points.

Example 1: City has committed to a contribution \$40,000 or 30.76% of the total project cost (\$130,000). Contribution is 21.73% more than the federal aid match minimum (9.03%). Project nomination receives 5 points.

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required. Cost estimates must be prepared or approved by DOT&PF.

In-kind match is acceptable but must be approved by DOT&PF.

Criteria Scoring:

Proposed Standard	(4-5)	(2-3)	(0)
3. Local, other agency or user contribution to fund capital costs.	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is >10 - 15% (4 pts) and >15% (5pts).	Contribution of cash based on DOT&PF approved estimate is above the minimum required federal aid match commitment of 9.03%. Contribution of cash is 1 - 5% (2pts) and >5 - 10% (3pts)	Contribution covers no contribution beyond required federal aid match commitment of 9.03%.

M&O Costs

Projects will be scored by one of two criteria depending on sponsorship: 1) non-DOT&PF facilities; Or 2) DOT&PF facilities. For non-DOT&PF facilities, commitment to continue ownership and operation of a locally-owned facility is required.

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required.

Criteria Scoring:

Proposed Standard	(5)	(3)	(0)
4a. Local, other agency or user contribution to fund M&O costs (For non-DOT&PF facilities).	Sponsor will assume ownership of and maintenance and operations responsibility for a new facility.	Continued sponsor ownership and operation of locally-owned facility and results in local maintenance savings.	Continued sponsor ownership & operation of locally-owned facility.

Proposed Standard	(5)	(3)	(0)
4b. Departmental M&O costs and priority (For DOT&PF facilities).	A project that results in a 100% transfer of ownership/management responsibility, maintenance and operations to a local government.	A project that results in a less than 100% transfer of ownership and/or maintenance and operations to a local government.	No change.

Public Support

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a “strong” public record of support is required where a large portion of population served by the facility (>50%) is supportive of the project.

Capital Improvement Program (CIP) and similar lists adopted by resolution will be considered as a resolution. Any document the sponsor would like to have considered as a ‘plan’ must include documentation of public involvement.

Criteria Scoring:

Proposed Standard	(5)	(3)	(1)	(0)
5. Public support	This project meets all of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project meets one of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project has some support but is not identified as a high priority.	No resolution or public record of support or project is not identified in state, tribal or local plans.

Bridges Gaps or Removes Barriers

Projects that bridge the gap, or remove barriers, and/or provide interpretive area or rest area continuity will receive higher points. Projects that include access to historically disadvantaged communities in addition to bridging gaps or removing barriers or providing interpretive area or rest area continuity will receive a full 5 points.

For information and maps on historically disadvantaged communities see:

<https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

Proposed Standard	(5)	(3)	(0)
4b. Departmental M&O costs and priority (For DOT&PF facilities).	A project that results in a 100% transfer of ownership/management responsibility, maintenance and operations to a local government.	A project that results in a less than 100% transfer of ownership and/or maintenance and operations to a local government.	No change.

Public Support

A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a “strong” public record of support is required where a large portion of population served by the facility (>50%) is supportive of the project.

Capital Improvement Program (CIP) and similar lists adopted by resolution will be considered as a resolution. Any document the sponsor would like to have considered as a ‘plan’ must include documentation of public involvement.

Criteria Scoring:

Proposed Standard	(5)	(3)	(1)	(0)
5. Public support	This project meets all of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project meets one of the following: A) includes resolution or strong public record of support; B) is identified as a high priority project in state, tribal, or local plans.	This project has some support but is not identified as a high priority.	No resolution or public record of support or project is not identified in state, tribal or local plans.

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For information and maps on historically disadvantaged communities see:

<https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

Criteria Scoring:

Proposed Standard	(5)	(3)	(1)	(0)
6. Project bridges gaps or removes barrier between existing trail systems or provides interpretive area or rest area continuity.	Project removes a barrier or bridges a gap or provides interpretive area or rest area continuity, AND is located in a historically disadvantaged communities.	Project removes a barrier or bridges a gap or provides interpretive area or rest area continuity.	Project adds value for other reasons.	Project does not bridge gaps, remove barriers or provide interpretive area or rest area continuity.

Tied to an Event

Projects that support a specific event or activity will receive points. A resolution is **required** for communities represented by a local governing body of the community or tribal government at the time of the nomination. For those communities not represented by a locally elected body, a public record of support is required.

Criteria Scoring:

Proposed Standard	(5)	(3)	(1)	(0)
7. Project is tied to an annual recreational, educational or tourism event or activity, and the public's support of that event.	Event or activity is of statewide or regional significance.	Event or activity is local and well known	Event is minor and local.	Project is not tied to an event or activity.

Intrinsic Qualities

Projects with intrinsic qualities such as scenic, historic, cultural, natural, archaeological, or recreational qualities will receive points. Projects that include interpretive features (Ex. interpretive signs or designs) receive 5 points. Projects that includes intrinsic qualities that are public supported by way of resolution or public record of support receives 3 points. Projects that support intrinsic qualities but don't provide interpretive features or that don't have a resolution or public record of support will receive 1 point.

Criteria Scoring:

Proposed Standard	(5)	(3)	(1)	(0)
8. Project has intrinsic qualities such as scenic, historic, cultural, natural, archaeological, or recreational.	This project includes interpretive features of intrinsic qualities.	This project includes intrinsic qualities that are publicly supported at a statewide, regional or community level.	This project supports intrinsic qualities.	Project does not include intrinsic qualities.

Historic Transportation Facility

Projects that include stabilization or renovation of a historic transportation facility will receive points.

Criteria Scoring:

Proposed Standard	(5)	(3-4)	(0)
9. Project includes stabilization or renovation of a historic transportation facility	Nomination includes letter or other documentation of inclusion of the renovated property on the National Historic Register or provides interpretation	Nomination includes letter of support from Office of History & Archeology that declares the property to be of significant (4 pts), or of moderate (3 pts) historical importance or provides interpretation	Project does not include stabilization or renovation of a historic property or interpretation.

Capital Cost

Projects that entail no right-of-way, utilities and environmental factors will score higher than those with some or significant factors. Significant factors might include the need to secure ROW or utilities or having to go through environmental impact or assessment procedures.

Criteria Scoring:

Proposed Standard	(5)	(3)	(0)
11. Capital Cost	Project not anticipated to involve ROW, utilities and environmental factors.	This project is anticipated to involve some ROW, utilities and/or environmental factors.	Project is anticipated to involve significant ROW, utilities and/or environmental factors.

Other Factors

Other factors include projects that include innovation, creativity, or unique benefits not otherwise rated, such as partnerships to support funding or infrastructure improvements. Some examples include partnering with a local entity that pays for a bike lane, or sponsors a scenic overlook.

Criteria Scoring:

Proposed Standard	(5)	(3)	(1)	(0)
12. Other Factors	This project includes more than two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes one innovative, resilient, creative or unique benefit not otherwise rated.	Project exhibits no innovative, resilient, creative or unique benefits not otherwise rated.

Criteria Scoring:

Proposed Standard	(5)	(3-4)	(0)
9. Project includes stabilization or renovation of a historic transportation facility	Nomination includes letter or other documentation of inclusion of the renovated property on the National Historic Register or provides interpretation	Nomination includes letter of support from Office of History & Archeology that declares the property to be of significant (4 pts), or of moderate (3 pts) historical importance or provides interpretation	Project does not include stabilization or renovation of a historic property or interpretation.

Capital Cost

Projects that entail no right-of-way, utilities and environmental factors will score higher than those with some or significant factors. Significant factors might include the need to secure ROW or utilities or having to go through environmental impact or assessment procedures.

Criteria Scoring:

Proposed Standard	(5)	(3)	(0)
11. Capital Cost	Project not anticipated to involve ROW, utilities and environmental factors.	This project is anticipated to involve some ROW, utilities and/or environmental factors.	Project is anticipated to involve significant ROW, utilities and/or environmental factors.

Other Factors

Other factors include projects that include innovation, creativity, or unique benefits not otherwise rated, such as partnerships to support funding or infrastructure improvements. Some examples include partnering with a local entity that pays for a bike lane, or sponsors a scenic overlook.

Criteria Scoring:

Proposed Standard	(5)	(3)	(1)	(0)
12. Other Factors	This project includes more than two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes two innovative, resilient, creative or unique benefits not otherwise rated.	This project includes one innovative, resilient, creative or unique benefit not otherwise rated.	Project exhibits no innovative, resilient, creative or unique benefits not otherwise rated.

Criteria Weights

TAP STANDARD	Weight
Tied to Event	3%
Intrinsic Qualities	3%
Capital Cost	5%
Other Factors	5%
M&O Costs	5%
Historic Transportation	10%
Public Support	12%
Bridges Gaps or Removes Barriers	12%
Contribution	15%
Health & Quality of Life	15%
Safety	15%

Adopted: 10/18/22

**MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 22-108**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AUTHORIZING THE MANAGER TO SUBMIT PHASE I NOTICE OF INTENT TO APPLY FOR PROJECT NOMINATIONS UNDER THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, COMMUNITY TRANSPORTATION PROGRAM AND THE TRANSPORTATION ALTERNATIVE PROGRAM.


WHEREAS, the intent and rationale of this resolution are found in the accompanying Informational Memorandum No. 22-230;

NOW, THEREFORE, BE IT RESOLVED, that the Assembly hereby authorizes the Manager to submit a notice of intent to apply for project funding through the Alaska State Department of Transportation and Public Facilities Community Transportation Program. The projects being considered for the Borough's Community Transportation Program include, but may not be limited to: Seldon Road Reconstruction Phase 11; Wasilla Fishhook to Snowgoose Drive; Seldon Road Reconstruction Phase 2; Snowgoose Drive to Lucille Street; Lucille Street and Pathway Upgrade; Spruce Avenue to Seldon Road; Museum Drive Extension; Museum Drive to Sylvan Road; and Engstrom Road to Trunk Road Corridor.

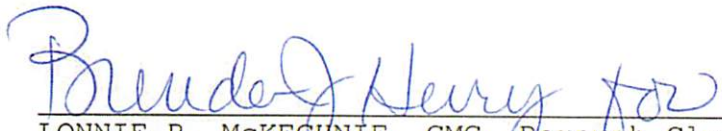
BE IT FURTHER RESOLVED, that the Assembly hereby authorizes the Manager to submit a notice of intent to apply for project funding through the Alaska State Department of Transportation and Public Facilities for the Transportation Alternatives Program (TAP). The projects being considered for the TAP include, but may

not be limited to: Palmer Fishhook Pathway; Trunk Road to Edgerton Parks Road; Edgerton Parks Road Pathway; Palmer Fishhook Road to the west side of the Little Susitna River; and Inner Springer Loop Separated Pathway; and Glenn Highway to Cope Industrial Way.


ADOPTED by the Matanuska-Susitna Borough Assembly this 18 day of October, 2022.


EDNA DeVRIES, Borough Mayor

ATTEST:


LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)



PASSED UNANIMOUSLY: Hale, Nowers, McKee, Yundt, Tew, Sumner, and Bernier