

## **POSSIBLE MOTION**

I MOVE TO approve Resolution  
2012-06 on first and final reading.

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## MEMORANDUM

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**To:** Mayor Westover and Assembly Members  
Jim Dinley, Municipal Administrator

**From:** Michael Harmon, Public Works Director *MH*  
Dan Tadic, P.E., Senior Engineer *DMT*

**Reviewed:** Jay Sweeney, Finance Director *J*  
Stephen Weatherman, P.E., Municipal Engineer *S*  
Tammy O'Neill, Contract Coordinator *TO*

**Date:** March 21, 2012

**Subject:** **Resolution 2012-06 Matching Funds for the Design of Edgecumbe Drive Pavement Rehabilitation – Kashevaroff to Kimsham**

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### Background

The majority of the asphalt pavement surfaces of Sitka's existing streets are in cascading failure. A comprehensive pavement condition survey completed in 2009 showed that 53 percent of the City's 23 miles of paved streets are nearing the end of their service life. The majority of the most severely degraded streets are in the heart of the city, directly feeding into the State's highway system.

Given the extent of the overall need for road improvements, the FY2013 Sitka Legislative Priorities includes Paving Failed Collector Streets, consisting of the Edgecumbe Drive Pavement Rehabilitation and Jeff Davis Street Reconstruction projects, as a Legislative Capital Project Request.

The Denali Commission Transportation Program can provide grant funding of up to \$1,000,000 for individual road projects under the FY2012 Transportation Program. Project nominations are limited to one project phase in a given fiscal year; typically either design or construction phase. The Edgecumbe Drive Pavement Rehabilitation – Kashevaroff to Kimsham appears to fit within the \$1,000,000 funding cap and has been identified by Public Works as a candidate for this grant. However, prior to applying for construction funding, CBS must first apply for design funding. The Road Project nomination period closes on March 30, 2012.

### Analysis

Project selections nominated for the Denali Commission FY2012 Transportation Program are based on ranking criteria and policies adopted by a Transportation Advisory Committee (TAC). The criteria is very similar to the ADOT&PF Statewide Transportation Improvement Program (STIP) scoring, in which Edgecumbe Drive scored very well compared to other non-DOT roads.

Furthermore, rural community roads and storm evacuation roads, among several other project types, are both identified by the Denali Commission within the Project Nomination Form as projects generally well suited to the Roads Program. Edgecumbe Drive meets both these criteria.

**Fiscal Note**

This program requires the City and Borough of Sitka to provide 9.03% match funding for the project to be considered by the TAC. Total grant funding request for the design of Edgecumbe Drive Pavement Rehabilitation – Kashevaroff to Kimsham is \$100,000 with a match requirement of \$9,300. The FY2012 Capital Budget included \$20,000 for an ADOT&PF match for Edgecumbe Drive. The \$9,300 match requirement will be taken from this FY2012 budget item if this project is selected for funding through the Denali Commission.

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**Recommendation:**

Approve Resolution 2012-06, acknowledging municipal ownership of the project and authorizing the Administrator to enter into agreement with the Denali Commission, committing to meet the matching fund requirements if the project is selected to receive funding, and providing for future maintenance needs of the street.

CITY AND BOROUGH OF SITKA

RESOLUTION 2012 -06

**A RESOLUTION OF THE CITY AND BOROUGH OF SITKA ASSEMBLY SUPPORTING  
THE EDGECUMBE DRIVE PAVEMENT REHABILITATION – KASHEVAROFF TO  
KIMSHAM PROJECT AND PROVIDING MATCHING FUNDING**

**WHEREAS**, the Edgcumbe Drive Pavement Rehabilitation – Kashevaroff to Kimsham Project is a high priority to the community of Sitka due to the severity of the degradation and its importance as high-use collector street and storm evacuation route; and

**WHEREAS**, these improvements will make this municipally-owned street safer, reduce maintenance, and improve area drainage; and

**WHEREAS**, the City and Borough of Sitka (CBS) Assembly passed Resolution 2011-22 on September 27, 2011, including the Paving Failed Collector Streets as priority projects in the FY2013 State Legislative Capital Project Requests; and

**WHEREAS**, the Edgcumbe Drive Pavement Rehabilitation – Kashevaroff to Kimsham project may qualify for \$100,000 in design funding through the Denali Commission FY2012 Transportation Program which requires that the CBS maintain ownership of the project, provide 9.03% matching funds and provide for future maintenance of the streets; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Assembly of the City and Borough of Sitka, Alaska, authorizes the Administrator to enter into agreements with the Denali Commission, commits to meeting the matching funds requirement, accepts ownership of constructed improvements, and commits to continued maintenance responsibility of the streets and improvements.

**PASSED, APPROVED, AND ADOPTED** by the Assembly of the City and Borough of Sitka, Alaska on this 27th day of March 2012.

\_\_\_\_\_  
Cheryl Westover, Mayor

ATTEST:

\_\_\_\_\_  
Colleen Ingman, MMC  
Municipal Clerk

**CITY AND BOROUGH OF SITKA**

**RESOLUTION 2011-22**

**A RESOLUTION BY THE CITY AND BOROUGH OF SITKA (CBS)  
SUBMITTING CBS 2013 STATE LEGISLATIVE PRIORITIES  
TO STATE OF ALASKA AND 2012 LEGISLATURE**

**WHEREAS**, the City and Borough of Sitka advocates cooperating and sharing resources with the State of Alaska to maximize public infrastructure and services for the citizens of Alaska in the most efficient, cost effective manner; and

**WHEREAS**, the State of Alaska has inadequately maintained State owned facilities and passed unfunded mandates on to municipalities; and

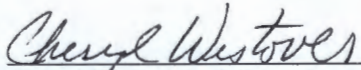
**WHEREAS**, municipalities have suffered major budget impacts from State management of the PERS/TRS system, State harbors, State roads and utilities, and other State responsibilities which should be compensated.

**NOW, THEREFORE, BE IT RESOLVED** that the Assembly of the City and Borough of Sitka, Alaska, adopts the following FY2013 State Legislative Priorities and urges the Alaska State Legislature to support them to the maximum extent possible:

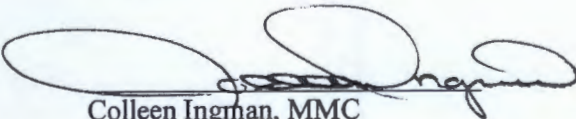
- **State Revenue Sharing/Local Tax Relief** – The City and Borough of Sitka supports the State Revenue Sharing on a sustainable basis to equitably compensate Alaska communities for providing local services.
- **Education** – State funding should be increased to cover escalating transportation expenses, the rising costs of fuel and energy, and reasonable new costs to improve the quality of education.
- **Local Control and Maximum Local Self-Government Guaranteed by the Alaska Constitution** – The Legislature should defeat any legislation that creates new unfunded mandates or takes away existing powers of local governments. The State should fund existing unfunded State mandates.
- **Deferred Maintenance of Harbors** – The State should fully fund the deferred maintenance of State harbors transferred to local governments. In addition, the State should fully fund the 50 percent matching grants legislated by SB 291, the Municipal Harbor Facility Grant Fund, to assist with future harbor upgrades.

**NOW FURTHER BE IT RESOLVED** that the Assembly submits the enclosed FY2013 City and Borough of Sitka Legislative Priorities, CBS Legislative Capital Project Requests and CBS Requests for State Funding for State Facilities in priority order to the 2012 Session of the Alaska State Legislature and State of Alaska.

**PASSED, APPROVED, AND ADOPTED** by the Assembly of the City and Borough of Sitka, Alaska, on this 27<sup>th</sup> day of September, 2011.

  
Cheryl Westover, Mayor

ATTEST:



Colleen Ingman, MMC  
Municipal Clerk

# City of Sitka, AK - Edgecumbe Drive Pavement Rehabilitation - Kashevaroff to Kimsham



- Zoning
- SitkaBorough
- ▲ Address
- ▲ ParcelID
- ▲ Area
- ▲ Floats
- ▲ EdgeOfWater
- ▲ Runways
- ▲ Streets
- ▲ Streams
- LakesPonds
- ▲ Buildings
- ▲ Driveways
- ▲ Easements
- ▲ Parcels
- ▲ Parcels\_II
- state



1 in = 261.43 ft

Printed:  
3/21/2012





## FY 2012 Transportation Program Road Project Nomination Form

**FY 2012 Nomination Period: February 6<sup>th</sup> - March 30<sup>th</sup>, 2012**

Nomination **MUST** be submitted via e-mail to the following address: [transportation@denali.gov](mailto:transportation@denali.gov). Fax & Hard Copy nomination submittals **WILL NOT** be accepted.

Nominations **MUST** be received by Close of Business (5 pm AK time) March 30<sup>th</sup>, 2012. Late submittals **WILL NOT** be forwarded to the Transportation Advisory Committee (TAC) for review.

Questions regarding the FY 2012 nomination form or the instructions for completion should be directed to the Denali Commission (Commission):

Ms. Adison Wetzel  
Deputy Program Manager  
(907) 271-1640 or 1-888-480-4321  
[awetzel@denali.gov](mailto:awetzel@denali.gov)

**PROJECT SUMMARY SHEET**

<p><b><u>Project Summary &amp; Applicant Contact Information:</u></b>          The information provided in the summary sheet and the project nomination will be used by Denali Commission (Commission) staff and the TAC to review and score projects. It will also be used to draft grant awards for projects selected for funding. PLEASE ENSURE ALL PROVIDED INFORMATION IS ACCURATE.</p>	
Legal Name of Applicant:	
Project Title:	
Project Type: Identify as planning, design, construction, or other	
Project Scope:	
Total Project Cost:	
Total Funding Requested from the Denali Commission	
Mailing Address:	
<p>1. <b><u>Project Manager</u></b>          (The Project Manager is the point of contact for any questions regarding the project and will be responsible for project reporting and final close out of the project):</p> <p>2. <b><u>Finance Manager:</u></b>          (The Finance Manager is the person responsible for signing all documents that require authorizing signatures, and will be the point of contact for all finance questions)</p>	<p>Name:          Title:          Phone # and Fax #          E-mail address:</p> <p>Name:          Title:          Phone # and Fax #:          E-mail address:</p>

Community:



## NOMINATION INSTRUCTIONS & ELIGIBILITY REQUIREMENTS

### **Commission Transportation Program Overview:**

On August 10, 2005, Congress passed H.R. 3 - Safe, Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) into law. This Act provides the Denali Commission (Commission) with ~\$15 million annually for federal fiscal year (FFY) 2005 through 2009 for its roads program and ~\$10 million annually for FFY 2005-2009 for waterfront development projects.

Since 2009 the Commission has continued to receive funding for the transportation program under a Continuing Resolution (CR) passed by Congress. The CR extends the existing provisions and funding amounts from SAFETEA-LU. However, transportation program funds are subject to rescission by Congress and the Federal Department of Transportation (DOT). As a result, the Commission does not know the amount of funding it will receive in FY12 for either waterfront development or roads projects. SAFETEA-LU is expected to continue in its current form until Congress passes a new Highway Reauthorization Bill.

The SAFETEA-LU amendment to the Commission's Act required the formation of a Transportation Advisory Committee (TAC) to advise the Commission. The nine member TAC includes by law, four members who represent existing regional native corporations, native non-profit entities, and tribal governments, and four members who represent rural Alaska regions or villages. The Commission's Federal Co-Chair chairs the TAC. The Committee is responsible for providing broad program guidance and for reviewing and recommending eligible projects submitted through the public nominations process to the Federal Co-Chair for final approval.

The Commission has identified the following types of projects as generally well suited to the Roads Program:

- Rural community streets, roads, and board roads
- Roads between rural communities
- Roads between rural communities and the Alaska State highway system
- Roads to access resource development
- Dust control on local streets and roads
- Access to boat launch sites for commercial and subsistence fisheries
- Access to permanent barge landings for fuel and freight transfers
- Storm evacuation roads
- ATV hardened trails

### **Project Nomination Process & Timeline:**

The Transportation Program uses an annual project nomination process to identify and select eligible transportation projects for funding.

Project selections are based on ranking criteria and overall policies adopted by the TAC. Commission staff strongly recommend that nominees refer to the criteria when completing their nominations. The criteria are available on the Transportation Program section of the Commission's website: [www.denali.gov](http://www.denali.gov).

Community:

The Commission typically opens the nomination period for 60 days, conducts staff review of nominations for 30-45 days preceding the nomination period and holds a review and scoring meeting of the TAC after staff review is completed. Nominees are typically notified regarding their project's prioritization 30 days after the TAC meeting concludes. Grants for successful applicants are issued by the Commission no sooner than April and no later than September. The general timeline is subject to change at the Commission's discretion.

**Eligibility & Program Policies:**

The following eligibility requirements apply to all submitted nominations. Submissions that fail to meet any or all of the requirements and policies detailed below **MAY NOT** be forwarded for review and scoring to the TAC:

1. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations apply to projects funded by the Denali Commission. These regulations include compliance with the following:
  - a. FHWA Title 23
  - b. Competitive bid requirements for procurement of **ALL** services, materials, products and contracts
  - c. Davis Bacon wage rates
  - d. Buy America procurement requirements
  - e. National Environmental Policy Act (NEPA)
  - f. Other Federal and State permitting processes and requirements, including but not limited to: State Historic Preservation, Endangered Species Act (ESA), etc.
  - g. A **city, borough or tribal government status** is required for project maintenance agreements. Community associations and 501(c)(3) organizations **ARE NOT** legal entities for the purpose of signing the agreements and **MAY NOT** submit nominations
  - h. The legal applicant or project sponsor **MUST** own the facility it nominates or have the owner's authority to submit the nomination(s). A joint resolution between the owner and the sponsor **IS REQUIRED** as an attachment to the nomination form.
  - i. State of Alaska Department of Transportation and Public Facilities (A-DOT&PF) owned road projects may only be submitted by A-DOT&PF and shall be submitted through the A-DOT&PF Division of Program Development for review and approval by the A-DOT&PF Commissioner

**Failure to adhere to the FHWA and FTA regulations WILL result in projects being excluded from funding eligibility by the Commission and may also result in project costs and proposed components being ineligible for Commission funding and reimbursement.**

2. Individual project requests may be funded up to \$1,000,000. Projects may be funded for different phases of work (i.e., planning, design or construction) but **MAY NOT** be funded twice for the same phase of work. Design projects will generally be funded for no more than 20% of the construction cost estimate.
3. Projects should demonstrate a logical termini and stand-alone scope of work. A legal applicant or project sponsor **MAY NOT** submit phases of a project that do not meet the logical termini standard.

Community:

4. The Commission reserves the right to assign nominated projects to primary program partners such as Western Federal Lands Highway Division (WFLHD) and the United States Corps of Engineers, Alaska District (USACE). The Commission will notify successful nominees of project assignment during February or March when notifications regarding funding are provided.
5. Match funding in the amount of 9.03% of the total project cost is required for all projects and nominations will receive higher scores for varied sources of match. However, the TAC may recommend that small community projects that lack match resources be fully funded by the Commission.
6. In general the program funds projects in three types of phases: planning, design and construction. In some cases the agency may fund items such as technical services under an "other" category. Funding for design and construction projects is defined by the Commission as follows:
  - a. Design phase funding is intended to assist in completing design and attaining the following:
    - i. Preliminary Engineering
    - ii. NEPA documents
    - iii. Wetland and other environmental permits
    - iv. Right of Way (ROW)
    - v. Plans, Specification and Estimates (PS&E) also commonly referred to as Final or 100% Design Drawings
  - b. Construction phase funding is for projects that are ready to proceed to construction and have obtained the following:
    - i. Approved PS&E packages. The nomination requires **ONLY** the title page of the PS&E document be submitted. The Commission will request additional components of the PS&E package once project review is undertaken in December.
    - ii. Approved NEPA and permitting documents
    - iii. ROW

Design and construction documents and associated permits **MUST** be furnished at the Commission's request and will be reviewed by the Commission to ensure they meet FHWA and FTA regulations prior to any grant funds being awarded. The Commission will also review construction bid documents for adherence to FHWA and FTA regulations.

7. The Commission will provide letters to all applicants after the TAC reviews and prioritizes projects and the Federal Co-Chair issues final project funding approvals. The notification letter will also indicate whether the project was assigned to a program partner, what amount of funding the project is prioritized to receive from the Commission, and detail any additional requirements. The letter serves as a notification and **IS NOT** a grant award, or a commitment of funding from the Commission. Grant awards will be issued separately as funding is made available.

**NO action may be taken by the legal applicant prior to signing a grant award. Applicants who proceed with project activities prior to receipt of Commission grant documents do so at their own financial risk and with NO guarantee of Commission funding or reimbursement.**



**NOMINATION FORM**

**I. ROAD PROJECT - NOMINATION SUMMARY**

Name of Applicant:

Date Submitted:

1) Name of Applicant (city, borough, tribal government; DOT&PF or regional tribal nonprofit)

2) Select the description below which most accurately describes the project(s) current status:

1) Planning/New Start

2) Preliminary Design

3) Final Design - National Environmental Policy Act (NEPA)/Permits & Right of Way (ROW) Acquisition

4) Construction Phase

**II. PROJECT INFORMATION**

**A. Project Location**

*1. Describe the geographic location of the community. Please limit this description to no more than one paragraph:*

Community:

**B. Community/Regional Governments**

**Identify the governments in your region:**

City Council:

Borough Assembly or Council:

Tribal Council(s):

Other: Please include regional non-profit, for-profit and CDQ as applicable

**Identify organizations involved in the project development and specify their roles in the project. Please also include the name(s) of any firms who are working on the project on behalf of the applicant (for example engineering firms assisting with ROW or NEPA):**

**C. Project Information**

Include a community map and a project-specific map or drawing, label these documents ATTACHMENT #1.

**Road Project**

1. **Provide a project description, include the following:**
  1. *Site location and description of existing facilities;*
  2. *Proposed replacement, reconstruction and/or expansion of facilities;*

Community:

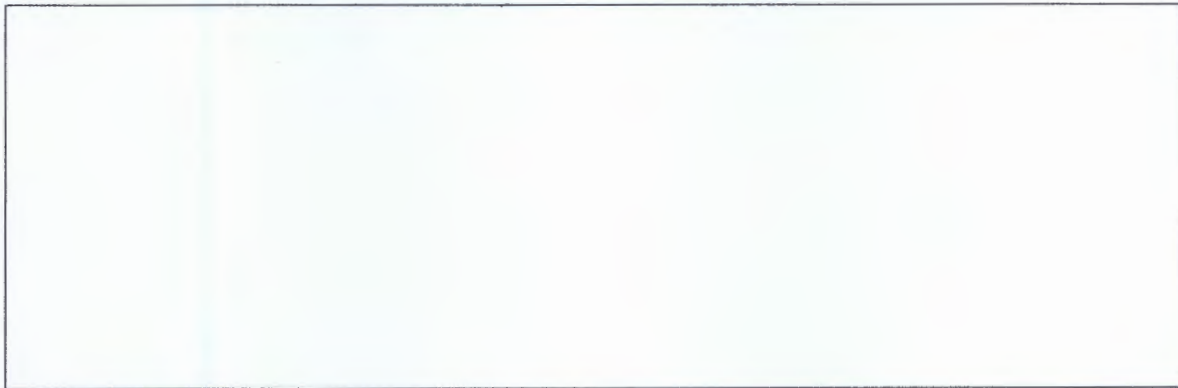
- 2. **Project Type:** Select from the four categories below and provide additional narrative as appropriate.
  - 1. *Basic rehabilitation/repair of an existing road, street or board road;*
  - 2. *Major reconstruction of an existing road or board road;*
  - 3. *New road or board road construction*
  
- 3. **Project Benefits:** Describe the benefits of the project, include the following:
  - 1. *Improvements to community health through reduction of dust, stagnant water or other environmental factors);*
  - 2. *Improvements to quality of life, safety, and economic development;*
  - 3. *Economic benefits – Local, Local/Regional, or Regional/Statewide*
  - 4. *Improvements to port, dock, harbor or barge landing operations*

- 4. **Transportation System Connections:** Describe the connections this project will provide:
  - 1. *Improvements to connections to other transportation modes, including airport, barge landing, port or dock, regional roads?*
  - 2. *Improvements to transport efficiencies.*

- 5. **Project Phase:**  
*Please use one of the following project phase descriptions to describe what stage your project is in, and supply supporting documents. Label these documents ATTACHMENT #2.*

**Project Phase Descriptions**

- *New project start;*
- *Preliminary Design complete with approved NEPA environmental documents;*
- *Design-complete with approved Plans, Specification and Estimates package, including NEPA approval and ROW certification and project permits; final design documents, including Plans, Specifications and Estimates.*
- *Construction underway, with approved bid package, bid tabs, and Notice of Intent to Award documents.*



Please supply only the title sheet and signature sheet for all approved documents, including the bid package. Please supply the complete bid tabs and Notice of Intent to award for construction phase documents.

6. **Community Support:** Include the following as appropriate for your project:
- *resolutions from city, borough and/or tribal governments;*
  - *resolutions from local village corporation;*

Please label as ATTACHMENT #3

7. **Maintenance:**  
Provide a maintenance resolution that identifies the organization responsible for maintaining the completed project.

Please label as ATTACHMENT #4

8. **Project Cost:** Provide the total project cost, indicate the amount requested from the Denali Commission, and complete the match funding table below for all additional funding. For example – a road project with a total project cost of \$2 MM, and a request of \$500,000 from the Commission should detail the source and status of the \$1.5 MM in match in the table)

Community:



**Provide documentation (letter, resolution or email) that demonstrates the status of the match – either secured, or not secured. Label these documents Attachment #5**

- 1. Describe the funding sources and funding devices including, bonds and taxes, being used to finance the project.*
- 2. Describe sponsor or sponsor-managed in-kind contributions including Right-of-Way, building materials, and engineering services.*
- 3. Illustrate what percentage the financial contributions represent of the total project costs. In-kind contributions are not considered as part of this calculation, but should still be included as a source of match as described in item 2 above.*

Match Source(s)	Amount	Status of Funding Source <i>(Please select either: secured, or need to secure)</i>	Percent of Total Project

**II. CHECKLIST OF NOMINATION MATERIALS**

Please note that all documents submitted will be retained by the Denali Commission and will not be returned to the applicant.

ATTACHMENT # 1            Maps, Photos, Plan View Drawings

Community:

- ATTACHMENT # 2      Project Phase Supporting Documentation
- ATTACHMENT # 3      Maintenance Agreement
- ATTACHMENT # 4      Letters of Support/Community Resolutions
- ATTACHMENT # 5      Documentation of Match Sources

**Denali Access System FFY 2006 – 2012 Roads Program Criteria**

**Roads Project Evaluation Criteria**

Criteria	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p><b>1. Project Type</b></p> <p>Rehabilitation, reconstruction or new construction</p> <p>Weight: 3</p>	<p>Improve existing roadbed with minor rehabilitation and repair to correct base, improve drainage and provide a gravel surface.</p>	<p>Improve existing roadbed, with minor rehabilitation and repair to correct base, improve drainage and provide a gravel surface.</p> <p>A portion of the project includes reconstruction of serious foundation or erosion problems.</p>	<p>Primarily major reconstruction; addresses serious foundation or erosion problems over the majority of the route.</p>	<p>New construction over a distance of less than 5 miles that does not have offsetting economic or quality of life benefits.</p>	<p>New construction over a distance of more than 5 miles that does not have offsetting economic or quality of life benefits.</p>
<p><b>2. Health and Quality of Life</b></p> <p>Air/water quality, basic infrastructure quality, access to health care, water and sewer facilities, and other basic services</p> <p>Weight: 7</p>	<p>Provides a significant contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.</p>	<p>Provides a moderate contribution to improved health or quality of life, or reduces or removes an existing negative factor.</p>	<p>Provides no effect either positive or negative on air/water quality or quality of life issues.</p>	<p>Results in some air or water quality degradation or would have adverse quality of life impacts as expressed by the affected community or communities.</p>	<p>Results in significant air or water quality degradation or adverse quality of life impacts as expressed by the affected community or communities.</p>

**Denali Access System FFY 2006 – 2012 Roads Program Criteria**

Criteria	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p><b>3. Safety</b></p> <p>The primary purpose of the project is to improve a demonstrated safety hazard</p> <p>Weight: 3</p>	<p>Addresses major safety hazards with documented accident history.</p> <p>High accident potential or risk between pedestrian uses and vehicular traffic.</p>	<p>Addresses moderate safety hazards and accident potential.</p> <p>Moderate accident potential or risk between pedestrian uses and vehicular traffic.</p>	<p>There is no demonstrated vehicular accident problem or no potential project to resolve demonstrated safety problem.</p> <p>There are no demonstrated traffic conflicts between a pedestrian uses and vehicular traffic.</p>		
<p><b>4. Economic Value</b></p> <p>Road repair, reroute or rehabilitation</p> <p>New road projects are not considered in this criteria</p> <p>Weight: 3</p>	<p>Supports new economic activity, including subsistence activities, or is an access improvement to a community-level or regional economic activity, including subsistence activities.</p> <p>The project is the top priority economic development project in a region-wide development plan.</p>	<p>Supports improved access to regional or local subsistence uses, or industrial, commercial or resource development.</p>	<p>Supports temporary or minor subsistence and/or economic benefits at local or regional level.</p>		

**Denali Access System FFY 2006 – 2012 Roads Program Criteria**

Criteria	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p><b>5. Connectivity</b></p> <p>Improves intermodal connections to airport, barge landing, port or dock and/or reduces redundant facilities</p> <p>Weight: 3</p>	<p>Primary purpose is to provide new connectivity between transport modes. Combines with other capital projects to improve coordination and integration of passenger and/or freight systems and services or clearly reduces the need for significant capital investment in another mode.</p>	<p>Moderately improves the connectivity between modes and enhances coordination and integration of passenger and/or freight systems as part of other road improvement purposes.</p>	<p>Minimal or no effect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes.</p>	<p>Moderately decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode.</p>	<p>Greatly decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode.</p>
<p><b>6. Joint Project</b></p> <p>Funding and/or in-kind services</p> <p>Weight: 2</p>	<p>Three or more agencies in addition to Denali Commission, including local and/or regional governments.</p>	<p>Two agencies in addition to Denali Commission, including local and/or regional governments</p>	<p>Single agency funding in addition to Denali Commission.</p>		
<p><b>7. Project Stage</b></p> <p>Project stage-new start, design start, design complete or construction ready</p> <p>Weight: 3</p>	<p>Construction ready, construction bid documents and maintenance agreements are in place.</p>	<p>Design underway, environmental documents are approved and a maintenance agreement resolution has approved by the government responsible for facility maintenance.</p>			

**Denali Access System FFY 2006 – 2012 Roads Program Criteria**

Criteria	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p><b>8. Public support</b></p> <p>Community and/or regional support</p> <p>Weight: 3</p>	<p>Project support resolution(s) from city and/or tribal councils, as applicable; and from village and/or regional Native corporations as applicable.</p> <p>Project supported in federal and/or state, regional and local plans.</p>	<p>Majority of public record shows support; and nominally supported in federal and/or state, regional and local plans.</p>	<p>Public record is divided or undocumented toward project</p>	<p>Majority of public record shows opposition; and no support in regional or local plans.</p>	<p>Preponderance of public record shows opposition to project including a resolution from the local elected bodies. Project contravenes regional or local plans.</p>
<p><b>9. Maintenance</b></p> <p>Ability of project to either reduce maintenance costs, or ability of project to allow a road or street to be maintained to standards</p> <p>Weight: 2</p>	<p>Provide significant maintenance budget savings, and/or ability to maintain a road to standards through hard surfacing of road.</p> <p>Maintenance cost increases offset by economic, including subsistence values, or safety values associated with the road improvement.</p>	<p>Provide a moderate maintenance budget savings, and/or ability to maintain a road to standards through improved surface and applied palliatives.</p> <p>Maintenance cost increases offset by economic, including subsistence values, or safety values associated with the road improvement.</p>	<p>No maintenance budget savings or improvement in ability to maintain a road to standards.</p>	<p>Moderate increase in maintenance costs without offsetting economic, quality of life or safety benefits.</p>	<p>Significant increase in maintenance costs without offsetting economic, quality of life or safety benefits.</p>
<p><b>10. Capital Costs</b></p> <p>Contributions to the capital cost of projects</p> <p>Weight: 3</p>	<p>Funds over 80% provided by project sponsor.</p>	<p>Project partner provide all funding within 0-80% of total needed for design and construction.</p>			

Total Weight = 32