

Alaska Statewide Community Transportation Program (CTP) Application



Department of Transportation and Public Facilities
Division of Statewide Planning & Program Development
PO Box 112500, 3132 Channel Drive, Room 200, Juneau, AK 99811.2500

Timeline

Responding to community needs is important to DOT&PF and the state. The Call for Projects will be broken into two phases. It is required to submit an NOIA in Phase One to be eligible for the Phase Two Call for Projects.

September 1 - October 3, 2022	Public Comment Opportunity for Project Evaluation Criteria
September 1 - October 31, 2022	Phase One - Intent to Apply - Communities wishing to apply must submit a NOIA form. Applicants will be asked to provide project title, location/termini, scope, short justification, and answer eligibility screening.
November - February 2023	Phase Two - Call for Projects - DOT&PF will use preliminary project information to determine eligibility and prepare a Scope, Schedule, and Estimate. Communities develop full project applications for eligible projects.
March - April 2023	Pre-screening and project package development by DOT&PF for projects to compete at PEB (highest scoring projects).
April 2023	Statewide Project Evaluation Board (PEB) Meeting
May 2023	Project Awards Announced

Overview

Infrastructure Investment and Jobs Act (IIJA) requires the State to have a competitive process to allow eligible entities to submit projects for funding.

The Community Transportation Program (CTP) is a competitive surface transportation program held every 3 years and administered by the Alaska Department of Transportation & Public Facilities (DOT&PF). The CTP solicits community input, nominations, and project sponsorship. Development of projects includes identifying needs through public outreach and involvement, evaluating and scoring eligible projects by a board, and prioritizing and selecting projects to award. Awarded projects will be developed and managed by DOT&PF. This program does not issue grants to communities directly.

Examples of CTP projects would be ones that make new or maintain or improve existing surface transportation facilities, enhance travel and tourism, reduce wildlife-vehicle collisions, improve air quality, and projects that connect different types of transportation such as roads and trails.

Application Instructions

The scoring criteria is included on the application solely to help applicants provide the most useful information in their responses. Applicants should focus their responses on information directly related to determining how their project meets the criteria. Applicants should **not** indicate anywhere on the application how they think their response should score under any criteria.

Urban / Rural vs. Remote Project Criteria

Applicants determined by DOT&PF to be eligible under the *Remote* criteria will be informed of that designation by DOT&PF. All other communities are considered Urban and Rural.

Projects will not advance unless the local community provides federally required match. The DOT&PF Match Policy 09.01.040 may allow for a reduced match amount for routes with a higher functional classification.

We are expecting to award close to \$110 million for CTP for this award cycle.

CTP Projects are limited to two project submissions per public entity with a not-to-exceed federal share amount of \$15,000,000 per submittal, as determined through a DOT&PF certified estimate using recent unit costs and bid tabs from successful bids. DOT&PF is an eligible sponsor for CTP community roads.

Alaska Community Transportation Program 2022 Application

Project Name
Project Location
Project Sponsor

Applicant Information:

Agency/Organization:

Name:

Title:

Email:

Phone:

Address:

City, State, Zip:

Sponsor Information (if applicable):

Agency

Name:

Title:

Email:

Phone:

Address:

City, State, Zip:

Dunns#:

Please include **ALL** relevant attachments with this application, including the following required documents:

- Budget worksheet (provided in application)
- Map of project
- Letters of support/resolution
- Relevant pages from supporting plans/documents

Project description and purpose:

Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features.

Proposed project work already completed:

Please describe any work already completed (planning, pre-design, design, construction).

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Land use within a quarter of a mile of your project (select all that apply):

	Residential
	Employment / Retail Center
	Schools Elementary Middle High College
	Recreation Center
	Federal Public Land
	Other:

1. 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 or from the Environmental Justice Screening and Mapping Tool, <https://ejscreen.epa.gov/mapper/>.

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.

Please describe the economic benefits of your project.

2. Health and 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 or less areas in the definition above.

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

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 measurable contribution to health & quality of life.

Please describe how your project addresses health and quality of life.

3. Safety

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.

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.

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.

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.

Please describe how your project addresses safety.

4. Improves intermodal transportation or lessens redundant facilities

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.

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.

Please describe how your project addresses intermodal transportation or lessens redundant facilities.

5. Local, other agency, or user contributions to fund capital costs

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.

Does this project have a contribution of cash matching funds? If so, list the percent of project costs in excess of the required Federal aid match.

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%.

Please describe how your project meets or exceeds the match requirements.

6. a. Local, other agency or user contribution to fund M&O costs (for non-DOT&PF sponsored projects)

Does this project have a sponsor that will assume ownership and management responsibilities if currently a DOT&PF facility, or will the sponsor assume ownership of another DOT&PF facility of similar M&O cost? Will there be continued sponsor ownership and management responsibility of locally owned facility and the community currently assumes management of greater than 90%, or between 60% and 90% of routes functionally classified as minor collectors or local?

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.

Standard	(5)	(3)	(0)
<p>6a. Local, other agency or user contribution to fund M&O costs (For non-DOT&PF facilities).</p>	<p>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.</p>	<p>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.</p>	<p>The local entities continue ownership of and maintenance and operations responsibility. No change.</p>

Please describe.

6. b. Departmental M&O costs and priority (for DOT&PF sponsored projects)

Does this project have significant or moderate M&O priority? Transferring of management responsibility to a local government will be considered a significant priority.

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.

Please describe.

7. 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.

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.

Please describe the public support for your project.

8. Environmental approval readiness

Projects must include a recent environmental document where the project scope matches the environmental document. Does this project have an approved environmental document? Or will the environmental approval likely be a categorical exclusion (CE) document, environmental assessment (EA), or environmental impact statement (EIS)?

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.

Please describe.

9. Corrects Deficient Roadway (width/grade/alignment)

URBAN AND RURAL PROJECTS: Is this project primarily an asset management preservation project? Is this a route with significant, moderate, or no deficient w/g/a relative to standards impacting system reliability? Does a portion of the project rehabilitate subgrade, appurtenances, or other infrastructure such as sidewalks? Is this project primarily major reconstruction or addresses long-range rehabilitation?

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: The DOT&PF Highway Preconstruction Manual, Chapter 11

Prior coordination with the 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 for a max of 3 pts.

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.

Please describe how your project address roadway deficiencies.

10. Will project provide new and/or improved 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.

Standard	(5)	(3)	(0)
10. 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.

Please describe if your project addresses new and/or improved access.

11. Cost effectiveness

URBAN AND RURAL PROJECTS: The cost effectiveness uses the following algorithm:

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

The 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 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.

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

REMOTE PROJECTS: 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.

Standard	(4-5)	(2-3)	(0-1)	(-1)
11. 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

Please describe.

12. Deficient Bridges

URBAN AND RURAL PROJECTS: 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 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 a 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).

Standard	(5)	(4)	(3)	(2)
12. 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.

If your project proposal includes bridge work, please explain why the bridge work is necessary and the current condition of your bridge.

13. System preservation of existing facility

REMOTE PROJECTS: 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.

Standard	(5)	(3)	(1)
13. 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)

Please describe how your project addresses system preservation.

14. Functional classification

URBAN AND RURAL PROJECTS: 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 functionally classified. Functional classification can be verified in the 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 a DOT&PF Regional Planner based on the DOT&PF functional classification criteria.

- Minor arterial = 5
- Major collector = 3
- Minor collector = 2
- Local roads / streets or unclassified = 0

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

Please provide any supporting information.

15. Is this a joint project?

REMOTE PROJECTS: 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.

Standard	(5)	(3)	(1)
15. 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.

Please describe any project coordination.

16. Other factors not specified

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.

Standard	(5)	(3)	(1)	(0)
16. 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.

Please describe.

Budget

Total Project Cost: \$		
Project delivery phase (design, construction, environmental, etc.)	Federal amount requested (up to 90.97% of total project cost)	Local match (at least 9.03% of total project cost)
	\$	\$
	\$	\$
	\$	\$
	\$	\$
	\$	\$
States requirement of ICAP (7.18%) eligible for Federal funding	\$	\$
TOTAL PROJECT COSTS	\$	\$
TOTAL FEDERAL FUNDS REQUESTED		

By signing this application below, your agency/organization is agreeing to the following stipulations should your project/program be selected for CTP or other Federal Transportation funding:

- **Matching contributions are required for any approved overruns, and these overrun funds are subject to approval by the DOT&PF.**
- Any facility constructed with federal transportation funds must be maintained by the local government and must be open to the public for at least twenty-five (25) years.
- You have consulted with your DOT&PF Regional Planner and identified (after project completion) who will assume ownership including operations and maintenance costs.

Applicant Signature:
Title:
Date:

Please submit this application along with attachments and any additional supporting documentation to:

Email: dot.state.programs@alaska.gov
Please include in your subject line **CTP Application**

Mail: Attn: Maren Brantner
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Juneau, AK 99811-2500