

PROJECT EVALUATION CRITERIA

AIRFIELD PROJECTS GENERAL

Standards	(5)	(3)	(0)	(-3)	(-5)
1. Safety Weighting: 5	Substantially increases safety	Moderately increases safety	Maintains Status Quo	NIA	N/A
2. Health & Quality of Life (Access to Basic Necessities) Weighting: 4	Provides a significant contribution to improved health or quality of life	Provides a moderate contribution to improved health or quality of life	Has no effect either positive or negative on health/quality of life issues	N/A	N/A
3. Economic Benefits Weighting: 3	Provides significant permanent economic opportunities or benefits statewide or interstate. A formal economic evaluation is required.	Provides moderate identifiable, permanent economic opportunities or benefits regionally or locally	Maintains Status Quo	NIA	N/A
4. Community Support Weighting: 2	Community Public record and state/local plans fully support project. A supporting resolution from local government is required for Community class airports. Local Sponsors receive 5 points, if a supporting resolution has been submitted confirming sponsorship.	Majority of public record supports the project. Nominally supported in official state/local plans.	Public record is divided or undocumented towards the project	Majority of public record opposes the project. Not supported in official state/local plans.	Abundance of public record opposes the project. Opposing resolution from local elected body. Contradicts official state/local plans.
5. Community M&O Contribution Weighting: 5	Local government assumes ownership of facility, including M&O responsibilities and federal grant obligations	Local government assumes full M&O responsibility of facility	Local government assumes no new responsibilities or cost	NIA	N/A

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6. Local Capital Contribution Weighting: 5	Contribution of state match, design, ROW, and/or materials: 1 point per each 5% of project cost. All Local Sponsors receive at least 1 point.	Contribution of state match, design, ROW, and/or materials: 1 point per each 5% of project cost. All Local Sponsors receive at least 1 point.	Provides no capital costs; contributes nothing.	N/A	N/A
7. Maintenance & Operations Weighting: 4	Very High M&O priority	Moderate M&O priority	Not an M&O priority	N/A	N/A
8. Security/ Certification (Certified Airports Only) Weighting: 3	Corrects deficiencies to meet minimum requirements	Implements desirable security improvements that are not mandates	No affect on security/certification	N/A	N/A
9. Aviation Alternatives Weighting: 3	N/A	N/A	No access to other public aviation facilities	Moderate facility redundancy with access to another public airport	Substantial facility redundancy with access to another public airport
10. Community Transportation Alternatives Weighting: 4	No other transportation alternatives available	Transportation alternatives available. See Note #1.	Transportation alternatives available. See Note #1.	Other alternatives may provide comparable transportation benefits	Other alternatives will provide superior transportation benefits

Note #1: Under Criteria 10, all season road access available to the contiguous highway system or to an alternative airport = 0. Seasonal road access available to the contiguous highway system or to an alternative airport = 2. All season ferry/barge service available =1. Seasonal ferry/barge service frequency: Weekly or more frequent service = 2; Less frequent than weekly but more frequently than monthly service = 3; Less frequently than monthly service = 4.

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11. Runway Length Extension to Meet 3,300' Statewide Standard for Community Airports Weighting: 5	Existing runway is: less than 2,000 feet = 5 2,000 to 2,499' = 4 See Note # 2 & 3	Existing runway is: 2,500' to 2,999' = 3 Less than 3,200' = 1 See Note # 2 & 3	Existing runway is 3,200 feet or greater = 0 See Note # 2 & 3	N/A	N/A
Note # 2: For airports with existing runways less than 3,000' that do NOT otherwise receive any points under Criteria 11, projects which install runway edge lighting receive 1 point and projects which resurface the runway receive 1 point. Note # 3: For cross wind runway projects, see Criteria Guidance. Note #4: For airport relocation project evaluations the runway lengths evaluated will be the existing airport runway lengths on the airport proposed for relocation.					
12. Runway Surface Condition Weighting: 4	Improves poor/failing surface to all-weather capability	Runway surface condition is acceptable but needs improvement	Runway surface condition is good	N/A	N/A
13. Avigation Hazards: Trees in approach; Aircraft in Safety Area; Severe Xwinds/Turbulence Weighting: 2	Corrects significant hazards	Corrects minor hazards	Maintains Status Quo	N/A	N/A
14. Erosion/ Flooding Weighting: 4	Alleviates immediate threat to airport	Addresses problem needing attention	Maintains Status Quo	N/A	N/A
15. Other Factors Not Previously Evaluated Weighting: 4	Project shows significant innovation or unique benefits not previously evaluated	Project shows moderate innovation or unique benefits not previously evaluated	All project ranking factors previously evaluated	N/A	N/A