

**Alaska Federal Lands Access Program
Project Evaluation Criteria
January 2, 2014**

Federal Lands Access Program					
Scoring Criteria					
Standards	(5)	(3)	(0)	(-3)	(-5)
<p>1. Development, utilization, protection, and administration of the Federal Lands and their recreation and resources.</p> <p style="text-align: center;">Weighting: _</p>	<p>Significant improvement for High-use Federal recreation site or Federal economic generator and its renewable or subsistence resources</p>	<p>Moderate improvement for High-use Federal recreation site or Federal economic generator and its renewable or subsistence resources</p>	<p>No change in improvement for High-use Federal recreation site or Federal economic generator and its renewable or subsistence resources</p>	N/A	N/A
<p>2. Enhancement of economic development at the local, regional or national level including tourism and recreational travel.</p> <p style="text-align: center;">Weighting:</p>	<p>Supports significant new, identifiable, permanent economic <u>opportunities</u> or <u>benefits</u> that are regional in scope such as, connecting communities to the regional transportation system; or upgrading a segment of the regional transportation system; or new access to a regional class destination or resource.</p>	<p>Supports moderate new, identifiable, permanent economic <u>opportunities</u> or <u>benefits</u> that are regional in scope such as, connecting communities to the regional transportation system; or upgrading a segment of the regional transportation system; or new access to a regional class destination or resource.</p>	<p>Supports minimal, permanent economic <u>opportunities</u> or <u>benefits</u> that are regional in scope such as, connecting communities to the regional transportation system; or upgrading a segment of the regional transportation system; or new access to a regional class destination or resource.</p>	N/A	N/A

<p>3a. Continuity of transportation network serving the region, which are economically dependent upon the network. Capacity/demand are considerations in evaluation of this criterion.</p> <p>Weighting: _</p>	<p>Significantly improves continuity of the network by adding a new route, which removes a gap or missing link, or by addressing issues related to capacity to meet demand serving FLMA.</p> <ul style="list-style-type: none"> • Need is identified in Regional Transportation or FLMA's Plan • Sole access to area 	<p>Moderately improves continuity of the network by adding a new route, which removes a gap or missing link, or by addressing issues related to capacity to meet demand serving FLMA.</p> <ul style="list-style-type: none"> • Need is identified or likely to be identified in Regional Transportation or FLMA's Plan • Primary access to area 	<p>Does not appreciably change the continuity of the network, or address issues related to capacity to meet demand serving the FLMA</p> <ul style="list-style-type: none"> • Need is not identified in transportation plans • Alternative access exists to area 	<p>N/A</p>	<p>N/A</p>
<p>3b. Continuity of transportation network serving communities, which are economically dependent upon the network. Capacity/demand are considerations in evaluation of this criterion.</p> <p>Weighting: _</p>	<p>Facility supports a community with high economic dependence on the network by adding a new route, which removes a gap or missing link, or by addressing issues related to capacity to meet demand.</p>	<p>Facility supports a community with high economic dependence on the network by addressing seasonal restrictions of traffic or bottlenecks, or by addressing issues related to capacity to meet demand.</p>	<p>Does not appreciably change the continuity of the network, or address issues related to capacity to meet demand.</p>	<p>N/A</p>	<p>N/A</p>
<p>Standards</p>	<p>(5)</p>	<p>(3)</p>	<p>(0)</p>	<p>(-3)</p>	<p>(-5)</p>

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>4. Mobility: Provide users with efficient, affordable, and agency-appropriate access to and through Federal lands. Includes accessibility changes to meet ADA/ABA regulations</p> <p>Weighting: _</p>	<p>Significantly provides seamless multi-modal connections to and across Federal lands in Alaska.</p> <ul style="list-style-type: none"> • Coordinates between agencies to identify and address gaps in the transportation system. • Significantly reduces travel time and congestion, increases comfort and convenience • Major traffic generator (destination, resource extraction) • Significant Improvement in mode choices • Disseminate user information using a wide variety of methods 	<p>Moderately provides seamless multi-modal connections to and across Federal lands in Alaska.</p> <ul style="list-style-type: none"> • Coordinates between agencies to identify and address gaps in the transportation system. • Significantly reduces travel time and congestion, increases comfort and convenience • Major traffic generator (destination, resource extraction) • Significant Improvement in mode choices • Disseminate user information using a wide variety of methods 	<ul style="list-style-type: none"> • Little or no reduction in travel time and congestion, increases comfort and convenience • Minor traffic generator (destination, resource extraction) • No improvement to mode choices 	N/A	N/A
Standards	(5)	(3)	(0)	(-3)	(-5)

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>5. Safety: Transportation infrastructure will provide safe access for the public to and within Alaska's Federal lands.</p> <p>Weighting: _</p>	<ul style="list-style-type: none"> • Significantly Improves identified crash sites: • Significantly Improves identified hazardous conditions other than crash sites • Improves safety for a wide range of users • Improves collection of safety data • Provides remote travel safety information <p>Apply corrective actions to mitigate hazards or deficiencies through design, education, and enforcement.</p>	<ul style="list-style-type: none"> • Moderately Improves identified crash sites • Moderately Improves identified hazardous conditions other than crash sites • Improves safety for a medium range of users • Improves collection of safety data <p>Apply corrective actions to mitigate hazards or deficiencies through design, education, and enforcement.</p>	<ul style="list-style-type: none"> • No Improvement identified crash sites. Features that have the potential to contribute to accidents have already been removed. • No improvement to hazardous conditions other than crash sites • No change in user safety. 	<p>N/A</p>	<p>N/A</p>
Standards	(5)	(3)	(0)	(-3)	(-5)

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>6. Asset investment: Consider sustainability of operation and maintenance of new and existing assets. Also consider the added cost of a proposed new asset.</p> <p>Also considers multi-modal projects ability to benefit asset management or the associate impact on the project on the multi-modal assets.</p> <p>Build on commonalities between existing asset management system to seek investment of mutual interest. Execute joint projects where possible.</p> <p>Weighting: _</p>	<p>Substantially reduces M & O costs of existing network for the System Operator.</p> <ul style="list-style-type: none"> Strategy: Consider lifecycle costs in the planning process. Strategy: Evaluate the tradeoffs between the cost of maintaining existing assets and investments in new infrastructure. 	<p>Moderate reduction in M & O costs of existing network for the System Operator.</p> <ul style="list-style-type: none"> Strategy: Consider lifecycle costs in the planning process. Strategy: Evaluate the tradeoffs between the cost of maintaining existing assets and investments in new infrastructure. 	<p>No change anticipated in the costs to operate and maintain the transportation system or new construction to the System Operator or the Transportation User.</p>	N/A	N/A
Standards	(5)	(3)	(0)	(-3)	(-5)

Standards	(5)	(3)	(0)	(-3)	(-5)
<p>7. Environment: Protect and enhance natural and cultural resources through comprehensive transportation planning and management.</p> <p>Weighting: _</p>	<p>Significantly contributes to the FLMA's Plan goals and objectives for:</p> <ul style="list-style-type: none"> •Consider indirect effects on regional areas. •Water quality: Ensure protection of open water, wetlands, and aquifers across federal lands. •Air quality: Maintain or improve air quality. •Habitat: Avoid, minimize, or mitigate transportation related impacts. •Cultural: Avoid or minimize negative impacts to culturally significant human settlements, subsistence areas, cultural landscapes, and historic and archaeological sites. •Soils: Avoid or minimize impacts on permafrost and other at risk soil systems. 	<p>Moderately contributes to the FLMA's Plan goals and objectives for:</p> <ul style="list-style-type: none"> •Consider indirect effects on regional areas. •Water quality: Ensure protection of open water, wetlands, and aquifers across federal lands. •Air quality: Maintain or improve air quality. •Habitat: Avoid, minimize, or mitigate transportation related impacts. •Cultural: Avoid or minimize negative impacts to culturally significant human settlements, subsistence areas, cultural landscapes, and historic and archaeological sites. •Soils: Avoid or minimize impacts on permafrost and other at risk soil systems. 	<p>Has no effect either positive or negative towards natural and cultural resources through comprehensive transportation planning and management.</p>	<p>Poorly meets the FLMA's Plan goals and objectives for natural and cultural resources through comprehensive transportation planning and management.</p>	<p>Fails to support the FLMA's Plan goals and objectives for natural and cultural resources through comprehensive transportation planning and management.</p>
Standards	(5)	(3)	(0)	(-3)	(-5)

Standards	(5)	(3)	(0)	(-3)	(-5)
8. Partnerships Weighting: _	Non Public Lands capital contribution for design, ROW, and construction, totaling 50% or more of project cost.	Non Public Lands Match 1 Point for each 10% contribution up to 50% of total project cost.	No other capital contribution.	N/A	N/A
9. Any of the intrinsic qualities: a. Special or unusual scenic attributes, b. historic resources such as National Register, c. cultural or archaeological significance beyond the ordinary, d. recreational potential to provide special services e. Natural setting or factors that are unusual and of special interest. Weighting: __	One point for each one; maximum 5	(See to left.)	None.	N/A	N/A
10. Other Factors not specified above including Total Project Cost Weighting __	Project exhibits significant innovation, creativity, unusual public service, or special service.	Project exhibits moderate innovation, creativity, unusual public service, or special service.	Project exhibits no innovation, creativity, unusual public service, or special service.		
Standards	(5)	(3)	(0)	(-3)	(-5)