

# Nebraska Federal Lands Access Program

## Project Selection Criteria

### Program Eligibility:

**Applicants:** State, county, town, township, tribal, municipal, or local government units are eligible.

**Areas:** Projects that provide access to, are adjacent to, or are located within high-use Federal recreational sites or Federal economic generators. Federal Lands access transportation facilities include public highway, road, bridge, trail, or transit systems that are located on, adjacent to, or provide access to Federal lands which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government.

### Projects:

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to Federal land, and –
  - Adjacent vehicular parking areas;
  - Acquisition of necessary scenic easements and scenic historic sites;
  - Provisions for pedestrians and bicycles;
  - Environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicular caused wildlife mortality while maintaining habitat connectivity;
  - Construction and reconstruction of roadside rest areas, including sanitary and water facilities;
- Operation and maintenance of transit facilities; and
- Any transportation project eligible for assistance under this title that is within or adjacent to, or that provides access to Federal land.

### Program Goals:

The Federal Land Access Program (Access Program) was created through signing of MAP-21. This program allocates funds for projects that “provide access to, are adjacent to, or are located within high-use Federal recreational sites or Federal economic generators”.

### Project Evaluation:

The Program Decisions Committee of each state will make programming decisions. This will be done in cooperation with Federal Land Management Agencies.

## Project Evaluation Criteria:

Staff looked at project selection criteria from a number of programs to recommend the following. The criteria very closely follow those used in project selection for the Forest Highway Program. Per MAP-21, these criteria are “consistent with the planning processes required under 134 and 135. In Section 134, planning processes shall provide for consideration of projects and strategies that will (note, paraphrased):

- **Support the economic vitality** by enabling global competitiveness, productivity, and efficiency;
- **Increase the safety of the transportation system** for motorized and non-motorized users;
- **Increase the security** of the transportation system for motorized and non-motorized users;
- **Increase the accessibility and mobility** of people and for freight;
- **Protect and enhance the environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- **Enhance the integration and connectivity** of the transportation system, across and between modes, for people and freight;
- **Promote efficient system management and operation**; and
- **Emphasize the preservation** of the existing transportation system.<sup>1</sup>

### Applications –Scoring Rubric

**5:** Demonstrates a thorough understanding of how this criterion applies, provides a clear and compelling methodology, and will evaluate multiple opportunities to provide benefits for this criterion.

**4:** Demonstrates a good understanding of how this criterion applies, provides a reasonable methodology, and will investigate opportunities to provide benefits for this criterion.

**3:** Demonstrates a basic understanding of this criterion in general, provides an outlined methodology, and will produce general information to help provide benefits for this criterion.

**2:** Demonstrates a basic understanding of this criterion in general but does not provide an adequate methodology to help provide benefits for this criterion.

**1:** Demonstrates very little of this criterion and does not provide a methodology to provide information relevant to this criterion.

**0:** Does not meet criteria

*Note: for those sub-criteria that do not range from 0 – 5 (ex: 0 – 15), adjust rubric accordingly.*

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<sup>1</sup> 23 USC § 134

## Project Selection Criteria

Criteria	Points	Weight
<b>Criteria 1: Access, Mobility, and Connectivity</b>	<b>25</b>	<b>25%</b>
a. Provides access for high use FLMA recreational site(s)	(0-5)	
b. Only facility accessing FLMA unit (yes or no answer)	(0 or 5)	
c. Improves/provides facilities for alternative modes	(0-5)	
d. Connects to additional routes serving FLMAs	(0-5)	
e. Reduces congestion or improves mobility	(0-5)	
<b>Criteria 2: Economic Development</b>	<b>10</b>	<b>10%</b>
a. Enhances access and connectivity to local communities	(0-5)	
b. Provides or improves access to Federal economic generator	(0-5)	
<b>Criteria 3: Condition</b>	<b>20</b>	<b>15%</b>
a. Improves surface condition of road/pavement	(0-5)	
b. Improves surface condition of bridge structures	(0-5)	
c. Reduces maintenance or operating costs	(0-5)	
d. Current/prior maintenance investment	(0-5)	
<b>Criteria 4: Safety</b>	<b>10</b>	<b>25%</b>
a. Mitigates a known safety issue/reduces crashes, or is identified in completed plan or program	(0-5)	
b. Improves safety for a wide range of users	(0-5)	
<b>Criteria 5: Funding, Coordination and Cost</b>	<b>20</b>	<b>15%</b>
a. Viability of proposed project budget and financial plan	(0-5)	
b. Partnerships and funding from other sources	(0-5)	
c. Project is applicable with, or part of, a State, regional, local, or FLMA plan	(0-5)	
d. Cost effectiveness	(0-5)	
<b>Criteria 6: Natural Resource Protection</b>	<b>10</b>	<b>10%</b>
a. Protects or restores natural, cultural and historical resources	(0-5)	
b. Enhances wildlife connectivity and habitats	(0-5)	
<b>Total:</b>	<b>95</b>	<b>100%</b>

*Note: Points, criteria, and weight can change*