



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Alaska State Office

222 West Seventh Avenue, #13

Anchorage, Alaska 99513-7504

<http://www.blm.gov>



In Reply Refer To:
8300 (93113) P

January 23, 2013

Instruction Memorandum No. AK-2013- 003

Expires: 09/30/2013

To: DSD (930), (940), (950), Field Managers

From: State Director

Subject: BLM Project Proposals for the Alaska Federal Lands Access Program

DD: February 28, 2013

Program Areas: Engineering, Lands, Planning, Recreation, Travel and Transportation Management

Purpose: The purpose of the Alaska Federal Lands Access Program (FLAP) is to provide safe and adequate transportation access to and through Federal Lands for visitors, recreationists, and resource users. This instruction memorandum provides information to managers to work with partners to develop proposals for capital improvement construction, enhancement, planning, and alternative transportation projects that improve access to Bureau of Land Management (BLM)-managed lands in Alaska.

Policy/Action: Project proposals under the Alaska Federal Lands Access Program must be jointly submitted by State/Borough/City or Tribal Governments and co-signed by the BLM District Managers. Proposed projects should be consistent with resource management and travel management plan decisions and have land use authorizations for crossing BLM-managed lands. Attached is the Federal Lands Access Program Request for Proposals, Project Proposal Form, and Project Evaluation Criteria.

Timeframe: Completed project proposal packages must be received by the Western Federal Lands Highway Division by **February 28, 2013**. Copies of project proposal packages should be sent to Randy Goodwin.

Budget Impact: There will be minimal budget impacts.

Background: Proposed projects must be located on a public highway, road, bridge, or trail system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State, borough, town, tribal, municipal, or local

government. The BLM can also apply for an enhancement project for a site owned and maintained by the BLM that is an enhancement to a state or municipal government's transportation facility. The state or municipal government that owns the adjacent route will need to sign the enhancement application also.

Projects proposals will be accepted for capital improvement, enhancement and planning projects that are included in the activities listed below. Capital improvement projects include rehabilitation, restoration, construction, and reconstruction of roads and trails. This includes improvements such as, but not limited to, safety improvements, widening, realignments, surfacing, culverts, bridges, signing and associated roadway appurtenances. Enhancements are road and trail related improvements such as, but not limited to, interpretative signing, kiosks, viewpoints, restrooms, provisions for pedestrians and bicycles, scenic easements, trailheads, and improvements that reduce vehicle-wildlife conflicts. Planning projects include corridor plans, transportation plans, and studies related to transportation. A 9.03% funding match is required for each project. Matching fund sources can include State funds, local funds, Federal Lands Transportation Program, agency FLREA programs, certain in-kind services, and right of way acquisition. More information can be found at <http://www.wfl.fhwa.dot.gov/programs/flap/>.

Manual/Handbook Sections Affected: None.

Coordination: Development of this IM was coordinated with the BLM-Alaska Engineering program.

Contact: For additional information contact Randy Goodwin, Travel Management and OHV Coordinator, 907-474-2369.

Signed by:
Bud Cribley
Alaska State Director

Authenticated by:
Anita R. Jette
Records Specialist

3 Attachments

- 1 - Alaska Request for Project Proposals (5 pp)
- 2 - Alaska Access Program Project Proposal Form (8 pp)
- 3 - Alaska Access Program Project Evaluation Criteria (7 pp)



U.S. Department
of Transportation

**Federal Highway
Administration**

Western Federal Lands Highway Division
610 E. Fifth Street
Vancouver, WA 98661
Phone 360-619-7700
Fax 360-619-7846

January 2, 2013
Sent Via Electronic Mail

In Reply Refer To: HFL-17

Federal Land Managers
Alaska Department of Transportation and Public Facilities
Regional & Local Governments
Tribal Governments

Re: Request for Project Proposals
2013 Alaska Federal Lands Access Program

Greetings:

The Alaska Federal Lands Access Program (AK Access Program) is soliciting proposals for capital improvement construction, enhancement, planning, and alternative transportation projects in FY 2013 through FY 2018. Project approvals will be contingent upon availability of funds. Attached are the Federal Lands Access Program Project Proposal form and Evaluation Criteria. The proposals must be received by **February 28, 2013**.

Applications would be completed by the State/Borough/City or Tribal Governments with the specific Federal Land Management Agency (FLMA) co-signing the application. Close coordination with the specific FLMA on a proposed project is important. This letter includes a list of contacts for each FLMA.

The AK Access Program would like to emphasize that:

- There is only \$7 million annually for this program;
- The program would like to distribute funds across the State of Alaska and between FLMAs; and
- Leverage the limited Access Program funds with other funding sources.

What is the purpose of the Federal Lands Access Program (Access Program)?

The purpose of the Access Program is to provide safe and adequate transportation access to and through Federal lands for visitors, recreationists, and resource users.

Where can projects be located?

Proposed projects must be located on a public highway, road, bridge, or trail system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a state or municipal government.

Who may apply?

The state and local agencies interested in a project should work closely with the appropriate FLMA in developing the application. All proposals must be submitted by the state or local agency with title or maintenance responsibility in close consultation with the FLMA. The entity with title or maintenance responsibility must be a state or municipal government.

FLMAs can apply for an enhancement project for a site owned and maintained by the FLMA that is an enhancement to a state or municipal government's transportation facility. The FLMA would need to get the state or municipal government that owns the adjacent route to sign the enhancement application also.

What types of proposals will be considered?

Projects proposals will be accepted for capital improvement, enhancement and planning projects that are included in the activities listed below. Capital improvement projects include rehabilitation, restoration, construction, and reconstruction of roads and trails. This includes improvements such as, but not limited to, safety improvements, widening, realignments, surfacing, culverts, bridges, signing and associated roadway appurtenances. Enhancements are road and trail related improvements such as, but not limited to, interpretative signing, kiosks, viewpoints, restrooms, provisions for pedestrians and bicycles, scenic easements, trailheads, and improvements that reduce vehicle-wildlife conflicts. Planning projects include corridor plans, transportation plans, and studies related to transportation.

The following activities will be considered in this call:

- 1) Rehabilitation, restoration, construction and reconstruction of transportation facilities.
- 2) Adjacent vehicular parking areas.
- 3) Provisions for pedestrian and bicycles.
- 4) Environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-wildlife mortality while maintaining habitat connectivity.
- 5) Construction and reconstruction of roadside rest areas, including sanitary and water facilities.
- 6) Other appropriate public road facilities, as determined by the Secretary.
- 7) Operation and maintenance of transit facilities.

Proposed projects should also be identified in a statewide, regional, county, local, or tribal transportation plan and a Federal Land Management Plan.

What size of project will be considered?

The AK Access Program is currently estimated to receive about \$7.0 million annually. The final amount will be determined within the next few months based on data provided by the FMLAs.

Projects in all funding amounts will be considered and evaluated. However, due to limited program funding amounts, projects will receive additional consideration when the project size is under \$7.0 million and there is funding leveraged from other sources.

In addition, the program requires a match of 9.03 percent of the total project costs. The match will follow the current guidance requirements established by Alaska Department of Transportation for Federal-Aid projects.

How will the projects be evaluated?

A Project Selection Team will evaluate and prioritize the proposed projects according to following areas: Safety, Preservation, Recreation, Economic, Mobility, and Environmental (see attached Evaluation Criteria). In addition, preference shall be given to projects that provide access to, are adjacent to, or are located within high-use Federal recreation sites or Federal economic generators, as identified by the FLMA.

The Project Selection Team will include representatives from the Federal Highway Administration, Alaska Department of Transportation, Alaska Municipal League, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and the U.S Army Corp of Engineers.

How will a final decision be made on the proposals?

After the project proposals are evaluated and prioritized, the Program Decision Committee (Federal Highway Administration, Alaska Department of Transportation, and Alaska Municipal League) will make a final decision on the project proposals. The Committee will make these decisions while also considering such things as project support, project readiness, agency priorities, applicant's share of project costs, availability of funds, project development delivery schedules, previous federal investment specifically related to the project, environmental and right-of-way time constraints. The Committee also will coordinate with the FLMAs prior to making a final decision. The final decision on the project proposals should be made by summer 2013.

How do I submit a proposal?

The best available data should be used in completing the project proposal forms. Maps and photos should be included to support the proposal. Letters of support from other entities that will not be signing the official application may also be included. Email the completed proposal form with all required maps, signatures, and photos to WFL.CallForProjects@dot.gov. The proposal must be received by **February 28, 2013**. The total file size for the proposal form (including maps and photos) should not exceed 10 megabytes.

What about previously approved Forest Highway projects?

Attached is the Forest Highway Program and Federal Lands Access Program Project Status list. The list shows which projects have been approved for funding by either the Forest Highway Program or the Access Program.

Projects that are shown as "Funded" do not need to resubmit a project proposal.

Who should I contact if I have questions?

Should you have any questions, please contact Pete Field or the Federal Lands Access Program coordinator for your agency:

Agency	Contact	Phone	Email Address
Federal Highway Administration	Pete Field	360-619-7619	peter.field@dot.gov
Alaska Department of Transportation	Mike Vigue	907-465-2065	mike.vigue@alaska.gov
Alaska Municipal League	Kathie Wasserman	907-586-1325	kathie@akml.org
US Forest Service	Amy Thomas or Marie Messing	503-808-2473 or 907-586-8834	aethomas@fs.fed.us or mmessing@fs.fed.us
National Park Service	Paul Schrooten	907-644-3388	paul_schrooten@nps.gov
Bureau of Land Management	Randy Goodwin	907-474-2369	Randy_Goodwin@blm.gov
US Fish & Wildlife Service	Troy Civitillo	907-786-3579	troy_civitillo@fws.gov
US Army Corp of Engineers	Tim Feavel	907-488-2748	tim.a.feavel@usace.army.mil

Sincerely yours,

/s/ Peter C. Field

Pete Field
Program Coordination Manager

PF/nr

Attachments (3):

ecc: Sam Carlson, Director of Engineering Management, USFS Region 10, AK
Christy Darden, Deputy Director, USFS Region 6 and 10, OR
Amy Thomas, Federal Liaison, USFS, Region 6, 10 and 1, OR
Marie Messing, Transportation Systems Engineer, USFS, Region 10, AK
Paul Schrooten, Regional Transportation Program Coordinator, NPS, AK
Randy Goodwin, Alaska Travel Mngmt and OHV Coordinator, BLM, AK
Troy Civitillo, Facility Prgms/Refuge Roads Coordinator USFWS, AK
Tim Feavel, Senior Park Ranger, ACOE, AK
Jeff Ottesen, Program Development Director, AKDOT, AK
Mike Vigue, Chief of Surface Transportation Programs, AKDOT, AK

January 2, 2013
2013 Project Proposals
Page Five

Kathie Wasserman, Executive Director, AKML, AK
John Lohrey, Statewide Programs Team Leader, FHWA, AK
Phyllis Chun, Planning & Programs Manager, WFLHD, WA
Tom Erkert, Federal Lands Access Program Manager, WFLHD, WA
Ted Wood, Project Management Engineer, WFLHD, WA
Dennis Quarto, Project Development Engineer, WFLHD, WA
Cheryl Clark, Technical Systems Engineer, WFLHD, WA

2013 Alaska Federal Lands Access Program

Project Proposal

(Use this form for Road, Trail, Enhancements, and Planning Projects)

(To be completed by the State/Local Agency/Local/Tribal Government with a joint signature from the appropriate Federal Land Manager)

Project Name:	
Route Name/ Number:	<i>Asset number or general route number and local name of the transportation facility</i>
State/Local Government Applicant:	<i>Entity applying for the proposed project</i>
Name and Ownership of Federal Land(s) Accessed by Project:	<i>Unit of the Bureau of Land Management, National Park Service, Fish and Wildlife, Forest Service or US Army Corps of Engineers.</i>
Ownership of the Transportation Facility:	<i>Who owns the transportation facilities?</i>
Entity responsible for maintenance:	<i>Who has the maintenance responsibility for the transportation facility? The question of maintenance responsibility is related to the eligibility language in MAP-21 for a Federal Lands Access route.</i>
Contact Name, address, phone, and email	Name: Address: Phone: Email:
Type of project proposed:	<input type="checkbox"/> Planning or Research <input type="checkbox"/> Design <input type="checkbox"/> Construction (road construction, reconstruction, rehabilitation) <input type="checkbox"/> Enhancement (Enhancement to a transportation facility: wayside, kiosk, restroom) <input type="checkbox"/> Alternative Transportation <input type="checkbox"/> Trail <input type="checkbox"/> Intelligent Transportation System

Project Termini (location)	Mile Posts	Latitude	Longitude		
Begin				Project Length (miles)	
End					

Estimated Total Project Costs	\$	
Funds Requested from Federal Lands Access Program	\$	
Required Match	\$	From: _____

Functional Classification of the roadway: (Show official designations of route.)

National Highway System Arterial Major Collector Minor Collector Local Road

Traffic Volumes	Current		20 year Projections	Basis for projections? (e.g. Transportation plan, population growth rate...)
	Actual Counts	Estimated		
Average Daily Traffic (ADT) on Highway				
Seasonal Average Daily Traffic (peak season) (SADT) on Highway				
Other Traffic Data:				
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)

Problem Statement: What purpose does this roadway serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in road use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc.

Detailed description of proposed work: 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. Include optimum year work should be done and year work needs to be done no later than.

Right-of-Way, Permitting, NEPA Compliance: Describe the project's potential need for of right-of-way, possible permitting required, and the level of NEPA compliance either completed or needed.

Utilities: Identify utilities in the roadway corridor. Would relocation be needed? Would relocation require reimbursement to the utility owner? What is the estimated cost of reimbursement?

Project is identified within the following (Check all that apply and show plan name):

- System Transportation Plan:
- Land Management Plan:
- Regional Transportation Plan:
- Local Agency Transportation System Plan:
- Tribal Transportation Plan:
- Other Transportation Plan:

Describe any other environmental or social issues that should be considered that are within the project area: Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

Describe the range of attitudes, both support and opposition, that this proposed project will receive from organizations, the public and cooperating agency: State the basis for this supposition and include coordination efforts and public involvement efforts completed to date.

The lead agency for project delivery will be WFLHD. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation:

Total Project Budget: Fill-in estimates for appropriate items. Please attach an itemized budget or cost estimate sheet to the application

Item	Total
Planning	\$
Compliance	\$
Permitting	\$
Design and Preliminary Work (Pre-construction)	
Construction (including mobilization, contingency, and construction management)	
Right of Way	\$
Other:	\$
TOTAL ESTIMATED PROJECT COST	\$

Required Local Contribution to Project: (Describe the financial plan to provide the required 9.03% match for the project? Example match sources include State funds, local funds, Federal Lands Transportation Program, in-kind services, and right of way acquired.)

Other contributions to the project: (Describe any additional contributions secured or being sought to implement the project proposal.)

Summarize the other funding to the project:

Other Funding Contributions to Project:	\$	From:	
Other Funding Contributions to Project:	\$	From:	
Other Funding Contributions to Project:	\$	From:	

Schedule for Project Development: (Describe the current state of planning, permitting, compliance and design. Describe the source(s) of construction funds in addition to the Access Program)

How does the project relate to the following evaluation criteria?

Please provide information about how the project relates to each for the applicable criteria. Questions are provided as a guide to the response. This space will automatically expand to hold the words you type. The ranking team will appreciate concise responses addressing the ranking factor.

1. Development, utilization, protection, and administration of the Federal Lands and their recreation and resources.

Describe improvements for access to High-use Federal recreation site or Federal economic generator and its' recreation, renewable or subsistence resources associated with Federal Lands. Describe the recreation or resource utilized if the project is implemented. Forecast the effect expected from changes in access, development, restoration, utilization, protection and/or administration to the extent you are able.

Factor 1 response:

2. Enhancement of economic development at the local, regional or national level including tourism and recreational travel.

Identify the long term economic opportunities associated with the project. Also describe the scope of the economic development benefits. Industries to consider are tourism, recreation, logging, forest products, fisheries, mining, energy and transportation. Describe how the proposed improvements enable, support and sustain long term economic health of the community, region and the State. NOTE that the ranking team will not consider the short term effects of implementing the project, i.e. construction employment in the raking of the project.

Factor 2 response:

3a. Continuity of transportation network serving the region, which are economically dependent upon the network. Capacity/demand are considerations in evaluation of this criterion.

Are there gaps or missing links in the transportation system that the proposed project will address? What other practical routes or alternatives are available? How does existing demand compare to the capacity of the current facility? Is the need identified in a local, regional or State transportation plan for the Federal Land Management Agency plan?

Factor 3a response:

3b. Continuity of transportation network serving communities, which are economically dependent upon the network. Capacity/demand are considerations in evaluation of this criterion.

Identify how the community or communities are economically dependent on the network, and the elements that comprise that economy (e.g. fishery, timber, mining, hydro, tourism, etc.). How will the proposed project provide continuity to the transportation network and support the community's economic goals/needs, cost of living or economic plan?

Factor 3b response:

4. Mobility: Provide users with efficient, affordable, and agency-appropriate access to and through Federal lands. Includes accessibility changes to meet ADA/ABA regulations

Describe access improvements or improved accessibility in terms of the user travel opportunity: user cost, speed, capacity, reliability, convenience, and service frequency.

Factor 4 response:

5. Safety: Transportation infrastructure will provide safe access for the public to and within Alaska's Federal lands.

Describe the improvements to user safety by reducing hazardous features that have a history of accidents. Proposed mitigation which is recognized in practice to address a major portion of crashes on a segment or intersection with a crash rate exceeding the Critical Rate defined in the HSIP or a documented high accident potential between a major non-motorized use and vehicular traffic. Describe improvement to the identified hazardous conditions other than crash occurrences. Describe the range of users that are affected by the safety improvement. Also describe how the proposed project relates to any education and enforcement opportunities to improve safety.

Factor 5 response:

6. Asset investment planning: Consider sustainability of operation and maintenance of new and existing multimodal assets.

Describe the condition of the multi-modal assets including transportation facility surface, bridge structures and safety problems connected to the existing transportation system addressed by the proposed project. Do the state or local agency pavement, bridge and/or safety management systems recommend the proposed improvements? Describe how the project addresses the existing road, bridge, trail, parking, or alternative transportation system conditions and any system management recommendations. If bridge structures have deficiencies, include bridge number, condition rating, and the most recent bridge inspection report. Describe the tradeoffs between cost of maintaining the existing assets and investments in new assets.

Factor 6 response:

7. Environment: Protect and enhance natural and cultural resources through comprehensive transportation planning and management.

Describe how the proposed project implements the goals and objectives of the Federal Land Management Agency's (FLMA's) plans at the appropriate ecosystem scale (explain the indirect effects on the regional area). Explain how the project ensures protection of open water, wetlands, and aquifers across Federal lands. Explain how the project maintains or improves air quality. How does the project affect wildlife habitat by avoiding, minimizing, or mitigating transportation related impacts? Explain how the project avoids or minimizes negative impacts to culturally significant human settlements, subsistence areas, cultural landscapes, and historic and archaeological sites.

Factor 7 response:

8. Partnerships. Describe the non Federal Land Access Program capital contributions for planning, scoping, design, right-of-way, and construction. What percentage of the proposed project total cost will be funded through means other than the Federal Lands Access Program? Identify the contributing partners' type of contribution, amount, and when those funds will be available. What other contributions (in-kind, donating materials, etc.)

Factor 8 response:

9. Intrinsic Qualities. Describe any qualities that are applicable to the proposed project:

- 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.
-

Factor 9 response:

10. Other Factors. Does the project exhibit significant innovation or creativity not included in any of the factors above? Are there project characteristics not accounted for by the previous standards?

Factor 10 response:

Other Remarks:

**JOINT ENDORSEMENT- This project is supported and endorsed by:
(add agency endorsements as needed)**

Federal Land Agency(ies):	Agency with Title or Maintenance Responsibility:
Federal Land Manager Name:	Authorized Agency Official:
Title:	Title:
Signature:	Signature:
Date:	Date:
E-Mail:	E-Mail:
Telephone:	Telephone:
Point of Contact:	Point of Contact:
Title:	Title:
E-mail:	E-mail:
Telephone:	Telephone:

Provide a high quality map clearly showing the project location and project termini.

The best available data should be used in completing the project proposal form. Photos should also be included that support the proposal.

The proposal must be received by **February 28th, 2013**. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

Should you have any questions, please contact Pete Field or the Federal Lands Access Program coordinator for your agency:

Email the completed proposal form with all maps, signatures, and photos to:

WFL.CallForProjects@dot.gov

Agency	Contact	Phone	Email Address
Federal Highway Administration	Pete Field	360-619-7619	peter.field@dot.gov
Alaska Department of Transportation	Andy Hughes	907-465-1776	andy.hughes@alaska.gov
Alaska Municipal League	Kathie Wasserman	907-586-1325	kathie@akml.org
US Forest Service	Amy Thomas OR Marie Messing	503-808-2473 907-586-8834	aethomas@fs.fed.us mmessing@fs.fed.us
National Park Service	Paul Schrooten	907-644-3388	paul_schrooten@nps.gov
Bureau of Land Management	Randy Goodwin	907-474-2369	Randy_Goodwin@blm.gov
US Fish & Wildlife Service	Troy Civitillo	907-786-3579	troy_civitillo@fws.gov
US Army Corp of Engineers	Tim Feavel	907-488-2748	tim.a.feavel@usace.army.mil
Bureau of Reclamation			

**Alaska Federal Lands Access Program
Project Evaluation Criteria
January 2, 2013**

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 	<p>N/A</p>	<p>N/A</p>
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. 	N/A	N/A
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>	<p>N/A</p>	<p>N/A</p>
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)