

Denali Access System FFY 2006 – 2009 Roads and Waterfront Development Program

Roads Project Evaluation Criteria

Criteria	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p>1. Project Type</p> <p>Rehabilitation, reconstruction or new construction</p> <p>Weight: 3</p>	<p>Improve existing roadbed with minor rehabilitation and repair to correct base, improve drainage and provide a gravel surface.</p>	<p>Improve existing roadbed, with minor rehabilitation and repair to correct base, improve drainage and provide a gravel surface.</p> <p>A portion of the project includes reconstruction of serious foundation or erosion problems.</p>	<p>Primarily major reconstruction; addresses serious foundation or erosion problems over the majority of the route.</p>	<p>New construction over a distance of less than 5 miles that does not have offsetting economic or quality of life benefits.</p>	<p>New construction over a distance of more than 5 miles that does not have offsetting economic or quality of life benefits.</p>
<p>2. Health and Quality of Life</p> <p>Air/water quality, basic infrastructure quality, access to health care, water and sewer facilities, and other basic services</p> <p>Weight: 7</p>	<p>Provides a significant contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.</p>	<p>Provides a moderate contribution to improved health or quality of life, or reduces or removes an existing negative factor.</p>	<p>Provides no effect either positive or negative on air/water quality or quality of life issues.</p>	<p>Results in some air or water quality degradation or would have adverse quality of life impacts as expressed by the affected community or communities.</p>	<p>Results in significant air or water quality degradation or adverse quality of life impacts as expressed by the affected community or communities.</p>

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<p>3. Safety</p> <p>The primary purpose of the project is to improve a demonstrated safety hazard</p> <p>Weight: 2</p>	<p>Addresses major safety hazards with documented accident history.</p> <p>High accident potential or risk between pedestrian uses and vehicular traffic.</p>	<p>Addresses moderate safety hazards and accident potential.</p> <p>Moderate accident potential or risk between pedestrian uses and vehicular traffic.</p>	<p>There is no demonstrated vehicular accident problem or no potential project to resolve demonstrated safety problem.</p> <p>There are no demonstrated traffic conflicts between a pedestrian uses and vehicular traffic.</p>		
<p>4. Economic Value</p> <p>Road repair, reroute or rehabilitation</p> <p>New road projects are not considered in this criteria</p> <p>Weight: 3</p>	<p>Supports new economic activity or is an access improvement to a community-level or regional basic economic activity.</p> <p>The project is the top priority economic development project in a region-wide development plan.</p>	<p>Supports improved access to regional or local industrial, commercial or resource development</p>	<p>Supports temporary or minor economic benefits at local or regional level.</p>		

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<p>5. Connectivity</p> <p>Improves intermodal connections to airport, barge landing, port or dock and/or reduces redundant facilities</p> <p>Weight: 2</p>	<p>Primary purpose is to provide new connectivity between transport modes. Combines with other capital projects to improve coordination and integration of passenger and/or freight systems and services or clearly reduces the need for significant capital investment in another mode.</p>	<p>Moderately improves the connectivity between modes and enhances coordination and integration of passenger and/or freight systems as part of other road improvement purposes.</p>	<p>Minimal or no effect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes.</p>	<p>Moderately decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode.</p>	<p>Greatly decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode.</p>
<p>6. Joint Project</p> <p>Funding and/or in-kind services</p> <p>Weight: 2</p>	<p>Three or more agencies in addition to Denali Commission, including local and/or regional governments.</p>	<p>Two agencies in addition to Denali Commission, including local and/or regional governments</p>	<p>Single agency funding in addition to Denali Commission.</p>		
<p>7. Project Stage</p> <p>Project stage-new start, design start, design complete or construction ready</p> <p>Weight: 3</p>	<p>Construction-ready with approved Plans, Specifications and Estimates, and local maintenance agreements are in place.</p>	<p>Final design is underway, NEPA environmental documents are approved, and a maintenance agreement resolution has been approved by the government responsible for facility maintenance.</p>			

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<p>8. Public support</p> <p>Community and/or regional support</p> <p>Weight: 4</p>	<p>Project support resolution(s) from city and/or tribal councils, as applicable, and from village and/or regional Native corporations as applicable.</p> <p>Project supported in federal and/or state, regional and local plans.</p>	<p>Majority of public record shows support; and nominally supported in federal and/or state, regional and local plans.</p>	<p>Public record is divided or undocumented toward project</p>	<p>Majority of public record shows opposition; and no support in regional or local plans.</p>	<p>Preponderance of public record shows opposition to project including a resolution from local elected bodies. Project contravenes regional or local plans.</p>
<p>9. Maintenance</p> <p>Ability of project to either reduce maintenance costs, or ability of project to allow a road or street to be maintained to standards</p> <p>Weight: 2</p>	<p>Provides significant maintenance budget savings, and/or ability to maintain a road to standards though hard surfacing of road.</p> <p>Maintenance cost increases offset by economic or safety values associated with the road improvement.</p>	<p>Provides a moderate maintenance budget savings, and/or ability to maintain a road to standards through improved surface and applied palliatives.</p> <p>Maintenance cost increases offset by economic or safety values associated with the road improvement.</p>	<p>No maintenance budget savings or improvement in ability to maintain a road to standards.</p>	<p>Moderate increase in maintenance costs without offsetting economic, quality of life or safety benefits.</p>	<p>Significant increase in maintenance costs without offsetting economic, quality of life or safety benefits.</p>
<p>10. Capital Costs</p> <p>Contributions to the capital cost of projects</p> <p>Weight: 3</p>	<p>Funds up to 80% provided by project sponsor.</p>	<p>Project partner provide all funding within 40-80% of total needed for design and construction.</p>			

Total Weight = 31

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Waterfront Development Project Evaluation Criteria

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Criteria	(5)	(3)	(0)	(-3)	(-5)
<p>1. Safety</p> <p>The primary purpose of the project is to improve operational safety</p> <p>Weight: 5</p>	<p>Improves critical safety features and/or corrects hazards and deficiencies.</p>	<p>Reduces potential hazards, and/or potential personal injury claims.</p>	<p>No impact on safety</p>		
<p>2. Maintenance</p> <p>Reduce maintenance costs</p> <p>Weight: 3</p>	<p>Existing facility repair and/or rehabilitation substantially reduces maintenance costs.</p> <p>New project that provides protection to facilities with a history of high damage and maintenance cost.</p> <p>New barge landings</p>	<p>Existing facility repair and/or rehabilitation moderately reduces maintenance costs.</p> <p>New project that provides moderate protection to existing facilities in exposed locations.</p>	<p>Project will does not increase or reduce maintenance costs.</p> <p>New project whose purpose is not maintenance protection.</p>	<p>Moderate increase in maintenance costs without offsetting economic, or safety benefits</p>	<p>Significant increase in maintenance costs without offsetting economic, or safety benefits</p>
<p>3. Operations</p> <p>Project components important to safe and economic operations</p> <p>Weight: 3</p>	<p>Critical components to an existing facility or service including, approaches, gangway and floats.</p> <p>Other components are sound and operational and capacity is serviceable.</p>	<p>Primarily an alternate barge landing, or harbors components that include grid, water and electrical system, work floats and /or capacity improvements.</p> <p>Improvements improve function and add moorage capacity.</p>	<p>Upland components including restrooms, harbor master office, parking lot.</p> <p>Improvements change function but do not add moorage capacity.</p>		

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<p>4. Economic Value</p> <p>Improves economic conditions locally and/or regionally; provides intermodal connections that enhance economic values</p> <p>Weight: 2</p>	<p>Supports significant new, identifiable, sustained regional economic benefits</p> <p>Primarily a commercial facility</p> <p>Preserves regionally significant economic benefits.</p> <p>Barge landing at sub-regional hub</p>	<p>Supports moderate new, identifiable, sustained regional and/or local economic benefits.</p> <p>50% or more a commercial facility.</p> <p>Preserves regional or local economic benefits.</p> <p>Barge landing at local community.</p>	<p>Supports minimal or temporary economic benefits.</p> <p>Provides or preserves nominal benefits.</p>		
<p>5. Harbor Capacity</p> <p>Increases harbor capacity to meet new subsistence, commercial and/or charter fleet demand</p> <p>Weight: 2</p>	<p>Increase capacity needed to meet demonstrated demand by new or evolving subsistence, commercial or charter fleet vessels.</p> <p>There is no other existing facility in community.</p>	<p>Increase capacity needed to meet demonstrated demand for new or evolving subsistence, commercial and/or charter fleet vessels.</p> <p>There are other existing facilities in community.</p>	<p>No demonstrated need to increase harbor capacity.</p>		
<p>6. Service Life</p> <p>The period of years repaired, rehabilitated, or constructed component will last.</p> <p>Weighting: 3</p>	<p>More than 15 years</p>	<p>15 to 10 years</p>	<p>Less than 10 years</p>	<p>Less than 5 years</p>	<p>Less than 3 years</p>

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<p>7. Connectivity</p> <p>Improves intermodal connections to airport, barge landing, port or dock and/or reduces redundant facilities</p> <p>Weight: 4</p>	<p>Primary purpose is to provide new connectivity between transport modes. Combines with other capital projects to improve coordination and integration of passenger and/or freight systems and services or clearly reduces the need for significant capital investment in another mode.</p>	<p>Moderately improves the connectivity between modes and enhances coordination and integration of passenger and/or freight systems as part of other road improvement purposes.</p>	<p>Minimal or no effect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes.</p>		
<p>8. Project Stage</p> <p>Project stage-new start, design start, design complete or construction ready</p> <p>Weighting: 2</p>	<p>Construction ready with PS&E set. 10% or less contribution is needed to bring the project to construction phase.</p> <p>Maintenance agreements are in place.</p>	<p>Construction ready with PS&E set. 30% or less contribution is needed to bring the project to construction phase.</p> <p>Maintenance agreements are in place.</p>	<p>Design start and maintenance agreements are being prepared.</p>		

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<p>9. Public support</p> <p>Community and/or regional support</p> <p>Weight: 5</p>	<p>Project resolutions from city and/or tribal councils, as applicable; and from village and/or regional Native corporations as applicable.</p> <p>Project supported in federal and/or state, regional and local plans.</p>	<p>Majority of public record shows support; and nominally supported in federal and/or state, regional and local plans.</p>	<p>Public record is divided or undocumented toward project</p>	<p>Majority of public record shows opposition and no support in regional or local plans.</p>	<p>Preponderance of public record shows opposition to project including a resolution from the local elected bodies and contravenes regional or local plans.</p>

Total Weight=29