

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

### Roads Project Evaluation Criteria

Criteria	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
<p><b>1. Project Type</b></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><b>2. Health and Quality of Life</b></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><b>3. Safety</b></p> <p>The primary purpose of the project is to improve a demonstrated safety hazard</p> <p>Weight: 3</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><b>4. Economic Value</b></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, including subsistence activities, or is an access improvement to a community-level or regional economic activity, including subsistence activities.</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 subsistence uses, or industrial, commercial or resource development.</p>	<p>Supports temporary or minor subsistence and/or economic benefits at local or regional level.</p>		

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<p><b>5. Connectivity</b></p> <p>Improves intermodal connections to airport, barge landing, port or dock and/or reduces redundant facilities</p> <p>Weight: 3</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><b>6. Joint Project</b></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><b>7. Project Stage</b></p> <p>Project stage-new start, design start, design complete or construction ready</p> <p>Weight: 3</p>	<p>Construction ready, construction bid documents and maintenance agreements are in place.</p>	<p>Design underway, environmental documents are approved and a maintenance agreement resolution has approved by the government responsible for facility maintenance.</p>			

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<p><b>8. Public support</b></p> <p>Community and/or regional support</p> <p>Weight: 3</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 the local elected bodies. Project contravenes regional or local plans.</p>
<p><b>9. Maintenance</b></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>Provide significant maintenance budget savings, and/or ability to maintain a road to standards through hard surfacing of road.</p> <p>Maintenance cost increases offset by economic, including subsistence values, or safety values associated with the road improvement.</p>	<p>Provide 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, including subsistence values, 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><b>10. Capital Costs</b></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 = 32

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

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

### Waterfront Development Project Evaluation Criteria

	<b>Scoring Criteria</b>				
<b>Criteria</b>	<b>(5)</b>	<b>(3)</b>	<b>(0)</b>	<b>(-3)</b>	<b>(-5)</b>
<p><b>1. Safety</b></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><b>2. Maintenance</b></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>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 benefits, including subsistence values, or safety benefits</p>	<p>Significant increase in maintenance costs without offsetting economic benefits, including subsistence values, or safety benefits</p>
<p><b>3. Operations</b></p> <p>Project components important to safe and economic operations</p> <p>Weight: 3</p>	<p>Primary barge landing facility, critical components to an existing facility 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 harbor components that include grid, water and electrical systems, work floats and 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><b>4. Economic Value</b></p> <p>Improves economic conditions, including subsistence locally and/or regionally; provides intermodal connections that enhance economic values, including subsistence. Improves barge operations</p> <p>Weight: 3</p>	<p>Supports significant new, identifiable, sustained regional economic benefits, including subsistence harvests.</p> <p>Primarily a commercial and/or subsistence use facility.</p> <p>Preserves regionally significant economic benefits.</p> <p>Project is part of a system-wide barge operation improvements program.</p>	<p>Supports moderate new, identifiable, sustained regional and/or local economic benefits, including subsistence harvests.</p> <p>50% or more a commercial and/or subsistence use facility.</p> <p>Preserves regional or local economic benefits.</p> <p>Project is a stand-alone barge landing improvement.</p>	<p>Supports minimal or temporary economic benefits, including subsistence harvests.</p> <p>Provides or preserves nominal commercial and/or subsistence benefits.</p>		
<p><b>5. Facility Capacity</b></p> <p>Increases facility capacity to meet commercial, subsistence and charter fleet demand</p> <p>Weight: 4</p>	<p>Increases capacity to meet demonstrated demand by new or evolving commercial, or charter fleet vessels.</p> <p>There is no other existing facility in community.</p> <p>Provides new fleet capacity for subsistence uses.</p>	<p>Increases capacity to meet demonstrated demand for new or evolving non-commercial fleet vessels.</p>	<p>No increase in harbor capacity.</p>		

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<p><b>6. Service Life</b></p> <p>The period of years repaired, rehabilitated, or constructed component will last.</p> <p>Weighting: 3</p>	More than 15 years	15 to 10 years	Less than 10 years	Less than 5 years	Less than 3 years
<p><b>7. Connectivity</b></p> <p>Improves intermodal connections to airport, barge landing, port or dock and/or reduces redundant facilities</p> <p>Weight: 4</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.	Moderately improves the connectivity between modes and enhances coordination and integration of passenger and/or freight systems as part of other road improvement purposes.	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><b>8. Project Stage</b></p> <p>Project stage-new start, design start, design complete or construction ready</p> <p>Weighting: 4</p>	Construction ready, bid documents and maintenance agreements are in place.  10% or less contribution needed to bring the project to construction phase.	Construction ready, bid documents and maintenance agreements are in place.  30% or less contribution needed to bring the project to construction phase.	Design start and maintenance agreements are being prepared.		

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<p><b>9. Public support</b></p> <p>Community and/or regional support</p> <p>Weight: 3</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=31